

# **FUTURE OF THE REGION:**

## **A Strategic Regional Policy Plan for the Tampa Bay Region**

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**Amended September 12, 2005**



Tampa Bay Regional Planning Council

# **FUTURE OF THE REGION**

## **A Strategic Regional Policy Plan for the Tampa Bay Region**

**Rule 29H-9.003, FAC**

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# FOREWORD



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## INTRODUCTION/PURPOSE

### A. Background

Pursuant to Chapter 186, Florida Statutes (FS), and Chapter 27E-5, Florida Administrative Code (FAC), the *Future of the Region: A Strategic Regional Policy Plan for the Tampa Bay Region* (SRPP) is intended to serve as a long-range guide for physical, economic, and social development of the region through identified goals and policies. It is important to note that the SRPP serves as a plan for the region, not the Tampa Bay Regional Planning Council.

The SRPP is intended to be a direction-setting document. Its goals and policies are implemented only to the extent that financial resources are available from local revenue sources, legislative appropriations, grants or appropriations of any other public or private entities. The SRPP does not create regulatory authority or authorize the adoption of agency rules, criteria, or standards not otherwise authorized by law.

The goals and policies contained in the SRPP are to be reasonably applied where they are economically and environmentally feasible, not contrary to the public interest, and consistent with the protection of private property rights. The SRPP is to be construed and applied as a whole; no specific goal or policy in the plan is to be construed or applied in isolation from the other goals and policies in the SRPP.

As they pertain to the development of local government comprehensive plans, land development regulations, and local development orders which do not require regional planning council review, all verbs that are directive in nature, verbs such as shall, will and should, shall not be interpreted to override the decision-making and fiscal prerogatives of local government.

References to "the Region" and "the Tampa Bay Region" in goals and policies should be taken to mean the region as a whole. The Tampa Bay Regional Planning Council is referred to as "TBRPC," the "Council" or the "regional planning council."

### B. Purpose of the SRPP

Pursuant to Rule 27E-5.003, FAC, the purpose of the SRPP is:

- To implement and further the goals and policies of the State Comprehensive Plan (Chapter 187, FS) with regard to the strategic regional subject areas and other components addressed in the plan.
- To provide long-range policy guidance for the physical, economic, and social development of a region.

- To establish public policy for the resolution of disputes over regional problems, needs, or opportunities through the establishment of regional goals and policies and to provide a regional basis and perspective for the coordination of governmental activities and the resolution of problems, needs, and opportunities that are of regional concern or scope.
- To establish goals and policies, in addition to other criteria established by law, that provide a basis for the review of developments of regional impact, regional review of federally assisted projects, and other activities of the regional planning council. In addition, the plan may recommend specific locations or activities in which a project that, due to its character or location, should be a development of regional impact within the region. Standards included in strategic regional policy plans shall be used for planning purposes only and not for permitting or regulatory purposes. A regional planning council shall not adopt a planning standard that differs materially from a planning standard adopted by rule by a state or regional agency, when such rule expressly states the planning standard is intended to preempt action by the regional planning council.
- To establish goals and policies to assist the state and the council in the determination of consistency of local comprehensive plans with strategic regional policy plans and the state comprehensive plan. Strategic regional policy plans shall serve as a basis to review the resources and facilities found in local government comprehensive plans.
- To establish land development and transportation goals and policies in a manner that fosters region-wide transportation systems.
- To serve as a basis for decisions by the regional planning council.
- To guide the administration of federal, state, regional, and local agency programs and activities in a region to the extent provided for by law.
- To identify significant regional resources and facilities, infrastructure needs, or other problems, needs, or opportunities of importance to the region.
- To identify natural resources of regional significance and promote the protection of those resources.
- To set forth economic development goals and policies that promote regional economic growth and improvement.
- To set forth goals and policies that address the affordable housing and emergency preparedness problems and needs of the region.

The State Comprehensive Plan and the SRPP do not create regulatory authority or authorize the adoption of agency rules, criteria or standards not otherwise authorized by law.

The goals and policies contained in the SRPP provide a framework for directing the human, natural, community and economic resources of the Tampa Bay region; however, there will be instances of overriding public need that dictate a deviation from stated policy.

In determining whether or not a project or activity is in the public interest, the Council may consider and balance the following criteria:

- The public benefit to be derived from the project;
- The degree to which the current condition and relative value of functions being performed by areas affected by the proposed project or activity are degraded;
- The degree to which the project or activity will adversely affect the public health, safety, or welfare or the property of others;
- The degree to which the project or activity will adversely affect the conservation of fish and wildlife, including endangered or threatened species, or their habitats;
- The degree to which the project or activity will adversely affect or enhance significant historical and archeological resources; and
- If the project will be of a temporary or permanent nature.

In deciding to recommend approval or denial of an application, the Council may consider measures to mitigate adverse effects which may be caused by the project or activity.

Applications prepared and submitted for review pursuant to Chapter 380.06, FS, and Tampa Bay Regional Planning Council Final Reports prepared pursuant to Chapter 380.06, FS, shall address the following areas: Revenue generation, vegetation and wildlife, wetlands, soils, floodplains, water supply, wastewater management, stormwater management, solid waste, hazardous materials and waste, medical waste, transportation impacts, air quality, hurricane preparedness, housing, police and fire protection, recreation and open space, education, health care, energy, historical and archaeological information, noise, and public safety, as consistent with 27E-5.002(7), FAC, and as appropriate to the development proposal.

In implementing the SRPP, a Regionally Significant Resource or Facility shall be defined as a resource(s) or facility(s) identified by the Tampa Bay Regional Planning Council as being of regional importance and meeting one or more of the following criteria:

- A resource or facility that, due to its uniqueness, function, benefit, service delivery area, or importance as being of regional concern;
- A resource or facility that requires the participation or involvement of two or more governmental entities to ensure proper and efficient management;
- A resource or facility that meets either of the items above and is defined to be of state or regional significance in state or federal laws or rules of state or regional agencies adopted pursuant to Chapter 120, FS.

## EXECUTIVE SUMMARY

### A. Background

Located on the west coast of Florida, the Tampa Bay Region is favored with nearly 700 miles of shoreline. The Region's 43 local governments had an estimated 2003 population of more than 2.6 million residents. The Region is forecasted to have a population of nearly 3 million in 2010 and 3.2 million in 2015. While growth slowed during the 1990s, an average of nearly 500 people per week continue to move into the Region. Those who migrate to the Region create a diversified population and the basis for a strong economy.

The following is a brief description of the Region's four counties:

**Hillsborough County:** Hillsborough County as the fourth largest population in the state, ranks first in population and is the largest land area with 1,051 square miles. The County is the home of the City of Tampa, which is the largest urban center in the Region, and the third largest city in the State behind Jacksonville and Miami. The County's estimated 2003 population was 1,079,587.

**Manatee County:** Manatee County, with 741 square miles of land area, has six incorporated municipalities of which the City of Bradenton is the largest. The County's estimated 2003 population was 286,884.

**Pasco County:** Pasco County, with a land area of 745 square miles, has the most room to grow and the highest percentage of undeveloped land in the Region. Its major cities are New Port Richey, Dade City, and Zephyrhills. The County's estimated 2003 population was 375,318.

**Pinellas County:** Pinellas County, at 280 square miles, is the smallest in land area. It is also the most densely populated county in Florida with more than 3,357 people per square mile in 2003. Twenty-four municipalities are located within Pinellas County with St. Petersburg being the largest, and the fourth largest city in the State. The County's estimated 2003 population was 939,864.

### B. Revising the SRPP

Development of revisions to the adopted SRPP was a multi-faceted process taking place over a period of several years and requiring the input of various groups and resources.

The first document used in the preparation of the SRPP's revisions was the 2001 Evaluation and Appraisal Report (EAR). The EAR served as an assessment of the SRPP's successes or failures. The completion of the assessment process resulted in the EAR identifying the following general conclusions and recommendations:

- The number of indicators should be substantially reduced.
- Indicators should be used to measure the progress of the entire SRPP rather than a single goal or goal area.
- The existing trends and conditions sections should be deleted and replaced with a single section which addresses the SRPP as a whole.
- The SRPP indicators should be used to develop the trends and conditions section.
- There are too many SRPP policies, many of which are duplicated as a result of having to address multiple goal areas.
- Make SRPP policies tighter and user-friendly by revising, combining/collapsing, and/or deleting.
- In order to reduce policy duplication, move the goals associated with the five subject areas to the beginning of each area. The supporting policies could then address more than one goal.
- Eliminate duplication and tighten list of regionally significant facilities and resources.

The second step involved ascertaining how the goals and policies contained in the SRPP were being used. This was accomplished through an analysis of the SRPP goals and policies used during local government comprehensive plan amendment, IC&R, DRI, and P2000 reviews. Of the SRPP's 431 policies only 280 or 65% were identified as being cited during the review process.

SRPP Subject Area	# Policies	# Policies Cited	# of Citations
Affordable Housing	47	22	287
Economic Development	77	46	519
Emergency Preparedness	50	35	198
Natural Resources	184	126	1,505
Regional Transportation	73	51	557
Total	431	280	3,066

Identifying the number of times goals and policies were cited represented only an initial step in developing revisions to the SRPP. The final step involved the need to ascertain how best to approach the use of the SRPP indicators.

The 1995 SRPP contained 154 indicators or measures (Affordable Housing - 32; Economic Development - 29; Emergency Preparedness - 28; Natural Resources - 39; and Regional Transportation - 26). When the first attempt was made to obtain data on these indicators it was immediately apparent that there were too many.

By reducing the number of indicators to a few critical and well thought out ones it was recognized that the indicators could serve as a guide to focus the SRPP on those issues of greatest importance. To this end, it was important to keep two questions in mind: Did the indicator actually measure the goal under which it was listed?; and did the indicator measure real stuff?

In addition to the above actions, the results of the January 18, 2002, Regional Visioning Assembly were also used in the preparation of the SRPP revisions. (See the Visioning section for a detailed discussion of the Assembly.)

### C. Revised SRPP Subject Area Goals

Using the information described above, the following goals, listed by subject area, serve as the foundation for the revised SRPP:

- Affordable Housing
  - 1.A: Coordinate the location and provision of affordable housing with respect to the delivery and availability of community services.
  - 1.B: Increase the availability of new and improve the condition of existing affordable housing and neighborhoods within the region.
  - 1.C: Improve the equity of the location and distribution of affordable housing for all residents throughout the Tampa Bay region.
  - 1.D: Increase the availability and improve the condition of affordable, adequate, and sanitary housing for farmworkers, special needs groups, and homeless persons.
- Economic Development
  - 2.A: Promote the Tampa Bay region as a regional trade, hospitality, financial, and health care center for Florida and the Caribbean.
  - 2.B: Promote export of Tampa Bay region products and services, attract venture capital, and build businesses to expand the number and quality of job opportunities.

2.C: Plan, fund, build, and maintain a superior network of public facilities.

2.D: Promote and coordinate efforts to provide visitors and residents with an array of historical and cultural facilities, special events, festivals, and sports.

2.E: Maintain and expand food, agriculture, ornamental horticulture, aquaculture, forestry and related industries production to be a competitive force in the national and international marketplace.

2.F: Build and strengthen partnerships between the business community, education institutions, government entities, and non-profit organizations to meet the Tampa Bay region's economic challenges.

2.G: Improve the capability of small businesses, disadvantaged businesses and businesses within distressed communities to participate fully in Tampa Bay region's economic activities.

2.H: Improve economic development opportunities through the availability of quality education, health care, and social service delivery systems.

2. I: Implement the concept of sustainable development as a means to maintain and enhance the region's economic growth, vitality, and quality of life.

- Emergency Preparedness

3.A: Continue to facilitate all-hazards emergency management planning and coordination at the regional level.

3.B: Continue to build effective public and private partnerships to enhance the region's emergency management programs and capabilities.

3.C: Emergency management planning shall address statewide, regional, and intra-regional pre-disaster evacuation, shelter concerns and post-disaster response and recovery.

3.D: Recognize the hazards associated with, and strive to mitigate the impacts of, development within the identified coastal high hazard area (CHHA).

3.E: Enhance public safety through domestic security enhancements.

3.F: Continue to recognize the importance of sustaining a strong military base presence within the Tampa Bay region.

- Natural Resources
  - 4.A: Protect the quality of surface water and groundwater in the region.
  - 4.B: Assure an adequate supply of water to meet all projected human and natural needs.
  - 4.C: Manage stormwater and reclaimed water as valuable regional resources.
  - 4.D: Protect, restore, and maintain regionally-significant natural resources including private lands managed for conservation.
  - 4.E: Protect regionally-significant natural resources from degradation resulting from dredging and dredge-material disposal.
  - 4.F: Maintain the integrity and natural value of marine, estuarine, and intertidal habitats.
  - 4.G: Recognize and protect the Tampa Bay region's coastal resources as a cultural, natural, and economic amenity.
  - 4.H: Incorporate the protection of regionally-significant natural resources in planning for future growth within the region.
  - 4.I: Attain and maintain National Ambient Air Quality Standards.
  - 4.J: Encourage incorporation of land use and transportation planning strategies to improve air quality in the Tampa Bay region and associated airshed.
  - 4.K: Reduce emissions of nitrogen and other pollutants to improve surface water and sediment quality in the Tampa Bay watershed.
  - 4.L: Provide access to the natural resources of the region to all citizens while ensuring public safety and protecting regionally-significant natural resources.
  - 4.M: Inform the public about the natural resource issues of the region.
  - 4.N: Promote environmentally-sensitive development of new and expansion of existing marinas and boat ramps.
  - 4.O: Minimize the conflicts between increased development and the wildland/urban interface.

- Regional Transportation

5.A: Develop a regional transportation system which is coordinated with land use patterns and planning and minimizes negative impacts on the environment.

5.B: Plan, fund, build, and maintain a balanced and integrated multi-modal transportation system which ensures the safe, efficient, and economic long-term movement of goods and people.

5.C: Ensure that the transportation impacts associated with Developments of Regional Impact are appropriately mitigated.

5.D: Develop a safe, coordinated, and efficient regional intermodal transportation system.

5.F: Recognize and promote regional activity centers as a growth management tool.

5.G: Monitor the development of a high speed rail system in Florida and ensure its extension into the Tampa Bay region.

D. Regionally Significant Facilities and Resources

To improve usability and readability, the list of regionally significant resources and facilities was removed from each individual goal area and merged into a single section. The individual regionally significant resources and facilities are grouped within each regional goal area according to the following general topics:

*Affordable Housing*

Housing resources are considered as local in nature and no regional services were identified.

*Economic Development*

- Culture/Entertainment
  - Entertainment/performing arts centers, theaters, venues
  - Museums
  - Sports facilities
  - Tourist attractions
  - Festivals
  - Professional/non-professional performing ensembles

- Entertainment/performing arts centers, theaters, venues of Local Significance
- Museums of Local Significance
- Tourist attractions of Local Significance
- Festivals of Local Significance
- Professional/non-professional performing ensembles of Local Significance
- Hospitals
  - Trauma Centers
  - Burn Center
  - Pediatrics
  - Cancer
  - Veterans Administration
  - Hospitals with 300 or more beds
- Post-secondary Educational Institutions
  - Community colleges
  - Colleges and universities
  - Accredited vocational/technical institutes
- Public Facilities
  - Electrical power generation plants
  - Electrical transmission lines of 500 KV
  - Landfill/resources recovery facilities

*Emergency Preparedness*

- Emergency Operational Resources
- Military bases
- Regional hurricane evacuation routes

*Natural Resources*

- Natural Resources
- Managed Areas
- Potable water wellfields and surface and municipal water supply systems
- Public access and environmental education facilities
- Surface Water Resources
  - Lakes
  - Open water, marine and estuarine habitat
  - Riverine systems
  - Other water resources
- Air resources
- Coastal beaches
- Economically important
- Estuarine fisheries, wildlife and vegetation

- Intertidal systems
- Live bottom marine and estuarine communities
- Public and private resource management areas
- Special habitats
- Undeveloped barrier islands

*Regional Transportation*

- Aviation and port facilities
- Barrier island access causeways/bridges
- Regional multi-use and blue way trails
- Regional roadways
- Strategic Intermodal System hubs and corridors
- Major transit corridors
- Transmission pipeline

## VISIONING

On Friday, January 18, 2002, 51 invited business, civic, education, and government leaders from throughout the Tampa Bay region gathered at the Embassy Suites Hotel - University of South Florida for a Regional Visioning Assembly. The purpose of the Assembly was the identification of objectives and/or issues of most importance to the Tampa Bay Region and which have the greatest impact on the formulation of a regional vision. To achieve this, the issues could be wide ranging and address topics such as:

- Building upon existing positive attributes;
- Addressing existing problems; or
- Creating new directions.

It was emphasized that the purpose of the Assembly was to look only for objectives and/or issues, not solutions. Solutions would be identified as part of the subsequent public workshop process. An important secondary benefit of the Assembly's efforts would be its use in developing strategies for the development of a vision statement for the *Strategic Regional Policy Plan*.

At its conclusion, the Assembly had identified 268 individual objectives/issues. The following represents a grouping of the most often identified objectives/issues within the identified subject area.

- Transportation
  - Better land-use coordination
  - Regional approach
  - Identify additional funding sources
  - Mass transit/multi-modal
  - Improve leadership
- Water
  - Regional Approach to reuse/reclaimed water
  - Conservation
  - Statewide planning (inter-regional)
- Land Use
  - Coordinate land use with water and transportation
  - More compact growth (infill and TND)
  - Improved regional approach (better intergovernmental coordination, improved process)
- Economic Development
  - Education/vocational training/workforce

- Emergency Management
  - Regional evacuation plan
  - Homeland security
  - Stricter floodplain management
  
- Participant's Choice
  - Growth Management
  - Regional approaches
  - Social issues

When reviewed in their totality, it was discovered that the majority of objectives/issues could be collapsed around nine generalized themes: Education, Emergency Management, Funding, Growth Management, Land Use Coordination, Leadership, Regional Approaches, Societal Issues, and Water/Natural Resource Protection. Without regard to the topic sessions from which they were recorded, the following order of importance resulted:

- Growth Management
- Regional Approaches
- Education
- Water/Natural Resource Protection
- Emergency Management
- Quality of Life/Societal Issues
- Land Use Coordination
- Funding
- Leadership

The results of the Regional Visioning Assembly were taken into consideration and incorporated into the revisions to the goals and policies and list of regionally significant resources and facilities.

## ORGANIZATION OF THE PLAN

As stated previously, one of the primary aims of revising and reorganizing the 1995 SRPP was to improve its usability, readability and eliminate redundancy.

The problem of redundancy/duplicity was particularly noticeable in the 1995 SRPP relationship of goals and policies within the five subject areas. As a consequence, it was decided to not tie a policy to a particular goal. Rather, the subject area goals were moved to the beginning of each subject area and the policies grouped by that supporting topic area(s) reflected by a goal.

In a similar fashion, the listing of regionally significant resources and facilities has been removed from each individual goal area and combined into a single chapter. Maps identifying the location of the various regionally significant resources and facilities were developed to the maximum extent possible.

In keeping with the EAR recommendations, the listing of regional indicators has been merged into a single section. While it is acknowledged that many of the indicators are applicable to more than one subject area, for purposes of the SRPP they are listed according to the most applicable subject area.

- Regional Population Characteristics
- Regional Price Index Summary
- Affordable Housing
  - Construction Activity
  - Homes Sales
  - Homelessness
  - Housing Affordability
  - Housing Tenure
  - Median Income
  - Poverty
- Economic Development
  - Agriculture
  - Education
  - Education Attainment
  - Employment
  - Land Use Assessed Value
  - Public Health
  - Secondary School Enrollment and Degrees Conferred
  - Tourism
  - Unemployment

- Emergency Preparedness
  - Hurricane Sheltering/Evacuation
  
- Natural Resources
  - Air Quality
  - Natural Resources
  - Wastewater Reuse
  - Water Demand
  - Water Pollution
  
- Regional Transportation
  - Airports
  - Journey to Work Characteristics
  - Port Activity
  - Transit
  - Vehicle Miles Traveled
  - Motor Vehicle Registrations

A similar approach was also utilized in the preparation of the list of agencies to be coordinated, abbreviations, and glossary.

## COORDINATION OUTLINE

### A. Coordination Overview

Section 27E-5.001, FAC, states that the purpose of a strategic regional policy plan is to serve as “a plan for the region, not merely for the regional planning council.” For the Tampa Bay Regional Planning Council, the SRPP serves as the Council’s guide in its role as the “convener of the region.” This requires the examination of issues that are truly regional (multi-jurisdictional) in nature and that do not interfere with local jurisdictional issues. As a consequence, there are numerous opportunities for coordination at all levels in the continuing implementation of the SRPP.

### B. Cross Acceptance

In January 2005, pursuant to Section 186.505, FS, copies of the draft SRPP were distributed to the Central, Southwest, and Withlacoochee Regional Planning Councils for cross-acceptance review. The Council continues, as part of its comprehensive plan review responsibilities, to conduct an evaluation of extra-jurisdictional impacts for those amendments located adjacent to or in close proximity to municipal, county, or regional boundaries.

### C. Dispute Resolution

Pursuant to Section 186.509, FS, the Council adopted a Dispute Resolution Process (Section 29H-13, FAC). This process is intended “to reconcile differences on planning and growth management issues between local governments, regional agencies, and private interests.” To date, no request to utilize the Council’s dispute resolution process have been made.

### D. Public Comment

The Council actively sought public comment during all phases of revising the SRPP.

- On August 6, 2004, the Regional Planning Advisory Committee (RPAC) was presented the Indicators Report for review and comment. Preliminary revisions to the SRPP’s goals and policies and list of regionally significant resources and facilities were distributed for review and comment.
- During August 2004, the Council’s Agency on Bay Management and Tampa Bay Estuary Program reviewed the proposed revisions to the Natural Resources subject area.

- On September 27, 2004, the Council's Clearinghouse Review Committee (CRC) was presented the draft revisions to the SRPP.
- During the period of October and November 2004, a technical review of the proposed revisions was undertaken by the RPAC, Agency on Bay Management, West Central Florida MPO Chair's Coordinating Committee, and Economic Development District.
- During the period of October and November 2004, the CRC and Council reviewed and provided comment on the proposed draft revisions to the SRPP.
- On October 1, 2004, the RPAC reviewed and commented on the revised maps of regionally significant resources and facilities.
- During the period of January and February 2005, the following activities took place:
  - Eight public meetings, two per county, were conducted to receive public input. The locations of the public meetings can be found in Appendix B.
  - RPAC continued to review and comment on the draft revisions to the SRPP.
  - Local governments, state and regional agencies, and public/private organizations, agencies, and individuals in the region were provided copies and asked to review and comment on the draft revisions to the SRPP. The mailing list can be found in Appendix B.
  - The Central, Southwest, and Withlacoochee Regional Planning Councils were asked to review and comment on the draft revisions to the SRPP.
- On March 14, 2005, the Council authorized proceeding to rule-making.
- In furtherance of the requirements of Rule 27E-5, FAC, and the rulemaking requirements of Chapter 120, FS, an additional public meeting/rule development workshop was held at the Council offices on July 7, 2005.

#### E. Public Participation

The Council actively seeks public participation in all its endeavors. Each meeting of the Council, as well as all of its subcommittee meetings, is noticed on the Council's web site, Events Calendar, and other media.

Public participation also occurs on a number of different fronts and levels ranging from formal Council committees to providing planning technical assistance. The following are a few examples of ongoing and recent public participation activities.

- Agency on Bay Management (ABM): ABM serves as the natural resources committee of the Council. Its membership includes commercial, recreational, research, regulatory, industrial, all levels of government, and the public-at-large. ABM provides recommendations to the Council, as well as directly to the requesting entity, on issues affecting the Tampa Bay estuary and the region's natural resources.
- Local Emergency Planning Committee, District VIII (LEPC): The LEPC, District 8, which represents Hillsborough, Manatee, Pasco, and Pinellas Counties, is charged with facilitating regional hazardous materials emergency response planning and compliance with hazardous materials reporting laws. The Tampa Bay Regional Council serves as the public access repository for the reports filed under Sections 311/312 of the Emergency Planning and Community Right-to-Know Act of 1986 (EPCRA) in District 8. In addition to local fire and emergency responders, governmental agencies, and the private sector, the LEPC also works closely with the U.S. Coast Guard Marine Safety Office, Tampa, in spill contingency planning.
- Economic Development District. The Tampa Bay region was designated an Economic Development District (EDD) in 2003. The primary functions of the EDD are:
  - Preparation and maintenance of the Comprehensive Economic Development Strategies (CEDS);
  - Assist in the implementation of the strategies identified in the CEDS; and
  - Provide technical assistance to local governments and economic development organizations with their economic development activities, programs, and grant applications.

Serving as the EDD requires close coordination and cooperation with the economic development departments/staffs within each municipality and other economic development practitioners. In addition, the annual and five-year updates of the CEDS requires that groups representing all socioeconomic segments of the region be invited to participate.

- Regional Planning Advisory Committee (RPAC): The RPAC is a committee comprised of planning officials from municipal, county, and regional planning departments and agencies. It serves as a conduit for information dissemination and intergovernmental coordination.

- Regional Information Center (RIC): The RIC is the information service and publication center of the Council. It includes the library, a research service, and public information resources. The RIC is often the starting place for many developers, consultants, marketing specialists, media representatives, students and planners looking for regional statistics and information. It is also a State of Florida Census Data Affiliate and an official repository for federal home loan disclosure reports. Data research requests are filled on a regular basis. A subscription service is offered, providing specific data services to its subscribers.
- Tampa Bay Estuary Program (TBEP): The TBEP is a partnership of local governments and state and federal environmental agencies charged with the development of a comprehensive conservation and management plan (CCMP) for Tampa Bay that will guide cleanup and preservation efforts well into the 21st century. Tampa Bay is one of many estuaries across the nation participating in the U.S. Environmental Protection Agency's National Estuary Program. The Council continues to provide administrative support to the TBEP.
- Intergovernmental Coordination and Review (IC&R): The Council's IC&R or Clearinghouse Review process is conducted pursuant to Presidential Executive Order 12372 and State of Florida Office of the Governor Executive Order 83-150, to assess grant applications, as well as dredge and fill activities of regional significance. Objectives of the IC&R process include: (1) Coordinate and review the relationship of proposed activities to local, state and regional comprehensive plans and/or policies; (2) eliminate duplication of funding for proposed activities within the region; and (3) assist in the resolution of issues requiring intergovernmental cooperation.
- Regional *Hurricane!* Public Education Campaign: As part of the Council's Emergency Management Program, a hurricane preparedness public education campaign has been developed. The centerpiece is the *Hurricane! Survival Guide* which is designed, printed and distributed in both English and Spanish to over 2 million households throughout the Region and adjacent counties. The objective of the program is to provide a comprehensive, cost-effective, and coordinated system of hurricane evacuation public information for the local governments of the region on an annual basis.
- Expanded technical assistance: The implementation of the SRPP and the opportunities to obtain public input has been enhanced through the Council's expanded technical assistance program. The services provided to local governments, agencies, and communities under this program have ranged from providing general planning assistance, economic analysis programming, meeting facilitation, vision planning and other related services.

F. Related Regional Planning and Coordination Activities

The development, updating, and implementation of the Council's SRPP requires the continuing coordination with and involvement of federal, state, regional, local, and private agencies and organizations. This coordination is based on either the agency/organization's involvement in and/or knowledge of the pertinent goals and/or policies contained in the SRPP.

Section 27E-5.004(8), FAC, requires that the SRPP contain a coordination outline including a list of local governments involved in developing, implementing, and updating the SRPP. A listing of those agencies/organizations with which the Council maintains coordination and cooperation activities related to the SRPP can be found in Appendix B.

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## TRENDS AND CONDITIONS

### Background

According to Section 27E-5.004(4), FAC, the Trends and Conditions Section is intended to provide a background analysis of factors that describe current conditions and future related trends or projections. It should identify and address significant regional resources, facilities, and systems. Finally, it should be based on expected growth patterns of the region and analyze the problems, needs, and opportunities associated with growth and development in the region. Assessing the SRPP's trends and conditions would be accomplished through the use of indicators for each of the five subject areas.

The 1995 SRPP contained 154 indicators: Affordable Housing - 32; Economic Development - 29; Emergency Preparedness - 28; Natural Resources - 39; and Regional Transportation - 26. When preparing the SRPP's Evaluation and Appraisal Report in 2001 it was determined that 154 indicators were too many and had to be reduced. This would result in the identification of a few critical and well thought out indicators which would serve to focus the SRPP on the issues of greatest importance.

During the spring and early summer of 2001, a SRPP indicator survey was distributed to the Regional Planners Advisory Committee and other regional agencies. In assessing the indicators, the reviewers were asked to keep two questions in mind: Did the indicator actually measure the goal under which it is listed?; and did the indicator measure real stuff?

Published in August 2001, the results of the indicator survey were inconclusive in terms of identifying which indicators should be deleted, retained, or modified. The results did, however, provided useful information identifying issues which could be used in evaluating and restructuring the existing indicators. Examples of these issues include difficulty with gathering supporting data; the indicator did not measure the stated goal; and duplication of indicators within and across subject area(s).

### Revised Listing of SRPP Indicators

It was decided that the best approach to revising the SRPP indicators would be to take a holistic approach; e.g., identify SRPP indicators which represent trends and conditions not only applicable to one of the five goal areas but also applicable throughout the SRPP. The following indicators, organized by SRPP subject area, were selected and utilized in the development of the revised SRPP.

- Regional Population Characteristics
- Regional Price Index Summary
- Affordable Housing
  - Construction Activity

- Homes Sales
- Homelessness
- Housing Affordability
- Housing Tenure
- Median Income
- Poverty
- Economic Development
  - Agriculture
  - Education
  - Education Attainment
  - Employment
  - Land Use Assessed Value
  - Public Health
  - Secondary School Enrollment and Degrees Conferred
  - Tourism
  - Unemployment
- Emergency Preparedness
  - Hurricane Sheltering/Evacuation
- Natural Resources
  - Air Quality
  - Natural Resources
  - Wastewater Reuse
  - Water Demand
  - Water Pollution
- Regional Transportation
  - Airports
  - Journey to Work Characteristics
  - Port Activity
  - Transit
  - Vehicle Miles Traveled
  - Motor Vehicle Registrations

Two additional sections entitled Regional Population Growth: An Historical Overview and Amendments to adopted Future Land Use Map: An Historical Overview were included to provide an historical perspective.

To assure that the indicators can be updated or revised as new data becomes available, the 2004 Indicators Report was not adopted as part of the SRPP. Rather, it was included in the document as non-adopted Appendix D.

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## **Goals:**

1.A: Coordinate the location and provision of affordable housing with respect to the delivery and availability of community services.

1.B: Increase the availability of new and improve the condition of existing affordable housing and neighborhoods within the region.

1.C: Improve the equity of the location and distribution of affordable housing for all residents throughout the Tampa Bay region.

1.D: Increase the availability and improve the condition of affordable, adequate, and sanitary housing for farmworkers, special needs groups, and homeless persons.

## **Policies:**

### **Coordination**

1.1: Encourage local governments to continue to establish, expand, and enhance coordination and cooperation efforts with public and private providers of affordable housing throughout their communities.

1.2: Encourage the use of the Tampa Bay Regional Planning Council's dispute resolution process to solve issues related to the siting of affordable housing, transitional housing, homeless shelters and special needs housing and service providers.

1.3: Support efforts to coordinate activities to improve public transit connections between disadvantaged neighborhoods and employment centers.

### **Financing/Home Ownership**

1.4: Promote new and innovative incentives and technical assistance programs which induce financial leveraging for new construction of affordable housing.

1.5: Support efforts which provide tax incentives to rehabilitate very low- and low-income residential properties.

1.6: Support housing programs which further community-based organizations' efforts, private sector residential investment, and improve credit opportunity through community lender partnerships to provide housing for very low-, low-, and moderate-income families.

1.7: Support the establishment of programs to assist very low-, low-, and moderate-income families to attain compliance with local building codes.

1.8: Promote use of alternative construction techniques and building materials designed to reduce construction, maintenance, and energy costs while ensuring that public safety and health standards are maintained.

1.9: Encourage the funding and implementation of home-ownership programs that benefit the ability of very-low, low-, and moderate- income families' to successfully manage the responsibilities associated with homeownership. Such programs should also include education on energy conservation and water conserving technology both in and outside the home.

## **Neighborhoods**

1.10: Encourage neighborhood preservation and stability through:

- Using local land use incentives to reduce the gap between the supply and demand for affordable housing;
- Removing blighting influences and identify strategic improvements in targeted neighborhoods;
- Supporting adaptive reuses of housing and mixed land uses which will result in the rehabilitation of substandard housing units; or
- Reducing the concentration of very low- and low- income housing.

1.11: Implemented redevelopment and infill plans and activities should :

- Minimize impacts caused by residential displacement; and
- Incorporate the rehabilitation of existing structures for use as very low-, low-, and moderate-income housing.

## **Location**

1.12: Site and design residential development in a way that: enhances and protects life and property from natural and man-made hazards; is compatible with the type and scale of surrounding land uses; fosters a pedestrian friendly environment; enhances connectivity with adjacent development; and protects existing residential areas from the encroachment of incompatible activities. Likewise, other land use areas should be protected from the encroachment of incompatible residential activities. The implementation or interpretation of these provisions, however, should not be seen as discouraging mixed-use development.

1.13: Encourage affordable housing for very low-, low-, and moderate-income families/ households that includes enhanced opportunities for traditional neighborhood, mixed-use, and

single-use residential developments which are readily accessible to employment centers, health care facilities, recreation, shopping, and public transportation.

### **Special Needs Housing**

1.14: Promote programs that link appropriate social services to the provision of, and access to, shelter space in order to assist homeless persons and persons in transition to become self-sufficient and self-reliant.

1.15: Increase the availability and improve the condition of affordable, adequate, and sanitary housing for farm workers and special needs groups by:

- Providing information/technical assistance and incentives to private agricultural businesses to develop and manage housing opportunities for farm workers;
- Encouraging agencies and support groups to plan and coordinate arrangements for low-cost rental housing with non-housing support services such as information and health services, technical and financial assistance for farm workers and their families;
- Encouraging the provision of adequate facilities throughout the region to meet the demand for special needs housing;
- Improving cooperation and coordination among governing officials, housing officials, and human services professionals to help avoid the concentration of special needs housing in certain neighborhoods;
- Promoting affordable and accessible housing designed to compensate for the physical, psychological, and economic limitations of those with special needs; and
- Encouraging developers to address strategies for the location of special needs housing in proximity to transportation, sidewalk linkages, recreation facilities, shopping, and health care facilities .

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# ECONOMIC DEVELOPMENT



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## **Goals:**

2.A: Promote the Tampa Bay region as a regional trade, hospitality, financial, and health care center for Florida and the Caribbean.

2.B: Promote export of Tampa Bay region products and services, attract venture capital, and build businesses to expand the number and quality of job opportunities.

2.C: Plan, fund, build, and maintain a superior network of public facilities.

2.D: Promote and coordinate efforts to provide visitors and residents with an array of historical and cultural facilities, special events, festivals, and sports.

2.E: Maintain and expand food, agriculture, ornamental horticulture, aquaculture, forestry and related industries production to be a competitive force in the national and international marketplace.

2.F: Build and strengthen partnerships between the business community, education institutions, government entities, and non-profit organizations to meet the Tampa Bay region's economic challenges.

2.G: Improve the capability of small businesses, disadvantaged businesses and businesses within distressed communities to participate fully in the Tampa Bay region's economic activities.

2.H: Improve economic development opportunities through the availability of quality education, health care, and social service delivery systems.

2. I: Implement the concept of sustainable development as a means to maintain and enhance the region's economic growth, vitality, and quality of life.

## **Policies:**

### **Economic Expansion**

2.1: Expand upon Tampa Bay region's vision as a region interacting in the global marketplace during all discussions and regional activities related to economic development.

2.2: Retain and maximize those traditional industry sectors (tourism, high technology/manufacturing; agriculture; construction; construction materials (retail and wholesale), retail trade; finance, insurance and real estate; and services) which have been the region's economic base while encouraging diversification and expansion of non-traditional business and industrial investments.

2.3: Coordinate industrial recruitment efforts to expand the region's manufacturing base.

2.4: Actively pursue new high-paying job-producing industries, corporate headquarters, distribution and service centers, regional offices, research and development facilities, and small businesses.

2.5: Continue to support business and industrial expansion which provides construction and non-construction (permanent) employment opportunities.

2.6: Continue to attract and expand opportunities in all aspects of the entertainment industry.

2.7: Promote the development and attraction of high-wage, value-added technology and manufacturing industries which export to other regions in the nation and world.

2.8: Aggressively market the region as a place to invest venture capital.

2.9: Strengthen the Tampa Bay region's position in the world economy through the attraction and promotion of international banking, information/ knowledge-based services, trade, tourism, and manufacturing opportunities.

### **Coordination**

2.10: Encourage local governments to continue to establish, expand, and enhance coordination and cooperation efforts with public and private providers of economic development opportunities within their communities.

2.11: Encourage cooperation, coordination, and consolidation among various public and private interest groups in the region and eliminate regulatory restrictions and barriers as a means of strengthening the image of the Tampa Bay area as an unified economic market.

### **Location/Concurrency**

2.12: Encourage supportive and complementary industrial and commercial activities to locate in proximity to each other to establish linkages between such activities and the services they provide.

2.13: Encourage the location of supporting facilities and services to guide urban infill development and/or redevelopment and assist in the implementation of approved local and regional plans.

2.14: The rate of private development should be supported by local concurrency management plans and commensurate with a reasonable rate of expansion of public and semi-public facilities.

2.15: Coordinate land use and transportation planning with the provision of public facilities to assure suitable siting of new commercial or industrial enterprises.

2.16: Develop programs/incentives which encourage new development to locate within designated activity centers.

2.17: Extend the useful life of vacant or under-utilized public and private facilities through adaptive reuse.

2.18: Encourage the implementation of adopted capital improvements programs which maximize the use of existing systems before allocating funds for public facilities in undeveloped areas.

2.19: Consider existing and future land use plans when siting public and semi-public facilities of affected jurisdictions and appropriate agencies and the impact on the quality of life of any adjacent residential neighborhood(s).

2.20: Encourage the application of fair share principles to new developments which create demand for public facilities.

2.21: Support development which is consistent with local government infill and redevelopment policies with alternative and creative methods of financing, the construction of supporting public facilities, and an equitable means to apportion costs.

2.22 Continue to evaluate local government capital improvements programs and amend their Capital Improvement Elements to address deficiencies in public facilities required to be concurrent with development, to maintain adopted levels of service, and to ensure that facilities are scheduled to be in place concurrent with the impacts of development. To this end, promote the development of life expectancy schedules for infrastructure components to provide for the maintenance, repair, renovation, and replacement of such facilities.

2.23: Support the development and consistent application of equitable site location standards for Locally Unpopular Land Uses (LULUs) or controversial public facilities where a balance is drawn between their efficient function and the fewest negative impacts in order to prevent the inequitable concentration of such uses in disadvantaged neighborhoods.

2.24: Recognize the development and maintenance of the regional inter-modal transportation network as a critical resource/facility for economic growth.

## **Arts and Culture**

2.25: Recognize artistic and cultural facilities and programs as an economic asset to the region and a major sector of the region's economic base.

2.26: Encourage coordination and cooperation between the business, tourism, and economic development industries and local arts councils and community groups to promote and develop the area's arts, and cultural resources, facilities, and programs.

2.27: Support the placement of art in public and privately-owned spaces throughout the Tampa Bay area through local ordinances and/or incentive programs.

2.28: Support local festivals and special events which provide a cultural identity and/or an economic benefit to the region and to the communities which host them.

2.29: Promote and preserve the region's rich cultural, historic, and archaeological resources for the educational, economic, and community benefits of residents and visitors.

2.30: Maintain and improve the region's visual and performing arts programs and facilities.

## **Historic Preservation**

2.31: Preserve recreation and historic sites.

2.32: Support local governments to adopt procedures which provide for the review and monitoring of all activities involving locally or regionally significant historic and archaeological sites.

2.33: Support private and public participation of historic preservation by offering public recognition and incentives for active preservation efforts.

2.34: Encourage the rehabilitation and adaptive reuse of historic properties.

2.35: Encourage local governments to protect significant archaeological and historical resources by assessing, and as appropriate, mitigating the potential for adverse impacts and ensuring compatibility with adjacent land uses.

2.36: Protect historic properties that are designated to be of local, regional, or national significance and are eligible for nomination to the appropriate local or national historical register.

## **Tourism**

2.37: Continue to recognize the importance of the tourism industry to the Tampa Bay region while fostering a climate which encourages economic diversification and expansion.

2.38: Support the promotional efforts of those areas of the region that desire to attract visitors, and encourage the utilization of year-round recreational and tourist sites and activities.

2.39: Support the attraction and retention of professional sports franchises into the Tampa Bay region.

2.40: Support, protect and promote natural resources as a component (“eco-tourism”) of the region's tourism package.

## **Agriculture**

2.41 Promote agriculture as a viable land use and economic activity.

2.42: Encourage the identification and retention of the agriculture category on future land use maps.

2.43: Recognize agribusiness as an economic asset to the region and a major sector of the region's economic base.

2.44: Encourage local governments to foster an environment promoting agricultural viability and forestry resource protection while respecting the needs of the non-agricultural community.

2.45: Support local governments in the protection of agricultural operations as development encroaches.

2.46: Support the continued protection of the preferred tax status of active agricultural lands.

## **Public Involvement**

2.47: Encourage the active participation of persons in their communities through the improvement of employment and volunteering opportunities.

2.48: Promote car-pooling and flexible working hours within the public and private sectors to improve job market access.

2.49: Encourage the location of community facilities, such as schools, parks, and community centers in low-income or distressed communities.

2.50: Support the elimination of institutional barriers and impediments to minority employment in the region.

### **Efficiency/Information Exchange**

2.51: Improve the efficiency and timeliness of regulatory review and reduce redundancy between reviewing agencies.

2.52: Continue support of the regional information center containing demographics, information on economic needs, assistance programs, and regional and economic development potential.

2.53: Support the continued development of regional and local economic and industrial development programs and increase participation in programs sponsored by the federal Economic Development Administration.

2.54: Continue to maintain a communication network for the exchange of information and ideas among those local governments and agencies, both public and private, engaged in economic development in the region through agencies such as the Tampa Bay Partnership and the Economic Development District.

### **Small Business Expansion/Revitalization**

2.55: Encourage local governments to increase the use of small businesses and disadvantaged businesses in the procurement of goods and services.

2.56: Support local communities, their residents, redevelopment, community and like entities, and the private sector in creating an economic and social environment which induces business enterprises to locate in economically distressed areas and to provide jobs. These efforts should include:

- Promoting entrepreneurship and small business start-up by providing technical and information resources;
- Facilitating capital formation for small businesses;
- Supporting and expanding the development opportunities for and utilization of disadvantaged businesses in the region;

- Supporting the identification of public and private sector investment opportunities and the provision of assistance for business expansions and employment training in distressed/target areas; and
- Supporting legislation providing incentives to stimulate redevelopment activities in distressed areas, especially in established enterprise zones.

2.57: Encourage economic revitalization through the adaptive reuse of buildings in distressed areas.

### **Education/Work Force Training**

2.58: Enhance the economic development profile of the Tampa Bay region through continued improvements in all facets of the education system. To this end, efforts should be directed to:

- Assisting adults lacking basic or functional literacy skills to become personally and economically self-sufficient through increased educational opportunities and training programs and coordination of programs aimed at reducing adult illiteracy;
- Advocating adequate levels of funding to maintain and expand all facets of the region's primary, secondary, and higher education programs;
- Advocating continued growth and expansion of research activities at the region's institutions of higher education;
- Advocating adequate levels of funding to support the implementation of specific additions to existing education programs, including, but not limited to the arts, folk heritage, historic preservation, and the environment;
- Advocating coordination of near- and long-term planning for educational facilities;
- Decreasing the high school drop-out rate or increasing the number of individuals enrolled in night school or the number of GEDs to people over the age of 18;
- Coordinating workforce training with employment opportunities through market trend research;
- Ensuring public access to non-traditional off-campus locations (i.e., office buildings);
- Recognizing the role of schools in the revitalization and stabilization of urban areas;

- Supporting vocational programs as an important educational option for the unemployed, underemployed, and economically disadvantaged; and
- Developing and maintaining evening and weekend classes, extension, outreach and satellite programs by the region's colleges, universities and vocational-technical schools to meet the access, transportation, and child care needs of the area's population.

2.59: Continue to support local school districts as active participants in the implementation of local growth management efforts through active communication, cooperation, and coordination and as prescribed in Florida Statutes.

2.60: Advocate each high school curriculum to include the development and strengthening of student life management skills to better prepare them for responsible citizenship, further learning opportunities, and productive employment in modern society.

2.61: Encourage businesses and industries, educational institutions, private industry councils, and local and state agencies to coordinate programs and efforts to provide a workforce with the necessary skills and training required of new and/or expanding industries in the region.

2.62: Encourage, with input from the local business and industry community as to their current and anticipated needs, that high school and vocational education curricula should be designed to produce graduates that are prepared to meet the demands of the 21<sup>st</sup> Century workplace.

## **Health Care**

2.63: Ensure, through public and private efforts, the availability of primary medical care to individuals, families, and households in the region by:

- Recognizing that health maintenance and illness/injury prevention are vital components of any effort to reduce the cost of operating the region's health care system;
- Promoting programs which address teen pregnancy prevention, prenatal and well-baby care, and disease prevention among elders;
- Encouraging alternative health care delivery systems which are cost-effective and focus on prevention such as childhood immunizations and wide scale screening programs; and
- Enhancing public awareness of health and related social issues through the dissemination of information and services.

2.64: Control the cost of health care to all residents within the region, by paying special attention to providing health care to those identified as being “medically indigent.” Achievement of these efforts should include:

- Recognizing that being “medically indigent” does not necessarily equate to being “economically indigent”;
- Ensuring the continuation of programs which enhance the provision of services to the medically indigent;
- Developing an incentive plan to increase participation of physicians and hospitals in the provision of health care to the medically indigent;
- Encouraging health clinics to be opened during non-traditional business hours for those who are employed, yet are found to be medically indigent;
- Reducing use of emergency rooms as primary care facilities by the medically indigent; and
- Encouraging the establishment of a consortium of public and private health care professionals to provide adequate secondary and tertiary care for the medically indigent.

### **Social Services**

2.65: Develop, through coordinated efforts with social service agencies enhanced public information activities promoting employment opportunities for the unemployed and unskilled.

2.66: Maintain comprehensive resources and services for children and their families which enable them to achieve or maintain self-sufficiency and avoid social problems by supporting the exploration, achievement, and/or implementation of the following programs:

- Prevention/early intervention for children and their families;
- Economic self-sufficiency for low-income families;
- Affordable, convenient, and subsidized child care;
- Youth development activities serving adolescents;
- Coordinated efforts to reduce the rate of juvenile violence; and
- Shelters and facilities for abused, neglected , or abandoned persons and families.

2.67: Recognizing the impact of the aging population on the region's economy vitality, support programs which develop:

- Independence of elders through support services;
- Positive attitudes toward older people and the aging process;
- Health promotion and disease prevention programs for elders;
- Job training which promotes economic independence of elders; and
- Outreach and targeting of services to disadvantaged elders.

### **Sustainable Development**

2.68: Recognize the interrelatedness of sustainable actions and decisions on the principles of environmental integrity, economic prosperity, and community livability.

2.69: Recognize that sustainable development requires adherence to the following guiding principles:

- *Agricultural Land Preservation*: Protecting farmland and rural character and promoting of sustainable farming practices;
- *Air Quality Protection and Improvement*: Reducing air pollution from mobile and stationary sources and allowing for transportation options;
- *Building Green Infrastructure*: Protecting and encouraging development of interconnected systems of natural areas, parks, greenways, and open space;
- *Community Character and Historic Preservation*: Preserving the unique qualities of our communities such as cultural heritage and facilities, landscapes, streetscapes, public spaces, historic buildings, and landmarks;
- *Conservation Development*: Integrating development with natural resources and open space;
- *Creating Livable Communities*: Building active, attractive communities with easy access to residential, commercial, and recreational areas;
- *Energy Efficiency and Green Buildings*: Decreasing energy consumption, using more renewable energy, and reducing the impact of built structures on the environment;

- *Mixed-use Development*: Encouraging mixed-use development which includes a combination of compatible land uses having functional interrelationships and aesthetic features;
- *Pedestrian-friendly Communities*: Encouraging development which proceeds in a manner that encourages people to walk to obtain the things they need;
- *Reusing Built Environments*: Developing abandoned, idled, brownfield/grayfield, or under-used properties and building them back into productive use;
- *Strengthening Local Economies*: Training the local workforce, supporting local business, and building technology infrastructure;
- *Sustainable Sites and Natural Landscapes*: Using native plants in landscaped areas and protecting natural features of development sites;
- *Transit-Oriented Development*: Creating through design and layout, mixed-use, higher density communities around public transit centers;
- *Transportation Choices*: Promoting a diversity of transportation choices, such as car- or van-pooling, bicycles, and mass transit instead of the over-dependence on the single-occupant automobile;
- *Water Resources Protection*: Securing the quality and quantity of our streams, lakes, wetlands, floodplains, and groundwater; and
- *Workforce Housing*: Providing a diversity of multi- and single-family housing opportunities near employment centers.

2.70: Acknowledge that the following generalized themes identified by the Regional Visioning Assembly serve as a foundation for a regional approach to sustainable development:

- Growth management;
- Regional approaches;
- Education;
- Water/natural resource protection;
- Emergency management;
- Quality of life/societal issues;
- Land use coordination;
- Funding; and
- Leadership

2.71: Recognize that addressing the following objectives/issues identified by the Regional Visioning Assembly will serve to further the implementation of the concept of sustainable development in the Tampa Bay region:

- Transportation
  - Better land-use coordination
  - Regional approaches
  - Identify additional funding sources
  - Mass transit/multi-modal
  - Improve leadership
  
- Water
  - Regional approach to reuse/reclaimed water
  - Conservation
  - Statewide planning (inter-regional)
  
- Land Use
  - Coordinate land use with water and transportation
  - More compact growth (infill and TND)
  - Improved regional approach (better intergovernmental coordination, improved process)
  
- Economic Development
  - Education/vocational training/workforce
  
- Emergency Management
  - Regional evacuation plan
  - Homeland security
  - Stricter floodplain management

# EMERGENCY PREPAREDNESS



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## **Goals:**

3.A: Continue to facilitate all-hazards emergency management planning and coordination at the regional level.

3.B: Continue to build effective public and private partnerships to enhance the region's emergency management programs and capabilities.

3.C: Emergency management planning shall address statewide, regional, and intra-regional pre-disaster evacuation, shelter concerns, and post-disaster response and recovery.

3.D: Recognize the hazards associated with, and strive to mitigate the impacts of, development within the identified coastal high hazard area (CHHA).

3.E: Enhance public safety through domestic security enhancements.

3.F: Continue to recognize the importance of sustaining a strong military base presence within the Tampa Bay region.

## **Policies:**

### **Mitigation Coordination**

3.1: Reduce the risk of natural and technological hazards by state, regional, and local governments working together to:

- Mitigate the impacts affecting emergency management /life safety issues through growth management and land development regulations;
- Participate in the annual update of the Local Mitigation Strategies (LMS) and incorporate appropriate mitigation strategies and post-disaster procedures in local government comprehensive plans and land development regulations;
- Consider the relative vulnerability of proposed development to natural and technological hazards and specify mitigation strategies for evacuation and shelter impacts, life safety/security issues, and potential property damage;
- Advocate that real estate disclosure forms, deeds of sale, and lease agreements for land and/or structures in the 100-year flood zone be provided accompanied by a hazard disclosure statement generally describing the property's relative probability of damage from coastal storm surge, fresh water flooding, and/or velocity wave action;
- Address mitigation of repetitive loss properties through the implementation of strategies identified in the floodplain management plan or local mitigation strategy; and

- Support the participation of local governments within the National Flood Insurance Program (NFIP) and the Community Rating System (CRS) program.

### **Emergency Planning Coordination**

3.2: Develop and maintain, comprehensive emergency management plans and studies which address preparedness, response, recovery, and mitigation issues at the state, regional, and local levels.

3.3: Support emergency preparedness efforts by:

- Updating and coordinating regional hurricane evacuation studies;
- Promoting emergency public education campaigns, training and exercises to enhance awareness and mitigation activities;
- Promoting business continuity planning and the development of economic recovery strategies;
- Addressing the coordination and provision of human services in disaster recovery efforts;
- Ensuring that management of hazardous materials is consistent with the goals of the Tampa Bay Local Emergency Planning Committee; and
- Expanding programs to address issues related to homeland security.

3.4: Support emergency response and recovery efforts by:

- Reducing hurricane evacuation clearance times and public shelter deficits;
- Addressing the emergency management issues relating to persons with special needs;
- Developing and adopting local government post-disaster procedures to guide decision-making in the recovery period, including emergency permitting, rebuilding or acquisitions, citizen outreach, mitigation opportunities, etc.;
- Supporting and encouraging emergency responder participation in statewide, regional, and local disaster exercises and training in accordance with State Emergency Response Commission Public Sector Training guidelines;
- Supporting the Regional Recovery Center;
- Supporting volunteer organizations response in disaster; and

- Educating the public on the necessity of emergency preparedness planning with a special emphasis on trained neighborhood response (Citizen Corps Programs).

3.5: Continue to establish, expand, and enhance coordination and cooperative efforts with the public and private sectors within the region.

3.6: Identify partners to support projects within the community which will enhance public awareness, training, and neighborhood efforts.

### **Hazardous Materials**

3.7: Continue support of hazardous materials programs by:

- Increasing public information and awareness of appropriate disposal methods and sites;
- Identifying and educating generators on proper storage, handling, and disposal;
- Encouraging waste reduction by industrial and governmental generators and identifying specific transportation routes for moving hazardous materials and wastes;
- Providing for the disposal and recycling from households, unregulated generators, and small quantity generators through collection programs and provision of adequate and accessible collection and disposal sites;
- Encouraging joint training and exercising of emergency plans between facilities that handle hazardous materials and local government response agencies;
- Updating and revising annually the Tampa Bay EPCRA Hazardous Materials Emergency Response Plan; and
- Encouraging facilities to register hazardous materials as required by state and federal law.

3.8: Support an integrated vessel traffic information system for Tampa Bay and a permanently funded PORTS system to aid in the navigation of commercial and recreational vessels.

### **Evacuation/Sheltering**

3.9 Ensure that adequate and efficient evacuation routes and shelter space are available to serve the needs of the Tampa Bay region in the time of an emergency by continuing the following activities:

- Assessing the impacts on public shelter capacity and hurricane clearance times and determining the appropriate mitigation of residential, commercial, and industrial development within the hurricane vulnerability zone;
- Updating and coordinating statewide and regional hurricane evacuation studies to ensure reliable data for evacuation and shelter considerations;
- Identifying, expanding, and staffing of public and private facilities to serve as additional shelters;
- Coordinating state, regional, and local governments to reduce hurricane clearance times;
- Prioritizing maintenance and improvement projects on designated major regional evacuation routes;
- Prioritizing projects designed to enhance the capacity or relieve congestion of roadways identified as “critical links” by the most recent regional or statewide evacuation study;
- Identifying and staffing special needs shelters;
- Incorporating into local land development regulations appropriate mitigation strategies for proposed new mobile home developments to reduce evacuation impacts and demand for hurricane shelter space; and
- Educating all school personnel in shelter-in-place instructions in the event of hazardous materials emergencies.

### **Coastal High Hazard Area**

3.10 Discourage the following activities in the CHHA or the hurricane vulnerability zone:

- Constructing new infrastructure or expenditure of public funds that subsidize increased development, or encourages redevelopment, future growth or higher densities/intensities, except in cases of general maintenance, replacement, address inadequate levels of service, or is contained in an adopted capital improvements plan;
- Siting new “critical facilities” such as hospitals, nursing homes, or other institutions; or
- Locating solid waste and commercial hazardous waste management facilities and/or regional hazardous waste storage, transfer, or treatment facilities unless designed or retrofitted to withstand a major hurricane strike and enforce building license and fire/hazardous materials building codes.

3.11: Ensure that the impacts associated with the maintenance or improvements to public infrastructure, which would result in an increase of population in the CHHA are adequately mitigated.

3.12: Recognizing the importance of protecting private property rights, use growth management strategies as a means to allow the rebuilding of devastated areas within the CHHA while avoiding a return to their pre-event characteristics.

3.13: Enforce all appropriate federal and state coastal construction codes, coastal setback requirements, and floodplain management regulations recognizing the vulnerability of this region to hurricanes, fresh water flooding, and tropical storms.

3.14: Recognize that the impacts on sheltering and evacuation resulting from development/redevelopment activities within the CHHA must be mitigated through cooperation and coordination with the appropriate county emergency management agency.

3.15: Ensure that the reconstruction of public facilities proceeds only if the reconstruction incorporates appropriate mitigation techniques/alternatives.

### **Domestic Security**

3.16: Ensure safe and secure environments for all citizens through the implementation of coordinated domestic security and emergency agency response programs such as:

- Implementing strategies of crime prevention through environmental design;
- Utilizing appropriate building and life-safety codes to ensure that building techniques and water supplies provide fire-safe construction and adequate water for fire fighting purposes;
- Enhancing the effectiveness of law enforcement through improved communications, coordination, technical assistance, environmental design, and training focused on crime impact areas, community involvement, and effective police management;
- Enhancing 911 service, local law enforcement, fire protection, and emergency medical services through coordinated training programs;
- Supporting neighborhood/citizen training programs such as the Community Emergency Response Teams (CERT); and
- Conducting security/vulnerability assessments of critical facilities and identify/ implement mitigative strategies to reduce risk, where cost beneficial.

## **Military Presence**

3.17: Ensure the continued coordination and communication between the Departments of Defense and National Security and the Florida Department of Military Affairs and local governments on matters related to those military installations located within the Tampa Bay region.

3.18: Ensure the continued coordination and communication between local governments and base/installation commanders to insure land use compatibility is maintained for those military installations located within the Tampa Bay region.

3.19: In addition to their role of maintaining national security, recognize that those military installations located within the Tampa Bay region play an important role in sustaining the local economy and supporting the needs of military retirees residing within the region.

# NATURAL RESOURCES



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## Goals:

- 4.A: Protect the quality of surface water and groundwater in the region.
- 4.B: Assure an adequate supply of water to meet all projected human and natural needs.
- 4.C: Manage stormwater and reclaimed water as valuable regional resources.
- 4.D: Protect, restore, and maintain regionally-significant natural resources including private lands managed for conservation.
- 4.E: Protect regionally-significant natural resources from degradation resulting from dredging and dredge-material disposal.
- 4.F: Maintain the integrity and natural value of marine, estuarine, and intertidal habitats.
- 4.G: Recognize and protect the Tampa Bay region's coastal resources as a cultural, natural, and economic amenity.
- 4.H: Incorporate the protection of regionally-significant natural resources in planning for future growth within the region.
- 4.I: Attain and maintain National Ambient Air Quality Standards.
- 4.J: Encourage incorporation of land use and transportation planning strategies to improve air quality in the Tampa Bay region and associated airshed.
- 4.K: Reduce emissions of nitrogen and other pollutants to improve surface water and sediment quality in the Tampa Bay watershed.
- 4.L: Provide access to the natural resources of the region to all citizens while ensuring public safety and protecting regionally-significant natural resources.
- 4.M: Inform the public about the natural resource issues of the region.
- 4.N: Promote environmentally-sensitive development of new and expansions to existing marinas and boat ramps.
- 4.O: Minimize the conflicts between increased development and the wildland/urban interface.

## **Policies:**

### **Water Resources**

4.1: Protect, preserve, and restore the natural functions of riverine systems including prohibiting new development in riverine floodways.

4.2: Implement plans to prevent, abate, and control surface water and groundwater pollution so that the resource meets local or state standards, whichever is more stringent.

4.3: Support the achievement of the pollutant loading targets established by the Sarasota Bay Estuary Program, the Tampa Bay Estuary Program, and the Charlotte Harbor Estuary Program for the Sarasota Bay, Tampa Bay, and Charlotte Harbor watersheds, respectively, and the pollutant load reduction goals of the Southwest Florida Water Management District for the remaining parts of the region.

4.4: Incorporate by reference and encourage the implementation of the water quality improvement strategies identified in the Tampa Bay, Sarasota Bay and Charlotte Harbor Estuary Programs' Comprehensive Conservation and Management Plan (CCMP).

4.5: Allow the land application of treated wastewater sludge (residuals) only in environmentally compatible areas.

4.6: Reduce pollutant loading from permitted point sources and the number of sources which negatively impact the quality of receiving waters.

4.7: Prohibit land use and transportation planning and development actions that result in unacceptable degradation of existing groundwater and surface water quality.

4.8: Manage agricultural runoff with Best Available Control Technologies and/or Best Management Practices to minimize its impact upon receiving waters.

4.9: Inventory septic tanks, including an assessment of the potential adverse effects on surface water, groundwater resources, and water supply wells.

4.10: Develop programs to maintain or replace faulty septic tanks, or, connection to a central sewer system to prevent problematic systems from contaminating surface water and groundwater resources.

4.11: Consider potential adverse impacts on water quality and aquatic resources in permitting of septic tanks and drain fields.

4.12: Discourage the installation of new septic tank systems within areas likely to be inundated by a 100-year flood event or storm surge, urban areas, or public treatment plant/local collection and transmission system expansion areas.

4.13: Provide and maintain adequate long-term water quality monitoring of groundwater resources, particularly potable water resources for areas which are presently being monitored and develop programs for areas which are not presently monitored to provide a sound data base and to identify trends upon which future regulatory decisions can be based.

4.14: Encourage programs to monitor and repair fractured or ruptured sanitary sewer lines to preserve treatment capacity and prevent adverse impacts on groundwater.

4.15: Avoid disposal of solid waste in landfills when environmentally acceptable disposal alternatives exist as a means of protecting ground-and surface water resources.

4.16: Prevent new groundwater withdrawals that would increase salt water intrusion, interfere with existing uses of water, or cause damage to regionally-significant ecosystems or area geology.

4.17: Protect groundwater recharge area characteristics by encouraging open space areas, clustered development, and increased use of pervious materials.

4.18: Protect natural resources and ecosystem values from surface water and groundwater withdrawals that significantly impact the natural seasonal flows, water level, and hydrology.

4.19: Promote coordinated and integrated watershed planning as identified in the Tampa Bay, Sarasota Bay and Charlotte Harbor Estuary Programs' adopted Comprehensive Conservation Management Plans and other applicable studies.

4.20: Support the establishment and implementation of Total Maximum Daily Loads (TMDLs) for those surface waters that do not meet applicable water quality standards (impaired waters) after implementation of technology-based effluent limitations. Implementation of TMDLs includes the combination of regulatory, non-regulatory, or incentive-based actions that attain the necessary reduction in pollutant loading.

## **Water Supply**

4.21: Prohibit new development or detrimental land use changes in the watershed of a potable water reservoir from degrading the water quality of the reservoir.

4.22: Determine and meet the water supply needs of freshwater and estuarine systems through proactive and reactive measures.

4.23: Support the maintenance of a regional water demand forecast and future supply facilities planning, and a regional potable water transmission system to ensure uninterrupted service.

4.24: Support water resource regulation based on ecologically sustainable yield, using a comprehensive and balanced management approach.

4.25 Encourage the use of the lowest quality water reasonably available, suitable and environmentally-appropriate to a given purpose in order to reduce the use of potable-quality water for irrigation and other non-potable purposes.

4.26: Encourage the continued development of new, energy-efficient technologies and funding mechanisms which increase the feasibility of using drought resistant methods or alternative water supply sources to provide potable water.

4.27: Encourage the continued development and promotion of water conservation methods and technologies for use both inside and outside buildings.

4.28: Link water management with growth management/land use planning.

4.29: Encourage use of the most practical, economically feasible and efficient irrigation methods available and the timely replacement or improvement of less water efficient systems.

4.30: Develop and implement through local government comprehensive plans and land development regulations science-based protection programs for wellfields, zones of contribution, and surface water supply sources.

4.31: Support efforts in developing inter-district water transfer policies that ensure the examination of environmental, economic, and technical implications of such transfers.

### **Stormwater/Wastewater/Reclaimed Water**

4.32: Improve the quality of receiving waters by:

- Upgrading or retrofitting drainage systems to effectuate improved stormwater treatment;
- Encouraging multi-purpose facilities which complement open space, recreation and conservation objectives; and
- Requiring control and treatment of point and non-point discharges to estuarine and near-shore coastal waters.

4.33: Promote stormwater reuse as a component of irrigation plans for new development proposed within the watershed of a potable water reservoir and encourage Best Management Practices (BMPs).

4.34: Promote environmentally-acceptable effluent disposal alternatives and encourage water conservation and alternative water source use including the use of reclaimed wastewater.

4.35: Support the initiatives and restoration projects identified in the SWIM plans.

4.36: Incorporate by reference and implement the stormwater management strategies identified in the Sarasota Bay Estuary Program's and Tampa Bay Estuary Program's Comprehensive Conservation and Management Plans.

4.37: Provide sufficient inspection and maintenance of all stormwater facilities.

4.38: Support the preparation and implementation of comprehensive basinwide stormwater management master plans.

4.39: Encourage the use of Low Impact Development techniques in site design to store, infiltrate, and evaporate stormwater runoff on the site. General performance criteria which eliminate wetland impacts and minimize stormwater infrastructure needs include:

- Disturbing no more land than is necessary to provide for the desired use;
- Preserving indigenous vegetation to the maximum extent possible; and
- Minimizing impervious cover in all land development activities.

4.40: Prohibit hardening of unaltered shorelines or other structural lining of natural waterways or shorelines, except when required by adopted watershed and/or stormwater management plans.

4.41: Prohibit new development in riverine floodways.

### **Natural Resource Protection**

4.42: Minimize, and mitigate adverse impacts on wetlands and river systems by major water users.

4.43: Protect, preserve, and restore all regionally-significant natural resources shown on the Map of Regionally-Significant Natural Resources.

4.44: Allow impacts to regionally-significant natural resources only in cases of overriding public interest and when it is demonstrated and/or documented that mitigation will successfully recreate the specific resource. Mitigation should meet the following ratios, at minimum:

- Seagrass 4:1
- FNAI Habitat 04 3:1
- FNAI Coastal 04 3:1
- FNAI Natural Communities 3:1
- LULC Habitat Dry 2:1
- LULC Habitat Wet 3:1

4.45: Ensure that mitigation by habitat re-creation employs native plant material which provides the same natural value and function. Monitor mitigation areas for a sufficient time to ensure success: a minimum 85 percent final coverage of desired species. Yearly maintenance and replanting should be undertaken to ensure final cover as necessary.

4.46: Recognize that, consistent with other policies in this section, permitted mitigation banking shall set the criteria for impact mitigation.

4.47: Recognize that mitigation efforts shall be:

- Performed within the same drainage basin where the unavoidable impacts to regionally significant wetlands occurs; and
- Allowed only after avoiding impact to the greatest extent possible; and that habitat creation, restoration, and enhancement, with long-term management, be considered as viable methods of impact mitigation.

4.48: Mitigation by restoring disturbed habitat of a similar nature, including the removal of exotic plant species, may be acceptable. The minimum acceptable ratio should be twice the habitat re-creation ratio set forth in policy 4.44.

4.49: Maintain and improve native plant communities and viable wildlife habitats, determined to be regionally-significant natural resources in addition to the Map of Regionally-Significant Natural Resources, including those native habitats and plant communities that tend to be least in abundance and most productive or unique.

4.50: Maintain a naturally vegetated buffer sufficient to preserve the value and function of the regionally-significant natural resource.

4.51: Provide and maintain adequate long-term monitoring of native plant communities and listed species' populations to provide a sound database and to identify trends upon which future regulatory and acquisition decisions can be based.

4.52: Prohibit channelization through regionally-significant natural systems solely to create new lands for development or to create new navigation access.

4.53: Where new channelization for flood protection has been fully analyzed and justified, such projects shall be carried out with maximum protection of water quality and shall include environmental enhancement.

4.54: Protect the water storage and water quality enhancement functions of wetland, aquifer recharge, and floodplain areas through the adoption of appropriate land use planning/growth management techniques, the acquisition of priority properties and/or the application of Best Management Practices.

4.55: Encourage the removal of invasive, exotic species such as punk tree (*Melaleuca*), Australian pine (*Casuarina*) and Brazilian pepper (*Schinus*) and the replacement by native species.

4.56: Promote the principles of ecosystem management for the protection of regionally-significant natural resources.

4.57: Ensure that land use decisions are consistent with federal- and state-listed species protection and recovery plans, and adopted habitat management guidelines.

4.58: Establish and maintain regional wildlife corridors, Strategic Habitat Conservation Areas, and the Florida Greenways Plan, in coordination with the Florida Fish and Wildlife Conservation Commission, Florida Department of Environmental Protection, Southwest Florida Water Management District, and the U.S. Fish and Wildlife Service.

4.59: Preserve regionally-significant geological features, e.g., significant limestone outcroppings and natural springs.

4.60 Support the research, monitoring, and restoration of fish and aquatic wildlife species.

## **Mining**

4.61: Permit mining activities in regionally-significant natural areas only when it has been demonstrated/documentated that the areas can be successfully restored, consistent with the requirements of permitting agencies and when no permanent adverse environmental impact will result.

4.62: Ensure that the exploration and development of mineral resources only proceed in an ecologically sound manner.

4.63: Design mining practices to protect regionally-significant natural resources from the adverse effects of resource extraction.

4.64: Promote landscape reclamation, including, but not limited to establishing functional and diverse ecological communities, achieving a balance of human uses and natural lands, and engineering post-reclamation hydrology compatible with regional hydrology.

4.65: Promote and enhance watershed health and viability through reclamation plans and activities which coordinate developed areas, operational mine areas, preservation areas, and mandatory, non-mandatory and unreclaimed lands within each watershed into a comprehensive watershed plan..

4.66: Utilize vegetation native to the Tampa Bay region for mining reclamation and mitigation.

4.67: Implement a regional mining clearinghouse or data center to facilitate the coordination of regional information on phosphate mining activities and the coordination of reclamation and future land use planning.

4.68: Encourage continued development and implementation of the integrated habitat plan.

4.69: Require within mining plans the preservation of sufficient contiguous upland areas adjacent to the 25-year flood plain for the purpose of establishing/maintaining wildlife corridors, greenways, buffering the floodplain, and promoting healthy wetland system values and functions. Protect these areas from adverse adjacent mining activity impacts.

4.70: Identify and map prior to any land clearing for mining activities, the habitats of species listed in 39-27.003-.005, F.A.C. and 50 CFR and provide an opportunity for review by the Florida Fish and Wildlife Conservation Commission (FFWCC), the U.S. Fish and Wildlife Service and the local government. Also, a habitat protection plan based on the identified habitat areas should be reviewed by FFWCC, the U.S. Fish and Wildlife Service and the local government. The plan should be in effect throughout the mining and reclamation period.

### **Coastal/Beaches and Shores**

4.71: Prohibit new dredging, filling, channelization or other alterations which adversely effect or result in water quality degradation in or adjacent to regionally-significant natural systems. This provision is not intended to prohibit channel improvements at Port Manatee, Port of Tampa or the Port of St. Petersburg provided such improvements are sensitive to regionally-significant natural resources.

4.72: Support maintenance dredging where appropriate.

4.73: Restore sustainable productivity of marine and estuarine fisheries habitat and other aquatic resources through protection and management.

4.74 Discourage projects which could alter natural tidal circulation. Necessary projects which would alter circulation shall minimize impact and mitigate unavoidable impacts.

4.75: Prohibit offshore oil or gas leasing or exploration within a 100-mile buffer along the Gulf coast of Florida.

4.76: Prevent the dredging or filling of submerged lands not previously subject to dredging or filling, except in cases of overriding public interest.

4.77: Consider uncontaminated dredged material a resource to be utilized for appropriate beneficial uses such as recreation and wildlife habitat.

4.78: Require revegetation plans for spoil areas utilizing appropriate native plant species.

4.79: Maximize the useful life of existing dredged material disposal areas through the proper use and maintenance of containment structures.

4.80: Encourage the development and use of innovative and efficient dredged material disposal methods which reduce adverse environmental impacts and financial costs of dredged material disposal.

4.81: Implement use of best available technology to reduce sediment resuspension and releases during dredging/filling activities.

4.82: Protect undeveloped barrier islands from development that impedes geological function, the environmental character and the function of the islands and immediate vicinity.

4.83: Implement strategies to protect and manage beaches, dune systems, estuarine, marine, and intertidal resources, and other natural coastal habitats from the adverse effects of development and recreational use.

4.84: Implement coastal management strategies to ensure that maximum long-term, sustainable ecological benefits are attained in the management, preservation, and/or restoration of the region's natural coastal, marine, and estuarine habitats.

4.85: Establish a dune preservation zone to protect the primary and secondary dunes, including prohibitions on excavations, destruction of native vegetation and other activities which affect the natural movement of the dunes.

4.86: Where appropriate, coastal shorelines lacking vegetation should be planted with appropriate native vegetation in order to minimize potential flood damage; stabilize beaches and dunes; and provide additional habitat for fish and wildlife.

4.87: Encourage the establishment of native vegetation in front of seawalls to act as a natural buffer. .

4.88: Where existing waterways are not seawalled, native vegetation shall be the preferred method of shoreline stabilization.

4.89: The preferred replacement material (non-living) for failed or damaged existing concrete seawalls shall be rip-rap of appropriate material, such as limestone boulders.

4.90: Maintain natural beach processes by prohibiting structures that adversely affect sand transport.

4.91: Ensure that shoreline armoring only be used as a last resort to provide protection to upland property and the structures thereon.

4.92: Ensure that all fill allowed on or near beaches and sand dune areas be characteristic of, and compatible with, these natural features and shall not impact hard-bottom communities.

4.93: Ensure that beach renourishment projects protect and enhance existing native vegetation; sea turtle and shorebird nesting habitat.

4.94: Prohibit development which would bury in place any structure that, upon erosion, could result in an in-place vertical bulkhead or seawall.

4.95: Encourage the removal of perpendicular structures, such as groins, prior to beach renourishment.

4.96: Support the reduction of propeller scaring of seagrass, encourage research to evaluate the effectiveness of seagrass restoration techniques, and pursue seagrass restoration opportunities at selected sites.

4.97: Support the implementation of benthic quality protection targets and the development of strategies for priority areas containing sediment contamination in Tampa Bay.

### **Floodplain Management**

4.98: Discourage development in the undeveloped 100-year floodplain.

4.99: Implement floodplain management strategies to prevent erosion, retard runoff, and protect natural functions and values.

4.100: Adopt coordinated riverine management plans.

## **Air Quality**

4.101: Develop procedures and strategies to assess control measures and to ensure continued progress to attain or maintain National Ambient Air Quality Standards.

4.102: Encourage the Florida Department of Environmental Protection or the appropriate counties to provide and operate air quality monitors in attainment areas to determine baseline ambient air conditions and trends for criteria pollutants, toxics, hazardous air pollutants and unregulated toxics.

4.103: Encourage active involvement in the review of DEP air permit applications outside the region.

4.104: Monitor and evaluate the extent, sources, and transport dynamics of ozone precursors and pollutant and nutrient disposition in the Tampa Bay region in order to minimize the negative impact on air and water quality.

4.105: Encourage the development and implementation of innovative and cost-effective pollution prevention and control technologies.

4.106: Encourage responsible state and local regulatory agencies to evaluate the benefit of requiring air pollution controls for select industries as the U.S. Environmental Protection Agency promulgates new Alternative Control Technique documents.

4.107: Encourage the adoption of rules for managing non-criteria air pollutant emissions such as hazardous and toxic substances.

4.108: Promote greater coordination, communication, and cooperation among the region's regulatory, planning, and public safety agencies concerning air quality issues, to include extra-regional issues, through the maintenance of a regional air quality committee.

4.109: Give priority to transportation system improvements and enhancements that reduce air pollution, energy consumption, use of single-occupant vehicles, vehicle miles traveled (VMT), and promote congestion management strategies.

4.110: Incorporate specific mitigative measures to prevent fugitive dust emissions during excavation and construction phases of all land development projects which produce heavy vehicular traffic and exposed surfaces.

4.111: Implement land use-related performance standards that minimize negative air quality impacts resulting from development.

4.112: Encourage feasibility studies on the use of alternatively-fueled motor vehicles.

4.113: Encourage public and private sector support and participation in electric energy conservation programs.

4.114: Incorporate by reference the strategies for managing non-criteria air pollutant emissions such as hazardous and toxic substances and nutrients identified by the Tampa Bay Estuary Program as degrading surface water quality.

4.115: Develop agricultural Best Management Practices to minimize airborne releases of nutrients and chemicals.

4.116: Support continued research into the development of cost-effective programs which reduce surface water pollution by reducing the region's overall consumption of fossil fuels.

4.117: Encourage the retrofitting of energy generators to reduce their polluting emissions.

4.118: Consider water quality impacts in the permitting of stationary sources.

4.119: Implement agricultural BMPs to minimize airborne releases of nutrients and chemicals.

4.120: Support timely implementation of rules for controlling hazardous and toxic air pollutants consistent with Title III of the Federal Clean Air Act.

### **Coordination**

4.121: Encourage local governments to continue to establish, expand, and enhance coordination and cooperative internal and external efforts in the preservation, conservation, restoration, protection, and acquisition of natural resources located within their boundaries.

4.122: Facilitate cooperation among governments with shared marine and estuarine resources.

### **Publicly-owned/Managed Lands**

4.123: Ensure that representative examples of all natural communities native to the Tampa Bay region come under public ownership and be protected for future generations.

4.124: Manage, protect, and enhance aquatic preserves and their associated aquatic and marine resources. Such resources shall also be protected from development that would alter their character and function.

4.125: Identify areas appropriate for Aquatic Preserve designation.

4.126: Establish buffer zones or other appropriate protection between Aquatic Preserves and adjacent uses to prevent degradation of water quality, shoreline, marine and estuarine habitats.

4.127: Support land acquisition programs that protect natural resources, habitat for listed plant and animal species, and Aquatic Preserves, and provide for appropriate recreational opportunities.

4.128: Accelerate the acquisition and preservation of coastal environmentally sensitive land in order to protect coastal, marine and estuarine resources, reduce potential private property damage from hurricanes and tropical storms, and meet projected public recreational demand.

### **Recreation/Open Space**

4.129: Plan park and recreational facilities, and the acquisition and restoration of open space and facilities for future recreational use, to include protection of environmental and natural resources, scenic areas, energy efficiency, water conservation, and the orderly extension and expansion of compatible public facilities and services.

4.130: Limit adverse impacts to fisheries habitats through land use planning, requirements of commercial and recreational fishing and boating, public acquisition and other financially-feasible mechanisms.

4.131: Endorse projects related to fish and wildlife species and habitat research and restoration in the Tampa Bay region, including tidal swamps and marshes, low salinity tributary habitats, and seagrass planting projects.

4.132: Encourage Tampa Bay governments to actively work to persuade the state to return revenues collected within the region from the various resource-related licenses and fines.

4.133: Support the development of plans for improving existing beach access and acquiring additional beach access, including the provision of environmentally-sensitive access structures.

4.134: Require mandatory public access to beaches renourished at public expense.

4.135: Provide adequate park and recreational facilities, equitably and geographically distributed for the projected numbers of people in the region.

4.136: Hold recreation and park sites inviolate against diversion to other uses, except in cases of overriding public interest.

4.137: Encourage the expansion of public access on public lands, as appropriate, for activities which do not jeopardize the value of the lands for the preservation and management of native species.

4.138: Protect the natural resources of regionally-significant parks, greenways, preserves, and conservation lands from incompatible land uses adjacent to these areas. Include pedestrian trails, where appropriate.

## **Education**

4.139: Encourage education programs that inform the public of measures to control non-point source pollution to improve water quality.

4.140: Support the use of comprehensive water conservation education programs to increase public awareness.

4.141: Inform residents and visitors in the Tampa Bay region about listed species, their habitats, and their value to natural systems and man.

4.142: Increase and support public awareness of the sensitivity, uniqueness, and importance of Florida's natural environment.

4.143: Encourage curricula for all levels of education to emphasize the relationship between Florida's natural and urban environments and the economic and intrinsic value of protecting Florida's natural resources.

4.144: Through the Agency on Bay Management, the Tampa Bay Regional Planning Council, in cooperation with the Tampa Bay Estuary Program, shall provide technical support and public educational materials which emphasize the protection of coastal, marine and estuarine vegetative communities, and beaches and dune systems to local governments, state agencies, and civic groups.

4.145: Encourage the availability of educational materials and learning programs concerning air quality issues.

4.146: Support the development of educational programs promoting energy conservation and efficiency in order to reduce unhealthful and environmentally-damaging air emissions.

## **Marinas and Boat Ramps**

4.147: Support local government initiatives to establish manatee protection zones and continue boater education.

4.148: Support new marinas and boat ramps only in appropriate locations when developed so as to create no permanent degradation of water quality, hydrology, and marine and estuarine life.

4.149: Provide guidance for marina and boat ramp development or expansion as follows:

- Locations having adequate water depths to accommodate the proposed boat use.
- Access to the proposed facility and any navigational channel, inlet or deep water shall avoid degradation of valuable submerged habitats such as seagrasses and hard bottom communities.
- Areas of high tidal flushing rates.
- Easy access to open waters, population centers, and public sewer and water lines.
- Sufficient upland area exists to accommodate all needed utilities and marina support facilities, including parking facilities.
- Provide an analysis of the cumulative effects of the increase in boats on natural resources, navigational channels, public safety and manatees and other wildlife prior to any marina approval.
- Satisfy a documented need.

4.150: Recommend approval of marinas and boat ramps in the following areas only when it can be clearly demonstrated that the proposed facility will not degrade water quality or natural resources of:

- Aquatic Preserves,
- Outstanding Florida Waters,
- Class I or II Waters,
- Designated Aquatic Resource Protection Areas,
- Designated Manatee Protection Zones or Essential Manatee Habitats,
- Designated Buffer Preserves,
- Areas approved or conditionally approved by the Florida Department of Environmental Protection for shellfish harvesting,
- Documented habitat of threatened and endangered species and Species of Special Concern; and
- Other public lands.

4.151: Ensure that marinas provide and require the use of on-site permanent sewage pump-out and treatment facilities or have connection to a treatment plant.

4.152: Ensure that marinas maintain the capability to contain any spills of petroleum or other hazardous materials within the boundaries of the project.

4.153: Ensure that marinas and boat ramps incorporate the following measures to reduce boating-related adverse impacts, including boat collisions with the endangered West Indian

manatee (*Trichecus manatus*) and sea turtles; disturbances of colonial water bird nesting areas; monofilament fishing line and other marine debris in the environment; sewage and oil discharges into waters; and propeller scarring of seagrasses and other shallow habitats:

- Siting, construction, operation and maintenance of marinas and boat ramps shall be in compliance with manatee protection guidelines of the U.S. Fish and Wildlife Service, and the Florida Fish and Wildlife Conservation Commission (FFWCC);
- Permit applications for all boating facilities, including single family docks and dry storage, shall be evaluated in the context of cumulative impacts on manatees and marine and estuarine resources;
- Educational materials on coastal, marine and estuarine resource conservation, in particular marine animals, seabirds, seagrasses, and pollution, shall be disseminated to boaters, and displayed in areas where marine animals and humans congregate;
- Slow or idle speed zones shall be adopted, and enforced, with or without channel exemptions as appropriate, in areas frequented by manatees or near colonial waterbird rookeries;
- Manatee food requirements shall be taken into account in all aquatic plant management activities where manatees may occur;
- Facilitate additions to publicly-owned preserves and refuges where possible;
- Redeveloped or expanded marina facilities shall incorporate stormwater treatment facilities;
- Encourage development of dry-storage marinas as opposed to wet-storage; and
- Encourage expansion of existing facilities over development of new.

4.154: Ensure that non-water-dependent projects not be allowed waterward of the mean high water line and shall be encouraged to locate in disturbed upland areas.

4.155: Encourage the survey of existing marine facilities and boat ramps and the projection of future demand.

4.156: Encourage marina/boatyard facilities to enter into the Florida Department of Environmental Protection's Clean Marina/Boatyard Program.

## **Firewise Development**

4.157: Encourage local governments to recognize that increased residential development in unincorporated and incorporated areas, when adjacent to the wildland/urban interface increases the potential for damage associated with wildfires.

4.158: Minimize the conflicts between residential development and the wildland/urban interface by encouraging developers and residents to apply the following firewise techniques:

- Create a defensible space surrounding the dwelling unit;
- Follow only lean (i.e., prune shrubs and cut back tree branches), clean (i.e., remove all dead plant material from around the home), and green (i.e., plant fire-resistant vegetation) landscaping practices;
- Develop and practice a home fire emergency plan;
- Ensure that roofing and exterior construction materials and attachments connected to the dwelling unit are fire-resistant; and
- Identify the dwelling unit and neighborhood with legible and clearly marked street names and address numbers for emergency access.

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# REGIONAL TRANSPORTATION



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**Goals:**

5.A: Develop a regional transportation system which is coordinated with land use patterns and planning and minimizes negative impacts on the environment.

5.B: Plan, fund, build, and maintain a balanced and integrated multi-modal transportation system which ensures the safe, efficient, and economical long-term movement of goods and people.

5.C: Ensure that the transportation impacts associated with Developments of Regional Impact are appropriately mitigated.

5.D: Develop a safe, coordinated, and efficient regional intermodal transportation system.

5.F: Recognize and promote regional activity centers as a growth management tool.

5.G: Monitor the development of a high speed rail system in Florida and ensure its extension into the Tampa Bay region.

**Policies:****Access**

5.1: Support the reduction of curb cuts and other direct accesses onto major roadways.

5.2: Promote the use of cross-access easements or other such methods, as appropriate.

5.3: Promote the provision of transportation and access accommodations for the transportation disadvantaged and physically challenged to local cultural resources, facilities, and special events.

5.4: Support the limitation of access points near interchanges in order to protect the integrity of the Regional Roadway Network.

**Coordination**

5.5: Encourage local governments to continue to establish, expand, and enhance coordination and cooperation efforts with public and private transportation providers within their jurisdictions.

5.6: Coordinate with the Florida Public Service Commission, FDOT, Metropolitan Planning Organizations (MPO), and the United States Department of Transportation, land use compatibility within and adjacent to transportation/utility corridors.

5.7: Ensure that local government through interlocal or development agreements or and land development regulations contain provisions which address the mitigation of developments with interjurisdictional impact.

5.8: Promote coordination of local policies for access management consistent with the State Highway System Access Management Act of 1988, as amended.

5.9: Protect the functional integrity of the West Central Florida's Chairs Coordinating Committee's (CCC) Regional Roadway Network, the Florida Intrastate Highway System, and the Strategic Intermodal System through coordination of local government comprehensive plans, MPO plans, and land development regulations.

5.10: Encourage transportation agencies at all levels to coordinate to identify reserved or dedicated corridors and rights-of way, develop right-of-way cost-share mechanisms, and provide for local coordination.

5.11: Support the coordination of truck route plans (goods movement plans) to minimize damage to roadways and reduce impacts on residential neighborhoods.

5.12: Encourage coordination among the region's transportation and education systems to provide adequate, affordable, and accessible transportation services to all persons seeking education and training.

5.13: Foster creative public/private financing mechanisms and partnerships for transportation system improvements.

### **Land Use/Transportation**

5.14 : Promote the implementation of programs which reduce the overall number of person and vehicle trips per mile and to promote internal capture within large developments and heavily-developed areas.

5.15: Develop and implement programs to reduce traffic conflict and accidents between motor vehicles, bicyclists and pedestrians.

5.16: Maximize development of existing facilities and services before expansion into undeveloped areas.

5.17: Develop incentives to encourage mixed-use developments which include residential land uses to locate in and/or adjacent to designated Regional Activity Centers and activity nodes which are recognized within local government comprehensive plans.

5.18: Encourage the location of value added job industries in economically distressed areas to help reduce transportation burden on workers.

5.19: Locate supporting and complementary commercial and industrial activities in proximity to each other to accomplish a linkage between industries and services.

5.20: Retain or redevelop urbanized industrial locations supported by major transportation facilities and/or major concentrations of existing labor force.

5.21: Recognize that Developments of Regional Impact which impact more than one mode of transportation shall address solutions for mitigating the impacts to each mode.

5.22: Ensure the traffic circulation and future land use elements of local comprehensive plans are compatible and consistent with the provisions of the Clean Air Act of 1990, as amended, and the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) and its successor acts.

5.23: Facilitate the best use of residential, commercial, and/or industrial land uses and infrastructure systems and decrease urban sprawl by promoting infill redevelopment, rehabilitation, and/or adaptive reuse of existing areas and/or structures.

5.24: Protect strategic regional economic resources and the transportation systems that serve them from incompatible residential encroachment.

5.25: Encourage the designation and implementation of Florida Scenic Highways within the region as a way to promote resource protection, economic development, and increased tourism.

5.26: Apply the use of Flexible Highway Design standards that will preserve and enhance community character where such can be implemented safely and with balanced consideration of roadway capacity needs.

5.27: Create more pedestrian-friendly environments and inter-modal linkages within downtowns, locally-designated activity centers, and Regional Activity Centers as standard operating procedures in any regional transportation project.

## **Alternative Transportation**

5.28: Encourage the use of alternative forms of transportation through coordination of urban redevelopment/infill strategies with traditional neighborhood or village/clustered, and mixed-use development.

5.29: Promote right-of-way designation and acquisition programs which consider multiple and alternative modes of transportation such as the CCC's Regional Trails Network consistent with state, regional, and local plans.

5.30: Implement commuter assistance programs and other travel demand management measures which reduce peak hour single-occupancy motor vehicle use.

5.31: Support Transportation Management Organizations (TMOs) and the implementation of Travel Demand Management (TDM) strategies.

5.32: Promote the use of telecommuting, teleworking home-based and satellite offices to reduce vehicle trips.

5.33: Encourage corridor-level studies to include a multi-modal and alternative transportation analysis and be consistent with long-range transportation plans to ensure all transportation options are considered.

5.34: Support the development of programs designed to implement transportation control measures that reduce vehicle-miles-traveled (VMT). (5.3.10)

5.35: Prioritize transportation modes and/or improvement projects which facilitate pedestrian friendly development through infill and compact projects which foster the availability of transit and multi-modal means of transportation.

5.36: Include bicycle and pedestrian facilities on roadways, utility easements, mass transit or railroad rights-of-way as an integral part of the region's overall transportation system.

5.37: Provide opportunities and/or incentives for the development of bicycle, pedestrian, and other forms of non-vehicular systems and connections with adjacent developments, activity centers, and other jurisdictions.

5.38: Encourage the installation of on-site, off-street parking of bicycles.

## **Public Transit/Rapid Transit/Multi-modal Transportation**

5.39: Design public transit system(s) to facilitate the movement of people to and within designated local and regional activity centers.

5.40: Address the needs of the transportation disadvantaged through the design and maintenance of comprehensive public transit systems for the region.

5.41: Encourage development and redevelopment projects to reflect an increased emphasis on the development of public transportation and bicycle and pedestrian facilities.

5.42: Incorporate ridership inducement strategies and intermodal transfer facilities by ensuring that transit trips are well served through the development of proper feeder services and distributor systems.

5.43: Encourage public/private cooperative efforts to develop an interconnected public transit system for the region consistent with the CCC's Regional Transit Plan.

5.44: Improve, expand, coordinate, and operate as part of the integrated transportation system, transportation services for the region's seniors, handicapped, and other groups with special needs.

5.45: Support, where economically feasible and consistent with local transit and MPO plans, a renewed emphasis on small local transit systems as part of the integrated transportation system serving a specialized community function.

5.46: Support a renewed emphasis on specialized, high-occupancy transit services (e.g., bus rapid transit) that enhance the transit base within the regional corridors.

5.47: Promote parking strategies which contribute to increased use of public transit.

5.48: Any development of a rapid transit system and its ancillary development within the Tampa Bay region should be in accordance with Florida's growth management laws.

5.49: Any development of a rapid transit system and other transit systems should be connected and coordinated to promote appropriate intermodal transportation connections and the greater use of alternative modes of transportation.

5.50: Adequate intermodal access, including mass transit feeder services and automobile park-and-ride facilities should be integrated with rapid transit station and ancillary facility development.

5.51: Encourage high density land uses to locate adjacent to rapid transit stations.

5.52: The Tampa Bay should ensure that the planning for and design and alignment of any future high speed rail system for the state of Florida include routes to Hillsborough and Pinellas Counties.

## **Developments of Regional Impact**

5.53: Ensure that Developments of Regional Impact and large-scale developments with interjurisdictional impacts should assess and mitigate their impact on regionally significant transportation facilities in a compatible manner.

5.54: Require that Developments of Regional Impact (DRIs), to determine appropriate regional mitigation by analyzing project impacts and mitigating to an appropriate peak hour, peak season operating Level of Service (LOS) on regional roads.

5.55: Recognize that the level of service standards for DRI mitigation analysis within the Tampa Bay region shall be:

- Within designated Central Business Districts (CBD) - E;
- Within designated Regional Activity Centers (RAC) - E;
- Within Transportation Concurrency Management Areas (TCMA), as established pursuant to Sec. 9J-5.0057;
- Constrained or Backlogged Facilities, maintain and improve; and
- Consistent with all other regional roadways, standards adopted in approved local plans or Florida Department of Transportation (FDOT) standards, as appropriate.
- Development standards to consider transit improvements as an alternative to roadway expansions/ improvements as mitigation for development impacts within high density nodes served by backlogged or constrained roadways.

If the affected local government(s) has more stringent standards, those standards will apply.

5.56: Recognize that Notice of Proposed Change (NOPC) and/or Development Order amendment analysis shall use the standards adopted in approved local governments comprehensive plans and/or FDOT standards, as appropriate, and may also continue the above-referenced incentive standards applicable in original Application for Development Approval.

5.57: Recognize that when a proposed DRI is to be located in a designated RAC or CBD, the percentage threshold for recommendations of improvements or modifications shall be 10 percent of the applicable level of service standards on regional roadways.

5.58: Recognize that the analysis of improvements for roadway links and intersections needed as a result of the impact of a DRI shall address all needed modifications on regional roadway links and intersections when the peak hour operational LOS drops below the applicable LOS standard and the project has contributed five or more percent of the impact.

5.59: Recognize that the Council's final DRI report shall identify the needed modifications to mitigate the DRI's impact within the transportation study area, i.e., the area where the DRI will

contribute five percent (10 percent if within a designated RAC or CBD) or more of the applicable Level of Service Standard and the Level of Service was degraded to an unacceptable level.

5.60: Recognize that the Council's DRI Final Report shall identify:

- The recommended transportation-related Development Order conditions; and
- Mitigation required for consistency with Council policy and 9J-2.045, FAC.

5.61: Recognize that for purposes of DRI mitigation analysis, the following definitions shall apply:

- *Committed roadway project* - included within first three years of a TIP or CIP or in an active DRI Development Order within an applicable timeframe.
- *Peak hour* - highest traffic volume hour (usually P.M.).
- *Peak season* - highest 30-day volume (usually averaged or 3 or 4 months).
- *30th highest hour* - nationally accepted design hour; the proper analysis period for development and review of new or modified access to freeways, or the preparation of design traffic.
- *100th highest hour* - approximately equivalent to the typical peak hour of a day during peak season in a developed area.

5.62: Recognize that the Tampa Bay Regional Planning Council shall not recommend appeal of a Development Order approving a DRI based upon transportation-related issues if the Order satisfactorily contains one of the following options:

#### Option 1

The first option requires funding commitments for the necessary improvements prior to approval of Phase I. Any approval shall require funding commitments from responsible entities for the specific roadway improvements needed to mitigate the project impact to assure the applicable Level of Service. Without funding commitments for these improvements, construction permits shall not be issued.

#### Option 2

The second option requires continued traffic analysis of regionally significant roadways throughout the development period with subsequent approvals conditioned to the maintenance of the applicable Level of Service.

In the event that commitments for transportation improvements are adequate only to permit approval of a portion of the project, the capacity and loading of transportation facilities in the area, including but not limited to the regional roadways, and intersections referenced in Option 1 of the DRI report, shall be limiting factors of any subsequent approvals. Accordingly, the developer may generate and provide updated current traffic counts on the listed roadways and projections of traffic volumes that will result from the completion of the currently-approved project construction, plus that to be generated by the next portion for which the developer is seeking approval. Each updated traffic analysis shall serve to verify the findings of the DRI traffic analysis referenced in the DRI report, or shall indicate alternate transportation improvements or mechanisms which, when implemented, will maintain the roadways referenced at the applicable LOS. Both the traffic counts and the projection of traffic volume shall be prepared consistent with generally accepted traffic engineering practices and agreed upon methodologies. The Development Order shall then be amended to identify the mitigation necessary for later phases.

Option 3

The Transportation Enhancement Sharing (TES) Option may be an acceptable and sufficient DRI transportation impact mitigation for existing and future DRIs. The TES option is not intended as a sole option nor a guaranteed option for all DRI development, but if appropriate, is provided for local government consideration. It is the intention of the TES alternative to generate additional monies to be used for roadway improvement within the region and that a DRI developer voluntarily may provide additional roadway capacity that exceeds the capacity projected to be consumed by the development. In order for a local government to extend the TES option to a DRI developer, the following provisions must be met:

- a. The TES share shall be paid prior to issuance of any building permits and be calculated pursuant to the following transportation formulas:
  - 1). Significance Threshold: Use TBRPC five percent (10 percent in RACs) of peak hour Level of Service "D" in urbanized areas and "C" in rural areas service volume policy.
  - 2). Impact Scenario 1: Improvements required because LOS at projected build-out is below LOS D/C.

$$\begin{array}{rcl}
 \text{TES} & = & \text{Construction Costs} \\
 \text{Share} & & \text{(Cost of Improvement)} \\
 & & \text{to bring to LOS D/C}
 \end{array}
 \times
 \left( \frac{\text{DRI Trips}}{\text{Improved Service Vol/LOS D/C}} - \frac{\text{Existing LOS D/C Service Volume}}{\text{Existing LOS D/C Service Volume}} \right)^*$$

AND

Impact Scenario 2: Improvements not required because LOS is equal to or better than LOS D/C at build-out.

$$\text{TES Share} = \frac{\text{Current Construction Cost of providing existing transportation facility}}{\text{Existing LOS D/C Service Volume}} \times (\frac{\text{DRI Trips}}{\text{Service Volume}})**$$

\* The ratio of DRI trips to improved service volume minus existing service volume shall never exceed one.

\*\* The ratio of DRI trips to existing service volume shall never exceed one.

- b. It must be demonstrated that the regional roadway capacity which will be created by the developer's contribution will exceed the capacity which the development is projected to consume within the impact area by the time of phase build-out and that the implementation of the TES option will result in significant improvement in the movement of traffic within the Tampa Bay region.
- c. Project approvals shall be phased and shall not exceed five years. Any subsequent phases may be conceptually approved subject to further analysis and additional transportation mitigation and Development Order amendment. Any extension of physical commencement or build-out of a phase by five years shall constitute a substantial deviation pursuant to Section 380.06, FS.
- d. The TES contribution must be expressly designated and used to accommodate impacts reasonably attributable to the DRI.
- e. The developer shall receive credit against impact fees, pursuant to law.
- f. Transportation improvement(s) identified for TES expenditures shall:
  - Cost an amount which equals or exceeds an amount calculated pursuant to the formula set forth herein;
  - Increase the capacity of the transportation network to an amount greater than the amount to be consumed by the DRI;
  - Be selected from the list of existing or proposed regional transportation facilities substantially affected by the development identified in the TBRPC final DRI report;
  - Receive concurrence from the local government and TBRPC with review and comment by MPO and FDOT; and
  - Not be included in the first three years of a Transportation Improvement program, or otherwise fully funded for construction. Any exceptions shall require Development Order conditions which clearly set forth the regional public benefit to be achieved.

The TES option shall not be an acceptable means of making adequate provision for DRI transportation impacts when the development is projected to create a significant impact on a regional facility, other than that scheduled for improvement which is already operating below the adopted regional LOS and the additional impact of the project is likely to cause a serious breakdown of the regional transportation system. The TES option will not be used if it violates the requirements of concurrency pursuant to Chapter 163, Part II, FS, and Chapter 9J-5, FAC..

#### Option 4

An alternative option which satisfactorily requires a DRI to mitigate the project's impact in a manner consistent with Section 380.06, FS, the goals and policies set forth in this Strategic Regional Policy Plan (SRPP), approved local government comprehensive plan(s), and 9J-2.045, FAC.

### **Efficient Regional Transportation System**

5.63: Recognize that the region's intermodal transportation system shall consist of seaports and waterways, airports, railways, transmission pipelines, roadways, and bike lanes, sidewalks, and trails

5.64: Support and further the goals and their attendant objectives set forth in the Florida Transportation Plan.

5.65 Promote shared access and parking, bikeway and pedestrian facilities, mass transit systems, park-and-ride lots, and roadway capital improvements for downtown and urban development and redevelopment.

5.66: Promote regional transit projects that:

- Make longer distance trips across jurisdictions or between area transit systems more seamless;
- Improve mobility on congested regional roadways;
- Connect SIS hubs, major transit centers or intermodal centers; and/or
- Create or strengthen major transit centers or intermodal centers.

5.67: Optimize the use of existing regional roadways in developed areas prior to the construction of new roadways, consistent with the local government comprehensive plans and the transportation plans of the Metropolitan Planning Organizations and the Florida Department of Transportation.

5.68 Utilize Transportation Systems Management (TSM) and Travel Demand Management (TDM) techniques to the fullest extent possible prior to the major expansion of existing facilities or construction of new corridors.

5.69 Support right-of-way identification, acquisition, and protection programs to protect land, transportation corridors, and airspace necessary to promote safe and efficient operation of existing and planned transportation systems consistent with state, regional, MPO, and local plans.

5.70 Promote utilization of public-private partnerships, joint-ventures, user fees, and impact fees by jurisdictions to mitigate impacts of development on regionally significant transportation facilities.

### **Ports/Airports/Rail/Pipeline**

5.71: Identify, prioritize, and improve present and future intermodal surface links to the region's port facilities to improve the movement of cargo and people.

5.72: Diversify port development and expansion for passenger movement, including cruise ships and ferry service.

5.73: Develop port facilities and maintain waterways to ensure an optimum balance between economic benefits and environmental and social costs.

5.74: Maximize the use of existing commercial and general aviation airport facilities before the development of new facilities.

5.75: Maintain and improve existing and future intermodal surface links to the region's airports concurrent with airport expansion or development.

5.76: Discourage incompatible land uses adjacent to airports, specifically in noise zones through local government comprehensive plans and land development regulations to prevent unnecessary environmental, residential and economic conflicts, encroachment upon airport noise and clearance zones, and to protect the airspace and flight paths to ensure safety and allow for future increases in operational capacity of the airports.

5.77: Ensure freight rail lines, especially those used to transport extremely hazardous substances are upgraded/maintained to federal and state safety standards.

5.78: Ensure that project development and environmental studies for new corridors give consideration to the provision of right-of-way for light rail and freight rail use.

5.79: Ensure that coal slurry pipeline research be expanded to consider disposition of the transport media (coal-water mixtures) after the coal has been burned in an electric generating plant.

5.80: Ensure that coal slurry pipeline transport feasibility be determined prior to any commencement of coal conversion where coal delivery via barge or rail is inappropriate due to overriding environmental or social impacts.

5.81: Discourage coal and phosphate shipment by truck on public highways due to the potential for road surface and sub-grade deterioration.

### **Regional Activity Centers**

5.82. : Recognize that local governments wishing to pursue the Regional Activity Center (RAC) designation shall initiate the application process.

5.83 : Recognize that RACs shall be jointly designated and specifically defined in the strategic regional policy plan and local government comprehensive plans.

5.84: Recognize that consideration for RAC designation shall adhere to the following Mandatory Criteria:

- a. Local governments wishing to nominate RAC areas must identify specifically bounded geographic areas encompassing the RAC.
- b. RAC nominations shall be considered only where existing and/or planned infrastructure is available to meet the demand generated. Special consideration shall be given to maintaining access to high value regionally significant facilities/ locations. (By way of example: airports, deepwater ports, military installations, universities, beaches and limited and controlled access roadways.) Special consideration shall also be given to maintaining mobility on critical regional roadways which pass through proposed activity centers.
- c. Local government Capital Improvement Programs (CIP) and/or committed long-range improvement plans shall reflect required upgrading of infrastructure to serve the RAC as a priority, in a manner consistent with the occurrence of demand and established Level of Service (LOS) standards set forth in the local government comprehensive plan.
- d. Local governments wishing to establish RAC areas shall also establish incentives for development to locate within activity centers such as:
  - Transfer of development rights

- Increased densities and intensities
  - Multiple uses
  - Reduced parking requirements
  - Special taxing districts
  - Priority CIP program funding
  - Public/private joint venture
  - Comprehensive plan incentives
  - Streamlined permitting
- e. RACs shall have an existing or proposed feasible public transportation system which includes adequate funding mechanisms to assure continued viability.
- f. RACs shall be capable of supporting multi-use functions with an internal capture rate of at least 25 percent of the vehicle trips generated therein.
- g. RACs shall contain at least 50 acres and shall not be designated to accommodate a single development proposal.

5.85: Recognize that consideration for RAC designation shall take into account the following Preferred Criteria:

- a. Formally adopted Central Business Districts (CBD) with specific boundaries shall be considered prime candidates for RAC designation.
- b. Areas within Hurricane Evacuation Zone A and areas within the 25-year flood zone except ports and formally adopted CBDs shall be discouraged from nomination as RAC areas.
- c. RACs shall be adequately served by a limited access highway or have direct access thereto.
- d. Joint Participation Agreements or other cooperative agreements with the Florida Department of Transportation (FDOT) shall be instituted by which local governments and FDOT will share in the maintenance and control of access corridors to high value regionally significant facilities/locations. (By way of example: airports, deepwater ports, military installations, universities, beaches and limited and controlled access roadways.) Such consideration shall also be given to mobility on regional facilities which pass through proposed activity centers.
- e. Designations having a significant impact upon other local governments shall be consistent with the Local Government Comprehensive Plans of those governments, particularly those governments contiguous to a proposed designation.

5.86: Recognize that in no case shall consideration be given to a RAC designation where the proposed site meets one or more of the following Exclusionary Criteria:

- a. Is located in an area where such development would be detrimental to areas of exceptional environmental significance;
- b. Is located within cones of influence of well fields or within designated high recharge areas;
- c. Is located where intense development would significantly impair access (i.e., create a traffic flow which would encumber Florida Department of Transportation management strategies) to high-value regionally significant facilities. (By way of example: airports, deepwater ports, military installations, universities, beaches and limited and controlled access roadways);
- d. Is located where intense development would significantly impair mobility (i.e., create physical constraints which may preclude sufficient future roadway improvements) on critical regional roadways;
- e. Is located on barrier islands;
- f. Is located in the designated Coastal High Hazard Area, except ports and CBDs; or
- g. Is located in an area of Critical State concern or portions thereof.

5.87: Recognize that RAC designation shall not be considered in highly congested areas that do not have committed plans and programs to attain and maintain acceptable LOS standards on the regional highway system which serves the RAC.

5.88: Recognize that Amendment to a RAC designation shall be in accordance with the following criteria:

- a. The criteria for reviewing proposed expansion or reduction to Regional Activity Centers shall be identical to the criteria for review of proposed RAC.
- b. Single developments may be considered as additions to planned mixed-use RACs.

5.89 : Recognize that approved RACs are suitable for higher DRI thresholds for office and hotel development set forth in § 380.06(2)(e), FS.

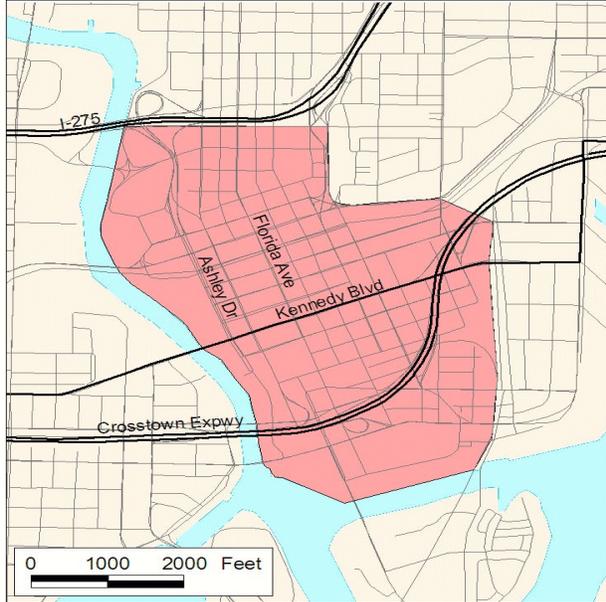
5.90: Recognize that as of the date of this Strategic Regional Policy Plan, the following geographic areas are designated as Regional Activity Centers:

- Central Business District, City of Tampa
- Westshore Area, City of Tampa
- Gateway Centre, Cities of Pinellas Park and St. Petersburg
- Central Business District, City of Clearwater

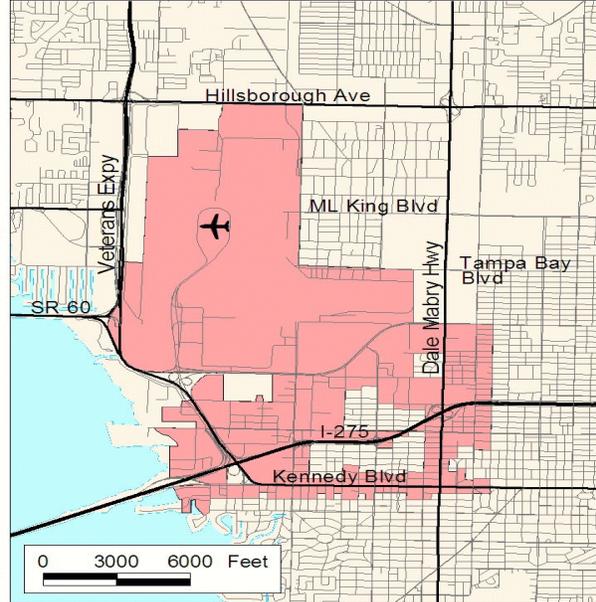
(See map at end of section for exact locations)



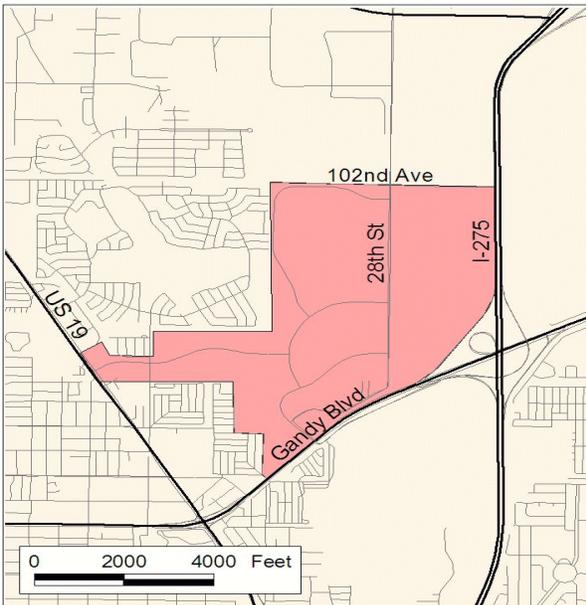
# TAMPA BAY REGION Regional Activity Centers



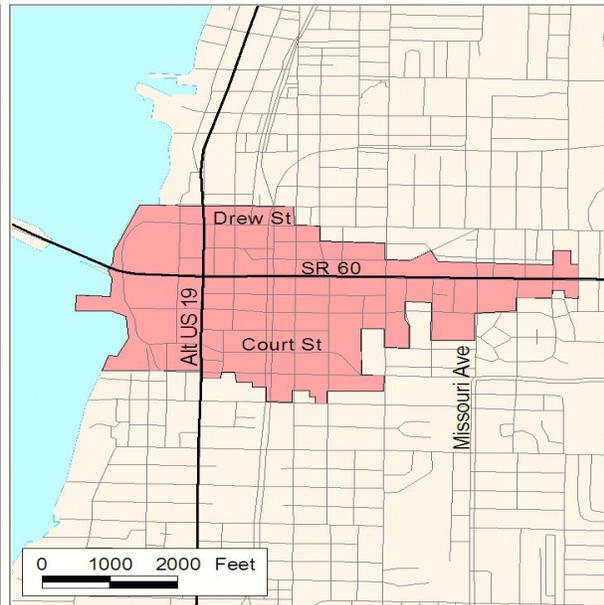
City of Tampa  
Central Business District



City of Tampa  
Westshore Area



City of Pinellas Park and St Petersburg  
Gateway Centre



City of Clearwater  
Central Business District

Produced: September 2004



# REGIONALLY SIGNIFICANT RESOURCES AND FACILITIES



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**REGIONALLY  
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RESOURCES AND  
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Affordable Housing**

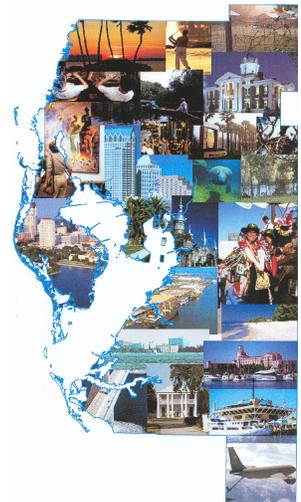


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*None. The regional aspects of the housing delivery system were reviewed during the development and updating of the SRPP. Housing services by local governments, housing authorities, and nonprofit agencies were seen as resources and not as regional facilities. Housing resources were reviewed and determined to cover an extensive range from temporary shelter, rental and home ownership programs, and housing support services for occupancies and the condition of the housing stock. Housing resources are considered as local in nature and no regional services were identified.*

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**REGIONALLY  
SIGNIFICANT  
RESOURCES AND  
FACILITIES:  
Economic Development**



*Entertainment/Performing Arts Centers, Theaters, Venues (Map #1)*

- Ford Amphitheater, Hillsborough County (1)
- Mahaffey Theater, St. Petersburg (2)
- Manatee Civic Center, Palmetto (3)
- Ruth Eckerd Hall, Clearwater (4)
- St. Pete Times Forum, Tampa (5)
- State Fair Grounds/Exposition Hall, Hillsborough County (6)
- Tampa Bay Performing Arts Center, Tampa (7)
- Tampa Convention Center, Tampa (8)
- Tampa Theatre, Tampa (9)
- The Sundome, University of South Florida, Tampa (10)
- Tropicana Field, St. Petersburg (11)



## *Museums (Map #2)*

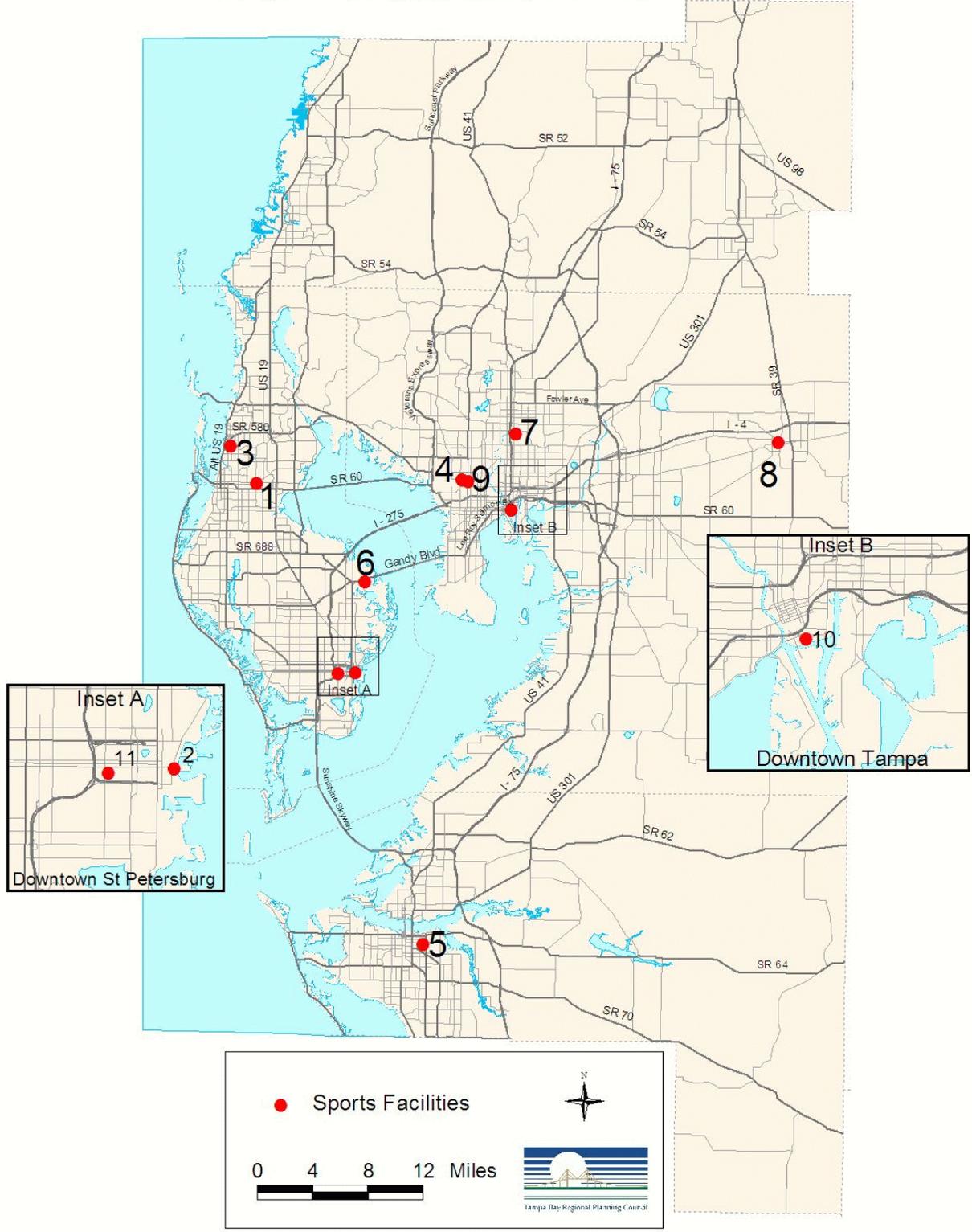
- Art
  - Gulf Coast Art Museum, Largo (1)
  - Leepa-Rattner Museum of Art, St. Petersburg College Tarpon Springs Campus (2)
  - Museum of Fine Arts, St. Petersburg (3)
  - Salvador Dali Museum, St. Petersburg (4)
  - Tampa Museum of Art, Tampa (5)
  - USF Contemporary Art Museum, Tampa (6)
  - Ringling Museum of Art, Sarasota (7)
- Historical
  - Florida Holocaust Museum, St. Petersburg (8)
  - Gamble Mansion, Ellenton (9)
  - Henry B. Plant Museum, University of Tampa (10)
  - Heritage Village, Largo (11)
  - St. Petersburg Museum of History, St. Petersburg (12)
  - South Florida Museum, Bradenton (13)
  - Tampa Bay History Center, Tampa (14)
  - Ybor State Museum, Tampa (15)
- Other Museums/Zoos
  - Boyd Hill Nature Trail, St. Petersburg (16)
  - Clearwater Marine Science Center, Clearwater Beach (17)
  - Florida Aquarium, Tampa (18)
  - Florida Botanical Gardens, Largo (19)
  - Great Explorations, St. Petersburg (20)
  - Lowry Park Zoological Garden, Tampa (21)
  - Museum of Natural History, Tampa (22)
  - Museum of Science and Industry, Tampa (23)
  - Bishop Planetarium, Bradenton (24)



### *Sports Facilities (Map #3)*

- Bright House Networks Field, Clearwater (1)
- Progress Energy Park, home of Al Lang Field, St. Petersburg (2)
- Knology Park, Dunedin (3)
- Legends Field, Tampa (4)
- McKechnie Field, Bradenton (5)
- Paramutuel facilities
  - Derby Lane (6)
  - Tampa Greyhound Track (7)
- Plant City Stadium, Plant City (8)
- Raymond James Stadium, Tampa (9)
- St. Pete Times Forum, Tampa (10)
- Tropicana Field, St. Petersburg (11)

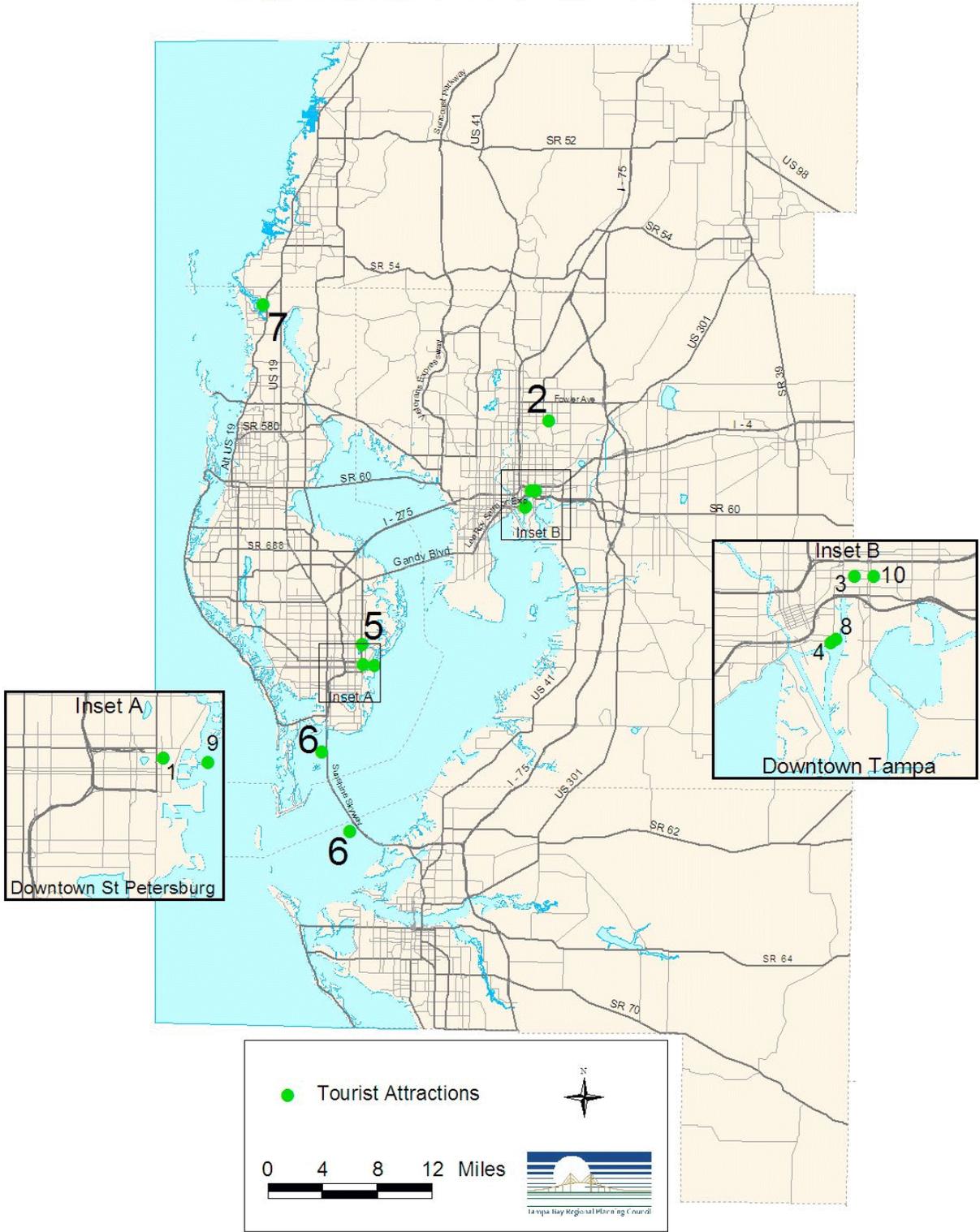
# MAP #3 Regionally Significant Sports Facilities



### *Tourist Attractions (Map #4)*

- Archaeological and historical sites (not mapped)
- Baywalk, St. Petersburg (1)
- Busch Gardens, Tampa (2)
- Centro Ybor, Tampa (3)
- Channelside, Tampa (4)
- Coastal barrier islands, beaches and dunes (not mapped)
- College and professional sporting events (not mapped)
- National Wildlife Refuges (not mapped)
- State/regional parks and recreation sites (not mapped)
- Sunken Gardens, St. Petersburg (5)
- Sunshine Skyway fishing piers (6)
- Tarpon Springs Sponge Docks, Tarpon Springs (7)
- The Florida Aquarium, Tampa (8)
- The Pier, St. Petersburg (9)
- Ybor City, Tampa (10)

# MAP #4 Regionally Significant Tourist Attractions



## *Festivals*

- Clearwater Jazz Holiday, Clearwater
- Epiphany, Tarpon Springs
- Festival of States, St. Petersburg
- Fun 'N Sun Festival, Clearwater
- Gasparilla, Tampa
- Gasparilla Festival of the Arts, Tampa
- Mainsail Arts Festival, St. Petersburg
- Strawberry Festival, Plant City
- Tampa Bay Blues Festival, St. Petersburg

## *Professional/Non-professional Performing Ensembles*

- Music
  - Master Chorale of Tampa Bay
  - Suncoast Dixieland Jazz Society
  - Sweet Adelines International/Gulf to Bay Chorus
  - Tampa Bay Children's Chorus, Tampa
  - Tampa Bay Heralds of Harmony
  - Tampa Oratorio Society
  - The Florida Orchestra
- Theater
  - American Stage Theatre, St. Petersburg
- Dance
  - Florida West Ballet

### *Entertainment/Performing Arts Centers, Theaters, Venues of Local Significance*

- Center Place Fine Arts Center, Brandon
- City Center, Bradenton
- Catherine A. Hickman Theater, Gulfport
- Harborview Center, Clearwater
- Largo Cultural Center, Largo
- Palladium Theater, St. Petersburg
- Tarpon Springs Performing Arts Center, Tarpon Springs
- The Coliseum, St. Petersburg
- The Studio @ 620, St. Petersburg

### *Museums of Local Significance*

- Art
  - Artists Unlimited, Tampa
  - Dunedin Fine Arts Center, Dunedin
  - Graphicstudio, Tampa
  - Pasco Arts Council and Arts Center, New Port Richey
  - The Arts Center, St. Petersburg
- Historical
  - African-American Heritage Museum, Bradenton
  - Dunedin Historical Society, Dunedin
  - Pioneer Florida Museum and Village, Dade City
  - Safety Harbor Museum of Regional History, Safety Harbor
  - Tarpon Springs Heritage Museum, Tarpon Springs
  - West Pasco Historical Society Museum and Library, New Port Richey
- Other Museums/Zoos
  - Florida International Museum, St. Petersburg
  - Kid City, The Children's Museum, Tampa
  - Museum of Natural History, Tampa
  - Science Center of Pinellas County, St. Petersburg

### *Tourist Attractions of Local Significance*

- Downtown Dade City
- Old Main Street, Bradenton
- Suncoast Seabird Sanctuary, Indian Shores

### *Festivals of Local Significance*

- Clearwater Jazz Holiday, Clearwater
- Chasco Fiesta, New Port Richey

- Kumquat Festival, Dade City
- DeSoto Festival, Bradenton
- Epiphany, Tarpon Springs
- Festival of States, St. Petersburg
- First Night, St. Petersburg
- Fun ‘N Sun Festival, Clearwater
- Gasparilla, Tampa
- Gasparilla Festival of the Arts, Tampa
- Highland Games and Scottish Festival, Dunedin
- Mainsail Arts Festival, St. Petersburg
- Manatee Arts Festival, Apollo Beach
- Palm Harbor Fine Arts & Fine Crafts & Music Festival, Palm Harbor
- Rattlesnake Festival, San Antonio
- Ruskin Seafood Festival, Ruskin
- Strawberry Festival, Plant City
- Tampa Bay Blues Festival, St. Petersburg
- Tampa-Hillsborough Storytelling Festival, Tampa
- Tarpon Springs Arts & Crafts Festival, Tarpon Springs

*Professional/Non-professional Performing Ensembles of Local Significance*

- Music
  - Anna Maria Island Community Orchestra and Chorus, Holmes Beach
  - Bonk Festival of New Music, Tampa
  - Crescendo: Tampa Bay Women’s Chorus, Tampa
  - Gulf Coast Youth Choirs, Tampa
  - Pinellas Youth Symphony, Pinellas County
  - Summit Orchestral Society
  - Suncoast Singers
  - Sunshine Brass, Tampa
  - Sweet Adelines International/Gulf to Bay Chorus
  - Tampa Bay Symphony
  - Tampa Bay Youth Orchestra, Tampa
  - Toast of Tampa Show Chorus, Tampa
- Theater
  - Avenue Players Theatre
  - Broadway Theatre Project, Tampa
  - Francis Wilson Playhouse
  - Island Players, Anna Maria
  - Livearts Peninsula Foundation
  - Manatee Players Riverfront Theatre, Bradenton
  - Richey Suncoast Theatre, New Port Richey
  - St. Petersburg Little Theatre

- Stageworks
- West Coast Players
- Dance
  - Dundu Dole
  - Kuumba Dancers and Drummers, Tampa
  - Moving Current Dance Collective, Tampa

## *Hospitals (Map #5)*

### *Trauma Centers*

- Tampa General Hospital, Level I, Tampa (1)
- St. Joseph's Hospital, Level II, Tampa (2)
- Bayfront Medical Center, Level II, St. Petersburg (3)

### *Burn Center*

- Tampa General Hospital, Tampa (4)

### *Pediatrics*

- All Children's Hospital, St. Petersburg (5)
- St. Joseph's Children's Hospital, Tampa (6)
- Shriners Hospital for Children, Tampa (7)

### *Cancer*

- H. Lee Moffitt Cancer Center, Tampa (8)

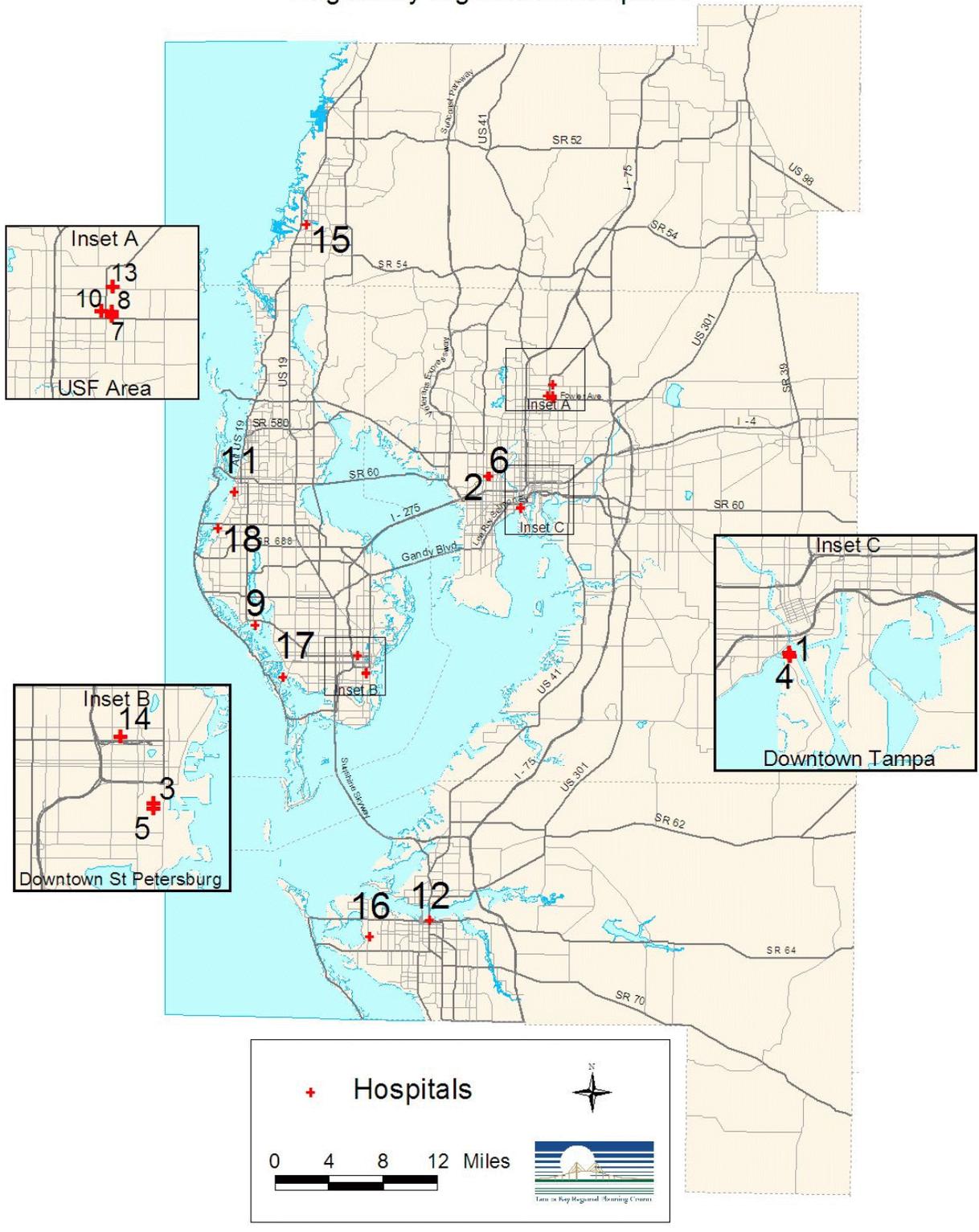
### *Veterans Administration*

- Bay Pines VA Medical Center, St. Petersburg (9)
- James A. Haley Veterans Hospital, Tampa (10)

### *Hospitals with 300 or more beds*

- Morton Plant Hospital, Clearwater (11)
- Manatee Memorial Hospital, Bradenton (12)
- University Community Hospital, Tampa (13)
- St. Anthony's Hospital, St Petersburg (14)
- Community Hospital, New Port Richey (15)
- Blake Medical Center, Manatee County (16)
- Palms of Pasadena Hospital, South Pasadena (17)
- Sun Coast Hospital, Largo (18)

# MAP #5 Regionally Significant Hospitals



## *Post-Secondary Educational Institutions (Map #6)*

### *Community Colleges*

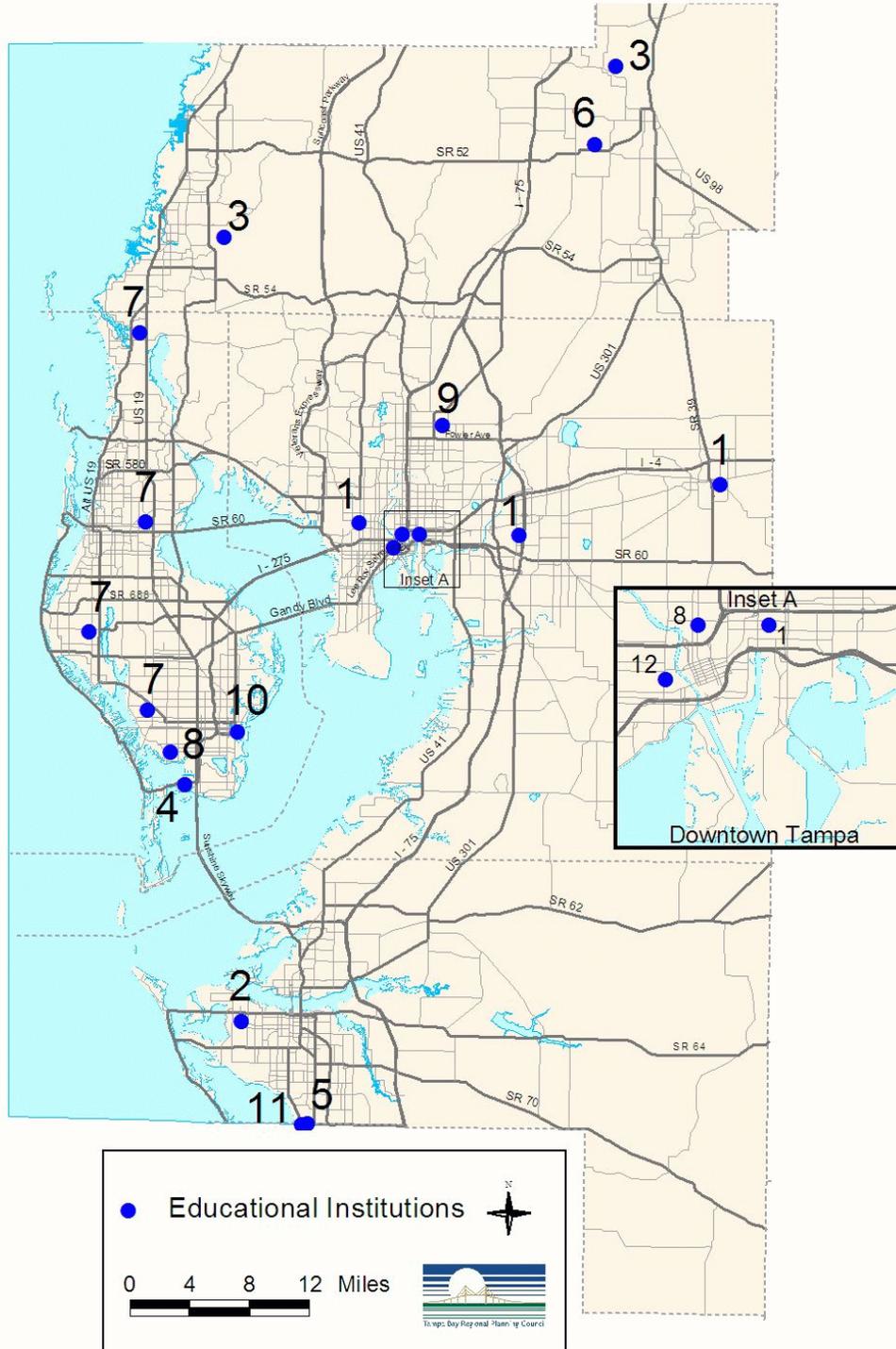
- Hillsborough Community College (Tampa, Ybor City, Brandon, and Plant City Campuses) (1)
- Manatee Community College (2)
- Pasco-Hernando Community College (Dade City and New Port Richey Campuses) (3)

### *Colleges and Universities*

- Eckerd College, St. Petersburg (4)
- New College, Sarasota (5)
- St. Leo University, St. Leo (6)
- St. Petersburg College (St. Petersburg, Clearwater, Seminole, and Tarpons Springs Campuses) (7)
- Stetson School of Law (Gulfport and Tampa Campuses) (8)
- University of South Florida, Tampa (9)
- University of South Florida, St. Petersburg (10)
- University of South Florida, Sarasota (11)
- University of Tampa, Tampa (12)

### *Accredited vocational/technical institutes in Hillsborough, Manatee, Pasco, and Pinellas Counties*

# MAP #6 Post-Secondary Educational Institutions



## *Public Facilities (Map #7)*

### *Electrical power generation plants*

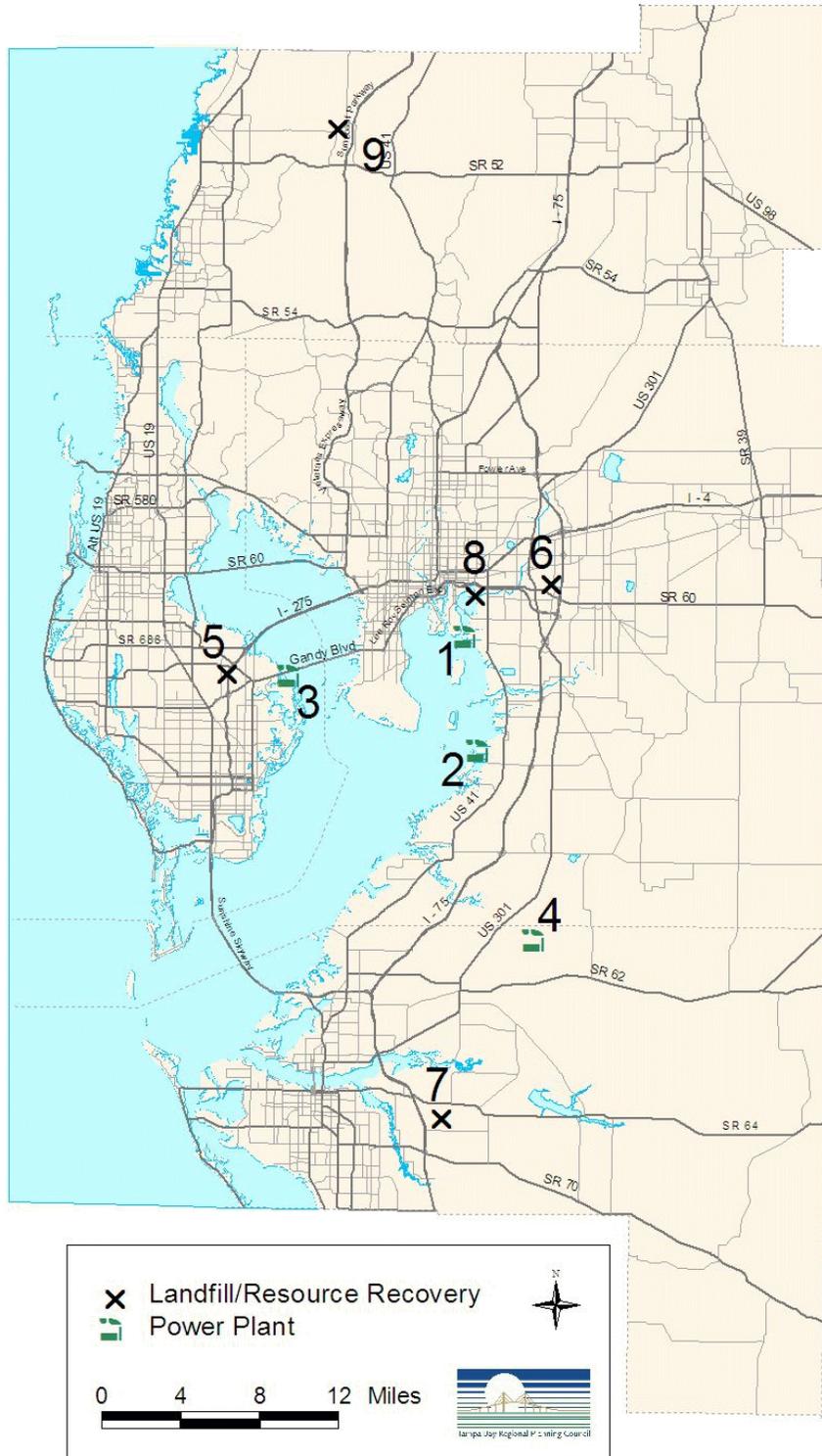
- Bayside Power Station (fka Gannon), TECO (1)
- Big Bend Power Station, TECO (2)
- Bartow Power Station, Progress Energy (3)
- Manatee Power Plant, FP&L (4)

*Electrical transmission lines of 500 KV and transmission lines of lesser voltage which serve multi-county jurisdictions* (not mapped)

### *Landfill/Resource Recovery Facilities*

- Bridgeway Acres, Class I and Resource Recovery Plant, Pinellas County (5)
- Faulkenburg Road, Solid Waste Energy Recovery Facility, Hillsborough County (6)
- Lena Road Landfill, Manatee County (7)
- McKay Bay Refuse-to-Energy Project, City of Tampa (8)
- Resource Recovery Plant, Hays Road, Pasco County (9)

# MAP #7 Public Facilities



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**REGIONALLY  
SIGNIFICANT  
RESOURCES AND  
FACILITIES:  
Emergency  
Preparedness**



## *Emergency Operational Resources*

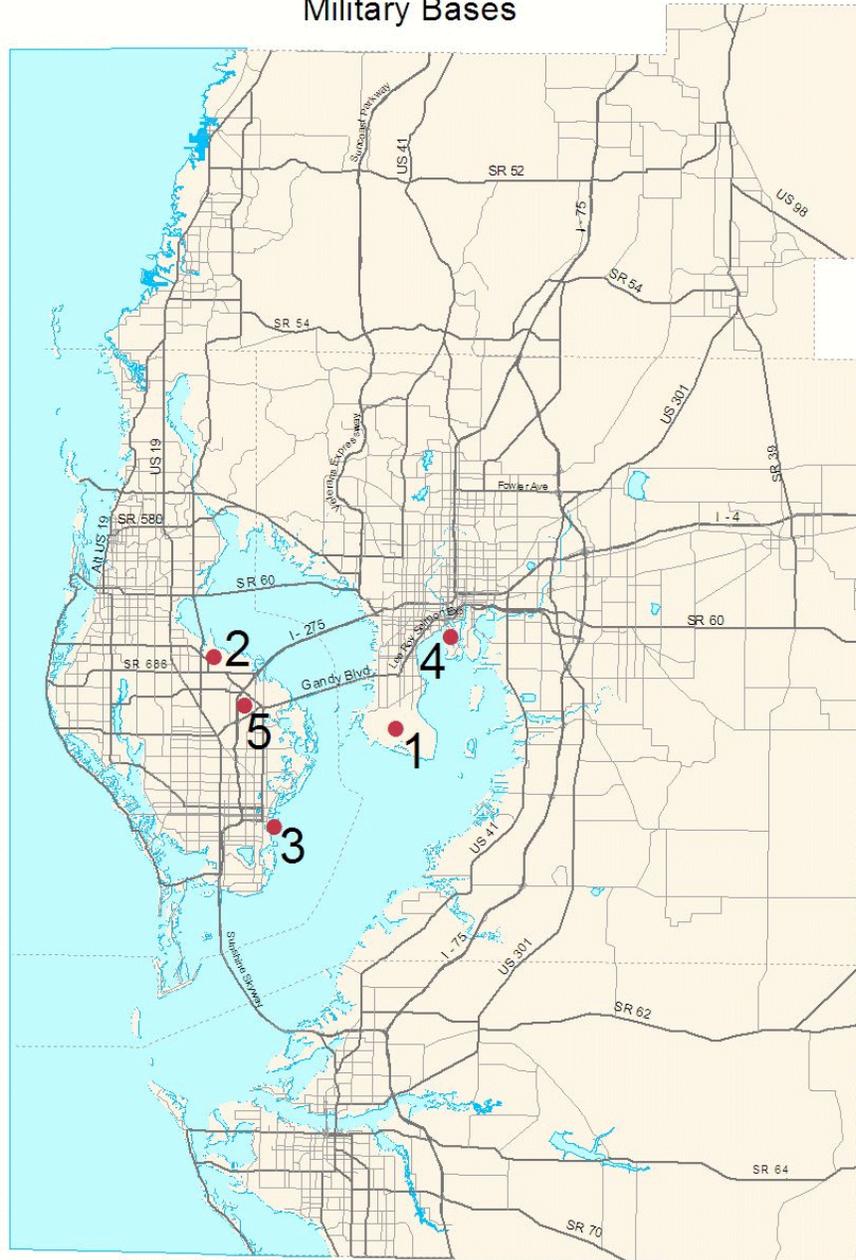
- County emergency operations centers (EOCs)
- Emergency health care facilities identified in county emergency management plans
- Designated hurricane evacuation shelters
- U.S. National Weather Service Office, Ruskin
- Designated regional recovery centers
- Designated hurricane evacuation routes
- Municipal and County Fire Departments, Districts, and Agencies
- Municipal, County, and private Emergency Medical Services/ambulance providers

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### *Military Bases (Map #8)*

- MacDill Air Force Base, Tampa
- United States Coast Guard Air Station, Clearwater
- United States Coast Guard Group 600, St. Petersburg
- United States Coast Guard Marine Safety Office, Tampa
- C.W. “Bill” Young Armed Forces Reserve Center, Pinellas Park

## MAP #8 Military Bases



● **Military Bases**

- 1 MacDill AFB
- 2 USCG Air Station
- 3 USCG
- 4 Marine Safety Office
- 5 Armed Forces Reserve Center

0 4 8 12 Miles

Tampa Bay Regional Planning Council

## *Regional Hurricane Evacuation Routes (Map #9)*

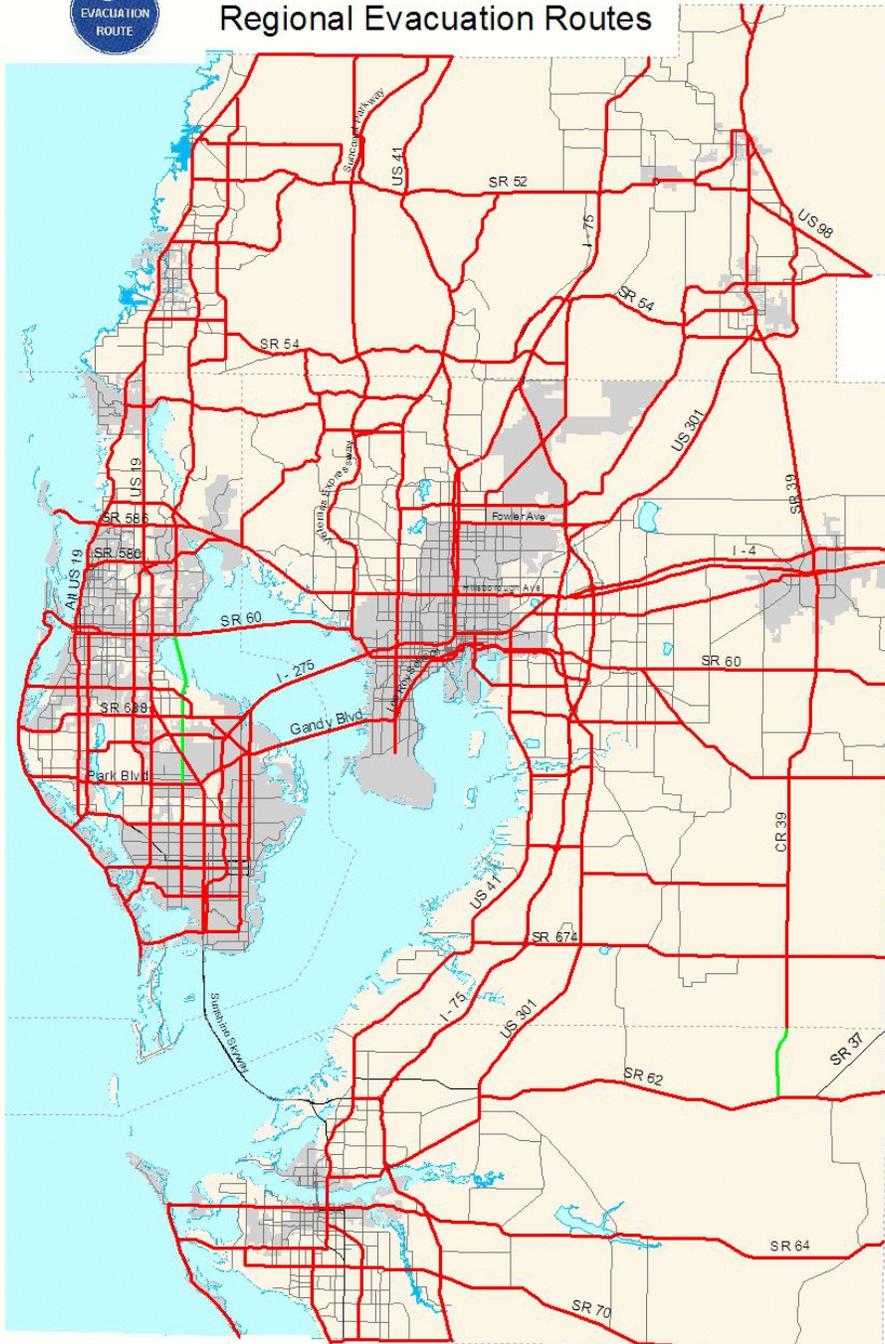
- Hillsborough County
  - I-4 (Polk County to I-275)
  - I-75 (Pasco County to Manatee County)
  - I-275 (I-75 to Pinellas County)
  - US 41 (Pasco County to Hillsborough Avenue and I-4 to Manatee County)
  - Bus 41/SR 676 (22<sup>nd</sup> Street/Causeway Boulevard) (I-4 to US 301)
  - US 92/SR 580 (Hillsborough Avenue) (Polk County to Pinellas County)
  - US 301 (Pasco County to Manatee County)
  - Lee Roy Selmon Crosstown Expressway (I-75 to Gandy Boulevard)
  - Veterans Expressway (Dale Mabry Highway to SR 60)
  - Suncoast Parkway (Veterans Expressway to Pasco County)
  - SR 39/CR 39 (Pasco County to Manatee County )
  - SR 60 (Polk County to Pinellas County)
  - SR 574 (US 92 to I-4)
  - SR 674 (US 41 to Polk County)
  - CR 640 (Lithia Pinecrest Road) (SR 60 to Polk County)
  - CR 672 (US 301 to CR 39)
  - CR 676A (Bloomingdale Road/Progress Boulevard/Madison Avenue) (Lithia Pinecrest Road to US 41)
  - Big Bend Road (US 301 to US 41)
  - Bruce B. Downs Boulevard (Pasco County to Fletcher Avenue)
  - Dale Mabry Highway (Pasco County to MacDill AFB)
  - Fletcher Avenue/Armenia/Lake Magdalene/Moran Road (I-75 to Dale Mabry Highway)
  - Fowler Avenue (US 301 to I-275)
  - Gandy Bridge/Boulevard (Dale Mabry Highway to Pinellas County)
  - Gibsonton Drive (US 301 to US 41)
  - Gunn Highway (Pasco County to Race Track Road)
  - Lutz Lake Fern Road (Gunn Highway to Dale Mabry Highway)
  - Morris Bridge Road (Pasco County to Fowler Avenue)
  - Race Track Road (Gunn Highway to Hillsborough Avenue)
  - Tarpon Springs Road (Gunn Highway to Pinellas County)
  - Van Dyke Road (Dale Mabry Highway to Gunn Highway)
  
- Manatee County
  - I-75 (Hillsborough County to Sarasota County)
  - I-275 (US 41 to I-75)
  - US 41 (Hillsborough County to Sarasota County)
  - US 301 (Hillsborough County to Sarasota County)
  - SR 62 (Hardee County to US 301)
  - SR 64/Manatee Avenue (Hardee County to Holmes Beach)

- SR 70 (DeSoto County to US 301)
- Cortez Road (CR 684) (US 41 to Bradenton Beach)
- Gulf Drive (SR 789) (Manatee Avenue West (SR 64) to Longboat Pass)
- University Parkway (I-75 to US 41)
- 75<sup>th</sup> Street West (Cortez Road to 53<sup>rd</sup> Avenue West)
  
- Pasco County
  - I-75 (Hernando County to Hillsborough County)
  - US 19 (Hernando County to Pinellas County)
  - Alt US 19 (US 19 to Pinellas County)
  - US 41 (Hernando County to Hillsborough County)
  - US 98 (Hernando County to US 301 and US 301 to Polk County)
  - US 301 (Hernando County to US 98/301 Bypass and US 98/301 Bypass to Hillsborough County)
  - Suncoast Parkway (Hernando County to Hillsborough County)
  - SR 35A (US 98 Bypass to US 98)
  - SR 39 (US 301 to Hillsborough County)
  - SR 52 (US 301 to US 19)
  - SR 54 (US 98 to US 19)
  - SR 56 (Bruce B. Downs Boulevard to I-75)
  - Bruce B. Downs Boulevard (SR 54 to Hillsborough County)
  - Chancey Road (US 301 to Morris Bridge Road)
  - County Line Road (US 41 to US 19)
  - Ehren Cut Off (SR 52 to US 41)
  - Eiland Boulevard (US 301 to SR 54)
  - Gunn Highway (SR 54 to Hillsborough County)
  - Hudson Avenue (Hays Road to US 19)
  - Hays Road (Hudson Avenue to SR 52)
  - Little Road (CR 1) (US 19 to Mitchell Boulevard)
  - Mitchell Boulevard (Little Road to Pinellas County)
  - Morris Bridge Road (SR 54 to Hillsborough County)
  - Old Lakeland Highway/Zephyrhills Bypass (US 98 to US 301)
  - Prospect Road/Clinton Avenue (SR 52 to US 301)
  - Ridge Road (Moon Lake Road to US 19)
  - Seven Springs Boulevard/Rowland Road (Massachusetts Avenue to Pinellas County)
  - Shady Hills Road (County Line Road to SR 52)
  
- Pinellas County
  - I-275 (Hillsborough County to 54<sup>th</sup> Avenue South)
  - US 19 (Pasco County to Park Boulevard)
  - US 19 (Park Boulevard to 54<sup>th</sup> Avenue South - northbound only)
  - Alt US 19 (Pasco County to 38<sup>th</sup> Avenue North)
  - SR 580 (Hillsborough County to Skinner to Alt US 19)

- SR 586 (SR 580 to Honeymoon Island)
- 4<sup>th</sup> Street (I-275 to 5<sup>th</sup> Avenue North)
- 9<sup>th</sup> Street/Martin Luther King, Jr. Boulevard (Gandy Boulevard to 54<sup>th</sup> Avenue South)
- 22<sup>nd</sup> Avenue South/Gulfport Boulevard (9<sup>th</sup> Street South to Pasadena Boulevard)
- 38<sup>th</sup> Avenue North (9<sup>th</sup> Street North to Tyrone Boulevard)
- 49<sup>th</sup> Street North (Park Boulevard to Gulfport Boulevard/22<sup>nd</sup> Avenue South)
- 54<sup>th</sup> Avenue South (9<sup>th</sup> Street South to US 19)
- 113<sup>th</sup> Street/Duhme Road (Roosevelt Boulevard to Bay Pines Boulevard)
- 118<sup>th</sup> Avenue North/Bryan Dairy Road/102<sup>nd</sup> Avenue North (I-275 to Seminole Boulevard)
- Central Avenue (I-275 to Gulf Boulevard (Treasure Island))
- Chesnut Street (Gulf to Bay to Alt US 19)
- Countryside Boulevard (SR 580 to Belcher Road)
- Belcher Road (Countryside Boulevard to Park Boulevard)
- Gandy Boulevard (Hillsborough County to US 19)
- Gulf-to-Bay Boulevard (SR 60) (Hillsborough County to Clearwater Beach)
- East Lake Road/McMullen/Booth Road (Pasco County to SR 60)
- Gulf Boulevard (SR 60 to 21<sup>st</sup> Avenue (St. Pete Beach))
- Missouri Avenue (Gulf-to-Bay (SR 60) to West Bay Drive)
- Park Boulevard/78<sup>th</sup> Avenue (US 19 to Gulf Boulevard (Indian Shores))
- Pasadena Avenue (SR 693) (Central Avenue to St Pete Beach)
- Pinellas Bayway (US 19 to Gulf Boulevard (St Pete Beach))
- Roosevelt Boulevard (4<sup>th</sup> Street North to Gulf Boulevard)
- Tampa Road (SR 586 to Alt US 19)
- Tarpon Avenue/Keystone Road (Hillsborough County to Alt US 19)
- Ulmerton Road/Walsingham Road (SR 688) (I-275 to Indian Rocks Beach)
- Welch Causeway (Seminole Boulevard to Gulf Boulevard (Gulf Boulevard))
- Regional Connectors
  - CR 39 (Hillsborough County to SR 62)
  - 49<sup>th</sup> Street North/Bayside Bridge (SR 60 to US 19)



# MAP #9 Regional Evacuation Routes



 Evacuation Routes  
 Regional Connectors

Sources:  
Florida Department of Transportation  
and Hillsborough, Manatee, Pasco, and Pinellas  
County Emergency Management Offices

0 4 8 12 Miles



By: My Regional Routing Co. LLC

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# REGIONALLY SIGNIFICANT RESOURCES AND FACILITIES: Natural Resources



## *Natural Resources (Map #10)*

- Seagrass
- FNAI Habitat 04
  - Priority 1, 2 & 3
- FNAI Coastal 04
  - Upland communities (scrub, coastal strand, coastal grassland, maritime hammock, beach dune)
  - Wetland communities (mangroves, saltmarsh)
- FNAI Natural Communities 04
  - Upland Hardwood Forest
  - Tropical Hardwood Hammock
  - Sandhill
  - Scrub
  - Pine Flatwoods
- LULC Habitat
  - Dry
  - Wet

## NATURAL RESOURCES METHODOLOGY

*Seagrass* - FLUCCS Codes 9100-9121. Sizeable beds of marine seagrasses or attached algae. The most recent information from the Southwest Florida Water Management District was used.

*FNAI Habitat 04* - Of the six Habitat Priority Classes created to help prioritize areas for protection of the greatest number of rare species and those with the greatest conservation need, Priority Classes 1,2 &3 are considered regionally significant.

*FNAI Coastal 04* - Fragile coastal resources, within one mile of the marine or estuarine shoreline, that are most vulnerable to disturbance or development. Prime examples of the following Upland Communities are considered regionally-significant:

Beach Dune	Coastal Strand
Coastal Grassland	Maritime Hammock

Prime examples of the following wetland communities are considered regionally-significant:

Tidal Marsh	Tidal Swamp
-------------	-------------

*FNAI Natural Communities (Under-Represented) 04* - These are types of plant communities, of appropriate size and condition, that have been determined to be under-represented on existing conservation lands. Of the list of eight natural communities, the four that occur in the Tampa Bay region are considered regionally-significant.

Upland Hardwood Forest	Scrub
Sandhill	Pine Flatwoods

*Select LULC Habitat* - In addition to the locations/examples listed above, selected community types within the Tampa Bay region have been determined to be regionally-significant due to their value as wildlife or protected species habitat, importance in flood protection, water quality management or aquifer recharge, or function in the estuarine or marine ecosystem. The most recent Florida Land Use/Cover Classification System (FLUCCS Codes), provided by the Southwest Florida Water Management District, was utilized. The individual polygons representing the components of each class designation were dissolved, releasing shared boundaries to form contiguous zones of each category. A screen of 25 acres was then applied to remove isolated occurrences of non-contiguous categories.

### Wet

611 - Bay Swamp	651 - Tidal Flats
621 - Cypress	643 - Wet Prairie
644 - Emergent Aquatic Vegetation	620 - Wetland Coniferous Forest
612 - Mangrove Swamp	630 - Wetland Forested Mixed
642 - Saltwater Marsh	610 - Wetland Hardwood
615 - Stream and Lake Swamps	

### Dry

434 - Hardwood Conifer Mixed	410 - Upland Coniferous Forest
412 - Longleaf Pine-Xeric Oak	420 - Upland Hardwood Forest
411 - Pine Flatwoods	710 - Beaches other than swimming beaches

### Sources:

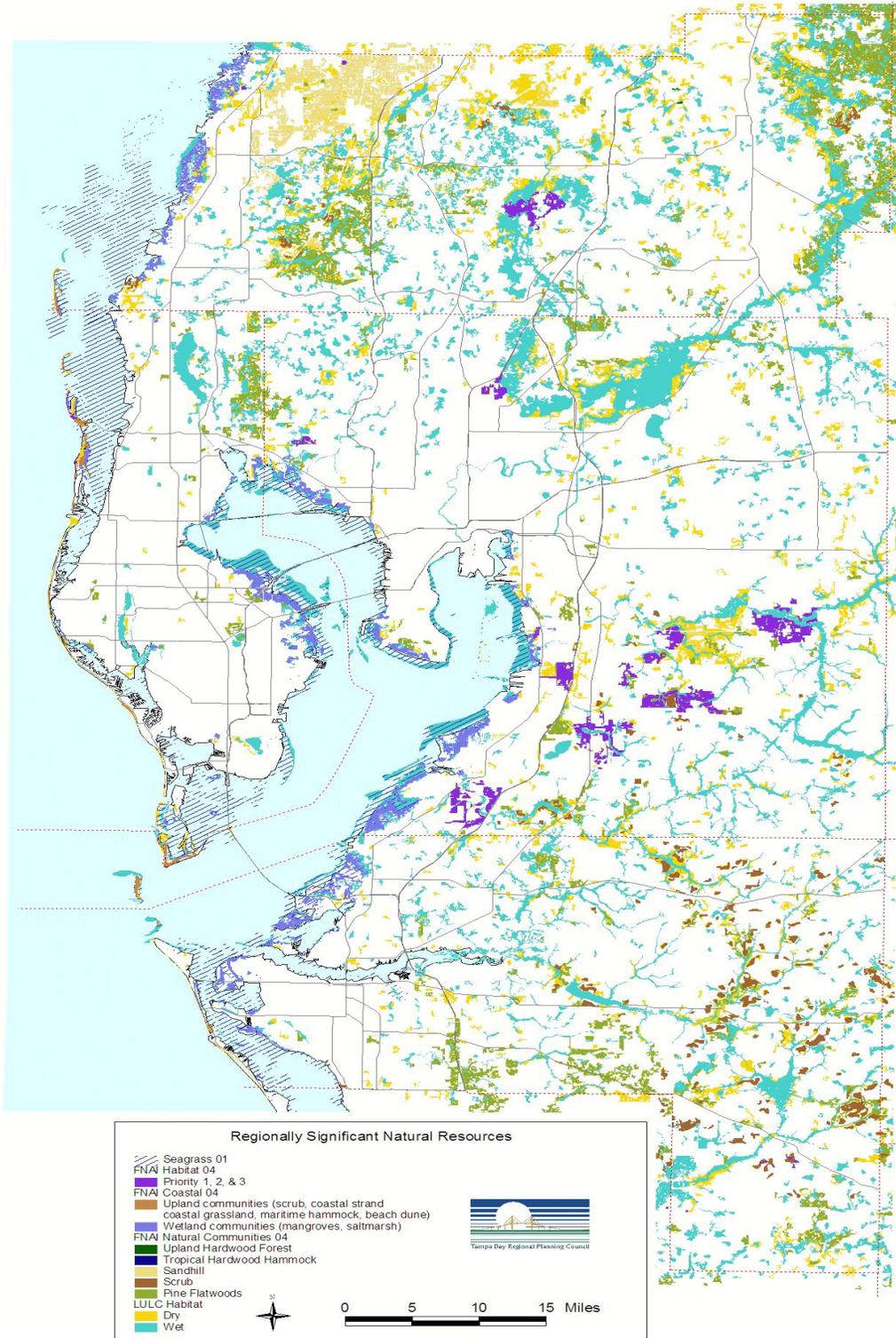
Florida Natural Area Inventory. 2003. Florida Forever Conservation Needs Assessment, Technical Report Version 1.3.

Southwest Florida Water Management District. Ongoing Surface Water Improvement and Management Program's Seagrass Mapping Efforts. [www.swfwmd.state.fl.us](http://www.swfwmd.state.fl.us)

Southwest Florida Water Management District. The latest Land Use/Land Cover Classification System

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## MAP #10 Regionally Significant Natural Resources



*Managed Areas (Map #11)*

Alafia River State Recreation Area,  
Hillsborough County  
Alafia Scrub Preserve, Hillsborough County  
Anclote Key State Preserve,  
Pasco/Pinellas County  
Beker, Manatee County  
Benjamin Confederate Memorial,  
Manatee County  
Berkovitz-Pines Property,  
Hillsborough County  
Boca Ciega Tract, Pinellas County  
Bolding Tract, Temple Terrace  
Bower Tract Preserve,  
Hillsborough County  
Boyd Hill Nature Park, St. Petersburg  
Brooker Creek Buffer Preserve,  
Hillsborough County  
Bullfrog Creek Mitigation Park WEA,  
Hillsborough County  
Caladesi Island State Park,  
Pinellas County  
Cone Ranch, Hillsborough County  
Cross Bar Ranch, Pasco County  
DeSoto National Memorial, Manatee County  
Duette Park, Manatee County  
E. G. Simmons Park, Hillsborough County  
Egmont Key, Hillsborough County  
Emerson Point, Manatee County  
Eureka Springs Park, Hillsborough County  
Fillman Bayou Preserve, Pasco County  
Ft. DeSoto Park, Pinellas County  
Hillsborough River State Park,  
Hillsborough County  
Honeymoon Island State Recreation Area,  
Pinellas County  
John Chestnut Sr. Park, Pinellas County  
Lake Manatee State Recreation Area,  
Manatee County  
Lake Park, Hillsborough County  
Lake Rogers Park, Hillsborough County  
Lettuce Lake Regional Park,

Hillsborough County  
Lithia Springs Park, Hillsborough County  
Little Gator Creek WEA, Pasco County  
Little Manatee River State Recreation Area,  
Hillsborough County  
Madira Bickel Mound SAS,  
Manatee County  
Myakka River State Park,  
Manatee County  
Passage Key National Wildlife Refuge,  
Manatee County  
Perry Wilson Sanctuary, Pasco County  
Pinellas National Wildlife Refuge,  
Pinellas County  
Richloam Wildlife Management Area,  
Pasco County  
Robert Crown Wilderness Area,  
Pasco County  
Robinson Preserve, Manatee County  
Rocky Creek Coastal Preserve,  
Hillsborough County  
Rye Wilderness Park, Manatee County  
Saffold Road, Hillsborough County  
Tampa Bay Sanctuaries, Manatee County  
Terra Ceia Preserve State Park,  
Manatee County  
The Hammock, Pinellas County  
Upper Tampa Bay Park,  
Hillsborough County  
Ybor City State Museum, Tampa  
Walsingham Park, Pinellas County  
Werner Boyce Gulf Coast Preserve,  
Pasco County  
Withlacoochee River Park, Pasco County  
Withlacoochee State Forest,  
Pasco County

*Hillsborough County Environmental  
Lands Acquisition Property Program  
(ELAPP) Acquired Sites*

Alafia River Corridor

Alderman Ford Preserve  
 Apollo Beach  
 Balm-Boyette Scrub  
 Balm Scrub  
 Bell Creek Preserve  
 Blackwater Creek  
 Blackwater Hammock  
 Boy Scout  
 Brooker Creek  
 Brooker Creek Headwaters  
 Bullfrog Creek Scrub  
 Cockroach Bay  
 Cypress Creek  
 Cypress Street  
 Dairy Farm  
 Delaney Creek Restoration  
 Diamondback Tract  
 Ecopalms  
 English Creek  
 Fishhawk Ranch  
 Florida College  
 Golden Aster Scrub  
 Hamner Tower  
 Lithia Springs Addition  
 Little Manatee River  
 Little Manatee Corridor  
 McIntosh (Massey)/Zack  
 McKay Bay  
 Oakridge  
 Pam Callahan  
 Port Redwing  
 Port Tampa Restoration  
 Rhodine Road  
 Riverhills Park Addition  
 Rocky Creek Coastal Preserve  
 South MacDill 48  
 The Kitchen  
 Triple Creek Ranch  
 Upper Little Manatee  
 Violet Cury Preserve  
 Wolf Branch

*Pinellas County Preserves  
and Managed Areas*

Brooker Creek Preserve  
 Mobbly Bayou Wilderness Preserve  
 Shell Key Preserve  
 Weedon Island Preserve  
 Allen's Creek Management Area  
 Alligator Lake Management Area  
 Anclote Islands Management Area  
 Cow Branch South Bay Management Area  
 Joe's Creek Management Area  
 Lake Tarpon Northeast Management Area  
 Long Bayou Management Area  
 Mariner's Point Management Area  
 Ozona Management Area  
 Travatine Island Management Area

*SFWMD-owned lands*

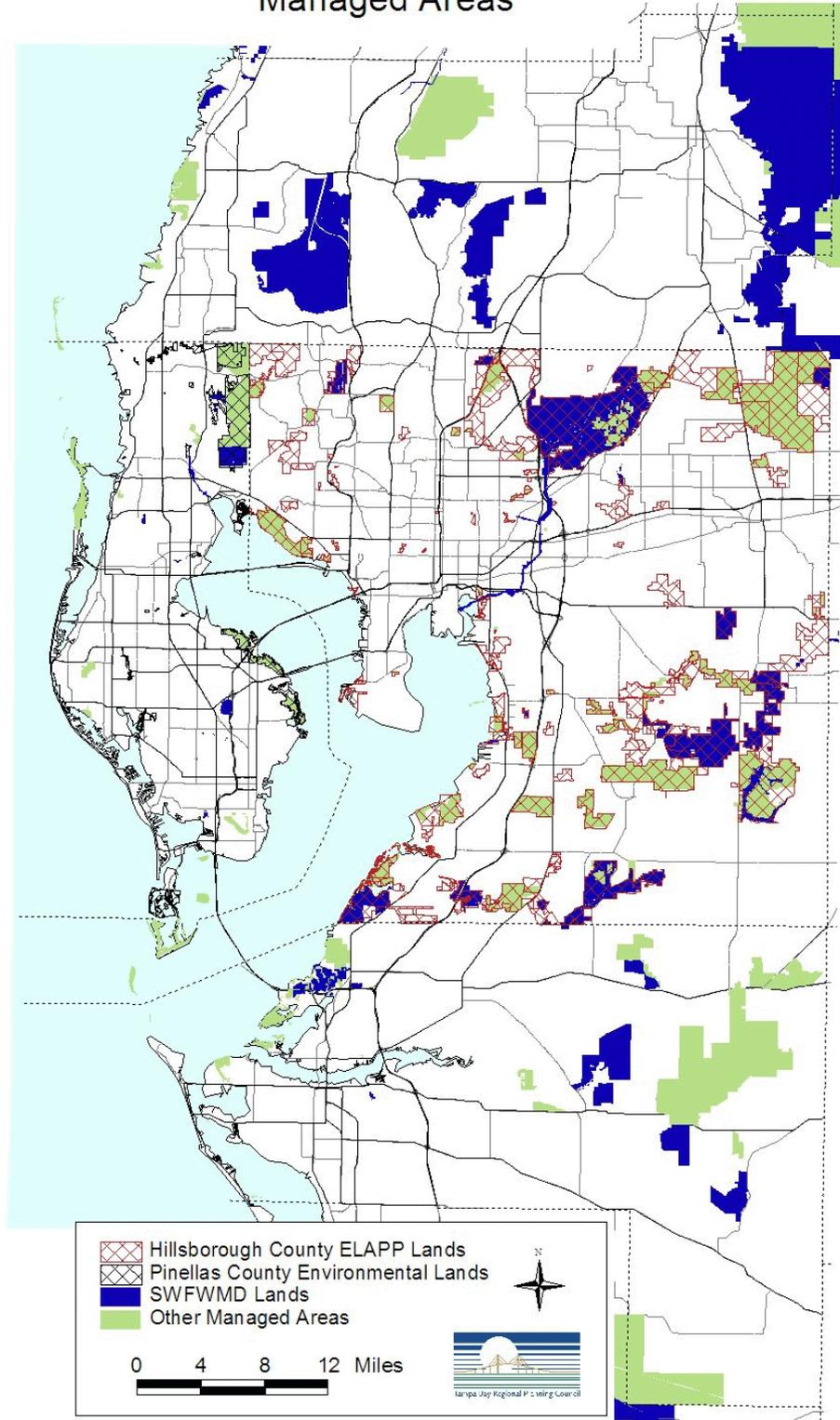
*Greenways*

For purposes of the SRPP, a regionally significant greenway shall be defined as:

- A locally designated facility which meets the definition of a greenway found in Section 260.013, FS; and
- Is located entirely within an identified regionally significant resource; or
- Connects two or more identified regionally significant resources.

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# MAP #11 Managed Areas



*Potable Water Wellfields and Surface and Municipal Water Supply Systems*  
(Map #12)

*Hillsborough County*

- Temple Terrace (1)
- Plant City (2)

*Manatee County*

- East County (3)
- IMC (4)

*Pasco County*

- Dade City (5)
- San Antonio/St. Leo (6)
- Zephyrhills (7)

*Pinellas County*

- Belleair (8)
- Clearwater (9)
- Dunedin (10)
- Tarpon Springs (11)

*Tampa Bay Water*

- Alafia River (12)
- Brandon Urban Dispersed Wells (13)
- Cosme-Odessa Wellfield (14)
- Cross Bar Ranch Wellfield (15)
- Cypress Bridge Wellfield (16)
- Cypress Creek Wellfield (17)
- Eldridge-Wilde Wellfield (18)
- Hillsborough River (19)
- Morris Bridge Wellfield (20)
- North Pasco Regional Wellfield (21)
- Northwest Hillsborough Regional Wellfield (22)
- Section 21 Wellfield (23)

- South Central Hillsborough Regional Wellfield (24)
- South Pasco Wellfield (25)
- Starkey Wellfield (26)
  - Tampa Bypass Canal (27)

*City of Tampa*

- Hillsborough River (28)
- Tampa Bypass Canal (29)

*Reservoirs*

- Evers, Bradenton (30)
- Hillsborough River, Tampa (31)
- Lake Manatee, Manatee County (32)
- C. W. "Bill" Young Regional Reservoir, Tampa Bay Water (33)
- Tampa Bypass Canal, Tampa Bay Water (34)

*Tampa Bay Seawater Desalination Plant (35)*

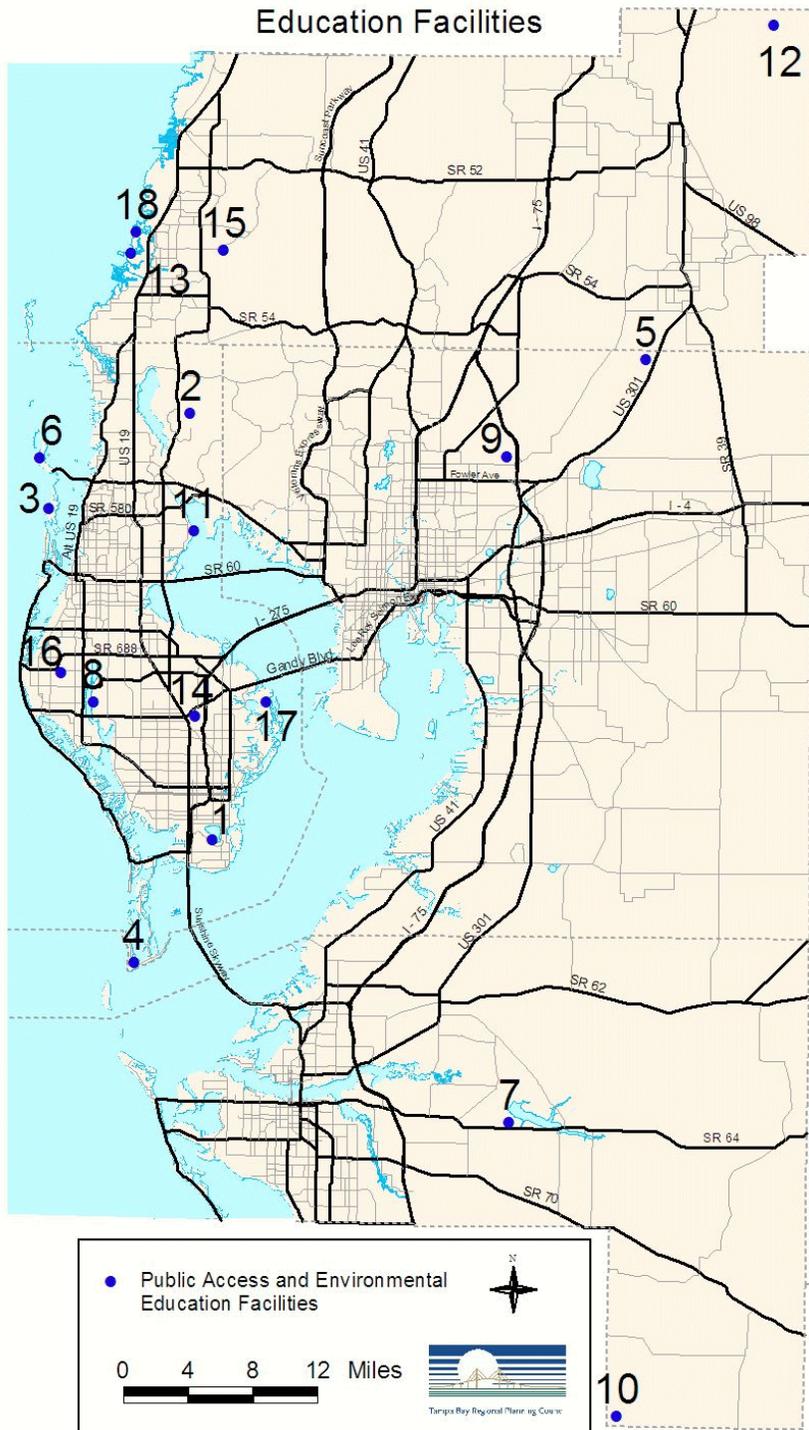
*Tampa Bay Water water supply transmission facilities/pipelines (not mapped)*



*Public Access and Environmental Education Facilities (Map #13)*

- Beaches (not mapped)
- Beach public facilities (not mapped)
- Boyd Hill Nature Park (1)
- Brooker Creek Educational Center (2)
- Caladesi Island State Park (3)
- Fort DeSoto Park (4)
- Hillsborough River State Park (5)
- Honeymoon Island State Park (6)
- Lake Manatee State Recreation Area (7)
- Lake Seminole Park (8)
- Lettuce Lake Park (9)
- Madira Bickel Mound (not mapped)
- Myakka River State Park (10)
- Phillippe Park (11)
- Pinellas Trail (not mapped)
- Richloam Wildlife Management Area (12)
- Robert Crown Wilderness Area (13)
- Sawgrass Lake Park (14)
- Starkey Wilderness Area (15)
- Taylor Lake Park (16)
- Water Management District Lands (not mapped)
- Weedon Island County Preserve (17)
- Werner-Boyce Salt Springs State Park (18)

MAP #13  
Public Access and Environmental  
Education Facilities



## *Surface Water Resources (Map #14)*

### *Lakes*

- King Lake, Pasco County (1)
- Lake Keystone, Hillsborough Co (2)
- Lake Manatee, Manatee County (3)
- Lake Maggiore, Pinellas County (4)
- Lake Seminole, Pinellas County (5)
- Lake Tarpon, Pinellas County (6)
- Lake Thonotosassa, Hillsborough County (7)

### *Open Water, Marine and Estuarine Habitat*

- Boca Ciega Bay (8)
- Class II Waters (not mapped)
- Gulf of Mexico (9)
- Palma Sola Bay (10)
- St. Joseph's Sound (11)
- Sarasota Bay (12)
- Tampa Bay (13)
- Terra Ceia Bay (14)

### *Riverine Systems*

- Alafia River (15)
- Anclote River (16)
- Braden River (17)
- Hillsborough River (18)
- Little Manatee River (19)
- Manatee River (20)
- Myakka River (21)
- Pithlachascotee River (22)
- Tampa Bypass Canal (23)
- Withlacoochee River (24)
- Class I Waters (not mapped)
- Major tributaries (not mapped)

### *Other Water Resources*

- Aquifer recharge areas (not mapped)
- Floridan Aquifer (not mapped)
- Outstanding Florida Waters (not mapped)
- Second Magnitude Springs
  - Buckhorn Springs (25)
  - Crystal Springs (26)
  - Lithia Springs (27)
  - Salt Springs (28)
  - Sulphur Springs (29)
- Submarine springs
  - Crystal Beach (30)
  - Philippe (31)
  - Tarpon Springs (32)



### *Air Resources*

- Regional airshed

### *Coastal beaches*

### *Economically important*

- Mineral deposits
- Prime agricultural land

### *Estuarine fisheries, wildlife and vegetation*

### *Intertidal Systems*

- Tidal creeks
- Intertidal vegetation
- Mangrove forests
- Tidal marshes

### *Live bottom marine and estuarine communities*

### *Public and Private Resource Management Areas*

- Aquatic Preserves
  - Boca Ciega Bay
  - Cockroach Bay
  - Pinellas County
  - Terra Ceia Bay
- Aquatic Resource Protection Areas
- CARL Lands
- County Parks (selected)
- Nature's Classroom
- Other Public Lands (selected)
  - Buffer Preserves
  - Audubon Sanctuaries

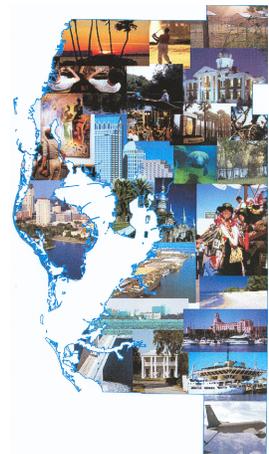
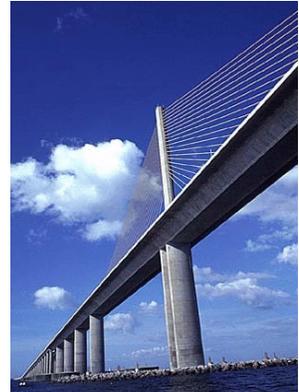
### *Special Habitats*

- Critical Wildlife Areas
- Native upland plant communities
- Priority Wetlands for Listed Species
- Seagrass beds and other submerged resources
- Strategic Habitat Conservation Areas
- Threatened, Rare and Endangered plant and animal species occurrences

### *Undeveloped barrier islands*

# REGIONALLY SIGNIFICANT RESOURCES AND FACILITIES:

## Regional Transportation



## *Aviation and Port Facilities (Map #15)*

### *Aviation Facilities*

- International/Passenger
  - Tampa International Airport (1)
  - St. Petersburg-Clearwater International Airport (2)
  - Sarasota-Bradenton International Airport (3)
- General Aviation
  - Clearwater Executive Airpark, Clearwater (4)
  - Peter O'Knight, Tampa (5)
  - Vandenburg, Hillsborough County (6)
  - Albert Whitted Airport, St. Petersburg (7)
  - Zephyrhills Municipal Airport, Zephyrhills (8)
  - Tampa North Aero Park, Pasco County (9)
- Military
  - MacDill AFB (10)
  - USCG Air Station, Clearwater (11)

### *Deep Water Port Facilities*

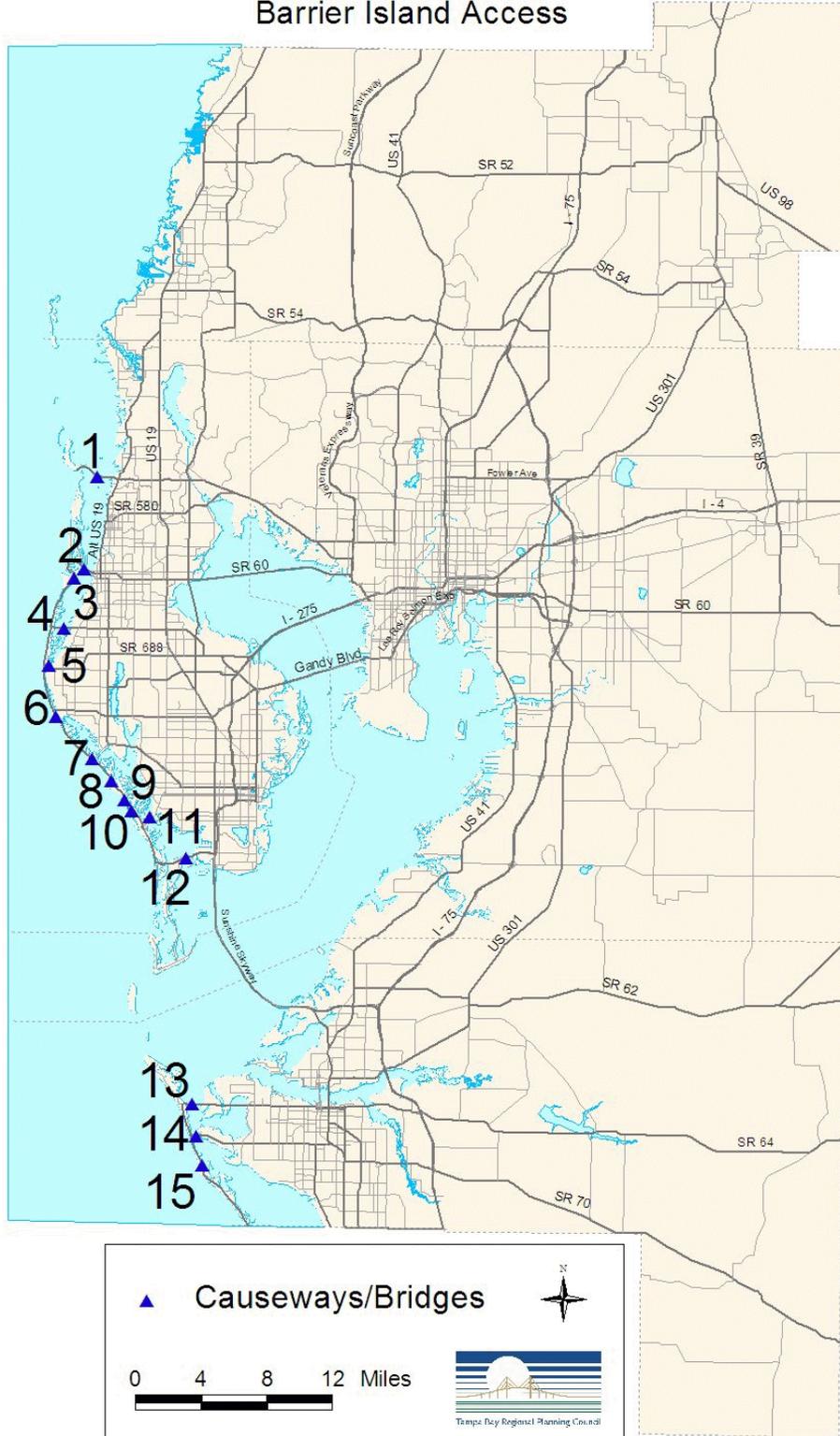
- Ports
  - Port of Tampa (12)
  - Port Manatee (13)
  - Port of St. Petersburg (14)
  - Port Sutton (15)
  - Port Tampa (16)
- Waterways and Shipping Channels (not mapped)
  - Tampa Bay Shipping Channels
  - Gulf Intracoastal Waterway



### *Barrier Island Access Causeways/Bridges (Map #16)*

- Dunedin Causeway (SR 586) (Dunedin to Honeymoon Island) (1)
- SR 60 (Clearwater to Clearwater Beach) (2)
- Sand Key Bridge (Sand Key to Clearwater Beach) (3)
- Belleair Causeway (Belleair Bluffs to Belleair Beach) (4)
- Indian Rocks Beach Bridge (Walsingham Road) (Largo to Indian Rocks Beach) (5)
- 78th Avenue Bridge (Pinellas County to Indian Shores) (6)
- Welch Causeway (Madeira Beach /Seminole to Gulf Boulevard) (7)
- John's Pass Bridge (Madeira Beach to Treasure Island) (8)
- Treasure Island Causeway (St. Petersburg to Treasure Island) (9)
- Blind Pass Bridge (Treasure Island to St. Pete Beach) (10)
- Corey Causeway (South Pasadena to St. Pete Beach) (11)
- Pinellas Bayway (St. Petersburg to Terra Verde and St. Pete Beach) (12)
- Manatee Avenue (SR 64) (75<sup>th</sup> Street West to Gulf Drive) (Mainland to Anna Maria Island) (13)
- Cortez Road (SR 684) (Gulf Dr. to 75th St. N.) (Mainland to Anna Maria Island) (14)
- Longboat Pass Bridge (Bradenton Beach to Longboat Key) (15)

# MAP #16 Barrier Island Access



## *Regional Multi-use and Blue Way Trails (Map #17)*

### *Existing*

- Bayshore Boulevard, Tampa
- Bayshore Trail, Safety Harbor
- Bruce B. Downs Trail, Hillsborough County
- Clearwater Beach Trail, Clearwater
- Clearwater East-West Trail, Clearwater
- County Line Road Trail, Pasco County
- Courtney Campbell Causeway Trail, Pinellas County
- CR 54 West Trail, Pasco County
- Cypress Creek Trail, Pasco County
- Flatwoods Trail, Hillsborough County
- Friendship Trail, Pinellas County/Tampa
- Ft. DeSoto Trail, Pinellas County
- Green Swamp Trail, Pasco County
- Honeymoon Island Trail, Dunedin
- Pinellas Trail, Pinellas County
- Skyway Bridge Trail, Pinellas County
- Starkey Wilderness Trail, Pasco County
- Starkey/Powerline Trail, Pasco County
- Suncoast Trail, Hillsborough and Pasco Counties
- Upper Tampa Bay Trail, Hillsborough County
- West Pasco Trail, Pasco County
- Withlacoochee State Trail, Pasco County
- Zephyrhills Depot Trail, Zephyrhills
- Zephyrhills East Trail, Pasco County
- Zephyrhills West Trail, Pasco County

### *Planned*

- 37<sup>th</sup> Street Trail, St. Petersburg
- Ayers Road Extension Trail, Pasco County
- Bayshore Boulevard, Tampa
- Bayway Trail, Pinellas County
- Clearwater Beach Trail, Clearwater
- Clearwater Rail Trail, Clearwater
- County Line Road Trail, Pasco County
- Courtney Campbell Causeway Trail, Tampa
- Curlew Road Trail, Pinellas County
- Dade City (CR 41) Trail, Pasco County
- Druid Road Trail, Clearwater

- Elfers Spur, Pinellas County
- Ft. King Trail, Hillsborough County
- Hillsborough River/Bypass Canal, Hillsborough County
- MacDill/Picnic Island Trail, Tampa
- Manhattan Avenue, Tampa
- Oldsmar Trails, Oldsmar
- Oldsmar/SR 580, Hillsborough County, Oldsmar, Pinellas County
- Pinellas Trail, Pinellas County
- Pinellas Trail Extension, Pinellas County
- Ridge Road Extension Trail, Pasco County
- Ridge Road West Trail, Pasco County
- Safety Harbor Trail, Safety Harbor
- Starkey/Powerline Trail, Pasco County
- Starkey/Wilderness Trail, Pasco County
- Tampa Bypass Canal Trail, Hillsborough County
- US 301 Trail, Hillsborough County
- Wesley Lake Trail, Pasco County
- Zephyrhills East Trail, Pasco County

### *Future/Conceptual*

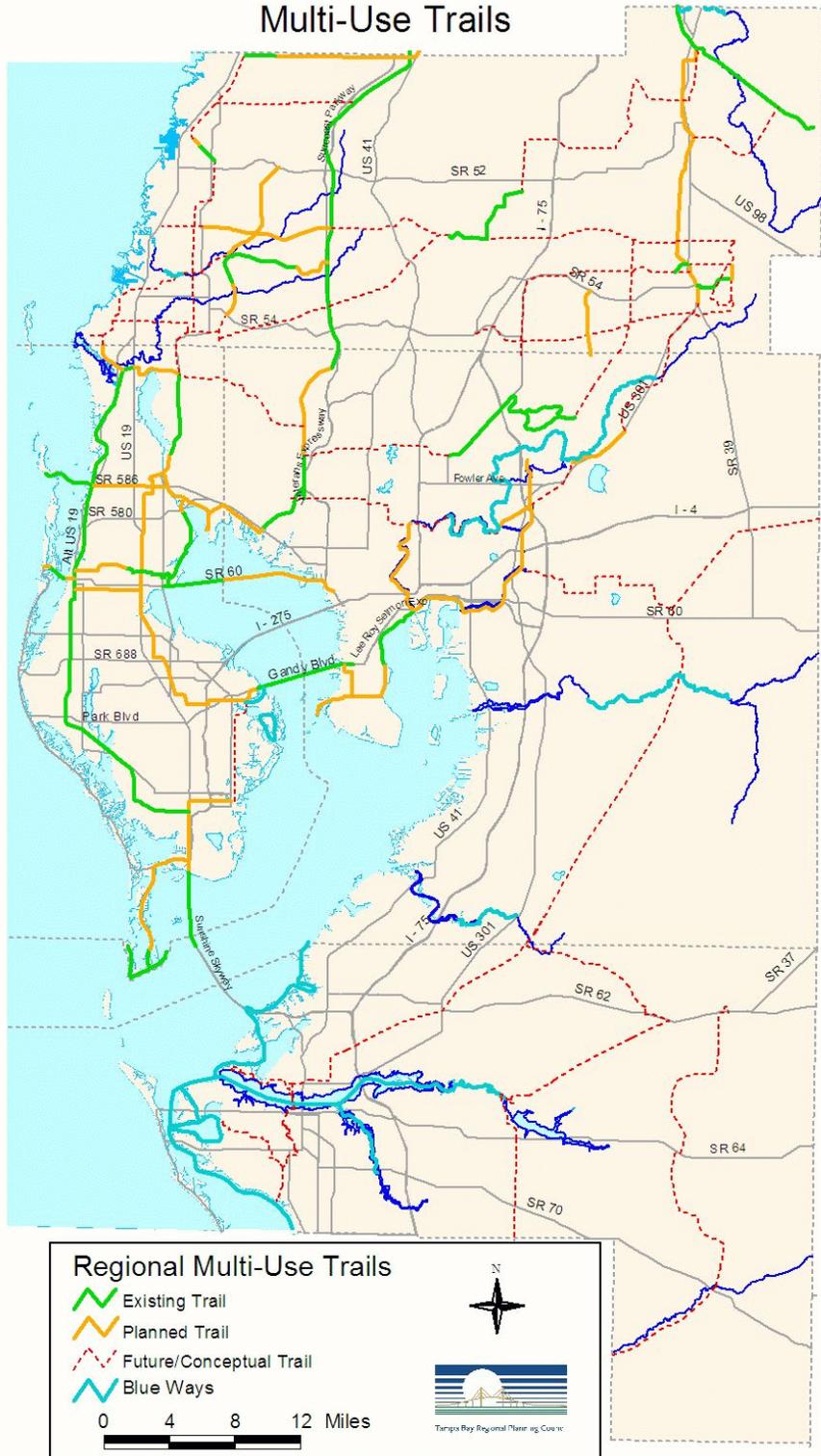
- Bayshore Treewalk Trail, Manatee County
- Bearss Avenue Trail, Hillsborough County
- Bi-County Trail, Pasco County
- Boy Scout Road Trail, Hillsborough County
- Chancey Road Trail, Pasco County
- CR 54 Trail, Pasco County
- Cross County Greenway, Hillsborough County
- Darby Trail, Pasco County
- Denton Trail, Pasco County
- Duette County Park Trails, Manatee County
- Duette Myakka Trail, Manatee County
- Elfers Extension Trail, Pasco County
- Elfers Trail, Pasco County
- Ellenton-Willow Trail, Manatee County
- Emerson Point Trail, Manatee County
- Erlich Road Trail, Hillsborough County
- Ft. King Trail, Hillsborough County
- Gateway-Greenway Trail, Manatee County
- Gateway-Greenway Trail South Extension, Manatee County
- Hillsborough River Greenway, Hillsborough County
- Linebaugh Avenue Trail, Hillsborough County
- Manatee Loop Trail, Manatee County

- Morris Bridge Trail, Hillsborough/Pasco County
- North Bay Trail, Pinellas County
- Overpass Road (Ridge Road Extension), Pasco County
- Palma Sola Trail, Manatee County
- Perico-DeSoto Trail, Manatee County
- Pinellas Trail Connector, Pinellas County
- Pithlachascotee Trail, Pasco County
- Plant City connector, Hillsborough County
- Port Richey Trail, Pasco County
- Ridge Road Extension Trail, Pasco County
- Ridge Road West Trail, Pasco County
- SR 54 Trail, Pasco County
- SR 56 Trail, Pasco County
- Starkey/Powerline Trail, Pasco County
- Sumner/River Road Trail, Pasco County
- US 301 (Zephyrhills East) Trail, Pasco County
- US 301 Trail, Pasco County
- Wares Creek Trail, Bradenton
- West Pasco Trail, Pasco County
- Zephyrhills Airport Trail, Pasco County
- Zephyrhills East Trail, Pasco County
- Zephyrhills West Rail, Pasco County

### *Blue Ways*

- Alafia River Canoe Trail, Hillsborough County
- Hillsborough River Canoe Trail, Hillsborough/Pasco County
- Little Manatee River Canoe Trail, Hillsborough County
- Paddle Manatee, Manatee County
- Pithlachascotee River Trail, Pasco County
- Weedon Island, Pinellas County
- Withlacoochee River Canoe Trail, Pasco County

# MAP #17 Multi-Use Trails



## *Regional Roadways (Map #18)*

- I-4 (Polk County to Tampa)
- I-75 (Hernando County to Sarasota County)
- I-275 (Pasco County to Manatee County)
- I-175 and I-375 (St. Petersburg)
- US 19 (Hernando County to Manatee County)
- Alt. US 19 (Pasco County to I-275, St. Petersburg)
- US 41 (Hernando County to I-275/Bearss Avenue and I-4 to Sarasota County)
- US 98 (Hernando County to Polk County)
- US 301 (Hernando County to Sarasota County)
- SR 37 (SR 62 to Polk County)
- SR 39 (SR 60 to US 301)
- SR 52 (Pasco County)
- SR 54 (Pasco County)
- SR 56 (SR 54 to Bruce B. Downs Boulevard)
- SR 60 (Polk County to Clearwater Beach)
- SR 62 (Hardee County to US 301)
- SR 70 (DeSoto County to US 301)
- SR 584/586 (SR 580 to Honeymoon Island)
- CR 1/CR 77/CR 611 (Little Road, McMullen/Booth Road, Bayside Bridge, & 49<sup>th</sup> Street North)  
(US 19, Hudson to US 19, Pinellas Park)
- CR 683 (Moccasin Wallow Road) (US 41 to US 301)
- Bruce B. Downs Boulevard (CR 581) (Fowler Avenue to SR 54)
- Cortez Road (CR 684) (US 41 to Bradenton Beach)
- Crosstown Connector (I-4 to Lee Roy Selmon Expressway)
- Dale Mabry Highway (SR 580, SR 597) (Pasco County to Hillsborough Avenue)
- Fowler Avenue (SR 582) (I-275 to US 301)
- Gandy Boulevard (US 92 and SR 694) (Dale Mabry Highway to US 19)
- Gulf Boulevard (SR 699) (SR 60 to Pinellas Bayway)
- Gulf Drive (SR 789) (Manatee Avenue to Sarasota County)
- Hillsborough Avenue (SR 580) (Dale Mabry Highway to Pinellas County)
- Lee Roy Selmon Expressway (I-75 to Gandy Boulevard)
- Manatee Avenue (SR 64) (Hardee County to Holmes Beach)
- Memorial Highway/Eisenhower Boulevard (Hillsborough Avenue to Kennedy Boulevard)
- 118<sup>th</sup> Avenue North/Bryan Dairy Road/102nd Avenue North (I-275 to Seminole Boulevard)
- Park Boulevard (CR/SR 694) (US 19 to Indian Shores)
- Roosevelt Boulevard/East Bay/West Bay/Belleair Causeway (CR 686) (Gandy Boulevard to Belleair Beach)
- Suncoast Parkway (Hernando County to Veterans Expressway)
- Ulmerton Road/Walsingham Road (SR 688) (I-275 to Indian Rocks Beach)
- University Parkway (I-75 to US 301)
- Veterans Expressway (Dale Mabry Highway to SR 60)



## *Strategic Intermodal System Hubs and Corridors (Map #19)*

- Commercial service airports
  - Tampa International Airport
- Deepwater seaports
  - Port of Tampa
  - Port Manatee
- Interregional or interstate passenger terminals -
  - Greyhound Intercity Bus Terminals, Tampa
  - Planned High Speed Rail Stations, Tampa and St. Petersburg
- Freight rail corridors - CSX lines
  - From Bradenton north to Tampa
  - From Tampa east to Bartow via Valrico
  - From Tampa east to Auburndale via Plant City
  - From Plant City to Baldwin via Zephyrhills
- Interregional or interstate passenger rail corridors - Amtrak Corridors
  - From Tampa to Auburndale (along CSX tracks)
  - From Vitis (Polk County) north to Baldwin via Zephyrhills (along CSX tracks)
- High-speed passenger rail corridors
  - Orlando to Tampa
  - Tampa to St. Petersburg
- Waterways
  - Gulf Intracoastal Waterway and shipping lanes
- Highways
  - Interstates (entire lengths)
    - I-75
    - I-275
    - I-175
    - I-375
    - I-4
  - Turnpikes and Expressways
    - South Lee Roy Selmon Crosstown Expressway
    - Veterans Expressway
    - Suncoast Parkway
  - Other FIHS Facilities
    - US 19 from Gandy Boulevard to Hernando County Line

- Gandy Boulevard (US 92/SR 694) from US 19 to Lee Roy Selmon Crosstown Expressway
- East/West Connector (Veterans Expressway to I-75)(Dale Mabry Highway to US 41 to SR 54 to SR 56)
- I-275/Veterans Expressway Connector (SR 60)
- SR 60 from I-75 to Polk County Line

*Emerging Strategic Intermodal System Hubs and Corridors*

- Commercial service airports
  - Sarasota-Bradenton International Airport
- Freight rail terminals
  - CSX Intermodal Terminal, Tampa
- Freight rail corridors
  - Uceta Rail Yard, Tampa to Busch Boulevard
  - Welcome Junction, Hillsborough County north to Plant City
- Highways
  - FIHS facilities
    - SR 70 from I-75 to DeSoto County Line

*SIS Connectors*

<b>Hub</b>	<b>Mode</b>	<b>Description</b>
Port Manatee	Road	I-275 to US 41 to Piney Point Road to entrance
Port Manatee	Rail	On-dock Class III railroad from seaport property to CSX RR
Port Manatee	Water	Port Manatee waterway connector to Gulf Intracoastal Waterway
Sarasota-Bradenton International Airport	Road	I-75 to University Parkway to entrance at Airport Circle
Port of Tampa	Road	Hookers Point: Lee Roy Selmon Crosstown Expressway to 20 <sup>th</sup> Street to Maritime Boulevard to entrance
Port of Tampa	Road	Ybor Cruise: Lee Roy Selmon Crosstown Expressway to 21 <sup>st</sup> Street (SB)/22nd Street (NB) to Adamo Drive to Channelside Drive to entrance
Port of Tampa	Road	Port Sutton/Pendola Point: Lee Roy Selmon Crosstown Expressway to 20 <sup>th</sup> Street to Causeway Boulevard (US 41) to Port Sutton Road and Pendola Point Road to entrance

<b>Hub</b>	<b>Mode</b>	<b>Description</b>
Port of Tampa	Road	Port Redwing: I-75 to Big Bend Road to US 41 to Pembroke Road to port entrance
Port of Tampa	Road	I-4/Lee Roy Selmon Crosstown Expressway connector with truck lanes directly to 20 <sup>th</sup> Street and port entrance
Tampa International Airport	Road	SIS corridor (SR 60) directly to entrance
Tampa International Airport	Road	Veteran's Expressway to Hillsborough Avenue to air cargo entrance at Hoover Boulevard, Air Cargo Road
Tampa Greyhound	Road	I-275 to Scott Street (NB only) to Orange Avenue to Pierce Street to Polk Street to Morgan Street to entrance; exit to Pierce Street to Polk Street to Ashley Drive to I-275
Port of Tampa	Rail	Hookers Point: CSX spur from seaport property on Hookers Point to CSX RR line
Port of Tampa	Rail	Port Sutton/Pendola Point: CSX spur from seaport property on Port Sutton/Pendola Point to CSX RR line
Port of Tampa	Rail	Port Redwing: CSX spur from seaport property on Port Redwing to CSX RR line
Port of Tampa	Water	Tampa/Hillsborough Bay Channel waterway connector to Gulf Intracoastal Waterway

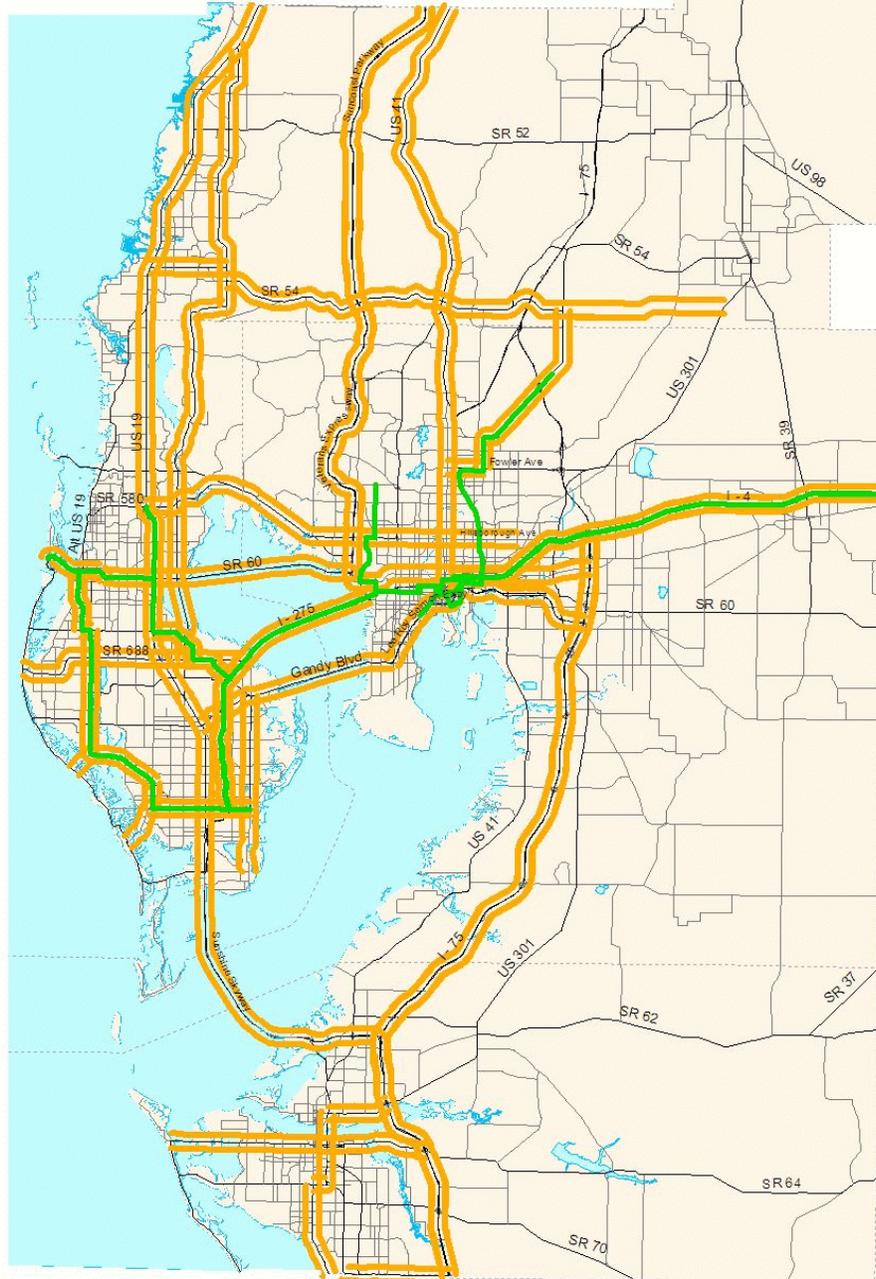


### *Major Transit Corridors (Map #20)*

- I-4 (I-275 to Polk County Line)
- I-75 (I-4 to Sarasota County Line)
- I-275 (SR 60 (Tampa) to 5<sup>th</sup> Avenue North (St. Petersburg))
- US 19 (Hernando County Line to Pinellas County Line to 54<sup>th</sup> Avenue South (St. Petersburg))
- Alternate US 19 (5<sup>th</sup> Avenue North (S. Petersburg) to Gulf-to-Bay (SR 60))
- US 41 (US 301/I-75 to Sarasota County Line)
- Veterans Expressway (SR 60 to Anderson Road)
- SR 54/56 (US 19 to CR/SR 581 (Bruce B. Downs Boulevard) to US 301)
- Central Avenue Corridor (4<sup>th</sup> Street to Pasadena Avenue South (St. Petersburg))
- Courtney Campbell Causeway/Gulf-to-Bay (SR 60) (I-275 to Clearwater Beach)
- Florida Avenue/Nebraska Avenue Corridor (Downtown Tampa to Bearss Avenue)
- 49<sup>th</sup> Street North/Bayside Bridge/McMullen-Booth Road/Little Road (CR 1) (Ulmerton Road to US 19)
- 4<sup>th</sup> Street Corridor (Gandy Boulevard to 54<sup>th</sup> Avenue South (St. Petersburg))
- Fowler Avenue/Bruce B. Downs Boulevard Corridor (Florida Avenue to 30<sup>th</sup> Street intersection to SR 56)
- Gandy Boulevard (Selmon Crosstown Expressway/Dale Mabry Highway to US 19)
- Hillsborough Avenue/SR 580 (56<sup>th</sup> Street (Tampa) to US 19)
- Manatee Avenue (I-275 to Gulf Drive (Holmes Beach))
- Pasadena Avenue/Corey Causeway (Central Avenue (St. Petersburg) to Gulf Boulevard (St. Pete Beach))
- Roosevelt Boulevard (49<sup>th</sup> Street North to US 19)
- Selmon Crosstown Expressway (Gandy Boulevard to Brandon)
- Tom Stewart Causeway (Gulf Boulevard (Madeira Beach) to Seminole Boulevard (Alt US 19))
- Ulmerton Road/Walsingham Road (I-275 to Gulf Boulevard (Indian Rocks Beach))
- University Parkway (I-75 to US 301)

Source: West Central Florida Cost Affordable 2025 Regional Long Range Transportation Plan

# MAP #20 Major Transit Corridors



 Planned Fixed Guideway Route  
 Major Transit Corridor

0 4 8 12 Miles



Tampa Bay Regional Manatee Logo

## *Transmission Pipelines*

- Tampa Bay Pipeline (Anhydrous Ammonia)
- Central Florida Pipeline (gasoline)
- Florida Power and Light Pipeline (#6 Oil)
- Florida Power Corporation Pipeline (#6 Oil)
- Florida Gas Transmission Company Pipeline - Interstate Gas (high pressure gas)
- Peoples' Gas pipelines (Pinellas and Hillsborough Counties)
- Clearwater Gas Company Transmission Lines

## **APPENDIX A ABBREVIATIONS AND ACRONYMS**

CBD	-	Central Business District
CFR	-	Code of Federal Regulations
CHHA	-	Coastal High Hazard Area
CRS	-	Community Rating System
DEP	-	Florida Department of Environmental Protection
DRI	-	Development of Regional Impact
FAC	-	Florida Administrative Code
FDOT	-	Florida Department of Transportation
FS	-	Florida Statutes
HSR	-	High Speed Rail
LEPC	-	Local Emergency Preparedness Committee (District 8 - Hillsborough, Manatee, Pasco, and Pinellas Counties)
LOS	-	Level of Service
MPO	-	Metropolitan Planning Organization
RAC	-	Regional Activity Center
RPC	-	Regional Planning Council
TBRPC	-	Tampa Bay Regional Planning Council
TCMA	-	Transportation Concurrency Management Area (as defined by 9J-5, FAC)
TDM	-	Transportation Demand Management
TES	-	Transportation Enhancement Sharing
TMO	-	Transportation Management Organization (or Association)
TSM	-	Transportation System Management
VMT	-	Vehicle Miles Travelled

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## APPENDIX B COORDINATION

- *January/February 2005 Public Meeting Locations*

Date	Location
January 13, 2005	Jimmie Keel Regional Library 2902 West Bearss Avenue Tampa
	Brandon Regional Library 619 Vonderburg Drive Brandon
January 20, 2005	Tampa Bay Regional Planning Council 4000 Gateway Centre Boulevard, Suite 100 Pinellas Park
January 25, 2005	Clearwater Library - Countryside Branch 2741 SR 580 Clearwater
February 1, 2005	Pasco County Library - Regency Park Branch 9701 Little Road New Port Richey
	Zephyrhills City Hall 5335 8 <sup>th</sup> Street Zephyrhills
February 23, 2005	Manatee County Central Library 1301 Barcarrota Boulevard West Bradenton

- *Mailing list for December 2004 Draft SRPP*

Pinellas County Housing Authority  
 Pasco County Homeless Coalition  
 Mark Alderson, Sarasota Bay Estuary Program  
 Rob Anders, City of Plant City  
 Ron Anderson, FDOT, District 7  
 Gloria Anthony, Greater Tampa C of C  
 Lee Arnold, Colliers Arnold  
 Lucilla Ayer, Hillsborough County MPO

Michele Baker, Pasco County  
 Dolores Baldwin, Community Homeless Coalition  
 John Ballaron, Manatee Port Authority  
 Dexter Barge, Hillsborough County  
 Ronald Barton, City of St. Petersburg  
 Bob Bartz, Manatee Chamber Of Commerce  
 Marlene Baskin, Plant City Housing Authority  
 Gordon Beardslee, Pinellas County

Dr. Sarah Beck, President, Manatee CC  
Nancy Beelman, Town of Kenneth City  
James Beever, FL Fish & Wildlife Con Comm  
Lee Benjamin, Pinellas County School Board  
Brooke Bennett, City of Holmes Beach  
Peter Bennet, So Fla Museum/Bishop Planetarium  
Mark Bentley, Gray Harris  
Mathias Bergendahl, St. Petersburg Museum of His  
Larry Bittner, Town of Redington Beach  
Lorain Blankenship, Town of Belleair Shore  
Dan Blood, Hillsborough County  
Mitch Bobowski, City of Seminole  
Debbie Bolduc, Pasco County  
Michael Bollenback, Leadership Pinellas  
Ed Brant, Pinellas Co Homeless Coalition  
Bob Bray, City of Pinellas Park  
Keith Bricklemyer, Bricklemyer, Smolker & Bolves  
Sue Brody, Bayfront Health System  
David Burr, Southwest Florida RPC  
Jerry Calhoun, City Manager, City of Port Richey  
Dr. Edward Camp, Manatee Community College  
Kevin Campbell, City of Dunedin  
Geri Campus, City of Clearwater  
Dr. Clide Cassity, PTEC-St. Petersburg Campus  
Patricia Caswell, Sarasota County Arts Council  
Wendy Ceccherelli, City of Tampa  
Diane Chadwick, WilsonMiller, Inc.  
Roy Chapman, Florida Design Consultants  
Melina Chavez, Tampa Bay Bus Comm for the Arts  
Peter Clark, Tampa BayWatch, Inc.  
Carol Clarke, Manatee County  
Bob Clifford, Florida DOT, District 7  
Randy Coen, Coen & Company  
Betty Coffey, City of New Port Richey  
Paula Cohen, City of Madiera Beach  
Katie Cole, Clearwater Regional COC  
Shawn College, HCPC  
Carol Collins, FDOT- District 7  
Karen Collins-Fleming, Manatee County  
Glenn Compton, ManaSota 88  
Edward Cooley, Hills Co. Aviation Auth.  
Doug Copeland, Anna Maria Planning Commission  
Stephen Cottrell, Town Manager, Town of Belleair  
Chuck Courtney, Biological Research Associates  
Biff Craine, Bricklemyer, Smolker & Bolves  
Michael Crawford, Pinellas Planning Council  
Charles Cronk, Greater Largo COC  
Noah Daniels, National Weather Service  
Will Davis, Pinellas County  
Richard Davis, Richard E. Davis, P.A.  
George Deakin, Kimley-Horn & Associates, Inc.  
Mike Delk, City of Temple Terrace

William DeSue, Bradenton Housing Authority  
Jeff Dow, City of Dunedin  
Richard Doyle, TBE Group, Inc.  
Lorraine Duffy, HCPC  
Ronnie Duncan, The Duncan Companies  
Paula Dye, Tampa Bay Water  
Gary Engelhardt, Engelhardt, Hammer & Assoc.  
Laurie Feagans, Manatee County  
Brian Flynn, Manatee Memorial Hospital  
Anne Fogerty, City of Clearwater  
Bill Fonferek, U.S. Army Corps of Engineers  
Robert Freedman, Ruth Eckerd Hall  
Larry Frye, City of Bradenton  
Esperanza Gamboa, Adult Migrant & Farm Workers  
Cynthia Gandee, Henry B. Plant Museum  
Jose Garcia, Tampa Bay Hispanic Chamber  
Lizanne Garcia, SWFWMD - SWIM  
Dr. Richard Garrity, Hillsborough County EPC  
Charles Gauthier, Florida Dept of Comm Affairs  
Dr. Judy Genshaft, President, USF  
Larry Gispert, Hillsborough County  
Randy Goers, City of Tampa  
Stephen Goldman, Florida Holocaust Museum  
Marjorie Golub, Pasco County Fine Arts Council  
Dave Goodwin, City of St. Petersburg  
Susan Gordon, Science Center of Pinellas County  
Kenneth Graves, Carlton, Fields et al  
Lindsay Griffen, Tampa Bay Estuary Program  
Caleb Grimes, Grimes, Goebel, Grimes et al  
Pat Grizzle, City of Bradenton Beach  
Sally Gronda, Area Agency on Aging  
Michael Guy, Sarasota/Manatee MPO  
Richard Haerther, Largo Cultural Center  
Toxey Hall, Heidt & Associates, Inc  
Linda Hallas, City of South Pasadena  
Glenn Harman, Clearwater Marine Aquarium  
J. Ben Harrill, Figurski & Harrill, P.A.  
David Healey, Pinellas Planning Council  
Mark Hebb, FL Div of Forestry, Lakeland Dist.  
George Henderson, FL Fish & Wildlife Cons Com  
Hank Hine, Salvador Dali Museum  
H. Clyde Hobby, Hobby, Grey  
Karl Holley, City of St.Pete Beach  
Robert Hunter, HCPC  
Ron Hytoff, Tampa General Hospital  
Darrell Irions, St. Petersburg Housing Authority  
Robert Ironsmith, City of Dunedin  
Jill Jeglie, Town of Longboat Key  
Roger Johansson, City ff Tampa  
Dr Ron Jones, Coll of Visual & Perform Arts, USF  
Emily Kass, Tampa Museum of Art  
Art Keeble, Arts Council of Hillsborough Co.

Parker Keen, Cargill Fertilizer  
 Mayor Michael Kelly, City of Belleair Beach  
 Harry Kinnan, Manatee Co. School Board  
 Dr. Arthur Kirk, Pres. St. Leo University  
 Jason Kirkpatrick, USACE, MacDill AFB  
 Mel Klein, FP&L  
 Dr. Carl Kuttler, Pres., St. Petersburg College  
 Noah Lagos, St. Pete/Clw International Airport  
 John LaRocca, Murphy LaRocca Consulting Grp  
 Rhea Law, Fowler White et. al.  
 Dena Leavengood, TomorrowMatters- Tampa Bay  
 Patrick Lehman, Peace Rr./Manasota Reg. WSA  
 Earl Lennard, Hillsborough Co. School Sys.  
 Douglas Leonard, E.D., Central Florida RPC  
 Rick Lesniak, Albert Whitted Munc. Airport  
 Ted Lincks, Lincks & Associates  
 Judith Lisi, Tampa Bay Performing Arts Center  
 Gail Loefgren, Longboat Key COC  
 Dr. John Long, Pasco County School System  
 Lee Lowry, American Stage  
 Randal Luttenberg, Sierra Club - FL Office  
 Cindy Margiotta, City of St. Petersburg  
 Steve Mason, BayCare Health System  
 Jessica McCann, City of Palmetto  
 Bruce McClendon, Hillsborough County  
 Erin Larrinaga, Fowler White et. al.  
 David McDonald, Manatee Port Authority  
 Nancy McIntyre, Dunedin Fine Arts Center  
 Cece McKiernan, FDEP - SW District Office  
 David Mechanik, Mechanik Nuccio et. al.  
 Mike Meidel, Pinellas County  
 Fred Metcalf, City of Gulfport  
 Ed Mierzejewski, CUTR-USF  
 Alvina Miller, St. Petersburg Area COC  
 Louis Miller, Hills. Co. Aviation Authority  
 Scott Miller, City Manager, City of New Port Richey  
 Michael Moehlman, Withlacoochee RPC  
 Kathleen Monahan, City of Tarpon Springs  
 Trisha Neasman, SWFWMD  
 Gregory Nelson, TECO  
 Cpt. Daniel Neptun, USCG Grp, St. Petersburg  
 Dr. Dan Nolan, Manatee Co. School System  
 Rayme, Huckles, Homeless Coalition Hills. Co.  
 William Ockunzzi, Ockunzzi & Associates  
 Wit Ostrenko, MOSI  
 Richard Owen, SWFWMD  
 Karla Owens, City of Dade City  
 Mary Palmer, Town of Redington Shores  
 David Parsche, Tampa Port Authority  
 Bob Patterson, Great Explorations  
 Michael Patterson, Post Buckley  
 Ann Paul, National Audubon Society

Marina Pennington, Florida DCA  
 Pete Pensa, City of Indian Rocks Beach  
 Cpt. Michael Perez, Port of St. Petersburg  
 Patricia Petruff, Dye, Deitrick, Prather, Petruff  
 Ron Pianta, City of Safety Harbor  
 Frederick Piccolo, Sar/Brad Airport Authority  
 Judith Powers-Jones, Pinellas Co. Arts Council  
 Bryan Pridgeon, US Fish & Wildlife Service  
 Georgianne Ratliff, WilsonMiller  
 Gerri Raymond, Clearwater Marine Aquarium  
 Doris Reddick, Hillsborough Co. School Board  
 Thomas Reese, Esq.  
 Bruce Register, Hillsborough County  
 Marcia Register, Town of Indian Shores  
 Helena Reid, Town of North Redington Beach  
 Pat Richmond, Art League of Manatee County  
 Jacqueline Rivera, Clearwater Housing Authority  
 Mayor John Robertson, Town of Belleair Shore  
 Elizabeth Rodriguez, King Engineering  
 Stuart Rogel, Tampa Bay Partnership  
 Joan Rogers, Town of St. Leo  
 Robert Rogers, Manatee Co. Housing Authority  
 Cpt. Everett Rollins, USCG Air Station  
 Ken Rollins, Gulf Coast Museum of Art  
 Lynn Rosetti, City of Treasure Island  
 Ronald Rotella, Westshore Alliance  
 David Rowell, Mahaffey Theater Foundation  
 Kenneth Russ, Work Force Pasco  
 Jerome Ryans, Tampa Housing Authority  
 Frank Ryll, Florida COC  
 Lex Salisbury, Lowry Park Zoo  
 Don Sayre, FP&L  
 Kim Scheeler, Greater Tampa COC  
 John Schloder, Museum of Fine Arts  
 Gregory Scoville, City of Oldsmar  
 Barbara Sessa, City of San Antonio  
 James Shimberg, Holland & Knight  
 Allan Simpson, City of Belleair Bluffs  
 Don Skelton, Florida DOT, District 7  
 Russ Sloan, St. Petersburg Area COC  
 Brian Smith, Pinellas County  
 Rick Smith, City of Tampa  
 Ted Smith, IMC Phosphates Company  
 BG David Snyder, 6<sup>th</sup> Air Mobility Wing  
 Neil Spirtas, Manatee COC  
 Michael Staffopoulos, City of Largo  
 Bill Starkey, Tampa Port Authority  
 Samuel Steffey, Pasco County  
 Chris Steinocher, Tampa Bay Partnership  
 Holly Stevens, Master Chorale of Tampa Bay  
 Gail Steward-Wallace, SPIFFS  
 Jeffrey Stewart, MOSAIC

Leonard Stone, The Florida Orchestra  
Thom Stork, Florida Aquarium  
Dr. Richard Streeter, Off of Econ Dev, USF  
Carol Stricklin, City of Largo  
Paul Szuch, Pasco-Hernando Comm. College  
Cynthia Tarapani, City of Clearwater  
Theodore Taub, Broad and Cassel  
Willie Taylor, US Dept. of Commerce - EDA  
Joel Tew, Tew, Barnes & Atkinson  
Richard Tonello, Pasco County  
Gena Torres, Hillsborough County MPO  
Karen Turner, Pasco Co. Housing Authority  
Douglas Uden, Pasco County MPO  
Todd VandeBerg, City of Zephyrhills  
Dr. Ronald Vaughn, Pres., Univ. of Tampa  
Gary Vickers, Pinellas County  
Renea Vincent, City of Tarpon Springs  
Tammy Vrana, URS Corportation  
Ben Walker, Florida DOT, District 1  
Lynn Wargo, Dunedin COC  
Ronald Weaver, Steams Weaver Miller et. al.  
Pat Weber, Tarpon Springs Housing Authority  
Bob Welch, City of Bradenton Beach  
Dr. Karen White, USF-St. Petersburg  
Lynn Whitelaw, Leppa-Rattner Museum of Art  
Don Whyte, Fishhawk Communities Ltd  
Dr. Clayton Wilcox, Pinellas Co. School System  
Danny Wilkes, TECO  
Jack Wilson, The Wilson Company  
Frances Wimberley, Tampa Bay Black Business  
Karen Windon, Manatee County  
Kathleen Wolf, Pasco Co. School Board  
Robert Wolf, Hills. Co. Comm. College  
Michael Wood, Manatee County  
Ann Wykell, City of St. Petersburg  
Dr. Judy Yates, Pinellas Co. Coop. Ext. Serv.

News releases were also provided to the St.  
Petersburg Times, Tampa Tribune, Bradenton Herald,  
Tampa Bay Business Journal, and Tampa Bay  
Partnership

- ***Federal***

- Army Corps of Engineers  
Department of Commerce  
Department of Defense (MacDill AFB)  
Department of Housing and Urban Development  
Department of Transportation  
Economic Development Administration  
Environmental Protection Agency

Federal Aviation Administration  
Federal Emergency Management Agency  
Federal Highway Administration  
Federal Housing Authority  
Forest Service  
Mineral Management Service  
National Marine Fisheries Service  
National Parks Service  
Rural Economic and Community Development Administration  
Soil Conservation Districts  
United States Coast Guard  
United States Fish and Wildlife Service  
United States Geological Survey  
Urban Mass Transit Administration  
Veterans Administration

- ***State of Florida***

Department of Agriculture and Consumer Services  
Department of Children and Families  
Department of Citrus  
Department of Community Affairs  
Department of Corrections  
Department of Education  
Department of Elder Affairs  
Department of Environmental Protection  
Department of Financial Services  
Department of Health, Districts V and VI  
Department of Highway Safety and Motor Vehicles  
Department of Labor and Employment Security  
Department of Law Enforcement  
Department of Military Affairs  
Department of State  
Department of Transportation  
Division of Emergency Management  
Division of Forestry  
Executive Office of the Governor  
Fish and Wildlife Conservation Commission  
Florida Commission on Human Relations  
Florida Highway Patrol  
Florida Housing and Finance Agency  
Florida Transportation Commission  
Public Service Commission

USF Center for Economic Development Research  
USF Center for Urban Design  
USF Center for Urban Transportation Research

- ***Regional***

Local Emergency Planning Committee  
Municipal/county emergency management agencies  
Peace River Water Supply Authority  
Florida Regional Planning Councils  
Southwest Florida Water Management District  
Tampa Bay Estuary Program  
Tampa Bay Partnership  
Tampa Bay Water

- ***Local***

Boards of Education/School Districts  
Community Redevelopment Agencies  
Cooperative Extension Service Agencies  
County arts councils  
County Farm Bureaus  
County housing finance authorities  
County Public Health Units  
County transit authorities  
Equal Opportunity Agencies  
Hillsborough County Aviation Authority  
Hillsborough County Planning Commission  
Juvenile Welfare Board  
Manatee County Port Authority  
Manatee/Sarasota Airport Authority  
Metropolitan Planning Organizations (Hernando, Hillsborough, Sarasota-Manatee, Pasco, Pinellas, and Polk)  
Municipal/county environmental management departments  
Municipal/county governments  
Municipal/county housing authorities  
Municipal/county planning/development departments  
Municipal/county public safety departments/districts  
Municipal/county public works departments  
Parent/Teacher/Student Associations  
Pinellas Planning Council  
Tampa/Hillsborough County Expressway Authority  
Tampa Port Authority

Tampa Bay Commuter Rail Authority  
Tourist Development Councils

- ***Private***

American Red Cross  
Bay Area Commuter Services  
Bay Area Council of Firefighters  
Chambers of Commerce  
Committees of 100  
Coordinating Transportation for the Elderly  
Districts V and VI, Homeless Coalitions  
Economic Development Councils  
Enterprise Florida  
Farm Bureaus  
Local agricultural associations  
Local builders associations  
Nonprofit recreational agencies  
Nonprofit social service agencies  
Private Industry Councils  
Private utility companies  
Small Business Development Centers  
Tampa Bay Capital Initiative  
The Salvation Army  
Transportation Disadvantaged Committee  
United Ways of Hillsborough, Manatee, Pasco, and Pinellas Counties  
Volunteer Organizations Active in Disasters (VOAD)

- ***Education***

County School Districts  
Eckerd College  
Florida Department of Education  
Hillsborough Community College  
Manatee Community College  
Parent/Teacher/Student Associations  
Pasco-Hernando Community College  
Private educational institutions  
St. Leo University  
St. Petersburg College  
Stetson College of Law  
University of South Florida, St. Petersburg Campus  
University of South Florida, Tampa Campus  
University of Tampa

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## APPENDIX C GLOSSARY

***Affordable Housing:*** A situation where monthly rents, or monthly mortgage payments including taxes, insurance, and utilities do not exceed 30% of that amount which represents the percentage of the median adjusted gross annual income for very low, low, and moderate income persons. Housing that the average person can afford.

***Agriculture:*** All methods of production and management of livestock, crops, and soil. This includes, but is not limited to, the related activities of tillage, fertilization, pest control, harvesting, and marketing. It also includes, but is not limited to, the activities of feeding, housing, and maintenance of animals such as cattle, dairy cows, sheep, goats, hogs, horses, and poultry and handling their by-products.

***Air Pollution:*** The presence of contaminants in concentrations that prevent the normal dispersive ability of the air and that interfere directly or indirectly with human health, safety or comfort or with the full use and enjoyment of property.

***Aquatic Preserve:*** State designated coastal areas of submerged lands and associated waters, usually having exceptionally high biological, aesthetic, educational and/or scientific value. The Pinellas County Aquatic Preserve is an exception to this general description. Aquatic preserves are established by the State following public hearings at the local level and set aside to be maintained essentially in their natural or existing condition.

***Aquifer:*** An underground water-bearing strata through which ground water moves freely.

***Aquifer Recharge Area:*** A region where water infiltrates the ground surface and flows to the underlying aquifer.

***Attainment Areas:*** Airsheds which meet National Ambient Air Quality Standards for criteria air pollutants.

***Barrier Island:*** A narrow, sandy landform separating open ocean from a lagoon or embayment. The isolated island consists mainly of quartz sands, limestone, rock, coral, and other material. Islands created by artificial channelization are not considered barrier islands.

***Beach:*** Zone of unconsolidated material that extends from the mean low water line to the line of permanent vegetation or marked change in geologic form. Coastal beaches front the Gulf of Mexico and constitute the natural shoreline of almost all of the barrier islands.

***Best Management Practices (BMPs):*** Conservation practices or systems of practices and management measures that control soil loss and reduce water quality degradation caused by nutrients, animal waste, toxins, and sediment. Agricultural BMPs include, but are not limited to,

strip cropping, terracing, contour stripping, grass waterways, animal waste structures, ponds, minimal tillage, grass and naturally vegetated filter strips, and proper nutrient application measures. (FDACS Division of Forestry has guidelines applicable during silvicultural operations.) In addition, BMPs include practices that are technologically and economically practicable and most beneficial in preventing or reducing adverse impacts from mining activities.

***Bicycle or Pedestrian Facility:*** Any lane, path or way which is designated for bicycle travel or foot travel, and excludes motor vehicles. Roadways which meet certain engineering standards such as wide outside travel lanes are also considered to be bicycle facilities.

***Blighted Area:*** An area characterized by deteriorating and/or abandoned buildings, inadequate or missing public or community services, vacant land with debris, litter, lack of sanitation facilities, trash and junk accumulation, and impacted by adverse environmental nuisances such as noise, heavy traffic, and odors.

***Buffer:*** A naturally vegetated area or vegetated area established or managed to protect aquatic, wetland, shoreline, and terrestrial environments from man-made disturbances. Manufactured objects such as walls or fences, as well as vegetation that block sight angles, are also considered buffers.

***Buffering:*** A landscaped strip of land or manmade barrier established and reserved between two or more parcels of land or between two or more dissimilar or incompatible land uses.

***Capital Improvement:*** Physical assets constructed or purchased to improve or replace a public facility and which are large scale and high in cost. Assets which have been identified as existing or projected needs in the individual comprehensive plan elements shall be considered capital improvements.

***Capital Improvements Program:*** A timetable or schedule of all future capital improvements to be carried out during a specific period and listed in order of priority, together with cost estimates and the anticipated means for financing each project.

***Cargo:*** The goods, commodities or lading which is transported in a vessel, railcar, truck or airplane.

***Carpool/Carpooling:*** A single vehicle, share-the-expense method of transportation for two or more individuals who regularly travel together to a common destination. A group of people who share their automobile transportation to designated destinations on a regular basis.

***Central Business District (CBD):*** The core area within a city usually containing: retail uses; governmental offices; service uses; professional; cultural; recreation and entertainment establishments and uses; residences; hotels and motels; appropriate industrial activities; and transportation facilities.

**Channel:** A watercourse with a definite bed and banks which confine and conduct the normal continuous or intermittent flow of water. Also, the deeper path provided for boats or ships to traverse a water body.

**Channelization:** The straightening and deepening of channels and/or the cross-section thereof to permit water to move rapidly and/or directly; or Provision of a path, deeper than the surrounding area, through a water body for boats or ships.

***Classes of Waters of the State:***

- Class I-A: Surface waters that are used as a potable source for public water supplies or withdrawn for treatment as such.
- Class I-B: Groundwaters that are used as potable and agricultural water supplies and storage.
- Class II: Coastal waters which have the capability to support shellfish harvesting.
- Class III: All other coastal and inland waters not otherwise specifically classified by the State Department of Environmental Regulation. The primary requirement for these waters is that they be maintained at a quality sufficient to allow body contact water sports and propagation of fish and wildlife.
- Class IV: Agricultural and industrial water supplies.
- Class V: Navigation, utility and industrial use.

**Clean Air Act:** The federal act put forth in 1970 which established national air quality standards. The original legislation was adopted in 1963.

**Coastal Area:** An area identified by the local government which encompasses all of the following where they occur within the local government's jurisdiction: water and submerged lands of oceanic water bodies or estuarine water bodies; shorelines adjacent to oceanic waters or estuaries; coastal barriers; living marine resources; marine wetlands; water-dependent facilities or water-related facilities on oceanic or estuarine waters; public access facilities to oceanic beaches or estuarine shorelines; and all lands adjacent to such occurrences where development activities would impact the integrity or quality of the above.

**Coastal High Hazard Area:** The areas, defined by Rule 9J5 FAC., identified in the most current regional hurricane evacuation study as requiring evacuation during a category one hurricane event.

**Coastal/Tidal Marshes and Swamps:** Ecologically valuable and highly productive intertidal areas found bordering low energy marine tidal areas. These habitat types contain such plant life as mangroves, marsh grasses, and cabbage palm.

**Commuter:** A person who travels back and forth regularly between two points. It is often used in reference to a suburban resident who travels daily into the city to work. The term reverse

commuting, on the other hand, is used to refer to someone who lives in the city but travels to a job in the suburbs.

***Comprehensive Emergency Management:*** A planning concept which addresses the four inter-related phases of emergency management: preparedness, response, recovery and mitigation.

***Concurrency:*** Development may occur only when the public facilities and services to maintain the adopted level of service standards are available.

***Concurrency Management System:*** Process by which the local government assures that development orders and permits are not issued unless the necessary facilities and services are available concurrent with the impacts of development.

***Conservation Areas:*** Designated areas protected from development by various means.

***Corridor:*** A strip of land between two termini within which traffic, topography, environment and other characteristics are evaluated.

***Cultural Facilities:*** Establishments such as museums, art galleries, botanical and zoological gardens of an historic, educational or cultural interest which are not operated commercially.

***Density Transfer or Density Bonus:*** An action providing an option to acquire needed community benefits in exchange for meeting additional development standards and criteria. Must be available uniformly throughout the applicable zone district. Detailed standards must be established so little negotiations take place. These actions can alter even the basic zone regulations - setbacks or density, but must insure that fire codes, etc., are not violated. In effect, a trade-off between density and open space can be achieved by utilizing gross density or determining number of dwelling units or square footage of commercial buildings. Examples include bus shelters, pedestrian paths, plazas, percentage of low income housing, composition of materials, architectural style, preservation land, and others. It usually is in exchange for increased development density, increased floor/area ratio (F.A.R.), building coverage of land, faster processing time, or different design standards.

***Desalinization:*** The conversion, through one of several processes, of salt or brackish water to water sufficiently low in dissolved salt content to render it acceptable for agriculture, industry, and human use.

***Detailed Reclamation Plan:*** A detailed graphic and written description of a reclamation plan for a segment of a mine that is consistent with the applicable approved conceptual reclamation plan and that specifies how that segment will be reclaimed to comply with applicable rules, regulations and ordinances.

***Disadvantaged Business:*** A business in which one or more individuals, which are declared disadvantaged by local ordinance, state rule or federal regulation, constitute the majority ownership interest and whose management and daily business operations are controlled by one or more of the disadvantaged persons. In the case of a publicly-owned business, at least 51 percent of the stock is owned by one or more disadvantaged individuals.

***Displacement;*** Population if forced to move due to reasons that may include gentrification, under-maintenance, formal eviction, arson, rent increases, mortgage foreclosures, property-tax delinquency, speculation in land and buildings, conversion of low-rent apartments to luxury units or condominiums or nonresidential uses, demolition, "planned shrinkage, historic preservation and homelessness.

***Distressed Area:*** Characterized by the existence of slums or blighted conditions as defined under Chapter 163.340, Florida Statutes; The predominance of buildings, residential or non-residential, that are deteriorating or deteriorated to the extent that conditions endanger life or property which can substantially impair or arrest the sound growth of a county or municipality. Also an area recognized in local comprehensive plans generally have income or economic conditions that are below average for the jurisdiction.

***Drainage:*** Surface water runoff; or the removal of surface water or groundwater from land by drains, grading or other means.

***Drainage Facilities:*** A system of man-made structures designed to collect, convey, hold, divert or discharge stormwater, including stormwater sewers, canals, detention structures, and retention structures.

***Drainage System:*** Pipes, swales, natural features and man-made improvements designed to convey runoff.

***Dredge and Fill:*** Construction, excavation, or deposition of material in, on, or over jurisdictional wetlands.

***Dredging:*** A method for deepening streams, swamps or coastal waters by removing solids from the bottom.

***Dune:*** Mound or ridge of loose sediments, such as sand, deposited and moved around by wind and storm action, as well as artificial means. Dune systems are often stabilized by vegetation (e.g., sea oats). Dunes are landward of the shoreline and serve as a transition area between the beach and coastal land.

***Dunes, Primary and Secondary:*** A ridge or hill of sand created by wind and/or wave action. The primary dune fronts the waters edge with the secondary system landward of the primary dune system.

**Economic Base:** The production, distribution and consumption of goods and services within a planning area.

**Economically Disadvantaged:** Person or member of a family that receives cash welfare payments, or has a total income which, in relation to family size, does not exceed the poverty level determined by the Office of Management and Budget (presently 80 percent of the area's median family income for a non-farm family of four).

**Ecosystem:** A community of plant and animal species that interact together along with their physical and chemical environment.

**Effluent:** The liquid that comes out of a wastewater treatment plant after completion of the treatment process.

**Effluent Reuse:** Use of treated effluent for such non-human consumption purposes as landscape irrigation and industrial and commercial uses. Such uses must be in accordance with Chapter 17-6, FAC.

**Emergency:** Any unusual incident resulting from natural or unnatural causes which endanger the health, safety, or resources of the residents of the region.

**Emergency Shelter:** Any facility with overnight sleeping accommodations, the primary purpose of which is to provide temporary shelter for the homeless in general or for specific populations of the homeless.

**Endangered Species:** Any species of fish, wildlife, or plant which have been designated as such by the appropriate federal or state agency. Designation occurs when the continued existence of these species as viable components of the state's resources are determined to be in jeopardy.

**Enterprise Zones:** A geographic area as designated pursuant to section 290.0065, F.S. or by federal regulations which provides for incentives to promote economic development.

**Estuary:** The area near the mouth of a river where seawater and freshwater mix. Estuaries include bays, embayments, lagoons, sounds and tidal streams.

**Evacuation Level:** A geographic area determined to be vulnerable to potential storm surge through a detailed hazard vulnerability analysis utilizing a numerical storm surge model, i.e., SLOSH (Sea, lake and Overland Surges from Hurricanes). Depending upon the strength and track of an approaching hurricane, the evacuation plan calls for one of five evacuation levels. These are called Evacuation Levels, A, B, C, D, or e. Each level requires the evacuation of successively more zones inland from the coast. In addition, all mobile home residents in the region must evacuate in all evacuation levels.

**Evacuation Route:** Routes designated by county emergency management authorities based upon the regional evacuation studies, for the movement of person to safety, in the event of a natural or technological disaster. Pursuant to Paragraph 9J-2.0255(4)(d), F.A.C. the Department of Community Affairs considers hurricane evacuation routes as regionally significant roadways.

**Exercise:** A simulated accident or release set up to test emergency response methods and for use as a training tool.

**Extremely Hazardous Substances (EHSs):** A list of chemicals identified by EPA on the basis of toxicity, and listed under EPCRA/SARA Title III.

**Facility:** Defined for Section 302 of EPCRA as all buildings, equipment, structures, and other stationary items which are located on a single site or on contiguous or adjacent sites which are owned or operated by the same person (or by any person which controls, is controlled by, or under common control with, such person). For purposes of emergency release notification, the term includes motor vehicles, rolling stock, and aircraft.

**Flood Fringe:** Area of the floodplain outside the floodway, which includes the bankflow area and the banks of the river or stream.

**Flood Hazard Area:** The flood plain consisting of the floodway and the flood fringe area.

**Flood Insurance Rate Map (FIRM):** The official map on which the Federal Insurance Administration has delineated both the areas of special flood hazards and the risk premium zones applicable to the community.

**Floodplains:** Areas inundated during a flood event with a specific probability of occurrence identified by the National Flood Insurance Program (NFIP) as an A Zone, B Zone, or V Zones on Flood Insurance Rate Maps or Flood Hazard Boundary Maps. The 100-year, 500-year and velocity zones are delineated.

**Floodway:** Area of stream or river that has considerable velocity compared to bankflow area.

**Groundwater:** Subsurface water.

**Groundwater Recharge Area:** Areas that are ideal for different methods, both natural and artificial, of returning large volumes of water back into the groundwater supply. A recharge area is mostly dependent on the permeability of soils, with areas having low permeabilities utilizing artificial techniques.

**Habitat:** The particular natural community, or communities, that typically supports a population of a particular plant or animal species.

**Hazardous Air Pollutant:** A pollutant to which no ambient air quality standard is applicable and that may cause or contribute to an increase in mortality or serious illness.

**Hazardous Material:** Any substance or material in a quantity or form which may be harmful to humans, animals, crops, water systems, or other elements of the environment if accidentally released. Hazardous materials include: explosives, gases (compressed, liquefied, or dissolved), flammable and combustible liquids, flammable solids or substances, oxidizing substances, poisonous and infectious substances, radioactive materials, and corrosives.

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

**Hazardous Waste Disposal:** The discharge, deposit, injection, dumping, spilling, leaking, or placing of any solid waste or hazardous waste into or upon any land or water so that such solid waste or hazardous waste or any constituent thereof may enter other lands or be emitted into the air or discharged into any waters, including groundwaters, or otherwise enter the environment.

**Hurricane Vulnerability Zone:** The areas delineated by the regional hurricane evacuation study requiring evacuation in the event of a Category 3 storm event. (See Saffir-Simpson Hurricane Scale).

**Hurricane:** An extreme low pressure tropical storm rotating counterclockwise around a relatively calm "eye". Hurricane-force winds start at 75 miles per hour and have been known to exceed 155 miles per hour. Damage is caused by the wind, storm surge and flooding.

**Hurricane Shelter:** A structure designated by local officials as a relatively safe place of protection during a tropical storm or hurricane.

**Hydrology:** The science which deals with the circulation, distribution, and properties of water.

**Impact Fees:** Regulatory fees designed to offset the marginal costs of operating or expanding public facilities necessitated by new development. Fees are collected to improve the infrastructure deficits or inadequacy caused or being anticipated by the new demand.

**Incompatible:** Situations where uses differ to such an extent in character and intensity that major conflicts arise between them in terms of, but not limited to, traffic generation, noise, and aesthetics.

**Infilling:** The development of new housing or other buildings on scattered vacant sites within a built-up area.

***Infiltration:*** Entry of ground water into sanitary sewer lines through such sources as defective pipes, pipe joints, connections, or manhole walls.

***Inflow:*** Signifies discharge into the sewer system through service connections from such sources as area or foundation drainage, storm waters, street wash waters, or sewers.

***Infrastructure:*** Facilities and services needed to sustain industrial, residential, and commercial activities.

***Institutional Barriers:*** Psychological and/or sociological barriers which are so imbedded in our society that they have become a well-established and structured pattern. Discriminatory practices in many employment systems have become institutional barriers and serve to have extremely unequal effects on certain groups and our population, even when the employer has no conscious intent to discriminate.

***Land Use:*** The purpose for which land or the structure on the land is being used.

***Landfill:*** A well-planned, and properly located operation that is based on engineering methods and techniques that allows the disposal and burial of vast amounts of refuse in stable land.

***Landscape Reclamation:*** A reclamation planning process with the following basic objectives:

- Re-establishing a coherent drainage pattern, using existing watersheds as the basic planning units;
- Establishing functional and diverse ecological communities;
- Establishing connections and links, in particular wildlife corridors; and
- Achieving a balance of human uses and natural lands.

***Level of Service (LOS):*** An indicator of the extent or degree of service provided by, or proposed to be provided by a facility based on the operational characteristics of the facility. A qualitative rating of the effectiveness of a highway in serving traffic, measured in terms of operating conditions. Note: The Highway Capacity Manual identifies operating conditions ranging from "A" for best operation (low volume, high speed) to "E" for poor operations at possible capacity load.

***Linkage:*** A relationship between businesses and industries in which each supplies one another and often benefits from close proximity. For example, a pencil factory needs to "link" with a graphite, lead and wood producers to produce its product.

***Listed Species:*** An animal or plant species identified as endangered, threatened, or Species of Special Concern in Chapter 39, FAC; Chapter 531.153, F.S.; and/or in the federal Endangered Species Act, 16 U.S.C. Section 1531 et seq., as amended, or any other applicable state or federal statute or rule.

***Live-bottom Habitat:*** Plant or animal communities which attach to, or grow within, the bottom of surface water bodies. Examples include seagrass beds, coral reefs, oyster bars, benthic worms and others.

***Living Marine Resources:*** Oceanic or estuarine plant or animals residing in semi-saline or full saline waters which include: seagrasses, algae, coral reefs, and living marine habitat; fish, shellfish, crustacea, and fisheries; and sea turtles, marine mammals and seabirds.

***Local Emergency Planning Committee (LEPC):*** A committee appointed by the State Emergency Response Commission (SERC), as required by EPCRA, SARA Title III, to formulate a comprehensive emergency plan for its district.

***Local Government Comprehensive Plan:*** A growth management plan prepared, adopted and amended by a local government and determined to be in compliance by the Florida Department of Community Affairs, pursuant to Chapter 163, Part II, FS.

***Locally Unpopular Land Use (LULU):*** Land use that is not popular with the general public. Includes, but is not limited to, the following: jails; parole offices; work release centers; landfills; wastewater treatment facilities; hazardous material storage facilities; and public housing.

***Marina:*** A facility for storing, servicing, fueling, berthing and securing pleasure boats and which may include eating and retail facilities for owners, crews and guests.

***Marine Habitat:*** Areas of submerged or emergent natural habitat for living marine organisms.

***Mass Transit:*** Passenger services provided by public, private or non-profit entities such as the following surface transit modes: commuter rail, rapid rail transit, light rail transit, light guideway transit, express bus, and local fixed-route bus.

***Metropolitan Planning Organization (MPO):*** The organization designated by the Governor as responsible together with the State for transportation planning in an urbanized area according to 23 U.S.C. Section 134. This organization shall be the forum for cooperative decision-making by principal elected officials of general local government.

***Mitigate:*** Actions or activities designed to minimize negative impacts (potential loss of life or property damage) of a natural or technological disaster and reduce the need to respond.

***Mixed-Use Development:*** The development of a tract(s) of land or structure with two or more uses such as, but not limited to, residential, office, manufacturing, retail, public, or entertainment, preferably in a compact urban form.

***Modal:*** Referring to the type of transportation used (bus, train, plane, automobile, bicycle, pedestrian).

**Modal Split:** The separation of particular modes of travel for a particular type of conveyance. A term which describes how many people use alternative forms of transportation. It is more commonly used to describe the percentage of people using private automobiles, as opposed to the percentage using public transportation.

**Mode:** A means of transportation. Automobile travel, buses, light rail, dial-a-ride, bicycle, etc., are different modes of travel.

**National Ambient Air Quality Standards (NAAQS):** Federal ambient air quality standards, for air pollutants which may reasonably be anticipated to endanger public health or welfare. The presence of such pollutants in the ambient air results from numerous or diverse mobile or stationary sources.

**National Flood Insurance Program:** A federal program which authorizes the sale of federally-subsidized flood insurance in communities which agree to adopt and implement flood mitigation strategies and regulations.

**Node:** In planning terminology, an area of concentrated commercial or mixed-use activity.

**Nonattainment Areas:** Geographical areas which the U.S. Environmental Protection Agency has designated as failing to meet National Ambient Air Quality Standards.

**Nutrients:** Elements or compounds required by plants and animals for growth and reproduction including water-soluble nitrogen and phosphorus compounds (nitrate and phosphate fertilizers) needed by crops for normal growth.

**Open Space:** Undeveloped lands suitable for passive recreation or conservation uses.

**Overriding Public Interest (test):** In determining whether a project or activity is in the public interest, the Council may consider and balance the following criteria:

- The public benefit to be derived from the project;
- The degree to which the current condition and relative value of functions being performed by areas affected by the proposed project or activity are degraded;
- The degree to which the project or activity will adversely affect the public health, safety, or welfare or the property of others;
- The degree to which the project will adversely affect the conservation of fish and wildlife, including endangered or threatened species, or their habitats;

- The degree to which the project or activity will adversely affect or enhance significant historical and archaeological resources; and
- If the project will be of a temporary or permanent nature.

In deciding to recommend approval or denial of an application, the Council may consider measures to mitigate adverse effects which may be caused by the project or activity.

**Ozone:** A bluish, irritating gas of pungent odor, formed naturally in the upper atmosphere, consisting of three oxygen atoms. Lack of it in the atmosphere allows stronger concentrations of ultraviolet radiation to reach the earth. Ozone is also formed at ground level by the interaction of sunlight with exhaust gases from automobiles and industry, and by the action of sunlight on nitrogen oxides and hydrocarbons, where it is a primary component of smog that aggravates breathing problems and damages plants.

**Peak Hour:** That time during which the maximum amount of travel occurs in the peak direction; may be specified as the morning peak hour or the afternoon or evening peak hour or as both combined.

**Permitting:** Authorization to engage in or conduct any construction, operation, modification, or expansion of any installation, structure, equipment, facility, or appurtenances thereto, which will reasonably be expected to be a source of pollution or a hinderance, or affect the health and welfare of the population or environment.

**Point Source Pollution:** Pollution originating at a specific location, such as a sewage treatment facility, or at stormwater drain outfalls. Point source pollution tends to occur more or less continuously.

**Potable Water:** Water that can be used for human consumption.

**Port:** Generally, a harbor and terminal facilities. A location on a navigable body of water where commodities are shipped and received by water vessels.

**Preservation Areas:** Regionally-significant natural resources as depicted on the adopted map. Critical natural or man-made systems which cannot be impacted. Preservation areas include:

- Beaches
- Coastal Strand
- Estuarine Systems
- Intertidal Systems
- Floridan Aquifer
- Lake Systems
- Open Water Marine habitat
- Special Habitats

- Tampa Bay Region's Airshed
- Water Supply Sources

**Proactive:** Planned, positive action to achieve a designated result.

**Public Facilities:** Systems or facilities relating to transportation, sewer service, solid waste service, drainage service, potable water service, parks and recreation and public health.

**Receiving Waters:** Rivers, lakes, oceans, or other water courses that receive treated or untreated waste water, or other discharges.

**Reclamation:** The reshaping of lands in a manner which meets the reclamation standards of applicable rules, regulations and ordinances. The reasonable rehabilitation of disturbed land for useful purposes. Also, the recycling of wastewater, with treatment, to water useable for a variety of purposes.

**Redevelopment:** The process by which cities renew themselves through private and public investments, i.e., renovation of a blighted area.

**Regional Activity Center (RAC):** An area designated by TBRPC in the SRPP for the purpose of encouraging development in suitable locations.

**Regionally-significant natural resources:** A natural resource or system of interrelated natural resources, that due to its function, size, rarity or endangerment retains or provides benefit of regional significance to the human or natural environment, regardless of ownership (27E-5.002(4), FAC.)

**Regionally significant roadways:** A roadway should be considered for the designation as a regionally significant roadway if it crosses county boundaries, is a component of the state highway system, provides access to a regionally significant facility or a regional activity center, or is a designated hurricane evacuation route.

**Reservoir:** A pond, lake, tank or basin, natural or man-made, used for the storage, regulation and control of water.

**Restoration:** The recontouring and revegetation of land in a manner which will return the type, nature, and function of the ecosystem to the condition in existence prior to disturbance.

**Retrofit:** To raise to current standards, such as, to provide a higher level of stormwater treatment to a previously developed area.

**Reuse, Adaptive:** The development of a new use for an older building or for a building originally designed for a special or specific purpose.

**Revegetation:** Provision of a diverse permanent vegetation capable of self-regeneration and which will provide the appearance of a natural landscape within a reasonable time.

**Right-of-way:** Land to which the state, county, or municipality owns the fee simple title or has an easement dedicated or required for a transportation or utility use.

**Runoff:** The part of the rainfall that travels to surface streams and water bodies via surface or subsurface routes.

**Saffir-Simpson Hurricane Scale:** A standard scale categorizing hurricanes by intensity, with one being a "minimal" hurricane and category five the most intense.

**Septic System:** An underground system with a septic tank used for the decomposition of domestic wastes. Consists of a water-tight receptacle that receives the discharge of sewage from a building, sewer or part thereof, and is designed and constructed so as to permit settling of solids from this liquid, digestion of the organic matter, and discharge of the liquid portion into a disposal area (drain field).

**Sewers:** A system of pipes that collect and deliver wastewater to treatment plants or receiving streams.

**Species of Special Concern:** Any species of animals or plants which have been designated as such by the appropriate state agency. These species appear likely, within the foreseeable future, to become threatened.

**Storm Surge:** The "dome of water" or elevated ring of water that lies outside the eye of the hurricane and moves with the storm. This water elevation is caused by the wind and barometric pressure and has wind-driven waves on the crest of the surge as well. Storm surge is considered the major cause of nine out of ten hurricane-related deaths.

**Surface Water:** Water on the earth's surface exposed to the atmosphere as rivers, lakes, streams and oceans.

**Threatened Species:** Any species which have been designated as such by the appropriate federal or state agency. Designation occurs when the continued existence of these species as viable components of the state's resources are determined to be in jeopardy. These species appear likely, within the foreseeable future, to become endangered.

**Traditional Neighborhood:** Urban development represented by pre-1940s development design patterns. Typified by mixed-use development that allows people to live, work, and shop in the same neighborhood.

***Transfer of Development Rights (TDRs):*** The removal of the right to develop or build, expressed in dwelling units per acre, from land in one zoning district to land in another district where such transfer is permitted.

***Transportation Management Organizations (TMO):*** Organizations (or associations) which are formed by private organizations such as local, regional or state agencies to address community transportation problems.

***Travel Demand Management (TDM):*** Strategies used to reduce congestion, improve air quality and reduce energy consumption by increasing vehicle occupancy, rescheduling trips around peak travel hours, eliminating unnecessary SOV trips and some trips altogether.

***25-Year Flood Plains:*** Areas which could be inundated during a 25-year flood event as identified by an agency such as the Southwest Florida Water Management District (SWFWMD).

***Upland:*** Non-wetlands; Non-submerged lands.

***Urban Sprawl:*** Scattered, untimely, poorly planned urban development that occurs in urban fringe and rural areas and frequently invades land important for environmental and natural resource protection. Sprawl is typically manifested by one or more of the following patterns: leapfrog development; ribbon or strip development; or large expanses of low-density, single-dimensional development.

***Viability:*** The capability of populations to deal with the various agents of local extinction; it is the ability of populations to persist through time (Shaffer, 1981).

***Wastewater:*** Water carrying wastes from homes, businesses and industries that is a mixture of water and dissolved or suspended solids, or excess irrigation water that is runoff to adjacent land.

***Watershed:*** The area drained by a river.

***Water Supply System:*** The system for the production, treatment, storage and distribution of potable water from the source of supply to the consumer.

***Wetland:*** Land that is inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances does support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands play irreplaceable ecological roles by purifying water and providing spawning grounds for fish and critical habitat for shellfish, shorebirds, and other species.

***Wildlife Refuge:*** Area specifically set aside for the protection of wildlife. Such areas may be subject to multiple uses, like state parks, which are considered game refuges.

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## Executive Scorecard

**Positive trend** ▲  
**Neutral trend** ■  
**Negative trend** ▼

### *Regional Population Characteristics* ■

- During the periods between the 1980/90 and 1990/2000 Censuses, the region's population growth rate was 7% and 6% less than the State. Similarly, the region's percentage of the State's overall population declined from 18% in 1980 to 16% in 2000. By 2010, the region's population is projected to decline to 15.3% of the State's total population.
- Between 1990 and 2000 the principle source of population increase in the Tampa Bay region is attributable to migration.
- Pasco County had the highest percentage population growth attributable to migration.
- While still representing less than one-third of the population, the percentage of individuals residing in the region who were born in Florida increased between 1990 and 2000.
- According to BEBR, by 2025 the region's median age will be six years older than that of the state (44.6 versus 50.7).

### *Regional Price Index* ▲

Since 1997, Hillsborough, Manatee, and Pasco Counties have maintained an overall price level index generally level to or below that found in the Florida Price Index. Pinellas County has consistently maintained the region's highest price level index.

## *Affordable Housing*

- **Construction Activity** 

- Between 1995 and 2002, the number of residential building permits issued increased 75.2% from 15,158 to 26,551. Of these, 8,598 (75.5%) were single-family residences and 2,795 (24.5%) were multi-family residential.
- The Tampa Bay region is beginning to experience an increase in the conversion of existing rental multi-family complexes to condominiums. The full impact of such conversions on the availability of affordable housing has yet to be ascertained.

- **Homes Sale** 

- The rate of a median price for an existing home in the Tampa/St. Petersburg/Clearwater and Sarasota/Bradenton SMAs has increased at a greater rate than nationwide.
- There are areas throughout the region where housing is still considered to be “affordable.” Unfortunately, many of these areas are in outlying areas increasing the cost of travel to employment, services, and shopping.

- **Homelessness** 

The Tampa Bay region ranks second statewide in terms of the number of homeless.

- **Housing Affordability** 

- In 2004 it is estimated that renters occupied one-third of the households in the region.
- It was estimated that renters had a median annual income of \$29,697. Based on the 30% rule, this equates to an affordable monthly rent of \$742.
- Based on fair market rents for the Tampa Bay rent, \$742 equates to a studio or one-bedroom apartment.
- Hourly wage rates needed to afford fair market rents in the Tampa Bay region ranged from \$14.92 for a two-bedroom to \$22.22 for a four-bedroom apartment.

- **Housing Tenure** 

Between 1990 and 2000, the total number of housing units increased 11.8% or 129,089 units. During this period, the number of occupied housing units increased 16.1% from 918,241 to 1,066,351. This increase was offset an 11.1% decrease in the number of vacant units, from 172,050 to 153,029.

- **Median Income** 

While less than the national median income, between 1990 and 2000 the increase in the region's median income, expressed as a percentage, exceeded that of the United States and was equal to or greater than that of Florida.

- **Poverty** 

- For the period 1990 to 2000 the Census reported that number of individuals identified as poor in the region increased while the rate remained 11.1% of the total population. While the percentage of poor remained constant, it increased at a higher rate than that of the total population.
- The number of children 18 and under and living in poverty increased between 1990 and 2000 whereas statewide it decreased during the same period.

### *Economic Development*

- **Agriculture** 

- According to the 2002 Census of Agriculture, for the period of 1997 to 2002, agriculture remains a viable sector of the region's economy.
- Between the 1997 and 2002 Census of Agriculture reported that the number of farms in the region decreased. While the number of farms decreased, both the average market value of land and buildings and estimated average market value of agricultural goods sold by farm and total increased.

- **Education** 

- Between SY 1995/96 and 2003/04, the average teacher salary increased by 26.1% from \$8,187 to \$39,499.
- Between SY 1995/96 and 2003/04, the student/teacher ratio decreased from 1:21.4 to 1:17.1.

- Between SY 1997/98 and 2002/03, the high school dropout rate decreased from 3.8% to 3.1%.
- Between SY 1997/98 and 2002/03, the high school graduation rate increased from 68.9% to 73.4%.
- Between SY 1997/98 and 2002/03, the average ACT score declined from 21.4 to 20.9. This is higher than the statewide average of 20.3 and national average of 20.8.
- Between SY 1997/98 and 2002/03, the average SAT score declined from 1020 to 1007. This is higher than the statewide average of 992 but less than the national average which increased to 1023.
- An review of the Florida School Indicators Report for school year 2002 - 03 revealed no clear correlation between:
  - The percentage of children receiving free/reduced lunches and academic achievement;
  - The percentage of children receiving free/reduced lunches and those with limited English speaking abilities;
  - Dropout and graduation rates and ACT and SAT scores; and
  - Expenditures/FTE and academic achievement.

- **Education Attainment** 

Between 1990 and 2000, the number of persons 25 years and over with either a high school, AA, bachelors, or graduate/professional degree increased by 22.6% to 1,058,331.

- **Employment** 

- Between 1980 and 1990, the number of jobs increased 46.9% between 1980 and 1990 from 667,118 to 979,694 and 18.1% between 1990 and 2000 to a total of 1,157,349 jobs.
- Between 1990 and 2000, the region experienced a dramatic shift in the distribution of employment with the services sector experiencing the greatest increase while five of the reporting sectors recorded a decrease in employment.
- Forecasting the employment share to the year 2015 shows a shrinking of the retail and manufacturing sectors and continuing growth in service-based employment.

- **Land Use Assessed Value** 
  - Between 1996 and 2002, the total assessed values for selected land uses in the region increased by 53.4% to \$137,913,980,000.
  - The percentage distribution between the selected land uses remained virtually unchanged between 1996 and 2002
  
- **Public Health** 
  - In 2002, 17% of the region's adult had no health care coverage.
  - In 2002, the region had fewer health care providers per 100,000 population than the state.
  - In 2002, the region had more hospital beds per 100,000 population than the state.
  - The region's percentage of low weight babies <2,500g was higher than the state for the three average of 2000 - 02 and 2001 - 03. The region's percentage of mothers who received either late or no prenatal care for the three year period of 2001 - 03 was higher than that of the state.
  - The percentage of births/1,000 births to mothers 10 - 14 and 15 - 19 for the three year average periods of 2000 - 02 and 2001 - 03 were higher in the region than the state.
  
- **Secondary School Enrollment and Degrees Conferred** 
  - The enrollment at the four community colleges located within the region has increased by 9.3% since the 1999/2000 school year.
  - The number of AA degrees conferred by the region's community colleges increased by 16.8% to 4,565. AS degrees conferred experienced an increase of 1.7%.
  - Between 2000 and 2004, total enrollment at the University of South Florida increased by 19.1%. The Tampa campus increased by 19.1% while the St. Petersburg campus increased by 33.6%.

- **Tourism** 

- Following the events of 9/11, tourism in Hillsborough and Pinellas Counties held steady. Indication are that the number of tourists visiting the two counties increased in 2003.
- Between 1995 and 2002 the number of licensed hotels/motels decreased while the number of rooms increased. This indicates a shift from the mom-and-pop motels to larger hotels/motels.
- In recent years, beach community leaders have begun to express a concern regarding the economic impact of the loss of hotels/motels through either demolition and conversion to condominiums.

- **Unemployment** 

Between 1990 and 2000, the Tampa Bay region experienced a decline in the unemployment rate.

### *Emergency Preparedness*

- **Hurricane Sheltering/Evacuation** 

Between 1992 and 2000, the region experienced a 40% decrease in the number of public shelter spaces. At the same time, hurricane evacuation clearance times increased regionwide. In 2005, the population at risk is estimated to range from 694,578 for a Level A storm to 1,520,146 for a Level E storm or 25.6% and 56.1% of the region's total estimated population.

### *Natural Resources*

- **Air Quality** 

Compared to other metropolitan areas in Florida, the region has had the least number of good days for air quality. Overall, the average air quality has been improving.

- **Natural Resources** 

- There are nearly 600,000 acres of protected regionally significant natural resources throughout the Tampa Bay region. Of those, approximately 35% or 210,461 acres are publicly owned or managed.

- Since the 1980s, the residents of the Tampa Bay area have exhibited a willingness to “tax” themselves to assure the acquisition and protection of environmentally sensitive lands.

- **Wastewater Reuse** 

While the region has developed an extensive program for wastewater reuse, sufficient reuse capacity remains to expand its availability.

- **Water Demand** 

- Between 1995 and 2000, the region’s population increased by 9.6% and water demand by 5.6% while the per capita rate decreased by 3.6%. Between 2000 and 2015, the region’s population is estimated to increase by 20.8% and water demand by 15.8% while the per capita rate will decrease by 4.1%.
- Agriculture represented the second largest user of water. Between 1995 to 2015 agricultural water demand is projected to decrease from 36.4% to 34.9% of the overall water usage, a reflection of greater conservation efforts.

- **Water Pollution** 

In the State of Tampa Bay 2000 it was reported that the measured annual chlorophyll-a concentrations were generally below the Tampa Bay Estuary Program (TBEP) targets for all years except 1994, 1995, and 1998. The elevated values for these three years were probably caused by an increased supply of nutrients (specifically nitrogen) to the bay as a result of a period of increased rainfall.

### *Regional Transportation*

- **Airports** 

The events of 9/11 are still being felt in airport activity. When compared to FY 1996/97, the total air operations are down 8.0% or 37,862 flights. On the positive side, air carrier activity in FY 2002/03 was up 2.7% or 3,201 flights.

- **Journey to Work Characteristics** 

- While the actual number of commuting workers who worked in their home county increased between 1990 and 2000, it decreased as a percentage of the total number of commuting workers.

- For all four counties, the largest percentage increase occurred in those workers who work outside their home county.
  
- **Port Activity** ▼ ▲
  - Between FY 1995/96 and 2001/02, the total short tonnage handled by the Ports of Tampa and Manatee decreased by 2.1% or 1.2 million short tons.
  - During this period, the Port of Tampa experienced a 9.2% decline in imports (3,603,122 short tons). This was off set by an 11.6% increase in exports (1,457,465 short tons).
  - During this period, Port Manatee experienced an increase in both exports (47.5%) and imports (14.5%).
  
- **Transit** ▼ ▲
  - Between 1993 and 2000 transit ridership declined 40% from over nine (9) rides per person per year to slightly over six (6).
  - Passenger miles declined 39.5% from an average of 3.9 miles/passenger in 1993 to 2.36 miles/passenger in 2000.
  - While ridership was declining, vehicle miles increased 45.2% to 18,305 and route miles increased 5.5% to 3,106 miles.
  
- **Vehicle Miles Traveled** ■
  - Between 1990 and 2000, only 337 miles of new roadways were constructed in the region whereas existing roadways expanded by 2,529 miles.
  - Between 1990 and 2000, the averaged vehicle mile traveled regionwide increased 20.8% from 15,825.8 to 19,116.5.
  
- **Motor Vehicle Registrations** ■
  - Between FY1994/95 and 2001/02, the number of motor vehicle tags decreased 6.6% from 3,147,663 to 2,939,589.
  - Out-of-state motor vehicle registrations increased 4.6% between 1995 and 2002 to 80,711.

## *Summary*

- **Positive trends** 15
- **Neutral trends** 16
- **Negative trends** 9

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# SRPP INDICATORS: REGIONAL POPULATION CHARACTERISTICS

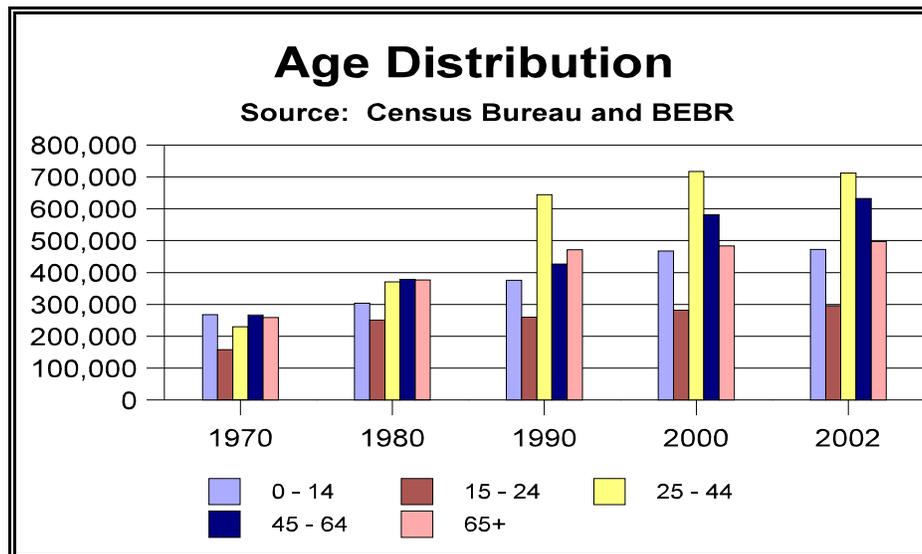


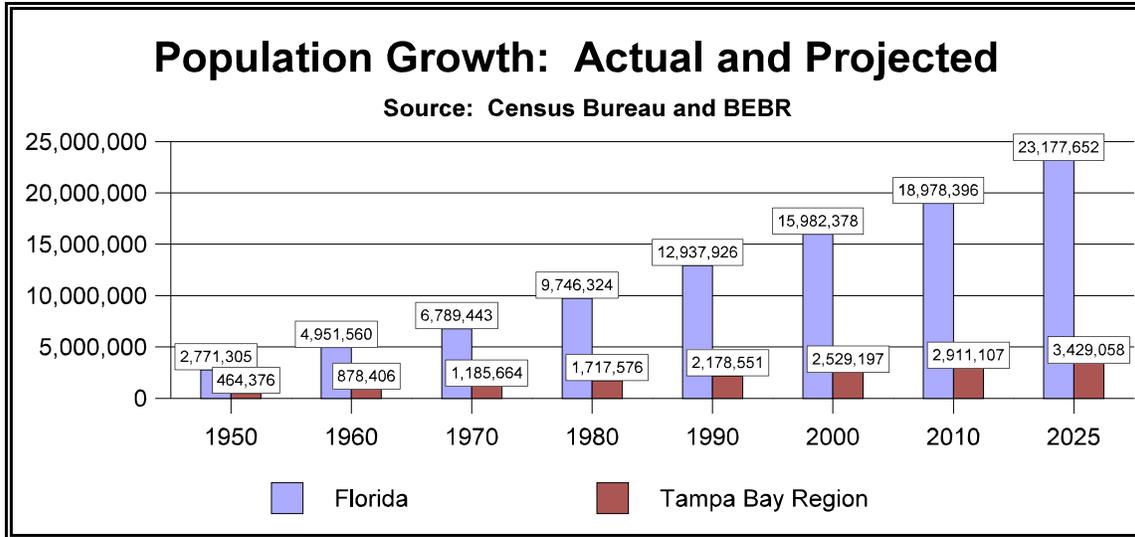
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## Regional Population Characteristics

- Between the 1970 and 2000 Census, the age distribution among the Tampa Bay region's resident population saw a dramatic shift in all age groups:
  - The 0 - 14 age group decreased from 22.6% to 18.5%;
  - The 15 - 24 age group decreased from 13.3% to 12.5%.
  - The 25 - 64 age group increased from 41.9% to 51.3%; and
  - The 65 and over age group decreased from 21.8% to 19.1%.BEBR's estimated population for the region in 2002 saw a continuation of this trend: 0 - 14, 18.1%; 15 - 24, 11.3%; 25 - 64, 51.5%; and 65+, 19.1%.
- BEBR projects that for the years 2010 and 2025
  - The 65+ age group will increase from 20.0% to 27.9%;
  - The 18 - 64 age group will decrease from 59.7% to 53.2%; and
  - The 18 and under age group will decrease from 20.3% to 18.9%.
- Between 1950 and 2000, the region experienced tremendous population growth increasing by 2,064,821 or 445%. Between 1950 and 1980 the region experienced two growth periods: 1950 to 1960 when the population increased 89%; and 1970 to 1980 when the population increased 45%.
- The region's and state's population growth peaked with the 1980 Census at 45% and 44% respectively. Since then, the rate of population growth has steadily decreased.
- During the period between the 1980/90 and 1990/2000 Censuses, the region's population growth rate was 7% and 6% less than that of the State. Similarly, the region's percentage of the state's overall population declined from 18% in 1980 to 16% in 2000. By 2010, the region's population is projected to decline to 15.3% of the State's total population.
- While remaining predominately white, the 2000 Census indicated that this group's percentage of the region's population declined from 88.2% to 82.7%. According to BEBR's population projections, this trend will continue through at least 2020.
- The 2000 Census indicated that the portion of the region's population identified as Black and Asian grew both in the terms of real numbers and percentage.
- The 2000 Census revealed that the portion of the region's population identifying itself as Hispanic grew significantly increasing by 82.4% from 145,710 in 1990 to 265,821 in 2000. This increase exceeded that of Florida which increased 70.6%.
- As a percentage of the region's total population, the Hispanic population increased from 6.3% in 1990 to 10.5% in 2000, making it the largest minority in the Tampa Bay region.

- Between 1990 and 2000, the region’s population increased by 350,646. Of this increase only 15,455 (4.4%) was attributed to natural increase; the remaining 335,191 (95.6%) was the result of net migration. This represented a slight shift from the growth components identified between 1980 and 1990 when 99% was attributable net migration.
- Only in Hillsborough County was a portion of its population growth attributed to natural increase (37.4%).
- Between 1995 and 2000, the region’s net population growth attributable to migration was 117,898. In-migration accounted for 788,658 while out-migration was 670,760.
- Pasco County had the highest net migration with 41,914 or 36% of the regional total.
- According to BEBR in 2000, of the 136,804 individuals who migrated into the region, 46.2% were from other Florida counties, 52% from other states, and 1.7% from abroad. Of the 115,077 who out migrated, 53.1% went to other Florida counties, 45.8% to other states, and 1.1% abroad.
- BEBR projects that the region’s median age will increase from 41.7 in 2000 to 50.7 in 2025. Pasco is projected to have the greatest increase in median age going from 44.9 in 2000 to 58.6 in 2025.



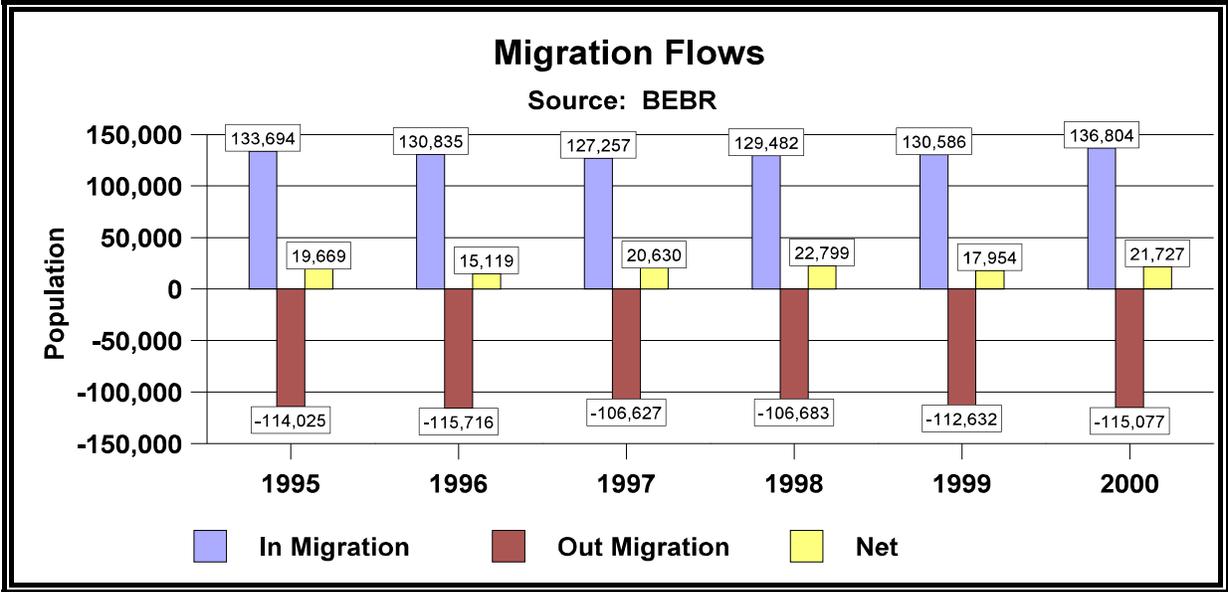
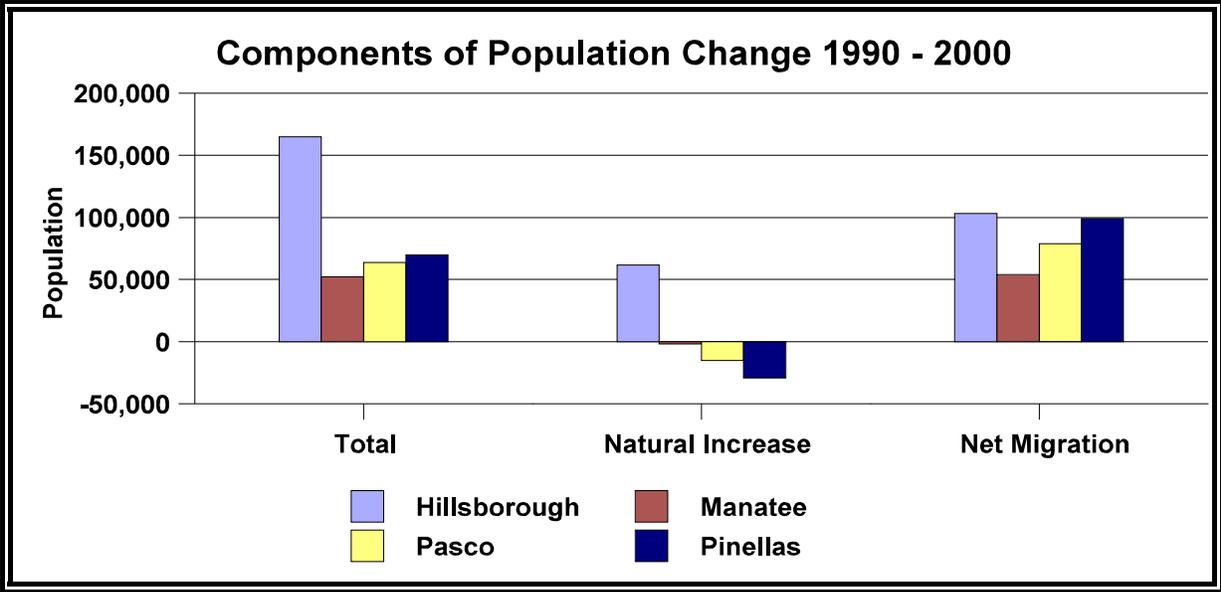


#### Ethnic Composition of the Tampa Bay Region: 1990 and 2000

Year	Total Population	White	Black	Am. Indian Alaska Native	Asian or Pacific Islander	Other	2 or more races
1990	2,178,551	1,921,712 88.2%	198,008 9.1%	5,724 .3%	23,876 1.1%	29,231 1.3%	0 ND
2000	2,529,197	2,092,403 82.7%	258,700 10.2%	8,870 .4%	47,061 1.9%	68,873 2.7%	53,290 2.1%
Overall Change	16.1%	8.9%	30.7%	55.0%	97.1%	135.0%	100.0%

Source: U.S. Bureau of the Census

County	1990		2000	
	White	Non-white	White	Non-white
Hillsborough	690,352	143,702	750,819	248,129
Manatee	190,328	21,379	227,932	36,070
Pasco	270,658	10,473	323,007	21,758
Pinellas	770,374	81,285	790,898	130,584
Total	2,662,608	340,216	2,901,193	544,715



<b>Median Age Projections</b>					
<b>County</b>	<b>2000 Actual</b>	<b>2002</b>	<b>2015</b>	<b>2020</b>	<b>2025</b>
Hillsborough	35.1	35.7	38.6	39.3	40.1
Manatee	43.6	44.6	50.4	52.1	53.6
Pasco	44.9	46.3	53.8	56.5	58.6
Pinellas	43.0	43.9	48.6	49.9	50.6
Florida	38.7	39.4	43.1	44.0	44.6
Region	41.7	42.6	47.9	49.5	50.7

Source: BEBR

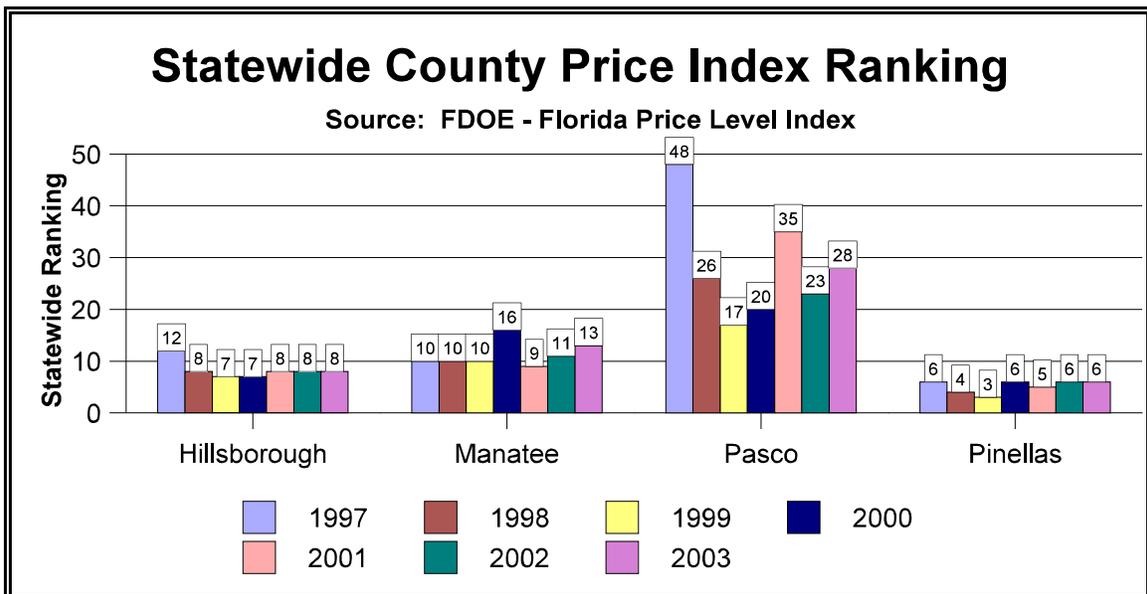
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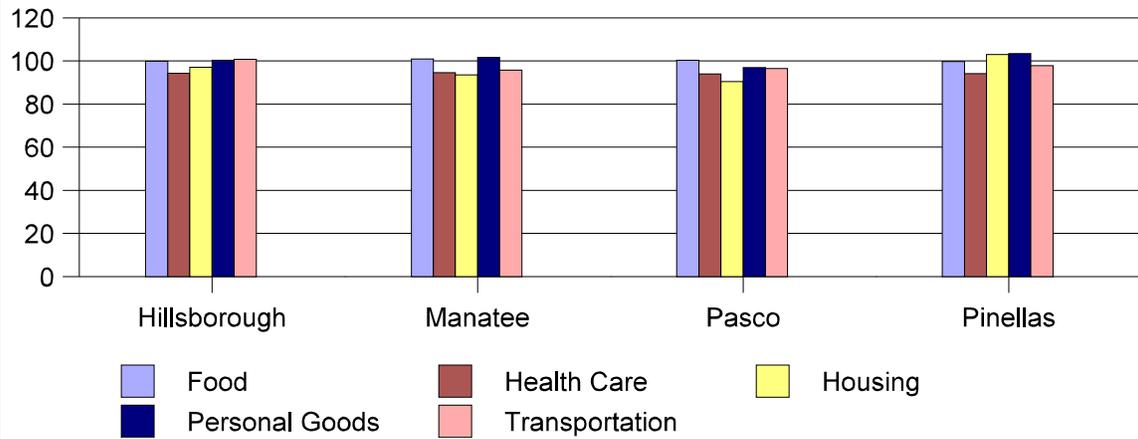
## Regional Price Index

- Since 1997, Hillsborough, Manatee, and Pasco Counties have maintained an overall price level index generally level to or below that found in the Florida Price Index.
- Pinellas County has consistently maintained a price level index greater than the Florida Price Level Index of 100.
- In 2002 and 2002, the price level index for health care for all four counties was below the Florida price level index.
- Between 1996 and 2003, Pinellas County has consistently had the highest price index in the region while Pasco County has had the lowest.



## Regional Price Level Index Summary 2003

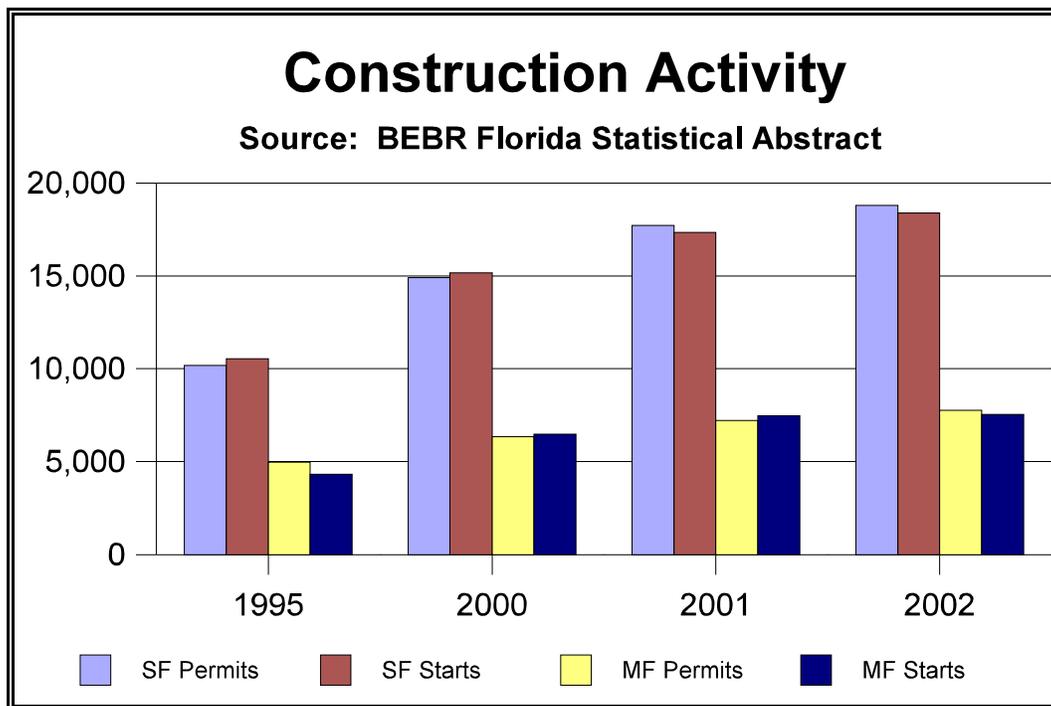
Source: FDOE - Florida Price Level Index (FL = 100)

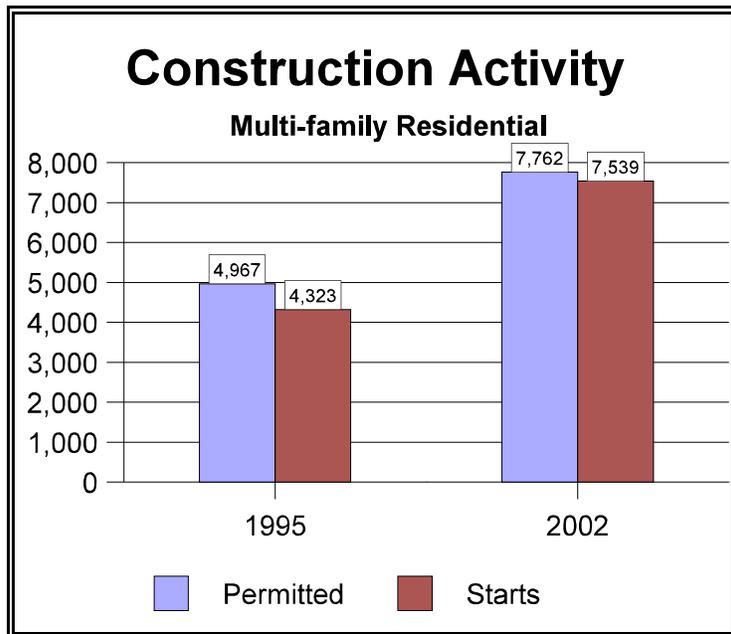
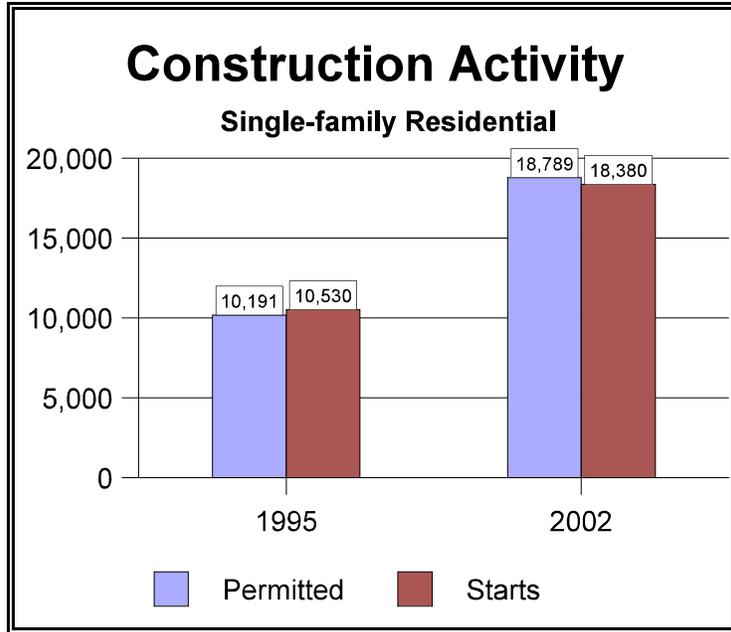




## Construction Activity

- Between 1995 and 2002, the number of residential building permits issued increased 75.2% from 15,158 to 26,551. Of these, 8,598 (75.5%) were single-family residences and 2,795 (24.5%) were multi-family residential.
- The ratio of multi-family to single-family construction permits declined from 1:2.1 to 1:2.42
- Between 1995 and 2002 construction starts for single-family increased by 74.5% to 18,380 units. Similarly, multi-family starts increased 74.4% or 7,539 units.
- The Tampa Bay region is beginning to experience an increase in the conversion of existing rental multi-family complexes to condominiums. The full impact of such conversions on the availability of affordable housing has yet to be ascertained.



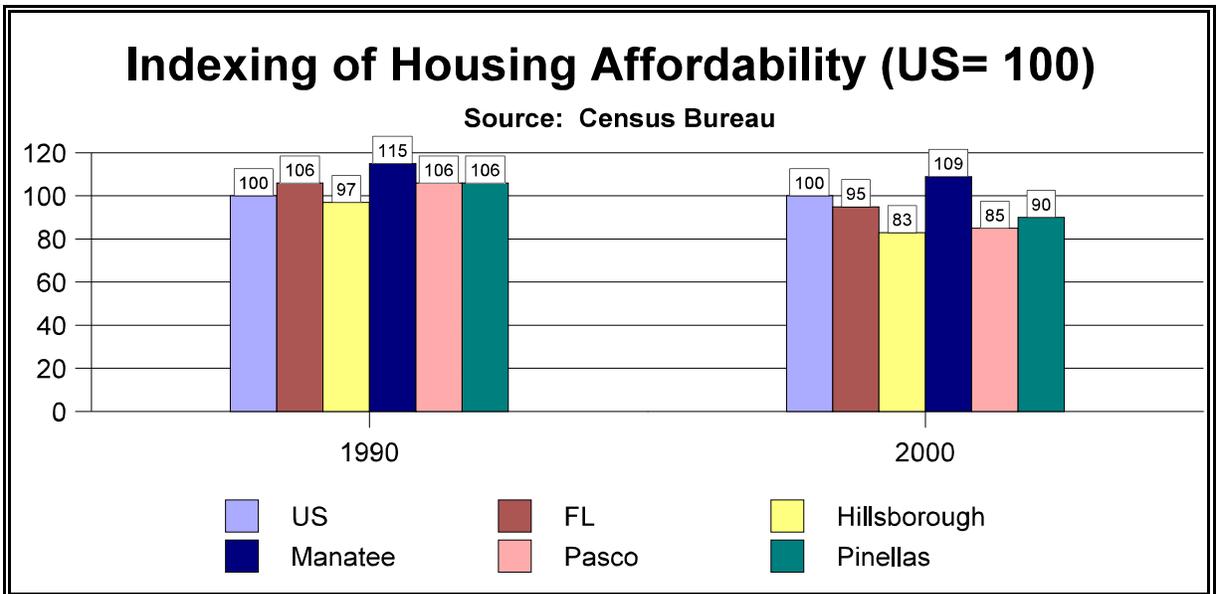
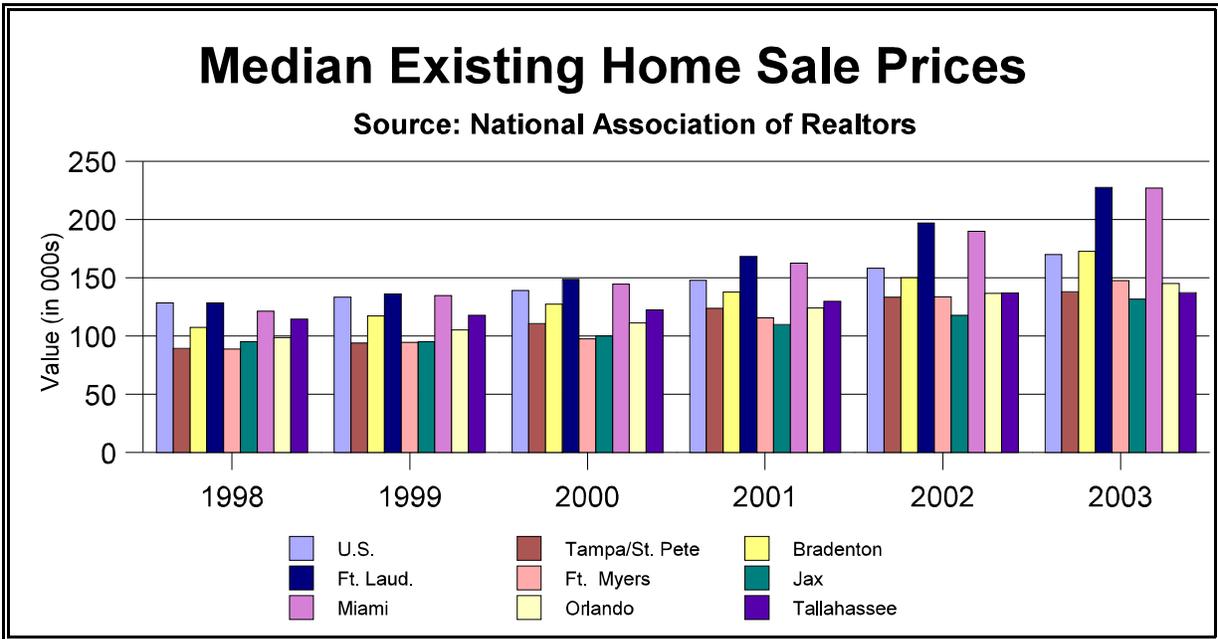


Source: BEBR, Florida Statistical Abstract 1996 & 2002

## Home Sales

- Between 1998 and 2003, the median price for an existing home increased from \$89,300 to \$138,100 (54.6%) in Tampa/St. Petersburg and \$107,000 to \$172,699 (61%) in Sarasota/Bradenton SMAs. Nationwide, the median price increased from \$128,399 to \$169,899 (32.3%).
- The increase in the median price is good for people selling their home; it is not for people trying to buy a home. As noted by Hillsborough County Deputy Property Appraiser Warren Weathers in a February 15, 2004 article in the St. Petersburg Times, this trend is “normal” and “scary.” Normal, because demand pushes up prices and scary because many people are being priced out. He noted that “for the new home buyers, the young home buyers, those prices are frightening.”
- In areas of central Pinellas County the median value has risen from \$65,000 to \$100,000 in five years. In an article in the February 15, 2004 St. Petersburg Times, Carrie Vitale of the Tampa Bay Community Development Association, noted that “the prices have caused a lot of families and individuals to not be able to afford (a home). Housing under \$100,000 is few and far between.” As a result, “families on the margin (are) being squeezed out of the opportunity to own a home.”
- The City of St. Petersburg is an example of the impact of rising housing prices. Here the median home price rose 58% over the past five years from \$73,000 to \$115,000. That’s 8% higher than the increase in Pinellas County over the same period of time. With a lack of vacant land, the rise in housing prices has resulted in a lack of affordable housing in the City. As a consequence, rising housing prices is now becoming one of the biggest issues facing the city.
- There are areas throughout the region where housing is still considered to be “affordable.” Unfortunately, these areas are often in outlying areas increasing the cost of travel to employment, services, and shopping.
- According to The State of Florida’s Housing 2003 report, the most affordable housing in the region was found in Hillsborough County, ranking 34 among the Florida’s 67 counties. The least affordable county was Manatee County, ranking 49, followed by Pasco County at 45<sup>th</sup> and Pinellas County at 46<sup>th</sup>.
- In terms of average annual percentage appreciation, among the state’s 11 regional planning councils the Tampa Bay region ranked second for the periods 1981 to 1985 with 4.53% and 1996 to 2000 with 5.27%. For 2001/2002, the region ranked third with 7.93%.

- The average annual percentage appreciation by county between 1996 and 2001 was: Hillsborough County, 5.81%; Manatee County, 5.9%; Pasco County, 4.97%; and Pinellas County, 6.54%.
- According to the 2000 Census, in 1999 for 20.7% of households with mortgages, mortgage and selected owner costs exceeded 35% of household income.

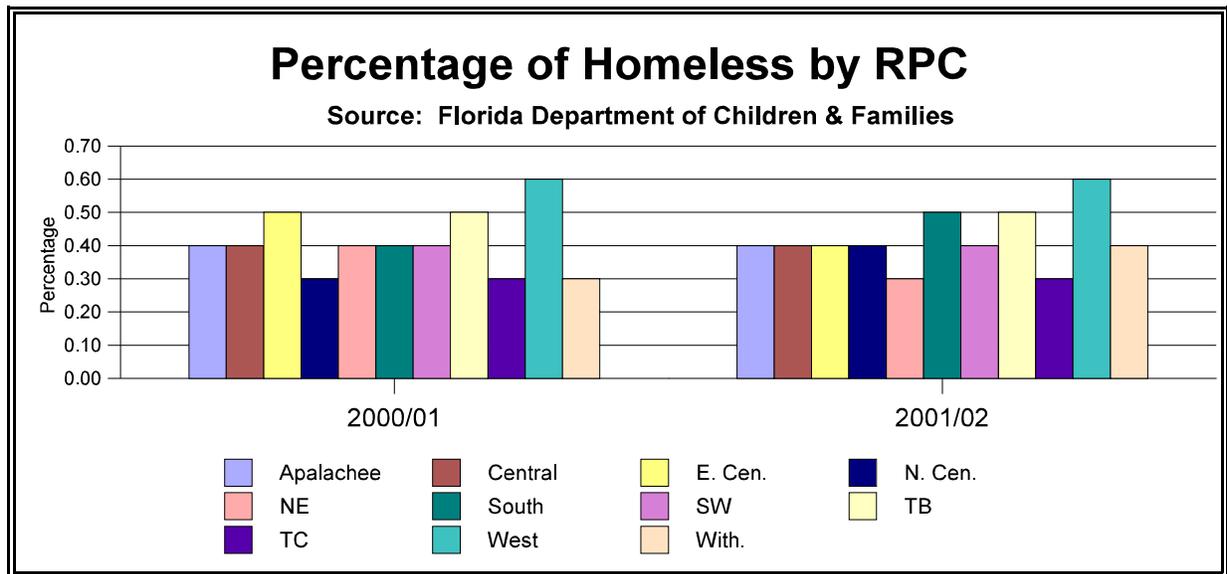


## Homelessness

- According to the Florida Department of Children and Families (DCF) in its Annual Report on Homeless Conditions in Florida, “the trend over the last decade reflects a growing homeless population, not only in Florida, but across the nation...The causes of homelessness remain rooted in poverty and the lack of affordable housing.”
- DCF reported that for FY 1998/99 and 2001/02, the Tampa Bay region’s homeless population increased from 9,138 to 13,692. With the exceptions of the East Central Florida and Northeast Florida RPCs, this trend was experienced by the remaining nine regional planning councils in Florida.
- Although ranking third in total population, the Tampa Bay RPC ranks second in the number of homeless.
- Defining housing for the homeless is also a problem. The complexity of this subject is also evident when it is considered that there are four homeless coalitions serving the Tampa Bay area while the U.S. Department of Housing and Urban Development has identified 46 local emergency shelters/homeless providers in the region.

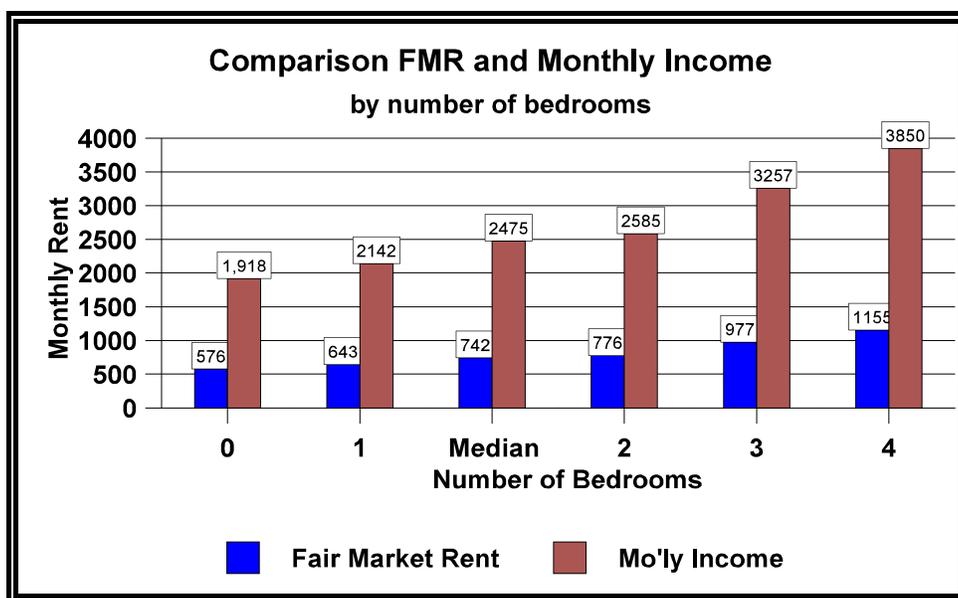
Regional Planning Council	2000 Population	2000/01 Homeless	2001 Population	2001/02 Homeless
Apalachee	411,486	1,840	420,191	1,685
Central Florida	666,347	2,877	680,128	2,912
East Central Florida	2,564,134	11,559	2,645,079	11,031
North Central Florida	435,444	1,309	443,226	1,945
Northeast Florida	1,243,005	4,697	1,271,192	3,658
South Florida	3,955,969	15,676	4,016,382	19,040
Southwest Florida	1,206,635	4,644	1,244,901	5,448
Tampa Bay	2,529,197	12,695	2,579,265	13,692
Treasure Coast	1,563,557	5,068	1,597,306	5,339
West Florida	811,006	5,206	824,509	5,538
Withlachochee	595,598	2,050	609,560	2,344

Source: Florida Department of Children and Families, Annual Report on Homelessness in Florida, FY 2000/01 and 2001/02



## Housing Affordability

- Based on information provided by the National Low Income Housing Coalition, the 2004 estimated median income in the Tampa Bay region was \$52,750.
- Of the 965,137 estimated households in the Tampa Bay region in 2004, 33% or 316,975 were renters.
- The Coalition estimated that the 2004 estimated renter median annual income was \$29,697. Based on the 30% rule for housing, the monthly affordable rent would be \$742.
- Based on the 30% rule and the fair market rent (FMR) by number of bedrooms, a median income renter could only afford a one-bedroom or studio apartment.
- The hourly wage needed to afford FMRs in the region, based on a 40 hour/week ranged from \$11.07 for a studio, \$14.92 for a two-bedroom, and \$22.22 for a four-bedroom apartment.
- An individual earning the minimum wage (\$6.15/hour) would have to work 72 hours/week to afford a studio apartment, 97 hours/week for a two-bedroom, and 145 hours/week for a four-bedroom apartment.



<b>2004 Renter Households</b>			
<b>County</b>	<b>Total Households</b>	<b>Renter Households</b>	<b>% Renter</b>
Hillsborough	391,357	140,334	36%
Manatee	112,460	29,524	26%
Pasco	147,566	26,018	18%
Pinellas	414,968	121,099	29%
Region	965,137	316,975	33%

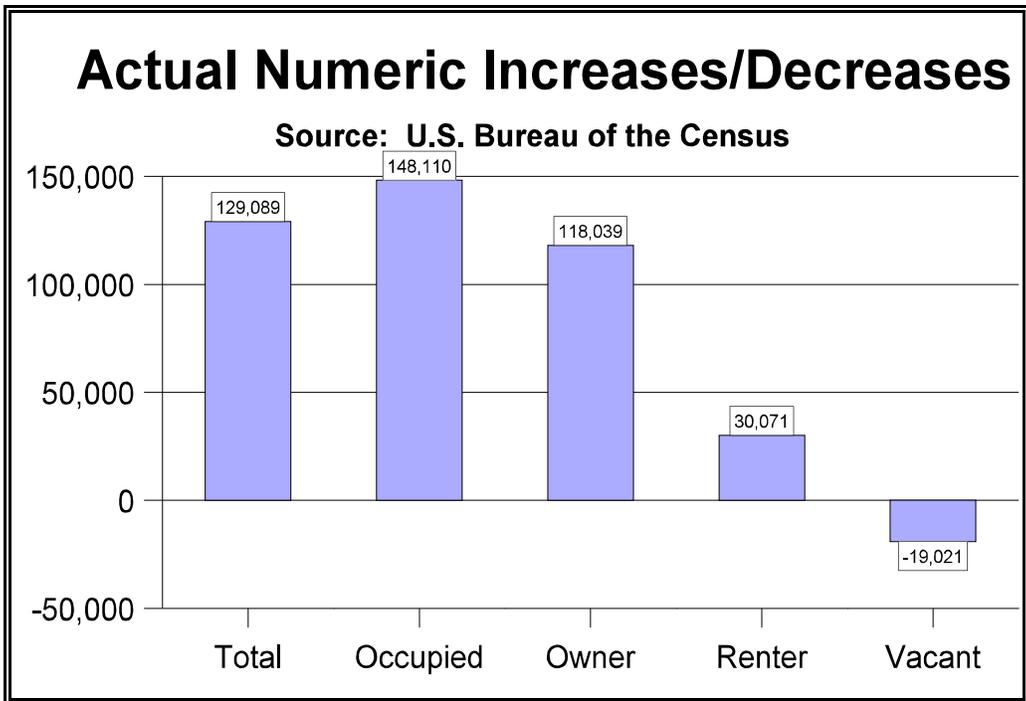
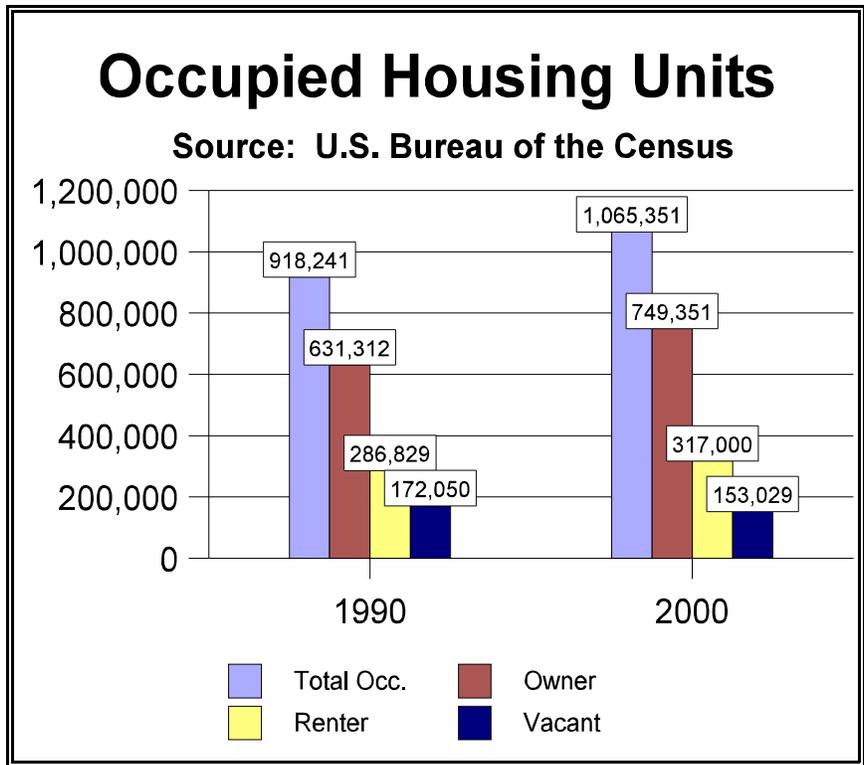
<b>Impact on Renters</b>							
<b>County</b>	<b>Estimated Median Annual Income</b>	<b>Affordable Monthly Rent</b>	<b>Fair Mark Rents (by number of bedrooms)*</b>				
			<b>*Based on MSA data</b>				
			<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>
Hillsborough	\$31,552	\$789	\$597	\$669	\$805	\$1,037	\$1,264
Manatee	\$31,161	\$779	\$554	\$616	\$746	\$917	\$1,046
Pasco	\$25,578	\$639	\$597	\$669	\$805	\$1,037	\$1,264
Pinellas	\$30,495	\$762	\$597	\$669	\$805	\$1,037	\$1,264

<b>Income Needed to Afford Fair Market Rent</b>					
<b>Number of Bedrooms</b>					
	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>
<b>Needed Income</b>					
Hillsborough, Pasco, Pinellas	\$23,880	\$26,760	\$32,200	\$41,480	\$50,560
Manatee	\$22,160	\$24,640	\$29,840	\$36,680	\$41,840
<b>Needed Hourly Wage</b>					
Hillsborough, Pasco, Pinellas	11.48	12.87	15.48	19.94	24.31
Manatee	10.65	11.85	14.35	17.63	20.12
<b>Hours Needed to Work @ Minimum Wage (\$6.15/hr)</b>					
Hillsborough, Pasco, Pinellas	75	84	101	130	158
Manatee	69	77	93	115	131

Source: National Low Income Housing Coalition, Out of Reach, 2004: Florida

## Housing Tenure

- Between 1990 and 2000, the population of the Tampa Bay region increased 16.1% from 2,178,551 to 2,529,210.
- Since 2000, BEBR estimates that the region's population increased 3.9% to 2,628,441.
- Between 1990 and 2000, the total number of housing units increased 11.8% or 129,089 units. During this period, the number of occupied housing units increased 16.1% from 918,241 to 1,066,351. This increase was offset an 11.1% decrease in the number of vacant units, from 172,050 to 153,029.
- In terms of housing tenure, owner-occupied units increased 18.7% while renter-occupied units increased 10.5%.
- The ratio of owner- to renter-occupied units remained stable at 70.3%/29.7% in 2000 compared to 68.8%/31.2% in 1990.
- Between 1990 and 2000, the average household size throughout the region remained virtually unchanged:
  - Owner-occupied
    - 1990 - 2.36
    - 2000 - 2.35
  - Renter-occupied
    - 1990 - 2.29
    - 2000 - 2.26
- Between Fiscal Years 1995/96 and 2001/02, the number of mobile home tags sold in the region declined 9.4% from 135,260 to 122,561.

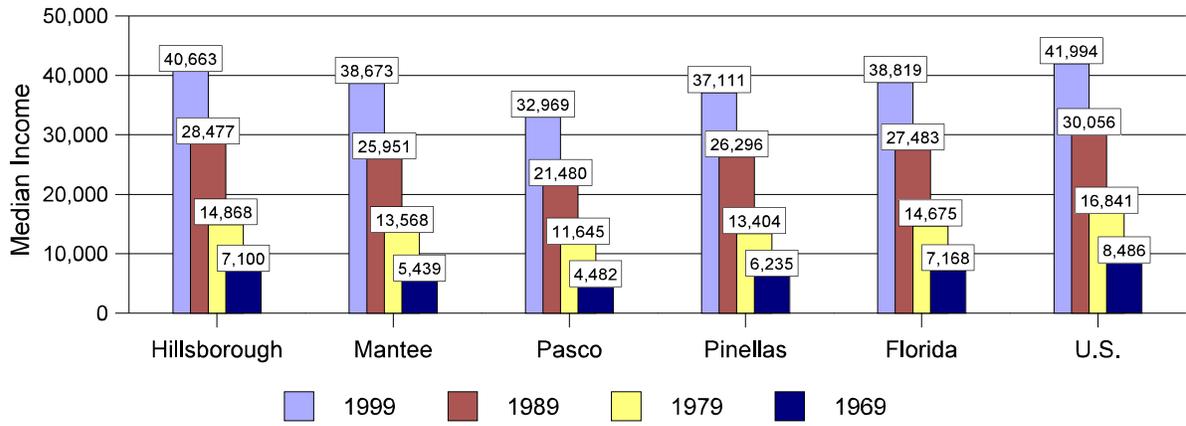


## Median Income

- Between 1969 and 1979, the percentage increase in the region's median income exceeded that of both Florida and the United States.
- Between 1979 to 1989, the region again exceeded the percentage increase of the United States. With the exception of Pasco County, the region again exceeded the percentage increase of that of Florida.
- 1989 to 1999 saw a shift from the preceding 20 years. While the region's median household income continued to increase, with the exception of Pasco County, it did so at a slower rate than either Florida or the United States.
- In terms of actual dollars, the median income in Manatee, Pasco, and Pinellas Counties was less than that of Florida for the 1969, 1979, 1989, and 1999 Census.
- In terms of actual dollars, for all four Censuses, the region's median household income was less than that of the United States.
- It could be argued that there are two reasons for this decline: The increase in employment in those sectors with the lowest pay scale; and the slow growth in those sectors which generally have a higher pay scale.
- While less than the national median income, between 1990 and 2000 the increase in the region's median income, expressed as a percentage, exceeded that of the United States and was equal to or greater than that of Florida.

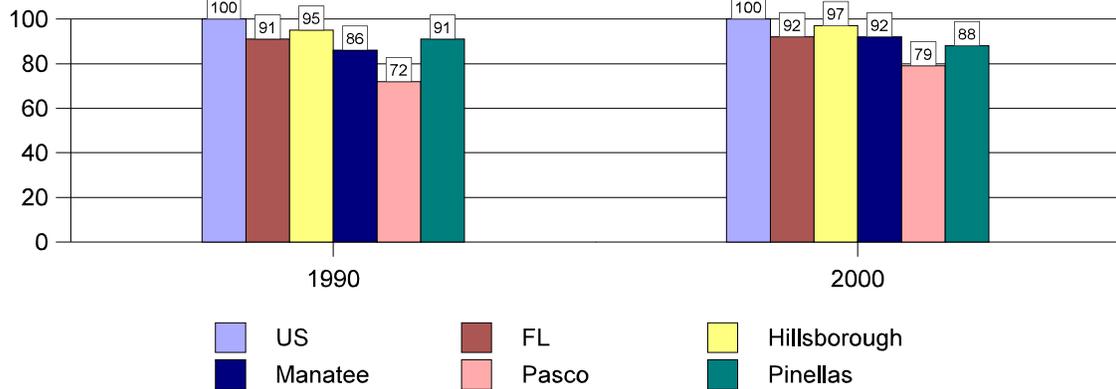
## Change in Median Household Income: 1969 - 1999

Source: Census Bureau



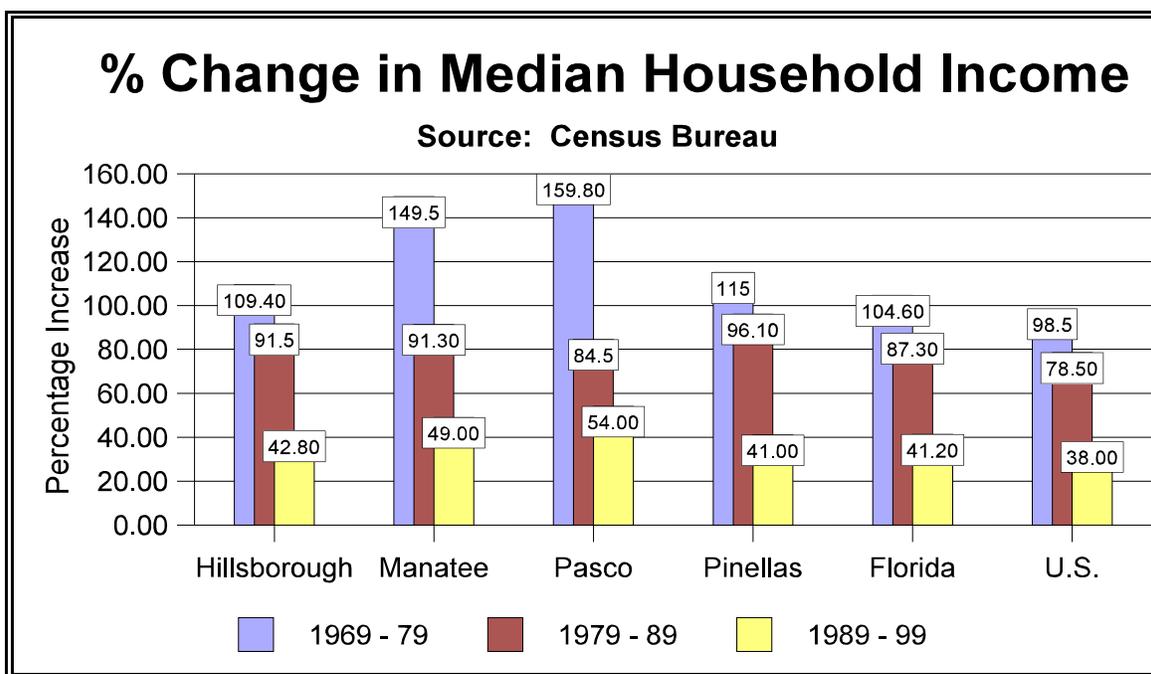
## Indexing of Median Income (US = 100)

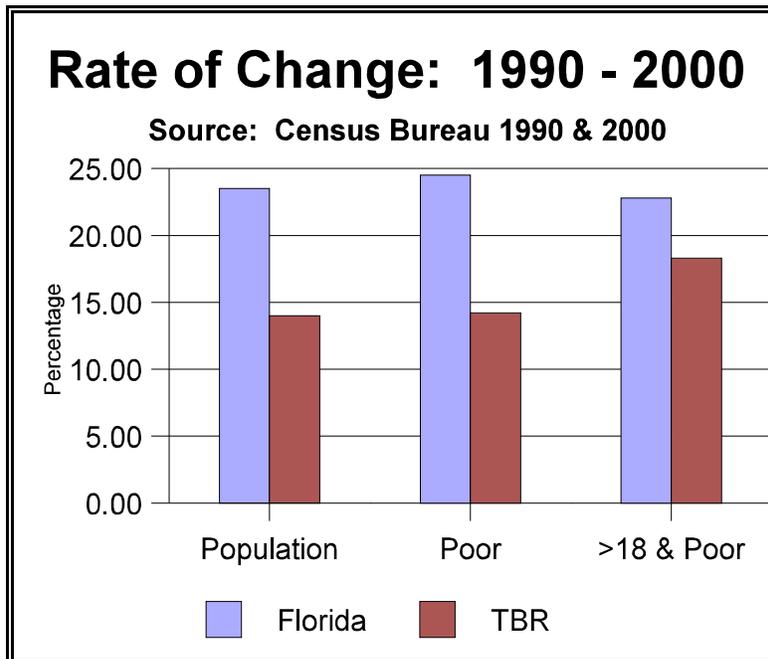
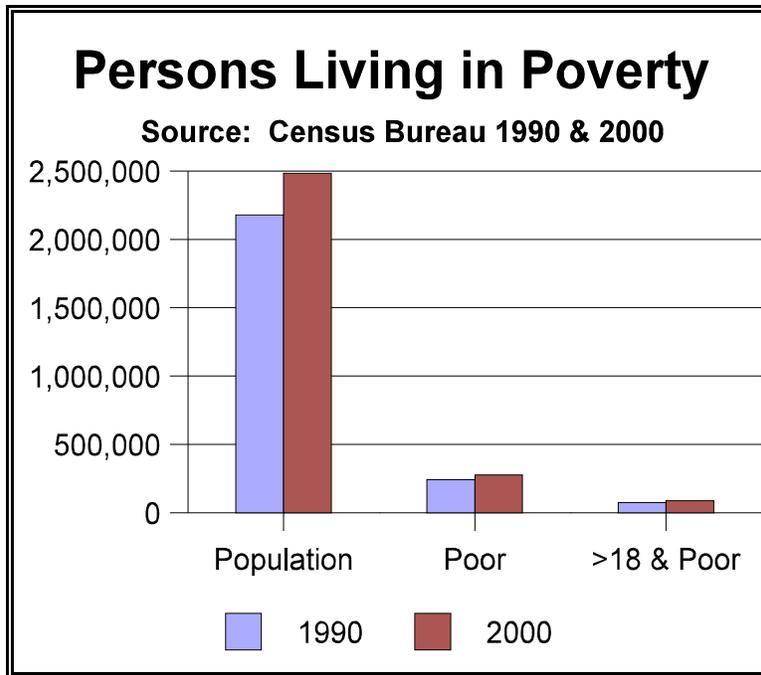
Source: Census Bureau



## Poverty

- For the period 1990 to 2000 the Census reported that number of individuals identified as poor in the region increased while the rate remained 11.1% of the total population.
- While the percentage of poor remained constant, it increased at a higher rate then that of the total population - 14.2% versus 14.0%. Statewide the number of persons identified as living in poverty increased at a faster rate then that of the general population.
- For the region the most disturbing factor noted was the increase in the growth of children identified as poor which increased 18.3%. Statewide Unlike the region, those children under 18 and living in poverty increased at a slower rate then either the general population or total number of persons living in poverty.
- The percentage of children under 18 and living in poverty increased in the region from 30.8% to 31.9% while statewide it decreased from 31.9% to 31.4%.





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# SRPP INDICATORS: ECONOMIC DEVELOPMENT

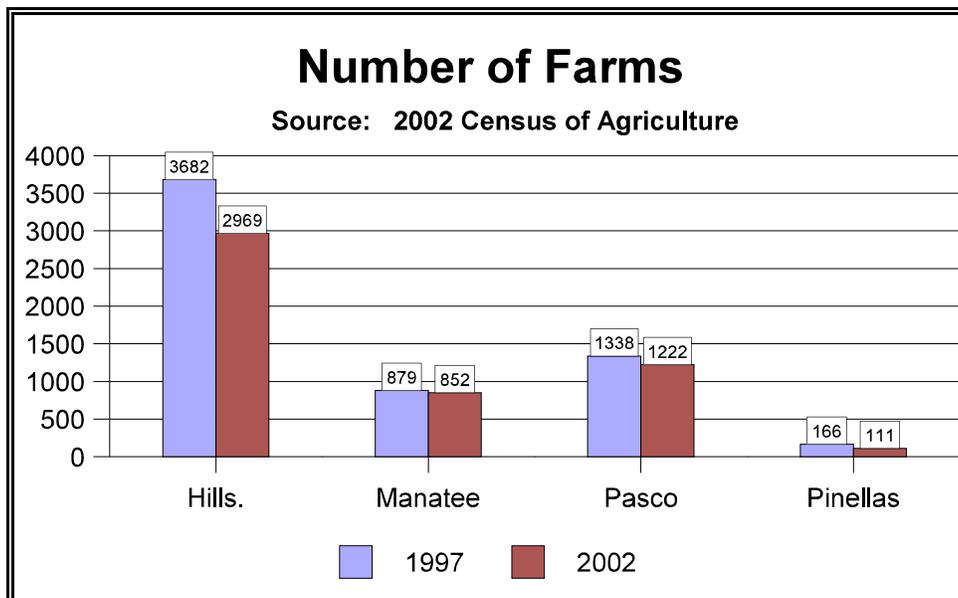
## *Indicators:*

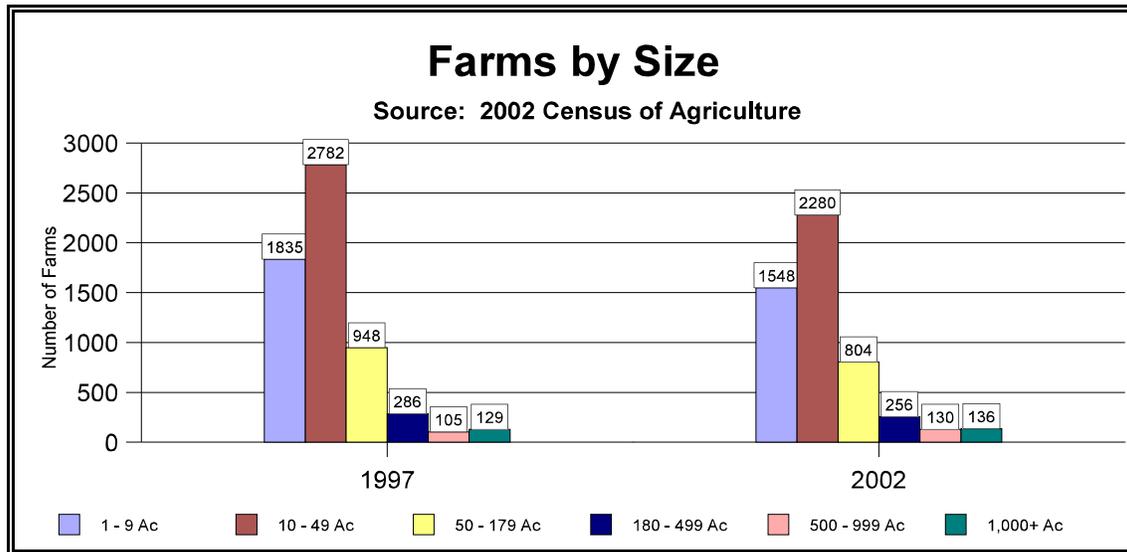
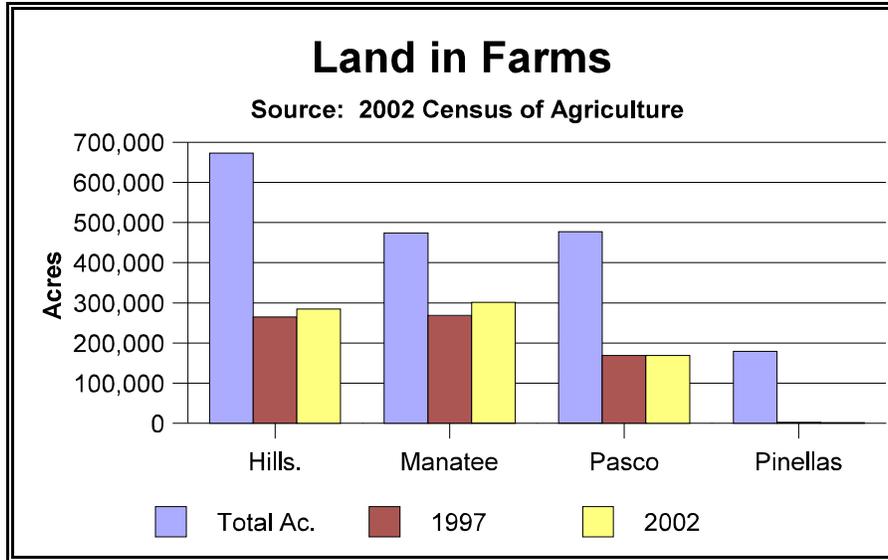
- Agriculture
- Education
- Education Attainment
- Employment
- Land Use Assessed Value
- Public Health
- Secondary School Enrollment & Degrees Conferred
- Tourism
- Unemployment



## Agriculture

- According to the 2002 Census of Agriculture, for the period of 1997 to 2002, agriculture remains a viable sector of the region's economy.
- The number of farms in the Tampa Bay region decreased by 931 (15.3%) to 5,154.
- The amount of land in farms increased by 51,197 acres (7.3%) to 756,446 acres or 42% of the region's land area.
- The average size of farms increased by 16.0 acres (12.2%) to 147.5 acres.
- The estimated average market value of land and buildings per farm increased by \$111,361 (25.0%) to \$618,727.
- The estimated average market value of land and buildings per acre increased by \$3,959 (55.9%) to \$11,037.
- The estimated market value of agricultural goods sold increased by \$62,462,000 (9.0%) to \$753,072,000.
- The estimated average market value of agricultural products sold by farm increased by \$21,271 (16.9%) to \$146,977.
- Regionally, 74.2% of farms average 49 acres or less in size.





Land in Farms 1997 and 2002 ( 2002 Census of Agriculture)					
County	Total Land Area (acres)	1997		2002	
		Acres	Percentage	Acres	Percentage
Hillsborough	672,640	264,631	39.3%	284,910	42.4%
Manatee	474,240	268,882	56.7%	301,231	63.5%
Pasco	476,800	168,917	35.4%	168,716	35.4%
Pinellas	179,200	2,819	1.6%	1,589	.9%
Region	1,802,880	679,329	37.7%	756,446	42.0%

<b>Market Value of Selected Agricultural Products Sold (\$1,000) (2002 Census of Agriculture)</b>			
<b>Products</b>	<b>1997</b>	<b>2002</b>	<b>% Change</b>
Vegetables	\$176,461	\$232,473	31.7%
Fruit	\$194,107	\$208,053	7.2%
Nursery/Greenhouse	\$140,220	\$167,334	19.3%
Livestock/Poultry	\$154,896	\$130,066	-16.0%
Total Market Value	\$665,684	\$737,926	10.9%

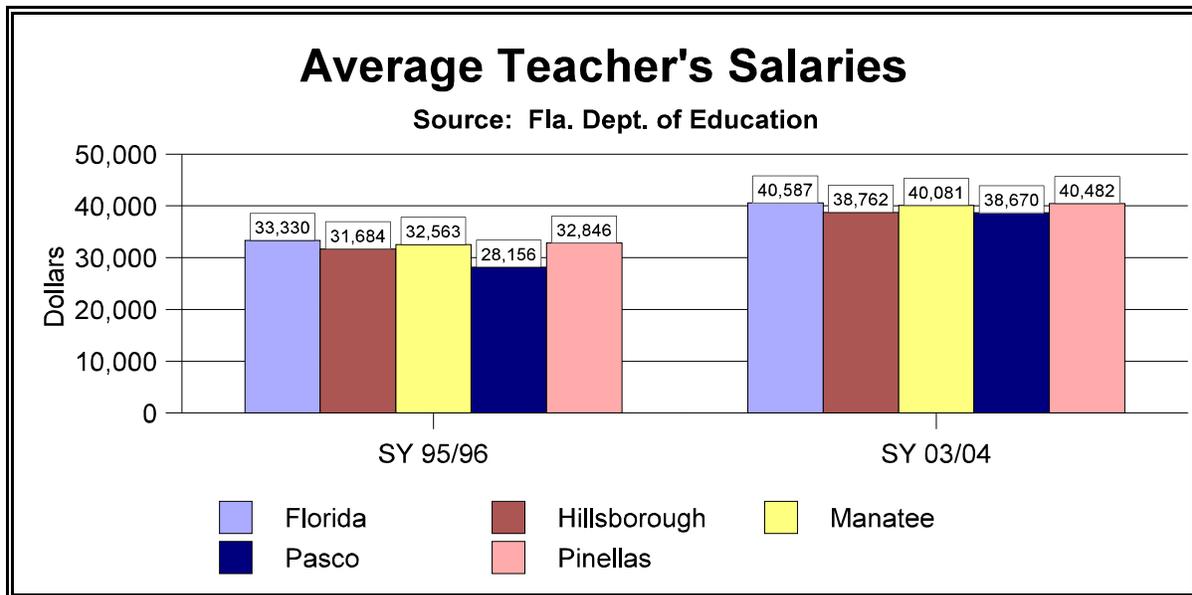
<b>Total Sales (2002 Census of Agriculture)</b>			
<b>Factor</b>	<b>1997</b>	<b>2002</b>	<b>% Change</b>
# of Farms	6,085	5,154	-15.3%
Total Sales (\$1,000)	\$690,610	\$753,072	9.0%
Average per Farm (\$)	\$125,709	\$146,980	16.9%

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## Education

- Between School Year (SY) 1993/94 and 2003/04, the number of school age children increased 32.5% from 297,278 to 393,973. 32.5%.
- BEBR estimates that the number of school age children in the region will increase to 528,624 in 2010 and 593,658 by 2020.
- Between SY 1995/96 and 2003/04, the number of elementary, secondary, and exceptional teachers increased 16.9% from 3,185 to 22,075. The specific breakdown is as follows: Elementary - 973 (11.7%) to 9,321; Secondary - 1,618 (23.3%) to 8,558; and Exceptional - 594 (16.5%) to 4,196.
- Between SY 1996/97 and 2004/05, the number of schools increased by 81 919.1%). The specific breakdown is as follows: Elementary - 48 (20.6%) to 281; Middle - 16 (24.2%) to 82; and High School - 17 (39.5%) to 60.
- Between SY 1995/96 and 2003/04, the average teacher salary increased by 26.1% from \$8,187 to \$39,499. In comparison, the statewide teacher salary in SY 2003/04 was \$40,587.
- Between SY 1995/96 and 2003/04, the student/teacher ratio decreased from 1:21.4 to 1:17.1 which is better than the statewide decrease from 1:22.2 to 1:17.96.
- Between SY 1997/98 and 2002/03, the high school dropout rate decreased from 3.8% to 3.1%, which is similar to the statewide decrease from 3.9% to 3.1%.
- Between SY 1997/98 and 2002/03, the high school graduation rate increased from 68.9% to 73.4%. Statewide graduation rate decreased from 71.9% to 69.0%.
- Between SY 1997/98 and 2002/03, the average ACT score declined from 21.4 to 20.9. This is higher than the statewide average of 20.3 and national average of 20.8.
- Between SY 1997/98 and 2002/03, the average SAT score declined from 1020 to 1007. This is higher than the statewide average of 992 but less than the national average which increased to 1023.
- A review of the Florida School Indicators Report for school year 2002 - 03 revealed no clear correlation between:
  - The percentage of children receiving free/reduced lunches and academic achievement.
  - The percentage of children receiving free/reduced lunches and those with limited English speaking abilities;

- Dropout and graduation rates and ACT and SAT scores; and
  - Expenditures/FTE and academic achievement.
- Regionally, there was an across the board decrease in the percentage of students scoring three or higher on the reading portion of the FCAT between fifth and tenth grades. Similarly, there is an across the board increase in the percentage of students scoring three or higher on the math portion of the FCAT between fifth and tenth grades.
  - Between 2000 and 2003, the number of schools graded as A/B increased from 97 A and 46 B to 193 A and 101 B; graded C and D declined from 184 C and 26 D to 76 C and 12 D; and graded F increased from 0 to 3.



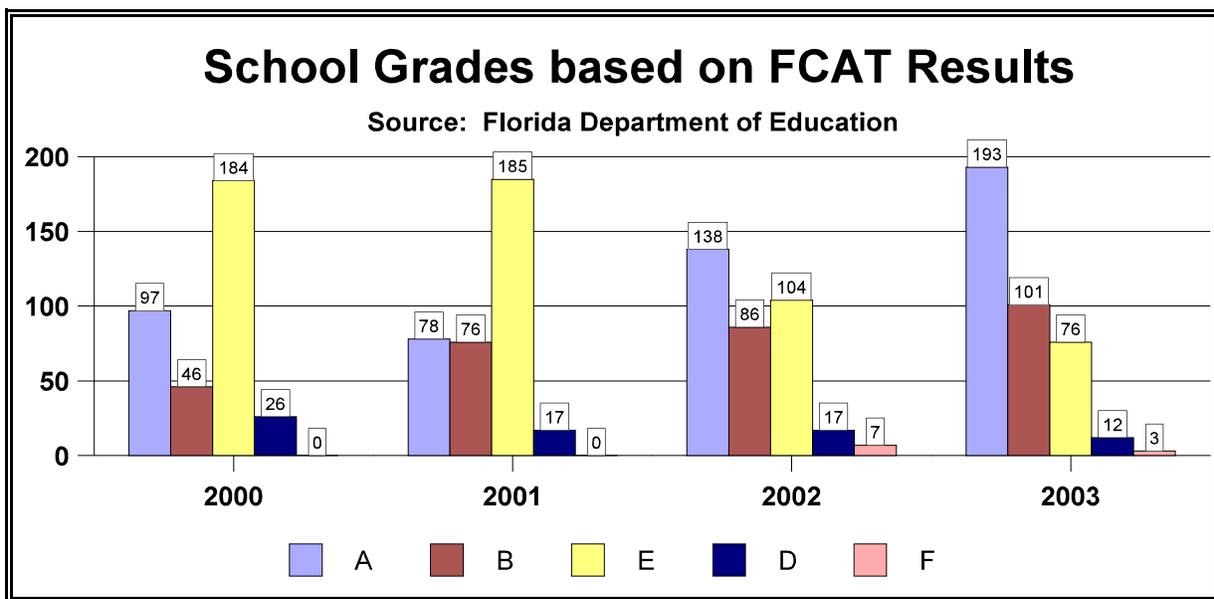
<b>Student/Teacher Ratio</b>		
County	SY 1995/96	SY 2002/03
Hillsborough	1:20.49	1:16.62
Manatee	1:21.98	1:17.56
Pasco	1:21.81	1:17.43
Pinellas	1:21.37	1:16.88
Florida	1:22.21	1:17.96
Source: Florida Department of Education		

<b>Number of Students/Number of Schools</b>						
County	Students			Schools		
	SY 1995/96	SY 2002/03	Change	SY 1995/96	SY 2002/03	Change
Hillsborough	140,067	175,343	25.2%	186	252	35.5%
Manatee	30,931	39,136	26.5%	68	78	5.9%
Pasco	40,603	54,960	35.4%	52	82	57.7%
Pinellas	102,548	114,760	11.9%	147	174	18.4%
Source: Florida Department of Education						

<b>Results - Florida School Indicators Report: 2002 - 03</b>				
Factors	Hillsborough	Manatee	Pasco	Pinellas
# Students	171,249	37,345	54,027	110,051
Expenditures/FTE	\$5,757	\$5,610	\$5,536	\$6,165
Receiving free/ reduce cost lunches	39%	33%	36%	31%
Limited English	9%	6%	3%	2%
Graduation rate	75.8%	73.8%	74.9%	69.0%
Drop out rate	2.6%	1.8%	3.3%	4.5%
ACT scores	20.7	20.9	20.9	21.1
SAT scores	1,003	1,005	992	1,026

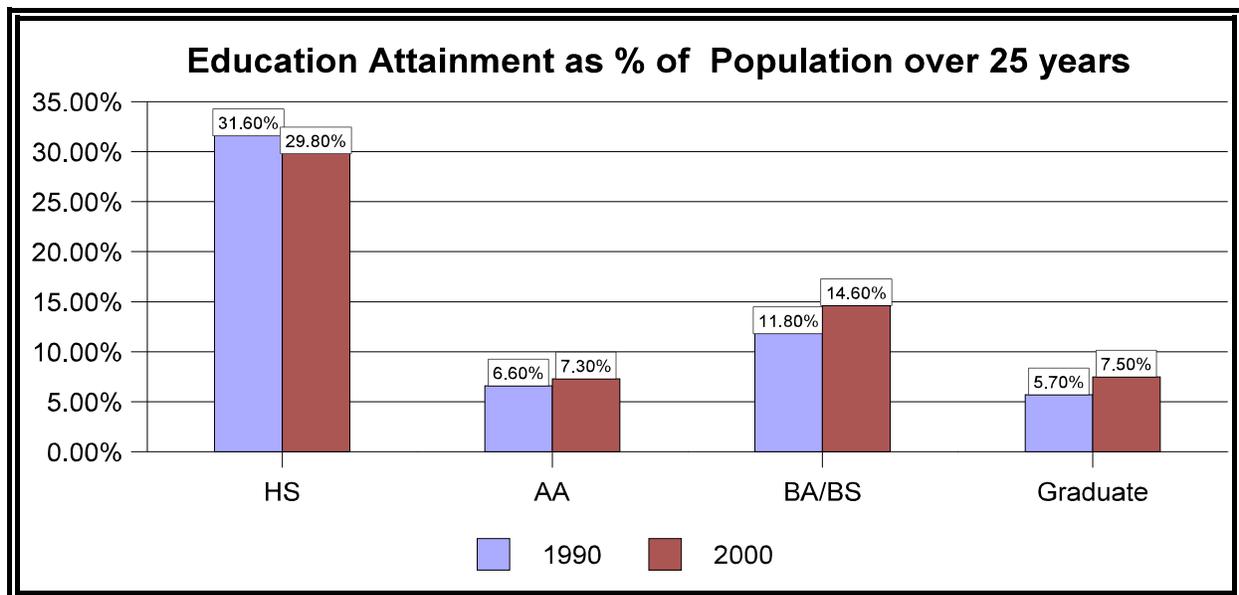
2003 FCAT (% scoring 3 or above)*								
Grade	Hillsborough		Manatee		Pasco		Pinellas	
	Reading	Math	Reading	Math	Reading	Math	Reading	Math
5th	56	51	59	49	57	46	60	49
8th	51	62	49	57	49	55	54	59
10th	36	65	33	61	38	67	41	67

\* Students scoring 3 or higher are considered on grade level, proficient, or advanced.



## Education Attainment of Population 25 years and over

- Between 1990 and 2000, the number of persons 25 years and over with either a high school, AA, bachelors, or graduate/professional degree increased by 22.6% to 1,058,331. Numerically, the largest increase was with those individuals with a bachelors degree at 261,040. By percentage, the largest increase was with those individuals with a graduate/professional degree at 49.0%.
- While increasing in terms of real numbers, the percentage of individuals with a high school degree decreased as a percentage of those individuals 25 years and over.
- Pasco County was the only county to show an increase in the percentage of population with a high school degree.
- Hillsborough County had the highest percentage of the 25 and over population with either a bachelors or graduate/professional degree.

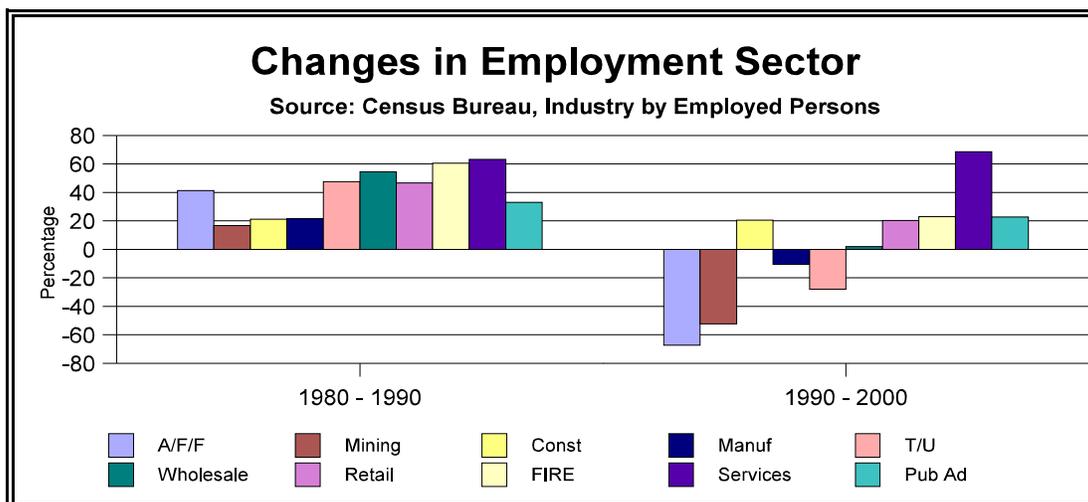


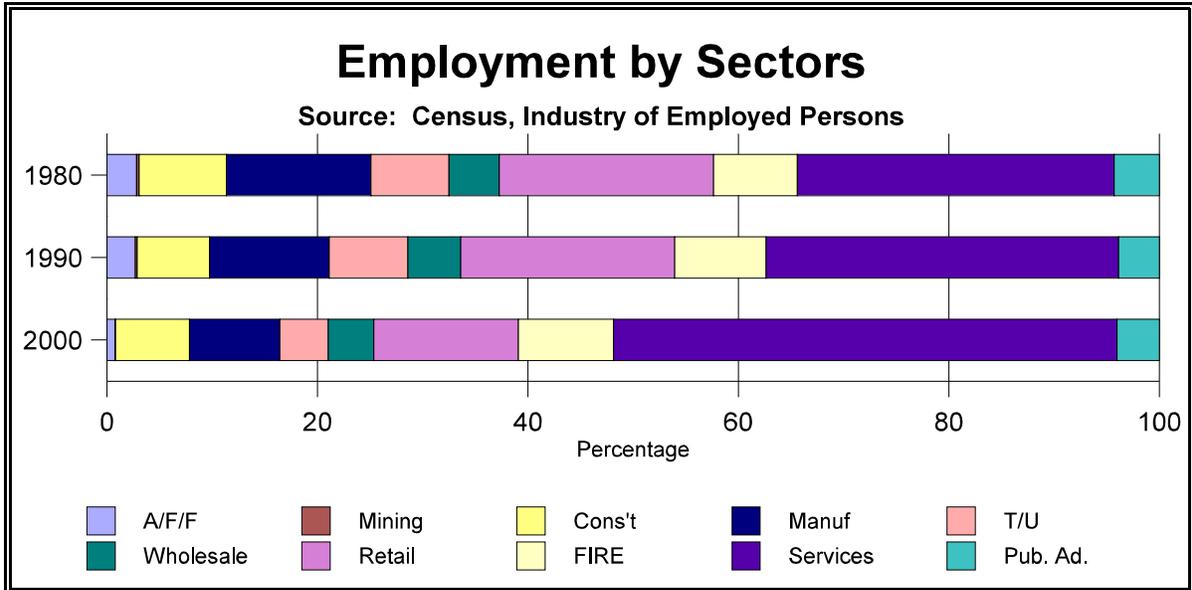
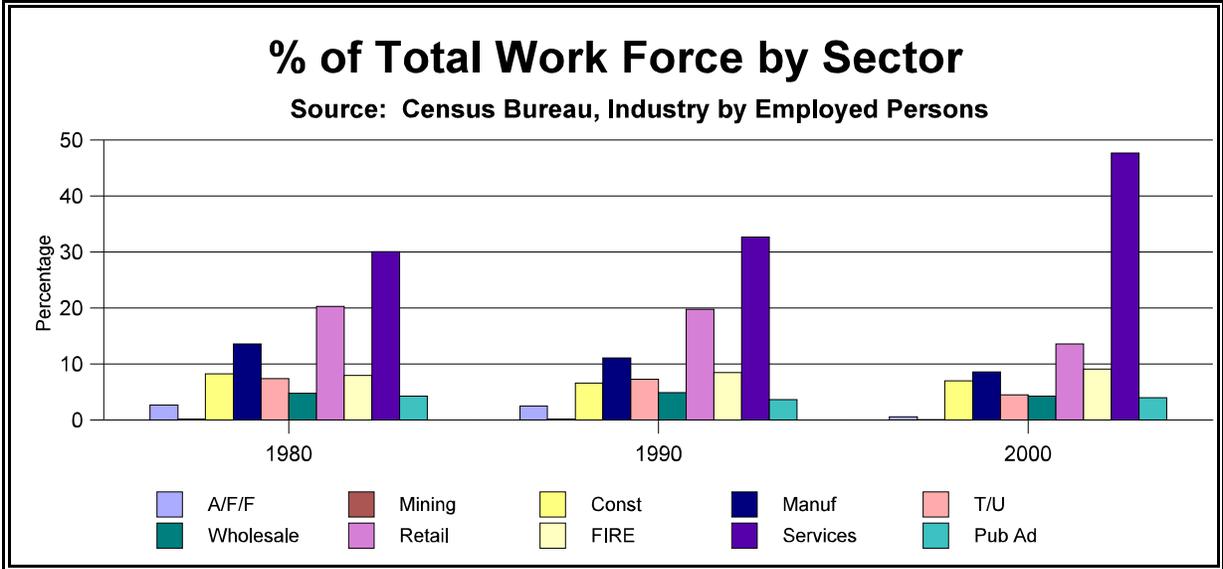
<b>Number of Degrees for Population 25 years and over</b>				
<b>Degree</b>	<b>County</b>			
	<b>Hillsborough</b>	<b>Manatee</b>	<b>Pasco</b>	<b>Pinellas</b>
<b>1990</b>				
<b>HS</b>	156,984	54,207	76,418	201,917
<b>AA</b>	39,116	9,445	10,623	43,485
<b>BA/BS</b>	74,497	15,831	12,842	79,438
<b>Graduate</b>	35,573	8,347	6,406	38,367
<b>2000</b>				
<b>HS</b>	174,283	61,485	93,918	203,495
<b>AA</b>	50,240	11,693	16,449	51,817
<b>BA/BS</b>	109,058	26,077	22,581	103,324
<b>Graduate</b>	55,051	8,347	6,406	38,367

<b>Percentage of Population 25 years and over with Degrees</b>				
<b>County</b>				
<b>Degree</b>	<b>Hills.</b>	<b>Manatee</b>	<b>Pasco</b>	<b>Pinellas</b>
<b>1990</b>				
<b>HS</b>	28.9%	34.8%	36.0%	31.7%
<b>AA</b>	7.2%	6.1%	5.0%	6.8%
<b>BA/BS</b>	13.7%	10.2%	6.1%	12.5%
<b>Graduate</b>	6.6%	5.4%	3.0%	6.0%
<b>2000</b>				
<b>HS</b>	26.7%	31.9%	36.8%	29.7%
<b>AA</b>	7.7%	6.1%	6.4%	7.6%
<b>BA/BS</b>	16.7%	13.5%	8.8%	15.1%
<b>Graduate</b>	8.4%	7.3%	4.3%	7.9%

## Employment

- Between 1980 and 2000, the rate of growth in number of employed persons in the Tampa Bay region was 73.5%. This exceeded the overall population's increase of 47.5%.
- Between 1980 and 1990, the number of jobs increased 46.9% between 1980 and 1990 from 667,118 to 979,694 and 18.1% between 1990 and 2000 to a total of 1,157,349 jobs.
- Between 1980 and 1990, all employment sectors experienced positive growth. The largest increases, both numerically and by percentage, occurred in Services (63.2%) and Finance/Insurance/Real Estate (60.4%). The smallest increase occurred in the Mining sector (16.8%).
- Between 1990 to 2000 a dramatic shift occurred in the distribution of employment throughout the region.
- Five of the 10 employment sectors recorded a decline: Agriculture/Forestry/Fishing (-67.4%), Mining (-52.4%), Transportation/Utility (-27.4%), Retail (-20.2%), and Manufacturing (-10.7%).
- The largest increases occurred in the Services (68.7%) and Finance/Insurance/Real Estate (23.0%) sectors. In addition, the Public Administration sector recorded an increase of 22.7%.
- Forecasting the employment share to the year 2015 shows a shrinking of the retail and manufacturing sectors and continuing growth in service-based employment.
- According to BEBR's Florida Long-Term Economic Forecast 2002, the number of employed persons would increase to 1,437,485 in 2010 and 1,517,511 in 2015.





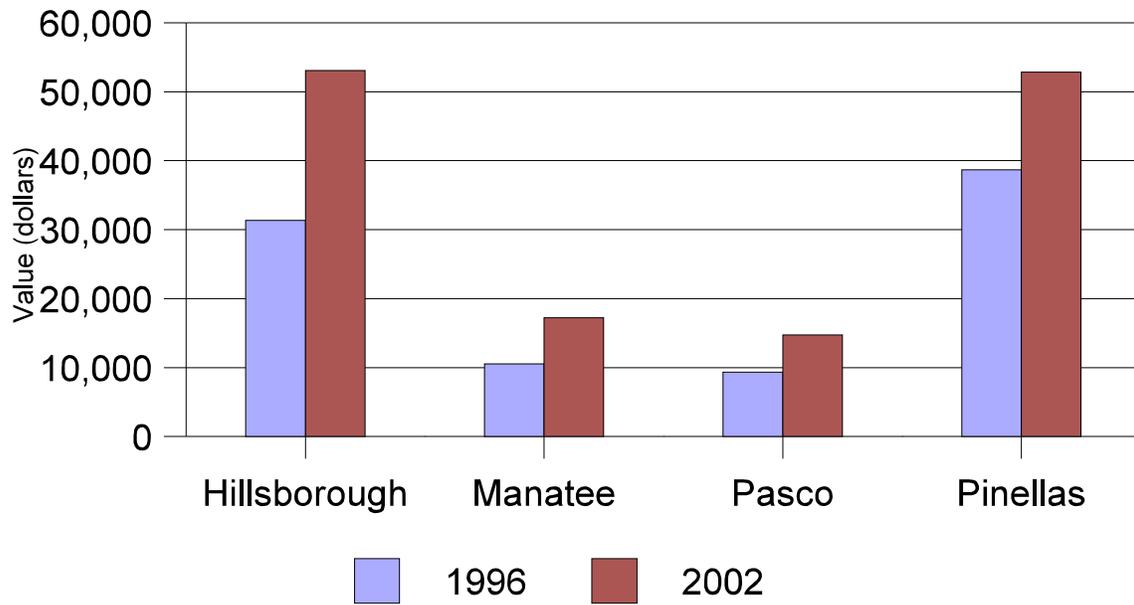
## Land Use Assessed Values

- Between 1996 and 2002, the total assessed values for selected land uses in the region increased by 53.4% to \$137,913,980,000.
- The assessed values increased as follows: Residential - 54.8%; Commercial - 51.8%; Industrial - 48.9%; Agricultural - 19.6%; Institutional - 47.7%; and Miscellaneous - 53.6%.
- The percentage distribution between the selected land uses remained virtually unchanged between 1996 and 2002

<b>Comparison of Land Use Assessed Value (in millions)</b>			
Land Use	1996	2002	Change
Residential	\$60,764.04 67.6%	\$94,063.10 68.2%	54.8%
Commercial	\$13,403.73 14.9%	\$20,350.67 14.8%	51.8%
Industrial	\$3,464.04 3.9%	\$5,158.78 3.7%	48.9%
Agricultural	\$894.62 1.0%	\$1,070.08 .8%	19.6%
Institutional	\$3,403.84 3.8%	\$5,027.46 3.6%	47.7%
Miscellaneous	\$7,972.78 8.9%	\$12,243.89 8.9%	53.6%
Total	\$89,903.05	\$137,913.98	53.4%
Source: BEBR, <u>Florida Statistical Abstract</u>			

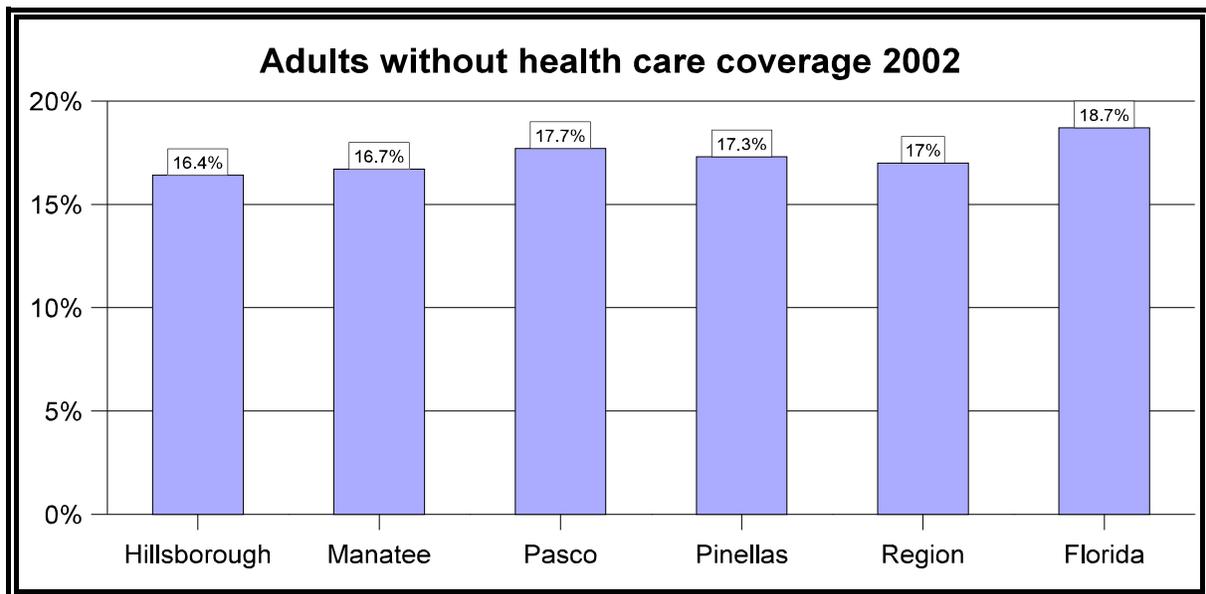
# Land Use Assessed Values (millions)

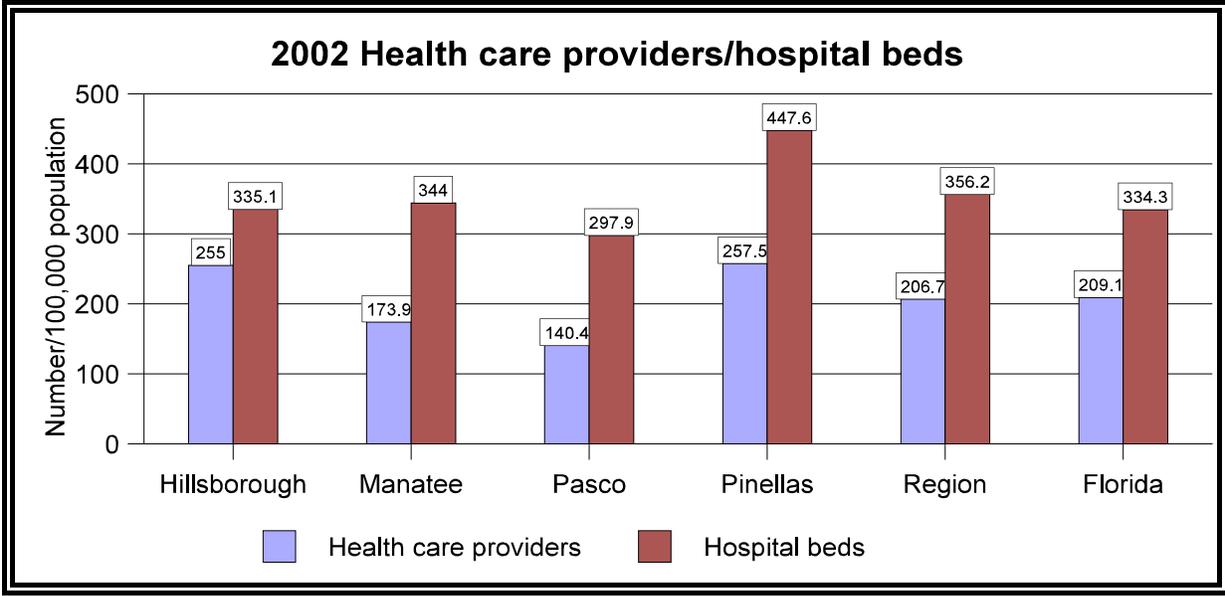
Source: BEBR Florida Statistical Abstract



## Public Health

- According to the Florida Department of Health, in 2002 17% of the region's adults had no health care coverage compared to 18.7% for the state.
- In 2002, the region had fewer health care providers per 100,000 than the state. Pasco County had the fewest health care providers per 100,000.
- In 2002, the region had more hospital beds per 100,000 than the state.
- The percentage of low birth weight babies <2,500g for the three year average periods of 2000 - 02 and 2001-03 were higher for the region than the state. For low birth weight babies <1,500g the percentages were equal.
- The percentage of mothers who received either late or no prenatal care for the three year period of 2001 - 03 was greater than the state's. For the period of 2000 - 02, the region's percentage was slightly below that of the state.
- The percentage of births/1,000 births to mothers 10 - 14 for the three year average periods of 2000 - 02 and 2001 - 03 was higher for the region than the state.
- The percentage of births/1,000 births to mothers 15 - 19 for the same periods was significantly higher in the region than the state.





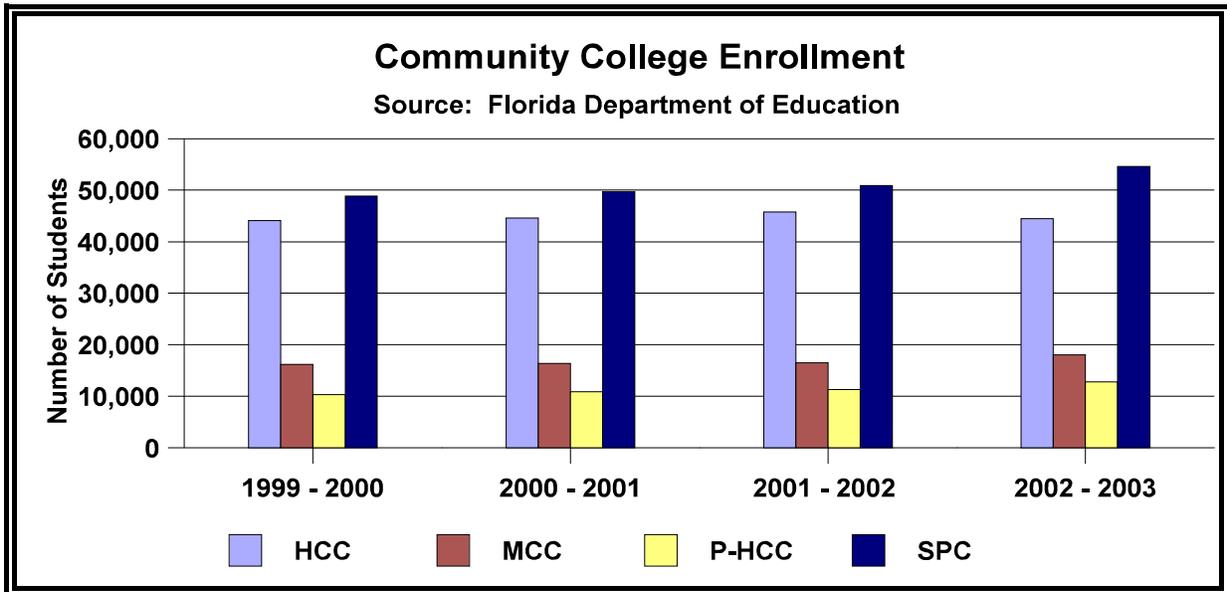
	Late or No Prenatal Care		Low Birth Weight			
			<1,500g		<2,500g	
	2000 - 02	2001 - 03	2000 - 02	2001 - 03	2000 - 02	2001 - 03
Hillsborough	2.2%	2.1%	1.6%	1.8%	8.4%	8.5%
Manatee	5.3%	5.5%	1.4%	1.5%	7.8%	8.1%
Pasco	2.1%	2.0%	1.4%	1.3%	7.8%	7.8%
Pinellas	3.2%	3.2%	1.6%	1.6%	8.0%	8.9%
Region	3.2%	3.2%	1.5%	1.6%	8.0%	8.1%
Florida	3.3%	3.0%	1.6%	1.6%	8.2%	8.4%

	Total Births (3 year average)		Births to Teen Mothers			
			10 - 14/1,000 births		15 - 19/1,000 births	
	2000 - 02	2001 - 03	2000 - 02	2001 - 03	2000 - 02	2001 - 03
Hillsborough	14,872	15,083	1.2%	1.0%	54.1%	50.6%
Manatee	3,272	3,306	1.4%	1.5%	66.7%	64.8%
Pasco	3,830	3,924	.7%	.3%	51.3%	48.5%
Pinellas	9,320	9,197	.7%	.7%	43.0%	40.4%
Region	31,294	31,510	1.0%	.9%	53.8%	51.1%
Florida			.9%	.8%	47.3%	44.6%

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## Secondary School Enrollment and Degrees Conferred

- Between school years 1999/2000 and 2002/2003, the enrollment in the region’s four community colleges increased by 11,027 (9.3%) to 129,906.
- Pasco-Hernando Community College had the largest percentage increase at 23.7% and St. Petersburg College the largest numeric increase with 6,377.
- The number of AA degrees conferred increased by 657 (16.8%) to 4,565 while AS degrees increased by 29 (1.7%) to 1529.
- Between 2000 and 2004, the enrollment of the University of South Florida increased 19.1% to 42,590. During this period, the enrollment of the Tampa campus increased by 19.1% to 35,081 while the St. Petersburg increased by 33.6% to 4,625.
- The number of undergraduate and graduate degrees conferred by the University of South Florida continued to increase. The largest percentage increase occurred in the number of doctorate degrees conferred increasing by 44.4%.
- Between 2000 and 2004, the percentage of USF undergraduate students increased by 6,634 (25.7%) and graduate students by 1,467 (24.9%). In terms of student distribution, the percentage of undergraduates increased to 76.2% in 2004 up from 71.9% in 2000. The number of graduate students increased slightly to 17.3% in 2004 up from 16.4% in 2000.



Degrees Conferred by Community College								
Comm College	1999 - 2000		2000 - 2001		2001 - 2002		2002 - 2003	
	AA	AS	AA	AS	AA	AS	AA	AS
HCC	1,145	394	1,280	415	1,542	481	1,566	432
MCC	653	232	717	223	651	212	799	231
P-HCC	394	210	379	196	434	196	457	239
SPC	1,716	668	1,691	628	1,725	579	1,743	627
<b>Total</b>	3,908	1,504	4,067	1,462	4,352	1,468	4,565	1,529

Source: Florida Department of Education

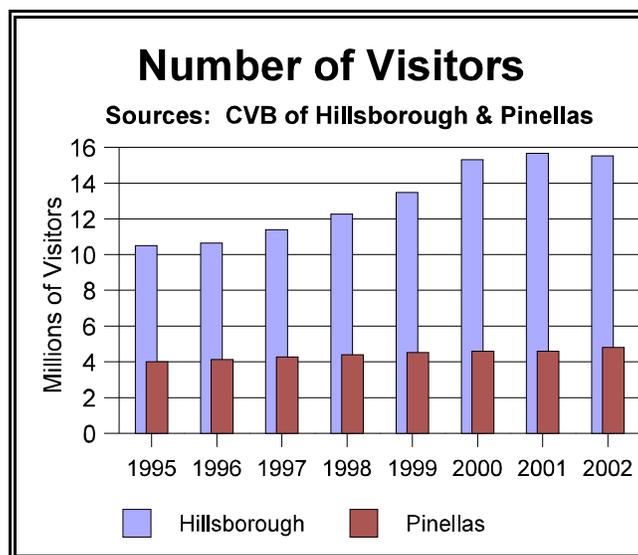
Degrees Conferred - USF					
Year	AA/AS	Bachelors	Masters	Doctorate	Professional
1999 - 2000	248	4,517	1,527	124	93
2000 - 2001	141	4,641	1,710	158	90
2001 - 2002	163	5,014	1,716	165	104
2002 - 2003	223	4,974	1,927	153	96
2003 - 2004	248	5,459	2,045	179	89

Source: USF Profiles

Private School Enrollment/Degrees Conferred			
School	School Year	Enrollment	# Degrees Conferred
Clearwater Christian College	2003 - 04	628	ND
Eckerd College	2003 - 04	1,631	329
Florida College	2003 - 04	478	ND
St. Leo University	2003 - 04	2,139	210
Stetson College of Law	2003 - 04	900	287
University of Tampa	2003 - 04	4,700	911

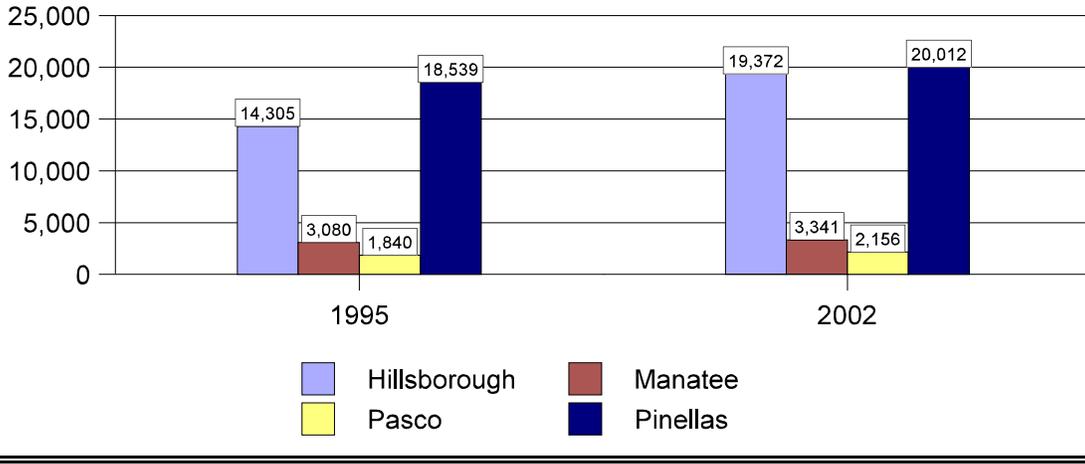
## Tourism

- Between 1995 and 2002, Pinellas County saw a consistent level of visitors to the county while Hillsborough County saw a steady increase.
- Following the events of 9/11, tourism in both counties held steady. Indications are that the number of tourists visiting the two counties increased in 2003.
- According to BEBR, between 1995 and 2002, the number of licensed hotels and motels increased 1.9% from 681 to 694.
- The number of hotel/motel rooms increased at a more dramatic rate of 18.8% from 37,764 to 44,881. The largest increase in both numbers of hotels/motels and rooms occurred in Hillsborough County.
- Both Manatee and Pinellas Counties experienced a decline in the number of hotels/motels with Pinellas County having the largest decline. Both counties saw an increase in the number of rooms.
- There are now fewer, larger hotels and motels indicating a shift from mom-and-pop hotels and motels
- Between FY 1996\5/96 and 2001/02, the attendance at 10 selected state parks and areas in the region increased 75.4% to 2,188,650.
- In recent years, beach community leaders have begun to express a concern regarding the economic impact of the loss of hotels/motels through either demolition and conversion to condominiums.



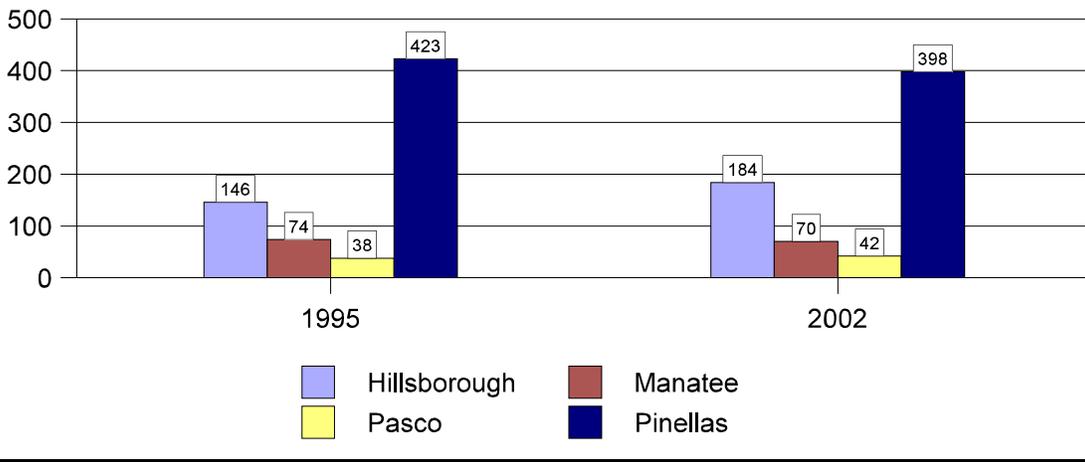
## Number of Licensed Hotel/Motel Rooms

Source: BEBR Florida Statistical Abstract



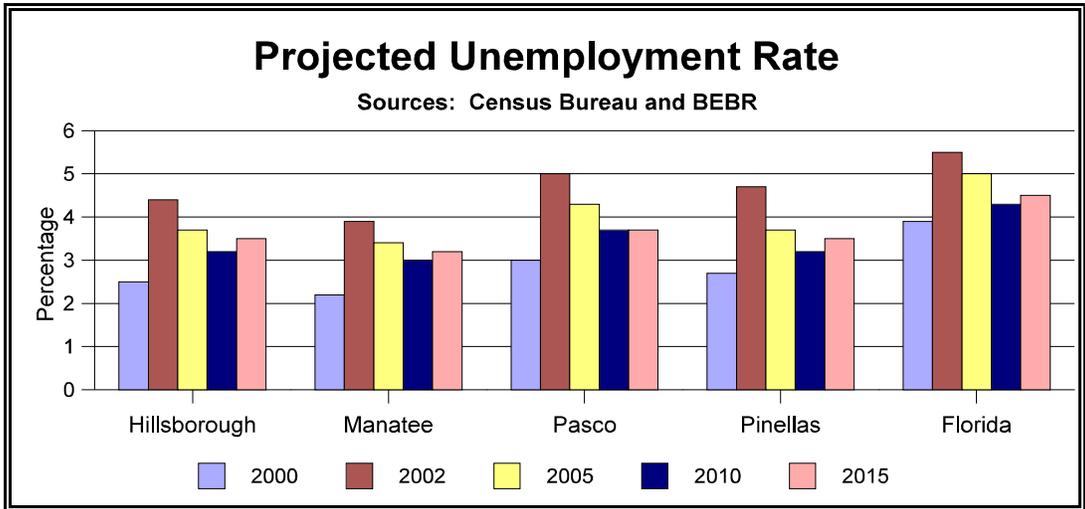
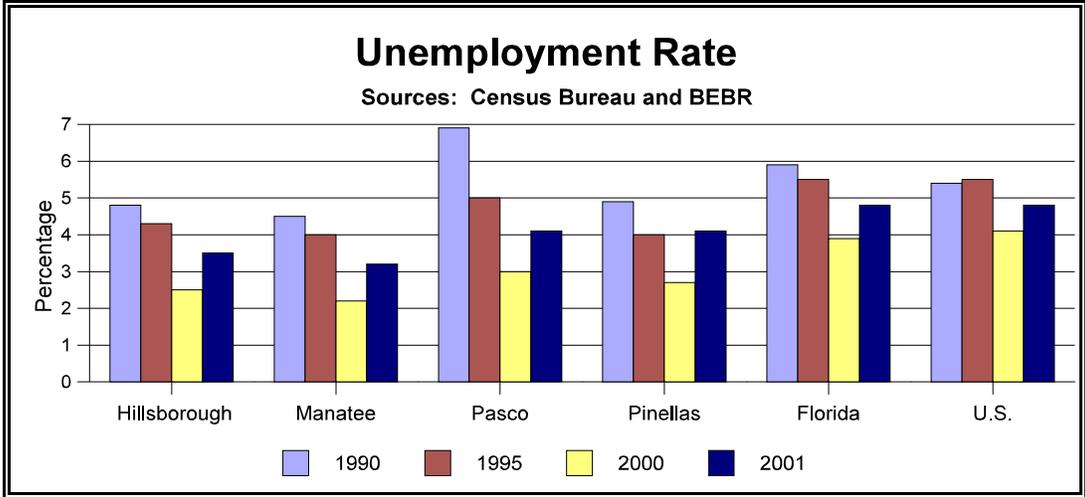
## Number of Licensed Hotels/Motels

Source: BEBR Florida Statistical Abstract



## Unemployment

- The economic growth experienced during the 1990 is reflected not only in the growth in employment and income but also in the decline in the unemployment rate.
- Between 1990 and 2000, the Tampa Bay region experienced a decline in the unemployment rate.
- From 1995 to 2001 the region's unemployment rate decreased from 4.3% to 3.75% which is lower than Florida's rate of 5.5% to 4.8% respectively.
- In 2002, the region's unemployment rate increased to 4.5% while Florida's increased to 5.5%.
- Based on BEBR projections, the region will continue to experience an unemployment rate of approximately 3.6% through 2015 which is less than that of Florida.



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# SRPP INDICATORS: EMERGENCY PREPAREDNESS

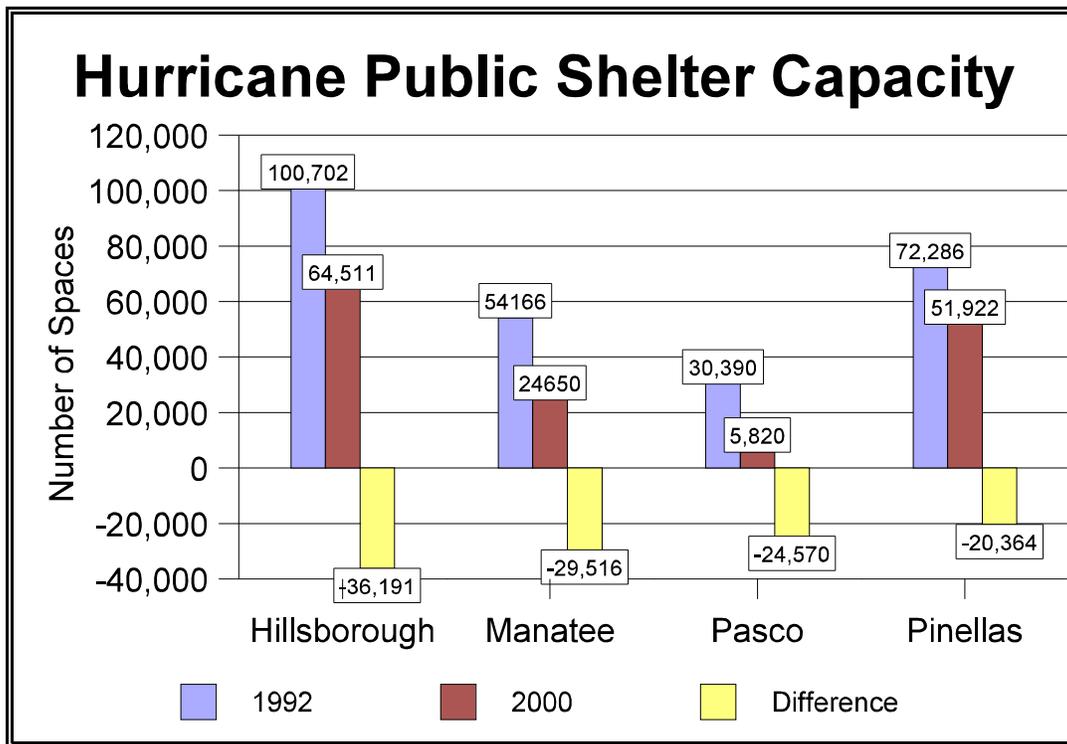
## *Indicator:*

Hurricane Sheltering/Evacuation



## Hurricane Sheltering/Evacuation

- Between 1992 and 2000, the population of the Tampa Bay region increased by 13.7% from 2,224,313 (BEBR estimate) to 2,529,197.
- During the same period, the population at risk, using low range projections increased 6.0% from 809,100 to 857,939.
- During the same period, the number of available public shelter spaces decreased 40% from 257,544 to 154,203 spaces. The reduction can be attributed to a re-evaluation by the Red Cross of its standards for what is sufficient as a public shelter. The state began applying these standards in 1998.
- The impact of the reduction is profound when it is considered that the evacuation clearance times for the five levels of storm event has increased substantially since 1992.
- An increasing population also means a corresponding increase in the population at risk. In 2005, the population at risk is projected to range from 694,578 for a Level A storm to 1,520,146 for a Level E storm.



Source: Tampa Bay Region Hurricane Evacuation Study Update 1992 and Tampa Bay Region Hurricane Evacuation Study 2000.

Hurricane Evacuation Clearance Times (in hours)								
Level of Storm	Hillsborough		Manatee		Pasco		Pinellas	
	1992	2000	1992	2000	1992	2000	1992	2000
A	11.0	17.0	9.0	11.0	10.0	9.0	11.0	17.0
B	12.0	17.5	10.0	16.0	10.0	10.5	12.0	17.5
C	13.0	19.0	11.0	16.5	11.0	14.5	14.0	19.0
D	13.0	21.5	11.0	19.0	11.0	19.5	15.0	21.5
E	15.0	21.5	11.0	19.0	12.0	19.5	16.0	21.5

Source: Tampa Bay Region Hurricane Evacuation Study Update 1992 and Tampa Bay Region Hurricane Evacuation Study 2000

Projected 2005 Population at Risk					
Level of Storm	Hillsborough	Manatee	Pasco	Pinellas	Region
A	190,046	110,463	148,365	245,704	694,578
B	252,993	129,953	168,095	354,598	905,639
C	310,432	144,277	212,508	471,788	1,139,005
D	360,706	160,599	259,611	566,733	1,347,649
E	391,686	179,436	290,863	658,161	1,520,146

Sources: Tampa Bay Region Hurricane Evacuation Study Update 1992 and Tampa Bay Region Hurricane Evacuation Study 2000

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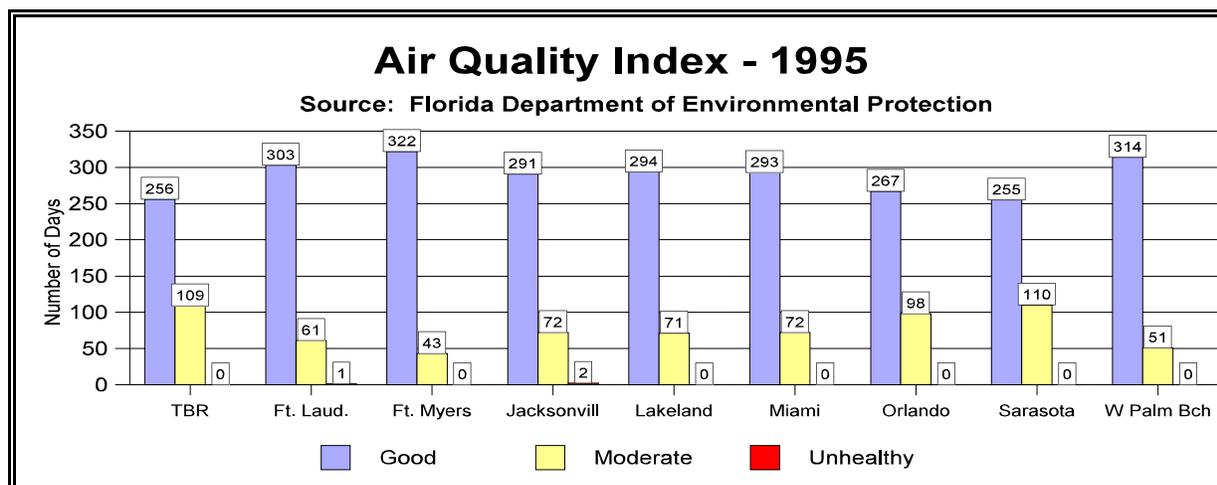
## Air Quality

- From 1995 and 1999 - 2002, the Tampa, St. Petersburg, and Bradenton areas have averaged fewer good days for air quality than other major metropolitan areas in Florida.
- Similarly, the has averaged the highest number of moderate days.
- During the same period they have reported the highest number of unhealthy for sensitive group days with 10.
- Overall, the average air quality for the region has continued to improve.
- No unhealthy air quality days during the reporting period.

<b>Air Quality - Tampa, St. Petersburg, and Bradenton Average Number of Days - 1995 and 1999 - 2002</b>					
Index	1995*	1999	2000	2001	2002
Good	256	234	235	253	306
Moderate	109	128	127	109	59
Unhealthy for Sensitive Groups	0	3	4	3	0

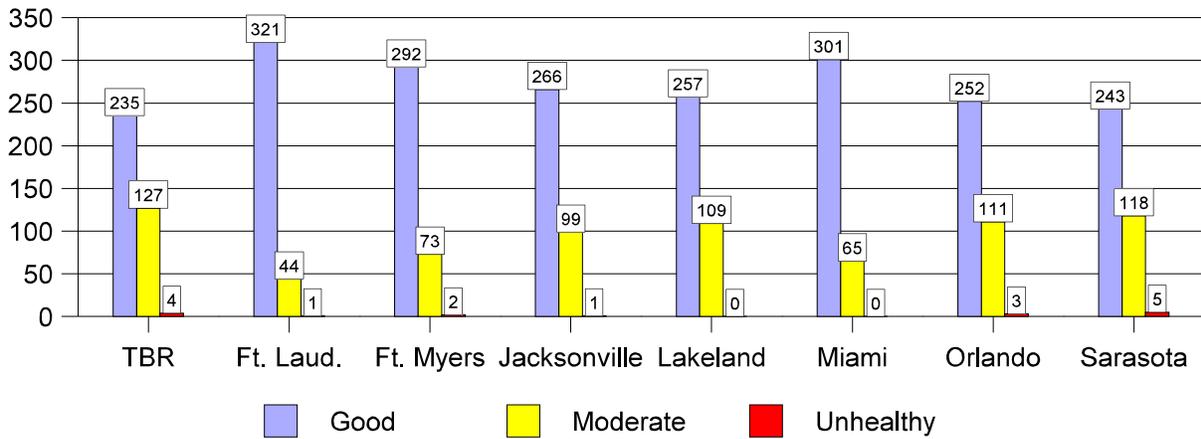
\* No data available for Bradenton in 1995

Source: Florida Department of Environmental Protection, in it's [Air Monitoring Report 1997 and 2002](#)



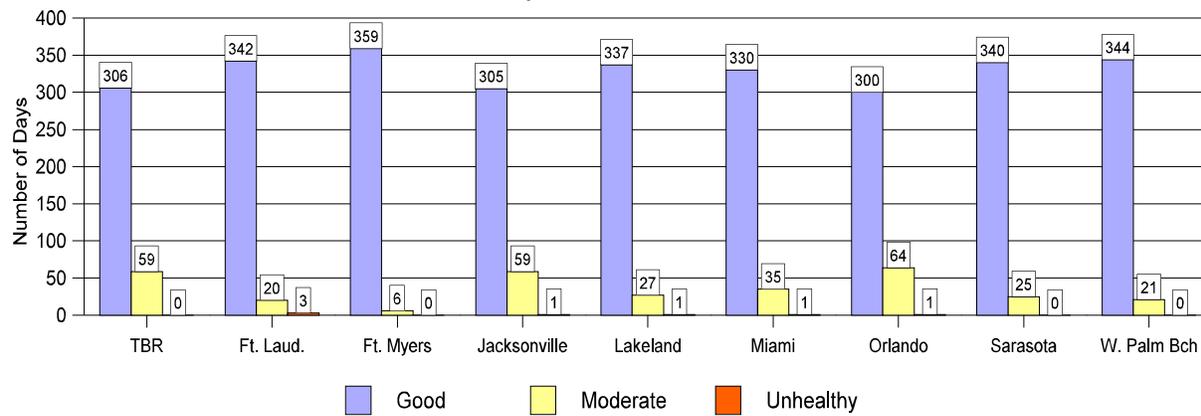
## Air Quality Index - 2000

Source: Florida Department of Environmental Protection



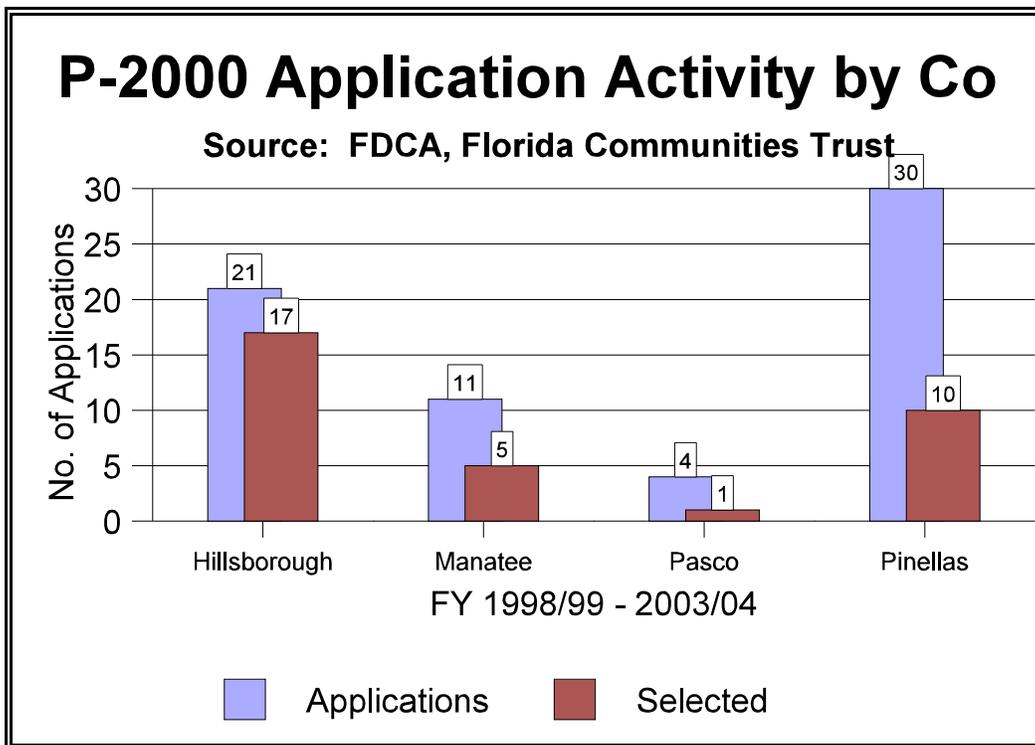
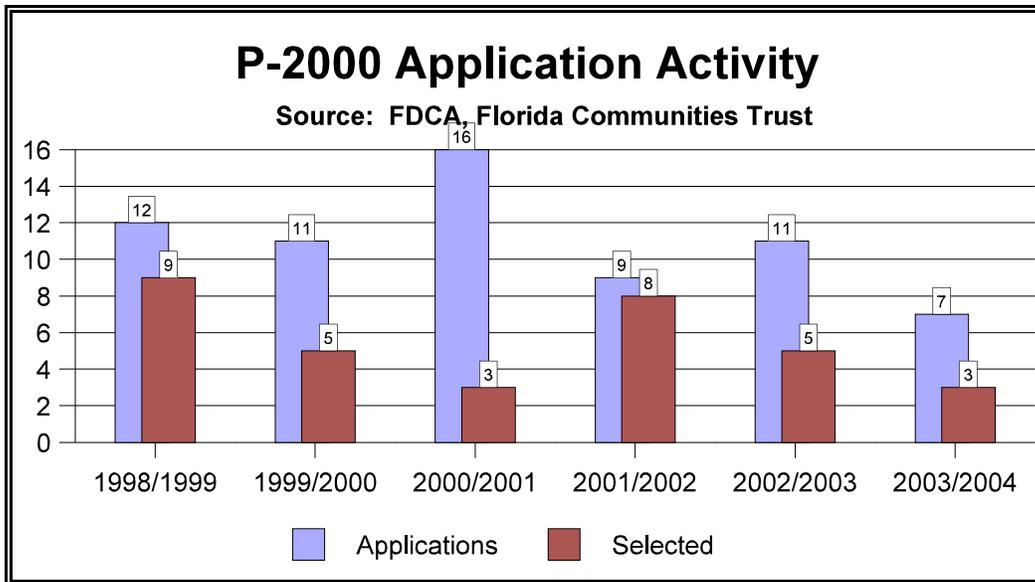
## Air Quality Index - 2002

Source: Florida Department of Environmental Protection



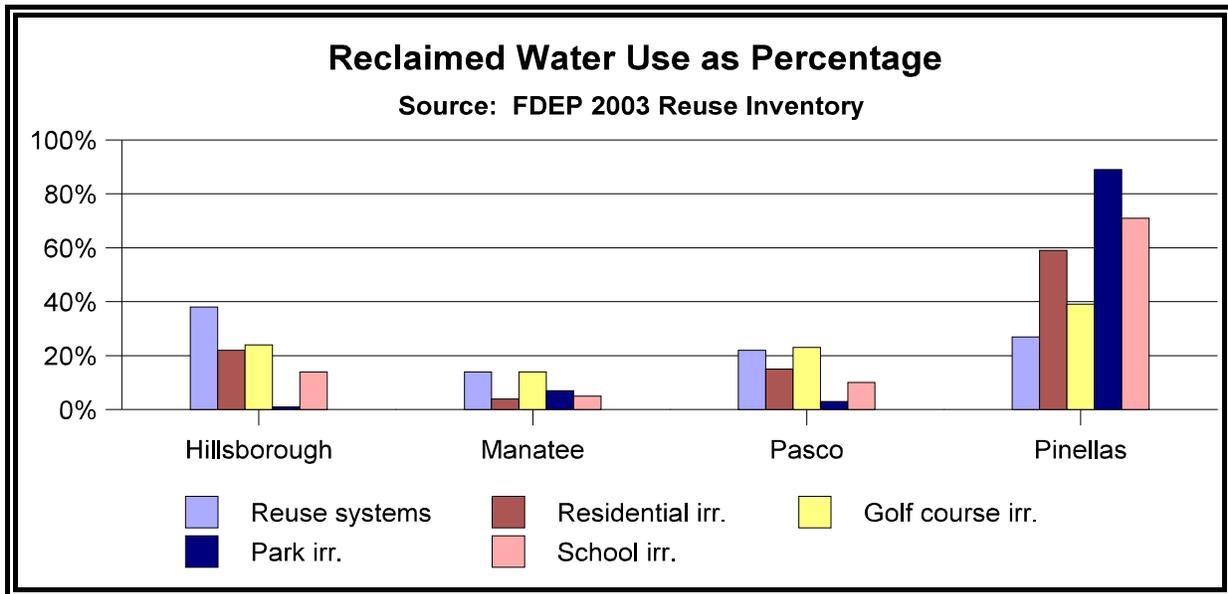
## Natural Resources

- There are nearly 600,000 acres of protected regionally significant natural resources throughout the Tampa Bay region. Of those, approximately 35% or 210,461 acres are publicly owned or managed. The number of acres of estuarine habitat declined between 1995 and 1999 by 8,819 acres or 1.5%.
- Since the 1980s, the residents of the Tampa Bay area have exhibited a willingness to “tax” themselves to assure the acquisition and protection of environmentally sensitive lands.
- Through the Environmental Lands Acquisition and Protection Program (ELAPP) Hillsborough County acquired 44 sites totaling nearly 37,000 acres.
- Through the assignment of overlay districts to its Future Land Use Map, Manatee County has taken steps to protect the Lake Manatee and Evers Reservoirs. The County has also received grants to be applied to the purchase of environmentally sensitive lands resulting in the acquisition of approximately 29,856 acres.
- In March 2004 the voters of Pasco County approved a 10-year “Penny for Pasco” program a portion of which is to be applied to the purchase of conservation lands.
- In the 1980s Pinellas County residents approved a referendum for the purchase of environmentally sensitive lands located along Tampa Bay near the Howard Franklin Bridge. In 1990, county residents approved a 10-year tax increase known as “Penny for Pinellas” a portion of which was to be used for endangered land acquisition. To date the county has acquired three preserves totaling 13,300 acres and 11 management areas totaling 1,123 acres. This does not include environmentally sensitive lands acquired by individual municipalities.
- SWFWMD is actively engaged in the purchase of environmentally sensitive lands to protect water resources. As of May 2004 nearly 129,362 acres of SWFWMD lands are available for recreational purposes within the region.
- Local governments within the Tampa Bay region have actively sought assistance under the P-2000 Program/Florida Forever Program. Since 1991, 54 projects have been selected for funding. Between FY 1998/99 and 2003/04, 33 projects have been selected for funding representing the possible acquisition of 5,021 acres of land.



## Wastewater Reuse

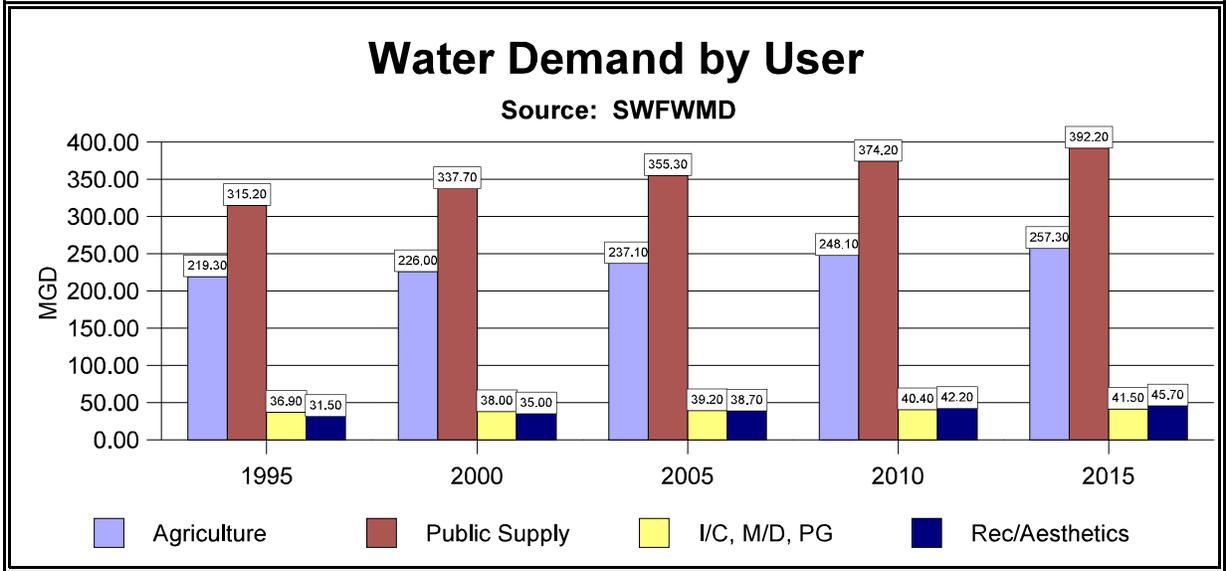
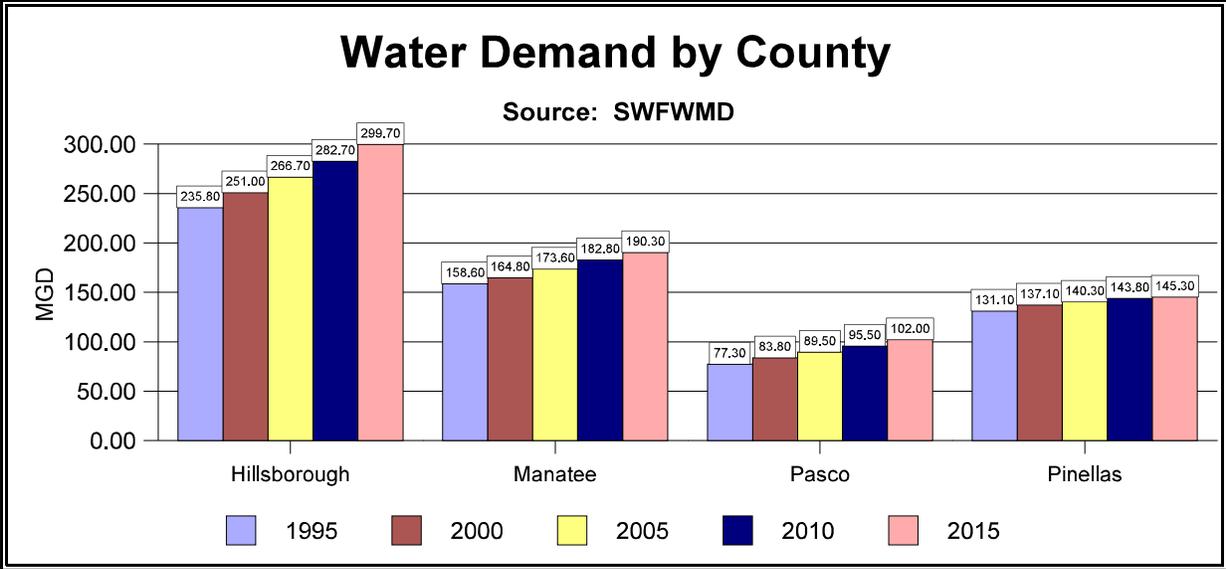
- According to the Florida Department of Environmental Protection’s 2003 Reuse Inventory (July 2004) there were 37 reclaimed water systems in the Tampa Bay region. This represented 37% of reclaimed water reuse systems in DEP’s Southwest District.
- These systems provided irrigation to 49,641 residences, 70 golf courses, 231 parks, and 111 schools.
- Manatee County provided reclaimed water to the greatest number of agricultural acres.
- The 37 regional reclaimed water systems had a capacity of 251.36 mgd and a flow rate of 109.1 mgd. In terms of capacity, Pinellas County has the largest system with 52.1% of the regional total.



County	Reuse Systems	Number Irrigated			
		Residences	Golf courses	Parks	Schools
Hillsborough	14	11,108	17	3	15
Manatee	5	1,973	10	16	6
Pasco	8	7,406	16	7	11
Pinellas	10	29,154	27	205	79
Region	37	49,641	70	231	111

## Water Demand

- Between 1995 and 2000, the region's population increased by 9.6% and water demand by 5.6% while the per capita rate decreased by 3.6%. Between 2000 and 2015, the region's population is estimated to increase by 20.8% and water demand by 15.8% while the per capita rate will decrease by 4.1%.
- Hillsborough County had the region's greatest water demand at 39.1%.
- Because of its large agricultural activity, Manatee County had the second highest water demand.
- According to SWFWMD by 2015 Pasco County, which has the lowest water demand, is anticipated to have the greatest percentage increase of 32.1%.
- Pinellas County, as the region's second most populous and nearly builtout county, is projected to have the smallest water demand increase, both in terms of actual gallons and percentage.
- The rate of increase for each county, when viewed in 5-year cycles, decreases between 1995 and 2015.
- In 1995 public supply represented 52.3% of the region's water demand. SWFWMD projects that by 2015 public supply will increase by only .9% to 53.2% due to greater water conservation and reliance on alternative water sources.
- Agriculture represented the second largest user of water. Between 1995 to 2015 agricultural water demand is projected to decrease from 36.4% to 34.9% of the overall water usage, a reflection of greater conservation efforts.



## Water Pollution

- Nitrogen pollution is a recurring theme among scientists studying Tampa Bay.
- Recognizing that chlorophyll-a can be used as an effective means to monitor water quality in Tampa Bay and to protect natural resources such as seagrass, the Agency on Bay Management in 1989 established yearly average chlorophyll-a target concentrations for the four major subdivisions of Tampa Bay.
- In the State of Tampa Bay 2000 it was reported that the measured annual chlorophyll-a concentrations were generally below the Tampa Bay Estuary Program (TBEP) targets for all years except 1994, 1995, and 1998. The elevated values for these three years were probably caused by an increased supply of nutrients (specifically nitrogen) to the bay as a result of a period of increased rainfall.
- Chlorophyll-a concentrations decreased substantially in all four major subdivisions of Tampa Bay in 1999 and remained below the TBEP targets in 2000 as well. The low values apparently resulted from the relatively dry weather in 1999 and 2000.

<b>Chlorophyll-a Target Concentration</b>				
	Tampa Bay Segments			
	Hillsborough Bay	Old Tampa Bay	Middle Tampa Bay	Lower Tampa Bay
<b>TBEP Target Values</b>	13.2	8.5	7.4	4.8
1992	11.1	7.4	6.1	4.2
1993	9.8	7.6	6.0	3.5
1994	18.7	9.4	10.1	5.7
1995	18.7	11.5	9.4	4.8
1996	9.6	6.8	5.0	2.3
1997	12.0	8.4	7.4	4.7
1998	20.7	11.2	11.5	6.0
1999	10.3	8.1	6.8	4.3
2000	8.8	7.2	5.7	4.4
<b>Average</b>	13.3	8.6	7.6	4.4

Source: State of Tampa Bay, 2000

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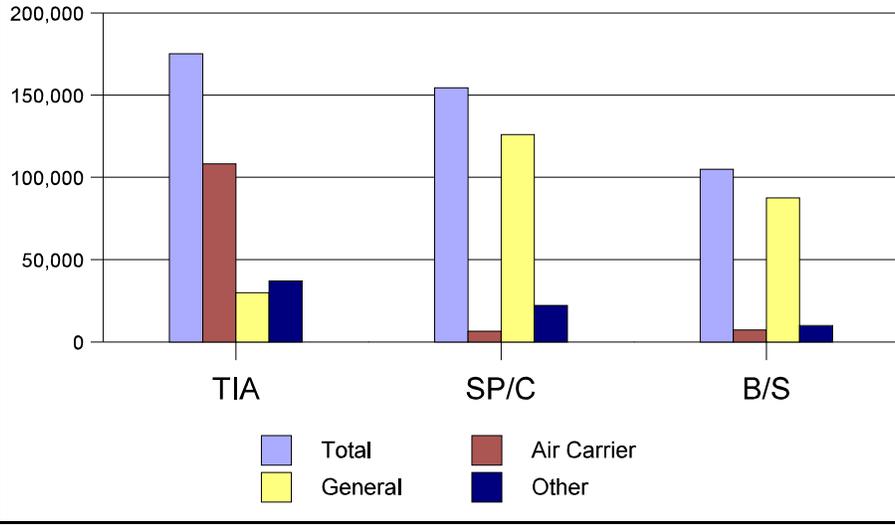


## Airports

- In FY 2002/03, the three international airports serving the region recorded total air operations of 434,760 flights.
- The breakdown of the operations were 121,970 (28.1%) air carrier, 243,580 general (56.0%), and 69,210 other (15.9%).
- Tampa International represented 88.7% (108,200) of the air carrier operations while St. Petersburg/ Clearwater represented 51.7% (125,946) of the general operations.
- In 2002 Tampa International, St. Petersburg/Clearwater International, and Sarasota/ Bradenton International had a combined total passenger count of 16,900,202 of which Tampa International accounted for 89.9%.
- While Tampa International continued to report increasing passenger counts for the period 1999 - 2001, St. Petersburg/ Clearwater and Bradenton/Sarasota were reporting a decrease in passenger travel.
- The events of 9/11 are still being felt in airport activity. When compared to FY 1996/97, the total air operations are down 8.0% or 37,862 flights. On the positive side, air carrier activity in FY 2002/03 was up 2.7% or 3,201 flights.
- All three airports reported a decline in passenger travel in 2002. In FY 2002/03, only Bradenton/Sarasota reported fewer air carrier operations than recorded in FY 1996/97.

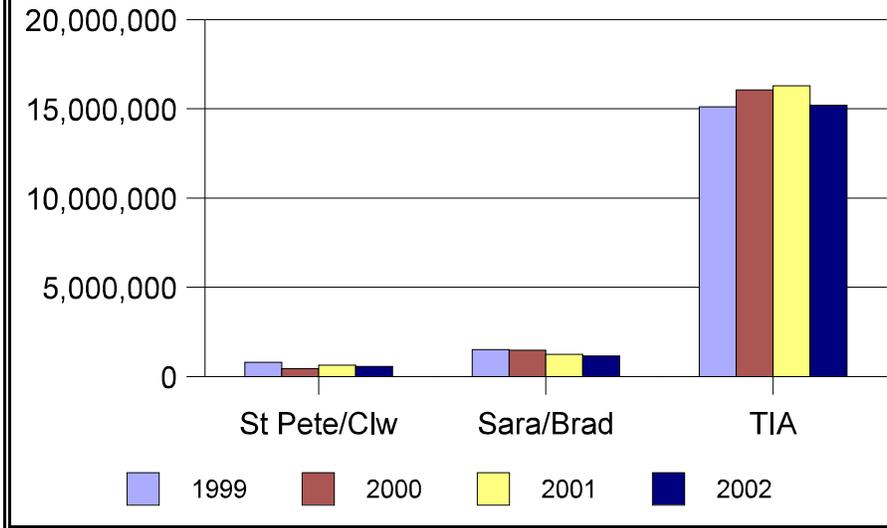
## Airport Operations FY 2002/03

Source: BEBR Florida Statistical Abstract



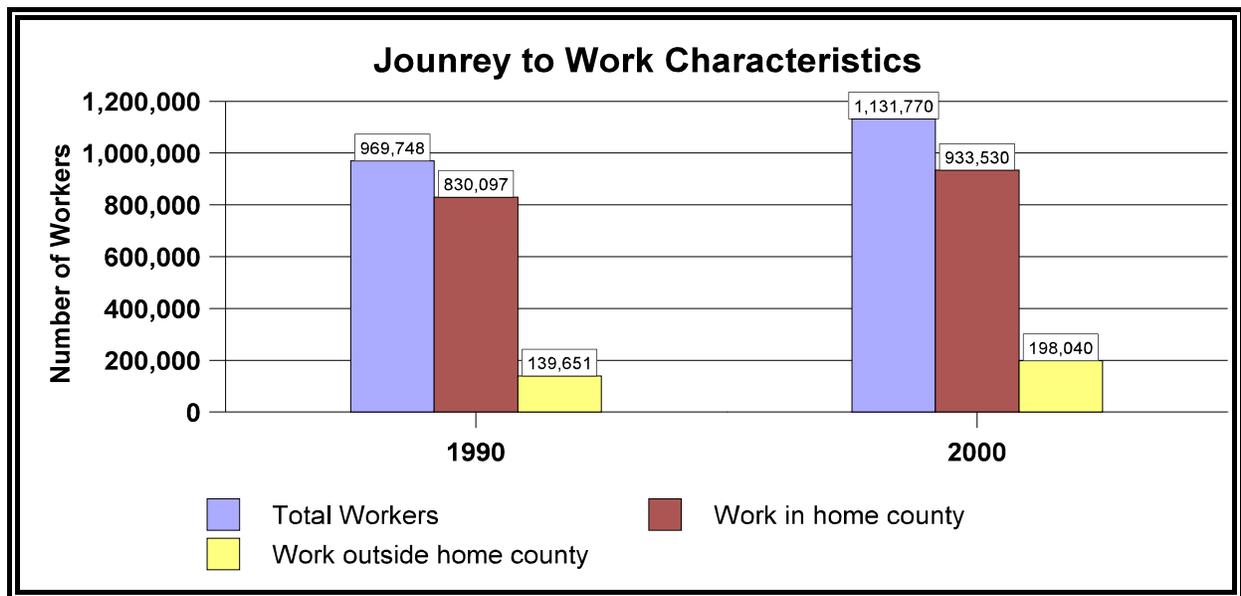
## Total Passengers 1999 - 2002

Source: BEBR Florida Statistical Abstract



## Journey to Work Characteristics

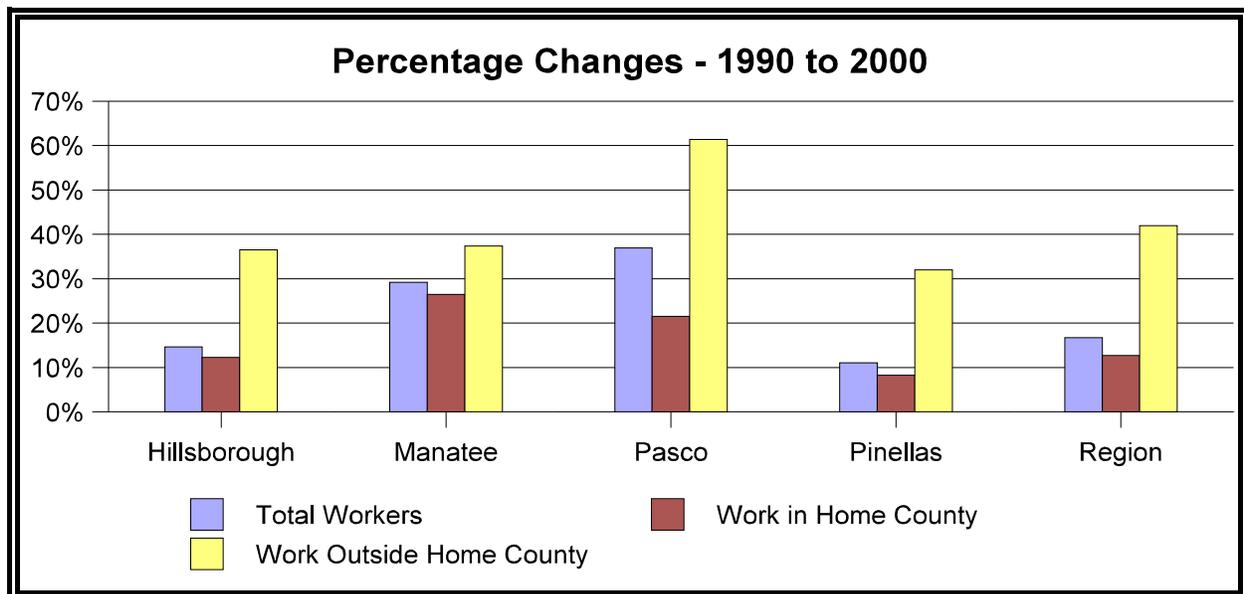
- Between the 1990 and 2000 Census the number of commuting workers in the region increased by 16.7% to 1,131,770.
- While increasing in terms of real numbers, the number of individuals working in their home county decreased to 82.5% of the total commuting work force or 933,530.
- By percentage, the largest increase occurred in those workers who work outside their home county increased by 41.8% to 198,040.
- Between 1990 and 2000, Pasco County experienced the highest percentage growth in number of workers at 36.9%. It also experienced the highest percentage shift between workers employed inside and outside their home county. This is reflected in the fact that it had the highest real number and percentage of workers employed outside their home county in 2000.



County	Total Workers		Work in Home County		Work Outside Home County	
	1990	2000	1990	2000	1990	2000
Hillsborough	410,950	470,753	373,741	419,780	37,209	50,773
Manatee	85,943	111,002	64,906	82,098	21,037	28,904
Pasco	95,949	131,390	58,755	71,367	37,194	60,023
Pinellas	376,906	418,625	332,695	360,285	44,211	58,340
Region	969,748	1,131,770	830,097	933,530	139,651	198,040

Source: 1990 and 2000 Census

County	1990		2000	
	% Home	% Outside	% Home	% Outside
Hillsborough	90.9%	9.1%	89.2%	10.8%
Manatee	75.5%	24.5%	74.0%	26.0%
Pasco	61.2%	38.8%	54.3%	45.7%
Pinellas	88.3%	11.7%	86.1%	13.9%
Region	85.6%	14.4%	82.5%	17.5%

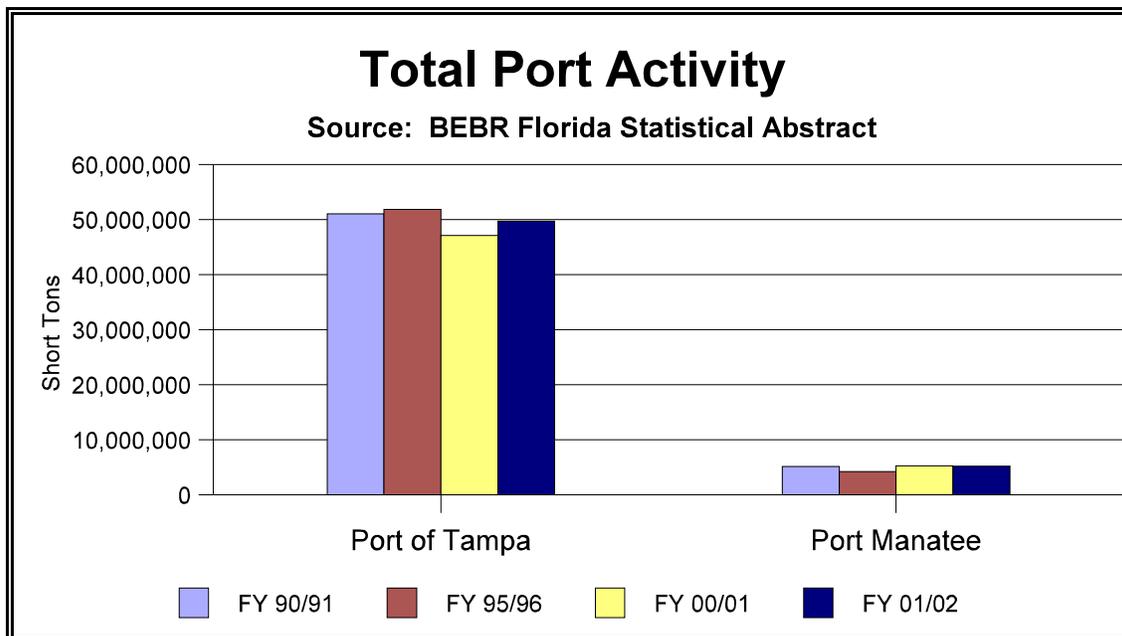


## Port Activity

- In Fiscal Year 2001/2002, the Ports of Tampa and Manatee handled over 54 million short tons of cargo with the Port of Tampa representing 91% of the total.
- Over the period FY 1995/96 to 2001/02, the total short tonnage handled by the combined ports decreased 2.1% or 1.2 million short tons.
- During this period, the Port of Tampa experienced a 9.2% decline in imports (3,603,122 short tons). This was off set by an 11.6% increase in exports (1,457,465 short tons).
- During this period, Port Manatee experienced an increase in both exports (47.5%) and imports (14.5%).
- Between FY 2000/01 and 2001/02, Port Manatee experienced a decrease in total short tonnage resulting from a decline in imports.
- The Port of Tampa experienced an increase in all areas.
- The Port of Tampa continues to rank as Florida's largest in terms of tonnage handling nearly half of the State's total seaborne cargo tonnage.
- For the Port of Tampa, bulk cargo remains the foundation for the Port's operation. Half of the tonnage handled annually is in phosphate and related products. The Port also the principle port for petroleum imports serving west and central Florida.
- In 2003, 810,000 cruise passengers passed through the Port.
- Port Manatee ranks first among Florida's west coast ports in container movement and is the southeast's leading forestry product import facility. In addition, the Port is Fresh Del Monte Product's second largest US port facility.

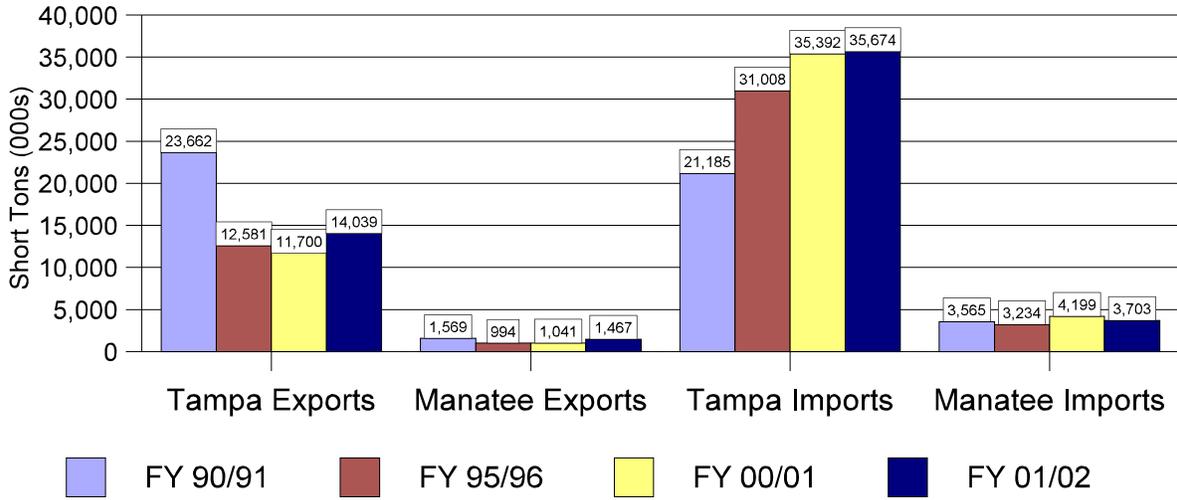
<b>Florida's Port Activity (measured in short tons)</b>					
Port	FY 1995/96	% State Total	FY 2001/02	% State Total	Change
Tampa	51,858,583	53.2%	49,712,926	47.9%	-4.1%
Manatee	4,228,181	4.3%	5,170,245	5.0%	22.3%
Canaveral	3,156,703	3.8%	4,215,801	4.1%	15.3%
Everglades	20,880,536	21.4%	22,733,854	21.9%	8.9%
Ft. Pierce	123,648	.1%	NA	NA	NA
Jacksonville (JPA only)	5,706,854	5.9%	7,119,121	6.9%	24.7%
Miami	5,859,538	6.0%	8,681,735	8.4%	48.2%
Palm Beach	3,718,524	3.8%	4,662,255	4.5%	25.4%
Panama City	659,521	.7%	897,514	.9%	36.1%
Pensacola	715,659	.7%	585,055	.6%	-18.2%
<b>Total</b>	<b>97,407,747</b>		<b>103,777,506</b>		

Source: Florida Statistical Abstract, Bureau of Economic and Business Research



# Export/Import Activity

Source: BEBR Florida Statistical Abstract



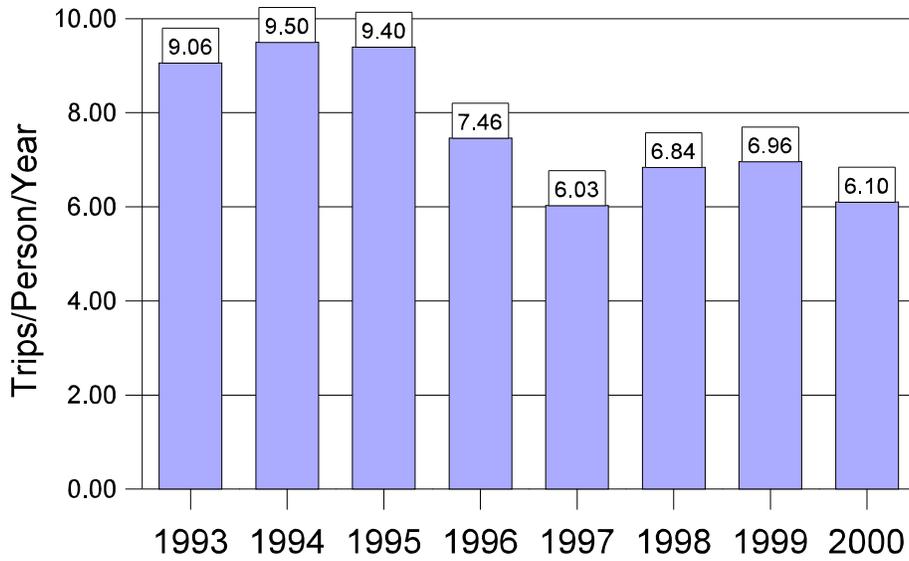
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## **Transit**

- Between 1993 and 2000, the region's population increased 12.5% while the total transit service area population increased 34%.
- During this same period, the transit ridership declined 40% from over nine (9) rides per person per year to slightly over six (6).
- Passenger miles declined 39.5% from an average of 3.9 miles/passenger in 1993 to 2.36 miles/passenger in 2000.
- While ridership was declining, vehicle miles increased 45.2% to 18,305 and route miles increased 5.5% to 3,106 miles.
- Beginning October 1, 2004 Manatee and Sarasota Counties will begin a seamless, overlapping transit route between downtown Palmetto and downtown Sarasota.

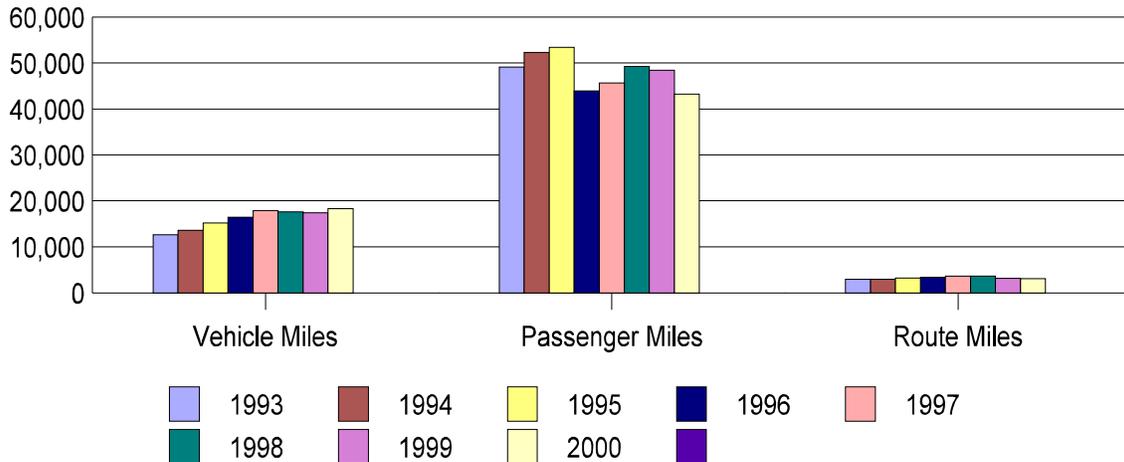
# Regional Transit Ridership

Source: Center for Urban Transportation Research



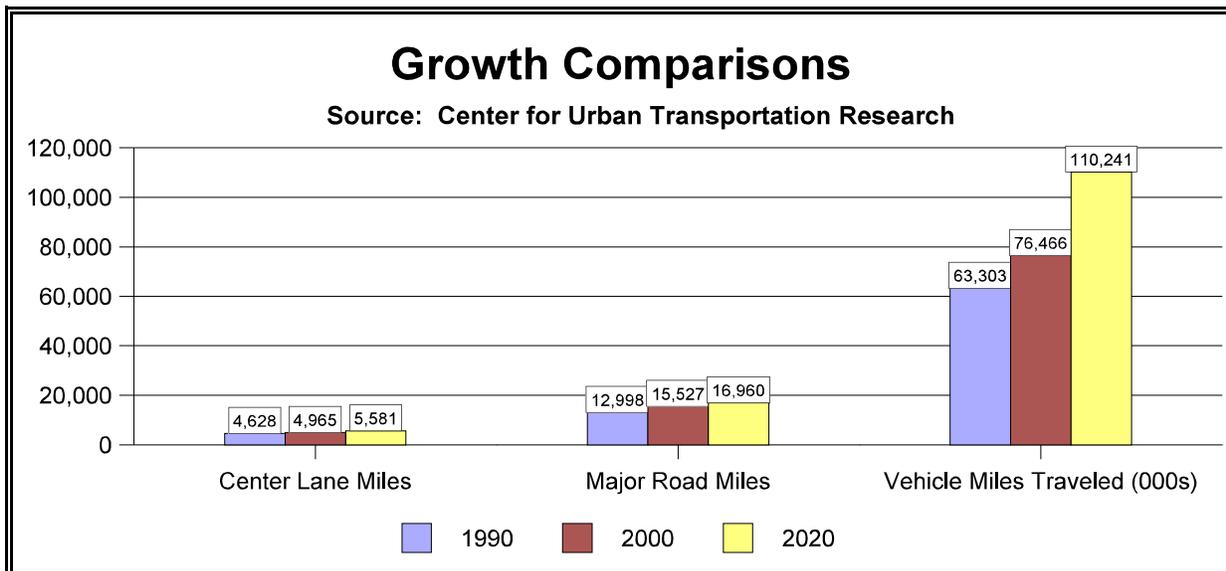
# Regional Transit Miles

Source: Center for Urban Transportation Research



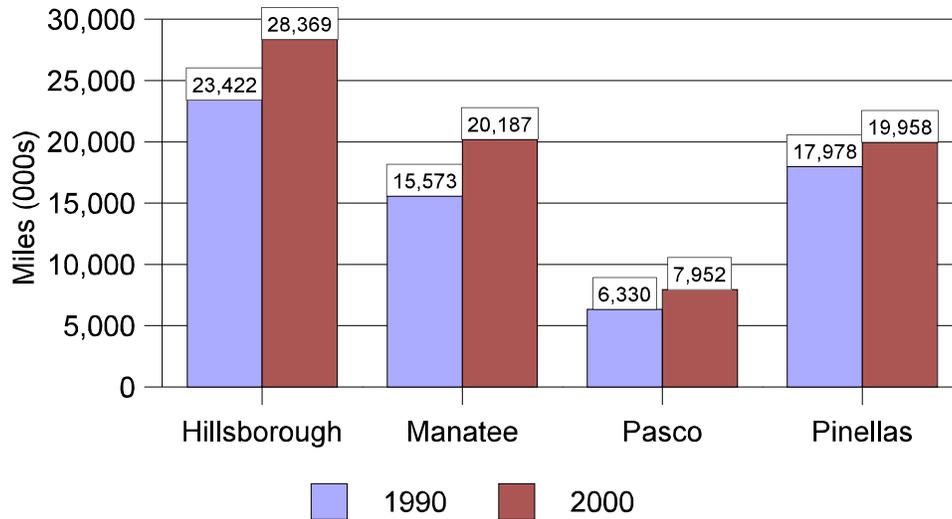
## Vehicle Miles Traveled

- Between 1990 and 2000, only 337 miles (7.3%) of new roadways were constructed within the Tampa Bay region. In comparison, existing roadways were expanded by 2,529 miles (19.5%).
- Between 1990 and 2000, the number of center lane miles increased by 337 miles or 7.3% while major road miles increased by 2,529 miles or 19.5%. The amount of vehicle miles traveled increased 20.8% or 13,163,000 miles.
- Between 1990 and 2000, Pinellas County was the only county to experience a decrease as a percentage of the region’s vehicle miles traveled. Also, with the exception of the Manatee/Sarasota MPO, the remaining counties experienced a reduction in the vehicle miles traveled per capita, with Pinellas County experiencing the greatest reduction.
- For the year 2020 projections find that
  - The ratio of center lane miles to major road miles decrease to 1:30;
  - Center lane miles increase 12.4% or 616 miles while major road miles 9.2% or 1,433 miles;
  - the number of vehicle miles traveled increase by 44.2% or 33,775,000 miles; and
  - The ratio of major road miles to vehicle miles traveled increase to 1:6.5.



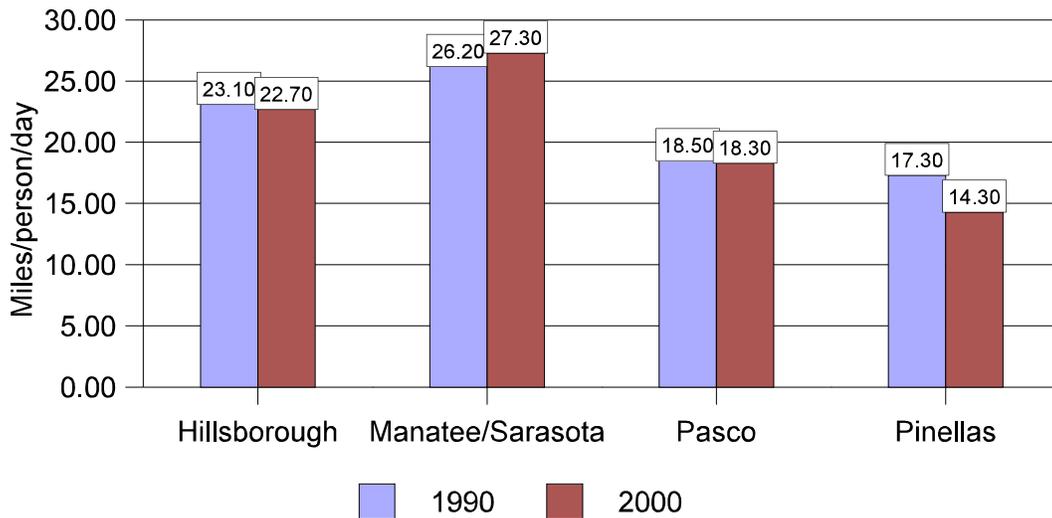
## Vehicle Miles Traveled by County

Source: Center for Urban Transportation Research



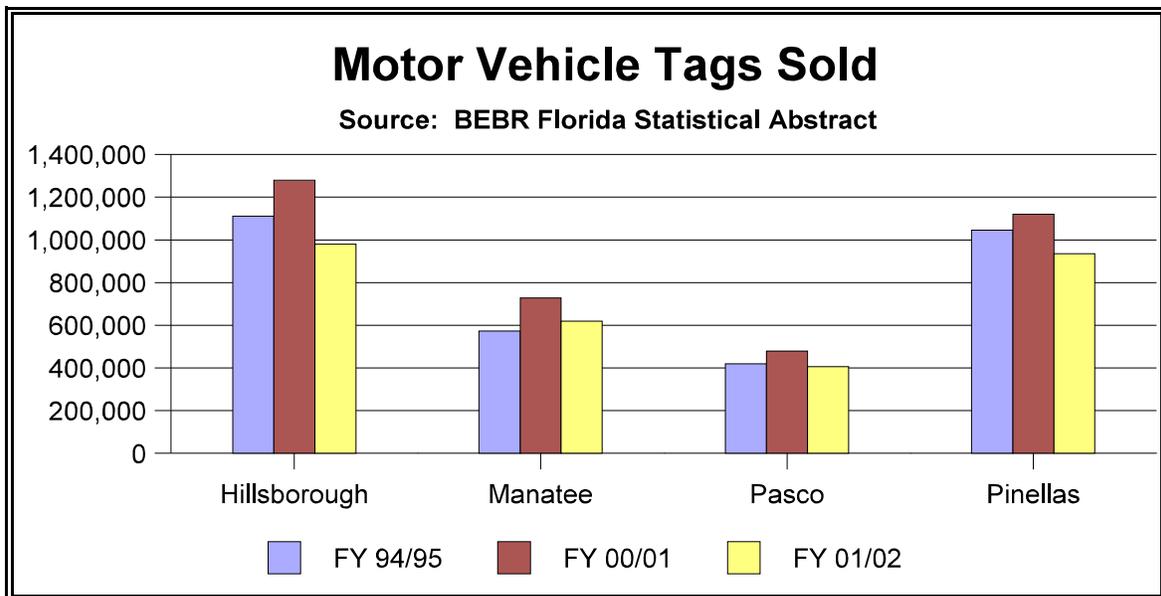
## Vehicle Miles Traveled Per-Capita

Source: Center for Urban Transportation Research



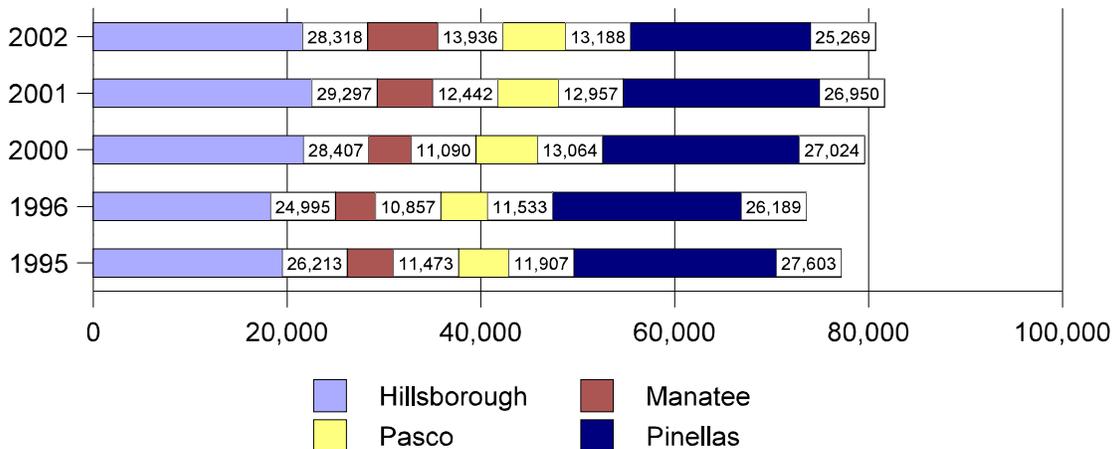
## Motor Vehicle Registrations

- Between FY1994/95 and 2001/02, the number of motor vehicle tags decreased 6.6% from 3,147,663 to 2,939,589.
- There are a dramatic decrease in motor vehicle registrations in all counties of 18.5% or 666,442 between FY 2000/01 and 2001/02.
- Out-of-state motor vehicle registrations increased 4.6% between 1995 and 2002 to 80,711.
- Between 2000 and 2002, the number of out-of-state motor vehicles registered remained steady averaging 80,647 motor vehicles/year.



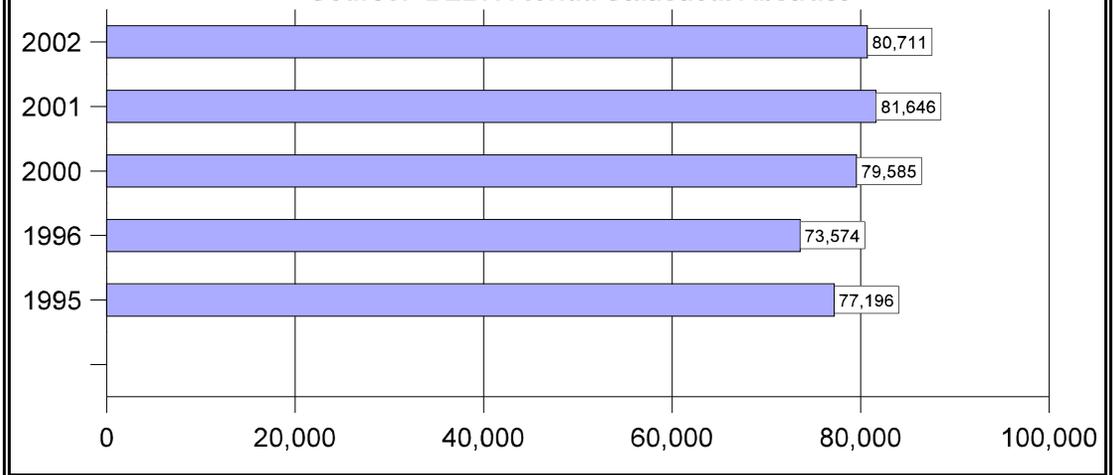
## Out-of-State Motor Vehicle Registrations

Source: BEBR Florida Statistical Abstract



## Total Out-of-State Motor Vehicle Registrations

Source: BEBR Florida Statistical Abstract



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# **SRPP INDICATORS: POPULATION GROWTH: AN HISTORICAL OVERVIEW**

*With an estimated 2002 population of over 2.6 million, the four county Tampa Bay region is regarded as a major metropolitan area. Yet as new residents move into the region, they would probably be surprised to know that it was not that many years ago when the Tampa Bay region was relatively unknown outside of Florida.*



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- In 1900 the region's population was 46,730. It did not reach 100,000 until after the 1910 Census. It was not until the early 1950s that the population exceeded 500,000.
- An examination of the 50 years of Census data revealed that:
  - Throughout the 50-year period, the largest population concentration for Manatee and Pasco counties was in the unincorporated county. For Pasco County, the population of the unincorporated county exceeded the total population of all incorporated areas.
  - Beginning in 1920 and continuing through 1950, the population of the cities of Tampa and St. Petersburg were larger than those of the unincorporated areas of Hillsborough and Pinellas Counties respectively.
  - Of the 38 municipalities currently found in the region, 18 did not exist prior to 1950.
- Following 1950, it took less than 20 years for the region's population to reach 1 million in the late 1960s.
- It then took less than 20 years for the region's population to double to 2 million in the late 1980s.
- The rapid population increase of the 1960s, 70s, and 80s was not sustained into 1990s. By the 2000 Census, the region's total population increased to just over 2.5-million.
- It was not until 1980 that the population of unincorporated Hillsborough County exceeded that of the county's three municipalities. By the 2000 Census the population of the unincorporated county was nearly doubled that of the three incorporated cities.
- The population of unincorporated Pinellas County has never exceeded that of the incorporated areas. It was not until the 1990 Census that the unincorporated area's population exceeded that of the City of St. Petersburg.
- In both Manatee and Pasco Counties, the population of the unincorporated areas has always exceeded that of the incorporated municipalities.
- The following is an overview of the population change which took place in selected unincorporated areas between the 1960 and 2000 Census.
  - **Hillsborough County**
    - *Apollo Beach* - Begun in the 1960s, steady population growth throughout the reporting period.

- *Bloomingtondale* - Long known as a rural area became a “suburb” of Brandon in the 1970s. Recognized as a census place with the 1990 Census.
- *Brandon* - Long known as a rural area growth began in the 1960s when it became a recognized suburb of Tampa. Population growth surged in the 1970s and has continued to this day.
- *Lake Carroll* - Identity and growth are similar to that of Brandon. Following the 1970 Census, Lake Carroll was replaced as a census place by Greater Carrollwood.
- *Carrollwood* - With a large amount of vacant land, the area was ripe for the large-scale residential development which occurred during the 1980s as people desired to move further away from central Tampa.
- *Citrus Park* - Long known as a rural area population growth occurred as a result of development pressure from the Carrollwood area to the south. To preserve its “rural character”, a community plan was approved by the County Commission.
- *East Lake - Orient Park* - Located immediately adjacent to the eastern city limits of Tampa, the population of this area has remained stable throughout the 40-year period.
- *Egypt Lake* - Located immediately adjacent to the city limits of Tampa, this area’s population growth is a reflection of people’s desire to move further away from central Tampa.
- *Gibsonton*- Long known as a geographic place was not recognized by the Census until the 1990 Census. Population growth has been steady through the reporting period.
- *Keystone* - Long known as a rural area population growth occurred as a result of development pressure from the Citrus Park area to the south. To preserve its “rural character”, a community plan was approved by the County Commission.
- *Lutz - Lake Magdalene* - This was a large geographic area whose character ranged from the rural in the area of Lutz in the north to the more developed Lake Magdalene area to the south. The area experienced tremendous population growth during the 1960s and 70s.
- *Lake Magdalene* - Recognized as a separate census place in 1970, the area has continued to experience population growth. The growth in the 1990s is a reflection of the same level of growth which occurred in the Carrollwood area immediately to the south.
- *Lutz* - Has long been recognized as a rural area. Growth pressure from Pasco County to the north and Lake Magdalene on the south has contributed to the area’s continuing population growth. As a consequence, a community plan was adopted by the County Commission intended to maintain the rural character of the area.
- *Palm River - Clar Mel* - Since development began in the 1960s, the population has remained fairly steady over the last 30 years.

- *Riverview* - Long recognized as a geographic place, Riverview's population growth during the 1990s can be attributed to the spillover from the growth taking place in Brandon.
  - *Ruskin* - Long recognized as a geographic place has experienced steady population increases during the 40-year period.
  - *Sun City Center* - Developed as a retirement community has continued to experience population growth and expansion.
  - *Town 'N Country* - With large amounts of vacant, undeveloped land developed as a suburb of Tampa in the 1960s/70s. It has continued to experience steady population growth throughout the reporting period. A community plan is being developed for the area as a means of dealing with the consequences of growth.
  - *University* - Population growth area can be attributed to the growth of the University of South Florida. A community plan was adopted by the County Commission as a means of dealing with the consequences of growth.
  - *Westchase* - Population growth is a reflection of population growth resulting from large scale residential development taking place in what was once a rural area.
- **Manatee County**
    - *Bayshore Gardens* - Following rapid population growth during the 1970s and 80s, the population growth has remained steady during the remainder of the reporting period.
    - *Cortez* - Long recognized as a geographic place, the area has experienced only moderate population increases during the reporting period. There are fears, however, that continued residential development taking place to the east will degrade the historic character of the area.
    - *Ellenton* - Long recognized as a geographic place, the area has experienced only moderate population increases during the reporting period.
    - *Myakka* - Long known as a geographic place ceased to be recognized as a census place beginning with the 1980 Census. The area continues to maintain its rural, agricultural character. The County's Comprehensive Plan has been amended in an attempt to preserve this character.
    - *Memphis* - Long recognized as a geographic place, the area has experienced steady population growth throughout the reporting period.
    - *Oneco* - Long known as a geographic place ceased to be recognized as a census place beginning with the 1990 Census. Population growth reflects the trend of development moving eastward toward the I-75 corridor.
    - *Palma Sola* - Long known as a geographic place ceased to be recognized as a census place beginning with the 1990 Census. A portion of the area was annexed by the City of Bradenton in the mid-1990s. Population growth reflects the construction of several large multi-family residential developments.

- *Parrish* - Long known as a geographic place ceased to be recognized as a census place beginning with the 1980 Census. The area continues to maintain its rural, agricultural character. The County's Comprehensive Plan has been amended in an attempt to preserve this character.
  - *Samoset* - The population growth, particularly during the 1990s, is a reflection of the trend of residential development moving eastward toward the I-75 corridor.
  - *South Bradenton* - The population growth, particularly during the 1980s, is a reflection of the trend of residential development moving south of Bradenton into largely vacant/undeveloped areas between US 41 and Sarasota Bay.
  - *West Bradenton* - As an existing developed area, the population has remained steady throughout the reporting period.
  - *Whitfield Estates* - Following the initial population growth during the 1970s, the population has remained steady throughout the reporting period.
- **Pasco County**
    - *Bayonet Point* - Long recognized as a geographic area did not become a census place until the 1980 Census. The steady population growth in this area since 1980 is a reflection of the continuing population growth taking place in unincorporated areas of western Pasco County.
    - *Dade City North* - Recognized as a census place in the 1970 Census, this area has experienced little population growth since the 1980 Census.
    - *Elfers* - Long recognized as a geographic area did not become a census place until the 1980 Census. The steady population growth in this area is a reflection of the continuing population growth taking place in unincorporated areas of western Pasco County.
    - *Holiday* - Long recognized as a geographic area did not become a census place until the 1980 Census. The steady population growth in this area is a reflection of the continuing population growth taking place in unincorporated areas of western Pasco County.
    - *Hudson* - Long recognized as a geographic area did not become a census place until the 1970 Census. The steady population growth in this area is a reflection of the continuing population growth taking place in unincorporated areas of western Pasco County.
    - *Lacoochee* - This area has long been recognized as a geographic area and acknowledged as a census place since 1960. The highest recorded population for the area was in 1990. The 2000 Census recorded a population decline of slightly over 700 individuals.
    - *Land O'Lakes* - Long recognized as a rural/ agricultural area did not become a census place until the 1980 Census. The rapid population growth experienced during the 1990s can be attributed to development pressure from the south in Hillsborough County and that taking place along SR 54.

To protect its rural character, the County Commission is considering the adoption of a community plan for the Land O'Lakes area.

- *New Port Richey East* - Was first recognized as a census place with the 1970 Census. The steady population growth in this area is a reflection of the continuing population growth taking place in unincorporated areas of western Pasco County.
- *Wesley Chapel* - Long recognized as a geographic area was not recognized as a census place until the 2000 Census. The population growth which has occurred in the Wesley Chapel area, like Land O'Lakes, can be attributed to development pressure from the south in Hillsborough County and that taking place along SR 54.
- *Zephyrhills North* - This area has experienced moderate population growth since it was recognized as a census place in 1980.
- *Zephyrhills South* - The population in this area increased by 123% since being recognized as a census place in 1980. Reasons for this increase include development of retirement communities, primarily manufactured housing, and spillover from development occurring in Wesley Chapel.
- *Zephyrhills West* - This area has experienced moderate population growth since being recognized as a census place in 1980. Reasons for the increased population can be attributed to the development of retirement communities, primarily manufactured housing, and spillover from development occurring in Wesley Chapel.

- **Pinellas County**

- *East Lake* - Was first recognized as a census place with the 2000 Census. Population growth began in this area during the 1980s and continued into the 1990s. This growth is a reflection of the fact that this area, along with Palm Harbor, contained the largest concentration of vacant land in unincorporated Pinellas County.
- *Feather Sound* - Development in this area began in the 1970s. It was recognized as a census place with the 1990 Census. Growth is a reflection of the ease of access to St. Petersburg and Tampa.
- *Lealman* - Has long been recognized as a census place. The area's population has remained stable during the 40 year period. This is partially due to the lack of developable land and annexations by the adjacent municipalities.
- *Palm Harbor* - Has long been recognized as a geographic area and first acknowledged as a census place with the 1980 Census. The tremendous population growth during the 1980s and 1990s is a reflection of the fact that the area, along with East Lake, contained the largest concentration of vacant land in unincorporated Pinellas County.

HISTORIC MUNICIPAL POPULATION GROWTH: 1900 - 1950

HILLSBOROUGH COUNTY							
Jurisdiction	Year of Incorp	1900	1910	1920	1930	1940	1950
Unincorporated	1834	19,454	38,111	32,920	45,558	64,091	115,550
Plant City	1885	720	2,481	3,729	6,800	7,451	9,230
Tampa	1855	15,839	37,782	51,608	101,161	108,391	124,681
Temple Terrace	1925				ND	215	433
County Totals	1834	36,013	78,374	88,257	153,519	180,148	249,894

MANATEE COUNTY							
Jurisdiction	Year of Incorp.	1900	1910	1920	1930	1940	1950
Unincorporated	1855	4,663	7,664	12,798	13,396	15,005	16,488
Anna Maria	1925				77	158	345
Bradenton	1903		1,886	3,868	5,986	7,444	13,604
Bradenton Beach	1952						
Holmes Beach	1950						137
Palmetto	1897	ND	ND	2,046	3,043	3,491	4,130
County Totals	1855	4,663	9,550	18,712	22,502	26,098	34,704

PASCO COUNTY							
Jurisdiction	Year of Incorp	1900	1910	1920	1930	1940	1950
Unincorporated	1887	6,054	7,502	6,667	6,673	8,636	12,428
Dade City	1889	ND	ND	1,296	1,811	2,561	3,840
New Port Richey	1924				758	920	1,512
Port Richey	1924				104	134	376
St. Leo	1891	ND	ND	ND	158	211	261
San Antonio	1891	ND	ND	262	322	267	286
Zephyrhills	1914			577	748	1,252	1,826
County Totals	1887	6,054	7,502	8,802	10,574	13,981	20,529

PINELLAS COUNTY							
Municipality	Year of Incorp.	1900	1910	1920	1930	1940	1950
Unincorporated	1911	Part of Hillsborough Co.		7,692	5,266	11,214	27,511
Belleair	1925				212	218	961
Belleair Beach	1950						
Belleair Bluffs	1963						
Belleair Shore	1955						
Clearwater	1915			2,427	7,607	10,136	15,581
Dunedin	1899/ 1925	113	256	642	1,435	1,758	3,202
Gulfport	1910			ND	851	1,581	3,760
Indian Rocks Bch	1955						
Indian Shores	1949						198
Kenneth City	1957						
Largo	1905		291	599	1,429	1,031	1,547
Madeira Beach	1947						916

PINELLAS COUNTY							
Municipality	Year of Incorp	1900	1910	1920	1930	1940	1950
N. Redington Bch	1953						
Oldsmar	1927				280	315	345
Pinellas Park	1914/ 1959			134	465	691	2,924
Redington Beach	1944						384
Redington Shores	1955						
Safety Harbor	1917			429	765	694	894
St. Petersburg	1892	1,575	4,127	14,237	40,425	60,812	96,738
St. Pete Beach	1958						
Seminole	1970						
South Pasadena	1955						
Tarpon Springs	1887	ND	ND	2,105	3,414	3,402	4,288
Treasure Island	1955						
County Total	1911			28,265	62,149	91,852	159,249

HISTORIC MUNICIPAL POPULATION GROWTH: 1960 - 2000

HILLSBOROUGH COUNTY					
Jurisdiction	Year				
	1960	1970	1980	1990	2000
Unincorporated	103,295	203,663	344,995	514,841	644,778
Plant City	15,711	15,451	19,270	22,754	29,915
Tampa	274,970	277,714	271,577	280,015	303,447
Temple Terrace	3,812	7,347	11,097	16,444	20,918

MANATEE COUNTY					
Jurisdiction	Year				
	1960	1970	1980	1990	2000
Unincorporated	41,275	63,447	99,965	147,905	191,074
Anna Maria	690	1,137	1,537	1,744	1,814
Bradenton	19,380	21,040	30,228	43,779	49,504
Bradenton Beach	1,124	1,370	1,595	1,657	1,482
Holmes Beach	1,143	2,699	4,023	4,810	4,966
Palmetto	5,556	7,422	8,637	9,268	12,571

PASCO COUNTY					
Jurisdiction	Year				
	1960	1970	1980	1990	2000
Unincorporated	22,931	59,370	168,207	248,926	307,356
Dade City	4,759	4,241	4,923	5,633	6,188
New Port Richey	3,520	6,098	11,196	14,044	16,117
Port Richey	1,931	1,259	2,165	2,523	3,021
St. Leo	278	1,145	899	1,009	595
San Antonio	479	473	529	776	655
Zephyrhills	2,887	3,369	5,742	8,220	10,833

PINELLAS COUNTY					
Jurisdiction	Year				
	1960	1970	1980	1990	2000
Unincorporated	90,528	131,934	199,309	259,247	287,953
Belleair	2,456	2,962	3,673	3,968	4,067
Belleair Beach	563	952	1,643	2,070	1,751
Belleair Bluffs		1,910	2,522	2,128	2,243
Belleair Shore	61	124	80	60	60
Clearwater	34,653	52,074	85,170	98,784	108,787
Dunedin	8,444	17,639	30,203	34,012	35,691
Gulfport	9,730	9,730	11,180	11,727	12,527
Indian Rocks Bch	1,940	2,666	3,717	3,963	5,072
Indian Shores	296	791	984	1,405	1,705
Kenneth City	2,114	3,862	4,344	4,462	4,400
Largo	5,302	23,031	57,958	65,674	69,371
Madeira Beach	3,943	4,158	4,520	4,225	4,511
N. Redington Bch	346	768	1,156	1,135	1,474
Oldsmar	878	1,538	2,608	8,361	11,910
Pinellas Park	10,848	22,287	32,811	43,426	45,658

PINELLAS COUNTY					
Jurisdiction	Year				
	1960	1970	1980	1990	2000
Redington Beach	1,368	1,583	1,708	1,626	1,539
Redington Shores	917	1,733	2,142	2,366	2,338
Safety Harbor	1,787	3,103	6,461	15,124	17,203
St. Petersburg	181,298	216,159	238,647	238,629	248,232
St. Pete Beach	6,268	8,024	9,354	9,200	9,929
Seminole			4,586	9,251	10,890
South Pasadena	651	2,063	4,188	5,644	5,778
Tarpon Springs	6,768	7,118	13,251	17,906	21,003
Treasure Island	3,506	6,120	6,316	7,266	7,450

**HISTORIC POPULATION GROWTH OF SELECTED  
UNINCORPORATED CENSUS PLACES**

Census Place	U.S. Census				
	1960	1970	1980	1990	2000
<b>Hillsborough County</b>					
Apollo Beach		1,042	4,014	6,025	7,444
Bloomington	5,419			13,912	19,839
Brandon	1,665	12,749	41,826	57,985	77,895
Lake Carroll	5,577	13,012			
Carrollwood				22,246	33,519
Citrus Park	3,580	7,907			20,226
East Lake - Orient Park		5,697	5,612	6,171	5,703
Egypt Lake		7,556	11,932	14,580	32,782
Gibsonton				7,706	8,752
Keystone					14,627
Lutz - Lake Magdalene	10,587	22,543			
Lake Magdalene		9,266	13,331	15,973	28,755
Lutz			5,555	10,552	17,081
Palm River - Clar Mel		8,536	14,447	13,691	17,589
Riverview		2,225		6,478	12,035
Ruskin	1,894	2,414	5,117	6,046	8,321
Sun City Center		2,143	5,605	8,326	16,321
Town n' Country			37,834	60,946	72,523
University		10,039	24,514	23,760	30,736
Westchase					11,116
<b>Manatee County</b>					
Bayshore Gardens	2,297	9,255	14,945	17,062	17,350
Cortez			3,821	4,509	4,416
Ellenton		1,421	1,561	2,573	3,142
Myakka	1,081	2,282		3,140	3,226

Census Place	U.S. Census				
	1960	1970	1980	1990	2000
Memphis	2,647	3,207	5,501	6,760	7,264
Oneco	1,530	3,246	6,417	3,676	5,163
Palma Sola		1,745	5,297	1,728	1,803
Parrish	1,635	2,425		2,376	4,126
Samoset	4,070	4,824	5,747	8,326	16,321
South Bradenton		10,892	14,297	20,398	21,587
West Bradenton		4,868	4,065	4,528	4,444
Whitfield Estates		1,362	4,328	3,152	2,984
Pasco County					
Bayonet Point			16,455	21,860	23,577
Dade City North		1,837	3,157	3,058	3,319
Elfers			11,396	12,356	13,161
Holiday			18,392	19,360	21,904
Hudson		2,278	5,799	7,344	12,765
Lacoochee	1,523	1,380	1,720	2,072	1,345
Land O'Lakes			4,515	7,892	20,971
New Port Richey East		2,758	6,147	9,683	9,916
Wesley Chapel					8,936
Zephyrhills Division	4,929	9,667			
Zephyrhills North			1,710	2,330	2,544
Zephyrhills South			1,986	2,514	4,435
Zephyrhills West			3,698	4,249	5,242
Pinellas County					
East Lake					29,394
Feather Sound				2,690	3,597
Lealman	16,879	19,167	19,873	21,748	21,753
Palm Harbor			5,215	50,256	59,248

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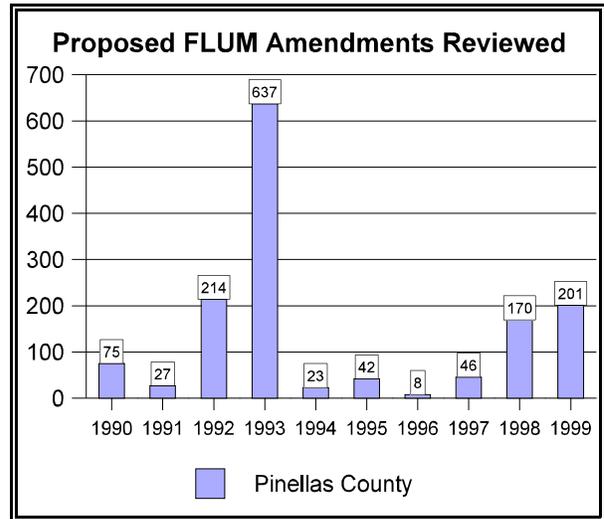
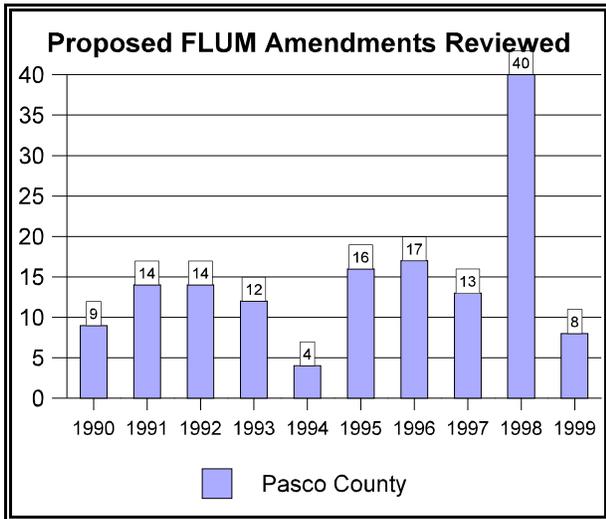
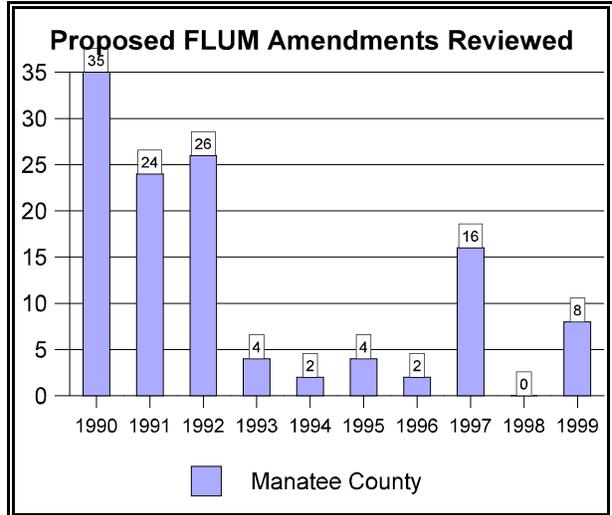
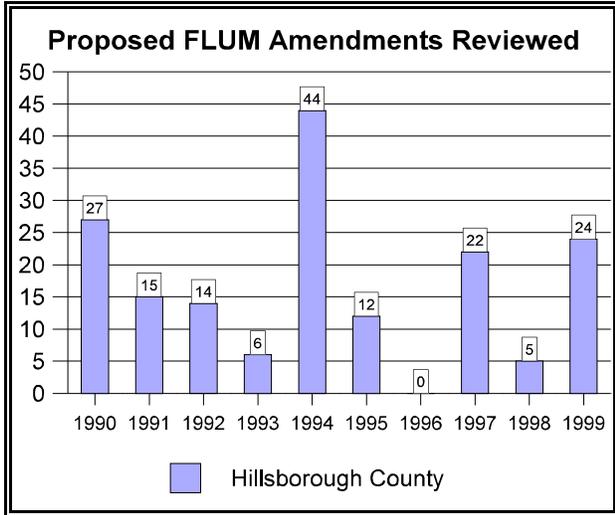
- Between 1990 and 1999, 4,313 proposed and adopted plan amendments were reviewed - 1,386 text (32%) and 2,927 map (68%) (2,449 regular and 478 small scale).
- Between 2000 and 2004, the number of amendments reviewed decreased to 1,224 - 392 text (32%) and 832 map (68%) (511 regular and 321 small scale). The annual average of total amendments declined from 431 to 245 while the ratio of text to map amendment remained virtually unchanged.
- Between 1990 and 1999, the large number of FLUM amendments could attributed to the following:
  - The requirement for Pinellas County and its 24 municipalities to amend their FLUMs to be consistent with the Pinellas Planning Council's Countywide Future Land Use Plan;
  - The acquisition by SWFWMD of 28,000 acres of land in Pasco County and their subsequent re-designation to Conservation;
  - Manatee County's re-designation of several thousand acres to reflect the application of the Lake Manatee Overlay District.; and
  - Actions by local governments to amend their FLUMs in response to the recommendations contained in their adopted Evaluation and Appraisal Reports.
- The amendment pattern of the 1990s continued into 2000 when 96 regular and 46 small scale amendments totaling 5,923.53 acres were reviewed.
- From 2001 through 2004, the number and size of regular FLUM amendments reviewed were 316 regular and 401 small scale totaling 65,455 acres.
- Of the total impacted acreage, 23,319 acres or 36% can be attributed to an amendment by Manatee County assigning the Peace River Overlay District to nearly 13,000 acres and DRI-related amendments in Pasco County. In addition, 3,000 acres represent adjustments by Hillsborough County.
- The impact of the FLUM amendments cannot be based solely on the number of proposed amendments; the amendment's "from" and "to" must also be taken into account. It is this information which provides a better indication of the potential changes in use and character resulting from, and the cumulative impacts of, the FLUM amendments.
- Because each of the region's jurisdictions has its own unique FLUM designations, the number of possible "from/to" amendment combinations is infinite. Consequently, for historical purposes, amendments were grouped into the general categories of residential, mixed-use, commercial, industrial, and environmental. In cases where multiple categories or seldom used categories were involved, the term "other" was used.

- Of the 314 FLUM amendments reviewed between 2001 and 2004, 165 (53%) involved an amendment from some form of residential land use category. These amendments also represented 23,842 acres or 43%.
- With regards to the “to” category “other” had the highest number of amendments with 112 or 36% followed closely by “residential” with 101 amendments or 32%. In terms of acreage, the “other” category accounted for 21,216 acres (38%) followed by “environmental” with 19,098 acres (34%), and residential with 10,703 acres (19%).
- Knowledge of the existing land use category for a parcel of land is not a foretelling of a possible amendment. Each amendment is unique and depends on the location of the parcel, existing conditions on the parcel, and surrounding characteristics and/or desires of the developer.
- Based on the period of 2001 to 2004, the following conclusions can be drawn:
  - Of the 101 amendments “to” a residential land use category, 44 involved an increase in density whereas only 14 were to a lower density;
  - FLUM amendments involving multiple categories and/or less often used categories such as recreation/open space represent the most generalized amendment category;
  - New land is being assigned either a commercial or industrial designation accounted for only 38 amendments (12%) and only .7% of the total acreage;
  - Industrially designated land is being converted to non-industrial uses; and
  - The assignment of a mixed-use designation does not necessarily reflect the development of a mixed-use project.
- Of the regular FLUM amendments reviewed between 1995 and 2004, only 29 representing 22,711 acres were DRI-related.
- Of the 23 FLUM amendments representing individual DRIs, seven (7) amendments were associated with new six in Pasco County and one in Pinellas County.

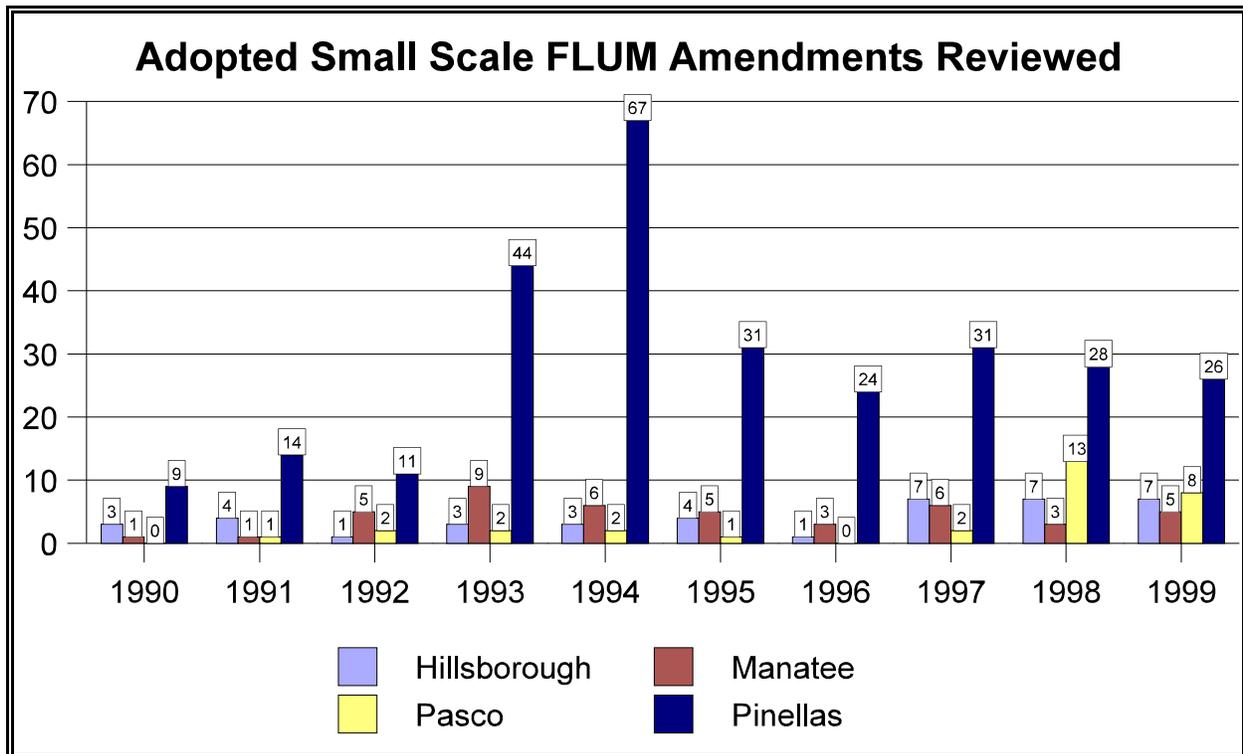
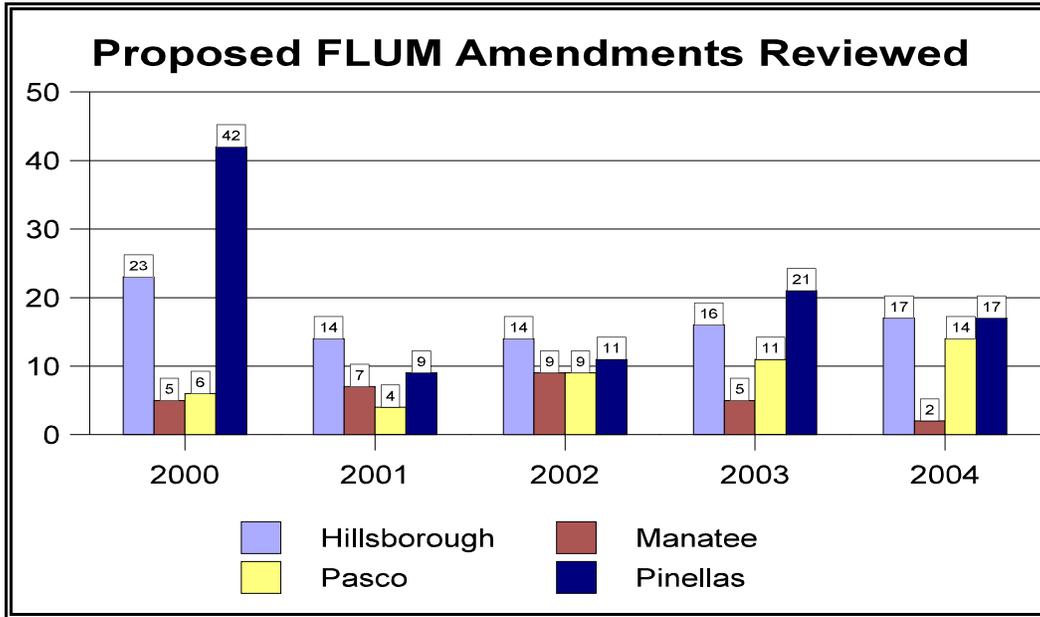
<b>Summary of FLUM Amendments by Generalized “From/To” - 2001 through 2004</b>					
Action	Generalized Category	Amendments	Percentage	Acreage	Percentage
From	Residential	165	52.5%	23,894	42.9%
	Commercial	27	8.6%	140	.3%
	Industrial	31	9.9%	2,503	4.5%
	Mixed-Use	20	6.4%	151	.3%
	Environmental	4	1.3%	148	.3%
	Other	67	21.3%	28,827	51.8%
To	Residential	101	32.2%	10,703	19.2%
	Commercial	29	9.2%	210	.4%
	Industrial	9	2.9%	142	.3%
	Mixed-Use	51	16.2%	4,294	7.7%
	Environmental	12	3.8%	19,098	34.3%
	Other	112	35.7%	21,216	38.1%

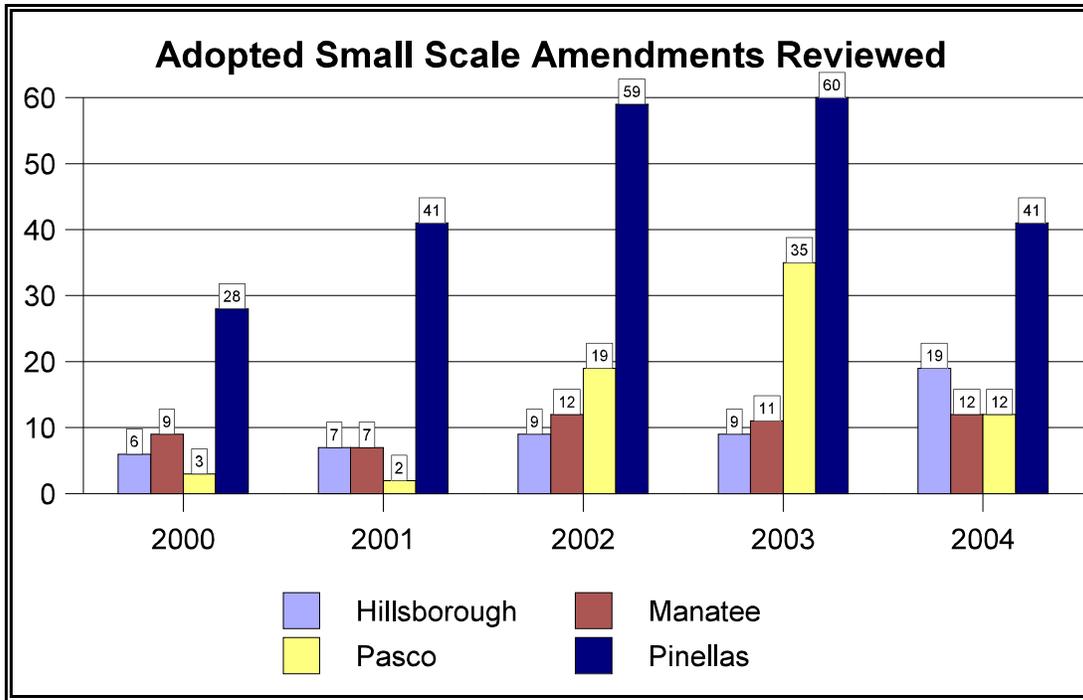
<b>Summary of FLUM Amendments by Generalized “From/To” by County 2001 through 2004</b>					
<b>Action</b>	<b>Generalized Category</b>	<b>Hillsborough</b>	<b>Manatee</b>	<b>Pasco</b>	<b>Pinellas</b>
From	Residential	53 5,7621	18 11,143	33 6,378	61 611
	Commercial	0 0	1 1	0 0	26 139
	Industrial	7 1,658	6 485	4 126	12 234
	Mixed-Use	4 48	2 2	3 21	11 80
	Environmental	0 0	0 0	1 144	3 4
	Other	11 3,721	4 13,111	10 11,420	43 575
To	Residential	35 5,211	7 679	18 4,648	41 165
	Commercial	6 50	6 11	6 105	11 44
	Industrial	1 17	2 11	2 90	4 24
	Mixed-Use	15 2,023	2 61	16 2,114	16 52
	Environmental	4 2,350	1 12,870	3 3,671	4 207
	Other	14 1,538	13 11,110	6 7,461	80 1,107

## FLUM Amendments: 1990 - 1999



## FLUM Amendments: 2000 - 2004





### DRI-Related FLUM Amendments

County	Number of DRI Involved	Amendments	Acreage
Hillsborough	4	5	5,672
Manatee	2	2	41
Pasco	8	10	19,914
Pinellas	8	12	847
<b>Total</b>	<b>22</b>	<b>29</b>	<b>26,474</b>

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