

SRPP Policies and ONE BAY Recommendations Matrix

The following table cross-references the ONE BAY Regional Vision recommendations with the Strategic Regional Policy Plan (SRPP) goals and policies. Each goal and policy of the SRPP is displayed alongside the ONE BAY recommendations they support.

ONE BAY Regional Vision Recommendations

- A - Promote transit and transit-oriented development
- B - Encourage compact and mixed-use development
- C - Encourage preservation of open space and agricultural land
- D - Support increased housing options
- E - Support environmentally sustainable growth

OB	SRPP	Goal, Objective or Policy
A B	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.
A B D	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.
A	1.3	Support efforts to coordinate activities to improve public transit connections between disadvantaged neighborhoods and employment centers.
A	2.24	Recognize the development and maintenance of the regional inter-modal transportation network as a critical resource/facility for economic growth.
A E	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.
A E	5.A	Develop a regional transportation system which is coordinated with land use patterns and planning and minimizes negative impacts on the environment.
A	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.
A	5.D	Develop a safe, coordinated, and efficient regional intermodal transportation system.
A	5.G	Monitor the development of a high speed rail system in Florida and ensure its extension into the Tampa Bay region.

A	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.
A	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.
A	5.13	Foster creative public/private financing mechanisms and partnerships for transportation system improvements.
A	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.
A	5.15	Develop and implement programs to reduce traffic conflict and accidents between motor vehicles, bicyclists and pedestrians.
A	5.18	Encourage the location of value added job industries in economically distressed areas to help reduce transportation burden on workers.
A	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.
A	5.24	Protect strategic regional economic resources and the transportation systems that serve them from incompatible residential encroachment.
A	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.
A B	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.
A	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.
A	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.
A	5.31	Support Transportation Management Organizations (TMOs) and the implementation of Travel Demand Management (TDM) strategies.
A	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.
A E	5.34	Support the development of programs designed to implement transportation control measures that reduce vehicle-miles-traveled (VMT).
A B	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.
A	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.

A	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.
A	5.38	Encourage the installation of on-site, off-street parking of bicycles.
A	5.39	Design public transit system(s) to facilitate the movement of people to and within designated local and regional activity centers.
A	5.40	Address the needs of the transportation disadvantaged through the design and maintenance of comprehensive public transit systems for the region.
A	5.41	Encourage development and redevelopment projects to reflect an increased emphasis on the development of public transportation and bicycle and pedestrian facilities
A	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.
A	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.
A	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.
A	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.
A	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.
A	5.47	Promote parking strategies which contribute to increased use of public transit.
A	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.
A	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.
A	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.
A	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.
A	5.51	Encourage high density land uses to locate adjacent to rapid transit stations.
A	5.52	The Tampa Bay RPC 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.
A	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.
A	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

A	5.64	Support and further the goals and their attendant objectives set forth in the Florida Transportation Plan.
A	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.
A	5.66	Promote regional transit projects that: <ul style="list-style-type: none"> • 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.
A	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.
A	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.
A	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.
A	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.
A	5.72	Diversify port development and expansion for passenger movement, including cruise ships and ferry service.
A	5.75	Maintain and improve existing and future intermodal surface links to the region's airports concurrent with airport expansion or development.
A E	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.

ALL	2.69	<p>Recognize that sustainable development requires adherence to the following guiding principles:</p> <ul style="list-style-type: none"> • <i>Agricultural Land Preservation</i>: Protecting farmland and rural character and promoting of sustainable farming practices; • <i>Air Quality Protection and Improvement</i>: Reducing air pollution from mobile and stationary sources and allowing for transportation options; • <i>Building Green Infrastructure</i>: Protecting and encouraging development of interconnected systems of natural areas, parks, greenways, and open space; • <i>Community Character and Historic Preservation</i>: Preserving the unique qualities of our communities such as cultural heritage and facilities, landscapes, streetscapes, public spaces, historic buildings, and landmarks; • <i>Conservation Development</i>: Integrating development with natural resources and open space; • <i>Creating Livable Communities</i>: Building active, attractive communities with easy access to residential, commercial, and recreational areas; • <i>Energy Efficiency and Green Buildings</i>: Decreasing energy consumption, using more renewable energy, and reducing the impact of built structures on the environment; • <i>Mixed-use Development</i>: Encouraging mixed-use development which includes a combination of compatible land uses having functional interrelationships and aesthetic features; • <i>Pedestrian-friendly Communities</i>: Encouraging development which proceeds in a manner that encourages people to walk to obtain the things they need; • <i>Reusing Built Environments</i>: Developing abandoned, idled, brownfield/grayfield, or under-used properties and building them back into productive use; • <i>Strengthening Local Economies</i>: Training the local workforce, supporting local business, and building technology infrastructure; • <i>Sustainable Sites and Natural Landscapes</i>: Using native plants in landscaped areas and protecting natural features of development sites; • <i>Transit-Oriented Development</i>: Creating through design and layout, mixed-use, higher density communities around public transit centers; • <i>Transportation Choices</i>: 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; • <i>Water Resources Protection</i>: Securing the quality and quantity of our streams, lakes, wetlands, floodplains, and groundwater; and • <i>Workforce Housing</i>: Providing a diversity of multi- and single-family housing opportunities near employment centers.
B	1.A	Coordinate the location and provision of affordable housing with respect to the delivery and availability of community services.
B D	1.10	<p>Encourage neighborhood preservation and stability through:</p> <ul style="list-style-type: none"> • 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.
B	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.

B	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.
B	2.16	Develop programs/incentives which encourage new development to locate within designated activity centers.
B	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.
B	5.F	Recognize and promote regional activity centers as a growth management tool.
B A	5.16	Maximize development of existing facilities and services before expansion into undeveloped areas.
B	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.
B	5.19	Locate supporting and complementary commercial and industrial activities in proximity to each other to accomplish a linkage between industries and services.
B	5.20	Retain or redevelop urbanized industrial locations supported by major transportation facilities and/or major concentrations of existing labor force.
B	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.
B E	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.
B	5.82	Recognize that local governments wishing to pursue the Regional Activity Center (RAC) designation shall initiate the application process.
B	5.83	Recognize that RACs shall be jointly designated and specifically defined in the strategic regional policy plan and local government comprehensive plans.

<p>B A</p>	<p>5.84</p>	<p>Recognize that consideration for RAC designation shall adhere to the following Mandatory Criteria:</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> • 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. <ul style="list-style-type: none"> g. RACs shall contain at least 50 acres and shall not be designated to accommodate a single development proposal.
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B	5.85	<p>Recognize that consideration for RAC designation shall take into account the following Preferred Criteria:</p> <ol style="list-style-type: none"> 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.
B	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.
B	5.90	<p>Recognize that as of the date of this Strategic Regional Policy Plan, the following geographic areas are designated as Regional Activity Centers:</p> <ul style="list-style-type: none"> • 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
C	2.31	Preserve recreation and historic sites.
C	2.40	Support, protect and promote natural resources as a component (“eco-tourism”) of the region's tourism package.
C	2.41	Promote agriculture as a viable land use and economic activity.
C	2.42	Encourage the identification and retention of the agriculture category on future land use maps.
C	2.43	Recognize agribusiness as an economic asset to the region and a major sector of the region's economic base.
C	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.
C	2.45	Support local governments in the protection of agricultural operations as development encroaches.
C	2.46	Support the continued protection of the preferred tax status of active agricultural lands.
C	4.L	Provide access to the natural resources of the region to all citizens while ensuring public safety and protecting regionally-significant natural resources.
C E	4.O	Minimize the conflicts between increased development and the wildland/urban interface.

C	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.
C E	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.
C E	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.
C E	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.
C E	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.
C E	4.82	Protect undeveloped barrier islands from development that impedes geological function, the environmental character and the function of the islands and immediate vicinity.
C E	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.
C	5.74	Maximize the use of existing commercial and general aviation airport facilities before the development of new facilities.
D	1.B	Increase the availability of new and improve the condition of existing affordable housing and neighborhoods within the region.
D	1.C	Improve the equity of the location and distribution of affordable housing for all residents throughout the Tampa Bay region.
D	1.D	Increase the availability and improve the condition of affordable, adequate, and sanitary housing for farmworkers, special needs groups, and homeless persons.
D	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.
D	1.11	Implemented redevelopment and infill plans and activities should: <ul style="list-style-type: none"> • Minimize impacts caused by residential displacement; and • Incorporate the rehabilitation of existing structures for use as very low-, low-, and moderate-income housing.
D	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.

D	1.15	<p>Increase the availability and improve the condition of affordable, adequate, and sanitary housing for farm workers and special needs groups by:</p> <ul style="list-style-type: none"> • 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.
D	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.
D	1.4	Promote new and innovative incentives and technical assistance programs which induce financial leveraging for new construction of affordable housing.
D	1.5	Support efforts which provide tax incentives to rehabilitate very low- and low-income residential properties
D	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.
D	1.7	Support the establishment of programs to assist very low-, low-, and moderate- income families to attain compliance with local building codes.
D E	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.
E	4.E	Protect regionally-significant natural resources from degradation resulting from dredging and dredge-material disposal.
E	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.
E	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.
E	2.68	Recognize the interrelatedness of sustainable actions and decisions on the principles of environmental integrity, economic prosperity, and community livability.

E	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: <ul style="list-style-type: none"> • Growth management; • Regional approaches; • Education; • Water/natural resource protection; • Emergency management; • Quality of life/societal issues; • Land use coordination; • Funding; and • Leadership
E	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: <ul style="list-style-type: none"> • Transportation <ul style="list-style-type: none"> • Better land-use coordination • Regional approaches • Identify additional funding sources • Mass transit/multi-modal • Improve leadership • Water <ul style="list-style-type: none"> • Regional approach to reuse/reclaimed water • Conservation • Statewide planning (inter-regional) • Land Use <ul style="list-style-type: none"> • Coordinate land use with water and transportation • More compact growth (infill and TND) • Improved regional approach (better intergovernmental coordination, improved process) • Economic Development <ul style="list-style-type: none"> • Education/vocational training/workforce • Emergency Management <ul style="list-style-type: none"> • Regional evacuation plan • Homeland security • Stricter floodplain management
E	4.A	Protect the quality of surface water and groundwater in the region.
E	4.B	Assure an adequate supply of water to meet all projected human and natural needs.
E	4.C	Manage stormwater and reclaimed water as valuable regional resources.
E	4.D	Protect, restore, and maintain regionally-significant natural resources including private lands managed for conservation.
E	4.F	Maintain the integrity and natural value of marine, estuarine, and intertidal habitats.
E	4.G	Recognize and protect the Tampa Bay region's coastal resources as a cultural, natural, and economic amenity.
E	4.H	Incorporate the protection of regionally-significant natural resources in planning for future growth within the region.
E	4.I	Attain and maintain National Ambient Air Quality Standards.

E	4.J	Encourage incorporation of land use and transportation planning strategies to improve air quality in the Tampa Bay region and associated airshed.
E	4.K	Reduce emissions of nitrogen and other pollutants to improve surface water and sediment quality in the Tampa Bay watershed.
E	4.M	Inform the public about the natural resource issues of the region.
E	4.1	Protect, preserve, and restore the natural functions of riverine systems including prohibiting new development in riverine floodways.
E	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.
E	4.100	Adopt coordinated riverine management plans.
E	4.101	Develop procedures and strategies to assess control measures and to ensure continued progress to attain or maintain National Ambient Air Quality Standards.
E	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.
E	4.103	Encourage active involvement in the review of DEP air permit applications outside the region.
E	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.
E	4.105	Encourage the development and implementation of innovative and cost-effective pollution prevention and control technologies.
E	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.
E	4.107	Encourage the adoption of rules for managing non-criteria air pollutant emissions such as hazardous and toxic substances.
E	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.
E	4.11	Consider potential adverse impacts on water quality and aquatic resources in permitting of septic tanks and drain fields.
E	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.
E	4.111	Implement land use-related performance standards that minimize negative air quality impacts resulting from development.
E	4.112	Encourage feasibility studies on the use of alternatively-fueled motor vehicles.
E	4.113	Encourage public and private sector support and participation in electric energy conservation programs.

E	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.
E	4.115	Develop agricultural Best Management Practices to minimize airborne releases of nutrients and chemicals.
E	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.
E	4.117	Encourage the retrofitting of energy generators to reduce their polluting emissions.
E	4.118	Consider water quality impacts in the permitting of stationary sources.
E	4.119	Implement agricultural BMPs to minimize airborne releases of nutrients and chemicals.
E	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.
E	4.120	Support timely implementation of rules for controlling hazardous and toxic air pollutants consistent with Title III of the Federal Clean Air Act.
E	4.122	Facilitate cooperation among governments with shared marine and estuarine resources.
E	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.
E	4.125	Identify areas appropriate for Aquatic Preserve designation.
E C	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.
E	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.
E	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.
E	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.
E	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.
E	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.
E	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.
E	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.
E	4.139	Encourage education programs that inform the public of measures to control non-point source pollution to improve water quality.

E	4.14	Encourage programs to monitor and repair fractured or ruptured sanitary sewer lines to preserve treatment capacity and prevent adverse impacts on groundwater.
E	4.140	Support the use of comprehensive water conservation education programs to increase public awareness.
E	4.141	Inform residents and visitors in the Tampa Bay region about listed species, their habitats, and their value to natural systems and man.
E	4.142	Increase and support public awareness of the sensitivity, uniqueness, and importance of Florida's natural environment.
E	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.
E	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.
E	4.145	Encourage the availability of educational materials and learning programs concerning air quality issues.
E	4.146	Support the development of educational programs promoting energy conservation and efficiency in order to reduce unhealthful and environmentally-damaging air emissions.
E	4.147	Support local government initiatives to establish manatee protection zones and continue boater education.
E	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.
E	4.149	Provide guidance for marina and boat ramp development or expansion as follows: <ul style="list-style-type: none"> • 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.
E	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.

E	4.150	<p>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:</p> <ul style="list-style-type: none"> • 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.
E	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.
E	4.152	Ensure that marinas maintain the capability to contain any spills of petroleum or other hazardous materials within the boundaries of the project.
E	4.153	<p>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 (<i>Trichechus manatus</i>) 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:</p> <ul style="list-style-type: none"> • 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.
E	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.
E	4.155	Encourage the survey of existing marine facilities and boat ramps and the projection of future demand.
E	4.156	Encourage marina/boatyard facilities to enter into the Florida Department of Environmental Protection's Clean Marina/Boatyard Program.

E B C	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.
E	4.158	Minimize the conflicts between residential development and the wildland/urban interface by encouraging developers and residents to apply the following firewise techniques: <ul style="list-style-type: none"> • 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.
E	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.
E	4.17	Protect groundwater recharge area characteristics by encouraging open space areas, clustered development, and increased use of pervious materials.
E	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.
E	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.
E	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.
E	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.
E	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.
E	4.22	Determine and meet the water supply needs of freshwater and estuarine systems through proactive and reactive measures.
E	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.
E	4.24	Support water resource regulation based on ecologically sustainable yield, using a comprehensive and balanced management approach.
E	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.
E	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.

E	4.27	Encourage the continued development and promotion of water conservation methods and technologies for use both inside and outside buildings.
E	4.28	Link water management with growth management/land use planning.
E	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.
E	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.
E	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.
E	4.31	Support efforts in developing inter-district water transfer policies that ensure the examination of environmental, economic, and technical implications of such transfers.
E	4.32	Improve the quality of receiving waters by: <ul style="list-style-type: none"> • 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.
E	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).
E	4.34	Promote environmentally-acceptable effluent disposal alternatives and encourage water conservation and alternative water source use including the use of reclaimed wastewater.
E	4.35	Support the initiatives and restoration projects identified in the SWIM plans
E	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.
E	4.37	Provide sufficient inspection and maintenance of all stormwater facilities.
E	4.38	Support the preparation and implementation of comprehensive basinwide storm-water management master plans.
E C	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: <ul style="list-style-type: none"> • 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.
E	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).
E	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.

E	4.41	Prohibit new development in riverine floodways.
E	4.42	Minimize, and mitigate adverse impacts on wetlands and river systems by major water users.
E C	4.43	Protect, preserve, and restore all regionally-significant natural resources shown on the Map of Regionally-Significant Natural Resources.
E	4.44	<p>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:</p> <ul style="list-style-type: none"> • 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
E	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.
E	4.46	Recognize that, consistent with other policies in this section, permitted mitigation banking shall set the criteria for impact mitigation.
E	4.47	<p>Recognize that mitigation efforts shall be:</p> <ul style="list-style-type: none"> • 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.
E	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.
E	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.
E	4.5	Allow the land application of treated wastewater sludge (residuals) only in environmentally compatible areas.
E	4.50	Maintain a naturally vegetated buffer sufficient to preserve the value and function of the regionally-significant natural resource.
E	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.
E	4.52	Prohibit channelization through regionally-significant natural systems solely to create new lands for development or to create new navigation access.
E	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.

E	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.
E	4.55	Encourage the removal of invasive, exotic species such as punk tree (<i>Melaleuca</i>), Australian pine (<i>Casuarina</i>) and Brazilian pepper (<i>Schinus</i>) and the replacement by native species.
E	4.56	Promote the principles of ecosystem management for the protection of regionally-significant natural resources.
E	4.57	Ensure that land use decisions are consistent with federal- and state-listed species protection and recovery plans, and adopted habitat management guidelines.
E	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.
E C	4.59	Preserve regionally-significant geological features, e.g., significant limestone out-croppings and natural springs.
E	4.6	Reduce pollutant loading from permitted point sources and the number of sources which negatively impact the quality of receiving waters.
E	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.
E	4.62	Ensure that the exploration and development of mineral resources only proceed in an ecologically sound manner.
E	4.63	Design mining practices to protect regionally-significant natural resources from the adverse effects of resource extraction.
E	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.
E	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..
E	4.66	Utilize vegetation native to the Tampa Bay region for mining reclamation and mitigation.
E	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.
E	4.68	Encourage continued development and implementation of the integrated habitat plan.
E	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.
E	4.7	Prohibit land use and transportation planning and development actions that result in unacceptable degradation of existing groundwater and surface water quality.

E	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.
E	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.
E	4.72	Support maintenance dredging where appropriate.
E	4.73	Restore sustainable productivity of marine and estuarine fisheries habitat and other aquatic resources through protection and management.
E	4.74	Discourage projects which could alter natural tidal circulation. Necessary projects which would alter circulation shall minimize impact and mitigate unavoidable impacts.
E	4.75	Prohibit offshore oil or gas leasing or exploration within a 100-mile buffer along the Gulf coast of Florida.
E	4.76	Prevent the dredging or filling of submerged lands not previously subject to dredging or filling, except in cases of overriding public interest.
E	4.77	Consider uncontaminated dredged material a resource to be utilized for appropriate beneficial uses such as recreation and wildlife habitat.
E	4.78	Require revegetation plans for spoil areas utilizing appropriate native plant species.
E	4.79	Maximize the useful life of existing dredged material disposal areas through the proper use and maintenance of containment structures.
E	4.8	Manage agricultural runoff with Best Available Control Technologies and/or Best Management Practices to minimize its impact upon receiving waters.
E	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.
E	4.81	Implement use of best available technology to reduce sediment resuspension and releases during dredging/filling activities.
E C	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.
E C	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.
E	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.
E	4.87	Encourage the establishment of native vegetation in front of seawalls to act as a natural buffer
E	4.88	Where existing waterways are not seawalled, native vegetation shall be the preferred method of shoreline stabilization.

E	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.
E	4.9	Inventory septic tanks, including an assessment of the potential adverse effects on surface water, groundwater resources, and water supply wells.
E	4.90	Maintain natural beach processes by prohibiting structures that adversely affect sand transport.
E	4.91	Ensure that shoreline armoring only be used as a last resort to provide protection to upland property and the structures thereon.
E	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.
E	4.93	Ensure that beach renourishment projects protect and enhance existing native vegetation; sea turtle and shorebird nesting habitat.
E	4.94	Prohibit development which would bury in place any structure that, upon erosion, could result in an in-place vertical bulkhead or seawall.
E	4.95	Encourage the removal of perpendicular structures, such as groins, prior to beach renourishment.
E	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.
E	4.97	Support the implementation of benthic quality protection targets and the development of strategies for priority areas containing sediment contamination in Tampa Bay.
E	4.98	Discourage development in the undeveloped 100-year floodplain.
E	4.99	Implement floodplain management strategies to prevent erosion, retard runoff, and protect natural functions and values.
E	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 st Century (TEA-21) and its successor acts.
E	5.73	Develop port facilities and maintain waterways to ensure an optimum balance between economic benefits and environmental and social costs.
E	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.
E	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.

E	5.86	<p>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:</p> <ul style="list-style-type: none"> 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.
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