City of Tarpon Springs, Florida

138 East Lemon Street
Tarpon Spring, Florida 34689
(727) 942-5611
http://www.ctsfl.us/agenda.htm

2040 COMPREHENSIVE PLAN UPDATE PUBLIC MEETING AGENDA
PRESENTED BY THE PLANNING AND ZONING DEPARTMENT
SATURDAY, JUNE 8, 2024
12:30 P.M. TO 2:30 P.M.
TARPON SPRINGS PUBLIC LIBRARY
FRIENDS OF THE LIBRARY MEETING ROOM

1. PUBLIC ENTERS

12:30 P.M.

2. DISCUSSION

a. Tarpon Springs Comprehensive Plan

3. PUBLIC LEAVES

2:30 P.M.

TARPON SPRINGS 2040

COMPREHENSIVE PLAN

TARPON TOMORROW: Planning for the Future, While Preserving the Past

Draft as of 04/26/2024

ACKNOWLEDGMENTS

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Tarpon Springs

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INTRODUCTION

Purpose

In September of 2021 the City began the process of updating the Comprehensive Plan (the Plan) to comply with the requirements of the City's Charter as well as the requirements of Florida Statutes' EAR-Based amendments process. The update includes extensive community engagement and active participation of the City's Planning and Zoning Board. This update is intended to build upon and augment the previous versions of the Plan. The most recent EAR-Based amendments were conducted in 2016/17. Past versions of the Comprehensive Plan (first adopted in 1989, and subsequent amendments) are recognized as legacy reference documents to be utilized whenever necessary to provide the history and clarity to goals, objectives, and policies that have long been included in the Plan.

Concurrent with this update the City also embarked on drafting the City's first Strategic Plan in over 20 years, which also serves to inform this update to the Comprehensive Plan. The elements of the Comprehensive Plan are organized under the six "Focus Areas" of the Strategic Plan to further coordinate short, medium and long-term planning actions under a common framework. A full Strategic Plan Alignment is provided for each individual element.

Major Changes to the Plan

- ⇒ Edits per Florida Statutes and the Countywide Planning Authority.
- ⇒ Updated maps and data.
- ⇒ Creation of a "Place Based Area Map".
- ⇒ Consolidation of Future Land Use Categories and re-naming of map categories to align with the Countywide Planning Authority.
- ⇒ Removal of outdated policies or completed actions.
- ⇒ Deletion of repetitive policies across multiple elements.
- ⇒ Reorganization based on Strategic Plan Focus Areas.
- ⇒ Updates based on community engagement and advisory board participation.

Alignment with Other Significant Policy/Planning Documents

During the update process, the City was concurrently completing a Sustainability Action Plan, and Vulnerability Assessment and Action Plan. These plans served as valuable reference documents and have influenced the modification of existing policies, as well as creation of new policies to align the Comprehensive Plan with the Sustainability Action Plan and the Vulnerability Assessment and Action Plan. Two other major initiatives occurring concurrently with the Comprehensive Plan update are the Sponge Docks and Hope-Athens Community Placemaking plan and the Central Tarpon Springs CRA development. Both of these planning efforts are recognized within the Comprehensive Plan, with policy inclusions in support of both.

Executive Summary of Major Findings

⇒ Population growth is expected to increase by approximately 2,600 persons from 25,849 (April 2023 estimate) at a slow incremental pace to approximately 28,465 persons by the year 2040. Recently completed residential projects and "pipeline" projects (approved but not yet constructed) are expected to accommodate approximately 48% of new residents.

⇒ The number of "households" is projected to increase from 11,300 by approximately 1,306 units through 2040. The City has enough housing units currently to satisfy this increase in household demand, however over 900 units are classified as seasonal, recreational, or occasional use, which limits availability to meet demands. The most recent available data indicated an estimated total vacancy rate is 13.4% (1,749 units).

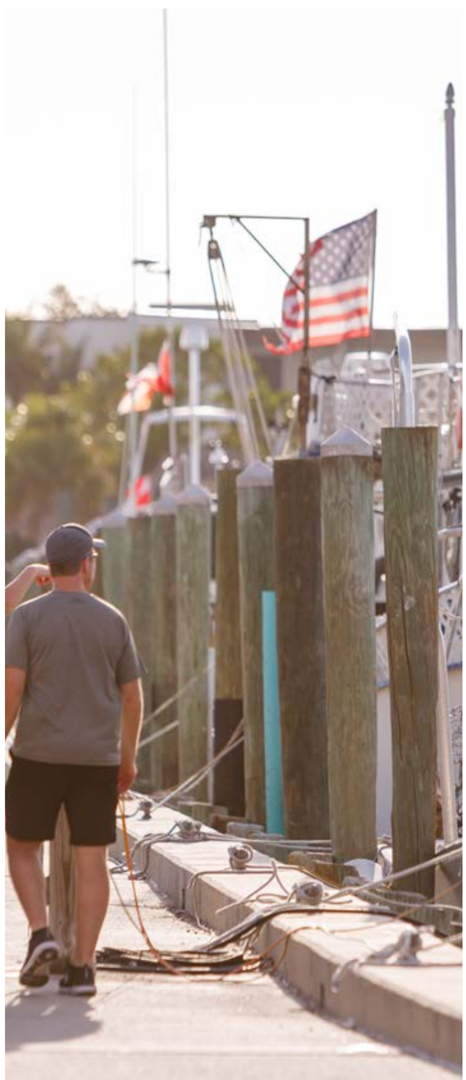
⇒ The City's "functional" population (includes seasonal and utility service areas) is expected to increase from 34,789 (2020) to 36,915 by the year 2040.

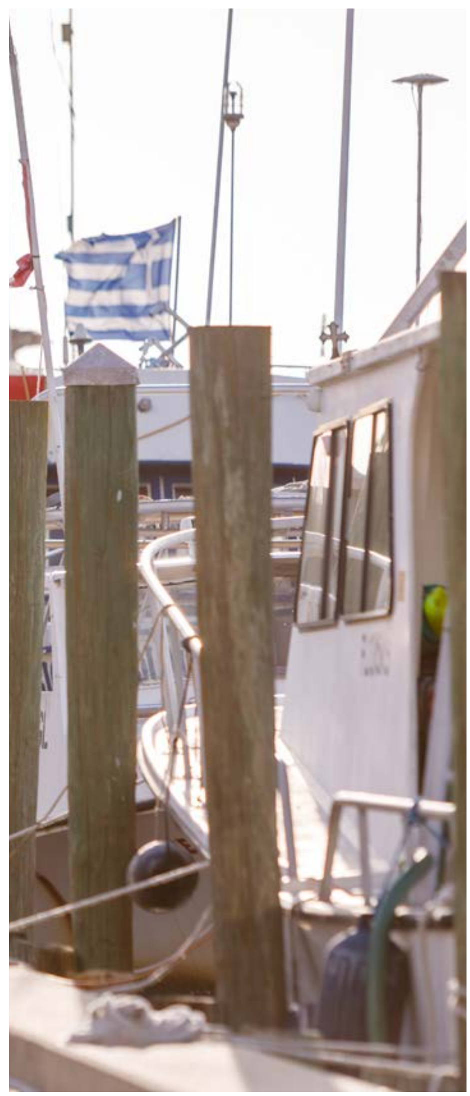
⇒ Total Employment is projected to increase by approximately 2,945 jobs from 16,932 (2020 estimate) jobs to 19,877 in 2050. The majority of job growth will continue to come from service sector employment.

⇒ The City has sufficient available land to accommodate expected population growth and economic expansion with no increases to density or intensity.

⇒ The City has sufficient water and sewer capacity to accommodate expected population growth and economic expansion over the 20-year planning horizon and beyond.

⇒ The population per square mile increased by 175 persons from 2,577 in 2010 to 2,752 in 2020.





PLAN ORGANIZATION

The Comprehensive Plan Elements are grouped under corresponding "Focus Areas" of the City's Strategic Plan. There are thirteen unique Plan Elements, each addressing a specific topic area and specific goals, objectives, and policies. Each element of the Comprehensive Plan is equally important and must be internally consistent.

STRATEGIC PLAN FOCUS AREAS / Comprehensive Plan Elements Alignment

As established in the Plan Administration element, each individual element of the Comprehensive Plan is comprised of a series of applicable goals, objectives and policies.

Goal
The long-term result toward which actions or programs are directed.

Objective
A measurable and achievable outcome associated with a goal.

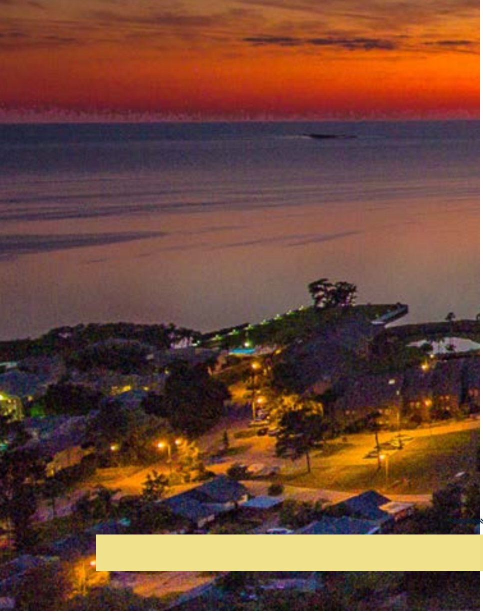
Policy
Defines the standard, intent, direction or result to advance an objective.

Within each element, the goals, objectives, and policies are indicated by an element abbreviation following by a numbering hierarchy, as shown below utilizing the Future Land Use Element as an example:

FLU 1 (Future Land Use Element Goal 1)

FLU 1.1 (Future Land Use Element Objective 1.1)

FLU 1.1.1 (Future Land Use Element Policy 1.1.1)



BACKGROUND, POPULATION & EMPLOYMENT

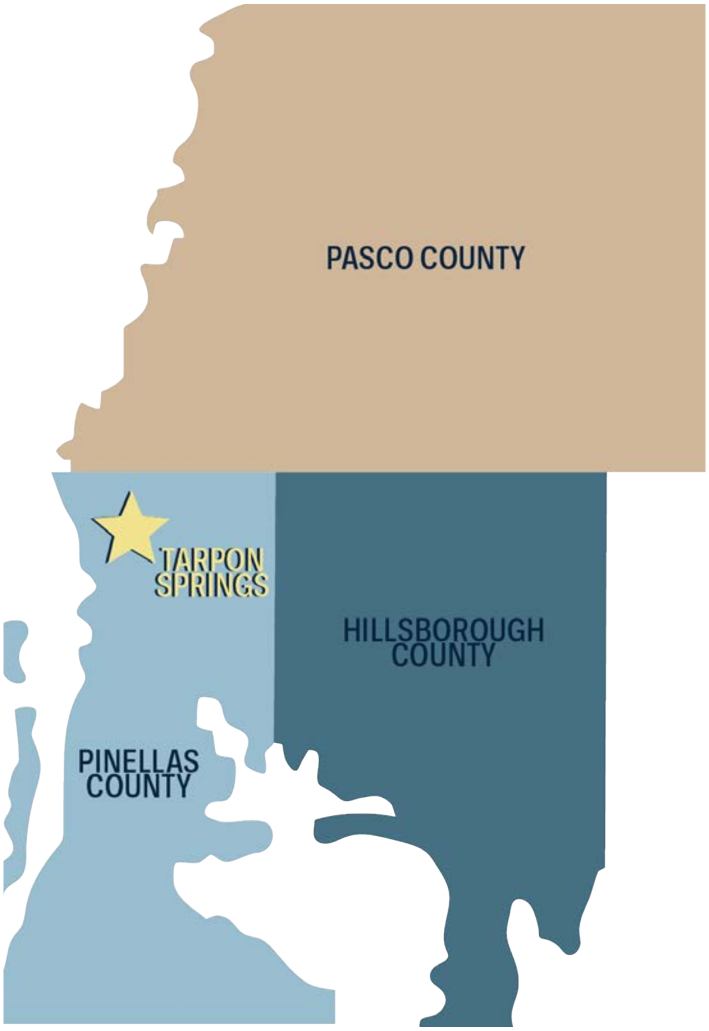
Location and Background

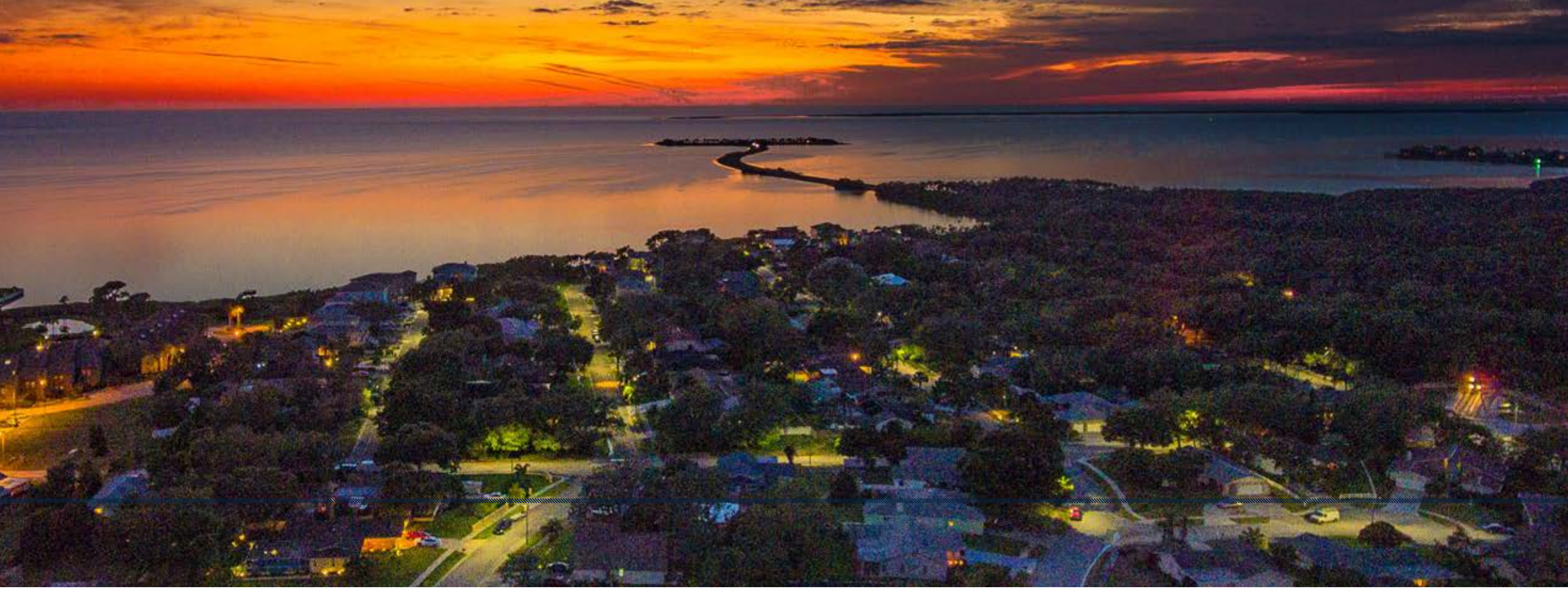
Tarpon Springs, known for its rich Greek heritage and sponge diving industry, was incorporated in 1887 and is generally bounded by the Pasco County line to the north, Klosterman Road to the south, the Gulf of Mexico to the west, and Lake Tarpon and the Salt Lakes to the east. Tarpon Springs is the northernmost part of the peninsula that is Pinellas County. The city has approximately 9.26 sq mi of land and 8.67 sq mi of waters. The City offers opportunities for boating, fishing, and other water-related activities and is a popular tourist destination, offering a blend of history, culture, and natural attractions. The city has many parks and recreational areas, providing opportunities for outdoor activities, picnics, and enjoying the natural beauty of the region.

The City has a strong Greek cultural influence, with a significant Greek American population. This is evident in the architecture, cuisine, and various cultural events held in the city. Tarpon Springs was once a leading sponge harvesting location in the United States and the city is nationally and internationally known for its historic Sponge Docks where visitors can explore shops, restaurants, and museums related to the sponge industry. The Greektown National Register of Historic Places (Traditional Cultural Property) was added in 2014. The City hosts the largest annual Epiphany Celebration in the western hemisphere, (a significant Greek Orthodox celebration) attracting visitors from around the world.

The City's downtown area is also recognized on the National Register of Historic Places and is a locally designated historic district. The downtown area boasts many unique shops and restaurants and has experienced a renaissance over the last 15 years, including specialty retail, breweries, distilleries, wine bars, and fine dining opportunities.

FIGURE 1: Location Map





Population and Employment Projections

Where possible, the City has relied upon data provided by the Shimberg Center for Housing Studies at the University of Florida, which are extrapolated from the County population projections provided by the Bureau of Economic and Business Research (BEBR) as well as, the U.S. Census Bureau 2018-2022 American Community Survey 5-Year Estimates. Generally, population projections are the analysis trends in births, deaths, in-migration and out-migration and are extrapolated out over a 20-30 year planning period. Other data sources include Forward Pinellas 2050 TAZ Socio-Economic Projections.

POPULATION

The population of Tarpon Springs has experienced slow incremental growth over the past two decades with an increase of 11.8% from 2000 to 2010 and 6.95% from 2010 to 2020. The population for 2025 is estimated to be 26,324 residents, over 2,500 fewer residents than was previously projected during the last comprehensive plan update. As shown in **Table 1**, growth is projected to continue to increase, but at slower rates over the next 20 years. The city's estimated population as of April 2023 was 25,849. The 20-year population projection for 2040 is 28,465 residents, an overall population increase of approximately 2,600.

TABLE 1: Tarpon Springs Permanent Population Projections

	2010	2020	2025	2030	2040	2050
POPULATION	23,484	25,117	26,324	27,150	28,465	29,538

Source: Florida Housing Data Clearing House Population and Household Projections, 2022

For the purpose of planning for utilities, the city utilizes the 'functional' population that includes seasonal population and utility users outside of the city limits, as shown in **Table 2**.

TABLE 2: Functional Population Projections

	2020	2025	2040	2050
MUNICIPAL & SEASONAL POPULATION	30,885	31,898	32,289	32,313
MUNICIPAL, SEASONAL, & UTILITY SERVICE AREA POPULATION	34,789	36,180	36,915	36,963

Source: Forward Pinellas 2050 TAZ Socioeconomic Projections

ACCOMMODATING PROJECTED POPULATION & HOUSEHOLD GROWTH

The methodology utilized to project needed land for residential units assumes that the average household size will remain constant through the planning period. The 2018-2022 American Community Survey reports the persons per household as 2.20. The number of vacant units, units currently under construction (see **Table 18** in the Housing Section), and the amount of vacant land (See **Table 22** in the Future Land Use Section) provide the basis for assuming that population and household growth can be accommodated. Further, expected development strategies such as infill and accessory dwelling units will accommodate additional growth.

The City's projected population through 2040 indicates a need for approximately 12,600 housing units to accommodate existing and future households. The City's current inventory of housing units (13,049 units) *exceeds* this projected need. However, vacancy rates, driven by seasonal and occasional occupancy, continue to remove units from permanent availability. At the current time over 1,700 units are classified as vacant, of which over 900 are classified as seasonal or occasional use.

EMPLOYMENT GROWTH

Employment is projected to grow over 17% over the next three decades from just under 17,000 jobs in 2020 to just under 20,000 jobs by 2050. The commercial and service sectors are projected to grow, while industrial employment is predicted to see a slight decrease. **Table 3** indicates areas of projected employment growth through 2050.

TABLE 3: Employment Projections

YEAR	INDUSTRIAL EMPLOYMENT	COMMERCIAL EMPLOYMENT	SERVICE EMPLOYMENT	TOTAL EMPLOYMENT
2020	3,057	4,042	9,833	16,932
2050	3,020	4,743	12,114	19,877
% CHANGE	**-1.2%**	**17.3%**	**23.2%**	**17.4%**

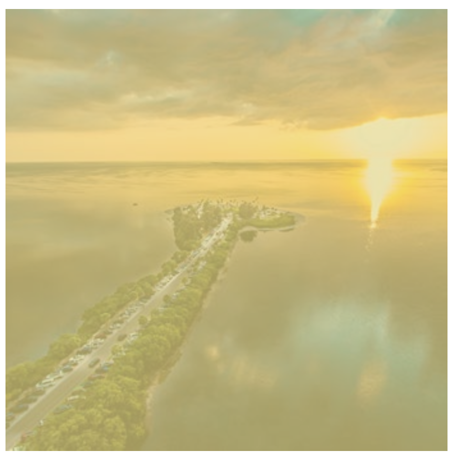
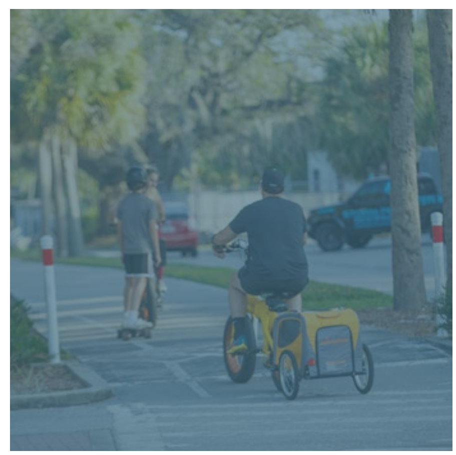
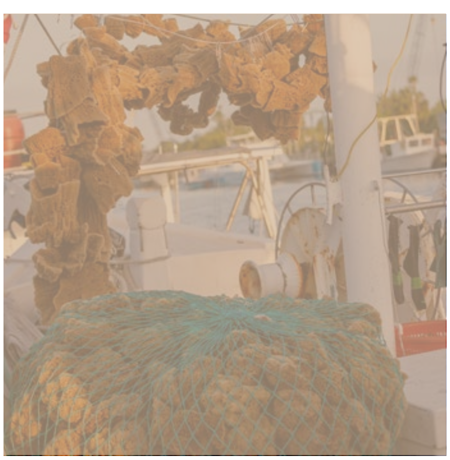
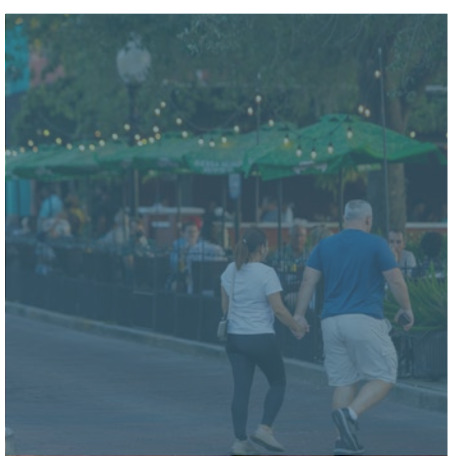
Source: Forward Pinellas 2050 TAZ Socioeconomic Projections



Currents
restaurant




Come Shop


SMART GROWTH & REDEVELOPMENT

The Housing, Future Land Use, Transportation and Coastal Management Elements correspond to the following goals from the Smart Growth & Redevelopment Focus Area of the City's Strategic Plan:

- ⇒ **GOAL D.1:** Expand and diversify local employment opportunities that support a living wage.
- ⇒ **GOAL D.2:** Attainable housing for all income levels.
- ⇒ **GOAL D.3:** A vibrant, life-long community where people can meet all daily needs of living and comfortably "age in place".

HOUSING ELEMENT

Ensuring there is a range of adequate, safe housing available to current and future residents is essential to the stability of the City and it's overall quality of life. Potential land available for development is limited throughout the city, therefore, it is expected that meeting the housing needs will likely occur through infill development. Updates to the Housing Element recognize this, by setting policies that encourage context-sensitive infill development in order to promote growth within the city, while being respectful and mindful to the established character and lower-density development pattern.

The Housing Element establishes policies that encourage a range of housing types to meet the needs of all income levels and individual preferences, while also protecting the stable neighborhoods throughout the community.

Strategic Plan Alignment

The revised Housing Element aligns with the following goals and objectives of the City's Strategic Plan:

- ⇒ **Goal C.1:** Protect the City's unique cultural heritage and identity.
- ⇒ **Goal C.2:** SMART growth and redevelopment that incorporates historic community characteristics.
- ⇒ **Objective C.2.2:** Strengthen the comprehensive and land use regulations with stronger adherence to historic community characteristics.
- ⇒ **Goal D.2:** Attainable housing for all income levels.
- ⇒ **Objective D.2.2:** Encourage infill redevelopment through incentives for vacant and unkept properties.
- ⇒ **Goal D.3:** A vibrant, life-long community where people can meet all daily needs of living and comfortable "age in place".

2023 Update Summary

Updates to the goals, objectives and policies address:

- ⇒ Language that is outdated due to changes in regulations, operations and/or entities.
- ⇒ Simplification and clarification of policy language for ease of reader.
- ⇒ Removal of policies that are no longer applicable or are duplicative.
- ⇒ New policies addressing context-sensitive infill development.
- ⇒ New policies offering protections of existing mobile home parks/mobile homes.

Goals, Objectives, and Policies

H 1: PROVIDE A MIX OF HOUSING TO MEET THE NEEDS OF THE EXISTING AND FUTURE POPULATION.

H 1.1: Support the development of context sensitive infill housing.

H 1.1.1: Consider options, including increasing density allowances and/or providing for density bonuses for affordable and context sensitive infill housing to incentivize very-low income, low-income, and moderate-income housing.

H 1.1.2: Continue to support and evaluate the effectiveness of the following principles and criteria guiding the location of very low-, low- and moderate-income housing in the land development code Consider options, including:

- Small lot sizes.
- No minimum house sizes.
- Zero lot line development.
- Allowing manufactured housing to locate on individual lots.
- Cluster development.
- Less restrictive setback requirements.

- Allowing more than one principal building on one lot (i.e. cottage courts).
- Reduced parking minimums.
- Increased maximum accessory dwelling unit sizes.
- Recognition of legal nonconforming lots of record.

H 1.1.3: Continue to allow accessory dwelling units in residential and mixed-use districts.

H 1.1.4: Continue community-led strategic planning efforts in the Union Academy neighborhood, Greektown, and other vulnerable areas of the city subject to gentrification.

H 1.1.5: Continue to support the land development code which allows for Residential Living Facilities consistent with Chapter 419 *Florida Statutes*.

H 1.1.6: Utilize and amend as necessary the land development code to provide for a variety of housing types, particularly context sensitive infill housing.

H 1.2: Assist the Housing Authority, non-profit organizations, and the private sector to preserve the supply of affordable housing for all current and future residents.

H 1.2.1: Provide information and technical assistance to the private sector to maintain a housing production sufficient to meet the need for housing choice and affordability.

H 1.2.2: Continue to assist interested parties, of very low, low and moderate income residential units along with other county and state agencies that administer housing programs (such as the City of Tarpon Springs Housing Authority, Pinellas County Community Development Department, the Florida Housing Finance Corporation and the U.S. Department of Housing and Urban Development.

H 1.2.3: Develop and implement affordable housing incentives/provisions within current and future Community Redevelopment Areas (CRAs).

H 1.3: Encourage workforce and affordable housing to locate in proximity to places of employment and transit facilities.

H 1.3.1: Define workforce housing as the housing needs of households whose median income is between 80 and 140 percent of the area's median income, with no more than 30 percent of their income spent on housing costs.

H 1.3.2: Give priority to assisting affordable and workforce housing projects that are proximate to employment, public transportation, and/or a range of public services.

H 1.3.3: Evaluate and amend existing bonus density/intensity criteria within the Land Development Code to incorporate methods and incentives from the Pinellas County Housing Compact.

H 1.4: Ensure adequate services and infrastructure are available to support the housing needs of the existing and future population.

H 1.4.1: Continue to review housing development proposals with the Technical Review Committee (TRC).

H 1.4.2: Ensure housing developments meet and/or exceed the accessibility the requirements of Americans with Disabilities Act.

H 1.4.3: Continue to enforce site plan review and building permit processes that requires new housing development to locate where public facilities and services are available or require the developer to provide new public facilities in accordance with the adopted level of service standards in the Comprehensive Plan.

H 1.5: Continue to review and revise as needed the housing delivery process.

H 1.5.1: Develop an expedited review process for all housing applications.

H 1.5.2: Evaluate methods to offset impact fees, permit fees, inspection fees, etc. to lower overall housing construction costs.

H 1.5.3: Periodically review land development codes and the permitting processes, and amend as needed to meet housing needs, while continuing to ensure the health, welfare, and safety of the residents.

H 1.5.4: Explore opportunities to improve the efficiency of the building permit fee payment process.

H 1.5.5: Explore opportunities to improve and expedite the building permit approval process to increase efficiency.

H 1.5.6: Continue to review, and amend as necessary, submission deadlines and public notification requirements.

H 1.6: Continue to utilize the Pinellas County Housing Trust Fund, State Housing Initiatives Partnership Program (SHIP) funds, and the Community Development Block Grant (CDBG) program.

H 1.6.1: Continue to disseminate information regarding Pinellas County's Housing Trust Fund, SHIP funds, CDBG funding and any other programs Pinellas County provides for affordable housing.

H 1.7: Coordinate relocation of displaced persons with the Pinellas County Community Development Department, Pinellas County Housing Authority, and the Tarpon Springs Housing Authority.

H 1.7.1: Ensure that adequate housing is available for relocation needs prior to the issuance of any development order which necessitates the relocation of existing residents.

H 1.8: Recognizing the value of mobile and manufactured homes as naturally occurring affordable housing, identify appropriate locations for new mobile home developments and protections for existing mobile home developments.

H 1.8.1: Allow new manufactured home developments in areas where supported by the existing land use density and outside vulnerable areas, such as the Special Flood Hazard and Coastal High Hazard areas.

H 1.8.2: Recognize and protect existing mobile and manufactured homes from non-affordable housing redevelopment.

H 1.8.3: Incentivize the replacement of existing mobile homes with HUD compliant, wind-loaded structures.

H 1.8.4: Evaluate and amend, if necessary, the Mobile Home Park (MHP) zoning district standards in the Land Development Code.

H 1.9: Ensure housing meets the minimum construction code and health standards.

H 1.9.1: Continue to work toward the elimination of substandard housing conditions, and for the structural and aesthetic improvement of existing housing.

H 1.9.2: Continue to support the demolition program enforced by the Tarpon Springs Police Department.

H 1.9.3: Establish principles to guide conservation, rehabilitation and demolition program techniques and strategies.


X-ING

FUTURE LAND USE ELEMENT

Considering the current and future needs of the community, the Future Land Use Element (FLU) serves as a guide to the future development and redevelopment of the city. Thoughtful planning of the built and natural environment improves the quality of life of residents and visitors and ensures a sustainable future for the city.

To support the future development and redevelop goals of the community, the FLU establishes a set of goals, objectives, and policies and a Future Land Use Map (FLUM), which describes the appropriate location of future development through the use of various land use categories. Each land use category outlines the types of uses allowed and standards for density and intensity.

The FLU also establishes the 'Place-Based Area Map'. This map recognizes unique areas, existing planned areas and stable neighborhoods, and identifies areas of change and transition where additional planning efforts should occur. This map is intended to provide an overall guidance when applications are being reviewed for changes in future land use, rezonings, annexations and similar applications. Further, this map is intended to "link" applicable place-based policies and objectives throughout the Comprehensive Plan to specific areas where those policies should be considered.

Each element of the Comprehensive Plan is equally important and must be internally consistent. The FLU incorporates and implements the central themes of each of the plan's elements and serves as the tool that will shape the future of the city and how the city intends to get there.

Strategic Plan Alignment

The revised Future Land Use Element aligns with the following goals and objectives of the City's Strategic Plan:

- ⇒ **Objective B.1.2:** Reduce loss and improve health of wetlands and buffers (mitigate invasive species).
- ⇒ **Objective B.2.2:** Reduce urban heat islands and increase shade tree plantings.
- ⇒ **Objective B.2.3:** Assess and amend tree preservation ordinances.
- ⇒ **Goal B.3:** A safe, pedestrian-friendly community.
- ⇒ **Objective D.1.3:** Develop a plan for remaining developable land (north side of the river).
- ⇒ **Goal D.2:** Attainable housing for all income levels.
- ⇒ **Objective D.2.1:** Develop plan for attainable housing (all income levels).
- ⇒ **Objective D.2.2:** Encourage infill redevelopment thru incentives for vacant and unkept properties.
- ⇒ **Goal D.3:** A vibrant, life-long community where people can meet all daily needs of living and comfortably "age in place".
- ⇒ **Objective D.3.1:** Evaluate/Study the linkage between walkability, multimodal transportation, and attainable housing to inform areas most suitable for mixed use redevelopment.
- ⇒ **Objective D.3.2:** Identify unmet needs of daily living within the city and develop strategies to address those needs.

2023 Update Summary

Updates to the goals, objectives and policies address:

- ⇒ Establishment of the new 'Place Based Area Map'
- ⇒ Renamed, combined, and added FLUM categories to be consistent with Countywide Plan and to simplify.
- ⇒ Removal of duplicative policies.
- ⇒ Removal of regulatory policies that should be or are already in the Land Development Code.
- ⇒ Removal of policies that should be within a different element.
- ⇒ Removal of '9J-5' references.

Goals, Objectives, and Policies

FLU 1: PROTECT THE CULTURAL HERITAGE, HISTORIC RESOURCES, TOURIST ECONOMY AND NATURAL RESOURCES OF THE CITY THROUGH SUSTAINABLE LAND USE POLICY.

FLU 1.1: Ensure that all development is reviewed for consistency with all elements of the Comprehensive Plan.

FLU 1.1.1: Restrict the future expansion of nonconforming uses, and the establishment/expansion of uses not compatible with the established character of adjoining uses and the surrounding neighborhood.

FLU 1.1.2: Protect the use of th City's natural resources including waterwells and wellhead protection areas, beaches, shores, estuarine systems and wetlands in accordance with the recommendations and policies of this element and of the Coastal Management and Conservation Elements.

FLU 1.1.3: Protect historic resources through participation in the Certified Local Government program and the Heritage Preservation Program and standards of the Land Development Code and the Historic and Cultural Resources Element.

FLU 1.1.4: Evaluate and regulate the impacts of non-residential land uses in primarily residential areas through the City's regulating plans' performance standards.

FLU 1.1.5: Limit the use of eminent domain for projects deemed to have a beneficial interest to the general public, such as parks, government buildings, and other public uses.

FLU 1.1.6: Restrict the development of heavy industrial uses to areas currently designated as I (Industrial).

FLU 1.1.7: Protect the City's remaining industrially designated lands from incremental land use amendments to non-industrial uses.

FLU 1.1.8: Evaluate the permitted and conditional uses within the City's industrial zoning districts and amend, where necessary, to protect the integrity of the industrial designations and priority use of these areas for primary job creation.

FLU 1.2: Encourage context sensitive infill and redevelopment in the City's designated Downtown Community Redevelopment Area and the Sponge Docks working waterfront and tourist area.

FLU 1.2.1: Periodically evaluate and amend as necessary the Sponge Docks and Community Redevelopment Area Special Area Plan and associated regulating plans with the intent of:

a) Diversifying uses.
b) Expanding the tourist base.
c) Integrating the needs of the sponging industry and working waterfront with the tourist economy.
d) Integrating the cultural heritage with the tourist economy.
e) Preserving the local commercial fishing and shrimping industry.
f) Addressing parking and access.
g) Connecting the Downtown and the Sponge Docks.
h) Possible expansion of the boundary to include areas identified as 'Neighborhood Traditional' on the Place Based Area Map.

FLU 1.3: Encourage development / re-development that promotes sustainable urban development patterns.

FLU 1.3.1: Require development proposals to evaluate, protect and preserve wetlands and areas of significant upland habitat.

FLU 1.3.2: Protect significant upland habitat on project sites exceeding 1 acre through the following standards:

a) Maximum Impervious Surface: 50%
b) Minimum Open Space: 30% (Open space shall be reserved adjacent to wetlands to the maximum extent possible)
c) Where these standards conflict with the underlying future land use designation, the more restrictive requirement(s) apply.

FLU 1.3.3: Utilize Transferable Development Rights/Density Averaging, consistent with Article 5 of the Countywide Rules, for the following purposes:

a) To protect environmentally sensitive lands.
b) Promote infill development.
c) Redirect population growth away from the Coastal High Hazard Area (CHHA).

FLU 1.3.4: Proposals utilizing transferable development rights/density averaging shall be evaluated for compatibility with the surrounding area.

FLU 1.3.5: Review permitted and conditional uses of the City's regulating plans to support urban agriculture uses such as hydroponic crop production, self-sustainable urban farming, and local food production, community gardens and cooperatives, and vegetable/produce stands.

FLU 1.3.6: Evaluate the areas designated as 'Neighborhood Suburban' on the Place Based Area Map for inclusion of context-sensitive, non-residential uses, such as pop-up commercial, corner stores, neighborhood markets, and accessory commercial units. This shall be implemented through a community-based planning process.

FLU 1.3.7: Property proposed for annexation into the City shall be annexed at an equal or lesser intensive land use category than the current Pinellas County land use designation of that property. A land use amendment to a more intensive category must be requested separately after the annexation is complete.

FLU 1.3.8: For all non-residential uses a minimum of 50% of the parking stalls provided which exceed the required number of spaces (overflow parking) as outlined in the Land Development Code must be in the form of pervious surface.

FLU 1.3.9: Restrict commercial uses from developing along Keystone Road, and other County, State, and local roadway corridors where commercial uses are not presently dominant.

FLU 1.3.10: Evaluate and amend the Land Development Code and SmartCode for opportunities to bring nonconforming site features, such as landscaping and stormwater, into compliance as a part of the redevelopment process.

FLU 1.3.11: Amend the Land Development Code to prioritize tree plantings over parking spaces.

FLU 1.3.12: Evaluate and establish requirements in the Land Development Code and SmartCode to reduce parking and increase tree plantings for properties identified on the Heat Severity Map (**See Map Series Supplemental Document**) as 'Moderate to High' and 'Severe'. These requirements shall apply to new construction and redevelopment/rehabilitation.

FLU 1.3.13: Explore potential incentives to increase tree plantings as a part of the development process.

FLU 1.3.14: Considering stormwater and tree canopy preservation needs, evaluate and amend the Land Development Code to establish impervious surface ratio (ISR) for residential development.

FLU 1.4: Promote energy conservation by encouraging rehabilitation of existing structures and new construction to utilize energy efficient design.

FLU 1.4.1: Promote sustainable communities by encouraging green building practices that conserve natural resources and reduces monthly operating costs.

FLU 1.4.2: Provide incentives in the City's regulating plans, such as flexibility of zoning dimensional criteria and floor area ratio (FAR) bonuses for developments that utilize the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) principles or the Florida Green Building Coalitions' Green land development and building standards.

FLU 1.5: Evaluate various potential growth patterns for impacts upon the City's ability to provide long term sustainable services to the City's residents.

FLU 1.5.1: Conduct an economic development analysis and draft an Economic Development Element that considers the following:

a) Asset-based economic development strategy.
b) Cost of growth analysis.
c) Impacts of formula-based uses on local businesses.

FLU 2: PROVIDE FOR A VIBRANT, LIFELONG COMMUNITY WHERE PEOPLE CAN MEET ALL DAILY NEEDS OF LIVING.

FLU 2.1: Utilize the Place Based Area Map to protect unique neighborhoods, cultural assets, coastal areas, recreation and tourism, and other community assets and to guide future development and redevelopment.

FLU 2.1.1: When making decisions to amend the Future Land Use Map or Zoning Atlas, the Place Based Area Map and area descriptions shall be considered.

FLU 2.1.2: The following Place Based Area Map areas and descriptions are established:

a) **Agriculture/Residential Estate:** Incorporated areas in the eastern area of the City, and adjacent unincorporated areas of Pinellas County, characterized by agricultural and estate residential development patterns where large lots (minimum 0.5 - 2 acres), hobby farms, horse farms, dog kennels, and a more rural lifestyle is possible.

b) **Neighborhood Suburban:** Established suburban neighborhoods with limited infill opportunities. These areas may have historically developed at lower than allowable density as designated by the Future Land Use Map. Opportunities for new housing include accessory dwelling units and evolution of single family homes to 1, 2, 3, and 4 family units and context-sensitive, non-residential uses, such as pop-up commercial, corner stores, neighborhood markets, and accessory commercial units

c) **Neighborhood Traditional:** Areas characterized by early traditional development patterns with well established street grids, connectivity and walkability. Ideally these areas would be best preserved through conservation districts, form-based codes, and context sensitive infill development that could include housing types of 1, 2, 3, and 4 family dwellings, cottage courts and accessory dwellings. These areas provide easy accessibility to the Sponge Docks and Downtown and are desirable for those seeking a more urban lifestyle with easy access to destinations, restaurants and shopping.

d) **Special Area Plan:** Areas guided by existing Special Area Plan(s) that supersede traditional Future Land Use Map categories. These areas include the Sponge Docks, Downtown/CRA, and the Meres Town Center.

e) **Transitional:** Areas where transition is already happening, or development pressures are not in alignment with Future Land Use Categories. These areas include the industrial and residential areas north of the Anclote River and the US 19 corridor. Specific area and corridor plans should be prepared to manage future growth and transition of the areas.

f) **Waterfront Mixed:** Areas characterized by water dependent uses such as marinas, commercial fishing, sponging, and charter boats. Limited residential, low-impact tourist related uses, and accessory uses that support the working waterfront nature of the areas is appropriate but should not dominate the future development of the area.

g) **Working Waterfront Intensive:** Marine industrial areas characterized by intensive marine related industries such as boat building, boat repair and storage with less intensive marine accessory uses such as boat launching and traditional wet and dry slip marinas.

h) **Environmental Reserved:** Anclote River, Gulf of Mexico, and bayou shoreline areas either currently protected, or that should be protected through acquisition, conservation easements, or other similar methods, when opportunity exists. These areas include lands subject to sea level rise and coastal flooding, natural habitat areas and wetlands. The Environmental Reserved Areas may overlay other Place-Based Areas on the Map.

i) **Restricted:** This area is restricted by recorded covenants limiting development to industrial or employment type uses.

FLU 2.1.3: Initiate and prioritize planning processes for special area/corridor plans for the areas identified as 'Transitional' on the Place Based Area Map by January 2026.

FLU 2.2: Establish a variety of complimentary residential, commercial, mixed use, institutional and employment land use designations that support smart growth and redevelopment that incorporates the historic community character and asset-based economic development.

FLU 2.2.1: Future Land Use Categories and the standards associated with each category will be described in the Future Land Use Categories Descriptions and Rules Table to be made part of this element.

FLU 2.2.2: The following residential, commercial, public, employment, and mixed use future land use categories are established:

a) Residential Categories:
   1) Residential Very Low (RVL)
   2) Residential Suburban (RS)
   3) Residential Low (RL)
   4) Residential Urban (RU)
   5) Residential Low Medium (RLM)
   6) Residential Medium (RM)

b) Commercial Categories:
   1) Retail & Services Neighborhood (R&SN)
   2) Retail & Services Limited (R&SL)
   3) Retail & Services (R&S)
   4) Resort (R)
   5) Resort Facilities Overlay [RFO]
   6) Public/Semi-Public (P/SP)

c) Employment Categories:
   1) Office (O)
   2) Employment (E)
   3) Industrial (I)

d) Mixed Use Categories:
   1) Activity Center (AC)
   2) Planned Redevelopment District (PRD)
   3) Multimodal Corridor (MMC)

e) Water Dependent Categories:
   1) Retail & Services - Water Dependent (R&S-WD)
   2) Industrial/Employment - Water Dependent (IE-WD)

FLU 2.2.3: The following preservation and recreation future land use categories are established:

a) Preservation (P)
b) Recreation/Open Space (R/OS)

FLU 2.2.4: Maintain a Future Land Use Map (FLUM) depicting the future land use category designations.

FLU 2.2.5: Future Land Use Categories established by Tarpon Springs will be consistent with the Countywide Plan Map.

FLU 2.2.6: Per Article 4 of The Countywide Rules, (effective date August 30, 2021) the following table is provided showing the City's Future Land Use Categories corresponding to appropriate Countywide Plan Map Categories.

Corresponding Future Land Use Categories & Countywide Map Categories

Plan Symbol	City Future Land Use Categories	Corresponding Countywide Map Categories
RVL	Residential Very Low	RVL
RS	Residential Suburban	RLM
RL	Residential Low	RLM
RU	Residential Urban	RLM
RLM	Residential Low Medium	RLM
RM	Residential Medium	RM
O	Office	O
RFO	Resort Facilities Overlay	R
R	Resort	R
R&SN	Retail & Services Neighborhood	R&S
R&SL	Retail & Services Limited	R&S
R&S	Retail & Services	R&S
R&S-WD	Retail & Services - Water Dependent	R&S
E	Employment	E
I	Industrial	I
IE-WD	Industrial/Employment - Water Dependent	I
P	Preservation	P
R/OS	Recreation/Open Space	R/OS
P/SP	Public/Semi-Public	P/SP
AC	Activity Center	AC
PRD	Planned Redevelopment District	PRD
MMC	Multimodal Corridor	MMC

FLU 2.3: Improve quality of life by providing diverse, well designed and walkable destinations while maintaining choices in housing, workplaces and travel options.

FLU 2.3.1: Update and implement the Multimodal Transportation Plan.

FLU 2.3.2: Prioritize residential development within a quarter mile of public transportation and needs of daily living.

FLU 2.3.3: Require developments/redevelopments of 40 acres or more to utilize one of the Future Land Use Mixed Use Categories established in this Element.

FLU 2.3.4: Amend the Land Development Code to require that single family attached and multi-family developments be designed to include orientation of the front door to a neighborhood sidewalk and street.

FLU 2.3.5: Mid-block and rear alleys should be utilized for access to parking, utilities, service and unloading areas in order to minimize the number of required curb cuts along primary access routes. Primary application shall be within the 'Special Area Plan' and 'Neighborhood Traditional' Place Based Map areas.

FLU 2.3.6: Amend the Land Development Code to prohibit drive-through/service windows from being located on building facades facing public streets.

FLU 2.4: Provide for an adequate supply of housing across all income levels.

FLU 2.4.1: Ensure the residential and mixed use categories allow for sufficient densities to support a range of housing types and choices.

FLU 2.4.2: Review and implement policies of the Countywide Housing Compact as they relate to land use, transportation, and density.

FLU 2.4.3: Review and amend accessory dwelling unit regulations in the Land Development Code and other regulating plans to further encourage their development.

FLU 2.4.4: Allow accessory dwelling units in residential or mixed use districts and do not count such units against the allowable designated density established by future land use or zoning.

FLU 2.5: Encourage the development of pedestrian-scaled mixed-use areas that offer a variety of retail and services with varying scales that compliment neighborhood character. Primary implementation of this objective shall be through the use of the Mixed Use Future Land Use Categories (AC (Activity Center), MMC (Multimodal Corridor, and PRD (Planned Redevelopment District)), as identified in the Future Land Use Categories and Rules Table.

FLU 2.5.1: Mixed-use areas are appropriate in Community Redevelopment Areas (CRAs), as well in proximity to existing activity centers, employment centers, large scale commercial developments, recreational facilities, and transit stops.

FLU 2.5.2: Mixed-use areas shall be well defined through the creation of focal points, as well as transition in scale, density, and intensity from center to edge.

FLU 2.5.3: Amend the Land Development Code to reduce parking requirements and create maximum parking standards for mixed-use areas.

FLU 2.5.4: Mixed-use areas shall comply with the requirements of the City's Multimodal Transportation District.

FLU 2.5.5: Open vistas and open spaces shall be integrated into the design of all mixed-use areas through inclusion in the special area plan.

FLU 3: ENSURE THAT NEW DEVELOPMENT AND REDEVELOPMENT IS CONSISTENT WITH THE PUBLIC FACILITY NEEDS OF CURRENT AND FUTURE RESIDENTS AND DISCOURAGE THE PROLIFERATION OF URBAN SPRAWL.

FLU 3.1: Protect the City's municipal water supply from encroachment by incompatible land uses and coordinate future land uses appropriate topography and soil conditions.

FLU 3.1.1: Require properties that have septic systems to connect to the central sewer systems as utilities become available.

FLU 3.2: Limit Coastal High Hazard Area densities to what can be safely sheltered or evacuated in accordance with county and regional hurricane evacuation plans.

FLU 3.2.1: Prohibit future land use map changes, rezonings, conditional uses, and planned development proposals that increase density within the Coastal High Hazard Area (CHHA). Within the Community Redevelopment Area, or an area designated with an approved Special Area Plan, a density increase within the CHHA for mixed use projects for residential above ground floor commercial only may be considered subject to meeting one of the following criteria identified below.

a) There is adequate public shelter space to accommodate the increased density when considering the entire Tarpon Springs Planning Area.
b) There is a demonstrated "no net increase" in density over the entire CHHA considering all land use amendments that have occurred since 2000. The City of Tarpon Springs shall maintain a tracking mechanism to ensure compliance.
c) There is an acceptable mitigation plan approved by the City of Tarpon Springs and Pinellas County Emergency Management.
d) The entire project (residential and non-residential components of a mixed use development project) complies with the Coastal High Hazard Area Design Standards of the City's Land Development Code.

FLU 3.2.2: The City has the right to permit and the Developer has the right to construct up to 362 dwelling units on the 16.61 acre parcel located at the southeast corner of the intersection of Meres Boulevard and South Pinellas Avenue. 215 residential units may be permitted and constructed on that site upon this Policy becoming effective. The remaining 147 residential units reflected in the Special Area Plan may be permitted and developed after the residential portion of the site as described in areas marked D and E of attachment C-01 of the Special Area Plan attached hereto is above the elevation of the Category 1 storm surge elevation model output published by the Tampa Bay Regional Planning Council in 2010.

FLU 3.3: Ensure availability of utility services necessary to support proposed development, discourages urban sprawl, and meets established Level of Service standards.

FLU 3.3.1: Require the issuance of development orders to comply with adopted levels of service in this Plan.

FLU 3.3.2: Discourage urban sprawl through the use of infill development and compact growth contiguous to existing developed areas to maximize the use of existing facilities.

FLU 3.3.3: Retain City owned property for future public facility use in accordance with the recommendations and policies of the Recreation and Open Space, Transportation, Utilities, and Capital Improvements Elements.

FLU 3.4: Ensure that dredge spoil disposal sites are coordinated and managed by the City of Tarpon Springs when required for intermittent recreational dredge projects and dredging of the federal channel within the Anclote River.

FLU 3.4.1: Utilize existing City owned property, where practical, as temporary dredge spoil disposal sites.

FLU 3.4.2: Coordinate with and assist the Army Corps of Engineers in procuring suitable temporary dredge spoil disposal sites for the federal channel within the Anclote River.

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Draft as of 04/26/2024

TRANSPORTATION ELEMENT

Transportation systems connect people with places and opportunities – for housing, education, jobs, everyday needs, entertainment and community participation. Our transportation systems influence, and are influenced by, land use, economic, environmental, and social factors. Planning for the future of these interconnected systems shapes the form and function of our community. Safe and equitable mobility – the degree of ease and ability to move people and goods – and accessibility – the quality and convenience of movement to reach desired destinations – for all users is the primary focus of the Transportation Element.

Individual mobility needs vary with circumstance and over a lifetime as one grows from child to older adulthood. Collective transportation needs shift in response to changes in our society, economy, land development practices, infrastructure, and technology. Evolving mobility needs require adaptive responses to achieve a safe, convenient, equitable, and resilient transportation network for all users.

The Transportation Element provides for a safe, convenient, multimodal transportation system, coordinated with the FLUM and intended to support the other elements of the comprehensive plan. The element is coordinated with the plans and programs of Forward Pinellas (the City's metropolitan planning organization [MPO]), Pinellas Suncoast Transit Authority (PSTA), Pasco County Public Transportation (PCPT), and the Florida Department of Transportation. The Transportation Element establishes multimodal transportation goals, objectives and policies to meet the needs of all residents and visitors. Implementation of these goals relies on coordination with the County, regional, State and Federal partners.

Strategic Plan Alignment

The revised Transportation Element aligns with the following goals and objectives of the City's Strategic Plan:

⇒ **Objective A.2.2:** Implement a Capital Improvements Plan that improves, restores, expands and modernizes our roads, sewers, waterways, utilities and other infrastructure.

⇒ Objective B.3.1: Increase safe access to multi-modal transportation such as walking, biking, local transit, shuttle, waterways, etc.

⇒ Objective B.3.2: Continue a sense of security by maintaining and supporting a high level of public safety commensurate with growth.

⇒ Objective D.3.1: Evaluate/Study the linage between walkability, multimodal transportation, and attainable housing to inform areas most suitable for mixed use redevelopment.

⇒ Objective D.3.2: Identify unmet needs of daily living within the City and develop strategies to address those needs.

2023 Update Summary

Updates to the goals, objectives and policies address:

⇒ Removal of duplicative policies.

⇒ Removal of '9J-5' references.

⇒ Incorporates the latest data and versions of reports.

⇒ Establishes safety as the highest priority.

⇒ Recognizes the need to minimize the potential for transportation related deaths and serious injuries through planning, design, engineering, enforcement, and education.

⇒ Directs the development of a Multimodal Master Plan for all roadways within City limits.

Goals, Objectives, and Policies

T 1: PROVIDE A SAFE, CONVENIENT, EQUITABLE, AND ENERGY EFFICIENT MULTIMODAL TRANSPORTATION SYSTEM TO IMPROVE QUALITY OF LIFE.

T 1.1: Develop and maintain a multimodal transportation system that:

- Minimizes the potential for transportation related deaths and serious injuries;
- Provides transportation options that increases mobility for all users and reduces dependence on single-occupancy motor vehicles;
- Adapts to changing needs, vehicles and technology; and
- Efficiently utilizes existing capacity and rights-of-way.

T 1.1.1: Maintain the Multimodal Transportation District (MMTD) and evaluate the 2007 Multimodal Quality of Service Analysis. Based on this evaluation, prepare and adopt a comprehensive Multimodal Master Plan.

T 1.1.2: Developments proposed in the MMTD must follow urban form and multimodal facility design standards as described in the Smartcode and contribute towards improving multimodal performance through the provision of on-site and/or off-site improvements necessary to mitigate transportation impacts.

T 1.1.3: Development within the Community Redevelopment Area must meet standards of intensity, diversity, design, and connectivity of land uses to establish a high concentration and variety of destinations that can be easily accessed by a variety of transportation modes as established in the Land Development Code.

T 1.1.4: Adopt standards for development and redevelopment in the MMTD to require:

a) On-site multimodal transportation infrastructure to provide connections to public sidewalks, cycling facilities, transit stops, buildings, parking, and adjacent land uses.
b) Shade trees, lighting, street furniture, and other amenities along sidewalks and at transit stops to improve the design and accessibility of the on-site multimodal transportation infrastructure.

T 1.1.5: Maintain the Smartcode to continually improve pedestrian and transit-oriented design.

T 1.1.6: Utilize a portion of tax increment revenues to fund multimodal improvements within the CRA as outlined in the CRA Plan. Periodically evaluate and revise the CRA Plan to update multimodal transportation priorities.

T 1.1.7: Monitor the progress of the MMTD.

T 1.1.8: Use multimodal performance measures to help evaluate the progress towards implementing the goals of the MMTD.

T 1.1.9: Coordinate with FDOT, Pinellas County and Forward Pinellas to mitigate anticipated impacts of redevelopment within the MMTD on the Strategic Intermodal System (U.S. 19).

T 1.1.10: Conduct a feasibility study and prioritize a context-sensitive multimodal extension of Disston Avenue from Curlew Place to Meres Boulevard/Mango Street, that, at a minimum, entails a shared-use path of at least 12 feet in width that can be utilized by emergency vehicles to improve connectivity throughout the city, particularly for emergency response and a direct connection to St. Petersburg College.

T 1.2: Take a complete streets approach towards mobility to safely meet the modal needs of all users regardless of age or ability.

T 1.2.1: Utilize traffic safety awareness programs, signage, signalization, intersection improvements, and access management strategies to eliminate traffic fatalities and serious injuries in coordination with Forward Pinellas and the implementation of the Safe Streets Pinellas Action Plan.

T 1.2.2: Require bicycle lanes be constructed where technically feasible, as part of new road construction or resurfacing projects with a highest priority on safety.

T 1.2.3: Require new sidewalks be constructed where technically feasible, as part of new or redeveloped commercial, residential, industrial and mixed-use projects.

T 1.2.4: Monitor crash data and assess the need for corrective action.

T 1.2.5: Evaluate and incorporate public comments from the 2022 Comprehensive Plan update process in the development of the Multimodal Master Plan.

T 1.2.6: Periodically review and amend as necessary, Land Development Code parking and parking lot design requirements.

T 1.2.7: Evaluate and maintain the wayfinding (signage) system for the Sponge Docks area and the Downtown District to improve functionality.

T 1.2.8: Provide pedestrian crosswalks as part of resurfacing or new construction projects. Prioritize locations for new crosswalks and evaluate existing crosswalks for necessity in the Multimodal Master Plan.

T 1.2.9: Require accommodations for bicycle and motorcycle parking in the Land Development Code.

T 1.2.10: Provide parking credits for projects that are adjacent to the Pinellas Trail.

T 1.2.11: Implement landscaping to improve the aesthetic quality of transportation facilities, promote traffic-calming, reduce runoff, provide shade, reduce heat island affects, and buffer adjoining land uses from public/private roadways.

T 1.2.12: Establish requirements and incentives for bike racks, benches, rest facilities and lockers, and prioritize locations in the Multimodal Master Plan.

T 1.2.13: Support development proposals that incorporate new urbanist principles and create a more walkable urban environment.

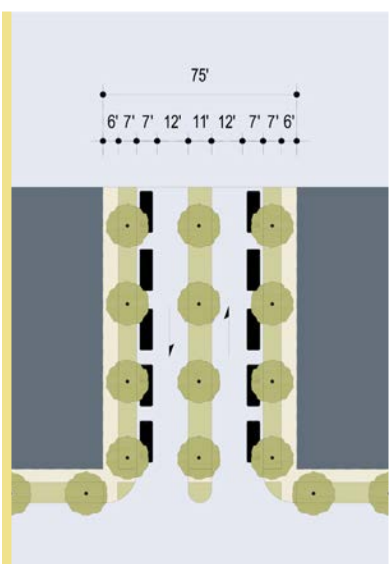
T 1.2.14: Evaluate partnerships with the private sector to construct a parking garage and the establishment of a mobility hub in the Sponge Docks and/or Downtown District.

T 1.2.15: Evaluate the feasibility of transit circulators and other microtransit options.

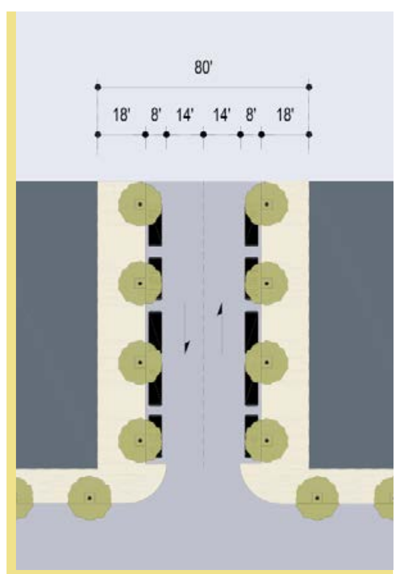
T 1.2.16: Evaluate the feasibility of one-way pairs within the MMTD.

T 1.2.17: Utilize multimodal planning concepts in the design of new streets and the alteration of existing streets to improve cycling, walking and transit conditions.

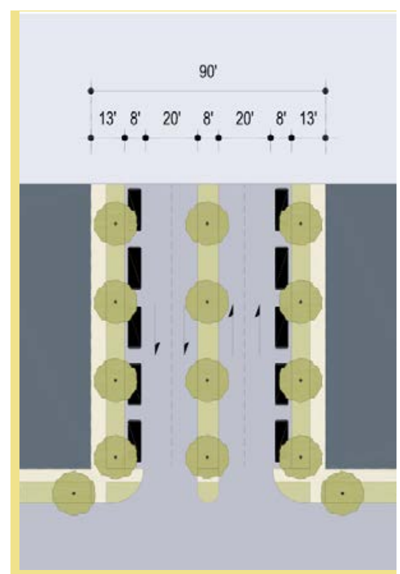
T 1.2.18: Incorporate a thoroughfare plan based on FDOT context classifications for all roadways within City limits as part of the Multimodal Master Plan. The design standards below serve as a guide for the future desired condition for all roadways under construction, rehabilitation, resurfacing, restoration, or reconstruction. The City may adjust these designs to account for existing right-of-way limitations, utilities, stormwater, on-street parking, ADA improvements, or wider bicycle and pedestrian facilities.



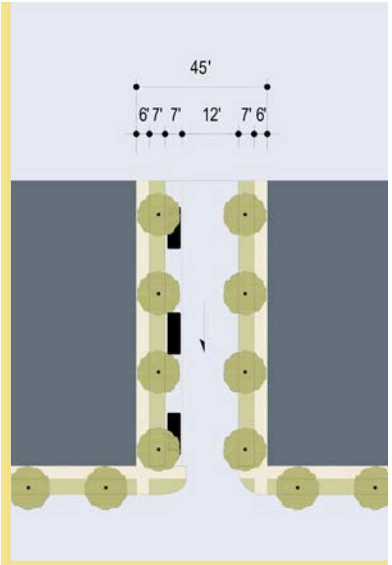
AVENUE: 75' ROW



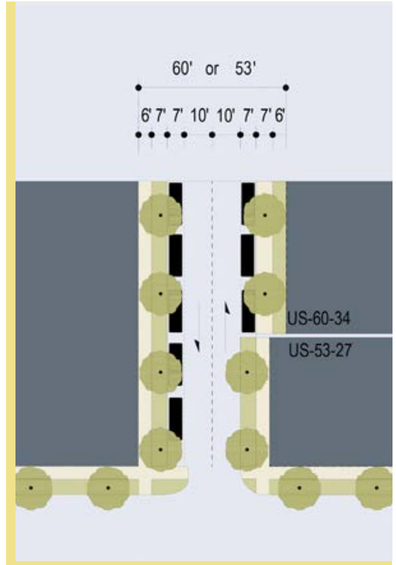
AVENUE: 80' ROW



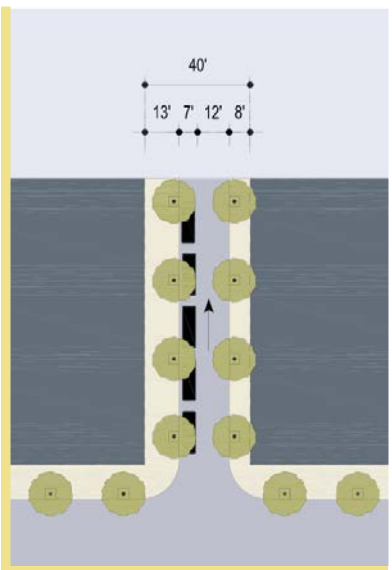
AVENUE: 90' ROW



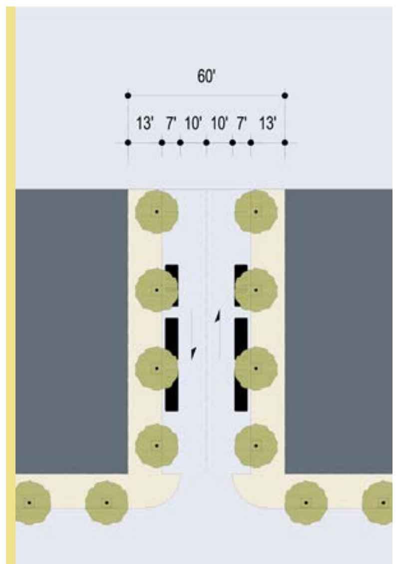
URBAN ST: 45' ROW



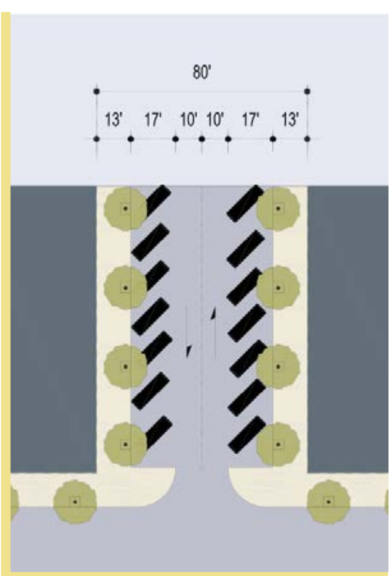
URBAN ST: 53' - 60' ROW



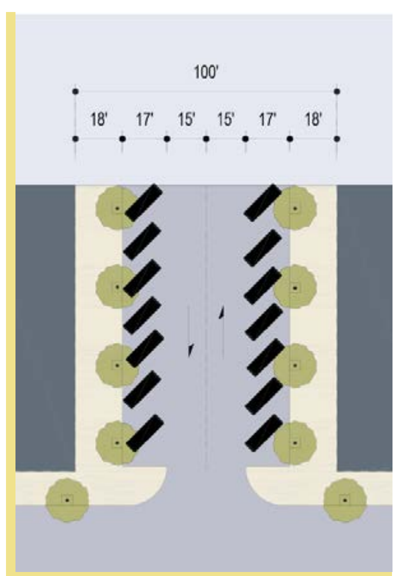
COMMERCIAL ST: 40' ROW



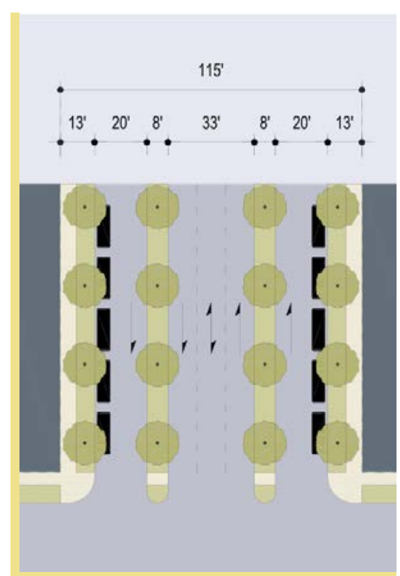
COMMERCIAL ST: 60' ROW



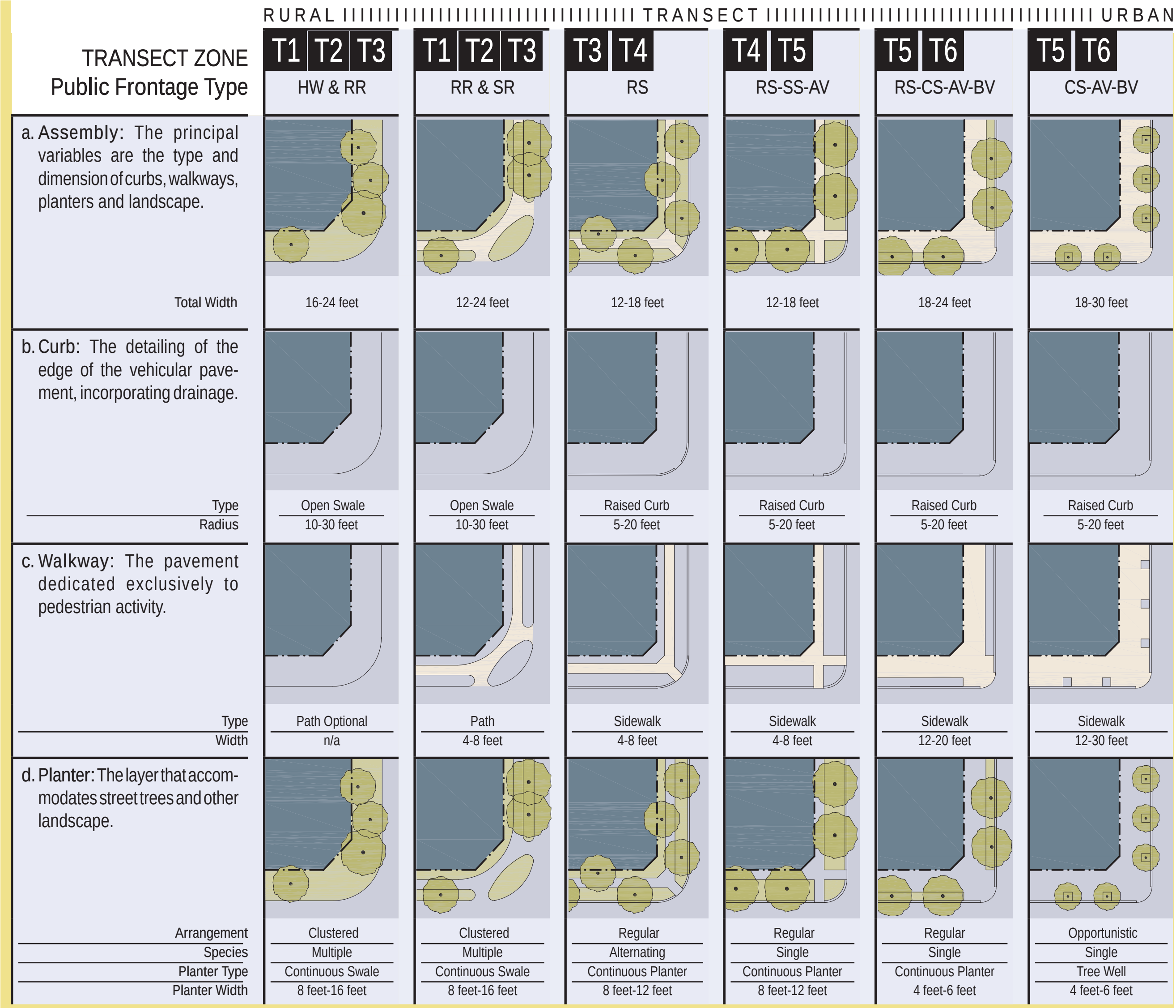
COMMERCIAL ST: 80' ROW



COMMERCIAL ST: 100' ROW



BOULEVARD: 115' ROW



RURAL |||||||||||||||||||||||||||||||||||| TRANSECT |||||||||||||||||||||||||||||||||||||||||| URBAN

TRANSECT ZONE	T1 T2 T3	T1 T2 T3	T3 T4	T4 T5	T5 T6	T5 T6
Public Frontage Type	HW & RR	RR & SR	RS	RS-SS-AV	RS-CS-AV-BV	CS-AV-BV
a. Assembly: The principal variables are the type and dimension of curbs, walkways, planters and landscape.						
Total Width	16-24 feet	12-24 feet	12-18 feet	12-18 feet	18-24 feet	18-30 feet
b. Curb: The detailing of the edge of the vehicular pavement, incorporating drainage.						
Type	Open Swale	Open Swale	Raised Curb	Raised Curb	Raised Curb	Raised Curb
Radius	10-30 feet	10-30 feet	5-20 feet	5-20 feet	5-20 feet	5-20 feet
c. Walkway: The pavement dedicated exclusively to pedestrian activity.						
Type	Path Optional	Path	Sidewalk	Sidewalk	Sidewalk	Sidewalk
Width	n/a	4-8 feet	4-8 feet	4-8 feet	12-20 feet	12-30 feet
d. Planter: The layer that accommodates street trees and other landscape.						
Arrangement	Clustered	Clustered	Regular	Regular	Regular	Opportunistic
Species	Multiple	Multiple	Alternating	Single	Single	Single
Planter Type	Continuous Swale	Continuous Swale	Continuous Planter	Continuous Planter	Continuous Planter	Tree Well
Planter Width	8 feet-16 feet	8 feet-16 feet	8 feet-12 feet	8 feet-12 feet	4 feet-6 feet	4 feet-6 feet

PUBLIC FRONTAGE TYPES

T 1.3: Establish an interconnected transportation network within and among existing and proposed residential, commercial, industrial and mixed-use areas.

T 1.3.1: Construct new roads that complete existing roadway segments.

T 1.3.2: Encourage street connectivity and discourage the use of cul-de-sacs for new residential subdivisions.

T 1.3.3: Preserve all brick streets within the Historic District and Sponge Docks area.

T 1.3.4: Preserve existing alleys and work to create new alleys within the MMTD.

T 1.3.5: Encourage the use of shaded, separate walkways that extend from existing sidewalks within road rights-of-way to buildings to promote pedestrian travel to commercial and employment centers.

T 1.3.6: Fund bicycle and pedestrian facilities as prioritized in the Multimodal Master Plan.

T 1.3.7: Evaluate freight/truck delivery service routing and parking alternatives through technology and signage to reduce conflicts and infrastructure damage and consider establishing one or more potential commercial staging areas for distribution of deliveries.

T 1.4: Improve performance of the multimodal transportation network to increase mobility and accessibility for all.

T 1.4.1: Manage the impacts of land development projects and increase mobility through the site plan review process.

T 1.4.2: Continue to implement mobility management regulations to address transportation impacts of development proposals.

T 1.4.3: Utilize multimodal impact fee revenue to fund multimodal improvements to local, county or state facilities that are consistent with the comprehensive plan as well as the Forward Pinellas Long Range Transportation Plan.

T 1.4.4: Work cooperatively with Forward Pinellas, Pinellas County, Pasco County and other local governments to review and update the Pinellas County Multimodal Impact Fee Ordinance.

T 1.4.5: Continue to work with the Pinellas Suncoast Transit Authority (PSTA) to increase the efficiency of the fixed-route system by encouraging mass transit use.

T 1.4.6: Continue to work with the Forward Pinellas, Pinellas County, and other local governments to implement the Safe Streets Pinellas Action Plan, the Long Range Transportation Plan (Advantage Pinellas), and the Advantage Pinellas Active Transportation Plan.

T 1.4.7: Utilize the Forward Pinellas Multimodal Accessibility Index (MAX) grid as a baseline for evaluating multimodal accessibility in the Multimodal Master Plan. Improve MAX scores throughout the City and consider MAX scoring criteria in the evaluation of proposed improvements in the Multimodal Master Plan.

T 1.4.8: Evaluate the feasibility of a transit circulator and other microtransit options within the MMTD and to and from major origins and destinations, identifying a funding source(s) and strategies, ridership projections, implementation priorities, operating hours and frequencies, and recommendations for route alignments, shelters, and transit stop amenities.

T 1.4.9: Review all proposed development or redevelopment applications for consistency with this element and potential impacts to multimodal accessibility.

T 1.4.10: Ensure transit access to all major traffic generators and attractors have at least a 30-minute headway in the peak hour and no greater than a 60-minute headway in the off-peak hour.

T 1.4.11: Evaluate and implement a proportionate fair-share program to mitigate the impacts of development projects on pedestrian, bicycle, and transit facilities.

T 1.4.12: Continue to implement the Proportionate Fair Share Program to fund operating and capital costs associated with improving transit service and the bicycle and pedestrian environment in the MMTD. Fair share is based on the proportion of net external trips generated by the proposed development relative to the total number of trips generated at build-out by redevelopment within the MMTD.

T 1.5: Transportation planning shall be coordinated with the Future Land Use Map Series, the Capital Improvements Element and the Future Right-of-Way Needs Map.

T 1.5.1: Review the Future Land Use Map Series when planning roadway, sidewalk, bicycle, or transit facility construction and improvement projects to ensure that they are designed to meet the current and future needs of the traveling public.

T 1.5.2: Ensure that the required right-of-way is identified in the Future Right-of-Way Needs Map and reserved for future acquisition during the development review process.

T 1.5.3: Discourage the development of low density residential projects in locations that will increase urban sprawl and dependency on the personal automobile.

T 1.5.4: Support mixed-use development and redevelopment, particularly within the MMTD through the review of site plans, planned developments and associated land use amendments.

T 2: ENSURE CONSISTENCY BETWEEN THE CITY'S TRANSPORTATION PLANNING EFFORTS AND THOSE OF OTHER GOVERNMENTAL AGENCIES.

T 2.1: Coordinate transportation planning with the FDOT 5-Year Work Program, the Pinellas County MPO 5-Year Transportation Improvement Program (TIP), the Pasco County Public Transportation Transit Development Plan (TDP) and the PSTA Transit Development Plan (TDP) to ensure that existing and proposed development intensity, housing and employment patterns are consistent with the transportation facilities that serve those areas.

T 2.1.1: Review future versions of the FDOT and MPO short and long range transportation plans and the PCPT TDP and PSTA TDP in order to update this element as needed.

T 2.1.2: Review the transportation plans of neighboring jurisdictions for consistency with this element.

T 2.1.3: Coordinate with Pinellas County, Pasco County and FDOT to correct existing and future deficiencies on County and State roadways.

T 2.1.4: Participate in MPO sponsored corridor studies to examine potential opportunities to encourage mass transit ridership and other alternative modes of transportation that reduce demand on the Strategic Intermodal System and other regionally significant roadways.

T 2.1.5: Continue to coordinate roadway, transit and other transportation mode improvements through active participation on the Pinellas County Metropolitan Planning Organization's (MPO) Technical Coordinating Committee (TCC).

T 2.1.6: The Transportation Element shall be coordinated with the goals, objectives and policies of the Future Land Use Element to efficiently guide residential and nonresidential development patterns.

T 2.1.7: Encourage partnering opportunities with PCPT and PSTA to expand the installation of bus shelters in the City.

T 2.1.8: Coordinate with Pinellas County, Pasco County, FDOT, and applicable utility agencies during the design phase of construction, reconstruction and resurfacing projects to ensure that bicycle and pedestrian-friendly provisions are included on County and State roads.

T 2.2: Manage future growth and development through the implementation and enforcement of the Comprehensive Zoning and Land Development Code consistent with the adopted comprehensive plan.

T 2.2.1: Review and amend the Comprehensive Zoning and Land Development Code for consistency with this element as needed.

T 2.2.2: Ensure that the required right-of-way that is identified in the Future Transportation Map Series is reserved during the site plan review or planned development process.

T 2.2.3: The City shall not vacate public right-of-way until it is determined that the right-of-way is not required for present or future public use.

T 2.2.4: Ensure that transportation facilities needed to serve new development are in place or under construction within 3 years after the local government approves a building permit or its functional equivalent.

CM

COASTAL MANAGEMENT ELEMENT

The City of Tarpon Springs developed around its exceptional coastal resources. The area's first inhabitants primarily settled in coastal areas convenient to waterways that connected to other areas. Waterborne transportation continued as the primary mode of transportation until the arrival of the Orange Belt Railroad in 1888. As the dominance of the automobile continued to rise during the 20th century, the area became more accessible, and the city grew to support new residents attracted by the favorable climate and coastal amenities. Today, the city's coasts are fully developed, and parks and preservation areas provide glimpses of the area's natural history.

Surrounded by water on three sides, coastal management is an existential priority for the city. Tarpon Springs is extremely susceptible to the effects of tropical storms and hurricanes, sustained rainfall events, rising sea levels, and the effects of climate change. The potential for the loss of human life, property, and natural resources is significant. Coastal management must balance this vulnerability with the reality of existing human and physical influences.

The Coastal Management Element establishes goals, objectives, and policies to maintain and enhance coastal resources while balancing the competing interests of utilization and preservation. The Coastal Management Element provides a framework to guide decision-making and prevent further irreversible and irretrievable loss of coastal resources. The Element provides guidelines for determining of the suitability of development, sets forth policies to reduce risk to life, property, and infrastructure, and increase resilience to coastal flooding and the impacts of sea-level rise.

Strategic Plan Alignment

The revised Coastal Management Element aligns with the following goals and objectives of the City's Strategic Plan:

⇒ **Objective B.1.2:** Reduce loss and improve health of wetlands and buffers (mitigate invasive species).

⇒ **Objective B.1.3:** Minimize impact of wastewater on the environment.

⇒ **Objective B.1.4:** Maintain navigable river and waterways.

⇒ **Goal D.2:** Attainable housing for all income levels.

2023 Update Summary

Updates to the goals, objectives and policies address:

⇒ Conservation goals, objectives, and policies moved to a separate document.

⇒ Removal of duplicative policies.

⇒ Removal of '9J-5' references.

⇒ Clear alignment with state statutes.

Goals, Objectives, and Policies

CM 1: MAINTAIN, RESTORE, AND ENHANCE THE INTEGRITY AND QUALITY OF LIVING AND NON-LIVING COASTAL RESOURCES.

CM 1.1: Preserve and enhance the quality of coastal habitat.

CM 1.1.1: Utilize the City's Code of Ordinances to preserve the continued existence of all native coastal species and marine life.

CM 1.1.2: Avoid irreversible and irretrievable loss of coastal zone resources through land use planning and the City's Code of Ordinances.

CM 1.1.3: Utilize conservation principles to balance the utilization and preservation of all native coastal zone resources.

CM 1.2: Maintain, restore, and enhance shorelines to reduce risk to property while maximizing benefits to natural coastal habitat, resources, and systems.

CM 1.2.1: Evaluate, revise, and implement regulations for shoreline and essential habitat buffers in the Land Development Code. Continue to restrict seawalling to areas where no other alternative shoreline stabilization technique is feasible.

CM 1.2.2: Evaluate and revise Land Development Code regulations to incentivize natural shoreline and upland retaining walls in lieu of seawalls for shoreline stabilization.

CM 1.2.3: Dredge and fill activities must be consistent with Pinellas County Code and permitting requirements. Evaluate the Land Development Code to determine if additional restrictions beyond County standards are needed.

CM 1.2.4: Identify design alternatives and funding sources for bayou erosion control.

CM 1.2.5: Continue to implement recommendations from the Stormwater Action Plan.

CM 1.2.6: Maintain existing causeway beach systems to minimize erosion and preserve the existing ecosystem.

CM 2: COASTAL LAND USES MUST BE SUSTAINABLE, COMPATIBLE WITH NATURAL AND HISTORIC RESOURCES, RESISTANT TO VULNERABILITIES, AND SUPPORTIVE OF ASSET-BASED ECONOMIC VITALITY.

CM 2.1: Prioritize water dependent uses on Gulf of Mexico and Anclote River shorelines.

CM 2.1.1: Utilize the Place Based Area Map to ensure the preservation and protection of water dependent uses along the Anclote River.

CM 2.1.2: Utilize the Comprehensive Zoning and Land Development Code to prioritize water dependent uses compatible with the historic Anclote River working waterfront to promote asset-based economic vitality.

CM 2.1.3: Direct permanent residential population concentrations outside of the Coastal High Hazard Area (CHHA).

CM 2.1.4: Prioritize Gulf of Mexico shoreline uses for open spaces and recreation and public shoreline access.

CM 2.1.5: Utilize the Land Development Code to support new and expanded marinas and boating access facilities in environmentally compatible coastal locations, considering the following criteria:

- Compatibility with existing adjacent use.
- Adequate water depth.
- Need for dredging or filling is strongly discouraged.
- Preference for expansion of suitable existing facilities.
- Adequate flushing to maintain water quality.
- No adverse impact of archaeological or historic sites.
- No adverse impacts on the West Indian Manatee Habitat.
- Minimal impact on environmentally sensitive resources including upland areas.
- Sufficient upland area to accommodate needed utilities and support facilities.
- Sufficient roadway capacity to handle traffic demand.
- Adequate wastewater treatment capacity for upland and marine pump-out facilities.
- Preference for facilities providing new public use slips and access.
- Approval from other affected government agencies.

CM 2.2: Coastal land uses will meet local, regional, state, and federal standards and criteria for location, intensity, compatibility, and adequate infrastructure.

CM 2.2.1: Require the approval of the Pinellas County Water Navigation Board for docking facilities, seawalls, dredge and fill, and other activities under their purview.

CM 2.2.2: Ensure development proposals that may adversely impact coastal environmentally sensitive areas are reviewed by all affected jurisdictions and agencies.

CM 2.2.3: Forward development proposals to Florida Department of Environmental Protection whenever aquatic preserves are affected.

CM 2.3: Ensure public access to the waterfront.

CM 2.3.1: Assess and establish recommendations for waterfront improvements to promote recreation, climate adaptation, and coastal restoration as part of the Parks and Recreation Master Plan.

CM 2.3.2: Evaluate increased access or use of City-owned right-of-way access points to the waterfront as part of the Parks and Recreation Master Plan.

CM 2.3.3: Prohibit vacation of all existing public rights-of-way, easements, and other dedications that provide access to the waterfront to maintain public access.

CM 2.4: Coordinate prioritization of shoreline uses with the requirements of the Historic and Cultural Resources Element.

CM 2.4.1: Promote the preservation of the historic working waterfront through the Comprehensive Zoning and Land Development Code.

CM 2.4.2: Evaluate cultural district / design guidelines for the Sponge Docks and Greektown.

CM 2.5: Improve resilience to flooding, climate related impacts, and natural disasters.

CM 2.5.1: Develop and implement a Sustainability Action Plan in coordination with the vulnerability assessment.

CM 2.5.2: Develop plans and programs to incentivize climate adaptation techniques and/or the acquisition of property to prevent incompatible development in areas of repeated damage resulting from flooding, storm surge or wind velocity.

CM 2.5.3: Require the removal, relocation or structural modification of public infrastructure that experiences repeated storm damage, including flood damage.

CM 3: REDUCE RISK TO HUMAN LIFE, PROPERTY, AND PUBLIC INVESTMENTS FROM THE EFFECTS OF HURRICANES, STORM SURGE, HIGH-TIDE EVENTS, FLASH FLOODS, STORMWATER RUNOFF, SEA LEVEL RISE AND OTHER CLIMATE RELATED IMPACTS AND NATURAL DISASTERS.

CM 3.1: Limit public expenditures that subsidize development in the Coastal High Hazard Area to the following:

- Maintenance and purchase of public open space.
- Drainage improvements.
- Elimination of existing septic systems.
- Maintenance and repair or existing roads.
- Post-disaster repair/replacement of existing public roadways and utilities.
- City-owned water-dependent uses.

CM 3.1.1: Define the Coastal High Hazard Area as "the area defined by the Sea, Lake and Overland Surges from Hurricanes (SLOSH) model to be inundated from a category one hurricane" as reflected in the most recent Regional Evacuation Storm Tide Atlas.

CM 3.1.2: Restrict public investments such as roads, water, and sewer infrastructure, which would subsidize new private development in the Coastal High Hazard Area. This shall include acceptance of privately constructed, roads, stormwater facilities and utilities intended to be dedicated to the public and which will require future maintenance by the City of Tarpon Springs.

CM 3.1.3: Consider the most current and credible sea level rise data when planning for infrastructure and capital improvement expenditures in the Coastal High Hazard Area.

CM 3.1.4: Limit development within High Hazard Coastal Areas with dedicated City funds to the following conditions: those which are in need of stormwater improvements, those in need of restoration of natural resources, or existing public facilities in need of restoration or maintenance.

CM 3.1.5: Utilize the Vulnerability Assessment and CIP to assess and implement strategies for preparing for sea level rise, such as increasing road surface elevation standards, subsurface stabilization, stormwater management and drainage, and adjustment of bridge heights to allow for navigation.

CM 3.2: Establish and maintain 50 hours as the level of service for an out-of-county evacuation for a category 5 storm event on the Saffir-Simpson scale.

CM 3.2.1: Restrict future land use density increases on vacant parcels in evacuation Level A to a maximum of 5dweling units/acre where shelter space is unavailable unless an acceptable mitigation plan can be implemented in coordination with Pinellas County Emergency Management.

CM 3.2.2: Coordinate with Pinellas County to provide timely evacuation notice during storm preparation.

CM 3.2.3: Prohibit the development of new or expanded nursing facilities and residential living facilities (ACLF's) and new hospitals in evacuation Levels A and B.

CM 3.2.4: Coordinate with the Pinellas County Metropolitan Planning Organization during preparation of the Transportation Improvement Plan to schedule improvements to hurricane evacuation routes.

CM 3.2.5: Continue to increase public awareness of the need for timely evacuation from hurricanes to maintain clearance times.

CM 3.2.6: Hurricane evacuation routes will be clearly posted.

CM 3.2.7: The Fire Department will lead a public awareness campaign to inform local civic groups, mobile home parks, convalescent centers, and other public and private groups about hurricane preparedness and evacuation procedures.

CM 3.2.8: The Fire Department will update the Emergency Preparedness Plan on an annual basis.

CM 3.2.9: The City will give priority to available capital funds for improvements that can improve evacuation level of service.

CM 3.3: Participate in the development and implementation of hazard mitigation and emergency management initiatives to reduce risk to life, health and safety, and property from natural hazards including high tide events, storm surge, flash floods, stormwater runoff, and the related impacts of sea level rise.

CM 3.3.1: Comply with FEMA regulations.

CM 3.3.2: Implement the Pinellas County Local Mitigation Strategy and participate in the Working Group.

CM 3.3.3: Participate in the development and implementation of the Pinellas County Post Disaster Redevelopment Plan.

CM 3.3.4: Assess infrastructure with repeated storm damage for removal, relocation or structural modification.

CM 3.3.5: Develop a local Post Disaster Redevelopment Plan.

CM 3.3.6: Continue to monitor all current and credible sea level rise data and potential impacts of sea level rise on coastal system natural resources. Evaluate and update the resource protection standards of the Land Development Code and the Comprehensive Plan based on this data to protect resources and reduce risk to life, health and safety, and property.

CM 3.3.7: Collaborate with the State, County, Forward Pinellas, and Tampa Bay Regional Planning Council to develop strategies to respond to sea level rise.

CM 3.3.8: Through implementation of the Land Development Code, continue to ensure that development and redevelopment in the City will be consistent with or more stringent than the flood-resistant construction requirements in the Florida Building Code and applicable floodplain management regulations set forth in 44 C.F.R. part 60 including floodproofing and storm surge protection.

CM 3.3.9: Participate in the National Flood Insurance Program Community Rating System.

CM 3.3.10: Require new development, redevelopment, and infrastructure to use best flood prevention/mitigation practices to address the impacts of sea level rise through Land Development Code regulations.

CM 3.3.11: New mobile home parks will provide on-site shelter space Evaluate and amend the Land Development Code to establish design and locational standards for on-site shelters.

CM 3.3.12: Evaluate and consider implementation and incentives to encourage floodproofing and wind mitigation improvements to existing structures.

CM 3.3.13: Evaluate increasing minimum base flood elevation standards for consistency with Pinellas County.

CM 3.4: Direct population concentrations away from known or predicted coastal high hazard areas.

CM 3.4.1: Restrict the infill of vacant parcels in the Coastal High Hazard Area to 5 dwelling units per acre when a shelter deficit is demonstrated for a Category 3, or higher, hurricane. In lieu of this limitation, the City may allow development up to the current maximum allowed by the existing Future Land Use Map designation of the parcel subject to Hurricane Shelter Impact mitigation and CHHA design standards of the City's Land Development Code.

CM 3.4.2: Implement bonus densities tied to transfers of development rights for properties located within the Coastal High Hazard Area to property not located within the Coastal High Hazard Area.

CM 3.4.3: Require the removal, relocation or structural modification in accordance with current codes of any structure damaged more than 50% of its appraised value during a coastal storm.

CM 3.4.4: Current and credible sea level rise data should be considered when evaluating future land use amendment applications.

CM 3.4.5: Research and consider implementing tax incentives associated with voluntary conservation easements which would limit/prohibit rebuilding structures damaged by coastal flood events in vulnerable areas.

CM 3.5: Establish procedures for conducting post event damage assessments based on FEMA standards.

CM 3.5.1: Establish damage assessment teams to consist of the Building Director, Fire Chief and other qualified City of Tarpon Springs personnels, and other qualified residents or individuals.

CM 3.5.2: Coordinate damage assessment and recovery operations with Pinellas County Emergency Management.

CM 3.5.3: Institute immediate emergency repair and emergency cleanup actions needed to protect the public health and safety following a natural disaster.

CM 3.5.4: Institute long term restoration and redevelopment activities in accordance with the Pinellas County Post Disaster Redevelopment Plan.

CM 3.6: Ensure the health and safety of all residents and their pets in an evacuation event through education and coordination with Pinellas County Emergency Management.

CM 3.6.1: Coordinate with Pinellas County Emergency Management and Pinellas County Schools when new facilities are constructed that may be utilized for shelter space in the event of an evacuation.

CM 3.6.2: Provide early and annual notification to residents of the availability of pet friendly shelters within Pinellas County and requirements to pre-register at the beginning of hurricane season.

CM 3.6.3: Coordinate with Pinellas County Emergency Management to secure funding to establish a certified hurricane evacuation shelter in City limits.

QUALITY OF LIFE

The Conservation, Recreation/Open Space, and Lifelong Learning Elements (formerly Public Schools) correspond and align with the following Goals from the “Quality of Life” Focus Area of the Strategic Plan:

⇒ **GOAL B.1:** Water Quality Protection (Rivers, Bayous, and Beaches).

⇒ **GOAL B.2:** A Healthy Tree Canopy.

⇒ **GOAL B.3:** A safe, pedestrian-friendly community.

CON

CONSERVATION ELEMENT

The natural environment serves many vital functions and contributes to quality of life. A heathy ecological system improves the community's air and water quality; helps minimize flooding; offers unique character; and provides natural resources. Responsible planning decisions are essential to protect natural resources and promote resiliency from natural disasters and human-made impacts. The Conservation Element establishes goals, objectives, and polices to guide decision-making to protect natural resources.

The Conservation Element addresses the conservation, use, and protection of natural resources, including air, water bodies, water recharge areas, wetlands, soils, beaches, shores, flood plains, fisheries and wildlife, and other natural and environmental resources. The Conservation Element also addresses energy conservation, and establishes goals, objectives, and policies that support energy conservation for the city and its residents.

Strategic Plan Alignment

The revised Conservation Element aligns with the following goals and objectives of the City's Strategic Plan:

⇒ **Objective B.1.1:** Maintain stormwater action plan for environmental cleanliness for waterways.

⇒ **Objective B.1.2:** Reduce loss and improve health of wetlands and buffers (mitigate invasive species).

⇒ **Objective B.1.3:** Minimize impact of wastewater on the environment.

⇒ **Objective B.1.4:** Maintain navigable river and waterways.

⇒ **Objective B.2.2:** Reduce urban heat islands and increase shade tree plantings.

⇒ **Objective B.2.3:** Assess and amend tree preservation ordinances.

2023 Update Summary

Updates to the goals, objectives and policies address:

⇒ Coastal Management goals, objectives, and policies moved to a separate element.

⇒ Removal of duplicative policies.

⇒ Removal of '9J-5' references.

Goals, Objectives, and Policies

CON 1: PROTECT, CONSERVE, AND MANAGE NATURAL RESOURCES AND ECOSYSTEMS, VEGETATIVE COMMUNITIES, AND SPECIES OF CONSERVATION CONCERN.

CON 1.1: Protect, conserve, restore, and manage natural ecosystems, native vegetative communities, and native wildlife species and habitat.

CON 1.1.1: Identify and delineate natural ecosystems, native vegetative communities and native wildlife habitats and corridors in the Parks and Recreation Master Plan.

CON 1.1.2: Continue to designate significant natural areas as the preservation future land use category during the development review process.

CON 1.1.3: Coordinate with Pinellas and Pasco counties and other applicable state and federal agencies regarding ecological corridors, greenway systems, and the impact of land development on ecosystems.

CON 1.1.4: Incorporate pest best management practices and implement policies for vegetation management and pollinator conservation in City Operation and Maintenance procedures.

CON 1.1.5: Require City projects to:

- Protect and enhance native species and intact habitat.
- Meet Florida Friendly Lanscaping™ standards.

CON 1.1.6: Evaluate the feasibility of regulatory techniques or incentives to help close gaps in the ecological greenway system and protect species of concern.

CON 1.1.7: Prohibit the destruction of threatened and endangered species through the protection of their habitat.

CON 1.1.8: Designate properties eligible for acquisition through Federal, State, and Regional programs to advance conservation goals.

CON 1.2: Utilize the Land Development Code to ensure site development maintains or improves existing ecosystems, native wildlife species, and native vegetative communities.

CON 1.2.1: Continue to require in the Land Development Code, the removal of ecologically undesirable non-native vegetation from development sites.

CON 1.2.2: Require the preservation of native vegetation during site development through Land Development Code standards.

CON 1.2.3: Evaluate and revise existing Land Development Code regulations related to wetlands protection, preservation of open space, planned development performance zoning, transfer of development rights, buffers and setbacks, tree protection, clustering of units within the least environmentally-sensitive areas, and other techniques to advance conservation goals.

CON 1.2.4: Require the use of xeriscape and other water saving landscaping alternatives for new development in the Land Development Code.

CON 1.2.5: Require signage at boat ramps, marinas, bayous and channels to warn of the effect of poor boating practices on marine grass beds and manatees.

CON 1.2.6: Evaluate and amend the Land Development Code to establish performance zoning techniques to preserve open space and natural habitat areas.

CON 1.2.7: Require development to preserve endangered and threatened species habitats.

CON 1.3: Protect, conserve, and restore surface and ground waters.

CON 1.3.1: Restrict land development that degrades the City's surface and groundwater resources.

CON 1.3.2: Regulate unmonitored withdrawal of groundwater and coordinate the regulation of unmonitored groundwater withdrawal with the Water Management District (SWFWMD).

CON 1.3.3: Coordinate with Pasco County to monitor the development of the upper Anclote River watershed.

CON 1.3.4: Coordinate with Pinellas County to improve environmental quality of the Lake Tarpon Management Area.

CON 1.3.5: Prohibit land use amendments that will adversely impact water quantity and quality.

CON 1.3.6: Enforce SWFWMD mandatory water restrictions during emergency situations or as otherwise adopted by SWFWMD.

CON 1.3.7: Coordinate with Pinellas and Pasco Counties to implement the Anclote River Watershed Management Master Plan.

CON 1.3.8: Cooperate with the Pinellas and Pasco counties, FDEP, SWFWMD, the Tampa Bay Estuary Program and other local governments to protect, restore and enhance surface waters and the dependent habitats and resources.

CON 1.4: Protect and improve the function of all wetlands and areas of significant upland habitat as defined in Future Land Use Element.

CON 1.4.1: Preserve and enhance all remaining wetlands during the development review process. On-site wetland alterations that result in a net gain of wetland habitat may be permitted.

CON 1.4.2: Continue to require a minimum 30 foot aquatic lands setback through the Land Development Code regulations.

CON 1.4.3: Require a minimum 25-foot buffer zone adjoining all wetlands in the Land Development Code.

CON 1.4.4: Revise the Land Development Code acreage thresholds to require all development and redevelopment adjacent to identified wetlands and/or areas of significant upland habitat to assess natural systems/biological/wildlife impacts and evaluate alternatives to eliminate or minimize adverse impacts.

CON 1.4.5: Wetlands that are not designated as "Preservation" or "Recreation Open Space" on the Future Land Use Map require a future land use amendment to either of these two designations prior to issuance of any construction permits for adjacent upland development.

CON 1.5: Minimize direct stormwater runoff into the Gulf of Mexico, Anclote River, bayous and other open bodies of water.

CON 1.5.1: Adopt and implement the updated City of Tarpon Springs Stormwater Manual standards.

CON 1.6: Reduce the number of soil erosion activities.

CON 1.6.1: Restrict off-roading on relic sand dunes.

CON 1.6.2: Monitor soil erosion problems during construction activities and enforce violations.

CON 1.6.3: Revise the Land Development Code to require the utilization of soft shoreline stabilization techniques or a combination of an upland retaining wall with soft shoreline techniques along the Gulf of Mexico, St. Joseph Sound, Anclote River and Bayou shorelines as alternatives to seawall construction. Man-made canals, the historic seawall providing public access around Spring Bayou, and properties with existing seawalls on both sides shall be exempt from this requirement.

CON 1.6.4: Require sites to be suitable in terms of soil types for the development proposed.

CON 1.6.5: Restrict the use of fill and require the use of pilings in designated conservation areas, FEMA Velocity and Coastal AE zones.

CON 1.7: Protect and enhance the urban and natural tree canopy to reduce stormwater runoff, improve air quality, decrease urban heat island effects, and provide shade and habitat.

CON 1.7.1: Implement a tree canopy loss preservation policy in lieu of pay and go tree management, maintain and manage the City's tree inventory, and establish an urban forestry management program.

CON 1.7.2: Evaluate and implement programs and incentives to maximize and enhance the City's urban and natural tree canopy.

CON 2: PROMOTE AND APPLY ENVIRONMENTALLY SUSTAINABLE PRINCIPLES, PROGRAMS AND PRACTICES THAT SUPPORT A MORE RESILIENT COMMUNITY.

CON 2.1: Reduce energy consumption and waste.

CON 2.1.1: Evaluate incentives and guidelines for homeowners and businesses to install solar power/heating and other renewable energy sources.

CON 2.1.2: Evaluate incentives and guidelines or green building that conserves natural resources and reduces monthly operating costs.

CON 2.1.3: Consider incentives for LEED (Leadership in Energy and Environmental Design) conscious projects.

CON 2.1.4: Evaluate the Historic Preservation Design guidelines to allow the rehabilitation of existing historic structures to utilize energy efficient materials as long as the historic integrity of the structure is maintained.

CON 2.1.5: Develop and implement guidelines for a City-wide renewable energy plan.

CON 2.1.6: Expand the City-wide energy efficiency program.

CON 2.1.7: Evaluate additional opportunities for adaptive reuse of existing structures.

CON 3: IMPROVE AIR QUALITY TO PROTECT PUBLIC HEALTH AND THE ENVIRONMENT.

CON 3.1: Coordinate with the County on the implementation of air pollution control programs.

CON 3.1.1: Enforce vehicle emission standards in conjunction with Pinellas County.

CON 3.2: Improve public awareness of air quality issues.

CON 3.2.1: Support an air quality public information program.

CON 3.3: Reduce transportation-related air quality impacts.

CON 3.3.1: Transition to a no/low emission City fleet.

CON 3.3.2: Provide feasible alternatives to single-occupancy combustion engine vehicle travel to reduce emissions.

CON 3.3.3: Promote and incentivize public transit use, ride-sharing, walking, cycling, and other forms of transportation that reduce emissions.

CON 3.3.4: Promote development patterns that reduce vehicle miles (VMT) traveled through location efficiency and mixed-use development.

CON 3.3.5: Promote and incentivize electric vehicle infrastructure in public and private developments.

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ROS

RECREATION/OPEN SPACE ELEMENT

Tarpon Springs offers a variety of quality parks and recreation facilities to its residents. These existing amenities contribute to the overall health and quality of life of residents and visitors. Ensuring the City continues to provide, expand, and enhance these assets is essential.

The updated policies of the Recreation/Open Space Element direct the City to develop a comprehensive parks and recreation master plan to ensure all recreation needs are met or will be met, as well as program future parks and recreation facilities. Additionally, these policies address level of service by proximity/accessibility to parks and recreation facilities, rather than the traditional measurement of types of facilities, such as the minimum number of baseball fields based on population.

Strategic Plan Alignment

The revised Recreation/Open Space Element aligns with the following goals and objectives of the City's Strategic Plan:

⇒ **Objective B.1.2:** Reduce loss and improve health of wetlands and buffers (mitigate invasive species).

⇒ **Objective B.1.4:** Maintain navigable river and waterways.

⇒ **Goal D.3:** A vibrant, life-long community where people can meet all daily needs of living and comfortably "age in place".

⇒ **Objective D.3.2:** Identify unmet needs of daily living within the city and develop strategies to address those needs.

2023 Update Summary

Updates to the goals, objectives and policies address:

⇒ Simplification and clarification of policy language for ease of reader.

⇒ Removal of policies that are no longer applicable or are duplicative.

⇒ New policy to direct the City to develop a comprehensive parks and recreation master plan.

⇒ New policies utilizing proximity/accessibility level of service rather than traditional facilities level of service, which is intended to be implemented once the parks and recreation master plan is complete.

⇒ New policies directing the city to seek funding for active transportation network, identifying environmentally sensitive lands, ADA accessibility to parks and recreation facilities, and the consideration of intergenerational facilities.

Goals, Objectives, and Policies

ROS 1: ENSURE THE DEVELOPMENT, PROVISION, PROTECTION, AND MAINTENANCE OF A COORDINATED, EFFICIENT AND ACCESSIBLE SYSTEM OF PUBLIC AND PRIVATE PARKS AND FACILITIES WHICH MEET THE NEEDS OF CURRENT AND FUTURE RESIDENTS AND VISITORS.

ROS 1.1: Sustain existing public parks and recreation lands and facilities.

ROS 1.1.1: Publicly owned land designated as Recreation/Open Space on the Future Land Use Map shall be protected and conserved.

ROS 1.1.2: Maintain all existing dedicated public parklands. The sale, lease or donation of parkland for any purpose other than recreation shall require approval through referendum.

ROS 1.1.3: The City shall not vacate any rights of way and/or easements that provide shoreline access or vistas.

ROS 1.1.4: Maintain the North Anclote Nature Park in accordance with the North Anclote River Park Management Plan.

ROS 1.1.5: Work with Pinellas County School Board to maintain existing leases and to develop dual use facilities.

ROS 1.1.6: Evaluate the effects of micromobility (scooters, e-bikes, e-skateboards, etc.) and the potential impacts on parks facilities in the parks and recreation master plan.

ROS 1.2: Avoid future park deficiencies by addressing parks needs associated with future population and economic growth.

ROS 1.2.1: Fund and prepare a parks and recreation master plan, including assessment of current and future needs and priorities; establishment of updated facility and parkland level of service standards; and planning for capital, programming, and operational investments in the parks and recreation system based on identified priorities. This effort shall consider public input gathered during the 2022 Comprehensive Plan update, summarized in "Local Trends" section of data and analysis. Upon adoption, the master plan policies will supersede the levels of services standards in Policies 1.2.2, 1.2.3, and 1.2.4.

ROS 1.2.2: Provide additional facilities to meet the following Level of Service standards:

Access Level of Service Standards

Facility Type	Access Level of Service Standard
Mini-Park or Neighborhood Park	1/2 or 1/4 mile or less from existing residential development
Community Park	3 miles or less from existing residential development

The city may include private recreation facilities, regional and community parks in the calculations for level of service standards.

ROS 1.2.3: Maintain the following Level of Service Standard for recreation facilities:

Facilities Level of Service Standards

Facility Type	Level of Service Standard
Baseball	1 Diamond / 6,750 Persons
Basketball	1 Court / 2,600 Persons
Boat Launching	1 Boat Ramp / 6,750 Persons
Football/Soccer	1 Field / 3,333 Persons
General Play	1 Equipped Play Area / 1,250 Persons
Little League Baseball	1 Field / 5,000 Persons
Nature Study	1 Mile of Trail / 10,000 Persons
Softball	1 Field / 10,000 Persons
Tennis	1 Court / 2,000 Persons
Volleyball	1 Court / 6,000 Persons

ROS 1.2.4: Maintain the following Level of Service Standards for recreation park land acreage needs:

Facilities Level of Service Standards

Recreation Site	Level of Service
Mini-Park	0.8 Acres / 1,000 Persons
Neighborhood Park	1.0 Acre / 1,000 Persons
Community Park	1.5 Acre / 1,000 Persons

ROS 1.2.5: Locate future facilities to meet level of service standards adopted herein.

ROS 1.2.6: Update the Parks and Recreation Service impact fee to reflect amended Level of Service and needs analysis from the parks and recreation master plan.

ROS 1.2.7: Establish requirements in the land development code for new residential subdivisions to provide for recreation and open space.

ROS 1.2.8: Evaluate and consider building a public aquatic facility as a part of the parks and recreation master plan.

ROS 1.2.9: Seek grant and other funding sources to establish and expand the city's parks and recreation facilities and amenities.

ROS 1.3: Increase recreational opportunities for bicyclists, skaters and pedestrians by enhancing and expanding the trail and sidewalk network within the city.

ROS 1.3.1: Coordinate with Forward Pinellas in the design and construction of extensions and modifications to the Pinellas Trail to form a multimodal network.

ROS 1.3.2: Seek grant and other funding sources to establish and expand the active transportation network within the City.

ROS 1.4: Promote asset-based economic development through eco-tourism and cultural tourism.

ROS 1.4.1: Advocate programs, policies and partnerships between City and commercial recreation providers that assist in promoting economic development through eco-tourism.

ROS 1.4.2: Incorporate asset-based cultural heritage connections into parks in support of the City's Strategic Plan as part of the parks and recreation master plan.

ROS 1.5: Preserve environmentally sensitive lands and lands that support threatened or endangered species for passive recreation.

ROS 1.5.1: As part of the parks and recreation master plan process, evaluate and identify environmentally sensitive and scenic areas to preserve passive recreational uses. This effort shall be coordinated with land acquisition and conservation/preservation policies in the Coastal Management and Conservation Elements and consider outcomes from the city parks and recreation master plan.

ROS 1.5.2: Evaluate the development of an environmental lands protection list and opportunities for conservation easements.

ROS 1.5.3: Update the Land Development Code to require conservation easements, or an appropriate Future Land Use Map amendment, as a condition of approval during development review processes to protect environmental lands in perpetuity.

ROS 1.6: Improve equitable accessibility to parks and recreation facilities for all.

ROS 1.6.1: Provide access for disabled persons at all public parks and recreational facilities in accordance with the Florida Building Code and the Federal Americans with Disabilities Act of 1990, and as amended.

ROS 1.6.2: Consider inclusive and intergenerational recreation spaces and opportunities in the development of the park and recreation master plan.


HAPPY EASTER!
Ladder to the Moon
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SUN FLOWER LION
IT'S SO QUIET
TEDDY TALKS

LIFELONG LEARNING ELEMENT

The lifelong Learning Element replaces the Public Schools Element, which is no longer required. Recognizing the importance of education to the well-being of residents and the local economy, the City has re-imagined the former Public Schools Element to address workforce and continuing education in addition to coordination with the Pinellas County School District.

Strategic Plan Alignment

The revised Lifelong Learning Element aligns with the following goals and objectives of the City's Strategic Plan:

⇒ **Objective D.1.1:** Evaluate economic challenges of redevelopment and develop an asset-based economic strategy for the City.

⇒ **Objective D.3.2:** Identify unmet needs of daily living within the City and develop strategies to address those needs.

2023 Update Summary

Updates to the goals, objectives and policies address:

⇒ Removal of '9J-5' references.

⇒ New policy addressing coordination in changes to school facilities.

⇒ New objective and policies incorporating sustainability and location efficiency of educational facilities.

⇒ New policies addressing coordination with both public and private schools and local government.

⇒ New goal, objectives, and policies addressing workforce development and equitable access to education.

Goals, Objectives, and Policies

LL 1: COORDINATE WITH PUBLIC AND PRIVATE SCHOOLS AND OTHER PARTNERS ON THE DEVELOPMENT OF EDUCATIONAL FACILITIES THAT ENCOURAGE SUSTAINABLE COMMUNITIES, COHESIVE NEIGHBORHOODS, AND COMMUNITY BUILDING.

LL 1.1: Collaborate with the School District and partner local governments to ensure coordination of schools planning with local land use planning and development. Implement the Public Schools Interlocal Agreement with the Pinellas County School District (School District) and other partners.

LL 1.1.1: Consider population and school enrollment projections in land use and capital investment decisions.

LL 1.1.2: Continue population and school enrollment projections in land use and capital investment decisions.

LL 1.1.3: The City shall inform the School District in advance of infrastructure projects that will restrict vehicular, bicycle, or pedestrian accessibility to public schools with sufficient time for School District review and comment.

LL 1.1.4: The School District must notify the City of the need for on site or off-site improvements to support new, proposed expansion, or redevelopment of existing schools within the City's jurisdiction. The School District and the City will coordinate on any off-site improvements.

LL 1.1.5: Partner with the School District, local government, other public and private schools and partners to coordinate the development of educational facilities and land use plans, development approvals and other capital facilities.

LL 1.1.6: The School District must notify the City of proposed school facility changes including new construction, remodeling, renovations, closures or changes in the type of school.

LL 1.2: Collaborate with the School District and other public and private partners to encourage cohesive and sustainable development.

LL 1.2.1: Collaborate with partners in the planning, location and development of educational facilities, and in the evaluation of potential school closures, significant school renovations, and school site selections before land acquisition or disposal.

LL 1.2.2: Educational facilities must be compatible with the present and projected use of surrounding properties and community infrastructure, resources, and assets.

LL 1.2.3: Explore opportunities to collocate school facilities with mutually supportive public facilities and activities.

LL 1.2.4: Stadiums, outdoor recreational facilities, and similar support facilities shall be located and buffered on the proposed site to minimize impacts on adjacent properties.

LL 1.2.5: Industrial education facilities shall be located and buffered on the proposed site to minimize impacts on adjacent properties.

LL 1.2.6: Proposed locations that are less than the standard site acreage as prescribed in the Florida Department of Education State Requirements of Educational Facilities may be determined to be consistent with the City of Tarpon Springs Comprehensive Plan.

LL 1.2.7: For new sites, additional facilities, or redevelopment projects, consistency with the Comprehensive Plan may be conditioned.

LL 1.2.8: Coordinate with the School District for emergency and operations.

LL 1.2.9: Support the School District's commitment to sustainable design and operations.

LL 1.2.10: The City and School District shall strive to plant more trees in and around school grounds in order to reduce heat islands.

LL 2: COLLABORATE WITH THE SCHOOL DISTRICT, ST. PETERSBURG COLLEGE AND OTHER PUBLIC AND PRIVATE PARTNERS TO ENSURE EQUITABLE ACCESS TO EDUCATIONAL FACILITIES AND WORKFORCE DEVELOPMENT OPPORTUNITIES FOR ALL.

LL 2.1: Collaborate with partners to address socioeconomic barriers to education and workforce opportunities.

LL 2.1.1: Make strategic investments to connect people with education and training opportunities for at-risk communities, including:

- Low-income workers;
- Persons with disabilities;
- Older residents;
- Veterans;
- Parents with young children; and
- Formerly incarcerated persons.

LL 2.2: Collaborate with partners to provide safe and efficient physical access to education facilities and workforce development.

LL 2.2.1: Participate with local and regional committees and task forces to coordinate safe, equitable access to education and training opportunities.

LL 3: MAINTAIN A HIGHLY-TRAINED AND WELL-EDUCATED LOCAL WORKFORCE THAT EFFECTIVELY COMPETES FOR EMPLOYMENT, MEETS THE NEEDS OF BUSINESSES, AND INCREASES OPPORTUNITIES FOR SOCIAL MOBILITY.

LL 3.1: Collaborate with public and private partners to develop a diversely-skilled workforce that meets existing and anticipated business needs.

LL 3.1.1: Work with schools, St. Petersburg College, the library, other educational institutions, community-based organizations, businesses, labor unions, and other government partners to:

- Provide training in "soft-skills" and vocational skills, daycare, and other services that enable people to enter the workforce and earn a living wage.
- Support educations and training programs that provide pathways to successful employment.
- Develop and expand education and training programs targeted to the needs of local businesses and City government.

LL 3.2: Enable the City's youth to access quality education and compete in the global economy.

LL 3.2.1: Strengthen the relationship with Pinellas County Public Schools to provide safe locations for children and youth to learn, explore, and connect with other educational, workforce, and personal development opportunities.

LL 3.2.2: Support youth-based job-training opportunities that provide classes, coaching, and the development of skills leading to jobs with livable wages.

LL 3.2.3: Foster collaborations that connect youth and young adults to internships and other education and training opportunities.

LL 3.2.4: Support programs that help people who have dropped out or are at risk of dropping out of high school to achieve education, personal, and employment goals.

LL 4: IMPROVE THE SAFETY OF STUDENTS AS THEY ACCESS PUBLIC SCHOOL FACILITIES.

LL 4.1: Collaborate with the School District and other local governments to promote safe access for students to public school facilities.

LL 4.1.1: Participate on Forward Pinellas' School Transportation Safety Committee (STSC) to identify locations within the County where student safety is a concern, and to develop recommendations in response to student safety issues raised by the School District, local governments, the School Transportation and Enhanced Pedestrian Safety (STEPS) Committee, or the community to enhance the safety of students accessing public school facilities.

LL 4.1.2: Consider implementation of recommendations from the STSC that affect its jurisdiction, in coordination with the School District and any agencies that have some involvement in the identified action, to support student access to public schools in a manner that both improves student.

LL 4.1.3: Cooperate with School District initiatives that implement STSC recommendations for modifications to a school campus.

LL 4.1.4: Determine the priority for construction of those sidewalks, crosswalks, bicycle paths, and other improvements that help to provide continuous access to public schools for pedestrians and bicyclists, in the capital improvements program.

LL 4.1.5: For new development or redevelopment within a two-mile radius of any existing or planned public school facility, the City may require the developer to construct sidewalks along the corridor contiguous to the property being developed that directly serves the public school facility, in support of Section 1013.36(5), F.S.

LL 4.1.6: When available, the City shall apply for Safe Routes to School grants in order to close any sidewalk gaps in proximity to schools.

LL 4.1.7: Consider connecting Disston Avenue to provide a direct, efficient connection to St. Petersburg College.

CULTURE, HERITAGE, & PRESERVATION

The Historic and Cultural Resources Element directly corresponds and aligns with the following Goals from the "Culture, Heritage and Preservation" Focus Area of the Strategic Plan:

⇒ **GOAL C.1:** Protect the city's unique cultural heritage and identify

⇒ **GOAL C.2:** SMART growth and redevelopment that incorporates historic community characteristics

HIS

Historic & Cultural Resources Element

Historic resources provide a physical link to past human activity. "Historic resources" are also "cultural resources", but the term "cultural resources" has broader application that extends to expressions of living culture. Tarpon Springs has a wealth of historical and cultural resources, including individual buildings, archaeological sites, a National Register of Historic Places (NHRP) downtown district, the Greektown NHRP Traditional Cultural Property district, a local historic district, two NHRP listed cemeteries, and enduring cultural practices rooted in the community's history. Tarpon Springs cultural resources contribute to local identity and sense of place, establish continuity with the past, and provide opportunities for greater understanding of human history and its relationship to the present. Continued identification, evaluation, preservation, and interpretation of historic and cultural resources is vital to maintain the diverse qualities that set Tarpon Springs apart from other communities.

Historic resources are finite: their loss is irretrievable and irreversible. The Historic and Cultural Resources Element seeks to:

- Establish goals, objectives and policies to preserve and protect cultural resources for current and future generations.
- Provide for the establishment of regulatory and administrative procedures to review and mitigate the impacts of development activities on cultural resources.
- Allow for the development of programs to support and incentivize preservation.
- Promote education about the city's cultural resources, and the value of their continued preservation.

Strategic Plan Alignment

The revised Historic and Cultural Resources Element aligns with the following goals and objectives of the City's Strategic Plan:

⇒ **Objective C.1.1:** Market and promote the rich cultural heritage, resources, and diversity of the City.

⇒ **Objective C.1.2:** Create a plan to connect the cultural footprint throughout the City.

⇒ **Objective C.1.3:** Seek grant opportunities to preserve the culture and rich heritage.

⇒ **Objective C.2.1:** Incorporate culture, heritage and preservation into sustainability planning.

⇒ **Objective C.2.2:** Strengthen the comprehensive and land use regulations with stronger adherence to historic community characteristics.

2023 Update Summary

Updates to the goals, objectives and policies address:

⇒ Expanded to include cultural resources.

⇒ New goal to recognize the diversity of cultural traditions and foster artistic expression.

⇒ New policies to encourage additional preservation plans and regulatory tools.

⇒ New policies to consider additional incentives for preservation.

⇒ New policy to implement the Adaptation and Resiliency Plan for the Historic District and Greektown.

⇒ Updated references.

⇒ Removal of '9J-5' references.

Goals, Objectives, and Policies

HIS 1: IDENTIFY, PRESERVE, AND PROTECT ARCHITECTURAL, HISTORICAL, CULTURAL, AND ARCHAEOLOGICAL RESOURCES.

HIS 1.1: Update historic, archaeological, and cultural resource surveys, ordinances, guidelines and databases.

HIS 1.1.1: Continue to update the original Historic Site Inventory.

HIS 1.1.2: Prepare new Florida Master Site File/Historical Site Inventories for previously undocumented properties as they become 50 years old.

HIS 1.1.3: Continue to use the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings, the Standards for Review codified in the Land Development Code, and the City of Tarpon Springs Historic District Design Review Guidelines Manual in the Certificate of Appropriateness process.

HIS 1.1.4: Continue to pursue ongoing grant funding to fulfill the goals, objectives and policies of this Element.

HIS 1.1.5: Integrate Florida Master Site Files into the City's public-facing Geographic Information System.

HIS 1.1.6: Evaluate Comprehensive Zoning and Land Development Code regulations to identify revisions to better support the goals, objectives and policies of this Element.

HIS 1.2: Protect against demolition of significant sites throughout the City by increasing the number of designated historic and cultural resources.

HIS 1.2.1: Study the eligibility of individual archaeological, historic, and cultural resources for listing in the local or National Register of Historic Places.

HIS 1.2.2: Protect historic and cultural resources and sites outside of local or National Register Historic District through designation as an historic site or landmark.

HIS 1.3: Consider designation of new historic districts in the City where community support is demonstrated and apply context-sensitive guidelines for preservation.

HIS 1.3.1: Consider historic designation of neighborhoods that have been documented by a comprehensive historic and architectural survey.

HIS 1.3.2: Encourage the development of community-driven plans for historic districts to guide future preservation and complimentary development.

HIS 1.3.3: Consider the use of neighborhood conservation overlay districts to apply preservation guidelines specific to the area.

HIS 1.4: Preserve historic, archaeological, cultural. architectural and ecological resources.

HIS 1.4.1: In the event of any annexation of land, the City shall determine if the area includes any historic, archeological, and architectural resources to be preserved.

HIS 1.4.2: Apply preservation policies and ordinances in the review of proposed land development activities involving historic structures.

HIS 1.4.3: Review building permit and redevelopment requests that affect historic structures in accordance with the exemptions permitted by the Florida Building Code and Federal Emergency Management Agency (FEMA).

HIS 1.4.4: Maintain City historic property in accordance with the Secretary of the Interior's standards.

HIS 1.5: Protect archaeological sites through the Land Development Code.

HIS 1.5.1: Institute density transfers in conjunction with preservation easements for archaeological sites.

HIS 1.5.2: Require mitigation of archaeological sites prior to land development activities if avoidance is not feasible.

HIS 1.5.3: Consider developing an archaeological probability determination policy for use in the review of proposed land development activities.

HIS 1.6: Preserve historic and architectural resources by integrating historic preservation into local emergency management.

HIS 1.6.1: Continue to update and maintain the Florida Master Site File Inventory in order to keep current data on structures in the Historic District.

HIS 1.6.2: Historic and cultural preservation principles will be considered in the hazard mitigation and emergency management planning processes.

HIS 1.6.3: Develop an expedited Certificate of Appropriateness review process for the repair/restoration of historical resources in the event of an emergency or disaster.

HIS 1.6.4: Prepare emergency response plans for individual City-owned historic resources.

HIS 1.6.5: Implement the Adaptation and Resiliency Plan for the Historic District and Greektown, hereby adopted by reference.

HIS 1.7: Provide incentives and programs to encourage the protection and restoration of significant historic resources.

HIS 1.7.1: Consider implementation of a façade grant program for designated historic structures.

HIS 1.7.2: Consider and evaluate the establishment of a grant program to assist lower-income residents with repair and restoration of designated contributing and contributing-altered structures.

HIS 2: INCREASE PUBLIC AWARENESS AND EDUCATION OF THE HISTORIC PRESERVATION PROCESS.

HIS 2.1: Provide education on protection of historic, cultural, and archaeological resources.

HIS 2.1.1: Conduct public information campaigns to increase awareness of historic preservation procedures and programs.

HIS 2.1.2: Develop and maintain a list of historic properties that are threatened by demolition through neglect.

HIS 2.1.3: Develop programming to inform the public about historic preservation issues within the City.

HIS 2.1.4: Continue and expand landmark signage and plaque program to increase public awareness of historic and cultural resources, and seek partners to implement the plan.

HIS 2.1.5: Develop historic and cultural interpretive programs to engage visitors and residents.

HIS 2.2: Develop a program to promote historic and cultural tourism as part of the asset-based economic strategy.

HIS 2.2.1: Consider designating significant scenic open spaces and parks within the city, including, but not limited to Craig Park, Tarpon Avenue, Spring Bayou, Whitcomb Bayou, Sunset Beach, and Dorsett Park and develop corresponding preservation and/or development regulations within the Historic Preservation Ordinance.

HIS 2.2.2: The City shall utilize street furniture, lighting, signage, and landscaping to enhance historic areas.

HIS 2.2.3: Work with Pinellas County Historic Preservation Board, Tarpon Springs Area Historical Society and other partners to develop walking tours and/or other forms of visitor engagement with the City's historic assets.

HIS 3: RECOGNIZE THE DIVERSITY OF CULTURAL TRADITIONS AND FOSTER ARTISTIC EXPRESSION TO ENRICH QUALITY OF LIFE FOR RESIDENTS AND VISITORS.

HIS 3.1: Support and raise awareness of the diverse, evolving cultural heritage of the City.

HIS 3.1.1: Permit arts and cultural events, celebrations, programs, and exhibits at City buildings, outdoor spaces, and parks.

HIS 3.1.2: Equitably support cultural arts programs and access to these resources for all ages, incomes, and abilities throughout the City.

HIS 3.2: Use art and design in public spaces to enhance sense-of-place.

HIS 3.2.1: Prepare a Public Art Master Plan to identify opportunities and locations for public art and establish priorities.

INFRASTRUCTURE

The Utilities and Capital Improvements Elements correspond and align with the following Goals from the “Infrastructure” Focus Area of the Strategic Plan:

⇒ **GOAL A.1:** A City-Wide Clean Energy Program

⇒ **GOAL A.2:** A Comprehensive Infrastructure Master Plan

⇒ **GOAL A.3:** Environmental Impact Preparedness

UTILITIES ELEMENT

The Utilities Element covers the City's planning for potable water distribution, wastewater collection, stormwater runoff handling, and disposal of solid waste. The City 's capacity to serve its current and future citizen populations with respect to all four of these public facilities is intact and in fact, exceeded. The City's citizens are to be commended for individually responding to the need to reduce per capita demand for services, notably through participation in water conservation, reclaimed water use, and solid waste reduction. The challenge that will define planning going forward is the condition and stability of infrastructure for service delivery. Water delivery, wastewater collection and stormwater handling/conveyance infrastructure systems are in some cases incomplete, but are primarily experiencing significant aging, similar to other older cities in Pinellas County. The approach to meeting this challenge involves:

- Continuing to strive for greater efficiency and stability of user impacts on a per capita basis;
- Investing in Citywide studies and master planning, both alone and in conjunction with other governmental entities;
- Pursuit of outside funding to augment and spread the burden of costs for facility maintenance and improvements;
- Programming and implementation of a capital program for proactive facility upgrades and replacements.

Strategic Plan Alignment

The revised Utilities Element aligns with the following goals and objectives of the City's Strategic Plan:

⇒ **Objective A.2.3:** Formalize a City-wide maintenance plan to improve the City's infrastructure.

⇒ **Objective B.1.1:** Maintain stormwater action plan for environmental cleanliness for waterways, streets, stormwater, sidewalks, drinking water, sewage, beaches and parks.

⇒ **Objective B.1.3:** Minimize impact of wastewater on the environment.

2023 Update Summary

Updates to the goals, objectives and policies address:

⇒ Language that is outdated due to changes in regulations, operations and entities.

⇒ Language that can be removed due to completed initiatives (a significant portion of the Utilities Element fits this category).

⇒ Replacement language that is updated to reflect current initiatives, regulations, studies and master planning.

⇒ Language that could be consolidated into fewer statements while maintaining intent.

⇒ Language that can be found elsewhere in the Comprehensive Plan.

Goals, Objectives, and Policies

U 1: PROVIDE SANITARY SEWER SERVICE TO MEET THE EXISTING AND FUTURE NEEDS OF THE SERVICE AREA POPULATION WITHOUT ADVERSE AFFECTS ON THE NATURAL ENVIRONMENT.

U 1.1: Provide the level of service necessary for proper wastewater treatment and disposal in order to ensure the protection of the City's citizens and the environment.

U 1.1.1: Adopt a level of service design standard for sanitary sewer of 100 gallons per capita per day (gpcd) consistent with the current wastewater capacity design standards adopted by the Florida Department of Environmental Protection (FDEP). This standard is established for the City of Tarpon Springs and shall be used in determining the availability of facility capacity and the demand created by new development.

U 1.1.2: Maintain service compliant with applicable state design standards as adopted by FDEP, and, evaluate the Land Development Code for consistency with those standards.

U 1.1.3: The City shall require developer participation to fund sewer system expansion when it is deemed necessary by the Public Services Department based upon an engineering review.

U 1.1.4: Provide a process and appropriate criteria for property located in the unincorporated areas of Pinellas County requiring City sewer service to annex into the municipal limits of the City.

U 1.1.5: Maintain the 5-Year wastewater treatment facility capacity analysis report to monitor and anticipate capacity.

U 1.2: Develop and implement a plan to improve the resiliency of critical wastewater facilities.

U 1.2.1: Utilize the results of the most recently completed City-wide vulnerability assessment and adaptation plan, as updated from time to time, along with other relevant information to prioritize and implement facility improvements to reduce the vulnerability of City wastewater facilities to flooding, sea-level rise, and hurricane damage.

U 1.2.2: The City shall consider siting future wastewater treatment facilities outside of the Coastal High Hazard Area to the extent practicable.

U 1.3: Repair, replace and rehabilitate aging wastewater infrastructure in a proactive manner.

U 1.3.1: Develop an updated 20-year wastewater capital facilities plan on a five year cycle, and, review and track goals and progress through the annual update of the Capital Improvements Program (CIP) and 5-year schedule.

U 1.3.2: The City shall continue to correct existing sewer line and manhole infiltration by the replacement or slip-lining of deficient sewer lines.

U 1.4: Continue to improve the efficiency of wastewater operations.

U 1.4.1: Utilize a proactive maintenance program and modern asset management system to minimize equipment downtime and reduce unscheduled maintenance.

U 1.4.2: Evaluate and incorporate new treatment, instrumentation, automation, and process control technologies into the wastewater treatment facility to ensure that the most current standards are met for Advanced Wastewater Treatment (AWT).

U 1.4.3: Continue to evaluate and explore options for energy efficiency and alternative energy options in wastewater operations, including the electrification of the vehicle fleet and the use of solar energy where appropriate.

U 1.5: Coordinate the extension of the sewer system to meet future needs.

U 1.5.1: Maintain the 20-year wastewater capital facilities plan for planning of the sanitary sewer collection system, and, implement sound fiscal policies for funding in conjunction with the City's potable water system as provided under Goal 4 of this element.

U 1.5.2: Continue to evaluate funding options for implementation of septic to sewer projects according to the existing septic to sewer master plan and applicable funding sources.

U 1.6: Provide reclaimed water to the residents of the City in an efficient and financially feasible manner and continue to meet or exceed the Southwest Florida Water Management District's 75% reclaimed water utilization goal.

U 1.6.1: Reuse of treated wastewater shall be the preferred method of effluent disposal over surface water discharge.

U 1.6.2: The City shall require the extension of reclaimed water service lines to serve new development if it is feasible as determined by the Public Services Department.

U 1.7: Continue to provide sound fiscal management for the operation and maintenance of wastewater service in the City's service area.

U 1.7.1: Charge user fees to cover system operating costs and repayments of capital costs, and, allow for repair and replacement of existing facilities. Continue to evaluate new rate structures as necessary.

U 1.7.2: Set aside funds for repair and replacement of the wastewater system and prevent diversion of such funds to other uses.

U 1.7.3: Continue to seek financial support for the wastewater capital improvement program through grants administered by appropriate regional, state and federal agencies.

U 2: COLLECT AND DISPENSE OF SOLID WASTE IN AN EFFICIENT, FINANCIALLY FEASIBLE AND ENVIRONMENTALLY SAFE MANNER, AND REDUCE THE SOLID WASTE STREAM.

U 2.1: Continue to maintain adequate levels of service for the solid waste collection and disposal needs of existing and future populations.

U 2.1.1: Adopt a Level of Service (LOS) standard for solid waste of 1.3 tons per person per year consistent with the Pinellas County countywide LOS standard. This standard is established for the City of Tarpon Springs and shall be used in determining the availability of facility capacity and the demand created by new development.

U 2.2: Continue to develop collection and transport strategies which minimize costs and use optimally located waste transfer facilities.

U 2.2.1: Set standards for the provision of safe, sanitary and consistent solid waste collection service to all properties within the municipal limits. The City shall be the sole provider of solid waste and recycling disposal services within the municipal limits.

U 2.2.2: Collection services shall not be extended to properties outside the City limits unless sufficient capacity exists to serve the committed municipal area.

U 2.3: Continue to provide sound fiscal management for solid waste collection, transport, disposal and recycling.

U 2.3.1: Charge fees to customers to adequately cover system operating costs, repayments of capital costs and allow for repair and replacement of existing facilities.

U 2.3.2: Regularly evaluate and identify the need for improvements and additional capacity required to manage solid waste collection and transport.

U 2.3.3: Continue to explore and implement appropriate staging and hauling methods such as the use of compactors and similar technologies in order to introduce cost-saving efficiencies for both the City and the customer.

U 2.4: Continue a solid waste reduction and recycling program to conserve natural resources, minimize solid waste disposal needs and maximize the existing County disposal facilities' capacity and life.

U 2.4.1: Maintain a solid waste recycling program that includes collection of recyclable solid waste material and transport to appropriate facilities.

U 2.4.2: Explore methods for waste volume reduction that involve other local governments and non-governmental organizations to promote appropriate materials salvage, reuse and recycling programs in the City.

U 2.4.3: Continue and expand the City government recycling program to include waste volume reduction and waste reuse measures for City facilities, operations and construction projects.

U 2.4.4: Continue and expand the City's ongoing public education program involving all age groups and media venues, to provide for best waste stream reduction practices and optimal recycling participation.

U 2.5: Continue to coordinate with other local governments in the Countywide solid waste disposal program.

U 2.5.1: Continue to participate in the Pinellas County Solid Waste Disposal Recycling and Resource Recovery Programs.

U 2.5.2: Continue to participate on the Pinellas County Technical Management Committee.

U 2.5.3: Coordinate with Pinellas County and other local governments as needed to update identification of locations for staging and management of storm event debris.

U 3: PROVIDE AN EFFICIENT STORMWATER MANAGEMENT PROGRAM THAT ALLEVIATES CHRONIC FLOODING AND IMPROVES THE QUALITY OF STORMWATER DISCHARGING INTO LOCAL RECEIVING WATERS.

U 3.1: Maintain adequate levels of stormwater management service for existing and future populations.

U 3.1.1: The adopted Level of Service standard for stormwater retention facilities in open basins is the attenuation of the 25-year frequency storm, 24-hour duration. For facilities in volume-sensitive basins it is the net increase in runoff volume for the 100-year, 24-hour storm event . These standards shall be used in determining the availability of facility capacity and in determining the demand created by new development and redevelopment.

U 3.1.2: Maintain implementing land development regulations and accompanying technical specifications to provide specific standards and design guidance for development compliance with the level of service.

U 3.1.3: Continue City's policy to implement a regulatory stormwater program primarily through on-site retention of stormwater for new development, and, through appropriate conveyance restrictions to the City stormwater system for redevelopment. It is the City's policy to not invest in major geographic expansions of its existing City system to serve new development.

U 3.1.4: Require stormwater facilities to comply with Southwest Florida Water Management District (SWFWMD) regulations.

U 3.1.5: Ensure that the City's stormwater management regulatory program is coordinated with the City's floodplain management regulatory program.

U 3.2: Design and maintain a comprehensive Citywide stormwater management program for management of stormwater quantity and quality in the publicly maintained system.

U 3.2.1: Maintain and periodically update the Stormwater Action Plan that assesses flooding conditions and problem areas occurring within the City limits, and, provides conceptual solutions towards flood volume abatement and enhancement of water quality by utilizing treatment systems and best management practices.

U 3.2.2: Ensure that the Stormwater Action Plan includes a prioritized capital improvement plan for implementation and consideration in the City's annual adoption of the 5-year schedule of capital improvements.

U 3.2.3: Continue participation in and compliance with the National Pollutant Discharge Elimination System (NPDES) program to address abatement of water pollution resulting from stormwater runoff.

U 3.2.4: Continue active participation in the National Flood Insurance Program through the City's Floodplain Management Program for the purpose of recognizing flood prone areas and reducing flood damage and loss through the Community Rating System, repetitive loss designations and similar initiatives.

U 3.2.5: Participate in interlocal agreements and cooperative projects to evaluate and manage watersheds in which the municipal area of the City is located including the St. Joseph's Coastal Watershed, the Lake Tarpon Watershed, the Klosterman Bayou Watershed and the Anclote River Watershed.

U 3.2.6: Ensure that the City's regulatory framework (regulations and design manual) are updated as necessary to reflect new and revised data informing the City's stormwater action plan and watershed management.

U 3.2.7: Seek cooperative and grant funding from local, state, regional and federal sources and agencies to implement the stormwater action plan.

U 3.3: Maintain and, where possible, enhance City stormwater system infrastructure and operation to reduce the adverse effects of chronic and storm-related flooding events.

U 3.3.1: Continue to provide a program of regular maintenance of the City's stormwater management system to ensure maximum efficiency and performance.

U 3.3.2: Ensure that stormwater facility maintenance include measures to remove trash, sedimentation and other debris which impede flow, and, incorporate structural and non-structural measures to reduce or eliminate the discharge of oil, grease, heavy metals and other suspended particles into stormwater management systems.

U 3.3.3: Maintain a proactive enforcement program against illicit discharge of pollutants into and/or through stormwater conveyance systems, and, against private stormwater infrastructure that is not maintained in compliance with City standards.

U 3.3.4: Continue and expand the City's ongoing public education program involving all age groups and media venues, as the best way to achieve a pollutant-free conveyance of stormwater runoff in and from the City through the implementation of best management practices by its citizens.

U 3.3.5: Maintain and periodically update the City's stormwater utility fee to fund maintenance of the City's stormwater system and program. Consider update of the fee system through periodic analysis and application of the total impervious surface of individual properties to calculate the fee.

U 3.3.6: As regular maintenance warrants the planned repair and/or replacement of aging stormwater infrastructure, consider the installation of expanded and/or technologically advanced system components where advisable as opportunities arise.

U 3.4: Incorporate long-term sustainability and resiliency principles into the stormwater management program.

U 3.4.1: Incorporate appropriate low-impact development and green infrastructure principles and methods into the City's regulatory and public infrastructure stormwater programs.

U 3.4.2: The City shall require sodding and appropriate landscaping as components of the drainage system for natural filtration and erosion control.

U 3.4.3: Preserve and buffer waterbodies, wetlands and wetland hydrology to ensure that natural stormwater conveyance and storage are maintained as a way to prevent exacerbation of stormwater flooding, and to ensure that new stormwater systems do not affect natural hydrologic functions.

U 3.4.4: Adapt the City's stormwater program to plan for future sea level rise consistent with program guidance and funding requirements of the State of Florida, including both regulatory and infrastructure components of the program.

U 3.4.5: Consider the development of a stormwater master plan for the City's core area of downtown including the Special Area Plan district and the surrounding historical plats of record, with the intent of generating a multi-faceted approach that includes the use of dedicated public rights-of-way, private maintenance of certain components, incorporation of stormwater parks/green space, and other creative or innovative initiatives.

U 4: CONTINUE TO DEVELOP AND MAINTAIN THE CITY'S POTABLE WATER SUPPLY SYSTEM TO MEET ANTICIPATED DEMAND.

U 4.1: Maintain adequate potable water Levels of Service for existing and future populations.

U 4.1.1: The adopted Level of Service standard for potable water is 110 gallons per capita per day (gpcd) at a pressure of 50-60 pounds per square inch (psi). This standard shall be used in determining the availability of facility capacity and demand created by new development, unless there is other information which indicates that a proposed development is likely to require additional water supply beyond this standard.

U 4.1.2: Evaluate the land development code for consistency with applicable state design standards as adopted by the Florida Department of Environmental Protection.

U 4.2: Provide adequate quantities and qualities of water service to all customers in the Tarpon Springs service area.

U 4.2.1: Ensure that land development regulations, building codes and City ordinances adequately address water system provisions.

U 4.2.2: Ensure that when new subdivisions are being developed, it shall be the responsibility of the developer to provide internal water systems which are constructed to City specifications.

U 4.2.3: Continue to construct water system improvements which will provide adequate quantity, pressure and duration of fire flows while meeting system user needs.

U 4.2.4: Continue to construct improvements which will conserve energy, water and other valuable resources.

U 4.2.5: Continue to identify, acquire and develop sources of water supply to meet current and future water demands.

U 4.2.6: Data and analysis is required for all Future Land Use Map amendments which demonstrate that adequate water supplies and associated public facilities will be available to meet projected growth demands.

U 4.3: Continue to operate and maintain the water system in a safe, sound and efficient manner.

U 4.3.1: The City shall develop, fund, and implement a long term plan for replacement of aging water mains, particularly galvanized and cast iron water mains. The plan shall be prioritized based on sound engineering principles such as level of service, local water quality, pipe age and material and other similar factors, to ensure an equitable level of infrastructure funding throughout the City.

U 4.3.2: Continue to monitor water quality and the operation of the water distribution system with the intent of repairing and replacing deficient portions of the system within the framework of the capitalized budgeting process.

U 4.3.3: Continue to replace aging small diameter water mains and provide adequate spacing of fire hydrants to provide adequate levels of fire protection.

U 4.3.4: Require at the time of application for connection to the public potable water system, that minimum fire flows and hydrant spacing be consistent with fire district standards.

U 4.3.5: Evaluate and incorporate new treatment, instrumentation, automation, and process control technologies into the water treatment facility.

U 4.3.6: Utilize a proactive maintenance program and modern asset management system to minimize equipment downtime and reduce unscheduled maintenance.

U 4.3.7: Continue to evaluate and explore options for energy efficiency and alternative energy options in water operations, including the electrification of the vehicle fleet.

U 4.3.8: Establish and update as necessary, designated wellhead protection areas around existing and future potable water wells for the purpose of groundwater protection.

U 4.4: Continue to provide sound fiscal management for the operation and maintenance of potable water service in the City's service area.

U 4.4.1: Charge user fees to cover system operating costs, repayments of capital investments and to allow for repair and replacement of existing facilities. Continue to evaluate new rate structures as necessary.

U 4.4.2: Prioritize and schedule major improvements through the capital improvements program.

U 4.4.3: Set aside funds for repair and replacement of the water system and do not divert those funds to other uses.

U 4.4.4: Continue to seek financial support for the creation of a municipal water system though grant programs administered by appropriate regional, state and federal agencies.

U 4.4.5: Modify the building code and land development regulations to provide standards for improved indoor and outdoor water conservation in new construction.

U 4.4.6: Develop and maintain rate structures and policies which encourage conservation of potable water.

U 4.4.7: Provide public education materials to inform citizens of the need and opportunities for conserving potable water.

U 4.4.8: Provide a process and appropriate criteria for property located in the unincorporated areas of Pinellas County requiring City service for potable water to annex into the municipal limits of the City.

U 4.5: Coordinate with other government agencies to meet regional and local water supply challenges.

U 4.5.1: The City shall continue to cooperate with the Southwest Florida Water Management District (SWFWMD), Pinellas County, and other regional entities in collaborative activities that promote solutions to regional water supply challenges, including water supply planning, hydrologic data collection, water conservation, regional studies, and similar efforts. This includes completion of the 10-year water supply work plan for consistency with the 5-year updates of the SWFWMD's regional water supply plan. The water supply work plan, as updated on a 5-year cycle, is hereby adopted as reference document.

U 4.5.2: The City shall recognize the importance of groundwater aquifer recharge, and provide wellfield protection policies to protect water quality in the City's water supply wells.

U 4.5.3: The City shall continue to coordinate with SWFWMD and Pinellas County Utilities on the operation of the City's Reverse Osmosis Water Facility, the establishment of level-of-service standards, resource allocations, changes in service areas and annexations.

U 4.6: Anticipate and plan for emerging water supply and drinking water regulations for the protection of public health.

U 4.6.1: Evaluate emerging water quality standards and new regulatory changes and develop plans to meet these requirements in a proactive manner.

U 4.6.2: Develop a robust utility operations cybersecurity program to meet National Institute of Standards and Technology (NIST) and Environmental Protection Agency (EPA) standards for water and wastewater operational networks.

U 4.6.3: Dedicate funding and other necessary resources to meet the EPA Lead and Copper Rule, emerging rules on polyfluoroalkyl substances (PFAS) and other emerging contaminants.

CIE

CAPITAL IMPROVEMENTS ELEMENT

The Capital Improvements Element provides the framework by which the City plans for the completion of capital projects needed to ensure the delivery of adequate public facilities and meet adopted levels of service. The Capital Improvements Element (CIE) differs from the City's Capital Improvements Program (CIP) in that the element only addresses those facilities derived from other elements of the Comprehensive Plan. It focuses on the capital outlay required to meet existing deficiencies and maintain adopted level of service standards for the expected population growth over the planning horizon. Overall the City is currently well-positioned with respect to its ability to accommodate growth expected through the year 2040. The City's capital improvements strategy is mainly focused on maintenance and upgrades of existing systems, especially those that are aging (e.g., the City's wastewater treatment system). Addressing service deficiencies of existing systems is also a significant focus (e.g., stormwater handling system). Significant changes to state law that have taken effect since the Capital Improvements Element was last updated. These changes allow the City to provide a more focused and concise element that includes:

- Clarification of the scope of capital improvements being planned for, the 5-Year schedule improvements and the capital improvements program.
- A guidance framework for prioritizing, selecting and implementing capital projects that ensures adequate facilities and levels of service.
- Ensuring the consistency and update of capital improvements, including proportionate fair share of new or expanded facilities needed to accommodate new development.
- Ensuring timely provision and funding of capital improvements, including proportionate fair share of new or expanded facilities needed to accommodate new development.

Strategic Plan Alignment

The revised Capital Improvements Element aligns with the following goals and objectives of the City's Strategic Plan:

⇒ **Objective A.2.1:** An integrated planning process to develop a Capital Improvements Plan.

⇒ **Objective A.2.2:** Implement a Capital Improvements Plan that improves, expands and modernizes our roads, sewers, waterway, utilities and other infrastructure.

⇒ **Objective F.2.1:** Utilize the Strategic Plan as a tool to prioritize budgeting, annual and long-range capital expenditures.

2023 Update Summary

Updates to the goals, objectives and policies address:

⇒ Language that is outdated due to changes in regulations, operations and/or entities.

⇒ Replacement language and reorganization to layout a clear approach to capital improvements planning and provides the policy basis for adequate facilities and concurrency management ordinances found in the Land Development Code.

⇒ Language that could be consolidated into fewer statements and policies while maintaining intent and clarity of the capital improvements planning framework.

⇒ Language that can be found elsewhere in the Comprehensive Plan (e.g., Level of Service Standards)

Goals, Objectives, and Policies

CIE 1: ESTABLISH A WELL-ORGANIZED AND APPROPRIATE PLAN TO PROVIDE NEEDED PUBLIC FACILITIES TO ALL RESIDENTS WITHIN THE CITY'S JURISDICTION IN A MANNER WHICH PROTECTS PUBLIC AND PRIVATE INVESTMENTS IN EXISTING FACILITIES, MAXIMIZES THE USE AND VALUE OF EXISTING FACILITIES AND ENSURES THAT EXISTING AND NEW FACILITIES ARE PREDICATED ON A BASIS OF SOUND FISCAL POLICY.

CIE 1.1: Provide capital improvements necessary to correct existing deficiencies, to accommodate future growth and to replace obsolete or worn-out facilities.

CIE 1.1.1: Include within the Capital Improvements Element (CIE) a schedule of projects required to accommodate projected growth covering a minimum 5-year period. Capital improvements are defined for purposes of the CIE as physical assets, constructed or purchased, that have a minimum useful life of ten (10) years and a minimum total cost of $50,000. The 5-Year schedule of projects is included in the City's Annual Budget, updated annually, and hereby incorporated by reference.

CIE 1.1.1: The Capital Improvements schedule will identify funded and unfunded needs to accommodate growth for the minimum 5-year period. Capital improvements projects identified as deficiencies will be prioritized in the 5-year schedule.

CIE 1.1.3: The annual review of the capital improvements schedule shall include the following considerations:

a) Update of actual and projected new development,
b) Update of remaining capacity of public facilities,
c) Update of cost, revenue, and timing of facilities along with necessary adjustments based on ability to meet the 5-year schedule,
d) Update on elimination of deficiencies and meeting the needs of future development,
e) Effective maintenance of level of service standards,
f) Coordination with the plans of state and regional agencies, and private providers of public facilities within the City's jurisdiction, and,
g) Effectiveness of impact fee and proportionate share funding administration.

CIE 1.1.4: Adopt a Capital Improvements Program (CIP) with the annual City budget which will:

a) Identify improvements that are scheduled in the succeeding 5-year period according to capital needs in the areas of water, sewer, solid waste, drainage, roads, libraries, parks and recreation, public buildings and facilities (including hurricane shelter facilities), law enforcement, fire protection, emergency services and other capital needs,
b) Ensure that level of service standards are maintained,
c) Show the need and funding source for each funded capital project for the 5-year period and program funding levels sufficient to implement required projects including analysis, planning and other implementation support activities, and,
d) Provide the basis for the City's annual capital budget that identifies the funding needs for implementation of the first year (budget year) of the adopted 5-year CIP and schedule.

CIE 1.1.5: As part of adoption of the annual budget and the 5-Year CIP, provide a rationale for any additions, deletions or revisions to projects prioritization that differs from the previous fiscal year's CIP.

CIE 1.1.6: Selection of projects included in the CIP shall be prioritized as follows:

a) The project is needed to protect public health and safety, or to fulfill the City's legal commitment to provide facilities and services including for development orders,
b) The project preserves or achieves full use of existing assets, thus maintaining or achieving adopted levels of service,
c) The project corrects an existing level of service deficiency,
d) The project significantly reduces the cost of providing a new or existing service,
e) The project corrects service level deficiencies resulting from new growth: first, to provide full service to existing developed areas or infill development, and, second, to provide directed infrastructure to projected growth areas,
f) The project results in an increase in level of service or represents a new service.

CIE 1.1.7: Selection of projects for inclusion in the CIP shall:

a) Be evaluated for consistency with, and implementation requirements of, this Plan,
b) Be evaluated for consistency with restrictions on public infrastructure expansion in the Coastal High Hazard Area described in the Coastal Management Element of this Plan,
c) Be evaluated for consistency with the facilities plans of state, regional and private facilities providers operating in the City.

CIE 1.2: Adequate facilities must be assured in order to support future development and redevelopment at adopted levels of service for each facility mandated by this Plan.

CIE 1.2.1: Maintain an adequate facilities ordinance and a concurrency management system to ensure that adequate facility capacity is available or will be available to serve development. For purposes of public facility planning the City shall use adopted Level of Service (LOS) standards set forth in the Future Land Use Element, the Transportation Element, the Utilities Element, the Recreation and Open Space Element, the Lifelong Learning Element and the Coastal Management Element of this Plan in reviewing impacts of growth on public facilities that are mandated by the Plan.

CIE 1.2.2: The City shall use the development approval process to ensure strict coordination of, and compliance with, the level of service standards through the adequate facilities ordinance ensuring adequate facilities are in place or funded to serve development, and, through the concurrency management system ensuring that, at the time development impacts are realized, adequate facilities are in place for those facilities so-designated: potable water, sanitary sewer, solid waste, and drainage.

CIE 1.2.3: Evaluate the potential impact on public facilities for proposed amendments to this Plan including:

a) Whether the proposal would generate public facility demands that will be met, or exceeded, by capacity increases planned and set out in the 5-year schedule of capital improvements,
b) Whether the proposal would exacerbate any existing or future public facility capacity deficiencies,
c) Whether the proposal would alter or otherwise diminish the level of service below the adopted levels of service,
d) Whether the proposal would adversely affect plans and programs of state agencies, water management districts, Pinellas County, or Pasco County, especially with respect to changes in levels of service or capital needs.

CIE 1.2.4: Continue to coordinate with Pinellas County Schools through the school interlocal agreement as updated from time to time and hereby adopted by reference, to monitor the amount, type, and distribution of population growth and school enrollment and to comply with the terms of the agreement to ensure maintenance of sufficient public school capacity to support the anticipated students from new residential developments consistent with the adopted level of service for public schools.

CIE 1.3: Identify and manage available or projected fiscal resources to ensure the timely provision of needed capital improvements for existing development, committed and active development orders, and, anticipated future growth.

CIE 1.3.1: Consider a variety of financing mechanisms for capital improvements including, but not limited to grants, impact fees, Penny for Pinellas allocation, special taxing districts or surtaxes as allowable by Pinellas County, tax increment financing, funding agreements, proportionate share funding, federal aid, state aid, general obligation bonds, revenue bonds, service changes and the general fund.

CIE 1.3.2: Maintain an impact fee ordinance to set forth procedures and standards that enable new development to meet its proportionate share of capital facilities costs for roads, parks, schools, public buildings and facilities (including hurricane shelter facilities), libraries, fire protection, emergency medical services, and law enforcement. Review impact fee levels periodically for needed updates.

CIE 1.3.3: Impact fees shall be used to cover costs for new or expanded public infrastructure facilities including, but not limited to, studies and surveys, planning and design, permitting, land costs, construction, materials and equipment. New development shall bear the cost of construction of any interim facilities and equipment and impact fee credits shall not be given for any interim infrastructure which is not utilized in the permanent system for the public facility.

CIE 1.3.4: Continue to utilize the City's share of the Pinellas County Transportation Impact Fee and all other impact fees collected from development projects as a dedicated funding source for new capital growth related to public and capital facilities in order to maintain level of service standards.

CIE 1.3.5: In addition to impact fees, continue to utilize enterprise funds as the dedicated funding source for capital growth related to utilities. These sources of funding will be used to meet or exceed the level of service standards for utilities.

CIE 1.4: Maintain a system and protocol by which future development is required to bear a proportionate cost of facility improvements necessitated by the development in order to adequately maintain adopted level of service standards.

CIE 1.4.1: Future development shall bear a proportionate share of the cost of new or expanded capital facilities required to accommodate such development, consistent with adopted levels of service and planning criteria for the required facilities. The imposition of impact fees, proportionate share mitigation and dedication requirements, development agreements, and funding agreements are some of the methods used to ensure that future development meets this requirement.

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GOOD GOVERNANCE

The Plan Administration, Property Rights, and Intergovernmental and Interagency Coordination Elements correspond and align with the following Goals from the "Good Governance" Focus Area of the Strategic Plan:

⇒ **GOAL F.2:** Effective and Efficient Implementation of City Policies and Plans


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PA

PLAN ADMINISTRATION ELEMENT

Goals, Objectives, and Policies

PA 1: PURPOSE AND IMPLEMENTATION.
The purpose of this Element is to establish guidelines for the effective administration of the Comprehensive Plan document in accordance with the requirements of the Community Planning Act, and other applicable law. These administration techniques include guidelines on plan implementation, public participation, and plan progress monitoring.

PA 1.1: Goals, Objectives, and Policies.
Each element of the Comprehensive Plan contains a section of applicable goals, objectives, and policies that are designed to describe and identify programs, activities, and regulations through which the Comprehensive Plan is to be implemented.

PA 1.1.1: Goals are not designed to be implemented or enforced on a daily basis. Instead, goals are intended as the long-range end toward which the City desires to be directed. Objectives serve as a benchmark or interim measure with which progress toward the goals can be identified. The objectives tend to be specific, and are often measurable. Policies represent the guiding principles upon which land use regulations are based and land use decisions are made.

PA 1.1.2: Goals, objectives, and policies are not listed in any order of importance. All goals, objectives, and policies shall be considered of equal importance in the implementation of this Comprehensive Plan.

PA 1.2: Development Order Defined.
A "development order" shall be defined as any building permit, subdivision approval, zoning permit, rezoning, certification, agreement, conditional use, variance, or any other official action of local government having the effect of permitting the development of land.

PA 1.3: Consistency.
All development orders reviewed after the effective date of this Comprehensive Plan shall only be issued if they are consistent with the goals, objectives, and policies contained within the adopted plan. Requests for development order approval shall be reviewed in accordance with, and shall be consistent with, all elements of the Comprehensive Plan.

Consistency shall mean to further the intent of the Comprehensive Plan. Inconsistency shall be determined when a development order is in conflict with the goals, objectives, policies and strategies of the Comprehensive Plan.

PA 1.4: Interpretation.
The following factors shall be considered in the interpretation of this Comprehensive Plan:

PA 1.4.1: Terms not defined shall be interpreted in the following order of importance:

a) By reference to the relevant provisions of the Community Planning Act.
b) The guidelines for administration contained herein.
c) Generally accepted engineering, planning or other professional discipline's terminology if technical in nature.
d) According to common usage unless the content clearly indicates otherwise.

PA 1.4.2: The more specific statement shall control the general.

PA 1.4.3: The more restrictive statement shall have preference over the less restrictive.

PA 1.4.4: The goals, objectives, and policies of all elements are designed to be internally consistent, and, the intent of all elements shall be of equal importance.

PA 1.5: Land Development Code.

The Comprehensive Plan shall be implemented through a comprehensive set of land development regulations, to be known as a Land Development Code, adopted pursuant to the requirements of Section 163.3202, Florida Statutes. All land development regulations adopted pursuant to Chapter 163 shall be consistent with the Comprehensive Plan.

Development order review and approval may proceed under existing development regulations after adoption of the Comprehensive Plan only where consistent with the adopted Comprehensive Plan, and only until the effective date of a Land Development Code adopted pursuant to Section 163.3202, Florida Statutes.

PA 1.6: Development Agreements.

The City may desire to adopt a procedure for development agreements pursuant to the Florida Local Government Development Agreement Act (Florida Statutes 163.3221 et seq.) as a means of assuring the adequacy of public facilities. The procedure for development agreements shall be part of the Land Development Code.

PA 1.7: Local Planning Agency (LPA).

The Community Planning Act requires the designation of a Local Planning Agency (LPA) for the purpose of overseeing the formulation of a Comprehensive Plan and Land Development Regulations. The LPA function is one of conducting public hearings for the purpose of providing review, comments, and recommendations to the Board of Commissioners. The Planning and Zoning Board has been designated as the City's LPA.

PA 1.8: Amendments.

The City shall establish protocols and procedures for amending the Comprehensive Plan.

PA 1.8.1: Amendments to the Comprehensive Plan maybe initiated as follows:

a) By the Board of Commissioners and by City staff.
b) By recommendations to the Board of Commissioners made by the Local Planning Agency (LPA).
c) To the Future Land Use Map Series by a property owner.
d) To the Future Land Use Map Series by citizens having in excess of 50% interest in an affected area.

PA 1.8.2: Amendments to the Future Land Use Map Series shall be consistent with the goals, objectives, and policies of all Elements of the Comprehensive Plan.

PA 1.8.3: The types of amendments shall be as follows and as further defined/described in Chapter 163, Florida Statutes:

a) To the text of any element.
b) To the Future Land Use Map Series.
c) To the Schedule of Improvements, Capital Improvements Element, as formulated by the Board of Commissioners during budget review.

PA 1.8.4: The amendment procedure shall generally be as follows and as further defined in Florida Statutes:

a) Initiation, review and scheduling by staff.
b) Public notice in conformance with City and Statutory requirements.
c) Review and recommendation by the LPA.
d) Review and recommendation by the Board of Commissioners.
e) Review and recommendation by Forward Pinellas (countywide planning authority).
f) Transmittal to the State land planning agency where required.
g) Final action by the Board of Commissioners.
h) Transmittal of final adopted action to the State land planning agency.

PA 1.8.5: The review criteria for amendments shall include a consideration of the following:

a) Compliance with Florida Statutes Chapter 163.
b) An assessment of internal Comprehensive Plan consistency.
c) The effects upon other jurisdictions.
d) The effects upon adopted level of service standards.
e) The adequacy of data in the Comprehensive Plan or other documentation relating to the amendment.
f) Other criteria enumerated in the adopted Land Development Code.

PA 1.9: Plan Application.
Additional plan administration guidelines shall be enumerated as follows:

PA 1.9.1: Applications for development orders received prior to the effective date of the Comprehensive Plan may proceed to lawful issuance and construction provided the approval and construction processes continue unexpired and without interruption until the development is complete.

PA 1.9.2: All development orders issued after the effective date of the Comprehensive Plan shall be consistent with the provisions of the Plan.

PA 1.9.3: Single family residential development orders inconsistent with the density provisions of the Comprehensive Plan shall be permitted where a legal nonconforming lot is involved.

PA 1.9.4: Modifications to existing development orders shall be consistent with the Comprehensive Plan.

PA 1.9.5: Existing land use regulations shall be applied in a manner consistent with the Comprehensive Plan. In the event of a conflict between the Plan and existing land development regulations, the Plan shall prevail.

PA 2: PUBLIC PARTICIPATION.
Procedures are hereby adopted to provide for and encourage public participation in the planning process, including consideration of amendments to the Comprehensive Plan, and, evaluation and appraisal of the Comprehensive Plan.

PA 2.1: Procedure.
The procedures shall include the following:

PA 2.1.1: Provisions to assure that owners of real property are provided with notice of official actions that will affect the use of their property.

PA 2.1.2: Provisions for notice to keep the general public informed;

PA 2.1.3: Provisions to assure that there are opportunities for the public to provide written comments;

PA 2.1.4: Provisions to assure that the required public hearings are held; and,

PA 2.1.5: Provisions to assure the consideration of and response to public comments.

PA 2.2: Legal Notice.
Legal notice, at a minimum, shall be provided for in compliance with Florida State Statutes. More stringent legal notice requirements may be established by the City.

PA 2.2.1: Legal notice, whether by publication or mail, shall contain substantially the following information:

a) Date, time, and place of all scheduled hearings;
b) The subject matter to be discussed;
c) Where the subject matter may be inspected by the public;
d) That interested parties may appear and be heard;
e) That written comments will become part of the record;
f) That the hearing may be continued as necessary; and,
g) That an appeal of any action must be based on transcripts of the proceedings.

PA 2.3: Public Hearings.
The City shall establish protocols and procedures for public hearings on matters pertaining to the Comprehensive Plan.

PA 2.3.1: All amendment hearings shall be open to the public. At a minimum the following public hearings shall be scheduled:

a) A Local Planning Agency hearing before the Planning and Zoning Board;
b) A hearing of “first reading” before the Board of Commissioners, which may also be a transmittal hearing; and
c) An adoption hearing before the Board of Commissioners.

PA 2.3.2: Document Availability. The Comprehensive Plan document and proposed amendments to the Comprehensive Plan shall be posted on the City's web site and be made available in hard copy format when requested.

PA 2.3.3: Official Record. An official record shall be kept of all public hearings. Copies may be made available to the public upon request.

PA 2.3.4: Vote. An amendment shall require an affirmative vote of not less than a majority of the total Board membership for recommendation, transmittal, and adoption.

PA 2.3.5: Announcement of Public Hearings. The intention to hold and advertise additional public hearings shall be announced at each public hearing where additional hearings are necessary. The date of additional hearings shall be announced if they are scheduled.

PA 2.3.6: Public Comment. Written public comment received in a timely manner shall be made available to all reviewing Boards and will be attached to the meeting minutes.

PA 3: COMPREHENSIVE PLAN MONITORING, EVALUATION AND UPDATE.

In order to ensure implementation and adequacy of the adopted Comprehensive Plan it is necessary to establish guidelines for a monitoring and evaluation program. Results of the monitoring and evaluation shall then be used to adjust the Comprehensive Plan.

PA 3.1: Work Program.

The City shall maintain a coordinated work program towards implementation of the Comprehensive Plan. The work program shall include studies, projects, programs, initiatives, and regulatory updates Citywide, that carry out, or assist in carrying out the goals, objectives, policies and strategies of the Comprehensive Plan.

PA 3.2: Triennial Review.

It shall be the responsibility of the Board of Commissioners (BOC) to conduct a review and update, as needed, of the Comprehensive Plan every three (3) fiscal years, as outlined in the City Charter. The Board of Commissioners may direct that the Planning and Zoning Department and the LPA conduct such studies, data compilation, reporting and/or evaluation as may be necessary to assist the BOC in completing thier review and preparation of any necessary updates.

PA 3.3: Evaluation and Appraisal.

Every seven (7) years, pursuant to the requirements of Florida Statutes Chapter 163, the Planning Department, LPA and Board of Commissioners shall evaluate the Comprehensive Plan to determine if plan amendments are necessary to reflect changes in state requirements and shall notify the state land planning agency of the determination. If amendments are necessary, the City shall prepare and transmit the plan amendments within one (1) year of submittal of the aforementioned notification.

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Tarpon Springs, Florida
Hellas
Restaurant
Hellas Bakery
HELLAS

PR

PROPERTY RIGHTS ELEMENT

The Property Rights Element states how private property rights considerations factor into local government decision-making processes. As of 2021, this element is required to be included in a city's comprehensive plan, per Section 163.3177(6)(i)2, Florida Statutes (Chapter 2021-195, Laws of Florida). Tarpon Springs adopted the Property Rights Element in February 2022 and there have been no changes to this element as a part of the 2023 Comprehensive Plan Update.

Strategic Plan Alignment

The Property Rights Element aligns with the following goals and objectives of the City's Strategic Plan:

⇒ **Goal E.1:** Continuous interactive communication with residents.

⇒ **Goal E.2:** Expanded community outreach.

⇒ **Goal F.2:** Effective and efficient implementation of City policies and plans.

2023 Update Summary

Updates to the goals, objectives and policies address:

⇒ There are no proposed changes to the Property Rights Element.

Goals, Objectives, and Policies

PR 1: THE CITY SHALL ENSURE THAT REGULATORY AND LAND USE DECISIONS ARE BASED ON:

- **THE PUBLIC SAFETY, HEALTH AND WELFARE OF THE RESIDENTS, INSTITUTIONS, AND BUSINESSES OF THE CITY AS A WHOLE.**
- **THE GOALS, OBJECTIVES AND POLICIES OF THIS COMPREHENSIVE PLAN.**
- **MINIMIZING THREATS TO HEALTH SAFETY, AND WELFARE POSED BY HAZARDS, NUISANCES, INCOMPATIBLE LAND USES, AND ENVIRONMENTAL DEGRADATION.**
- **PROTECTION AND ENHANCEMENT OF NATURAL, HISTORICAL AND MAN-MADE RESOURCES FOR USE BY CITIZENS AND VISITORS.**
- **ESTABLISHED PRIVATE PROPERTY RIGHTS.**

PR 1.1: Consideration of Property Rights.

PR 1.1.1: Pursuant to Florida Statutes Chapter 163.316(10), the following rights shall be considered in local decision making:

1) The right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.
2) The right of a property owner to use, maintain, develop, and improve his or her property for personal use or the use of any other person, subject to state law and local ordinances.
3) The right of a property owner to privacy and to exclude others from the property to protect the owner's possessions and property.
4) The right of a property owner to dispose of his or her property through sale or gift (the terms "his" or "her" include any entity that may be a property owner).

PR 1.1.2: Consideration of property rights shall also include ensuring city regulatory and land use decisions are based primarily on the public safety, health and welfare of the residents, institutions, and businesses of the city as whole, and on the goals, objectives and policies of this comprehensive plan.

PR 1.1.3: All land use and regulatory decisions are required to follow the procedures, notice requirements, review criteria and appeal processes set forth in the City of Tarpon Springs, Florida Code of Ordinances.

PR 1.2: Private Property Rights Dispute Resolution.

PR 1.2.1: The City shall provide for and encourage dispute resolution as a means of resolving disputes related to private property rights.

PR 1.2.2: The City encourages the use of methods agreed to by the disputing parties and lawfully available for arbitration, mediation, or other forms of alternative dispute resolution. The City also ensures, by adoption of this element that disputing parties are made aware of the availability of dispute resolution methods provided under the Florida Land Use and Environmental Dispute Resolution Act (Florida Statutes Section 70.51).

PR 1.2.3: The City shall, as applicable, prepare and adopt procedures providing for the availability of the appeal of a City decision relative to the comprehensive plan, rezoning, or a development order.

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SEAFOOD

IC

INTERGOVERNMENTAL & INTERAGENCY COORDINATION ELEMENT

The Intergovernmental Coordination Element coordinates the policies and activities set forth in the City's Comprehensive Plan with adjacent local governments, regional agencies, state agencies, nongovernmental organizations, private service providers, and other relevant entities. The main goal of the statutory requirement for this element is to ensure that coordination mechanisms are in place for the provision of services provided by governmental units that do not necessarily have regulatory authority over land use. Significant changes to state law that have taken effect since the Intergovernmental Coordination Element was last updated. The reader will notice that the revised element is much shorter. These changes allow the City to provide a more focused and concise element that meets its needs and the State Statutes including:

- Removal of all references to, and all verbiage required by, the now-repealed Rule 9J-5 of the Florida Administrative Code.
- Consolidation of the element to address coordination required by state law and areas that are essential to the implementation of the Comprehensive Plan.
- Reorganize the element to establish the coordination mechanism framework first, and then specify the coordination avenues to be pursued towards implementation of the Comprehensive Plan.

Strategic Plan Alignment

The revised Intergovernmental and Interagency Element aligns with the following goals and objectives of the City's Strategic Plan:

⇒ **Goal F.1:** Continuous improvement and innovation through a culture of accountability, open-mindedness, and respect.

⇒ **Goal F.2:** Effective ad efficient implementation of City policies and plans.

2023 Update Summary

Updates to the goals, objectives and policies address:

⇒ Language that is outdated due to changes in regulations, operations, entities and coordination issues.

⇒ Language that could be consolidated into fewer statements and policies while maintaining intent and clarity.

⇒ Replacement language and reorganization to lay out a clear approach to intergovernmental coordination including the mechanism used, the major entities and coordination topics relevant to the Comprehensive Plan, and, retention of the statutorily required dispute resolution process.

Goals, Objectives, and Policies

IC 1: PROMOTE INTERGOVERNMENTAL AND INTERAGENCY COORDINATION TO EFFECTIVELY IMPLEMENT THE COMPREHENSIVE PLAN.

IC 1.1: Establish a framework for ongoing coordination with non-governmental agencies/entities and, with government entities at the local, regional, state, and federal levels.

IC 1.1.1: Consider the use of methods for intergovernmental cooperation with other units of government through informal and formal means such as the use of interlocal agreements, joint planning agreements, joint infrastructure agreements, annexation review, reciprocal review agreements, committee members and liaisons, or other appropriate mechanisms.

IC 1.1.2: Maintain membership on the Tampa Bay Regional Planning Council.

IC 1.1.3: Continue participation by elected officials and administrative personnel on the Forward Pinellas Board, the Planner's Advisory Committee, and the Technical Coordinating Committee.

IC 1.1.4: Consider participation in collaborative multi-jurisdictional and multi-agency committees and initiatives addressing a wide variety of common issues such as housing/homelessness, future sea level rise, and other emerging topics.

IC 1.1.5: Identify and utilize, where appropriate and advantageous for the City, joint planning area mechanisms providing for annexation, facilities services, joint infrastructure projects, and other needs.

IC 1.1.6: Consider the use of the Voluntary Dispute Resolution Process as administered by the Tampa Bay Regional Planning Council to resolve disputes with other local governments, regional agencies and private interests that cannot be resolved through direct intergovernmental coordination.

IC 1.2: Coordinate with local, regional, state and federal agencies and with private utilities providers to facilitate improved cooperation, collaboration and communication towards implementation of the Comprehensive Plan.

IC 1.2.1: Forward all proposed large scale Future Land Use Map amendments north of the Anclote River to Pasco County in advance of the adoption hearing.

IC 1.2.2: Coordinate water supply planning with the Southwest Florida Water Management District's Regional Water Supply Plan.

IC 1.2.3: Coordinate with the St. Petersburg College Tarpon Springs Campus on workforce training, transit connections, collocation of facilities and other possible mutually beneficial initiatives.

IC 1.2.4: Coordinate Comprehensive Plan amendments with Forward Pinellas through established Countywide Plan review processes to ensure that consistency with the Countywide Plan is maintained.

IC 1.2.5: Coordinate the City's future transportation network with the Forward Pinellas Metropolitan Planning Organization's most recently adopted Long Range Transportation Plan.

IC 1.2.6: Work with the Pinellas County Emergency Management Department, the Tampa Bay Regional Planning Council and the State of Florida in the coordination and furthering of local emergency management plans and dissemination of information.

IC 1.2.7: Primarily through participation in the Forward Pinellas Metropolitan Planning Organization's Technical Coordinating Committee, coordinate City transportation planning with the Forward Pinellas Long-Range Transportation Plan, the Comprehensive Plans of Pinellas County and other relevant local governments, the Pinellas Suncoast Transit Authority, and, the Florida Department of Transportation's (FDOT's) Florida Transportation Plan and most recent FDOT District 7 Work Plan.

IC 1.2.8: Coordinate with public and private utility and service providers to improve service delivery that implements the City's adequate facilities and concurrency requirements and obligations.

IC 1.2.9: Ensure that public and private utility and service providers are coordinated with when planning City projects, and, ensure that utilities needs and future plans are considered in comprehensive planning and development review.

IC 1.2.10: Coordinate the management of the Anclote River Harbor with public entities having jurisdiction, including continued provision for maintenance dredging and disposal of dredge spoil.

IC 1.2.11: Continue to coordinate and participate in multi-jurisdictional and multi-agency efforts towards ecosystem management of the Anclote River, bayous, Lake Tarpon, and Gulf of Mexico through such programs as watershed management plans, the Florida Aquatic Preserve program, basin management action plans and similar programs.

IC 1.2.12: Implement the provisions of the Public Schools Interlocal Agreement, as updated from time to time and hereby adopted by reference, in coordination with Pinellas County Schools and the other local governments that are signatories to the Agreement In order to address:

a) Availability of school facilities concurrent with new residential development.
b) Coordination of Lifelong Learning Element updates, as needed.
c) Identification of opportunities for mutually beneficial collocation of community recreational and other facilities.
d) Other existing and emerging issues.

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TARPON SPRINGS 2040

COMPREHENSIVE PLAN

TARPON TOMORROW: Planning for the Future, While Preserving the Past

TARPON SPRINGS 2040

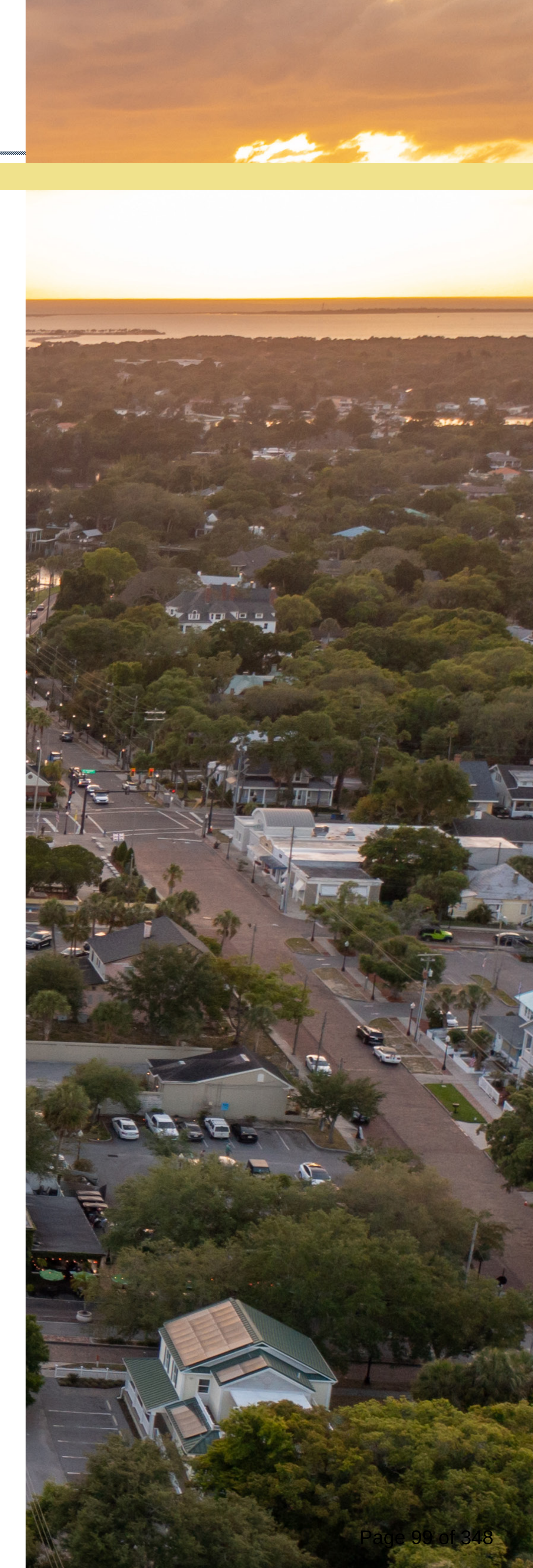
COMPREHENSIVE PLAN

MAP SERIES

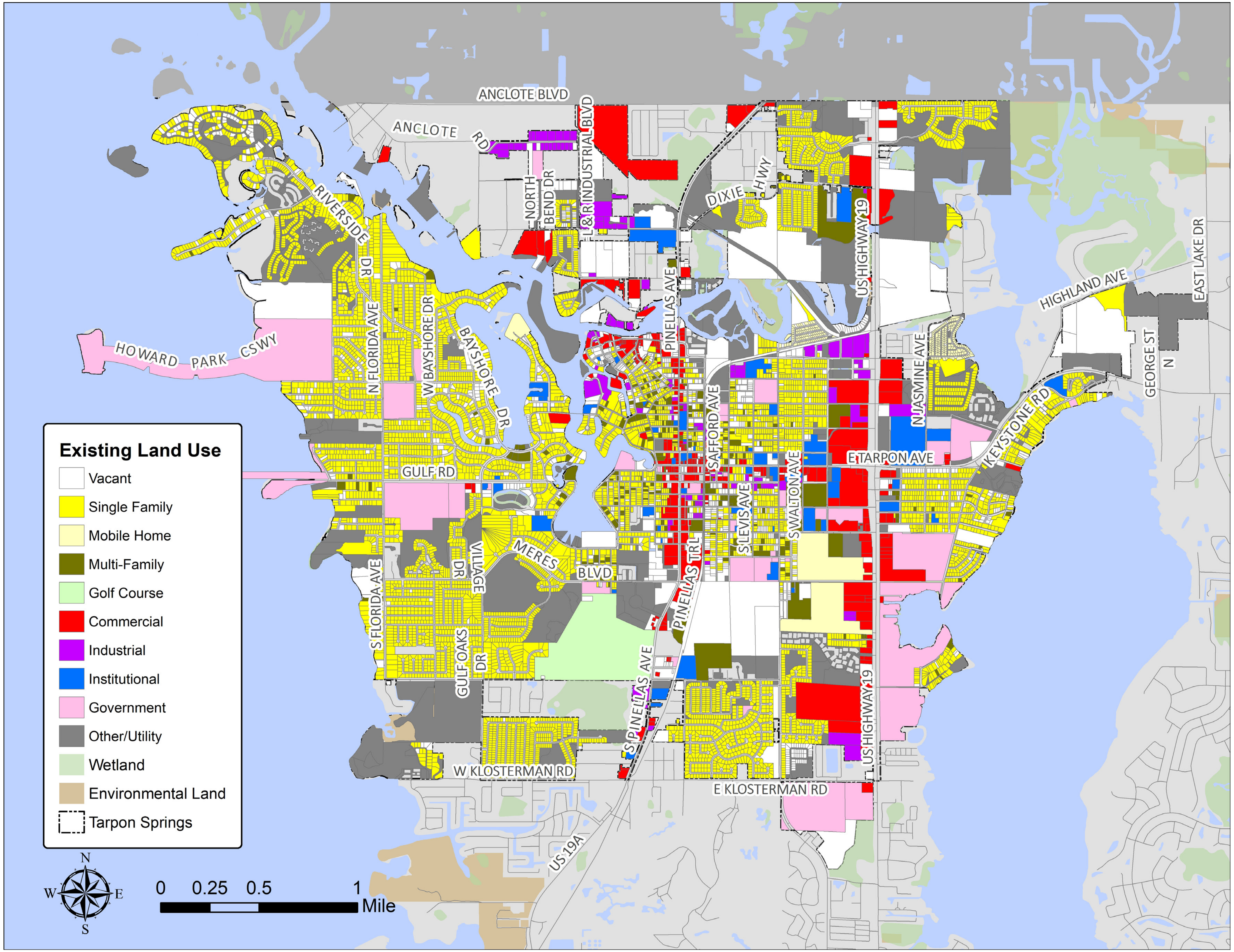
Draft as of 04/26/2024

LIST OF MAPS

Draft as of 04/26/2024



EXISTING LAND USE

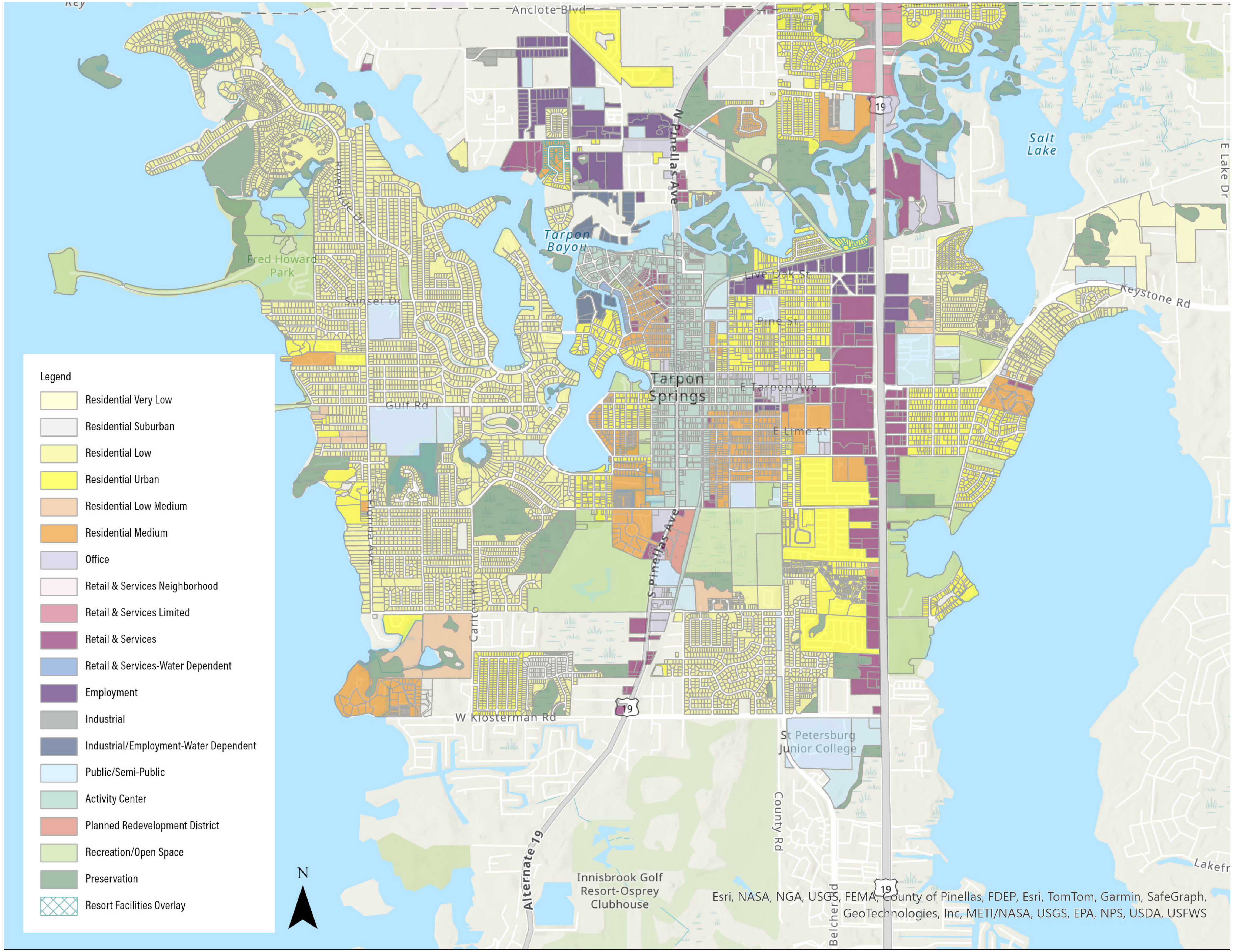


FLU

Data & Analysis - Figure 2

Draft as of 04/26/2024

FUTURE LAND USE MAP (2023)



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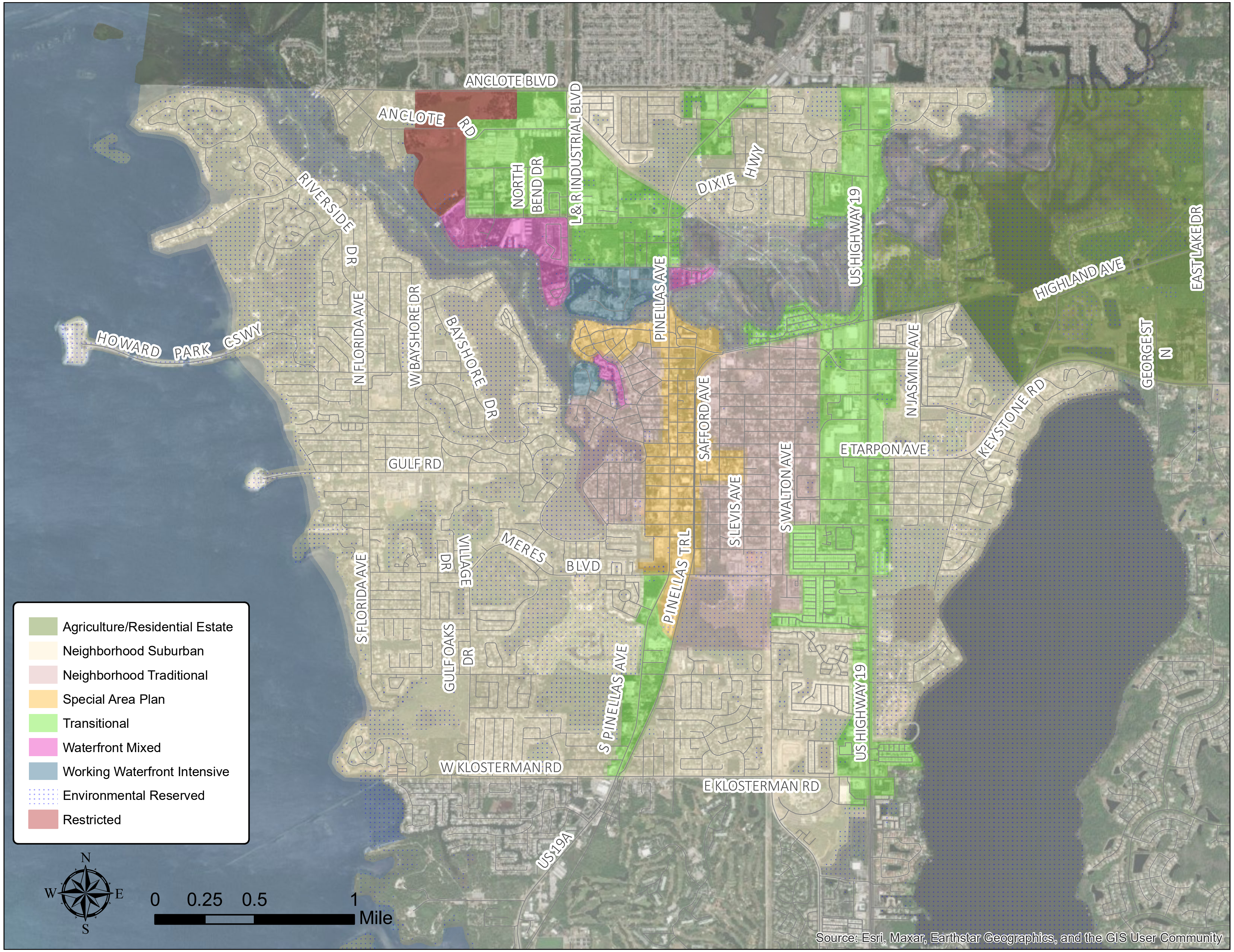
Data & Analysis - Figure 3

PLACE BASED AREA MAP



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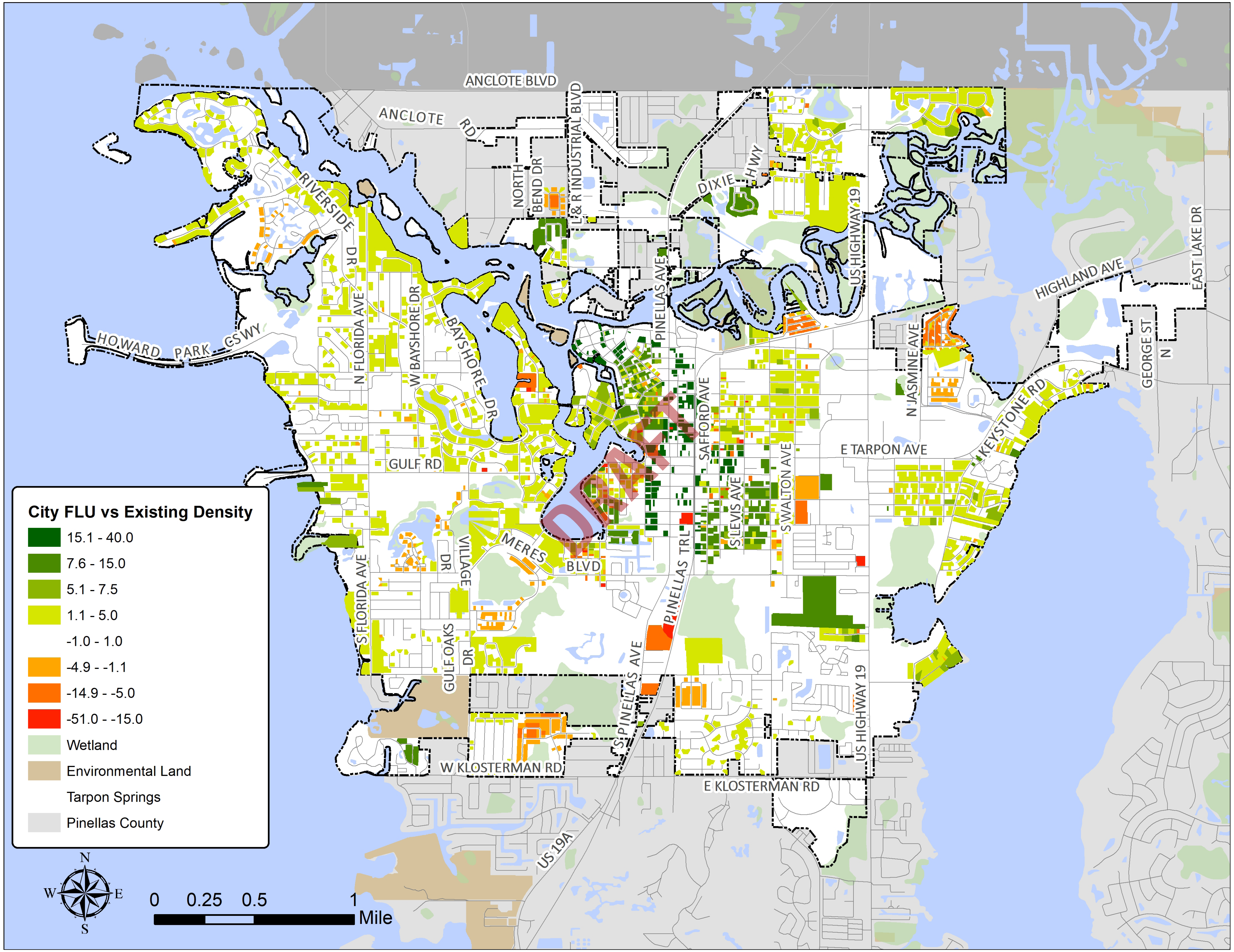
Data & Analysis - Figure 4

BUILT DENSITY VS. AVAILABLE DENSITY



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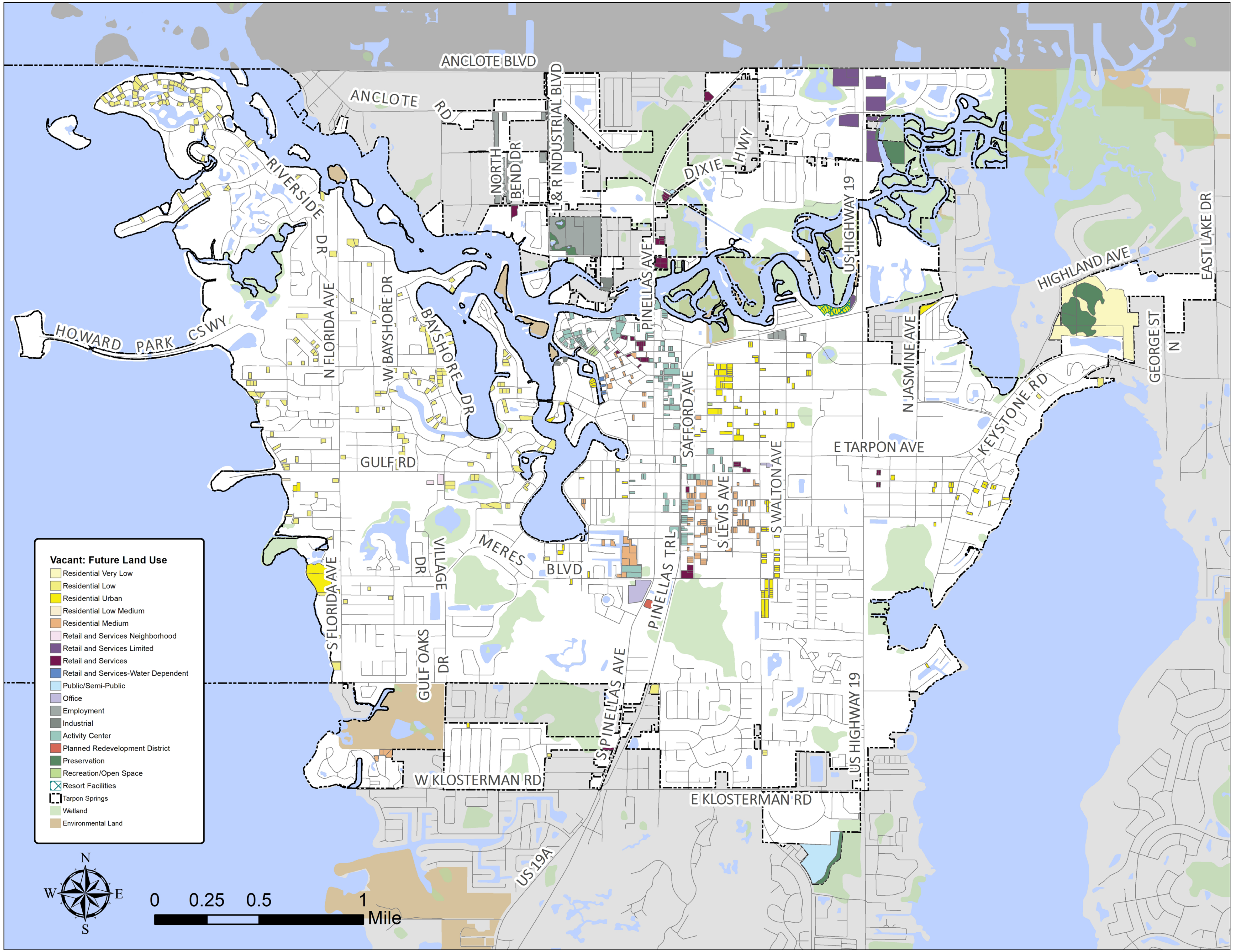
Data & Analysis - Figure 5

VACANT LAND



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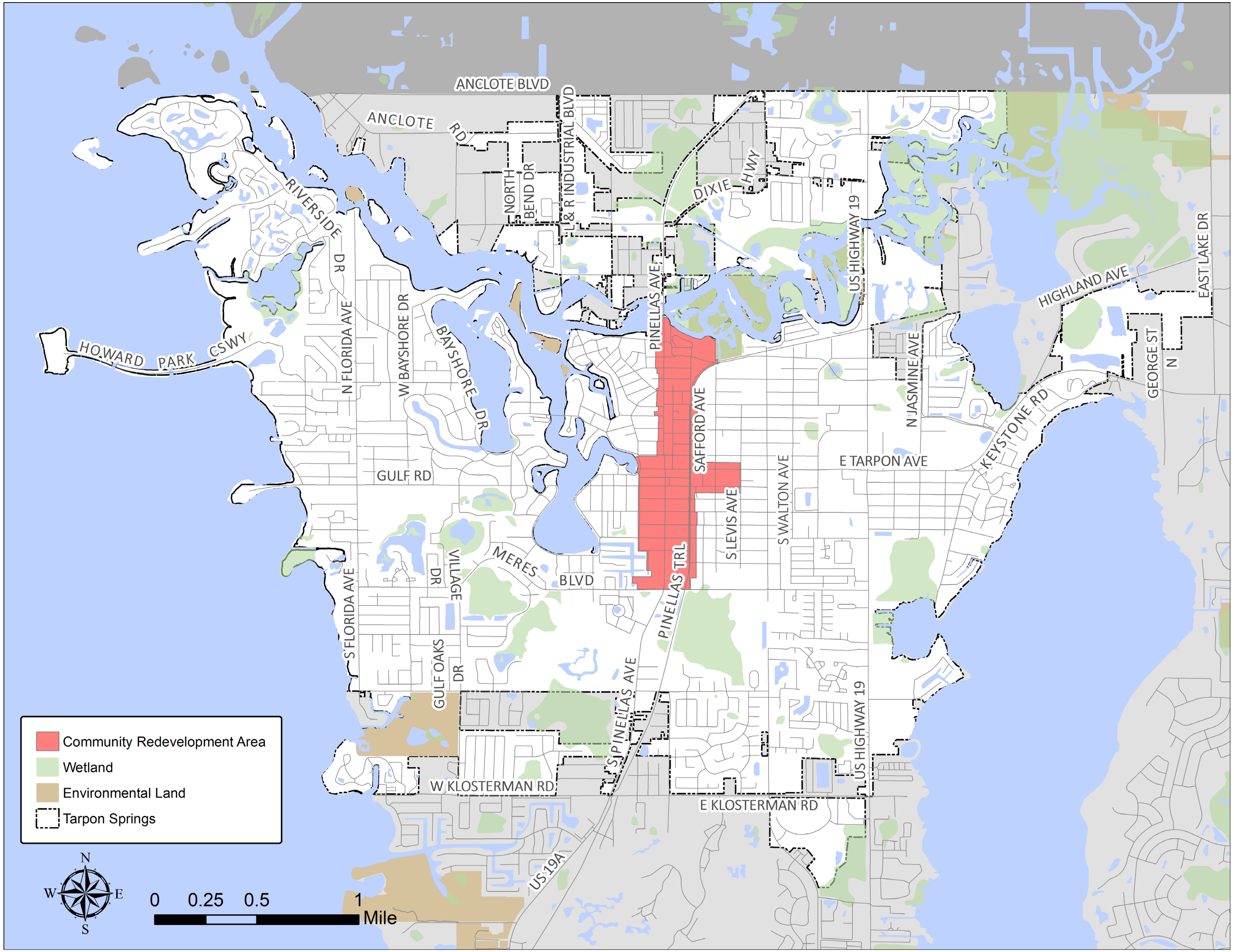
Data & Analysis - Figure 6



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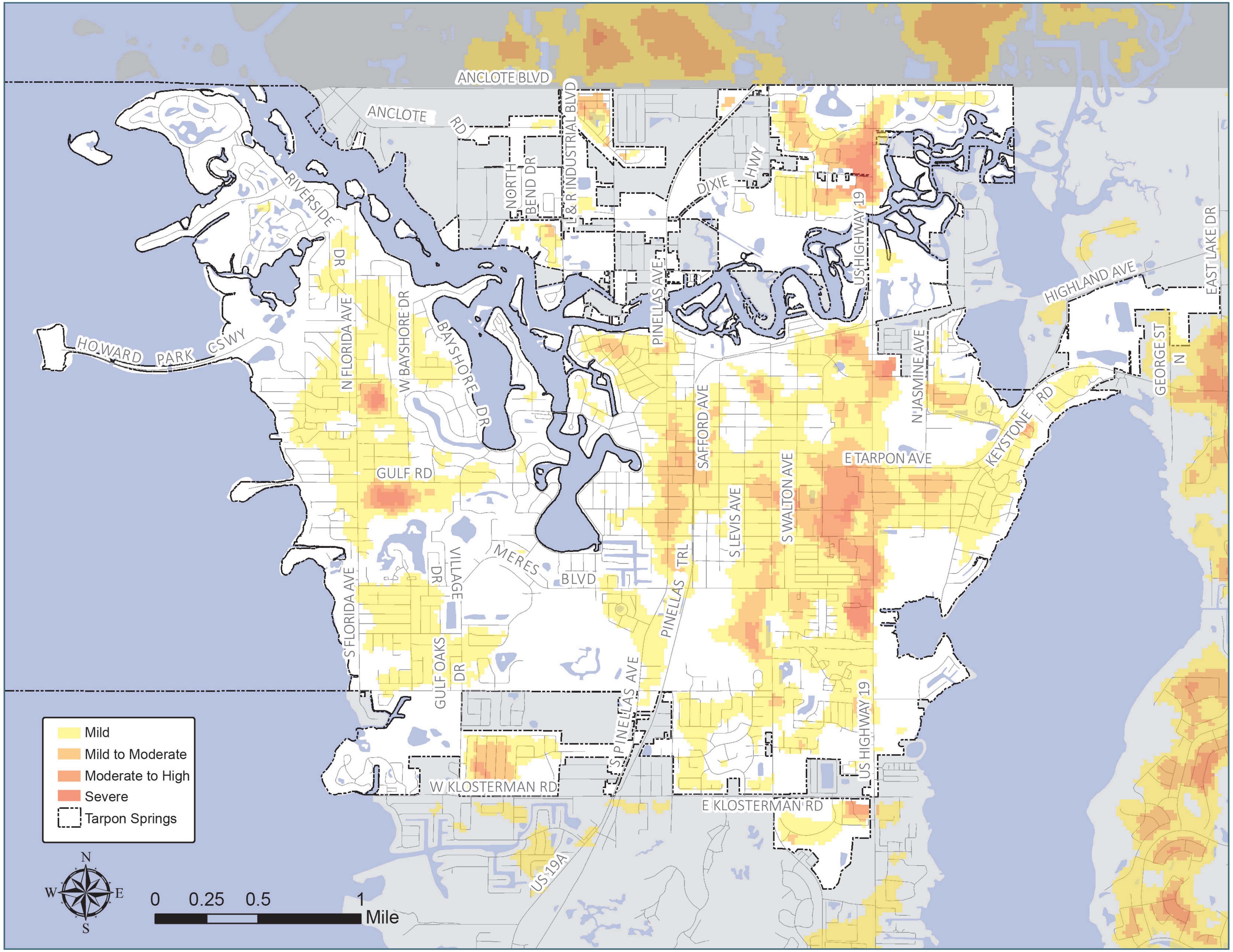
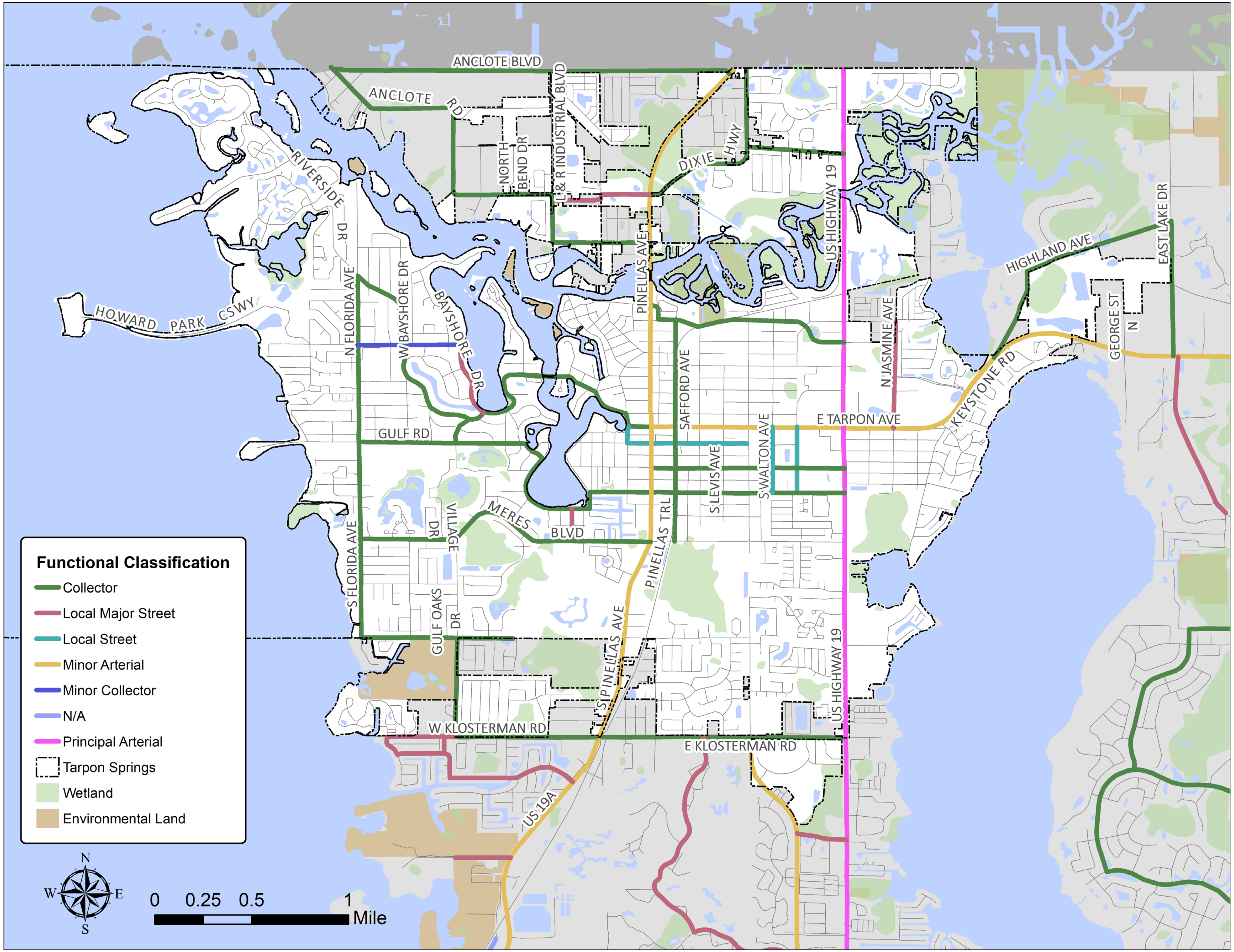
Data & Analysis - Figure 7

Draft as of 04/26/2024

HEAT SEVERITY MAP

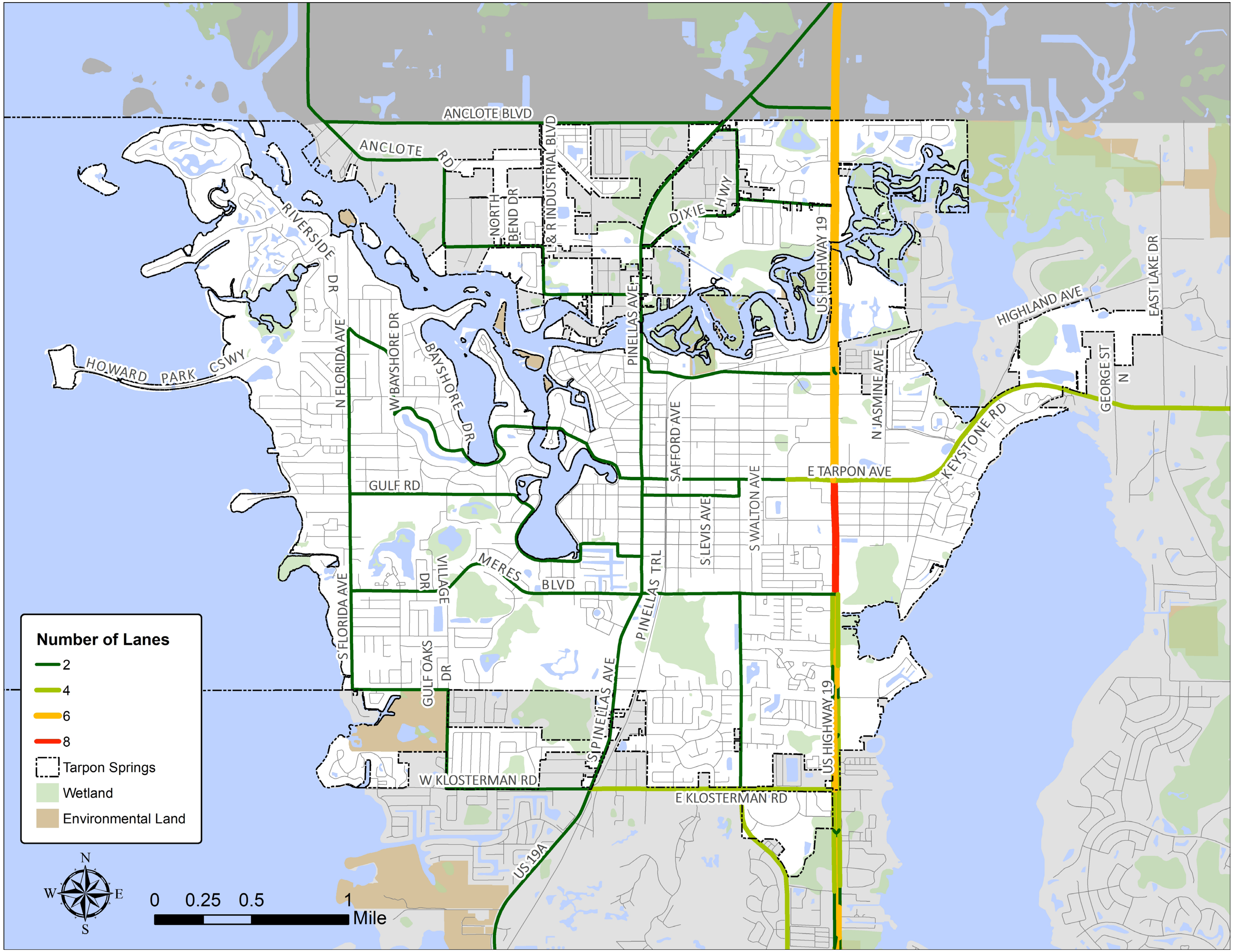


MAJOR TRANSPORTATION ROUTES/FUNCTIONAL CLASSIFICATION



Data & Analysis - Figure 8

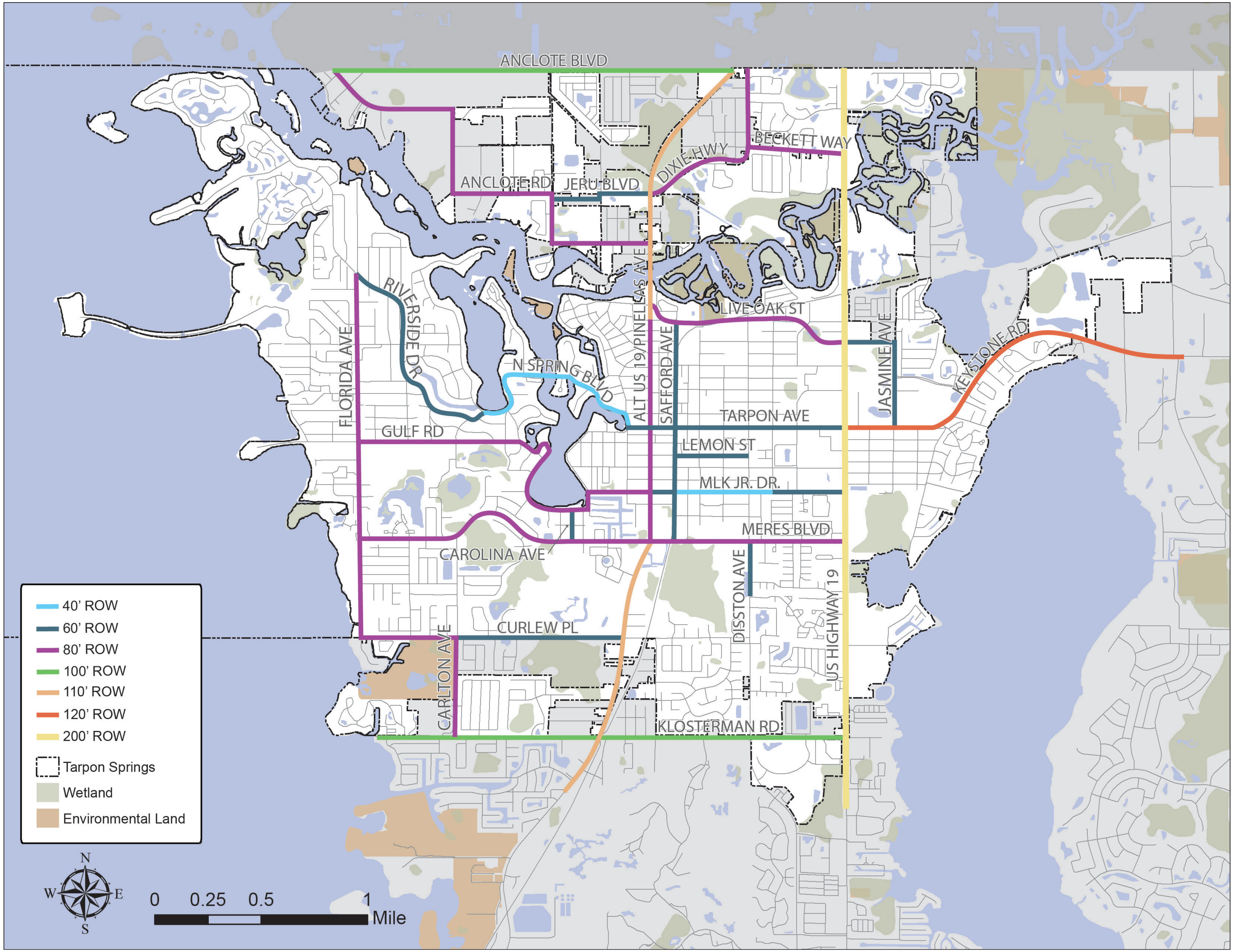
NUMBER OF TRAVEL LANES



Data & Analysis - Figure 9

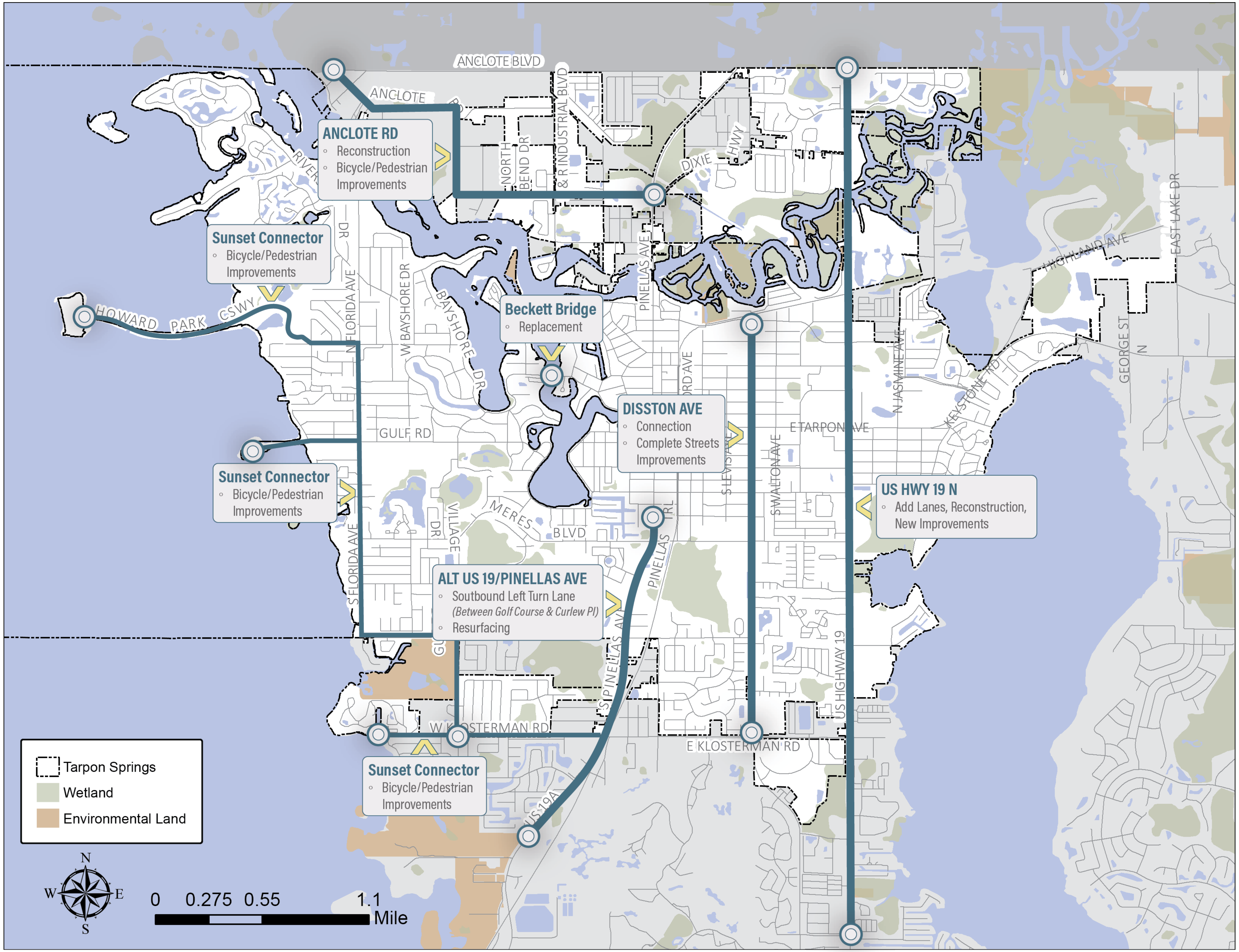
Draft as of 04/26/2024

FUTURE RIGHT-OF-WAY NEEDS



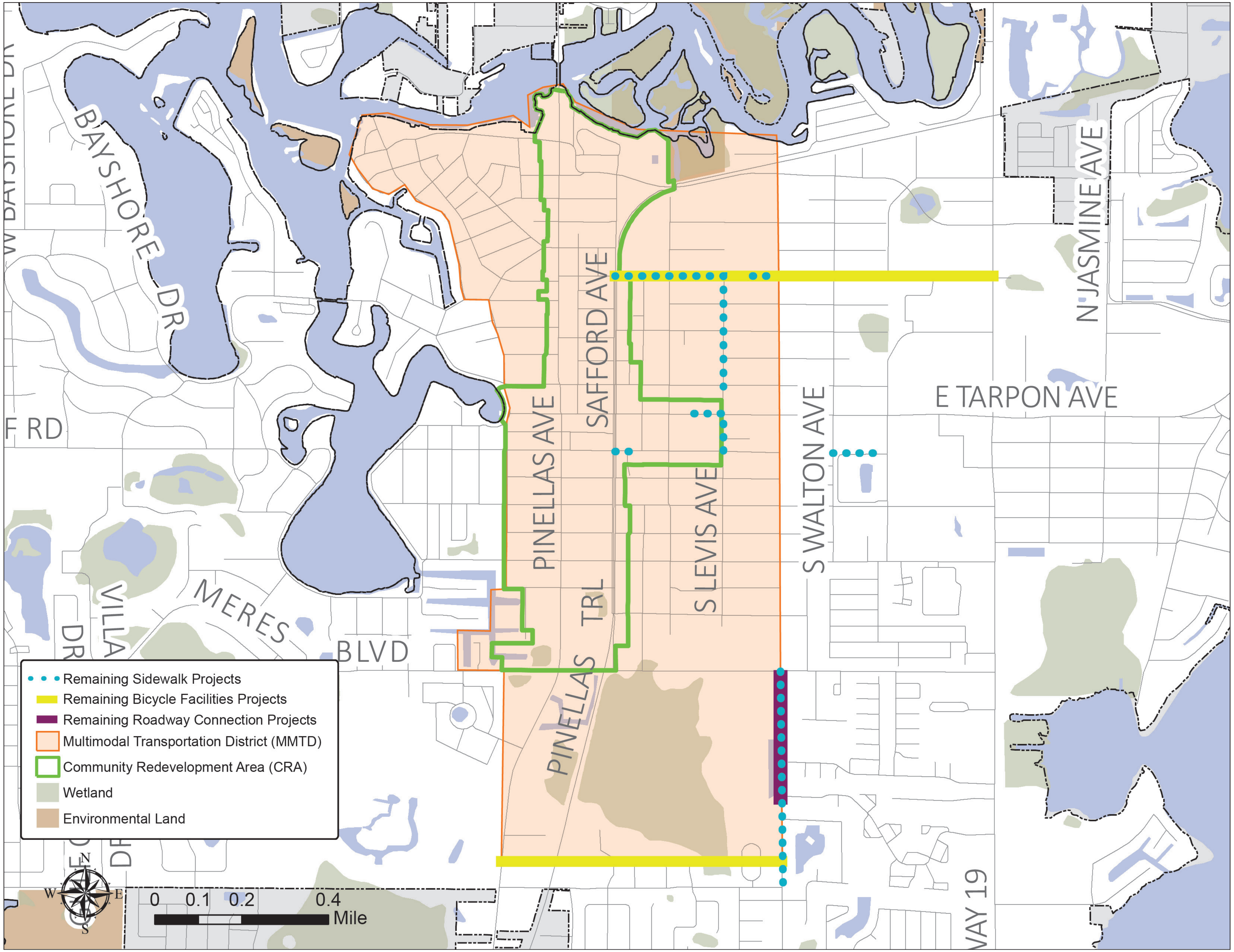
Data & Analysis - Figure 10

PROGRAMMED/COMMITTED TRANSPORTATION PROJECTS



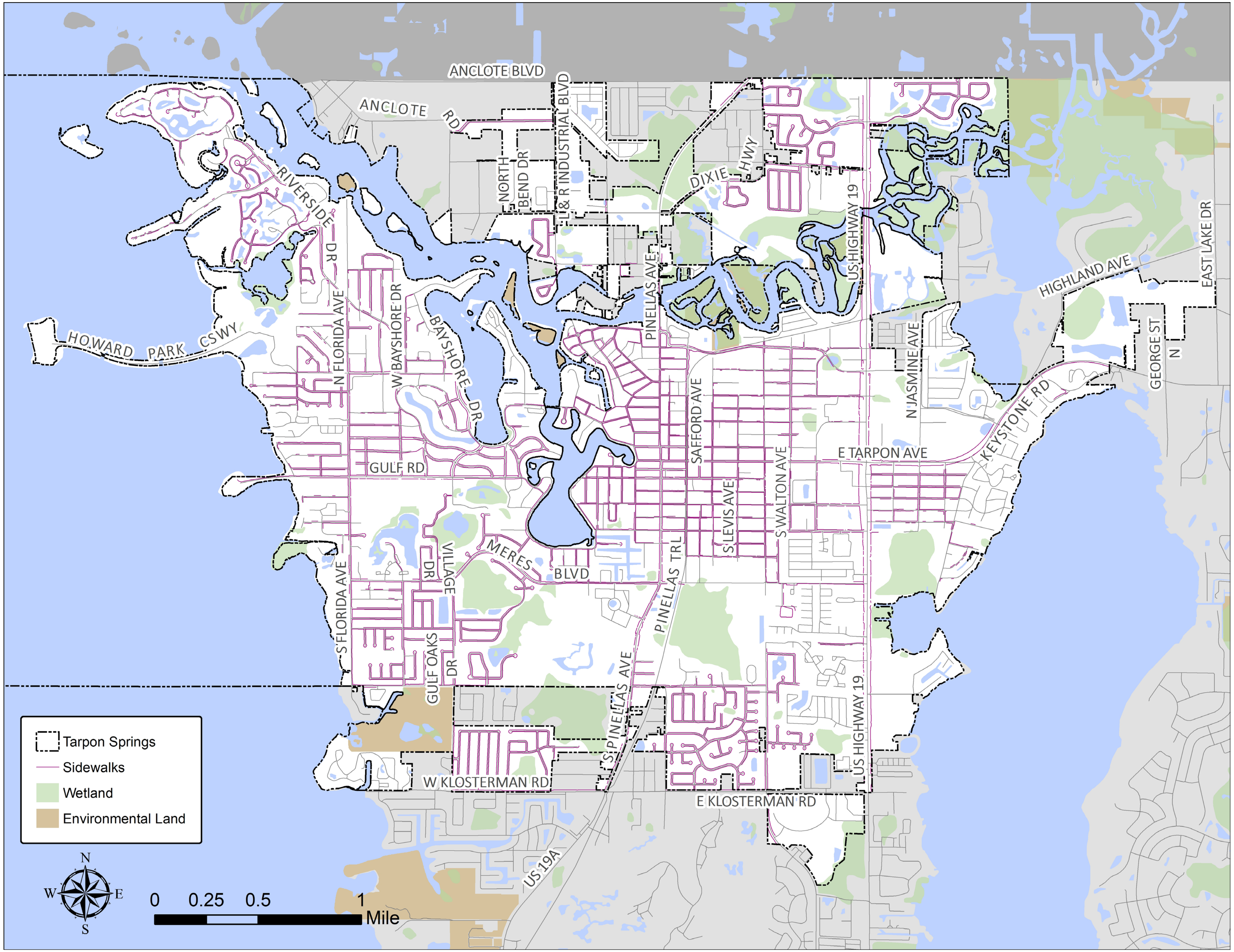
Data & Analysis - Figure 11

MULTIMODAL TRANSPORTATION DISTRICT WITH REMAINING PROJECTS (MMTD)



Data & Analysis - Figure 12

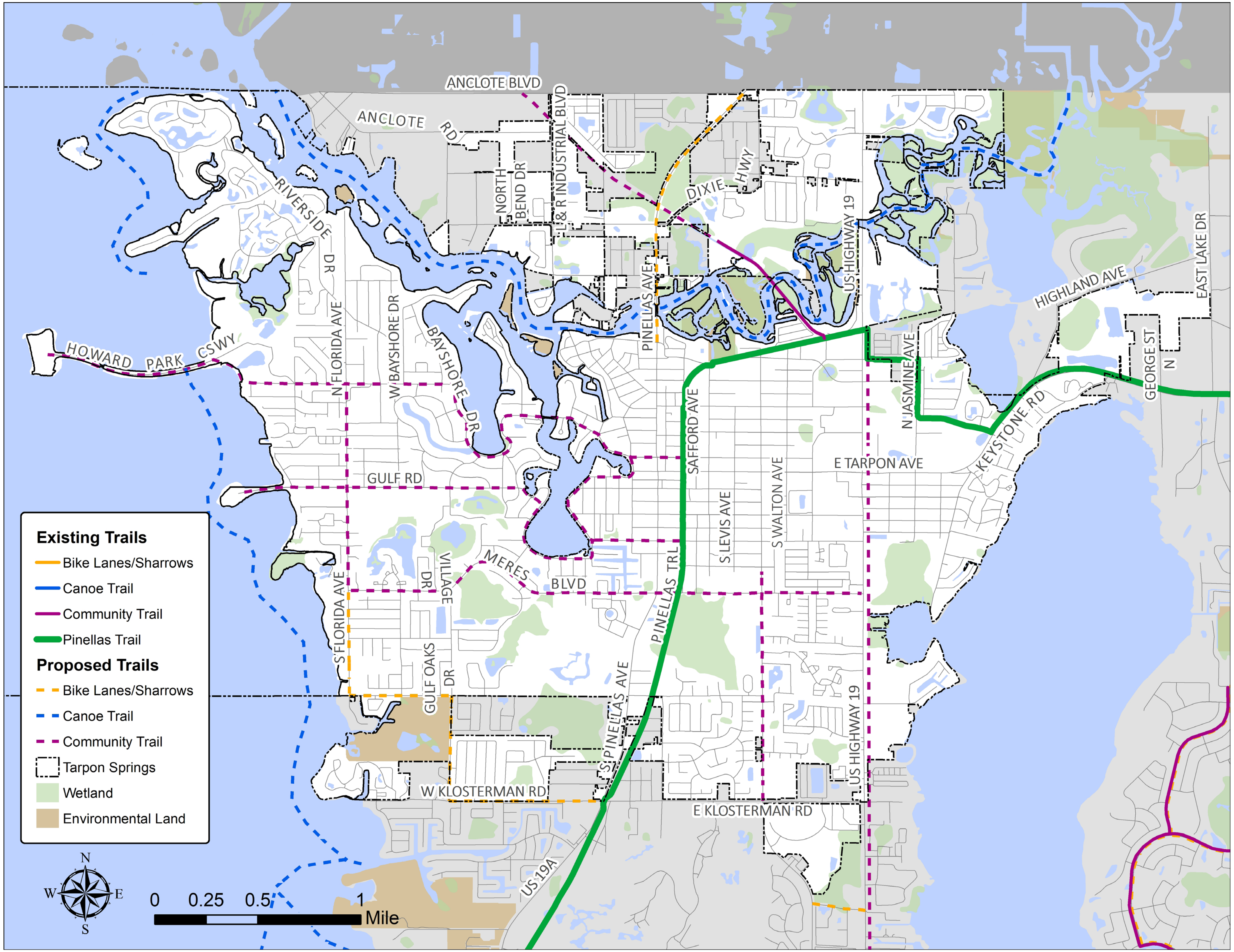
EXISTING SIDEWALK NETWORK

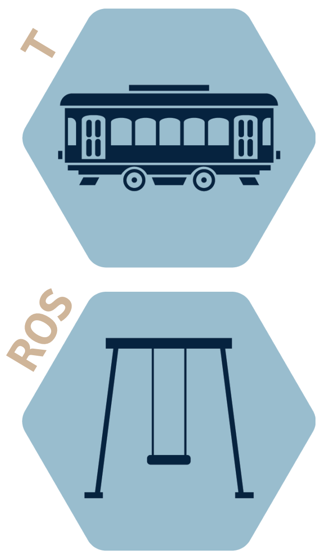


Data & Analysis - Figure 13

Draft as of 04/26/2024

EXISTING & PROPOSED TRAILS/BIKE LANE PROJECTS

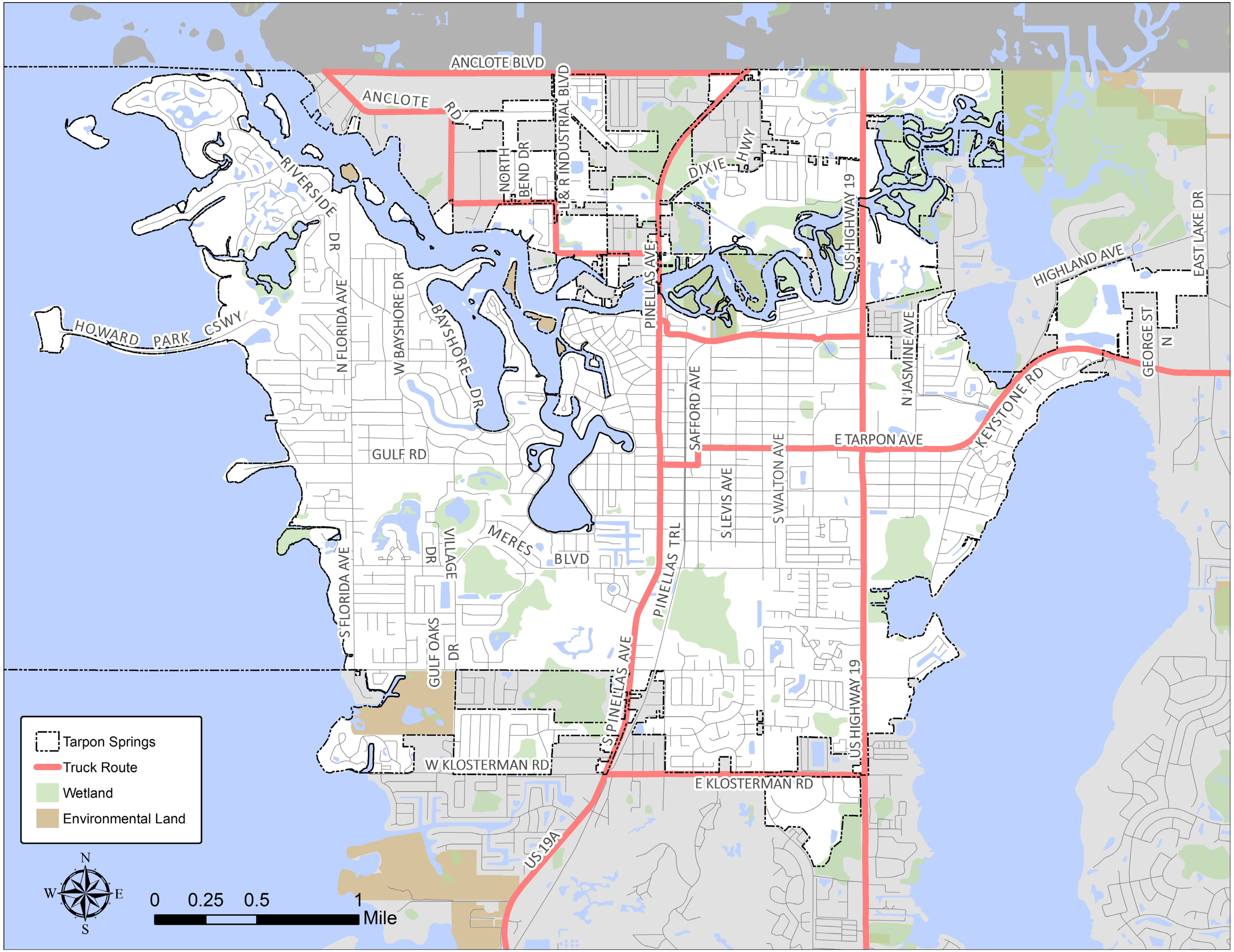




Data & Analysis - Figures 14 & 34

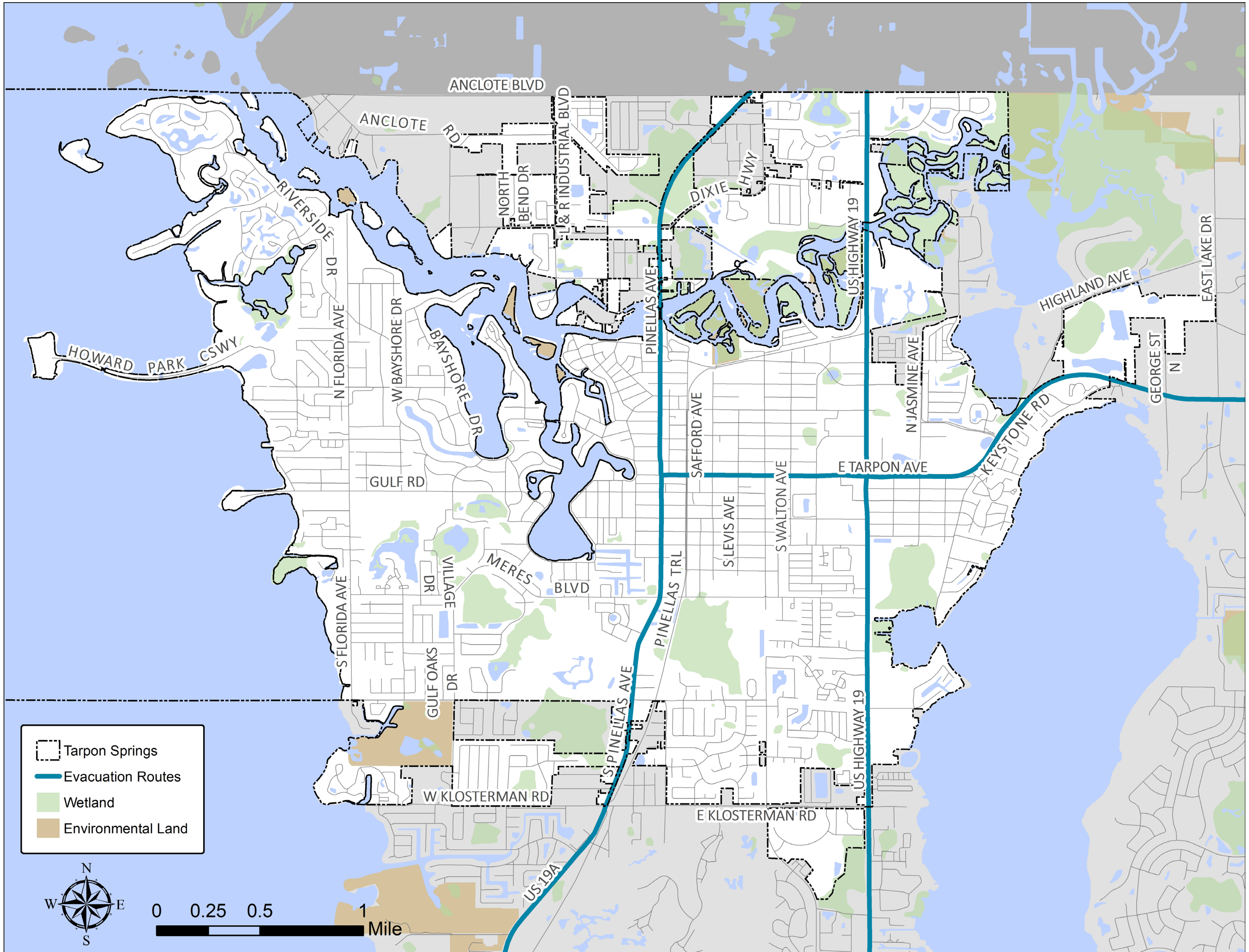
Draft as of 04/26/2024

TRUCK ROUTES



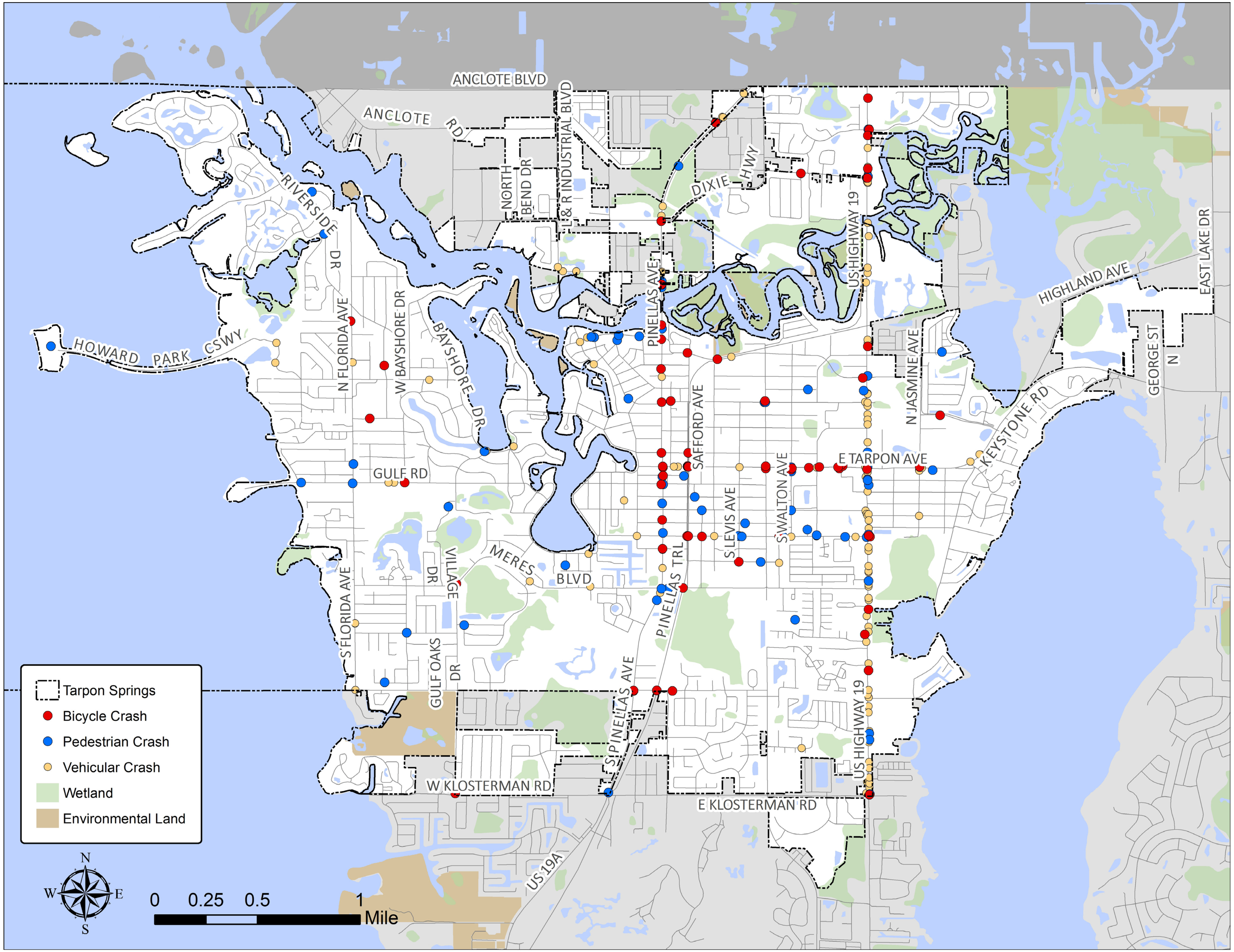
Data & Analysis - Figure 15

EVACUATION ROUTES



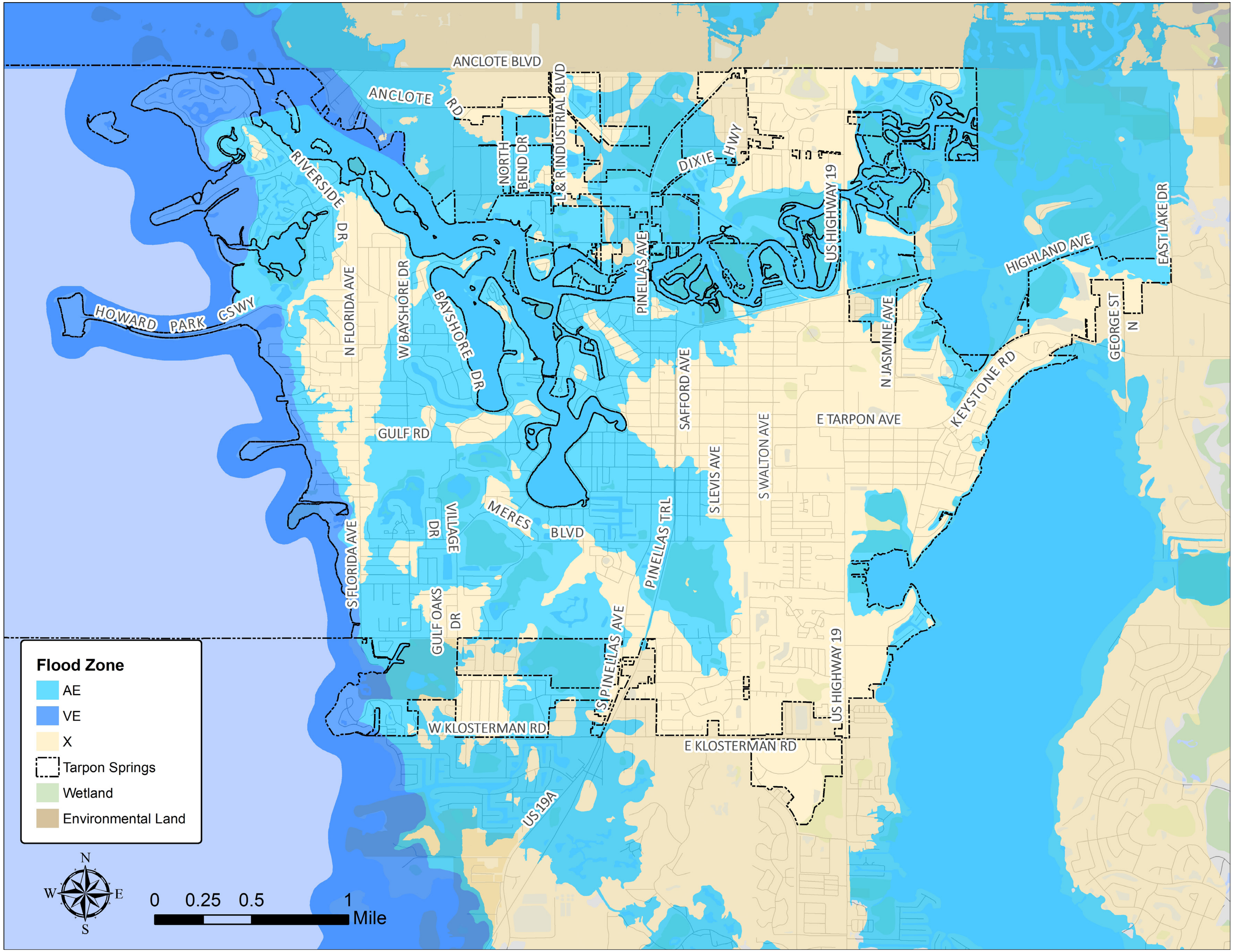
Data & Analysis - Figure 16

BICYCLE, PEDESTRIAN, & VEHICULAR CRASHES



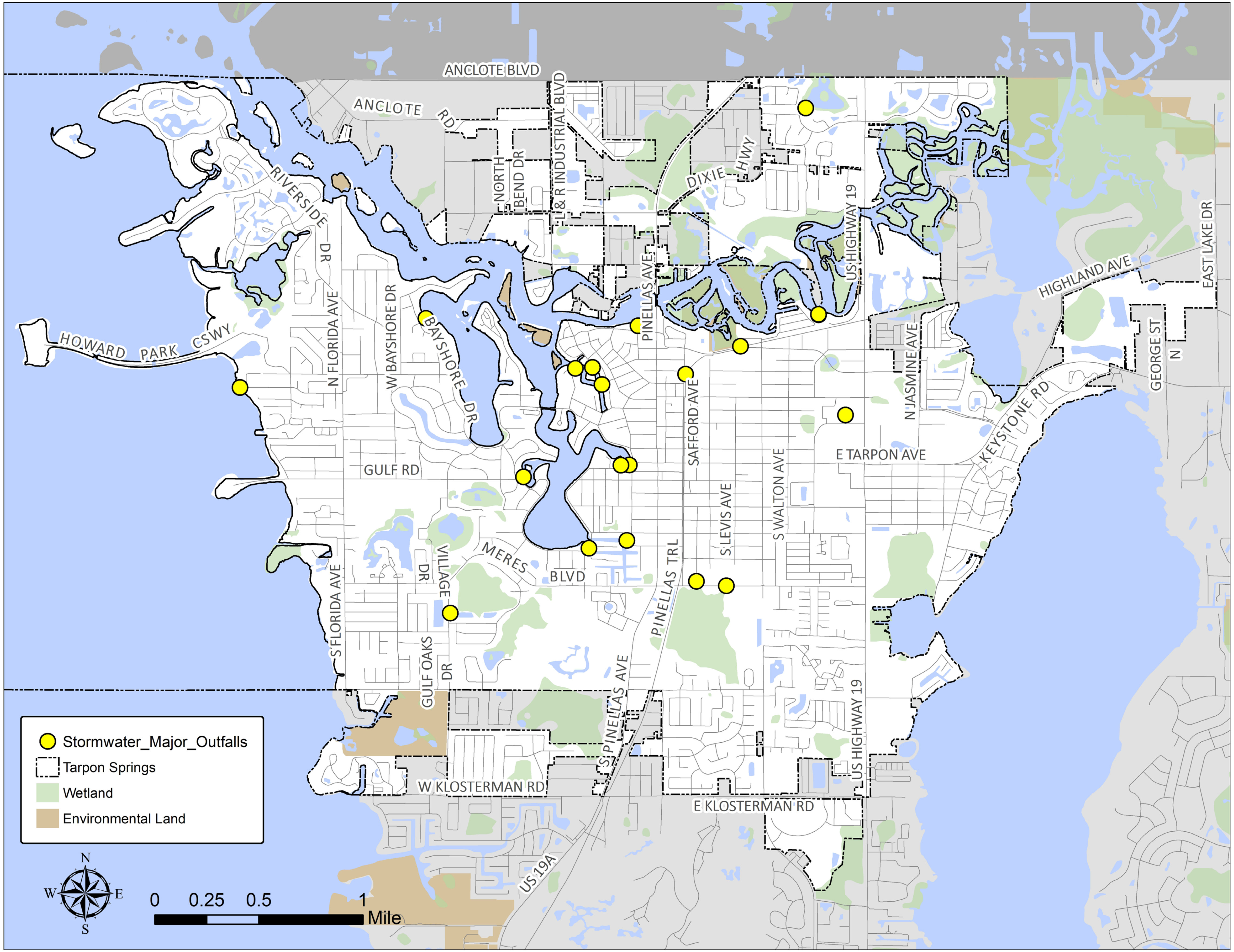
Data & Analysis - Figure 17

FEMA FLOODPLAIN

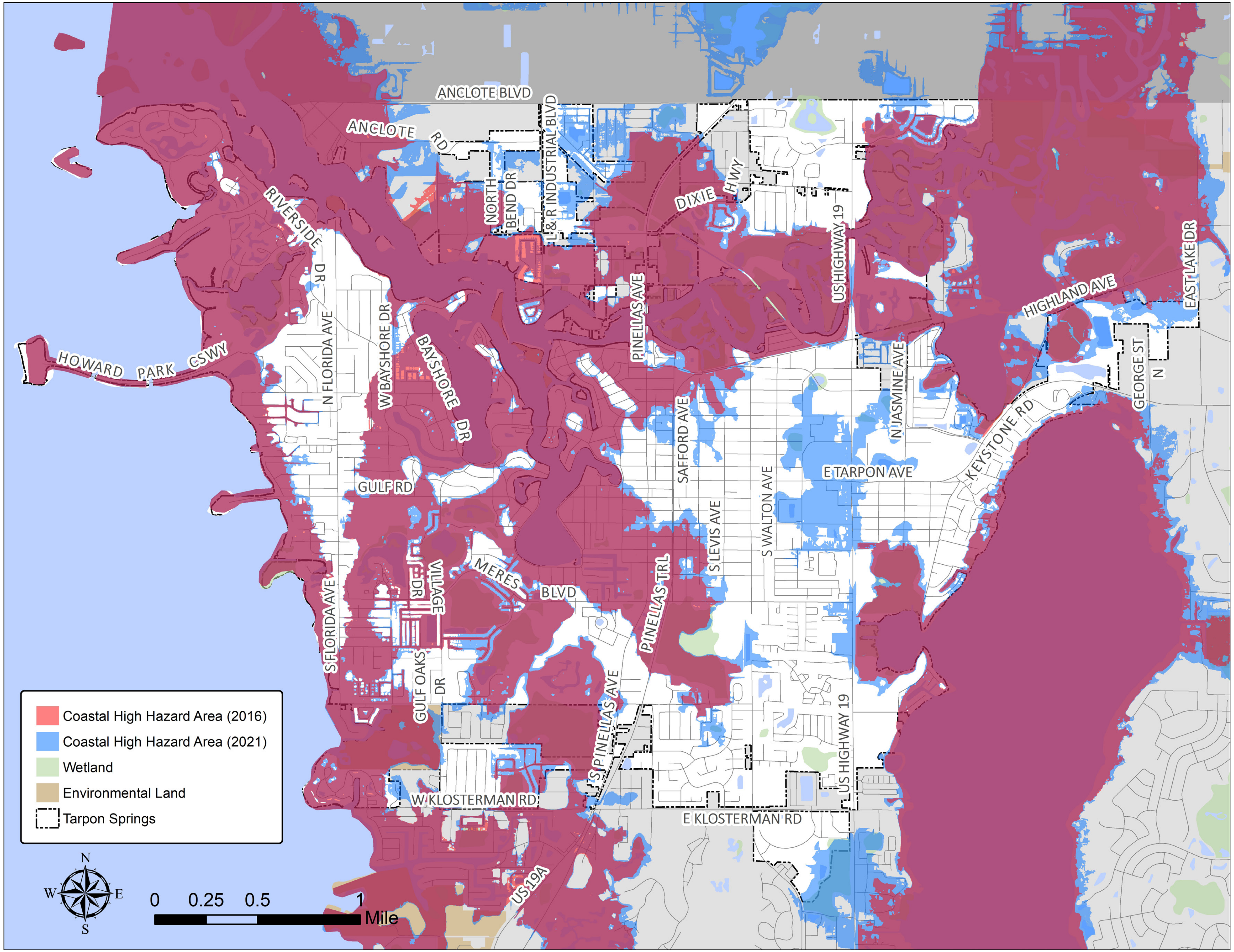


Data & Analysis - Figure 18

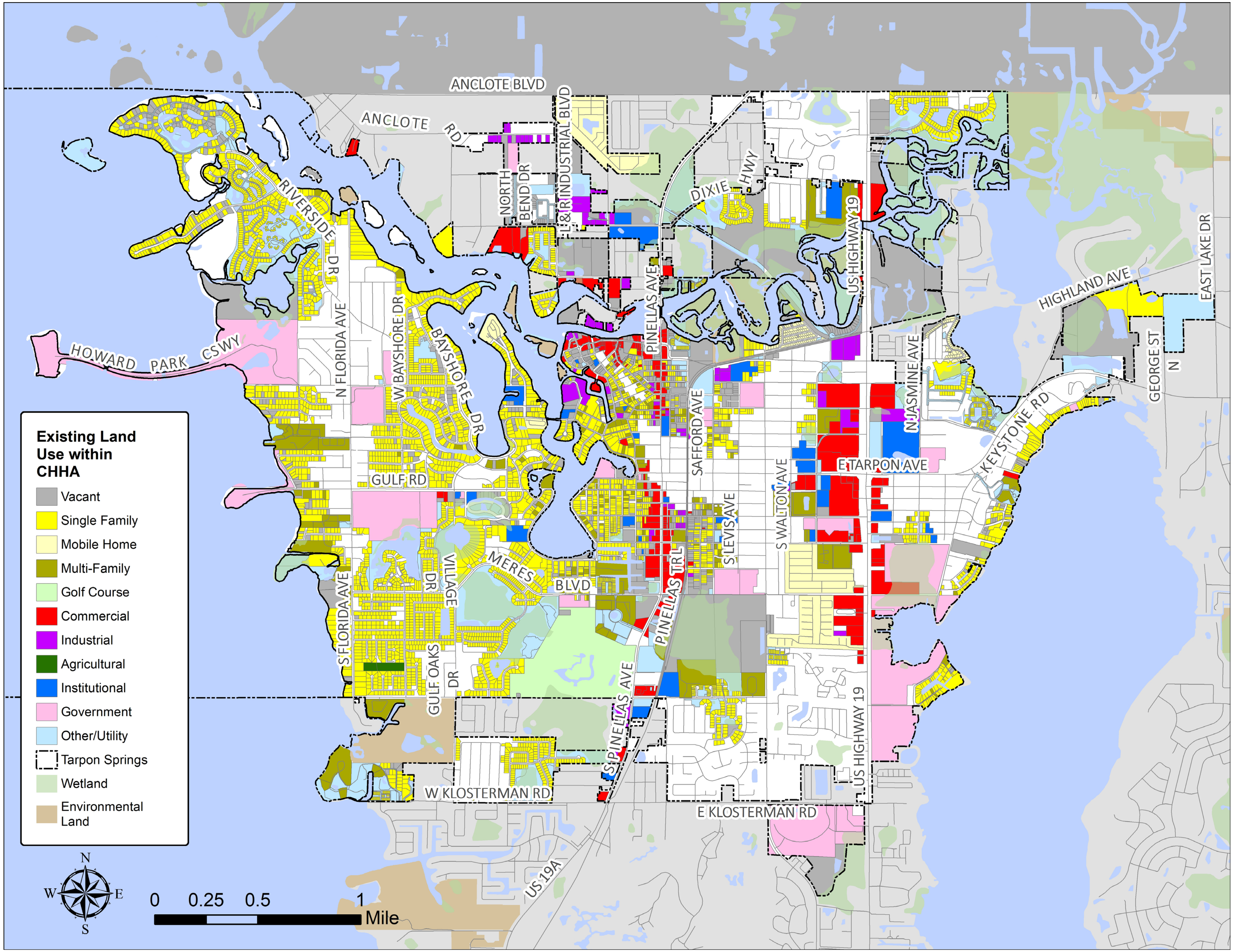
MAJOR OUTFALLS



Data & Analysis - Figure 21



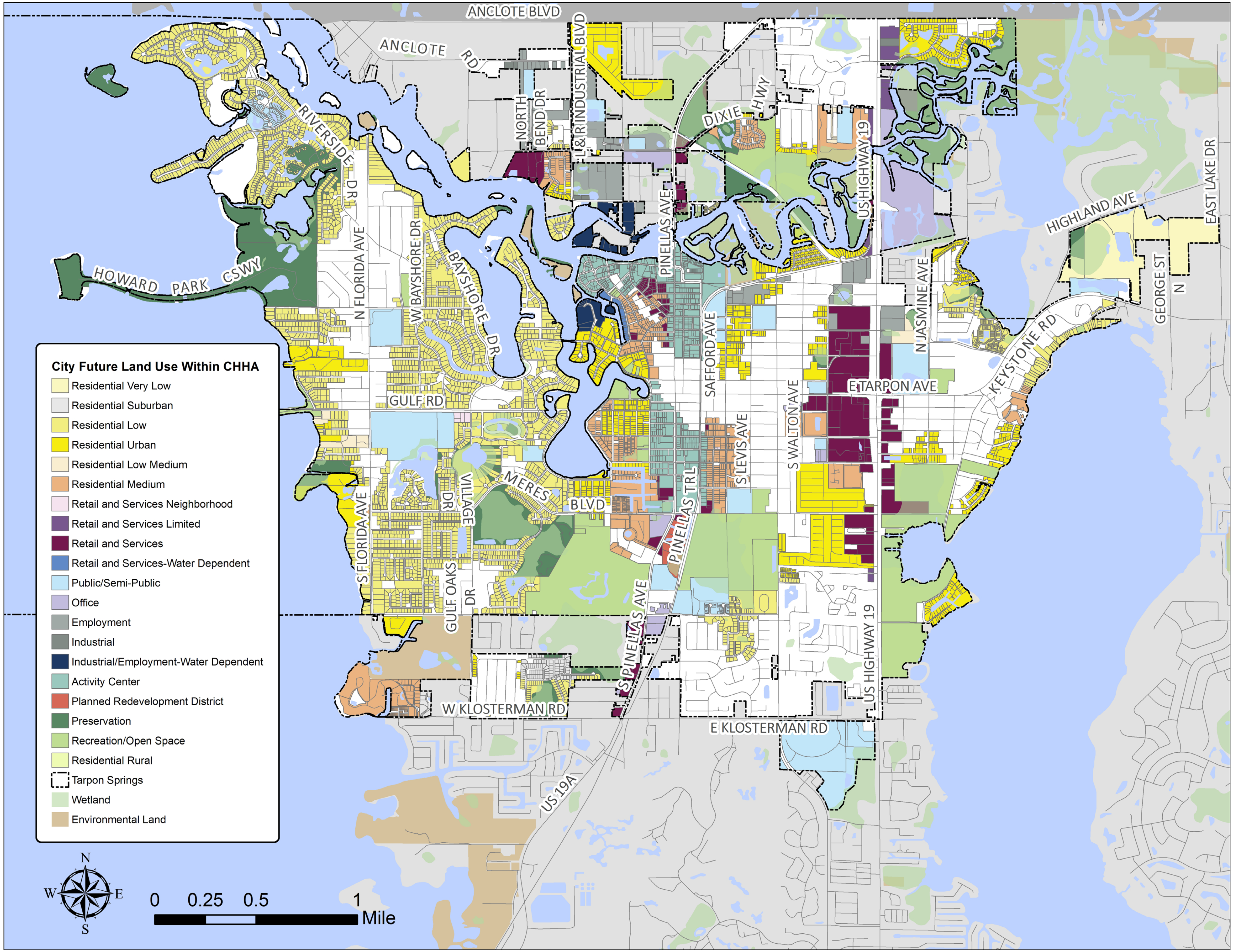
Data & Analysis - Figure 22



Data & Analysis - Figure 23

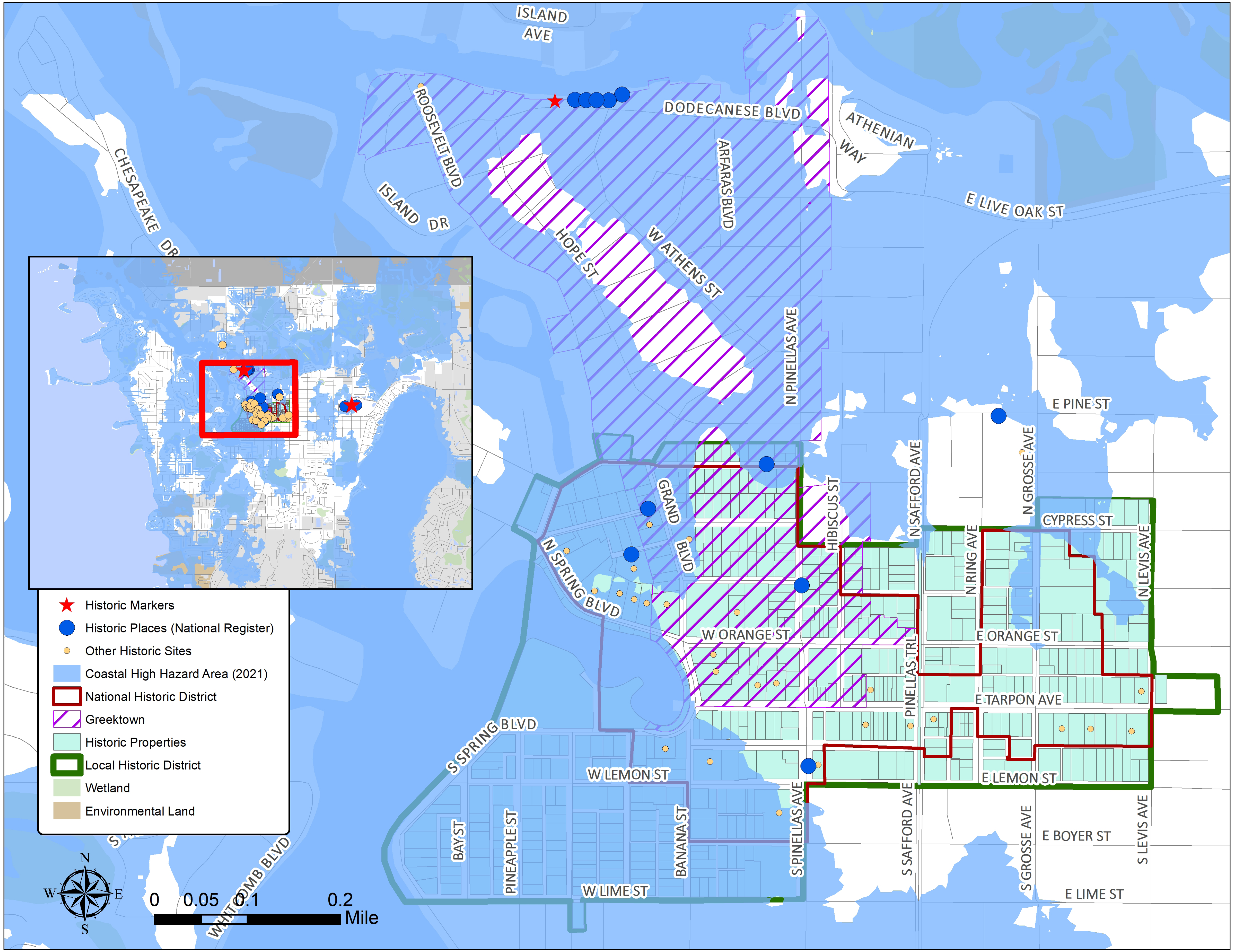
Draft as of 04/26/2024

FUTURE LAND USE IN CHHA



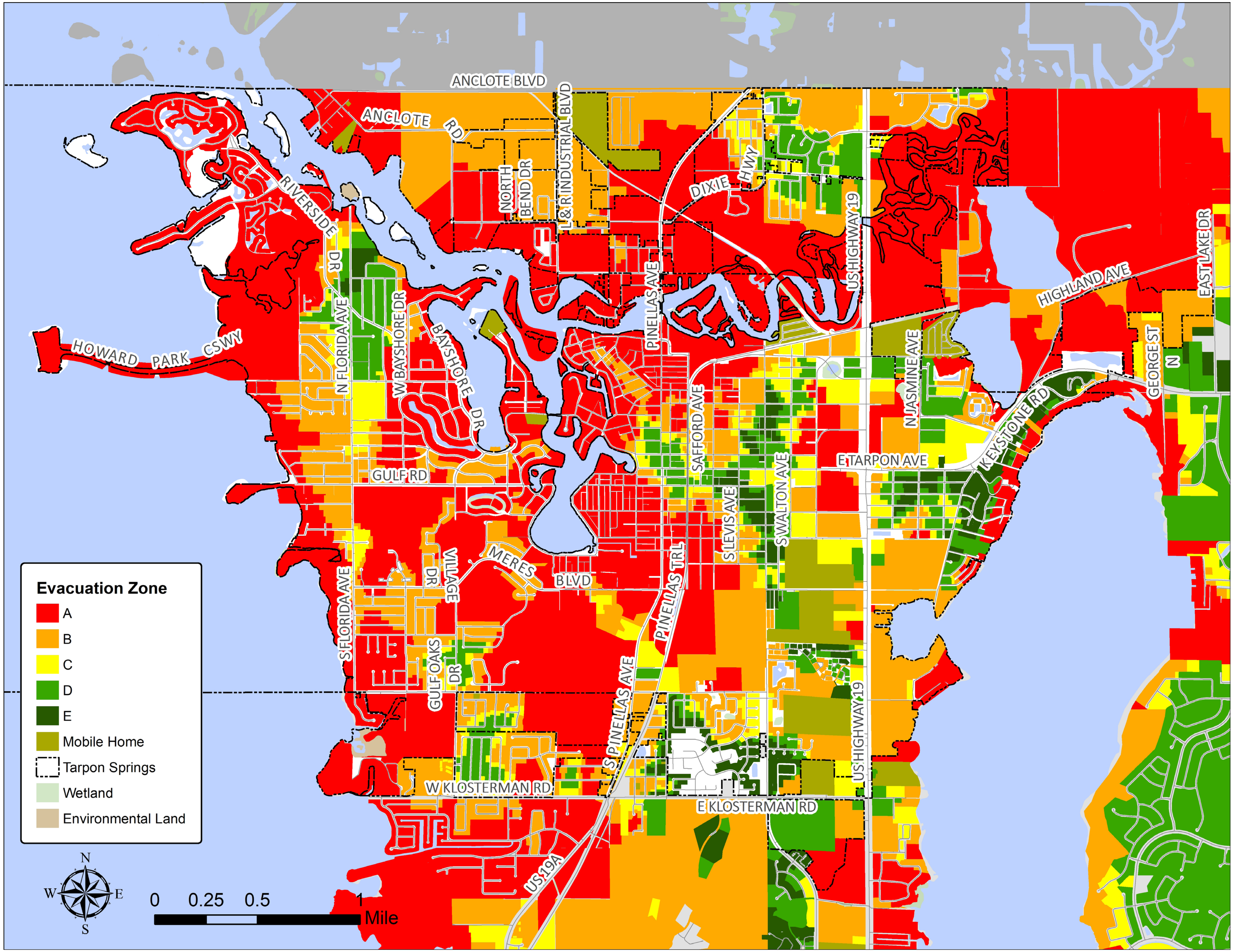
Data & Analysis - Figure 24

HISTORIC RESOURCES IN CHHA



Data & Analysis - Figure 25

HURRICANE EVACUATION ZONES



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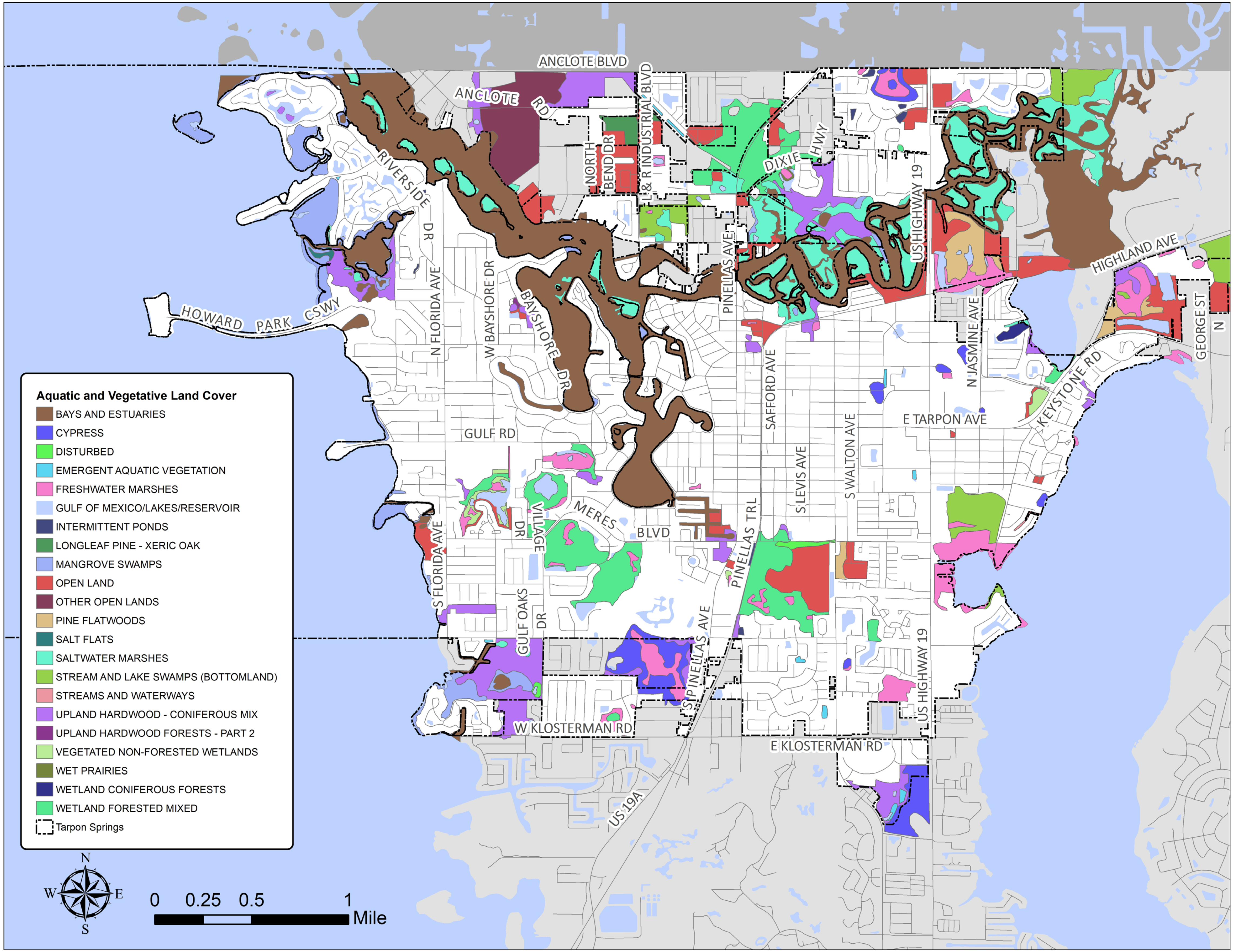
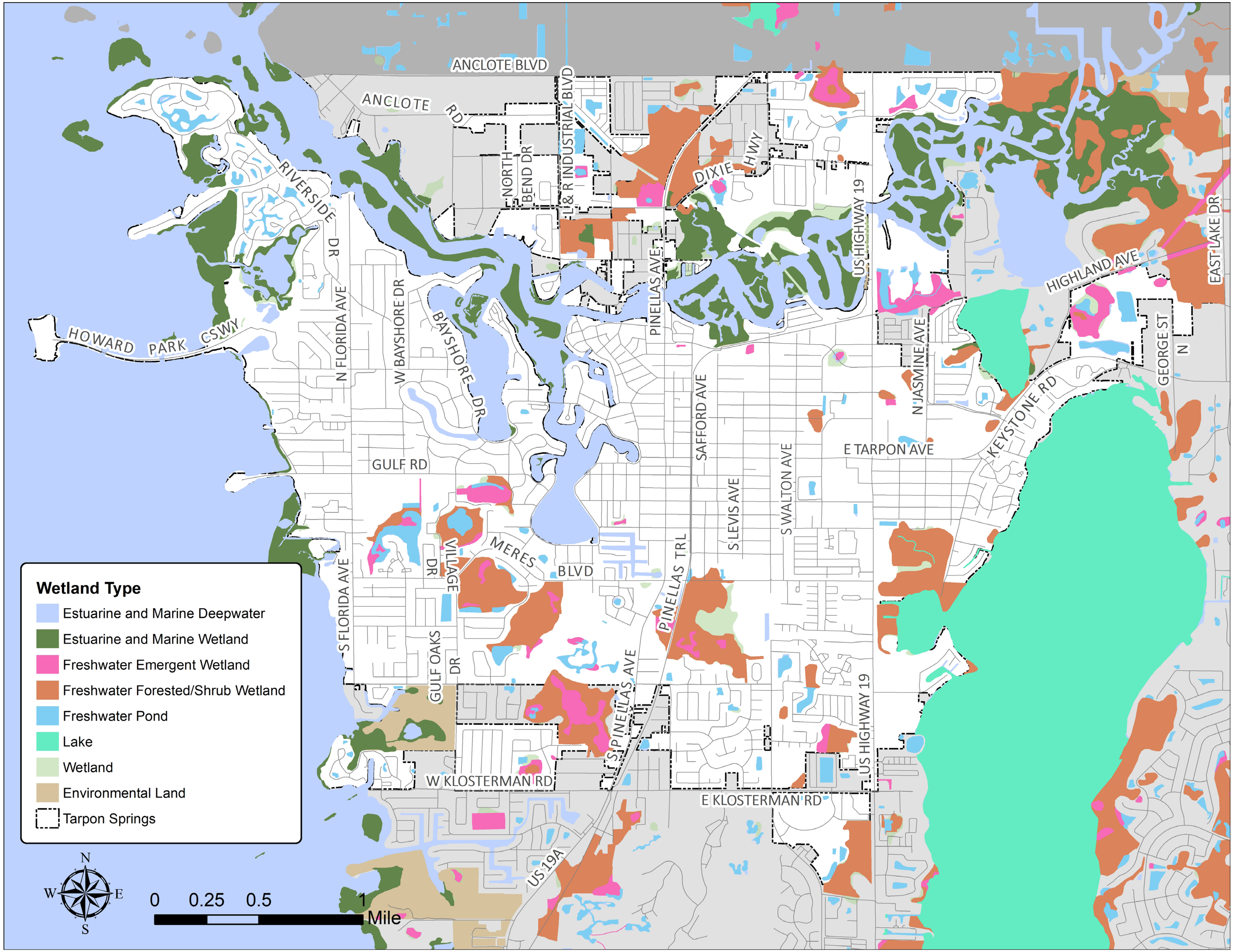
Data & Analysis - Figure 26

FLORIDA LAND USE & LAND COVER & CLASSIFICATION SYSTEM (FLUCCS)



Data & Analysis - Figure 27

WETLAND TYPES



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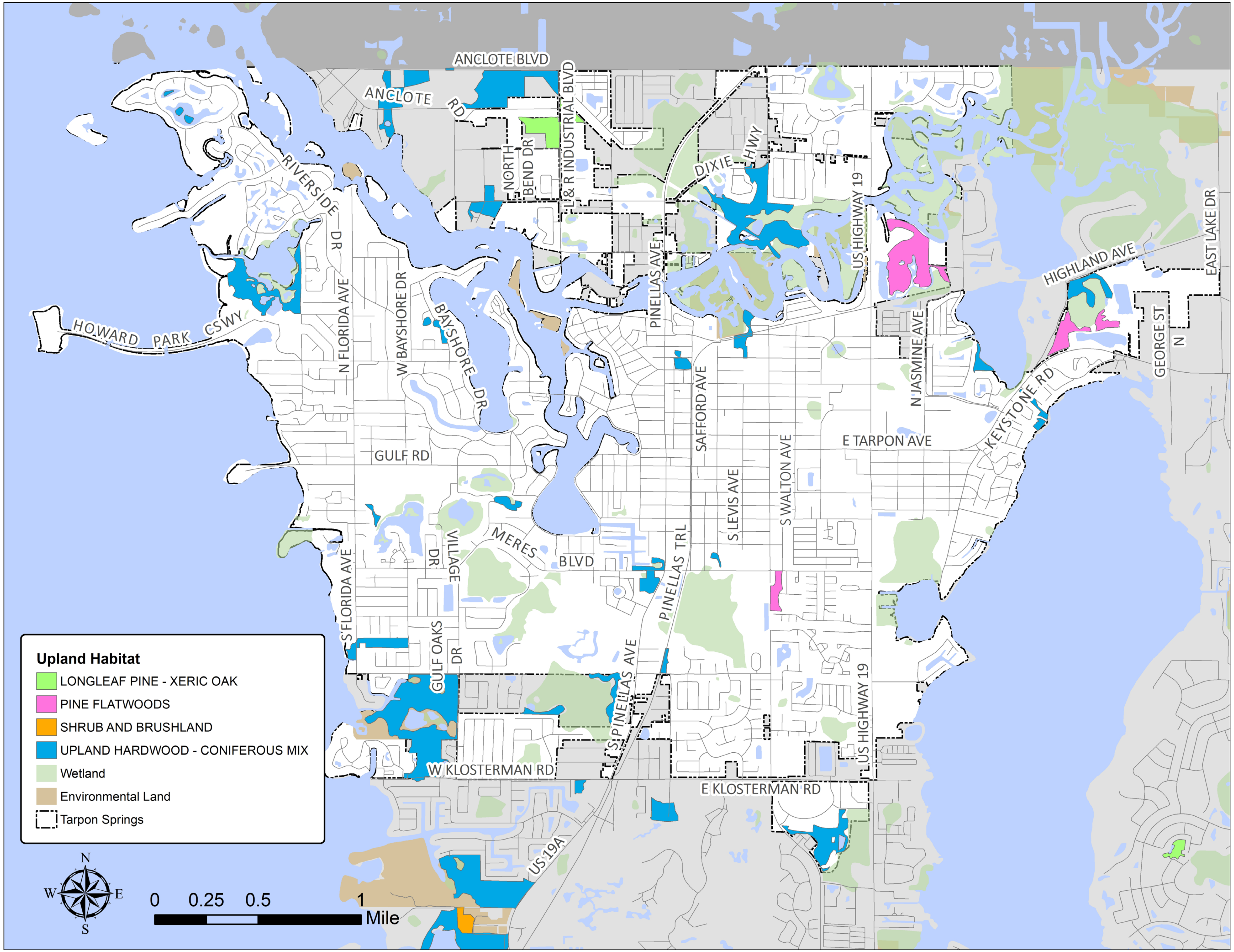
Data & Analysis - Figure 28



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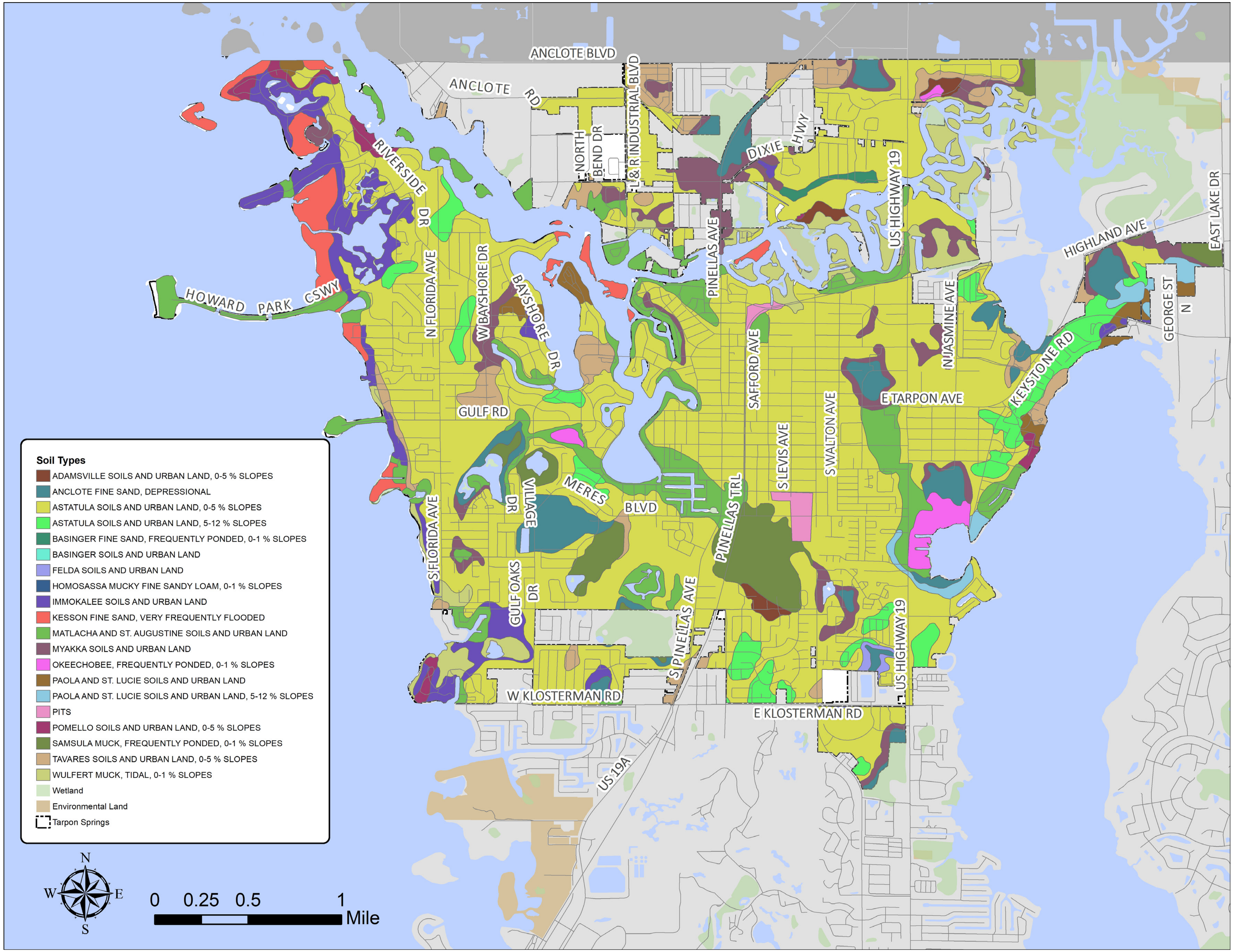
Data & Analysis - Figure 30

Draft as of 04/26/2024

SOILS MAP



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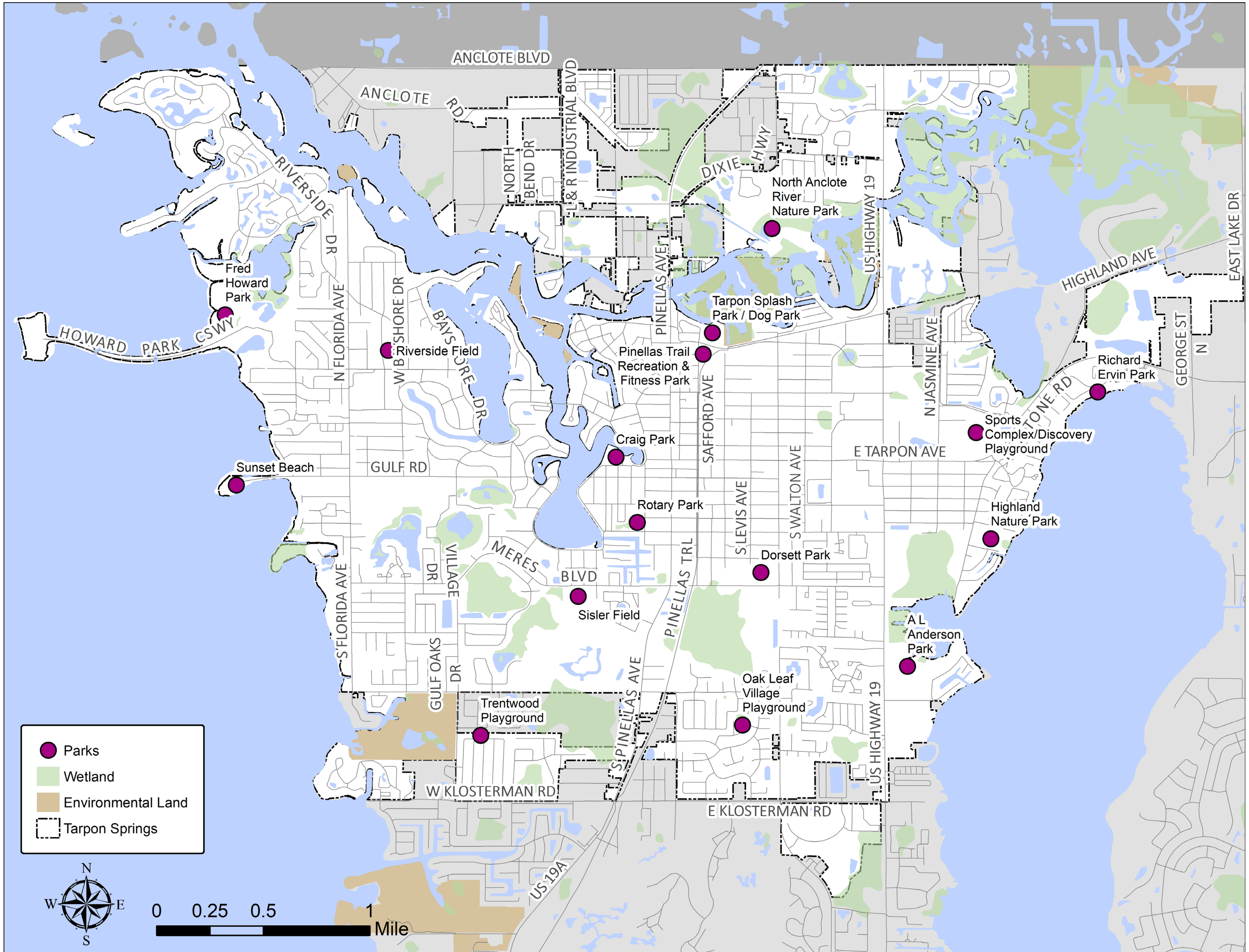
Data & Analysis - Figure 31

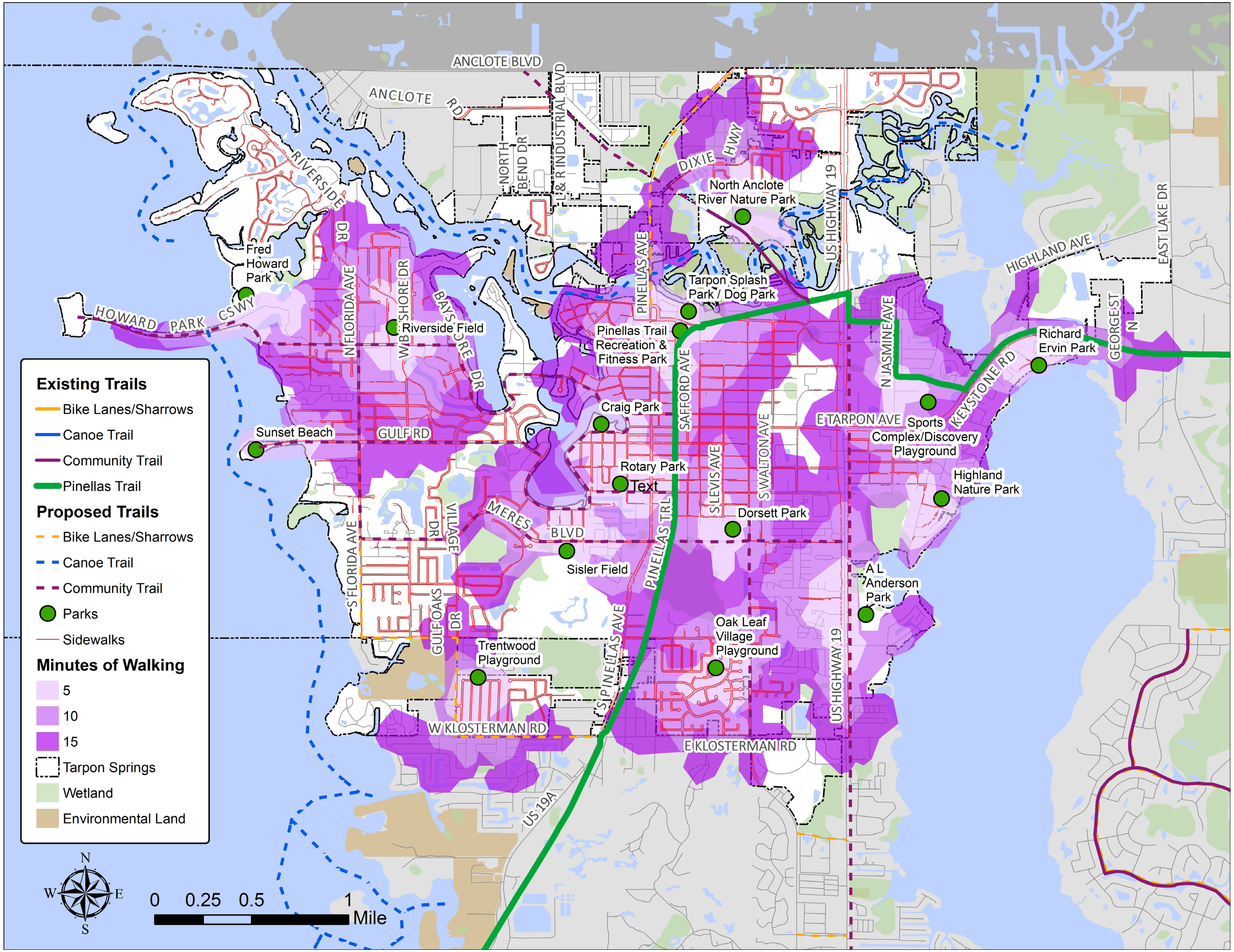
PARKS & RECREATION FACILITIES



ROS

Data & Analysis - Figure 33

PARKS & RECREATION LEVEL OF SERVICE ACCESSIBILITY



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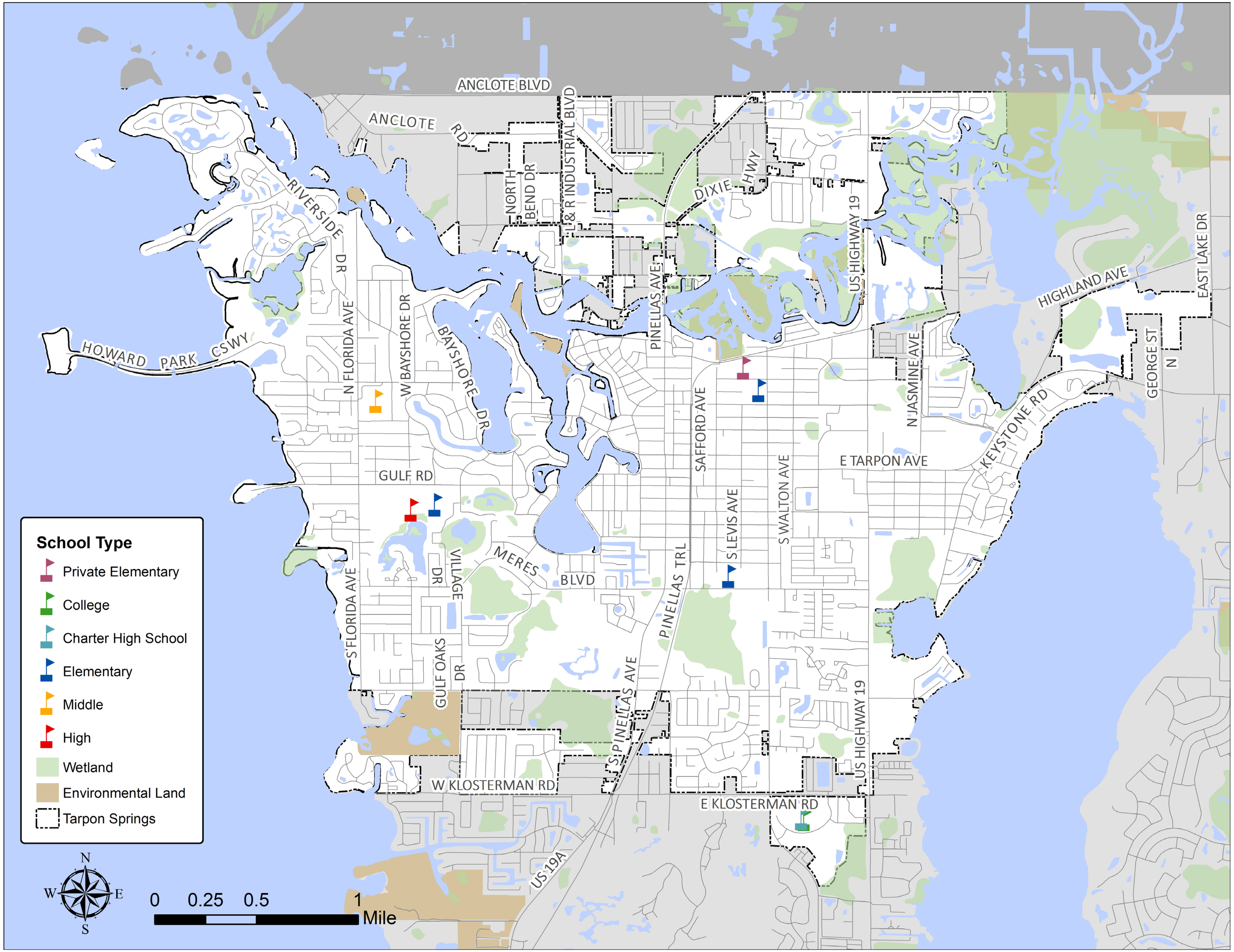
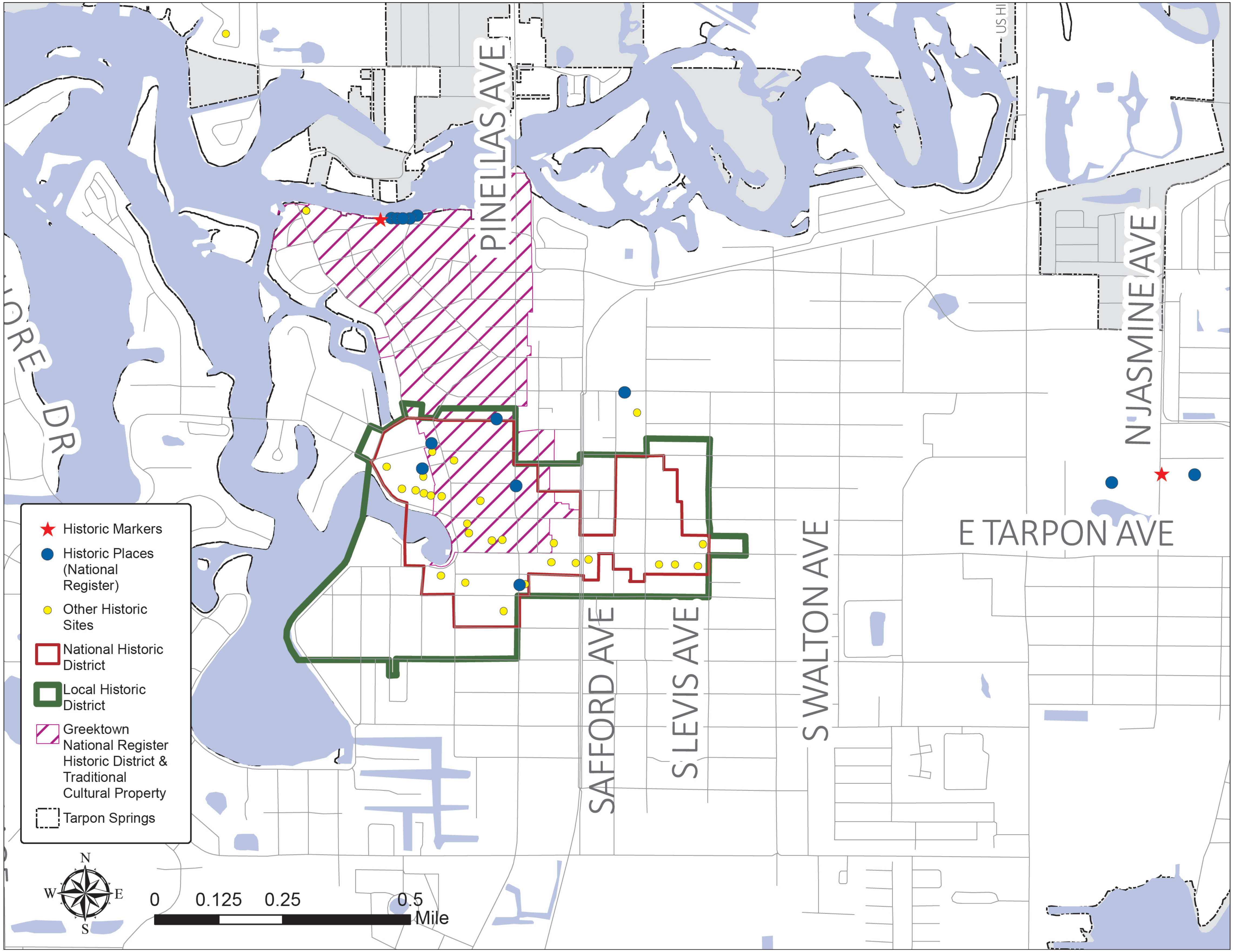
Data & Analysis - Figure 35

SCHOOLS



Data & Analysis - Figure 36



HIS

Data & Analysis - Figure 37

TARPON SPRINGS 2040

COMPREHENSIVE PLAN

FUTURE LAND USE CATEGORIES & RULES TABLE

Draft as of 04/26/2024

FUTURE LAND USE CATEGORIES & RULES TABLE

CATEGORY	PURPOSE	PERMITTED USES	PERMITTED USES -ACREAGE THRESHOLDS	RESIDENTIAL DENSITY	NONRESIDENTIAL FAR	NONRESIDENTIAL ISR	PLACE BASED AREA MAP RELATIONSHIP
Residential Very Low [RVL]	To depict areas that are now developed, or appropriate to be developed, in a large lot, very low-density residential manner; and to recognize such areas as primarily well-suited for estate residential and limited agricultural uses that are consistent with the open space and natural resources of such areas.	• Residential • Residential Equivalent • Recreation/Open Space • Community Gardens • Agriculture-Light	Maximum 3 Acres: • Ancillary Non-Residential • Transportation/Utility Maximum 5 Acres: • Public/Semi-Public (Not including Public Eduction Facilities)	Residential – 1 du/ac Residential Equivalent – 3.0 beds/permitted dwelling unit	0.30	0.60	• Agriculture/Residential Estate
Residential Suburban [RS]	To depict those areas that are developed, or to be developed in a low density, suburban residential manner; and to recognize such areas primarily suited for the planned development process for the purpose of preserving natural features by clustering development.	• Residential • Residential Equivalent • Community Gardens	Maximum 3 Acres: • Ancillary Non-Residential • Transportation/Utility Maximum 5 Acres: • Public/Semi-Public (Not including Public Eduction Facilities)	Residential – 2.5 du/ac Residential Equivalent – 3.0 beds/permitted dwelling unit	0.30	0.60	• Agriculture/Residential Estate • Neighborhood Suburban
Residential Low [RL]	To depict those areas that are now developed, or appropriate to be developed, in a lower density residential manner; and to recognize such areas as primarily well-suited for single and two-family residential uses.	• Residential • Residential Equivalent • Public/Semi-Public • Community Gardens	Maximum 3 Acres: • Ancillary Non-Residential • Transportation/Utility Maximum 5 Acres: • Public/Semi-Public (Not including Public Eduction Facilities)	Residential – 5 du/ac Residential Equivalent – 3.0 beds/permitted dwelling unit	0.40	0.65	• Neighborhood Suburban • Neighborhood Traditional
Residential Urban [RU]	Intended for areas in close proximity urban activity centers, and is generally To depict areas that are now developed, or appropriate to be developed, in a moderate density residential manner; and to recognize such areas as primarily well-suited for a mix of single-family residential and context-sensitive infill development of two, three, and four-family dwellings.	• Residential • Residential Equivalent • Public/Semi-Public • Community Gardens	Maximum 3 Acres: • Ancillary Non-Residential • Transportation/Utility Maximum 5 Acres: • Public/Semi-Public (Not including Public Eduction Facilities)	Residential – 7.5 du/ac Residential Equivalent – 3.0 beds/permitted dwelling unit	0.40	0.65	• Neighborhood Suburban • Neighborhood Traditional • Transitional (North of Anclote River)
Residential Low Medium [RLM]	To depict areas serving as a transition between lower and higher density residential areas and is generally supportive of context sensitive infill development of one, two, three, four-family, and single-family, attached dwellings.	• Residential • Residential Equivalent • Public/Semi-Public • Community Gardens	Maximum 3 Acres: • Ancillary Non-Residential • Transportation/Utility Maximum 5 Acres: • Public/Semi-Public (Not including Public Eduction Facilities)	Residential – 10 du/ac Residential Equivalent – 3.0 beds/permitted dwelling unit	0.50	0.75	• Neighborhood Suburban • Neighborhood Traditional • Transitional
Residential Medium [RM]	Intended to accommodate areas developed, or appropriate to be developed, with office uses, low-impact employment uses, and residential uses (subject to acreage threshold), in areas characterized by a transition between residential and commercial uses and in areas well-suited for community-scale residential/ office mixed-use development.	• Residential • Residential Equivalent • Public/Semi-Public • Community Gardens	Maximum 3 Acres: • Ancillary Non-Residential • Transportation/Utility Maximum 5 Acres: • Public/Semi-Public (Not including Public Eduction Facilities)	Residential – 15 du/ac Residential Equivalent – 3.0 beds/permitted dwelling unit	0.50	0.75	• Neighborhood Suburban • Neighborhood Traditional • Transitional

CATEGORY	PURPOSE	PERMITTED USES	PERMITTED USES -ACREAGE THRESHOLDS	RESIDENTIAL DENSITY	NONRESIDENTIAL FAR	ISR	PLACE BASED AREA MAP RELATIONSHIP
Retail & Services Neighborhood **[R&SN]**	To depict areas that are now developed, or appropriate to be developed, in a manner to provide local, neighborhood-scale convenience commercial goods and services; and to recognize such areas as primarily well-suited for neighborhood commercial use consistent with the need, scale, and character of adjoining residential areas which they serve.	• Personal Services • Residential • Recreation/Open Space • Community Gardens	Maximum 1 Acre: • Transportation/Utility Maximum 2 Acres: • Retail • Office • Commercial Recreation • Public/Semi-Public	Residential – 10 du/ac Mixed Use – Shall not exceed, in combination, the respective du/ac and FAR permitted	0.20	0.60	• Neighborhood Suburban (Along Commercial Corridors) • Neighborhood Traditional • Transitional (North of Anclote River)
Retail & Services Limited **[R&SL]**	Intended to depict areas developed with, or appropriate to be developed with, a mix of businesses and personal service needs of the community, provide for employment opportunities, and mixed use.	• Office • Retail • Personal Services • Lodging • Commercial/Business Service • Storage/Warehouse • Commercial Recreation • Recreation/Open Space • Wholesale/Distribution	Maximum 5 Acres: • Residential • Residential Equivalent • Public/Semi-Public • Research and Development • Transportation/Utility	Residential – 15 du/ac Lodging – 30 du/ac Residential Equivalent – 3.0 beds/permitted dwelling unit	0.30	0.75	• Transitional (Along Major Corridors)
Retail & Services **[R&S]**	Intended to depict areas developed with, or appropriate to be developed with, a mix of businesses that provide for the shopping and personal service needs of the community, provide for employment opportunities and accommodate target employment uses, and mixed use.	• Office • Personal Services • Retail • Commercial/Business Service • Lodging • Wholesale/Distribution • Storage/Warehouse • Commercial Recreation • Research/Development, Light/Heavy • Manufacturing, Light • Recreation/Open Space • Marina Facilities	Maximum 5 Acres: • Residential • Residential Equivalent • Public/Semi-Public • Transportation/Utility	Residential – 15 du/ac Residential Equivalent – 3.0 beds/permitted dwelling unit Lodging – 40 du/ac, unless utilizing the 'Alternate Temporary Lodging Use Standards' as provided for in the Countywide Plan. Mixed Use – Shall not exceed, in combination, the respective du/ac and FAR permitted	0.45	0.85	• Transitional (Along Major Corridors)
Resort **[R]**	To depict areas that are developed, or appropriate to be developed, for lodging and associated accessory uses with limited permanent residential.	• Lodging • Tourist-Related Facilities • Personal Services • Commercial Recreation • Recreation/Open Space	Maximum 3 Acre: • Ancillary Non-Residential • Transportation/Utility • Residential • Office Maximum 5 Acres: • Public/Semi-Public	Residential – 15 du/ac and must be in combination with a transient use (minimum 75% transient). CHHA properties maximum 5 du/ac Lodging – 40 du/ac, unless utilizing the 'Alternate Temporary Lodging Use Standards' as provided for in the Countywide Plan. Mixed Use – Shall not exceed, in combination, the respective du/ac and FAR permitted	0.35	0.65	• Transitional • Waterfront Mixed

CATEGORY	PURPOSE	PERMITTED USES	PERMITTED USES -ACREAGE THRESHOLDS	RESIDENTIAL DENSITY	NONRESIDENTIAL FAR	NONRESIDENTIAL ISR	PLACE BASED AREA MAP RELATIONSHIP
Resort Facilities Overlay [RFO]	Intended for areas where it would identify exiting low to moderately intensive mixed residential and small scale transient accommodation use in and adjacent to the tourist oriented areas of the city.	• Residential • Lodging • Residential Equivalent	Maximum 3 Acres: • Ancillary Non-Residential • Transportation/Utility Maximum 5 Acres: • Public/Semi-Public (Not Including Public Education Facilities)	Residential – cannot exceed density of underlying residential category Residential Equivalent – 3.0 beds/permitted dwelling unit of underlying residential category Lodging – 1.67 units per unit of the underlying residential density Mixed Use – Shall not exceed, in combination, the respective du/ac and FAR permitted in the underlying land use category.	N/A	N/A	• Neighborhood Suburban • Neighborhood Traditional • Transitional (North of Anclote River) • Waterfront Mixed
Public/Semi-Public [P/SP]	Intended for areas appropriate for educational, health, public safety, civic, religious, government and like institutional uses which are required to serve the community.	• Public/Private Schools • Colleges • Hospitals • Medical Clinic • Churches • Religious Institution • Cemetery • Social/Public Service Agency • Child Day Care • Fraternal • Civic Organization • Courthouse • Library • Public Safety Facility • Emergency Service Building • Conventional Center • General Government Services • Residential Equivalent • Transportation/Utility • Marina Facility	Maximum 5 Acres: • Residential	Residential Equivalent – 36 beds per acre	0.25	0.85	All Areas
Office [O]	Intended to accommodate areas developed, or appropriate to be developed, with office uses, low-impact employment uses, and residential uses (subject to an acreage threshold), in areas characterized by a transition between residential and commercial uses and in areas well-suited for community-scale residential/office mixed-use development.	• Office • Residential Equivalent • Recreation/Open Space • Public Education Facilities • Community Gardens	Maximum 3 Acres: • Transportation/Utility • Ancillary Non-Residential Maximum 5 Acres: • Public/Semi-Public Maximum 3,500 Sqft.: • Personal Services	Residential – 15 du/ac Residential Equivalent – 3.0 beds/permitted dwelling unit Mixed Use – Shall not exceed, in combination, the respective du/ac and FAR permitted	0.40	0.75	• Neighborhood Traditional • Transitional (Along Major Corridors)

CATEGORY	PURPOSE	PERMITTED USES	PERMITTED USES -ACREAGE THRESHOLDS	RESIDENTIAL DENSITY	NONRESIDENTIAL FAR	ISR	PLACE BASED AREA MAP RELATIONSHIP
Employment **[E]**	To recognize areas developed with, or appropriate to be developed with, a wide range of primary employment uses, flex space, and for uses that have minimum external impacts.	• Office • Research/Development, Light/Heavy • Manufacturing, Light/Medium • Wholesale/Distribution • Storage/Warehouse • Marina Facilities	Maximum 3 Acres: • Retail • Personal Services • Lodging Maximum 5 Acres: • Commercial/Business Service • Food Crop Production • Transportation/Utility	Lodging – 40 du/ac, unless utilizing the 'Alternate Temporary Lodging Use Standards' as provided for in the Countywide Plan.	0.60	0.85	• Transitional • Restricted • Waterfront Mixed • Working Waterfront Intensive
Industrial **[I]**	To recognize areas of existing heavy industrial/ manufacturing uses and areas appropriate to be developed or redeveloped for light and medium industrial/manufacturing uses, while also allowing for flex space, and uses that have minimal external impacts.	• Manufacturing, Light/Medium/Heavy • Business/Research Parks • Marina Facilities • Research/Development, Light/Heavy • Wholesale/Distribution • Storage/Warehouse	Accessory to Primary Only: • Retail • Office • Personal Services • Commercial/Business Service Maximum 5 Acres: • Public/Semi-Public • Food Crop Production		0.60	0.90	• Transitional • Restricted • Working Waterfront Intensive
Activity Center **[AC]**	To recognize areas that have been identified and planned for in a special and detailed manner, based on their unique location, intended use, appropriate density/ intensity, and pertinent planning considerations. Activity Centers should be designed at a size and scale that allows for interconnectivity with the surrounding area and emphasizes walkability. This category must be consistent with the Countywide Plan 'Activity Center' land use category.	Determined by specific locally adopted Special Area Plan.	Determined by specific locally adopted Special Area Plan.	Determined by specific locally adopted Special Area Plan.			• Special Area Plan • Neighborhood Traditional
Planned Redevelopment District **[PRD]**	To depict those areas of the community that are developed with a mix of residential ad nonresidential uses, within neighborhoods or distinct areas that are interrelated and complementary, with densities/ intensities and urban design that promote walking, biking and transit use. This category supports infill and redevelopment and may allow for a variety of densities, land uses, and building styles. This category must be consistent with the Countywide Plan 'Planned Redevelopment District' land use category.	Determined by specific locally adopted Special Area Plan.	Determined by specific locally adopted Special Area Plan.	Determined by specific locally adopted Special Area Plan.			• Neighborhood Traditional • Transitional
Multimodal Corridor **[MMC]**	To recognize those corridors of critical importance to the movement of people and goods throughout the community, and that are serviced by a combination of automobile, transit, bicycle, and pedestrian transportation modes. This category supports mixed-use development designed to facilitate transit. This category must be consistent with the Countywide Plan 'Multimodal Corridor' land use category.	Determined by specific locally adopted Special Area Plan.	Determined by specific locally adopted Special Area Plan.	Determined by specific locally adopted Special Area Plan.			• Transitional (Along Major Corridors)

CATEGORY	PURPOSE	PERMITTED USES	PERMITTED USES -ACREAGE THRESHOLDS	RESIDENTIAL DENSITY	NONRESIDENTIAL FAR	NONRESIDENTIAL ISR	PLACE BASED AREA MAP RELATIONSHIP
Retail & Services - Water Dependent [R&S-WD]	To depict areas adjacent to or in close proximity to navigable waterways that are developed, or appropriate to be developed, with commercial fishing industry and related water dependent uses.	• Commercial Fishing Establishments • Commercial Seafood Processing/ Warehousing • Marina Facilities • Commercial Dockage • Boat/Small Watercraft Rental	Accessory to a Permitted Use: • Retail • Office • Commercial/Business Service Maximum 0.5 Acres: • Single Family Detached Dwellings • Lodging	Residential – 7.5 du/ac Residential Equivalent – 3.0 beds/permitted at 15 du/ac Mixed Use – Shall not exceed, in combination, the respective du/ac and FAR permitted.	0.40	0.85	• Waterfront Mixed
Industrial/Employment - Water Dependent [IE-WD]	To depict areas adjacent to or in close proximity to navigable waterways that are developed, or appropriate to be developed, with heavy, marine-related uses.	• Boat Yards and Ways • Boat Building • Marine Salvage/Construction • Commercial Seafood • Processing/Warehousing • Marina Facilities • Marine-Related Industrial, Light/ Intensive • Commercial Dockage • Boat/Small Watercraft Rental • Public/Private Boat Ramp	Accessory to a Permitted Use: • Retail • Office • Commercial/Business Service Maximum 3 Acres: • Public/Semi-Public		0.60	0.90	• Working Waterfront Intensive
Preservation [P]	Intended for areas that are now categorized or appropriate to be categorized as a natural resource feature worthy of preservation and to recognize the significance of preserving such major environmental features and their functions.	• Undeveloped Barrier Islands and Spoil Islands • Floodplain • Natural Drainageways • Wildlife Habitat • Sea Level Rise Adaptation Areas			0.10	0.20	All Areas
Recreation/Open Space [R/OS]	Intended for areas appropriate to be used for open space and/or recreational purposes. These uses can be public or private, natural or man-made, active or passive.	• Public/Private Open Space • Public/Private Park • Public Recreation Facility • Public Beach/Water Access • Golf Course/Clubhouse • Community Gardens			0.25	0.45	All Areas

TARPON SPRINGS 2040

COMPREHENSIVE PLAN

DEFINITIONS

A

Accessory Dwelling Unit (ADU). An ancillary or secondary living unit that has a separate kitchen, bathroom, and sleeping area, existing either within the same structure, or on the same lot, as the primary dwelling unit. Accessory dwelling units are not counted against the otherwise applicable maximum dwelling units per acre density standard.

Accessory Uses. A use that is incidental, related, and clearly subordinate to the primary use of the property, and which does not significantly affect or alter the primary use of the property.

Adaptation. Consists of the steps taken towards becoming more resilient in response to actual or expected impacts of the identified short-term and long-term hazards. Adaptation includes both structural and non-structural measures.

Adaptive Reuse. The process of converting a building to a use other than that for which it was originally designed.

Adjacent. Nearby but not necessarily adjoining.

Adjoining. A lot or parcel of land which shares all or part of a common lot line with another lot or parcel.

Agricultural Use. Use of the land for growing of crops, plants, or trees for wholesale plant production, animal raising and grazing, aquaculture, animal breeding, game preserves, lands diverted to soil conservation or forestry, training or stabling of animals, horticulture, floriculture or any similar agricultural activity. “Animal raising and grazing” shall mean the keeping of one or more animals commonly associated with an agricultural use, including but not limited to cows, horses, pigs, goats, sheep, ducks, turkeys, chickens, geese, roosters, ponies, and other similar animals. Animal raising and grazing shall not include animals which are normally considered as household pets and which can be maintained and cared for within the living space of a residence. The keeping of four or more household pets shall be considered a kennel.

Agriculture, Light Use. A public or private property devoted to the growing of produce and/or horticultural plants, small-animal husbandry, aquaculture, beekeeping, or related uses, where noise, odor, runoff, insects, pests, and other impacts are contained on-site and do not negatively affect adjacent land uses, consistent with such standards. This use may allow for some exterior storage of equipment or materials; the incidental processing, preparation, packaging and distribution of non-livestock agricultural products; and horse stables, dog kennels, animal boarding and veterinary clinics. On-site sales of agricultural products produced on-site are allowed at the discretion of the local government.

Ancillary, Non-Residential Use. Off-street parking, drainage retention areas, buffer areas and/or trash receptacle areas for adjacent, contiguous, nonresidential uses.

Annual Average Daily Traffic (AADT). The volume passing a point or segment or a roadway in both directions for 1 year divided by the number of days in the year.

Average Daily Traffic (ADT). The total traffic volume during a given time period (more than a day and less than a year) divided by the number of days in that time period.

Archaeological Site. A location that has yielded or may yield information on history or prehistory. An archaeological site contains physical remains of the past. An archaeological site is found within archaeological zones, historic sites, or historic districts.

Archaeological Zone. A geographically defined area, which may reasonably be expected to yield information on local history or prehistory based upon broad prehistoric or historic settlement patterns.

Area Median Income (AMI). The midpoint of a specific area’s income distribution and is calculated on an annual basis by the Department of Housing and Urban Development (HUD).

Arterial Street/Road. A roadway providing automobile or multimodal transportation which is relatively continuous and of relatively high traffic volume, long trip length, and high operating speed. Arterial roadways interconnect principal traffic generating activity centers within an urban area with the freeway system.

Asset-Based Economics. A bottom-up approach to economic development that builds on existing local resources to strengthen local and regional economies, by focusing on a community's natural environmental, sociocultural, and economic advantages and how these can be leveraged into sustained economic growth and productivity.

Aquatic Lands. Submerged land situated below the mean high water line, or seaward from an engineered bulkhead line as established by the Florida Department of Environmental Protection of a standing body of water, including ocean, bay, basin, bay, bayou, canal, lake, pond, river, or stream, and all bodies of fresh and salt water and all other waterways whether or not affected by a tidal influence, including waters of the state, and whether or not saline or fresh water in nature, whether public or privately owned.

B

Barrier Island. Geological features which are completely surrounded by marine waters that front upon the open waters of the Gulf of Mexico and are composed of quartz sands, clays, limestone, oolites, rock, coral, coquina, sediment, or other material, including spoil disposal, which features lie above the line of mean high water. Mainland areas which were separated from the mainland by artificial channelization for the purpose of assisting marine commerce shall not be considered coastal barrier islands.

Beach, Public. The soft sand portion of land lying seaward of a seawall or line of permanent vegetation and seaward of the mean high-water line, that is available to the general public for enjoyment and recreation.

Best Management Practices (BMPs). A practice or combination of practices that is an effective, practicable means of preventing or reducing the amount of pollution or other negative or harmful effect on the environment.

Bicycle. A mode of travel with two wheels in tandem, propelled by human power.

Boat Building Use. A facility (which could include a boat storage yard) where boats are built, repaired and stored until completed.

Boat Ramp, Public/Private. A public or private facility to launch and retrieve recreational boats from a trailer.

Boat/Small Watercraft Rental Use. An establishment that rents boats and small watercraft (jet skis, kayaks, canoes, etc.) to individuals on a temporary basis.

Boat Yard/Ways. A site used as an industrial establishment for the construction or maintenance of boats, marine engines, or marine equipment.

Buffer. A natural or landscaped area or strip of land, with or without such physical separation devised as a fence or wall, established to separate and insulate one type of land use from another land use; or to shield or block noise, lights or other nuisances; or to separate development and a natural feature so as to reduce the incompatibility between uses or features and protect the integrity of each.

Building. Any structure whether permanent or temporary having a roof supported by columns and walls and intended for shelter, housing, or enclosure.

Business/Research Parks. A tract of land developed for the use of business and research industries and their related commercial uses that is designed to protect surrounding areas and the general community.

C

Capacity. A determination of the availability of a facility based upon estimated demand by a project, including the demand of other approved but not built developments to be served by the same facility in the same time period, as compared to the total capacity of the facility.

Capacity (Transportation Element). The maximum number of vehicles or persons that can pass a point on a roadway during a specified time period (usually 1 hour) under prevailing roadway, traffic, and control conditions.

Capacity Constrained (Transportation Element). A condition in which traffic demand exceeds the capacity of a roadway.

Cemetery. Land used or intended to be used for the permanent internment of human or pet remains. A cemetery may contain land or earth internment, mausoleum, vault, or crypt internment; a columbarium, ossuary, scattering garden, or other structure or place used or intended to be used for the internment or disposition of cremated human or pet remains; or any combination of one or more of such structures or places, as defined by Florida Law.

Certificate of Appropriateness. A certificate issued by the Tarpon Springs Heritage Preservation Board indicating its approval of plans for the alteration, construction, removal, or demolition of a landmark or of a structure within a historic district.

Child Day Care. A business operated by a person, society, agency, corporation, institution, or any other group for the purpose of providing care, protection, and guidance for children during only part of a 24-hour day. This term includes nursery schools, preschools and other similar facilities including educational facilities.

Civic Organization. Any local service club, veterans' post, fraternal society or association, volunteer fire or rescue group, local civic league, or similar organization that is not organized for profit but generally operated for educational or charitable purposes.

Cluster Development. A form of development, typically single family detached dwellings, whereby conventional lot areas are reduced to allow the concentration of units in specific areas in order to preserve open space.

Coastal High Hazard Area (CHHA). The area defined by the Sea, Lake and Overland Surges from Hurricanes (SLOSH) model to be inundated from a category one hurricane.

Collector Street/Road. A roadway providing service which is of relatively moderate traffic volume, moderate trip length, and moderate operating speed. Collector roads serve internal traffic movements within an urban area, collecting and distributing traffic between the arterial and local road system.

College. An institution of higher education and/or for vocational or professional training for trades. Trade/Colleges also include related facilities, such as classroom buildings, libraries, laboratories, dormitories, administration, and dining halls that are incorporated into a unified campus.

Commercial/Business Service Use. An occupation or service involving the sale, storage, repair, service or rental of motor vehicles, water craft, residential machinery or equipment, examples of which include automobile, boat, and household or yard equipment sales, service or repair, and like uses; the production, assembly or dismantling of which shall be clearly secondary and incidental to the primary use characteristics of the Commercial/Business Service Use.

Commercial Dockage. Commercial waterfront facilities providing fuel for boats and other watercraft and mooring facilities.

Commercial Fishing Establishments. Establishments devoted to catching fish and other seafood for commercial profit.

Community Garden Use. A public or private open space use devoted to the growing of produce and/or horticultural plants for off-site sale, personal consumption, enjoyment and/or donation by a group of individuals or a non-profit organization.

Community Recreation Use. A private or quasi-public recreation facility designed for participant or spectator activities for a charge, including but not limited to marina, miniature golf, dog race track, horse race track, jai-alai fronton, stock car race track, sports stadium, performance venues, and indoor recreation/entertainment uses such as billiard halls, bowling alleys, movie theaters, and video game arcades.

Commercial Seafood Processing/Warehousing Use. Establishments that produce, process, and store seafood products intended for human consumption.

Complete Street. A street that prioritizes the safety and mobility of all users instead of the speed of cars and flow of traffic.

Conservation Area. An area in which plants, animals, and topographic features are protected in their current, natural condition.

Concurrency. Policy requiring the availability of public services (water, sewer, roads, schools, etc.) before a new development is approved for construction.

Consistency. In compliance with and to further the intent of the goals, objectives, and policies of all elements contained in the Comprehensive Plan.

Constrained Roadway. A roadway on the State, County or City Road System that will not be expanded by 2 or more through lanes because of physical, environmental, or policy constraints.

Context Sensitive. Development and site improvements that takes into consideration the scale and character of the surrounding area and promotes the community's values and assets.

Contributing Structure (Historic). A structure in a historic or cultural district that contributes to the district's historical or cultural significance through use, location, design, setting, materials, workmanship, feeling and association, and other considerations, and which shall be afforded the same consideration as landmarks.

Contributing-Altered Structure (Historic). A contributing structure that, in spite of having inappropriate alterations, still retains enough historical integrity to be designated as contributing, and where such inappropriate alterations can be removed without damaging the historical integrity.

Conventional Center. A facility used for service organizations, business and professional conferences, an seminars limited to accommodations for conference attendees. The accommodations can include sleeping, eating, and recreation.

Corridor. A set of essentially parallel transportation facilities for moving people and goods between two points.

Courthouse. A building in which a judicial court is held and may include administrative offices.

Cultural Tourism. A type of tourism activity in which the visitor's essential motivation is to learn, discover, experience and consume the cultural attractions/products of a specific destination.

D

Demolition. The complete or constructive removal of a building or any substantial part thereof.

Density. The measure of permitted residential development expressed as a maximum number of dwelling units per net acre of land area.

Density Averaging. The aggregation of the otherwise permitted density and/or intensity of a parcel or parcels of land in a non-uniform or consolidated manner on a portion of such contiguous parcel(s).

Development Order. Any building permit, subdivision approval, zoning permit, rezoning, certification, agreement, conditional use, variance, or any other official action of local government having the effect of permitting the development of land.

Dredging. A method of removing solids from the bottom of wetlands and coastal waters which can result in the disturbance of natural ecological cycles.

E

Easement. A grant by a property owner to specific persons, the general public, corporations, utilities, or others for the purpose of providing services or access to and/or across the property.

Ecological Corridor. A strip of natural habitat connecting populations of wildlife otherwise separated by cultivated land, roads, etc.

Eco-Tourism. A type of tourism activity in which the visitor's essential motivation is to learn, discover, and experience the natural areas and assets of a specific destination. Eco-tourism includes activities such as kayaking, hiking, and wildlife observation.

Emergency Service Building. Public or quasi-public police, fire, rescue, ambulance, or similar services.

Enclave. Land of one jurisdiction surrounded or nearly surrounded by the territory of another jurisdiction.

Environmentally Sensitive Lands. These areas include, but are not limited to, floodplains, wetlands, rare vegetative communities, listed species habitat, and areas of significant upland habitat.

F

Fixed Transit Route. Transportation systems that use buses, vans, light rail, and other vehicles to operate on a predetermined route according to a predetermined schedule.

Floodplain. The floodplain marks the boundary on a map of the flood hazard area within which the community regulates development. It includes the area inundated by the Special Flood Hazard Area (SFHA).

Floodproofing. Any combination of structural and nonstructural additions, changes, or adjustments to structures that reduce or eliminate potential flood damage to real estate or improved real property, water and sanitary facilities, structures, and their contents.

Floor Area, Gross. The sum of the horizontal areas of the several floors of all building on a lot, measured from the exterior faces of the exterior walls, and from the center line of walls separating two or more buildings. The term gross floor area shall include basements; elevator shafts and stairwells at each story; floor space used for mechanical equipment with structural headroom of six feet, six inches or more; penthouses and attic spaces, whether or not a floor has actually been laid, providing structural headroom of six feet, six inches or more; interior balconies or mezzanines.

Floor Area Ratio (FAR). A floor area is the relationship between the gross floor area on a site and the net land area. The FAR is calculated by the gross floor area of all structures on a site divided by the site area, excluding public road rights-of-way and submerged lands.

Florida Friendly LandscapingTM. A program that recognizes landscapes that use sustainable landscaping practices and minimize the use of potable water for irrigation, avoid the runoff of excess fertilizers and pesticides from the landscape, and provide habitats for wildlife.

Food Crop Production Use. An establishment that grows crops such as vegetables, fruit trees, grain, and other edible products. These establishments may also package and store the products produced on the premises.

Fraternal. A group of people formally organized for a common interest, usually cultural, religious, or entertainment, with regular meetings and formal written membership requirements.

Functional Classification (Transportation Element). The assignment of roads into systems according to the character of service they provide in relation to the total road network.

G

Golf Course. A tract of land laid out with at least 9 holes improved with tees, greens, fairways, and hazards for playing a game of golf, including any associated clubhouse or shelters and excluding miniature golf courses, and other similar commercial enterprises.

Government Services, General. Offices and other facilities such as city halls, courts, and similar buildings and structures used for administration, legislative and judicial governmental functions.

Green Infrastructure. The range of measures that use plant or soil systems, permeable pavement or other permeable surfaces or substrates, stormwater harvest and reuse, or landscaping to store, infiltrate, or evapotranspirate stormwater and reduce flows to sewer systems or to surface waters. Green infrastructure systems include, but are not limited to, rain gardens, bio-swales, vegetable swales, or porous pavement.

Greenway. The total square footage of all areas within a structure.

Gross Land Area. Gross and area for the purposes of computing density/intensity shall be that total land area within the property boundaries of the subject parcel, and specifically exclusive of any submerged land or public right-of-way.

Groundwater. The supply of freshwater under the surface in an aquifer or soil that forms the natural reservoir for potable water.

H

Heat Index. The heat index, also known as the apparent temperature, is what the temperature feels like to the human body when relative humidity is combined with the air temperature.

Historic District. A geographically definable area, urban or rural, possessing a significant concentration, linkage, or continuity of sites, buildings, structures, objects, or area, which are united by past events aesthetically by plan or physical development. A district also may be comprised of individual resources which are separated geographically but are thematically linked by association or history.

Historic Property/Resource. Any prehistoric or historic district, site, building, object, or other real or personal property of historical, architectural, or archaeological value. The properties may include but are not limited to, monuments, memorials, Indian habitations, ceremonial sites, abandoned settlements, sunken or abandoned ships, engineering works, treasure trove, artifacts or other objects with intrinsic historical or archaeological value, or any part thereof, relating to the history, government, and culture of the State.

Historic Site. A single lot or portion of a lot containing an improvement, landscape feature, or archaeological site, or a historically related complex of improvements, landscape features or archaeological sites that may yield information on history or prehistory.

Historic Survey. A comprehensive survey involving the identification, research and documentation of buildings, sites and structures of any historical, cultural, archaeological or architectural importance.

Hospital. An establishment having an appropriate license or certificate of need issued by the State of Florida, typically operating 24 hours a day, providing medical, diagnostic, and treatment services including physician, nursing, specialized accommodations, emergency medical services, and other health services to in-patients.

Housing, Affordable. Housing whereby very low to moderate income households, adjusted for family size, pay no more than 30 percent of income for mortgages or rental, taxes, insurance and utilities. However, it is not the intent to limit an individual's ability to devote more than 30 percent of income for housing.

Housing, Attainable. Providing a range of housing types at various income levels.

Housing, Workforce. Housing built to serve families that have income levels between the true affordable housing options and luxury housing. Typically, these families are middle-income households earning between 80 to 120% of the median income.

I

Impervious Surface. A surface that has been compacted or covered with a layer of material so that it is highly resistant or prevents infiltration by stormwater. It includes roofed areas and surfaces such as compacted sand, limerock, or clay as well as conventionally surfaced streets, sidewalks, parking lots, and other similar surfaces.

Impervious Surface Ratio. A measure of the intensity of hard surfaced development on a site. An Impervious Surface Ratio is the relationship between the total impervious surface area on a site and the gross land area. The ISR is calculated by dividing the square footage of the area of all impervious surfaces on the site by the square footage of the gross land area.

Income, Very-Low. A household at or below 50% of area median income.

Income, Low. A household at or below 80% of area medium income.

Income, Moderate. A household at or below 120% of area medium income.

Inconsistency. When it is determined that a development order is in conflict with the goals, objectives, and policies of the Comprehensive Plan.

Infill. The development of vacant parcels/land within previously built areas. These areas are already served by public infrastructure, such as transportation, water, wastewater, and other utilities.

Infrastructure. Facilities and services needed to support and sustain development activities, including but not limited to streets, drainage, communication lines, electric lines, parks, landfills, water, and sewer.

Intensity. The measure of permitted development expressed as a maximum Impervious Surface Ration and/or Floor Area Ratio per acre of net land area.

J

K

L

Land Use. The development that has occurred on the land, the development that is proposed on the land, or the use that is permitted or permissible on the land, under an adopted comprehensive plan or element or portion thereof, land development regulations, a land development code, or this Comprehensive Plan as the context may indicate.

Level of Service (LOS). An indicator of the extent or degree of service provided by, or proposed to be provided by a facility based upon and related to the operational characteristics of the facility. The required levels of service are related facilities are established by this Comprehensive Plan.

Library Use. A civic building utilized for the reading, referencing, or lending of literary and artistic materials and/or devoted to the acquisition, conservation, study exhibition, and educational interpretation of objects having scientific, historical, or artistic value.

Living Shoreline. The use of plants or other natural elements - sometimes in combination with harder shoreline structures - to stabilize estuarine coasts, bays, and tributaries.

Local Planning Agency (LPA). The agency (Planning and Zoning Board) designated by the City to review the Comprehensive Plan pursuant to the requirements of F.S. Ch. 163.

Local Street/Road. A minor roadway designed to provide access to adjacent land. Local streets carry a small percentage of the total vehicle mileage traveled, but make up a large percentage of the total street mileage and serve to interconnect individual properties with the collector road system.

Lodging Use. A facility containing one or more temporary lodging unit, the occupancy of which occurs, or is offered or advertised as being available, for a term or less than one (1) month, more than three (3) times in any consecutive twelve (12) month period. In determining whether a property is used as a temporary lodging use, such determination shall be made without regard to the form of ownership of the property or unit, or whether the occupant has a direct or an indirect ownership interest in the property or unit; and without regard to whether the right of occupancy arises from a rental agreement, other agreement, or the payment of consideration. May also be referred to as Transient Accommodation Use.

Long Range Transportation Plan (LRTP). A long-range (20-25 year) strategy and capital improvement program developed to guide the effective investment of public funds in transportation facilities that takes into account all modes of transportation, including automobile, bicycle, air, rail, surface freight, and pedestrian travel.

M

Manufacturing, Heavy Use. A use engaged in the manufacture of products or parts, including processing, fabrication, assembly, treatment, packaging, storage, sales, and distribution of such products, with potential to produce noise, odor, smoke, heat, glare, vibration, hazardous chemicals, and other impacts that may affect adjacent land uses. Such use may include the exterior storage and processing of materials and equipment.

Manufacturing, Light Use. A use engaged in the manufacture of products or parts, including processing, fabrication, assembly, treatment, packaging, storage, sales, and distribution of such products, occurring entirely within enclosure building. This use shall not include or allow for any exterior storage or processing of equipment or materials of any kind. Noise, odor, smoke, heat, glare, vibration, hazardous chemicals, and other impacts must be entirely contained within enclosed buildings.

Manufacturing, Medium Use. A use engaged in the manufacture of products or parts, including processing, fabrication, assembly, treatment, packaging, storage, sales, and distribution of such products. This use may include or allow for exterior storage of equipment or materials, provided that impacts are contained on-site and do not negatively affect adjacent land uses. Such use may include the exterior storage and processing of materials and equipment.

Marina Facilities Use. An establishment used for the storing, fueling, berthing, and securing of pleasure boats. Minor repair not including the removal of mechanical or structural parts from the boat may be permitted as an accessory use.

Marine-Related Industrial, Light Use. A use which is primarily undertaken for the production, processing, assembling, packaging, manufacturing, warehousing, assembling or treatment of marine-related goods and products, that typically has little to no impact upon surrounding properties.

Marine-Related Industrial, Intensive Use. A use which is primarily undertaken for the production, processing, assembling, packaging, manufacturing, warehousing, assembling or treatment of marine-related goods and products, that may have a significant impact upon surrounding properties.

Marine Salvage/Construction Use. A facility or area for storing, keeping, selling, dismantling, compressing, or salvaging scrap or discarded marine-related vessels. These facilities may also provide construction or repair services for marine-related goods and products.

Mass Transit. Passenger services provided by public, private, or nonprofit entities that transport persons from one place to another by means of a local transportation system, such as bus, commuter rail, or ferry.

Medical Clinic. A facility engaged in the examination, diagnosis, and treatment of medical related conditions. Medical clinics can offer urgent/immediate care services, but do not include overnight facilities for patients.

Micromobility. Refers to "middle modes" of transportation that utilize relatively low-weight, low maximum speed vehicles for shorter trips, such as e-bikes, scooters and electric skateboards.

Microtransit. A form of transportation that fits between private individual transportation (i.e. cars) and mass transit (i.e. bus). Typically, microtransit offers riders an on-demand option to book a ride to a destination or flexible travel routes.

Minor Arterial. Provides service for trips of moderate length and at a lower level of mobility. They also connect with principal arterials, collector and local routes.

Mitigation. Involves reducing the flow of heat-trapping greenhouse gases into the atmosphere, either by reducing sources of these gases or enhancing the "sinks" that accumulate and store these gases for the purpose of reducing climate change.

Mitigation (Historic Element). A process designed to prevent adverse impact of an activity on cultural resources, by the systematic removal of the prehistoric, historic, or architectural data in order to acquire the fundamental information necessary for understanding the property within its proper historic context. For structures, at minimum, this may require primary archival studies, informant interviews, measured drawings, and large scale photography. For archaeological sites, at minimum, this may require literature studies, informant interviews, field survey, excavation, and artifact analysis. All mitigation projects require the preparation of reports.

Mixed-Use. Multiple functions within the same building through superimposition or adjacency, or in multiple buildings by adjacency.

Mobility. The movement of people and goods.

Multimodal. A combination of automobile, pedestrian, bicycle, and/or transit travel modes sharing a transportation facility or system. When used alone as an adjective, "multimodal" indicates the presence of characteristics supportive of such transportation (e.g., multimodal infrastructure).

Multimodal Transportation District (MMTD). An area in which secondary priority is given to vehicle mobility and primary mobility is given to assuring a safe, comfortable, and attractive pedestrian environment, with convenient interconnection to transit.

N

Natural Drainageways. Drainage channels, routes, and ways formed over time in the surface topography of the earth prior to any modifications or improvements made by unnatural causes and/or human intervention.

Neighborhood Conservation Overlay. A land use tool that offers communities the ability to tailor the management of community character to the needs of specific areas and neighborhood residents, as opposed to the one-size-fits-all approach of a traditional historic preservation ordinance.

Net Floor Area. The floor area of a structure excluding stairwells, elevator shafts, basements, attics, equipment rooms, screen rooms, interior parking, and other areas not intended for human habitation or public services.

Net Land Area. Net land area for the purpose of computing density/intensity shall be that total land area within the property boundaries of the subject parcel, and specifically exclusive of any submerged land or public right-of-way.

New Urbanism. A planning and development approach based on the principles of how cities and towns were built in the past: walkable blocks and streets, housing and shopping in close proximity, and accessible public spaces. New Urbanism focuses on "human-scaled urban design".

Nonconforming, Lot, Use, Structure. A lot, use, or structure which was previously legal and at inception conformed to the then-applicable regulations, that subsequently fails to conform to the requirements of the current Comprehensive Plan and regulatory standards.

Nonconformity. A lot, structure, use, or characteristic of use such as density, parking, signage, drainage, or some other characteristic of the property which does not comply with the regulations of this Comprehensive Plan or the Land Development Code, but which lawfully existing at the time of adoption.

Non-Contributing Structre (Historic Element). A building, object, site or structure that neither adds to nor detracts from a district's sense of time and place and historical development.

Non-Point Source Pollution. Stormwater runoff that does not get captured by stormwater infrastructure.

Nonresidential Use. Those uses as provided for under the respective categories, other than residential or residential equivalent use.

O

Office Use. An occupation or service providing primarily an administrative, professional or clerical service and not involving the sale of merchandise; examples of which include medical, legal, real estate, design, and financial services, and like uses.

Open Space. Any land or water in its natural condition and set aside for the use and enjoyment of the owners and occupants of such land or the public if so designated.

Outdoor Storage. The storing or displaying in an open area outside of a building of any goods, equipment, material, or vehicles.

P

Park, Community. A facility that provides a variety of program and facility opportunities to all individuals and families in the service area. Some of the types of facilities provided at these parks are ball fields, tennis courts, play areas, picnic areas, multipurpose courts, recreation buildings, sports fields, and nature walks (trails). These parks are typically accessible from major streets.

Park, Mini. Small parks with limited activity that typically provide seating, landscaping, and potentially a playground, tot lot, community garden, or other passive recreation opportunity.

Park, Neighborhood. Area for more intense recreational activity relative to the mini-park. These parks are usually accessible on low-traffic streets that are easy to walk and bike.

Park, Public/Private Use. Any public or private land and related structures, including athletic facilities, shelter houses, an maintenance facilities that are designed to provide recreational, educational, cultural, or aesthetic use to the community.

Peak Hour. A one hour time period with high traffic volume.

Pedestrian. An individual traveling on foot.

Permitted Use. The use of land or of a structure which is allowed by right under the provisions of this Comprehensive Plan.

Personal Service Use. An occupation or service attending primarily to one's personal care or apparel; examples of which include hair and beauty care, clothing, repair or alteration, dry cleaning/laundry service (collection and distribution only), animal grooming and like personal service uses. Any assembly, sale of merchandise or conveyance of a product in support of a personal service shall be clearly secondary and incidental to the primary use characteristics of the Personal Service Use.

Performance Standards/Zoning. Zoning regulations that permit uses based on a particular set of standards rather than on particular type of use. Performance standards/zoning focuses on the performance of a property and how it impacts adjacent lands and public facilities, rather than the specific use of the land.

Point Source Pollution. A direct discharge from a single point, such as a pipe, into the estuarine environment.

Preservation (Historic Element). The identification, evaluation, recordation, documentation, analysis, recovery, interpretation, curation, acquisition, protection, management, rehabilitation, restoration, stabilization, maintenance, of reconstruction of historic properties.

Preservation Use. Uses primarily providing passive open space, providing for the conservation and management of natural features, providing for watershed management and designed to recognize and protect open and undeveloped areas, providing habitat for endangered or threatened species, and generally recognizing environmentally significant areas.

Principal Arterial. Serves the major activity centers of a metropolitan area, has the highest traffic volume corridors and the longest trip desires. The facility should carry a high portion of the total urban area travel on a minimum of mileage. It carries most trips entering and leaving urban areas, and it provides continuity from outside areas that intersect urban boundaries.

Public Education Facility. Elementary schools, special educational facilities, alternative education facilities, middle schools, high schools and area vocational-technical schools of the Pinellas County School District.

Public Safety Facility. Facilities that provide safety and emergency services, such as police stations, fire departments, or ambulance stations.

Public/Semi-Public Use. Those facilities and services of a public, private, or quasi-public nature, including educational, medical, governmental, civic, and religious uses, such as schools, hospitals, courthouses, community centers, and churches.

Q

R

Recreation Facility Use. Facilities focused on offering amusement, recreation, personal instruction, and/or equipment or facilities for exercising and improving physical fitness; such as outdoor swimming pools, skateboard parks, arenas, school of dance, gymnastics, martial arts, athletic courts, skating rinks, batting cages,or other similar activities and establishments.

Recreation/Open Space Use. Uses providing recreation facilities, sporting facilities, and open space, such as a park, public recreation facility, public beach/water access, and public or private golf course/clubhouse.

Redevelopment. Includes the reconstruction, conversion, structural alteration, relocation or enlargement of an existing building on a previously developed property.

Rehabilitation. The act of process of returning a property to a state of utility through repair or alteration which makes possible an efficient contemporary use while preserving those portions or features of the property that are significant to its historical, architectural, and cultural values.

Religious Institution. A site, premise, or location that is used principally, primarily, or exclusively for the purposes of religious exercise and related activities as protected by the First Amendment to the U.S. Constitution.

Renewable Energy. Energy produced from sources like the sun and wind that are naturally replenished and do not run out.

Research/Development, Heavy Use. A use engaged in research, testing, and development of goods, materials, or products. Manufacturing uses conducted on the premises shall be limited to those needed for experimental or testing purposes. Such use may include the exterior storage and processing of materials and equipment.

Research/Development, Light Use. A use engaged in the research, testing, and development of goods, materials, or products, occurring entirely within enclosed buildings. Manufacturing uses conducted on the premises shall be limited to those needed for experimental or testing purposes. This use shall not include or allow for any exterior storage or processing of equipment or materials of any kind.

Residential Equivalent Use. A residential-like accommodation other than a dwelling unit, including bed and breakfast, group home, congregate care, nursing home and comparable equivalent standards for density/intensity for any household that qualifies as a dwelling unit. This use shall not include any type of use authorized by Chapter 419, Florida Statutes, Community Residential Homes, which is entitled to be treated as a residential dwelling unit.

Residential Use. A dwelling unit including, single-family, multifamily, and mobile home dwelling unit. This use shall include any type of use authorized by Chapter 419, Florida Statutes, Community Residential Homes, which is entitled to be treated as a residential dwelling unit.

Resiliency. The ability of a system to prepare for, adapt to, and recover quickly from a significant threat with minimum damage to social well-being, the economy, and the environment. Ideally, resilient systems should recover from an event by becoming stronger than they were prior to the stress. A resilient system should be flexible and adaptive and is best composed of multiple, independent layers.

Resource Surveys (Historic, Archaeological, Cultural). Surveys performed to identify, record, and evaluate historic properties, structures, artifacts, and features within a community, neighborhood, project area, or region.

Retail Use. Any establishment where the primary use is the sale of goods or merchandise to the general public for personal or household consumption. Limited processing may be permitted as accessory to the selling activity.

Right-of-Way. A strip of land acquired by dedication, prescription, condemnation, or purchase for use as a road, crosswalk, railroad line, electric transmission line, oil, or gas pipeline or similar use. A right-of-way reservation is a strip of land intended for future purchase as a right-of-way. The term “right-of-way” does not include “easement”.

S

Scheduled Fixed Route. Bus service provided on a repetitive, fixed schedule basis along a specific route with buses stopping to pick up and deliver passengers to specific locations.

Schools, Public/Private. An institution for pre-kindergarten, kindergarten, elementary, middle, and high school education giving regular instruction at least five days per week except for holidays for a normal school year.

Sea Level Rise. The permanent increase in the height of sea level rise. The long-term affects of rising seas are also exacerbated by an accompanying land subsidence in some coastal areas.

Shoreline. A line which follows the mean high water line for tidal waterbodies and the ordinary high water line for fresh water.

Shoreline Stabilization. The construction or modification of bulkheads, retaining walls, dikes, levies, riprap, and other structures along the shoreline, for the purpose of controlling erosion.

Shoreline Stabilization, Soft. Use of environmentally friendly techniques to protect property from shoreline erosion, such as the use of native plantings, anchored drift lots, gravel berms, sand replenishment, and site recontouring.

Sidewalk. The paved section of the public frontage exclusively to pedestrian activity.

Significant Site (Historic Element). Sites, districts, and/or features which have yielded or are likely to yield information about the prehistory, history, or culture of Tarpon Springs and/or are associated with the lives or culture of persons significant in the city’s past.

Significant Upland Habitat. High quality Scrub and Brushlands, Pine Flatwoods, Longleaf Pine/Xeric Oak, or Hardwood Conifer Mix as defined by the Florida Land Use, Cover and Forms Classification System (FLUCCS) and as determined by a qualified professional.

Social/Public Service Agency. An entity that provides social and public services.

Species of Concern. A wildlife species that mya become a threatened or an endangered species because of biological characteristics and identified threats.

Spoil Island. An artificial island, often created as a byproduct of channel dredging.

Storage/Warehouse Use. A use devoted primarily to the storage or distribution of goods, materials or equipment. Such use may be located within an enclosed building with any exterior storage or be comprised of only exterior storage and distribution of good, materials, or equipment.

Stormwater. Any surface runoff and drainage of water from land surfaces, including surfaces of buildings and other hardened surfaces on the land, but does not include any industrial or commercial process water, sediment or contaminants introduced into water as a result of activities conducted on the site.

Strategic Intermodal System. A statewide network of high priority transportation facilities most critical for statewide and interregional travel.

Structure. Any building or other object that is constructed or erected that requires location on or under the ground or is attached to something on the ground. Such term includes a movable structure, which it is located on land, which can be used for housing, business, commercial, agriculture, or office purposes, ether temporarily or permanently, including all caging designed to contain livestock.

Submerged Land. The area situated below the mean high water line or the ordinary high water line of a standing body of water, including ocean, estuary, lake, pond, river, stream, or existing natural or man-made drainage detention areas. For the purpose of this definition, submerged lands created as a function of development that are recorded on an approved final site plan or other authorized development order action, and wetlands landward of the mean and/or ordinary high water line, shall not be considered submerged land.

Sustainability. Meeting the environmental, social and economic needs of today without compromising the ability to meet those needs in the future.

T

Tax Increment Financing (TIF). A method to pay for redevelopment of an area, typically a designated Community Redevelopment Area (CRA), through the increased ad valorem tax revenue resulting from that redevelopment.

Temporary Lodging Unit. An individual room, rooms or suite within a temporary lodging use designed to be occupied as a single unit for temporary occupancy. May also be referred to as Transient Accommodation Unit.

Tourist Related Facilities. Facilities catering to transient visitors.

Traditional Cultural Property (TCP). A building, structure or site that is associated with and reflective of the cultural practices or beliefs which are rooted in the community's history and are important in maintaining the continuing cultural identity of the community. TCP's may be, but are not required to be , eligible for inclusion in the National Register of Historic Places.

Transferable Development Rights (TDRs). The transfer of development rights, expressed in terms of residential density or floor area ratio, by deed, easement, or other legal instrument from land in one area or designation to land in another area or designation where the transfer is permitted.

Traffic. A characteristic associated with the flow of vehicles.

Transit. Passenger services provided by public, private or nonprofit entities including the following surface transit modes: commuter rail, rail rapid transit, light rail transit, light guideway transit, express bus, and local fixed route bus.

Transportation Concurrency Exception Area (TCEA). A geographically compact areas designated in a local government comprehensive plan where intensive development exists, or is planned, so as to ensure adequate mobility and further the achievement of identified important state planning goals and policies, including discouraging the proliferation of urban sprawl, encouraging the revitalization of an existing downtown and any designated redevelopment area, protecting historic resources, maximizing the efficient use of existing public facilities, and promoting public transit, bicycling, walking, and other alternatives to the single-occupant automobile.

Transportation Improvement Program (TIP). A five-year program of transportation improvements adopted annually by the MPO that incorporates State, PSTA and local work programs. The TIP is based on the State's fiscal year (June 30-July 1).

Transportation/Utility Use. Uses including transportation facilities and utilities infrastructure, such as an airport, seaport, marina, electric power generation plant, electric power substation, and telephone switching station.

Tree Canopy. The layer of leaves, branches, and stems of trees that cover the ground when viewed from above.

U

Urban Heat Island. Urbanized areas that experience much higher temperatures than outlying rural areas. Human activities and a greater concentration of impervious surfaces contribute to the urban heat island effect.

Urban Sprawl. The result of unrestricted and rapid expansion of development into the periphery of metropolitan areas. Often it is most characterized by single-family residential housing, the separation of residential neighborhoods from retail and commercial land uses, and the increased reliance on the private automobile for transportation.

V

Volume (Transportation Element). The number of vehicles, and occasionally persons, passing a point on a roadway during a specified time period, often 1 hour; a volume may be measured or estimated, either of which could be a constrained value or a hypothetical demand volume.

Vulnerability/Vulnerability Assessment. The measurement of the hazard exposures a community is likely to experience and the sensitivities (e.g., population and land uses) that may be exposed to the identified hazards.

W

Walkability. The ability to safely walk to services and amenities within a reasonable distance, usually defined as a walk of 30 minutes or less.

Water-Dependent Use. Establishments which provide activities which can only be carried out on, in or adjacent to the water because the use requires access to the water for transportation, recreation, power generation, or water supply.

Waterline, Mean High. The line formed by the intersection of the tidal plane of mean high water with the shore as established by the procedures of F.S. Ch. 177 under the Florida Coastal Mapping Act.

Waterline, Ordinary High. The line formed by the intersection of the plane of mean high water with the shore for fresh waterbodies and watercourses with reference to current United States Geological Survey (USGS) or other official governmental sources.

Wellhead Protection Area. The surface and subsurface area surrounding a water well or wellfield, supplying a public water system, through which contaminants are reasonably likely to move toward and reach such water well or wellfield.

Wetlands. Those areas that are inundated or saturated by ground or surface water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

Wildlife Habitat. Areas that fulfill the needs of a specific wildlife species for the hasic requirements of food, water, and protection against predators and competitors.

Wind Mitigation. Specifically targeting structural and nonstructural aspects that prevent or lessen damage caused by high winds that occur during storms.

Wholesale/Distribution Use. An establishment primarily engaged in the selling of merchandise to retailers; to industrial, commercial, institutional, or professional users, or to other wholesalers; or acting as agents or brokers for the purpose of buying merchandise for, or selling to, such companies.

Working Waterfront. Property that provides access for water-dependent commercial activities, or provides public access to the water. Working waterfronts require direct access to or location on, over, or adjacent to a body of water. The term includes water-dependent facilities that are open to the public and offer public access by vessels to a body of water or that are support facilities for recreational, commercial, research, or governmental vessels. These facilities include docks, wharfs, lifts, wet and dry marinas, boat ramps, boat hauling and repair facilities, commercial fishing facilities, boat construction facilities, and other support structures over water.

X

Xeriscape. A method of landscaping that emphasizes water conservation, accomplished by following sound horticultural and landscaping practices, such as planning and design, soil improvement, limited turf areas, use of mulches, use of low-water demand plants, efficient irrigation practices and appropriate maintenance.

Y

Z

TARPON SPRINGS 2040

COMPREHENSIVE PLAN

DEFINITIONS

FUTURE LAND USE CATEGORIES SUMMARY OF CHANGES*

Generally, changes made to the Future Land Use Categories and Rules during the 2023 Comprehensive Plan update include the following:

- Category names were adjusted for more consistency with the Countywide Plan.
- 'Secondary Uses' were removed and replaced with 'Used Permitted with Acreage Thresholds' to provide more clarity and to be more consistent with the Countywide Plan.
- Purpose statements for all categories were added or revised.
- Use allowances were adjusted and the naming was updated (i.e. Institutional --> Public/Semi-Public).
- References to the Place Based Area Map were added for each category.
- The categories and rules were formatted into a table for ease of use.

The following table outlines the categories where changes are proposed. If a category is not listed in the table, there are no proposed changes to current allowances.

CURRENT CATEGORY		PROPOSED CATEGORY		NOTES/CHANGES
Industrial Limited	[IL]	Employment	[E]	Renamed, no changes.
Industrial General	[IG]	Industrial	[I]	Renamed, no changes.
Community Redevelopment District	[CRD]	Activity Center	[AC]	Renamed, no changes.
Commercial General-Fishing	[CG-F]	Retail & Services - Water Dependent	[R&S-WD]	Renamed, no changes.
Industrial General-Waterfront	[IG-WF]	Industrial/Employment - Water Dependent	[IE-WD]	Renamed, no changes.
Planned Redevelopment - Mixed Use	[PR-MU]	Planned Redevelopment District	[PRD]	Renamed, no changes.
Resort Facilities Medium	[RFM]	Resort	[R]	Combined with RFH, increased permitted lodging units from 30 to 40 units/acre.
Resort Facilities High	[RFH]	Resort	[R]	Renamed, decreased permitted lodging units from 50 to 40 units/acre.
Institutional	[I]	Public/Semi-Public	[P/SP]	Renamed, no changes.
Transportation/Utility	[T/U]	Public/Semi-Public	[P/SP]	Combined with I, reduced FAR from 0.70 to 0.25.
Residential/Office General	[R/OG]	Office	[O]	Renamed, removed the requirement to develop a mixed-use project.
Residential/Office Limited	[R/OL]	Office	[O]	Combined with R/OG *(currently no properties have this designation)*
Commercial Neighborhood	[CN]	Retail & Services Neighborhood	[R&SN]	Renamed, no changes.
Residential/Office/Retail	[R/O/R]	Retail & Services Limited	[R&SL]	Renamed, removed the requirement to develop a mixed-use project, increased commercial FAR from 0.20 to 0.30 (consistent with the current office use allowance in R/O/R), increased ISR from 0.75 to 0.85 for consistency with other commercial categories.
Commercial General	[CG]	Retail & Services	[R&S]	Renamed, increased permitted lodging units from 30 to 40 units/acre.
Commercial Limited	[CL]	Retail & Services	[R&S]	Combined with CG, expanded the allowable uses, but no change in permitted density/intensity (FAR).
Commercial Recreation	[CR]	Retail & Services	[R&S]	Combined with CG, expanded the allowable uses, but no change in permitted density/intensity (FAR).
-	-	Multimodal Corridor	[MMC]	New category.
Water/Drainage Facilities	[W/DF]	-	-	Removed category *(currently no properties have this designation)*
Mixed Use	[MU]	-	-	Removed category *(currently no properties have this designation)*
Industrial	[IND]	-	-	Removed category *(currently no properties have this designation)*

The following links provide the full land use category allowances:

- Current Future Land Use Categories & Rules *(refer to Goal 2 of this document and search for category of interest)* - **https://www.ctsfl.us/wp-content/uploads/2023/10/Future-Land-Use-Element-FLUE-2023.pdf**
- Proposed Future Land Use Categories & Rules Table - **https://connecttarponsprings.com/9730/widgets/81182/documents/54701**

**Based on Comprehensive Plan Draft as of 04/26/2024*

TARPON SPRINGS 2023

COMPREHENSIVE PLAN

DATA & ANALYSIS

Draft as of 04/26/2024

ACKNOWLEDGMENTS

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Patricia L. McNeese, AICP - Planning Supervisor
Alexandra (Allie) Keen, AICP - Principal Planner
Caroline Lanford, AICP, CTP - Principal Planner

CITY MANAGER

Mark G. LeCouris

CONSULTANT

Benesch

Tarpon Springs

Draft as of 04/05/2024

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INTRODUCTION

Purpose

In September of 2021 the City began the process of updating the Comprehensive Plan (the Plan) to comply with the requirements of the City's Charter as well as the requirements of Florida Statutes' EAR-Based amendments process. The update includes extensive community engagement and active participation of the City's Planning and Zoning Board. This update is intended to build upon and augment the previous versions of the Plan. The most recent EAR-Based amendments were conducted in 2016/17. Past versions of the Comprehensive Plan (first adopted in 1989, and subsequent amendments) are recognized as legacy reference documents to be utilized whenever necessary to provide the history and clarity to goals, objectives, and policies that have long been included in the Plan.

Concurrent with this update the City also embarked on drafting the City's first Strategic Plan in over 20 years, which also serves to inform this update to the Comprehensive Plan. The elements of the Comprehensive Plan are organized under the six "Focus Areas" of the Strategic Plan to further coordinate short, medium and long-term planning actions under a common framework. A full Strategic Plan Alignment is provided for each individual element.

Major Changes to the Plan

- ⇒ Edits per Florida Statutes and the Countywide Planning Authority.
- ⇒ Updated maps and data.
- ⇒ Creation of a "Place Based Area Map".
- ⇒ Consolidation of Future Land Use Categories and re-naming of map categories to align with the Countywide Planning Authority.
- ⇒ Removal of outdated policies or completed actions.
- ⇒ Deletion of repetitive policies across multiple elements.
- ⇒ Reorganization based on Strategic Plan Focus Areas.
- ⇒ Updates based on community engagement and advisory board participation.

Alignment with Other Significant Policy/Planning Documents

During the update process, the City was concurrently completing a Sustainability Action Plan, and Vulnerability Assessment and Action Plan. These plans served as valuable reference documents and have influenced the modification of existing policies, as well as creation of new policies to align the Comprehensive Plan with the Sustainability Action Plan and the Vulnerability Assessment and Action Plan. Two other major initiatives occurring concurrently with the Comprehensive Plan update are the Sponge Docks and Hope-Athens Community Placemaking plan and the Central Tarpon Springs CRA development. Both of these planning efforts are recognized within the Comprehensive Plan, with policy inclusions in support of both.

Executive Summary of Major Findings

⇒ Population growth is expected to increase by approximately 2,600 persons from 25,849 (April 2023 estimate) at a slow incremental pace to approximately 28,465 persons by the year 2040. Recently completed residential projects and "pipeline" projects (approved but not yet constructed) are expected to accommodate approximately 48% of new residents.

⇒ The number of "households" is projected to increase from 11,300 by approximately 1,306 units through 2040. The City has enough housing units currently to satisfy this increase in household demand, however over 900 units are classified as seasonal, recreational, or occasional use, which limits availability to meet demands. The most recent available data indicated an estimated total vacancy rate is 13.4% (1,749 units).

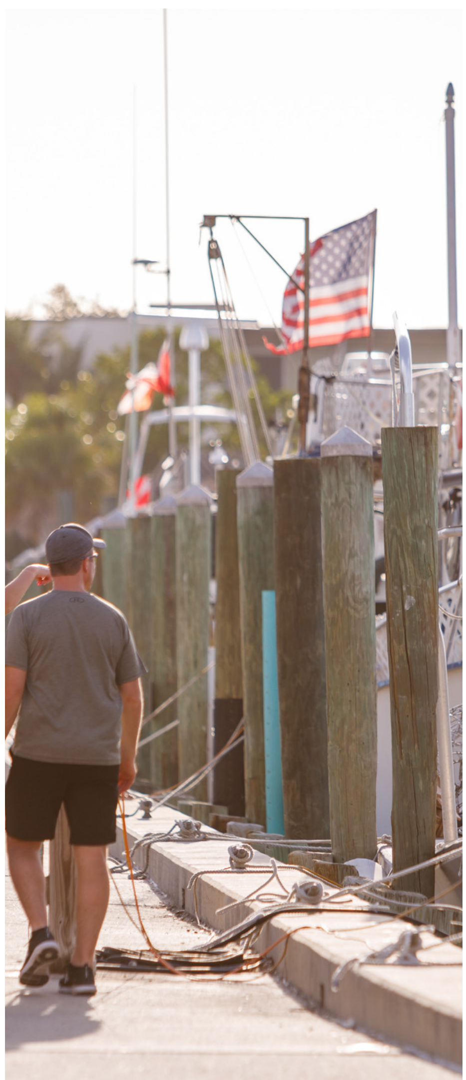
⇒ The City's "functional" population (includes seasonal and utility service areas) is expected to increase from 34,789 (2020) to 36,915 by the year 2040.

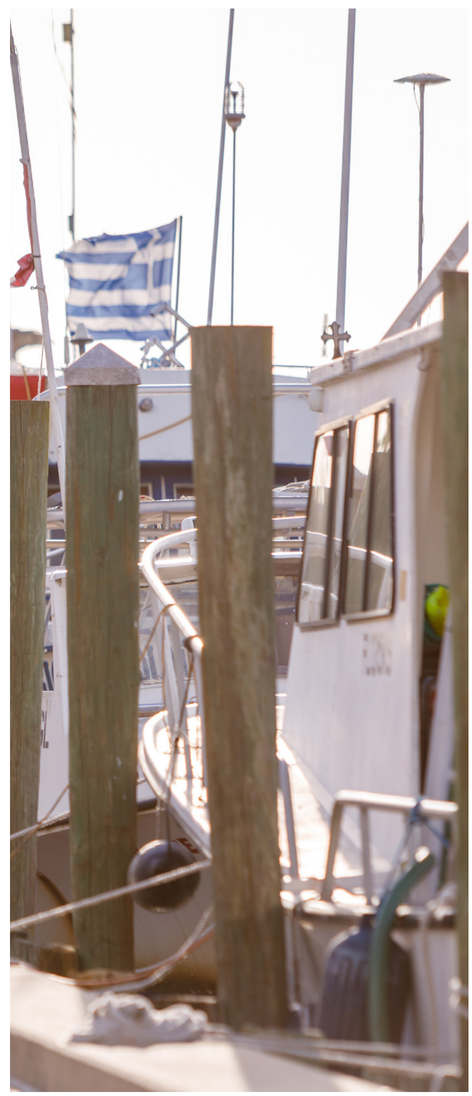
⇒ Total Employment is projected to increase by approximately 2,945 jobs from 16,932 (2020 estimate) jobs to 19,877 in 2050. The majority of job growth will continue to come from service sector employment.

⇒ The City has sufficient available land to accommodate expected population growth and economic expansion with no increases to density or intensity.

⇒ The City has sufficient water and sewer capacity to accommodate expected population growth and economic expansion over the 20-year planning horizon and beyond.

⇒ The population per square mile increased by 175 persons from 2,577 in 2010 to 2,752 in 2020.

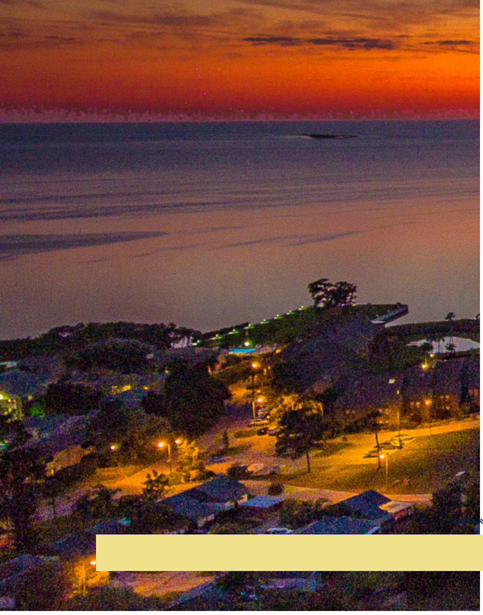




DATA & ANALYSIS ORGANIZATION

The following data and analysis provides for a high level overview of population and employment projections, followed by a more detailed analysis of each Comprehensive Plan Element grouped under the corresponding "Focus Areas" of the City's Strategic Plan. There are thirteen unique Plan Elements, each addressing a specific topic area and specific goals, objectives, and policies. Each element of the Comprehensive Plan is equally important and must be internally consistent. The updated data and analysis is not intended to be formally adopted with this update and is recognized as a snap-shot in time.

STRATEGIC PLAN FOCUS AREAS / Comprehensive Plan Elements Alignment



BACKGROUND, POPULATION & EMPLOYMENT

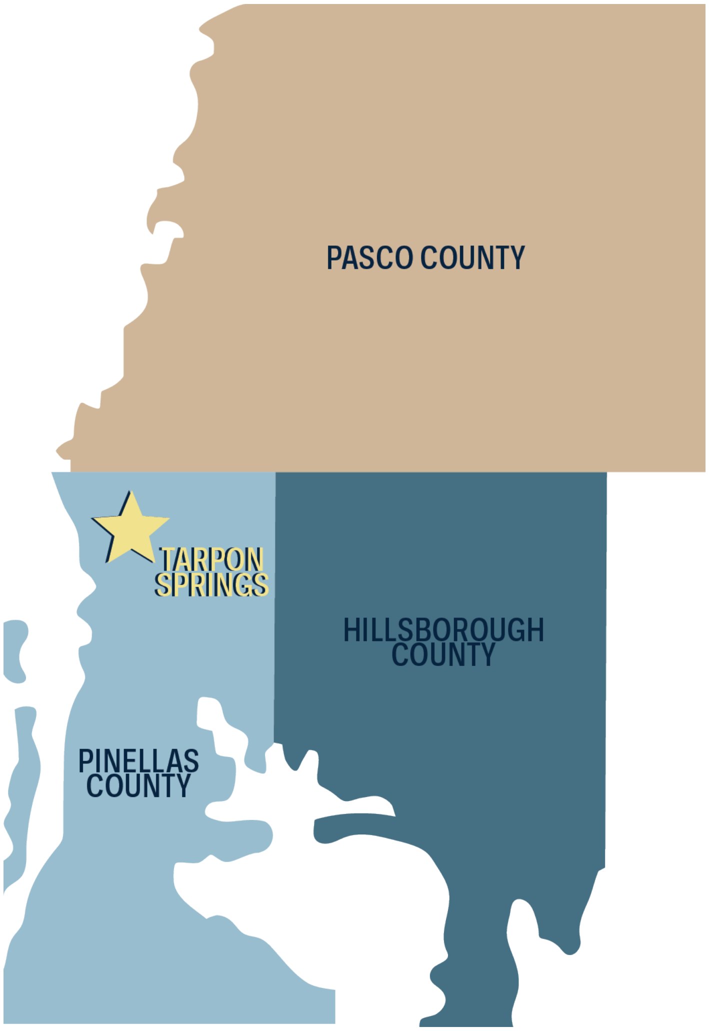
Location and Background

Tarpon Springs, known for its rich Greek heritage and sponge diving industry, was incorporated in 1887 and is generally bounded by the Pasco County line to the north, Klosterman Road to the south, the Gulf of Mexico to the west, and Lake Tarpon and the Salt Lakes to the east. Tarpon Springs is the northernmost part of the peninsula that is Pinellas County. The city has approximately 9.26 sq mi of land and 8.67 sq mi of waters. The City offers opportunities for boating, fishing, and other water-related activities and is a popular tourist destination, offering a blend of history, culture, and natural attractions. The city has many parks and recreational areas, providing opportunities for outdoor activities, picnics, and enjoying the natural beauty of the region.

The City has a strong Greek cultural influence, with a significant Greek American population. This is evident in the architecture, cuisine, and various cultural events held in the city. Tarpon Springs was once a leading sponge harvesting location in the United States and the city is nationally and internationally known for its historic Sponge Docks where visitors can explore shops, restaurants, and museums related to the sponge industry. The Greektown National Register of Historic Places (Traditional Cultural Property) was added in 2014. The City hosts the largest annual Epiphany Celebration in the western hemisphere, (a significant Greek Orthodox celebration) attracting visitors from around the world.

The City's downtown area is also recognized on the National Register of Historic Places and is a locally designated historic district. The downtown area boasts many unique shops and restaurants and has experienced a renaissance over the last 15 years, including specialty retail, breweries, distilleries, wine bars, and fine dining opportunities.

FIGURE 1: Location Map



Population and Employment Projections

Where possible, the City has relied upon data provided by the Shimberg Center for Housing Studies at the University of Florida, which are extrapolated from the County population projections provided by the Bureau of Economic and Business Research (BEBR) as well as, the U.S. Census Bureau 2018-2022 American Community Survey 5-Year Estimates. Generally, population projections are the analysis trends in births, deaths, in-migration and out-migration and are extrapolated out over a 20-30 year planning period. Other data sources include Forward Pinellas 2050 TAZ Socio-Economic Projections.

POPULATION

The population of Tarpon Springs has experienced slow incremental growth over the past two decades with an increase of 11.8% from 2000 to 2010 and 6.95% from 2010 to 2020. The population for 2025 is estimated to be 26,324 residents, over 2,500 fewer residents than was previously projected during the last comprehensive plan update. As shown in **Table 1**, growth is projected to continue to increase, but at slower rates over the next 20 years. The city's estimated population as of April 2023 was 25,849. The 20-year population projection for 2040 is 28,465 residents, an overall population increase of approximately 2,600.

TABLE 1: Tarpon Springs Permanent Population Projections

	2010	2020	2025	2030	2040	2050
POPULATION	23,484	25,117	26,324	27,150	28,465	29,538

Source: Florida Housing Data Clearing House Population and Household Projections, 2022

For the purpose of planning for utilities, the city utilizes the 'functional' population that includes seasonal population and utility users outside of the city limits, as shown in **Table 2**.

TABLE 2: Functional Population Projections

	2020	2025	2040	2050
MUNICIPAL & SEASONAL POPULATION	30,885	31,898	32,289	32,313
MUNICIPAL, SEASONAL, & UTILITY SERVICE AREA POPULATION	34,789	36,180	36,915	36,963

Source: Forward Pinellas 2050 TAZ Socioeconomic Projections

ACCOMMODATING PROJECTED POPULATION & HOUSEHOLD GROWTH

The methodology utilized to project needed land for residential units assumes that the average household size will remain constant through the planning period. The 2018-2022 American Community Survey reports the persons per household as 2.20. The number of vacant units, units currently under construction (see **Table 18** in the Housing Section), and the amount of vacant land (See **Table 22** in the Future Land Use Section) provide the basis for assuming that population and household growth can be accommodated. Further, expected development strategies such as infill and accessory dwelling units will accommodate additional growth.

The City's projected population through 2040 indicates a need for approximately 12,600 housing units to accommodate existing and future households. The City's current inventory of housing units (13,049 units) *exceeds* this projected need. However, vacancy rates, driven by seasonal and occasional occupancy, continue to remove units from permanent availability. At the current time over 1,700 units are classified as vacant, of which over 900 are classified as seasonal or occasional use.

EMPLOYMENT GROWTH

Employment is projected to grow over 17% over the next three decades from just under 17,000 jobs in 2020 to just under 20,000 jobs by 2050. The commercial and service sectors are projected to grow, while industrial employment is predicted to see a slight decrease. **Table 3** indicates areas of projected employment growth through 2050.

TABLE 3: Employment Projections

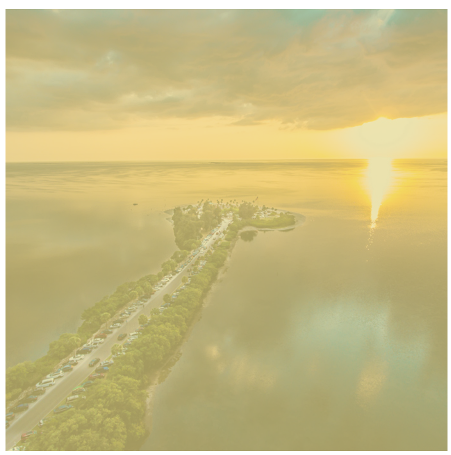
YEAR	INDUSTRIAL EMPLOYMENT	COMMERCIAL EMPLOYMENT	SERVICE EMPLOYMENT	TOTAL EMPLOYMENT
2020	3,057	4,042	9,833	16,932
2050	3,020	4,743	12,114	19,877
% CHANGE	**-1.2%**	**17.3%**	**23.2%**	**17.4%**

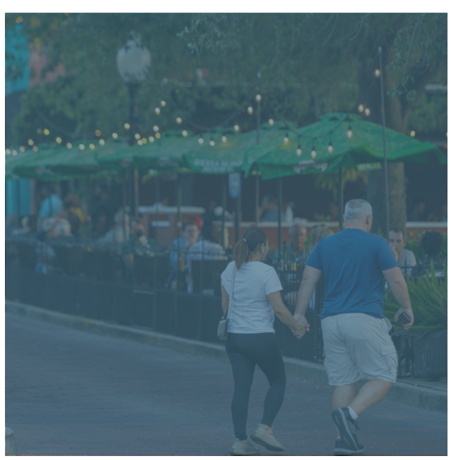
Source: Forward Pinellas 2050 TAZ Socioeconomic Projections




currents
restaurant



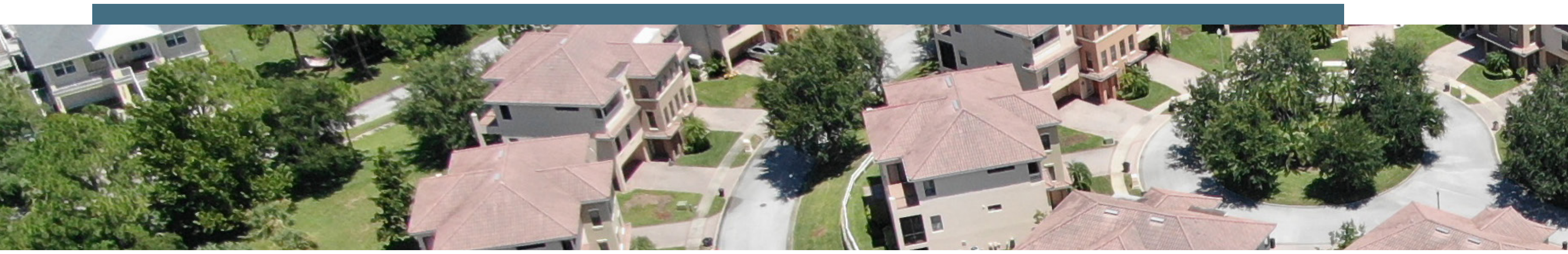

Come
Shop



SMART GROWTH & REDEVELOPMENT

The Housing, Future Land Use, Transportation and Coastal Management Elements correspond to the following goals from the Smart Growth & Redevelopment Focus Area of the City's Strategic Plan:

- **GOAL D.1:** Expand and diversify local employment opportunities that support a living wage.
- **GOAL D.2:** Attainable housing for all income levels.
- **GOAL D.3:** A vibrant, life-long community where people can meet all daily needs of living and comfortably "age in place".



Housing

Ensuring an adequate supply of housing for current and future residents is essential. The Housing Element's goals, objectives, and policies address government activities and provide direction and assistance to the private sector. Historically, the City's housing needs have been primarily left to the private sector, and the free-market forces which shape the housing industry. The City's responsibility has typically been enforcing and implementing minimum health, safety, and construction codes. Tarpon Springs has a non-profit Housing Authority which provides for low-income housing stock. The City itself is involved only to the extent that it charges a fee in lieu of property taxes and appoints board members to the Housing Authority of Tarpon Springs. The City's role will continue to remain non-active in terms of the actual construction of housing, but rather will encourage the provision of a variety of housing stock through various policies, codes and programs.

The housing data and analysis is based on a variety of data sources, including the most recent U.S. Census, local building permit data and statewide projections of housing demand for the designated planning time frames, such as the Florida Housing Data Clearinghouse (FHDC), Affordable Housing Needs Assessment produced by the Shimberg Center for Housing Studies at the University of Florida. The FHDC was created in 2000 to give the public access to data on the housing needs and supply, subsidized rental housing and household demographics in the state of Florida. FHDC emerged from the state's Affordable Housing Study Commission and a working group that included representatives from local governments, regional entities, housing advocates, the Florida Home Builders Association, the Florida Association of Realtors, and state agencies. It is funded by the Florida Housing Finance Corporation (Florida Housing Trust Fund) and the Shimberg Center for Affordable Housing at the University of Florida. FHDC data sources include the following:

- U.S. Census (along with other Federal population and housing surveys)
- U.S. Department of Housing and Urban Development (HUD)
- Florida Housing Finance Corporation
- Local housing finance authorities
- Public housing agencies
- Florida Association of Realtors
- Florida Department of Revenue
- Florida Agency of Workforce Innovation
- Bureau of Economic and Business Research at the University of Florida (BEBR)

EXISTING HOUSING INVENTORY

Dwelling Units by Type

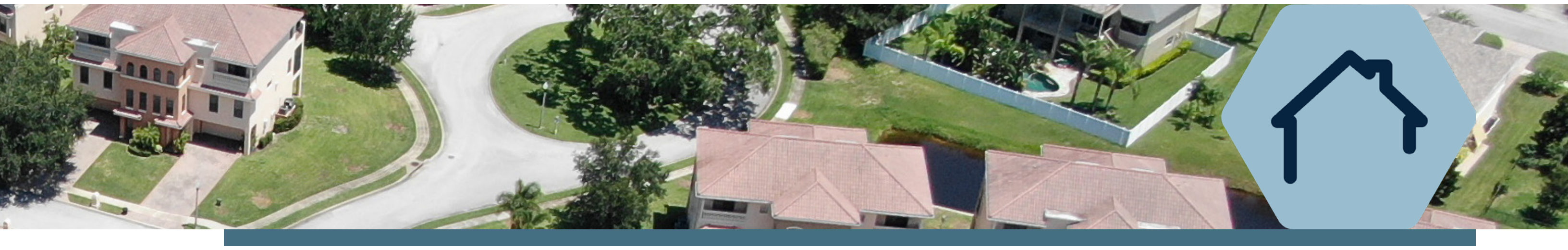
Tarpon Springs has a total of approximately 13,049 housing units—of those units, 68% are single-family detached, 26% are multi-family (duplex, triplex, town homes, condominiums and apartments), 9% are mobile homes.

As shown in **Table 4**, single-family detached houses predominate in Tarpon Springs.

TABLE 4: Housing Units By Type, 2018-2022 5-Year Estimates

DESCRIPTION	DWELLING UNITS	PERCENTAGE
Single Family	8,469	65%
Multi-Family	3,380	26%
Mobile Homes	1,171	9%
Other	29	0%
TOTAL	**13,049**	**100%**
Margin of Error +/- 479 units		

Source: Florida Housing Data Clearing House; Comprehensive Plan Data, 2018-2022 5-Year Estimates



Households by Tenure

Housing tenure refers to the occupancy of housing units by owners or renters. According to the Florida Housing Data Clearinghouse, in 2022, owner-occupied housing made up a majority of dwellings in Tarpon Springs at 79%. Renter occupied housing made up 21%, as shown in **Tables 5 and 6**.

As shown in **Table 6**, the City saw a major dip in homeownership in 2015, which has largely recovered by 2022. The dip seen in the mid 2010's can likely be attributed to the recession and consequential slowing of new construction. While home ownership has climbed back up, consequences of COVID-19 related market-supply issues are yet to be observed. In general, it should be expected that the housing occupancy share in Tarpon Springs will be around three-fourths owner-occupied.

The most recent data on vacancy and occupancy status rates in Tarpon Springs is from 2018-2022 5-year estimates. The Florida Housing Data Clearinghouse shows 13,049 total units, with 13.4% of the housing stock vacant as shown on **Table 7**. Of these vacant units, 942 were seasonal units (7.2%). These figures represent a homeowner vacancy rate in the City which is significantly higher than the Housing and Urban Development (HUD) recommended rate of 3%. The renter-occupied vacancy rate of 1.3% is below the normal 8% recommended by HUD. The vacancy rates represent only a general view of the City's demand for housing due to the frequent shifts of seasonal population influx and housing market demand.

TABLE 5: Households by Tenure

OWNER	RENTER	TOTAL
8,936	2,364	**11,300**

Source: Florida Housing Data Clearing House; Comprehensive Plan Data, 2018-2022 5-Year Estimates

TABLE 6: Demand by Tenure

	2010	2015	2022
OWNER	78.4%	70.8%	79%
RENTER	21.6%	29.2%	21%

Source: American Community Survey, 2010, 2015, & 2021

TABLE 7: Housing Vacancy Rates

DESCRIPTION	UNITS	PERCENTAGE
Vacant Units for Rent	174	1.33%
Vacant Units for Sale	125	0.96%
Vacant Units Rented or Sold, Not Occupied	15	0.11%
Vacant Units for Seasonal, Recreational, or Occasional Use	**942**	**7.22%**
Vacant Units for Migrant Workers	83	0.64%
Other Vacant Units	410	3.14%
Total Vacant Units	**1,749**	**13.40%**
Total Occupied Units	11,300	86.60%
TOTAL	**13,049**	**100.00%**
Margin of Error +/- 479 units		

Source: Florida Housing Data Clearing House; Affordability, 2018-2022 5-Year Estimates

Dwelling Units by Age

Approximately 83% of the City's housing units were constructed prior to 2000. In 2000, major improvements in the Florida Building Code occurred after hurricane Andrew (1995), to improve hurricane construction standards. Structures built prior to this date experience higher insurance rates which are increasingly affecting affordability.

TABLE 8: Decade Structures Built

DECADE	UNITS	PERCENTAGE
2010 or After	687	5%
2000-2009	1,399	11%
1990-1999	2,367	18%
1980-1989	3,441	26%
1970-1979	3,156	24%
1960-1969	781	6%
1950-1959	517	4%
1940-1949	164	1%
1939 or Earlier	537	4%
TOTAL	**13,049**	**100%**

Source: Florida Housing Data Clearing House; Affordability, 2018-2022 5-Year Estimates

Dwelling Units by Rent

According to the Florida Housing Data Clearinghouse 2018 5-Year Estimates, approximately 21% of the homes in Tarpon Springs are rental. **Table 9** shows the range of rental prices. The majority of units were in the $1,000 to $1,499 a month category. The data source includes reported margins of error. The median reported gross rent is $1,060.

TABLE 9: Dwelling Units by Rent

RENTAL COST	UNITS	PERCENTAGE
Less than $200	-	0.00%
$200-$299	205	8.67%
$300-$499	-	0.00%
$500-$749	183	7.74%
$750-$999	586	24.79%
$1,000-$1,499	841	35.58%
$1,500-$1,999	243	10.28%
$2,000-$2,499	80	3.38%
$2,500 or more	-	0.00%
No Cash Rent	117	4.95%
TOTAL	**2,364**	**100%**

Source: Florida Housing Data Clearing House; Comprehensive Plan Data, 2018-2022 5-Year Estimates

Owner Occupied Units by Value

According to the 2022 5-year estimates of the American Community Survey, the median value (50% above and 50% below) of owner-occupied homes in Tarpon Springs was $292,400 as compared with $284,300 in Pinellas County.

Table 10 provides the range of housing values of owner occupied dwellings. On average, the value of the homes has been steadily increasing.

TABLE 10: Owner Occupied Units by Value

RENTAL COST	UNITS	PERCENTAGE
Less than $50,000	609	6.82%
$50,000-$99,999	627	7.02%
$100,000-$149,999	441	4.94%
$150,000-$199,999	688	7.70%
$200,000-$299,999	2,314	25.90%
$300,000-$499,999	2,914	32.61%
$500,000-$999,999	934	10.45%
$1,000,000-$1,499,999	270	3.02%
$1,500,000-$1,999,999	0	0.00%
> $2,000,000	73	0.82%
TOTAL	**8,936**	**100.00%**
Margin of Error (+/-)	489	

Source: Florida Housing Data Clearing House; Comprehensive Plan Data, 2018-2022 5-Year Estimates

Owner Occupied Units by Monthly Cost

According to the Florida Housing Data Clearinghouse 2018-2022 5-Year Estimates, the total number of households in Tarpon Springs with a mortgage is 5,166 units (58%), and 3,770 units were not mortgaged (42%). As **Table 11** shows, the number of mortgaged homeowners within a given cost range increased as the cost increased, while the opposite is true for homeowners without a mortgage.

TABLE 11: Owner Occupied Units by Monthly Cost

COST WITH MORTGAGE	UNITS	COST WITHOUT MORTGAGE	UNITS
< $700	0	< $200	0
$700-$799	65	$200-$249	142
$800-$899	0	$250-$299	0
$900-$999	97	$300-$349	119
$1,000-$1,249	594	$350-$399	153
$1,250-$1,499	587	$400-$499	487
$1,500-$1,999	1,149	$500-$599	346
$2,000-$2,499	1,026	$600-$699	351
$2,500-$2,999	742	$700-$799	505
$3,000-$3,499	227	$800-$899	329
$3,500-$3,999	0	$900-$999	241
> $4,000	249	$1,000-$1,099	230
		$1,100-$1,199	106
		$1,200-$!,299	80
		$1,300-$1,399	69
		$1,400-$1,499	0
		> $1,500	383
TOTAL MORTGAGED	**5,166**	**TOTAL NOT MORTGAGED**	**3,770**
Margin of Error (+/-)	526	Margin of Error (+/-)	456

Monthly owner costs including mortgage (if any), taxes, insurance, utilities, and association fees.
Source: Florida Housing Data Clearing House; Affordability, 2018-2022 5-Year Estimates

Dwelling Units by Rent or Cost to Income Ratio (Affordability)

Affordable or workforce housing is a frequently heard term. It may be used to measure how much of a family's income is spent on housing, and the amount remaining that can be spent on other essential items such as food, clothing, education, and medical care.

The Florida Housing Data Clearinghouse defines cost-burdened households as: Percentage of household income spent for mortgage costs or gross rent. According to HUD programs, households spending more than 30 percent of income for these housing costs are considered to be "cost-burdened." Households spending more than 50 percent are considered to be "severely cost-burdened." Housing is generally considered to be affordable if the household pays less than 30 percent of income. "Cost-burdened" households potentially have trouble paying for necessities such as clothing, food, transportation and health care.

In 2022, it is estimated that approximately 34% of residents pay more than 30% of income for housing. By comparison, 50% of households statewide are cost burdened. Approximately 1,863 households are "severely cost burdened". Of those, 1,355 have a household income of 50% or less than the area median income of $63,836. Of those severely cost burdened households 635 are renters earning less than $32,000 a year. Approximately 1,228 are owner-occupied households of which 92% have a household income of approximately $51,000 or less.

TABLE 12: Dwelling Units by Monthly Housing Cost Burden

COST BURDEN	UNITS	PERCENTAGE
0 - 30% of Income	7,294	66%
30% - 50% of Income	1,901	17%
50% or More of Income	1,863	17%
TOTAL	**11,058**	**100%**

Source: Florida Housing Data Clearing House; Affordability, 2018-2022 5-Year Estimates

TABLE 13: Dwelling Units by Monthly Housing Cost Burden Comparison

COST BURDEN	TARPON SPRINGS	PINELLAS COUNTY	STATE OF FLORIDA
0 - 30% of Income	66%	68%	40%
30% - 50% of Income	17%	17%	10%
50% or More of Income	17%	15%	50%

Source: Florida Housing Data Clearing House; Affordability, 2022 Estimate

TABLE 14: Housing Conditions

CONDITION		UNITS/SHARE
Persons Per Room	1.01 or More Persons	102
	Share of Occupied Units	0.9%
House Heating Fuel	No Fuel Used	126
	Share of Occupied Units	1.1%
Kitchen Facilities	Lacking Complete Facilities	117
	Share of Occupied Units	0.9%
Plumbing Facilities	Lacking Complete Facilities	0
	Share of Occupied Units	0%

Source: Florida Housing Data Clearing House; Comprehensive Plan Data, 2018-2022 5-Year Estimates

Conditions

Substandard units are those that fail to meet the applicable building code, the minimum housing code, or that lack complete plumbing; lack complete kitchen facilities; lack central heating (not applicable to Florida due to mild climate); or are overcrowded.

Many homes in Tarpon Springs that were built prior to 1939 are lacking these facilities because they were not available at the time of construction. To measure the adequacy of housing conditions, the Florida Housing Data Clearinghouse records the presence or absence of plumbing facilities, kitchen facilities, central heating, and overcrowding, as outlined in **Table 14**.

Specific Housing Types

1 SUBSIDIZED HOUSING

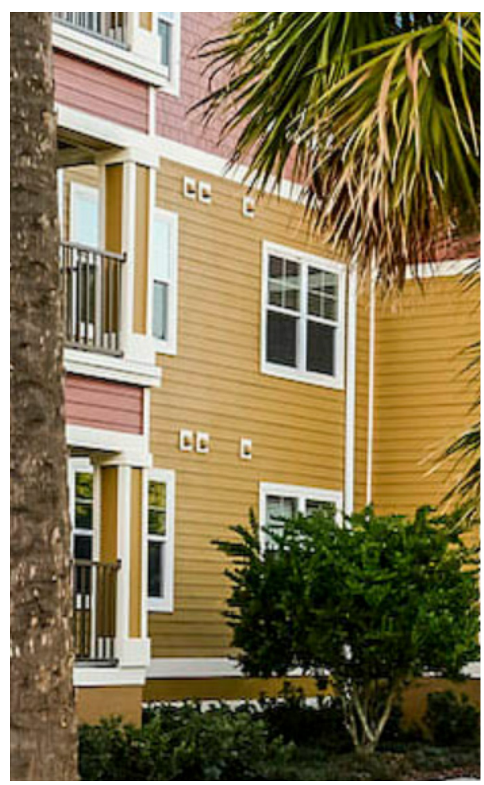
Tarpon Springs has several federally subsidized housing developments. A total of 945 units are available to low- and moderate-income households. The Tarpon Springs Housing Authority operates 117 housing units which are located throughout the City.

Other federally assisted housing projects include larger multi-family properties located throughout the City. These projects, completed by private developers, utilize funding from legislative appropriations, Low-income Housing Tax Credits, HUD rental assistance, project-based vouchers, and State Apartment Incentive Loans (SAIL).

TABLE 15: Subsidized Housing Developments

NAME	LOCATION	UNITS	YEAR BUILT
Anclote Group Home	1022 Anclote Drive	6	1983
Eagle Ridge	Mango Circle	71	N/A
Oak Ridge Estates	402 Morgan Street	62	1995
Ring & Scattered Sites	735 Mango Circle	117	2020
Riverside - Tarpon Springs	1589 Starlight Cove	304	2001
Sandpiper Village	300 S. Walton Avenue	80	1982
Santos Isle	170 E. MLK Jr. Drive	50	2013
Savannah Cove	1124 Lauren Lane	160	2004
The Villages at Tarpon	500 S. Walton Avenue	95	1983
TOTAL		**945**	

Source: Florida Housing Data Clearing House; Assisted Housing Inventory



2 GROUP HOMES

Assisted Living Facilities, known as ALFs, serve a wide range of needs including categories for congregate living, developmentally disabled individuals, foster care, youth shelters, mental health care, and substance abuse care. In Tarpon Springs, care is provided primarily for the elderly. At present there are 490 beds in Tarpon Springs. Small scale living facilities are typically located in residential neighborhoods with the intent of maintaining their residential character. There are a variety of sizes among the ALFs in Tarpon Springs, ranging from 10 beds to 130 beds.

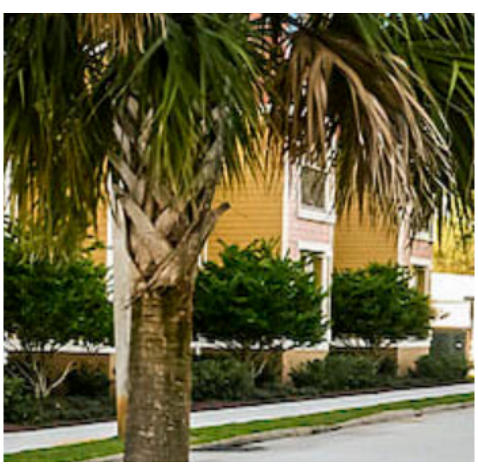
TABLE 16: Assisted Living Facilities

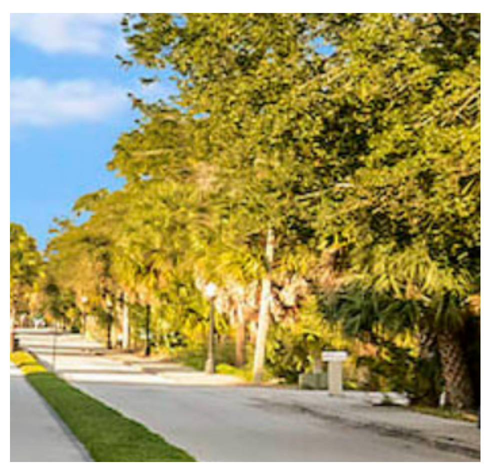
NAME	LOCATION	BEDS
Hope Enterprises of America Inc.	1629 Gulf Road	10
John-Nell Manor	1012 Gulf Road	10
Fairway Chalet	905 Virginia Avenue	14
Sunset Harbor Assisted Living	522 Doric Court	14
Shady Glen I	469 E. Orange Street	16
TBI Residential Services Inc.	2563 Keystone Road	24
East Lake Manor Inc.	722 E. Lake Road S.	30
Market Street Memory Care	833 E. Lake Road N.	64
Brookdale Tarpon Springs	1651 S. Pinellas Avenue	80
Walton Place	501 S. Walton Avenue	98
Addington Place of East Lake	1755 E. Lake Road S.	130
TOTAL		**490**

Source: Florida Housing Data Clearing House; Assisted Housing Inventory

3 MOBILE HOME PARKS

There are 9 mobile home parks in the City of Tarpon Springs, with approximately 1,158 units according to the Florida Housing Data Clearing House. Four of the parks are located along US Highway 19. Mobile home parks are recognized as "naturally occurring affordable housing" and are an important component of meeting overall housing needs.





MEETING FUTURE HOUSING NEEDS

Projected Housing Need

It is projected that by 2040 the total number of projected housing units needed to support population increases is approximately 12,600 units (an "increase" of 1,778 units). Current housing stock already exceeds projected 2040 need (13,049 housing units), however high vacancy rates due to "seasonal, recreational, or occasional use" continue to reduce availability to meet future need. The highest demand will continue to be owner-occupied units at or above market rate (income greater than the Area Median Income). **Table 17** indicates future housing needs by occupancy type and affordability. The greatest projected increase in need is for owner occupied housing at or above market rate. Additional projected need for overall for owner-occupied units is 1,455. Additional projected need for renter occupied units is 323. Overall future need can be accommodated through "Pipeline" projects, infill and available vacant lands without providing for density increases. However, meeting needs at various levels of affordability may require modest density increases on a "per project" basis. The City's Land Development Code currently allows for consideration of up to a 50% bonus density for certified affordable housing projects.

TABLE 17: Projected Housing Need by Housing Type & Affordability

HOUSING TYPE	AFFORDABILITY BASED ON AMI	2020	2040	CHANGE
Owner Occupied	Less than or Equal to 30% of AMI	777	909	132
Owner Occupied	Greater than 30% but Less than or Equal to 50% of AMI	783	917	134
Owner Occupied	Greater than 50% but Less than or Equal to 80% of AMI	1,402	1,641	239
Owner Occupied	Greater than 80% but Less than or Equal to 100% of AMI	831	972	141
Owner Occupied	Greater than 100% of AMI	4,757	5,566	809
Renter Occupied	Less than or Equal to 30% of AMI	580	663	83
Renter Occupied	Greater than 30% but Less than or Equal to 50% of AMI	584	667	83
Renter Occupied	Greater than 50% but Less than or Equal to 80% of AMI	603	688	85
Renter Occupied	Greater than 80% but Less than or Equal to 100% of AMI	210	239	29
Renter Occupied	Greater than 100% of AMI	301	344	43
TOTAL PROJECTED HOUSING NEEDS		**10,828**	**12,606**	**1,778**

Source: Florida Housing Data Clearing House; Comprehensive Plan Data, 2018-2022 5-Year Estimates

Approved Development

Table 18 outlines the residential projects that have been recently approved and/or are currently under construction. A total of 553 new units have been approved, of which 431 are multi-family units. This exceeds the total number of expected rental units needed through 2040 (323 units). An increase need of 1,455 owner-occupied structures is projected through 2040, far more than the currently 122 owner-occupied units approved for construction. Given the imbalance of need vs expected supply, some apartments may be converted to ownership units in order to satisfy demand.

TABLE 18: Approved Residential Projects *(after April 2023)*

PROJECT NAME	PRIMARY USE	UNITS	LOCATION
Anclote Harbor	Multifamily Apartments	404	42501 US Highway 19 N.
Eagle Creek	Single Family, Detached	50	NE Corner of E. Klosterman Rd. & S. Disston Ave.
North Lake Trail	Single Family, Detached	18	1215 Cypress St.
North Lake Estates	Single Family, Detached	44	North side of Keystone Rd. Approx. 3/4 miles from the Keystone Rd. & N. Highland Ave. Intersection & west of East Lake Dr.
Suzanna 1	Multifamily Apartments	6	NE Corner of Grosse Ave. & Boyer St.
Suzanna 2	Multifamily Apartments	7	NW Corner of Grosse Ave. & Lime St.
Tarpon Springs Apartments	Multifamily Apartments	8	SW Corner of E. Park St. & N. Safford Ave.
Live Oak at Anclote River Crossings	Single Family, Attached	10	NW Corner of Live Oak St. & Athenian Way
Kontos Tarpon Ave LLC	Multifamily Apartments	6	650 E. Tarpon Ave.
TOTAL APPROVED UNITS		**553**	**(1,255 PERSONS)**

Available Land

A comparison of needs to availability through 2040 indicated that the current supply of housing units (13,049) exceeds the projected number of households in 20 years (12,606). Furthermore, there is approximately 373.5 acres of vacant land with a future land use category supporting some type of residential development. As seen in **Table 19**, over 3,300 additional units could be developed under the current future land use designations on vacant land within the city. While this potential availability exceeds what may be needed over the next 20 years it is important to retain these designations to ensure enough supply beyond the 2040 planning period and to prevent scarcity of housing supply which ultimately decreases affordability.

TABLE 19: Vacant Land by FLU Density

FLU (AS OF 2023)	TOTAL ACRES	UNITS/ACRE	POTENTIAL UNITS	POTENTIAL POPULATION ACCOMMODATED
Residential Medium	42.2	15	632	1,435
Commercial Limited *(Renamed: Retail & Services)*	2.1	15	32	73
Residential/Office/Retail *(Renamed: Retail & Services Limited)*	39.1	15	587	1,332
Commercial Recreation (Renamed: Retail & Services)	1.3	15	20	45
Community Redevelopment District (Renamed: Activity Center)	45.7	Varies	581	1,319
Commercial General (Renamed: Retail & Services)	12.2	15	183	415
Residential Low	85.3	5	427	969
Residential/Office General (Renamed: Office)	8.6	15	129	293
Residential Low Medium	0.7	10	7	16
Residential Urban	54.4	7.5	408	926
Commercial Neighborhood (Renamed: Retail & Services Neighborhood)	1.7	10	17	39
Residential Very Low	60.2	1	60	136
Institutional (Renamed: Public/Semi-Public)	20.0	12.5	250	568
TOTAL	**373.5**		**3,333**	**7,566**

Note: Mixed use and commercial categories represent a maximum number of units possible as a residential-only development.
Source: Estimate of population accommodated calculated based on vacant land acreage from 2021 FDOR parcel data, units per acre maximums by future land use category, and an assumed 2.27 persons per household multiplier.

1 The provision of housing with supporting infrastructure for the anticipated population with particular emphasis on low-and moderate-income households.

The Tarpon Springs housing delivery process will continue to provide housing and its supporting infrastructure. This process includes zoning and subdivision approval, construction permitting and code enforcement, and the provision of roads, water, and sewer. An emphasis on low- and moderate-income households can be indirectly provided through a streamlining of the review, approval, and permitting processes. This should reduce the amount of time required to build a home in Tarpon Springs and therefore help reduce its cost. Tarpon Springs will support the Housing Trust Fund established by Pinellas County. This fund provides low interest financing for the purpose of new construction of affordable housing. New homes will be provided by the private sector. Many homes will be built as infill on existing lots and others will occur in conjunction with larger developments. The Future Land Use Element has analyzed the need for such new homes and has provided adequate acreage, densities, and locations to meet the projected need. Where existing housing units are identified as substandard, the City relies on code enforcement to ensure that housing is repaired or rehabilitated to meet codes. New housing units must meet the Florida Building Code; local building inspections are performed to ensure that code provisions are met.

2 The elimination of substandard housing conditions and for the structural and aesthetic improvement of housing.

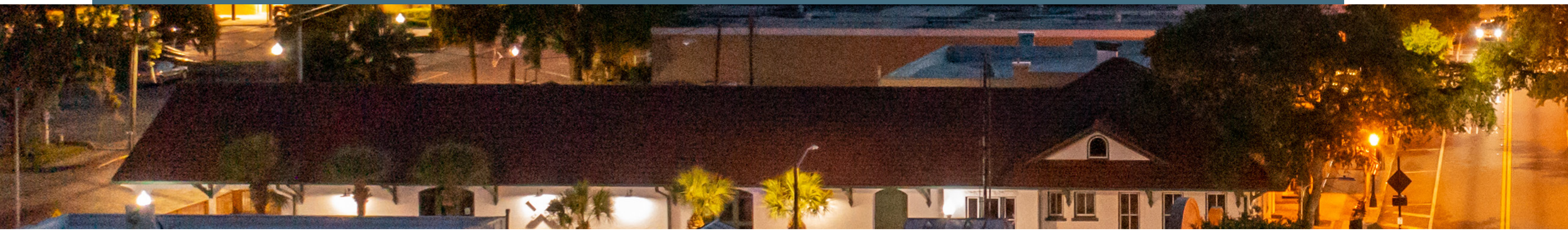
The maintenance of structurally sound housing as well as aesthetic improvements for housing is provided primarily through private maintenance practices. However, elimination of substandard housing conditions and the improvement of the structural and aesthetic quality of homes can also be accomplished by a continued and enhanced enforcement of its safe housing codes. The Tarpon Springs Code Enforcement Board will help city officials eliminate substandard housing conditions.

3 The provision of adequate sites for housing for low- and moderate-income families, and for mobile homes.

Local land use categories do not prohibit sites within Tarpon Springs from developing as affordable housing. The City provides density bonuses for affordable housing through its Land Development Code. These bonuses are designed to provide an incentive for builders to construct low- and moderate-income housing units. Where land is available and not within a Coastal High Hazard Area, sites for mobile homes may be available within existing mobile home parks or subdivisions. Adequate sites for mobile homes will be provided for in the Future Land Use Element. Mobile homes (manufactured homes) offer a viable and long-term housing alternative in the city that offers a market rate that is affordable to low- and moderate-income households. Additionally, the state recently passed SB 102, more commonly known as the 'Live Local Act'. The Live Local Act is a statewide housing strategy that is designed to increase the availability of affordable and workforce housing opportunities by providing incentives for developers, such as allowing qualifying developments in any commercial, industrial and mixed-use zoning district, allowing the highest density permitted within the city, and allowing the maximum height allowed within 1 mile of the development site. Qualifying projects must meet land development regulations (setbacks, parking, etc.) and building requirements, however, zoning or land use changes would not be required, and the project must be approved administratively. Although the potential development sites within the city are limited, this act could provide additional opportunities for affordable housing within Tarpon Springs. However, the permissiveness of this act potentially creates uncertainty in the future development and planning of historically and planned non-residential areas.

4 The provision of adequate sites in residential areas or areas of residential character for group homes and foster care facilities licensed or funded by the Florida Department of Health.

Presently, the Tarpon Springs Land Development Code provides adequate sites in residential areas for Assisted Living Facilities (ALFs) by allowing them to locate in any residential area with a conditional use approval as long as they are not closer than 1,200 feet to another ALF. These facilities are required to maintain a residential character and must be reviewed for compatibility with surrounding areas. A review and subsequent revisions to the Land Development Code must continue to ensure that ALFs will be allowed in any residential district, it must continue to require that ALFs maintain a residential character, and it must set up provisions or standards to review ALFs for compatibility with surrounding areas.



Future Land Use

EXISTING LAND USE

The Existing Land Use Map (**Figure 2**) is based upon the Florida Department of Revenue land use code (DOR) data. Generally, the following DOR land use code classifications are shown on the Existing Land Use Map:

- Single Family
- Mobile Home
- Multifamily
- Golf Course
- Commercial
- Industrial
- Institutional
- Government
- Vacant
- Other/Utility
- Environmental Lands
- Wetlands

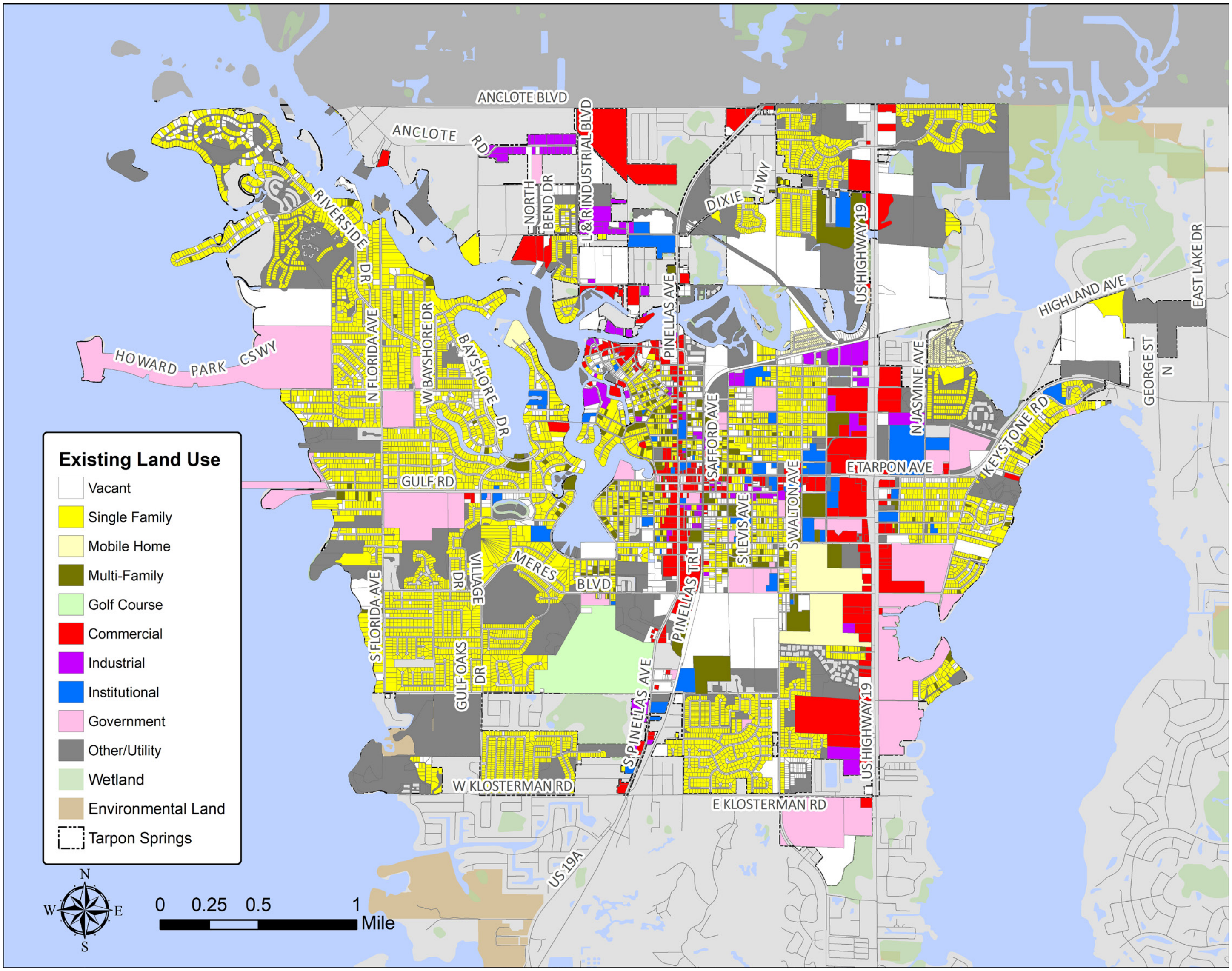
Table 20 provides a summary of existing land use acreage by DOR code classification in Tarpon Springs.

TABLE 20: Existing Land Use Acreage (DOR Code Classification)

LAND USE	ACRES
Vacant	751.51
Residential	1,216.67
Single Family	1,015.88
Mobile Home	72.78
Multifamily	128.01
Commercial	326.78
Industrial	74.47
Agricultural	3.33
Institutional	108.18
Government	492.1
Utility/Other	368.53
TOTAL	**3,341.57**

Source: Florida Department of Revenue

FIGURE 2: Existing Land Use



FUTURE LAND USE MAP CATEGORIES

Currently, the Comprehensive Plan has 27 future land use categories and 2 overlay categories that are depicted on the Future Land Use Map (FLUM). As a part of the 2023 update, the future land use categories have been reduced to 21 categories and 1 overlay category by combining similar categories. Additionally, several categories have been removed or renamed and a few categories have been added for consistency with the Countywide Plan.

Figure 3 below shows the revised FLUM that reflects the 2023 categories and **Table 21** outlines these changes.

FIGURE 3: Future Land Use Map

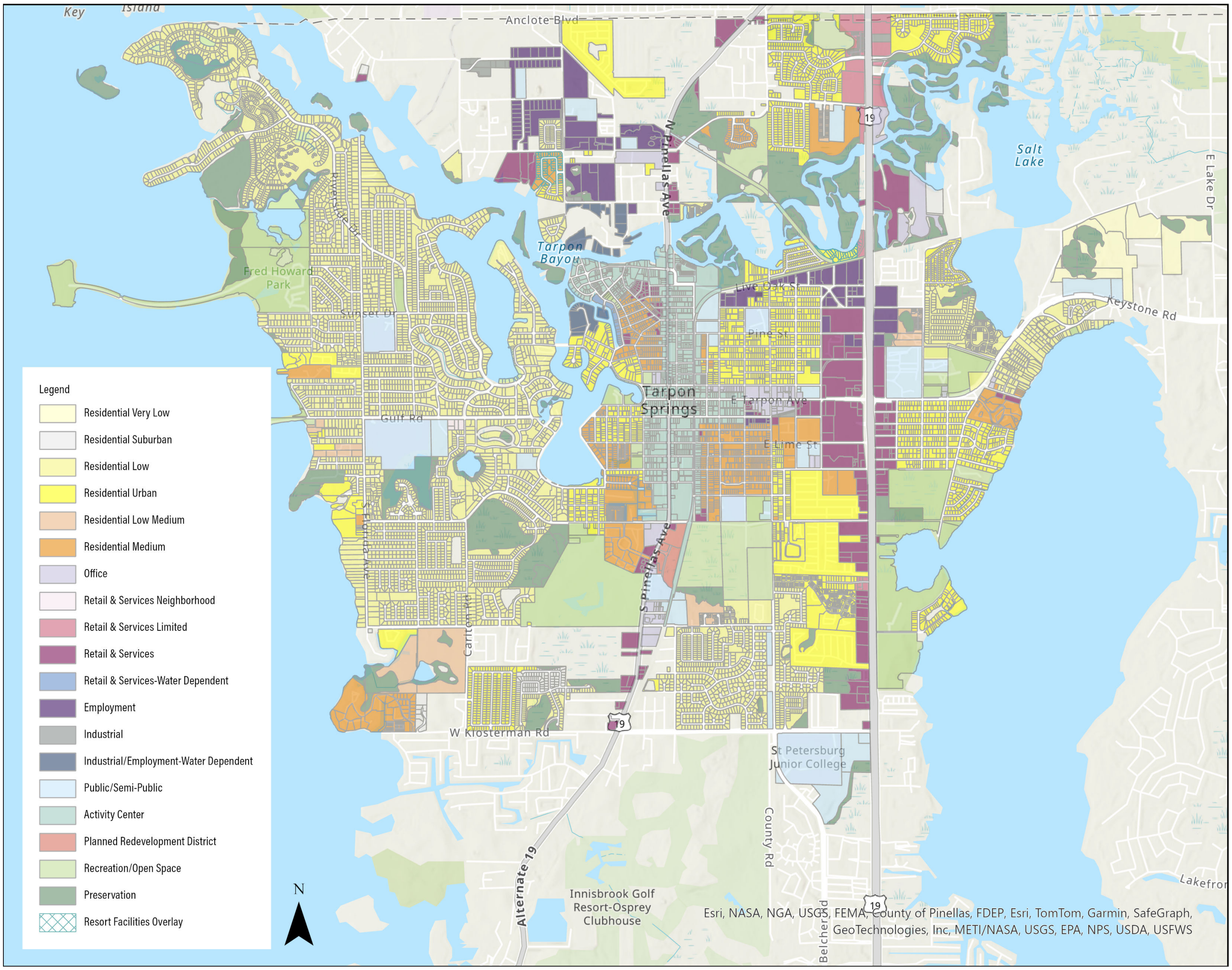


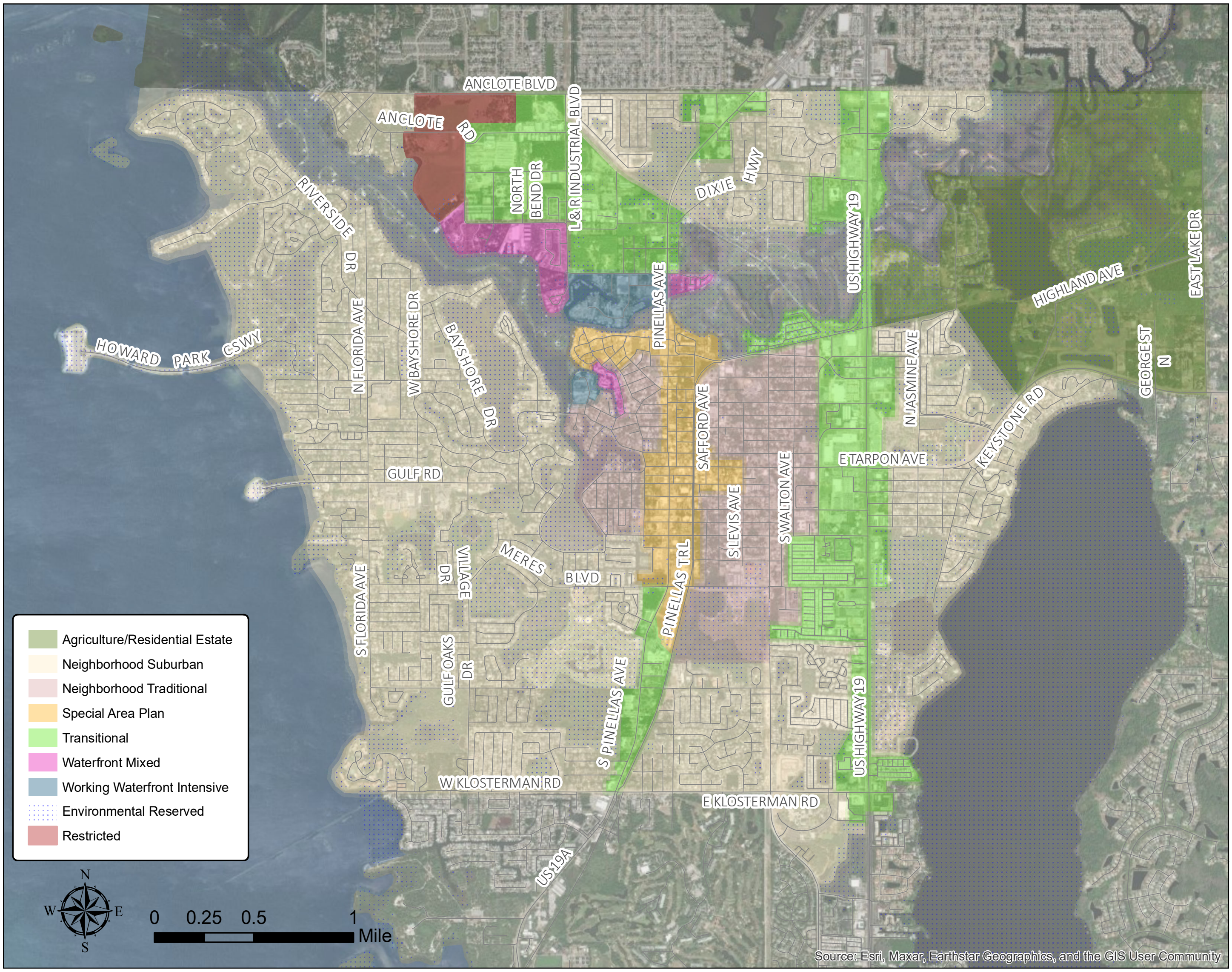
TABLE 21: Future Land Use Map Category Changes, 2023

CURRENT CATEGORY	PROPOSED CATEGORY	NOTES
RVL (Residential Very Low)	RVL (Residential Very Low)	No Change
RS (Residential Suburban)	RS (Residential Suburban)	No Change
RL (Residential Low)	RL (Residential Low)	No Change
RU (Residential Urban)	RU (Residential Urban)	No Change
RLM (Residential Low Medium)	RLM (Residential Low Medium)	No Change
RM (Residential Medium)	RM (Residential Medium)	No Change
R/OL (Residential/Office Limited)	O (Office)	Combined with R/OG *(currently no properties have this designation)*
R/OG (Residential/Office General)	O (Office)	Renamed
CN (Commercial Neighborhood)	R&SN (Retail & Services Neighborhood)	Renamed
R/O/R (Residential/Office/Retail)	R&SL (Retail & Services Limited)	Renamed
CL (Commercial Limited)	R&S (Retail & Services)	Combined with CG
CG (Commercial General)	R&S (Retail & Services)	Renamed
CR (Commercial Recreation)	R&S (Retail & Services)	Combined with CG
CG-F (Commercial General - Fishing)	R&S-WD (Retail & Services Water Dependent)	Renamed
IL (Industrial Limited)	E (Employment)	Renamed
IG (Industrial General)	I (Industrial)	Renamed
IG-WF (Industrial General - Waterfront)	IE-WD (Industrial/Employment - Water Dependent)	Renamed
I (Institutional)	P/SP (Public/Semi-Public)	Renamed
T/U (Transportation/Utility)	P/SP (Public/Semi-Public)	Combined with I
CRD (Community Redevelopment District)	AC (Activity Center)	Renamed
PR-MU (Planned Redevelopment-Mixed Use)	PRD (Planned Redevelopment District)	Renamed
R/OS (Recreation/Open Space)	R/OS (Recreation/Open Space)	No Change
P (Preservation)	P (Preservation)	No Change
RFO (Resort Facilities Overlay)	RFO (Resort Facilities Overlay)	No Change
RFM (Resort Facilities Medium)	R (Resort)	Renamed *(currently no properties have this designation)*
RFH (Resort Facilities High)	R (Resort)	Combined with RFM *(currently no properties have this designation)*
-	MMC (Multimodal Corridor)	New Category
W/DF (Water/Drainage Facilities)	-	Removed *(currently no properties have this designation)*
MU (Mixed Use)	-	Removed *(currently no properties have this designation)*
IND (Industrial)	-	Removed *(currently no properties have this designation)*

PLACE BASED AREA MAP

The city can be characterized in several recognizable and unique areas such as neighborhoods, employment centers, cultural assets, transportation corridors, coastal areas, natural resource and recreation areas, and tourism areas. This characterization was done to assist in evaluating the trending and desired development and redevelopment patterns in the city. The analysis results in a "Place-Based Area Map" (**Figure 4**) that will help the city track and manage overall development trends based on the tangible and intangible aspects tying each area together. It will also provide a platform for special area planning. The "Place Based" categories are established and described in FLU Policy 2.1.2.

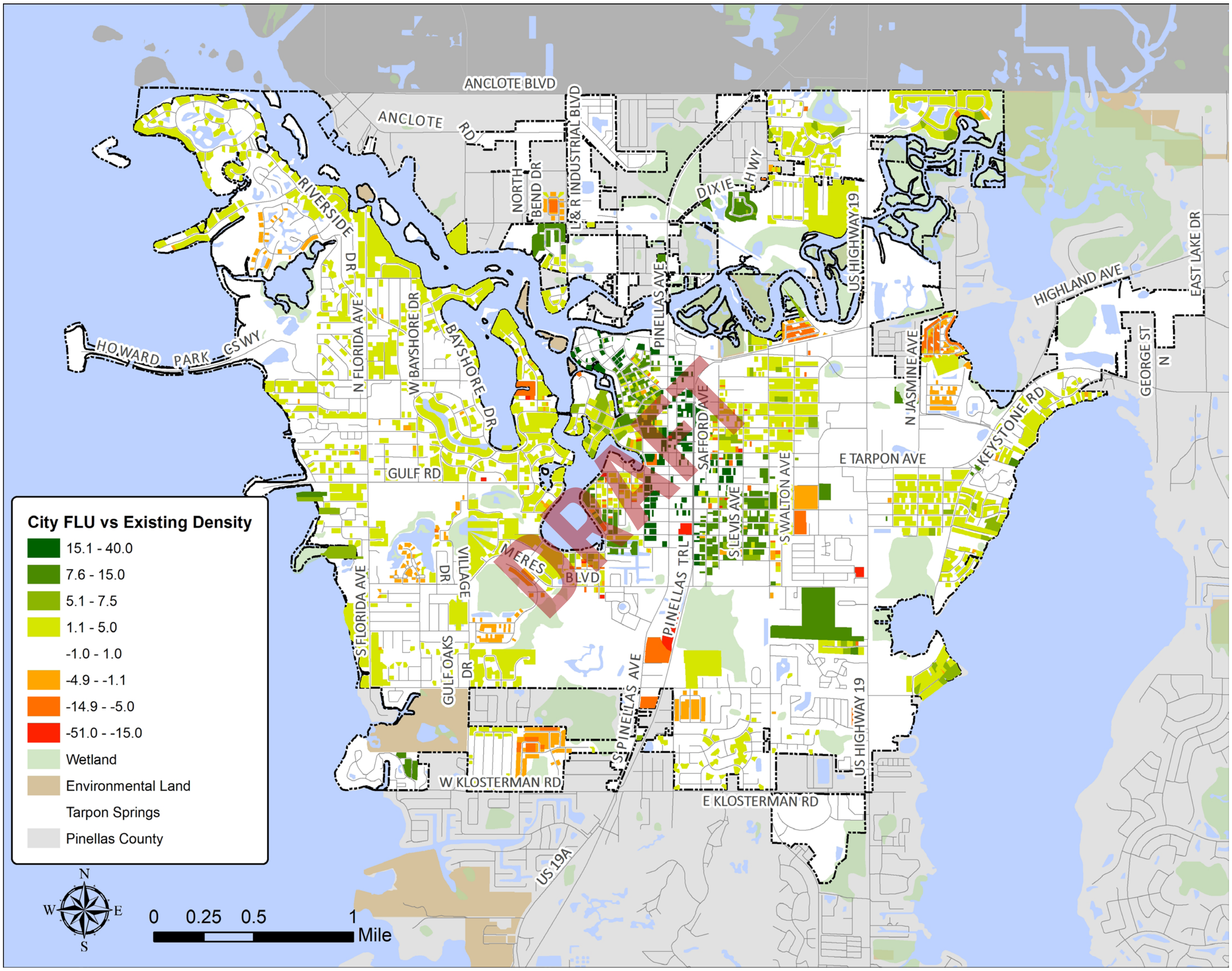
FIGURE 4: Place Based Area Map



INFILL & REDEVELOPMENT

Tarpon Springs is fairly urbanized, therefore future growth will mostly be accommodated through infill and redevelopment. Vacant single-family residential infill lots are still available throughout the City. Additionally, an analysis of "built density" vs "available density" (**Figure 5**) indicates that much of the City is built at densities lower than what is allowed by the assigned Future Land Use. This allows for future incremental growth but requires an appropriate zoning in order to redevelop. Employment growth is expected to occur north of the Anclote River through development of vacant lands and annexation and within the City's existing Downtown CRA and proposed Central Tarpon Springs CRA. Redevelopment opportunities also exist along the US 19 corridor.

FIGURE 5: Built Density vs. Available Density



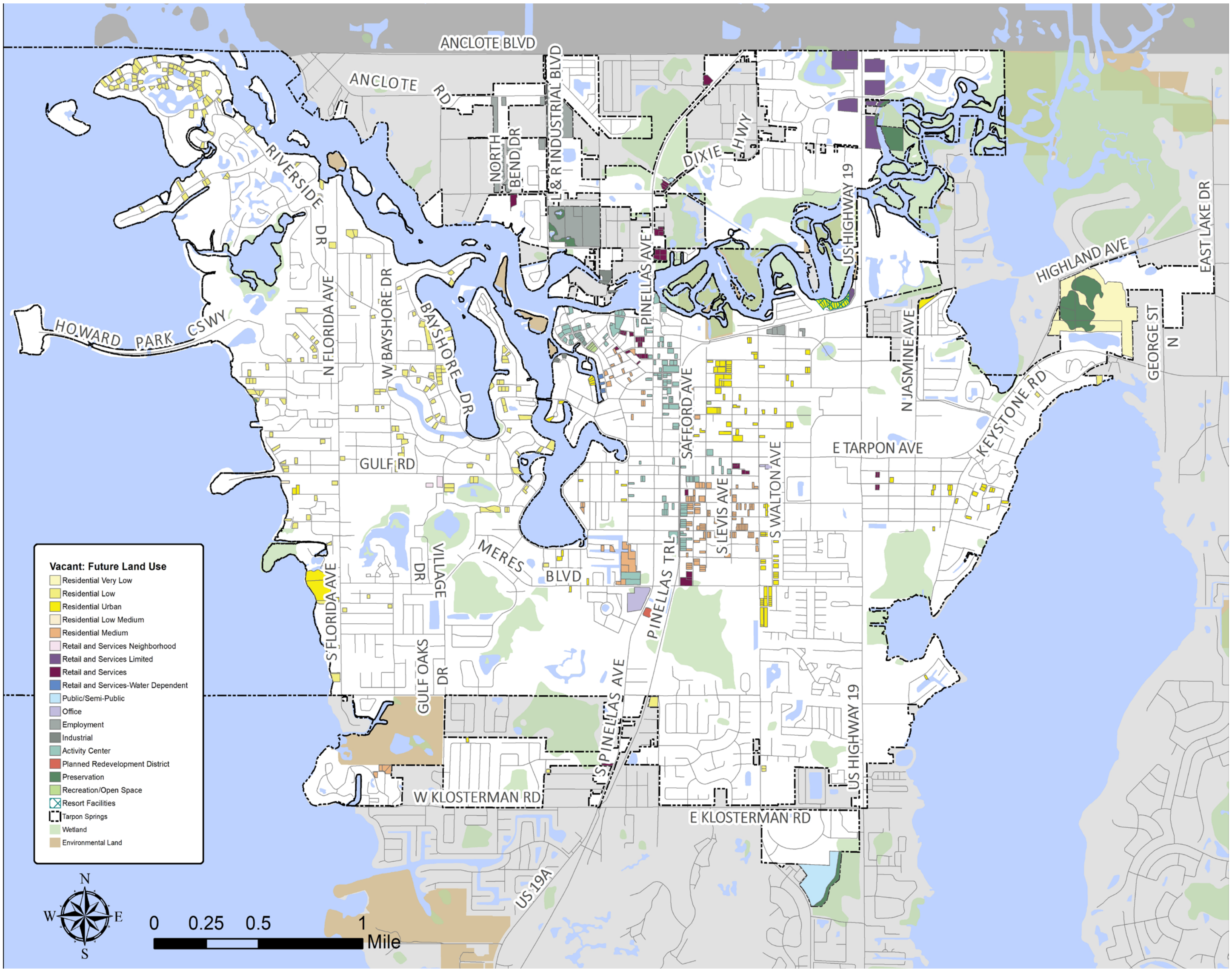
1 Vacant Land

As shown in **Table 22**, there are approximately 373.5 acres of vacant land in the city. The existing CRA has a notable 55 acres of vacant land.. The most common categories on the City's Future Land Use Map, as of 2023, for vacant parcels were R/OS (Recreation/Open Space), followed by RL (Residential Low). The vacant land is depicted in **Figure 6**.

TABLE 22: Vacant Land by FLU Category

FLU (AS OF 2023)	TOTAL ACRES
Residential Medium	42.2
Commercial Limited *(Renamed: Retail & Services)*	2.1
Residential/Office/Retail *(Renamed: Retail & Services Limited)*	39.1
Commercial Recreation *(Renamed: Retail & Services)*	1.3
Community Redevelopment District *(Renamed: Activity Center)*	45.7
Commercial General *(Renamed: Retail & Services)*	12.2
Residential Low	85.3
Residential/Office General *(Renamed: Office)*	8.6
Residential Low Medium	0.7
Residential Urban	54.4
Commercial Neighborhood *(Renamed: Retail & Services Neighborhood)*	1.7
Residential Very Low	60.2
Institutional *(Renamed: Public/Semi-Public)*	20.0
TOTAL	**373.5**

FIGURE 6: Vacant Land



2 Community Redevelopment Area (CRA) / Sponge Docks

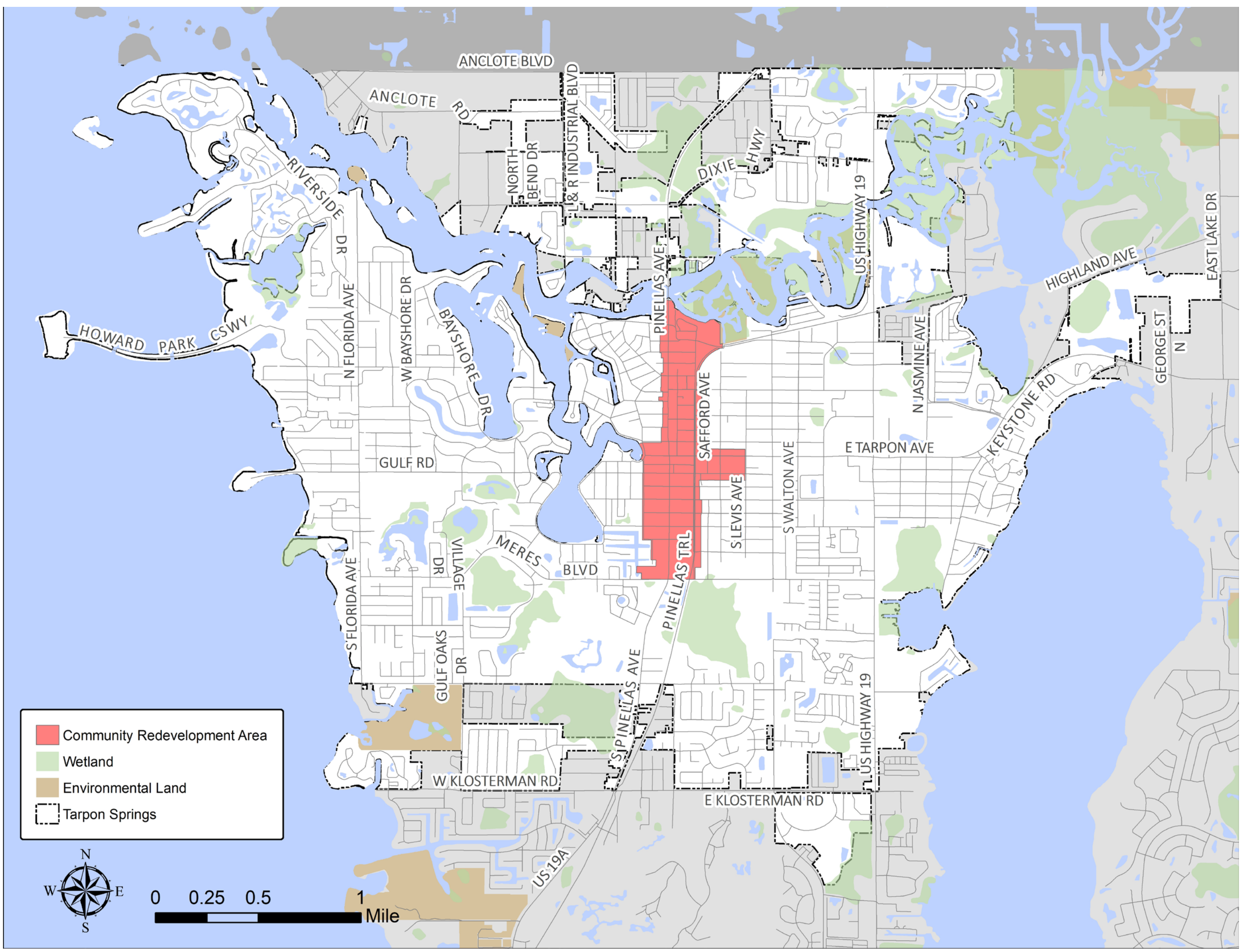
The primary focus for encouraging and directing redevelopment over the last 10-15 years has been within the CRA and the commercial Sponge Docks area.

The Community Redevelopment Area is identified in **Figure 7** and contains approximately 230 acres. The CRA, associated tax increment financing (TIF), and Downtown Redevelopment Plan were adopted in 2001. Subsequently the former Pappas' Restaurant site was added to the CRA (not to the TIF). The TIF district will expire in 2030.

The Sponge Docks has long had cultural ties to the sponging industry and Greek settlers who modernized the industry. Although the sponging industry has seen resurgence, the economy is primarily tourist oriented. Mixed among the retail and docking facilities are heavy boat works and boatyards. These heavier marine industrial uses are inconsistent with the lighter tourist-oriented water related uses. However, the presence of these uses are also an integral part of the uniqueness and eclectic nature of the area. A walk along Dodecanese Blvd, Athens and Cross Streets has a unique feeling that is reminiscent of the rural Greek Islands from which the local culture of the Sponge Docks emerged.

To promote development/redevelopment within these areas, the city adopted the Sponge Docks and CRA Special Area Plan (SAP) in 2011 and corresponding Transect-Based Infill Code (SmartCode) regulating plan, which emphasizes redevelopment in a context sensitive manner. The increasing success of the city's downtown area demonstrates the SAP and SmartCode's positive and revitalizing affects. The Place Based Area Map categorizes the areas immediately adjacent to the SAP/ Smartcode plan area as "Neighborhood Traditional", indicating the need to preserve the character of these areas. In 2023, the City initiated a special planning process to identify preservation opportunities for the Sponge Docks and Hope-Athens neighborhood, which will likely be incorporated into the Special Area Plan.

FIGURE 7: Community Redevelopment Area (CRA)



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3 North of the Anclote River

The area north of the Anclote River is isolated from the rest of unincorporated Pinellas County and is primarily served by City facilities. Therefore, physically the area represents a logical extension of City boundaries and development activities are expected to require annexation. A significant portion of this land has historically been designated for industrial development, however over time there has been more residential development. This area is also unique in its historical development of marine industrial uses, commercial fishing related industries, wet and dry slip marinas, and general water dependent uses. This area has been designated as 'Transitional' on the Place Based Area Map, recognizing the importance of further planning efforts in this area. Further planning for north of the Anclote River may require the City coordinating with Pinellas County and Forward Pinellas to develop a cohesive development plan to ensure proper protection of existing water dependent uses.

4 Union Academy

Union Academy is primarily residential and is the center of the city's African American neighborhood. Its unique mix of affordable and workforce housing and its long-established status as a stable neighborhood culture, needs recognition and preservation. Initiatives are needed to encourage more neighborhood investment while discouraging gentrification since redevelopment pressures will likely increase over time. The city is exploring options to preserve and enhance the unique culture of Union Academy. The City is also proposing to establish a new "Central Tarpon Springs" Community Redevelopment Area which will include Union Academy. Union Academy and adjacent areas are characterized as "Neighborhood Traditional" on the Place Based Area Map, indicating the need to preserve this unique and historic area.

5 Stauffer Chemical Plant

The Stauffer Chemical Plant is a 60-acre site located on the north side of the Anclote River in unincorporated Pinellas County. The site is identified as a "Superfund" site and development options are limited. The property is located within the City's water and sewer service area. The city may want to evaluate potential development or beneficial use options that would be viable for this site. The site is designated as "Restricted" on the Place Based Area Map, recognizing the recorded restrictive covenants on the land which limit the types and locations of development that can occur.

Transportation

Tarpon Springs is located in the northwestern portion of Pinellas County, Florida. The corporate boundaries are generally Klosterman Road north to the Pasco County line, and from the Gulf of Mexico east to the intersection of Keystone Road and Richard Ervin Parkway. Several areas within the planning area of Tarpon Springs are part of unincorporated Pinellas County and are included in the transportation analysis.

Historically, the City's development patterns have been based upon several factors including the growth of water dependent industries, the retail activity center of the historic downtown district, the tourist draw of the Greek Sponge Docks and a moderate climate that attracts seasonal residents and tourists.

As Pinellas County and Tarpon Springs in particular switch focus from new development of greenfields to the redevelopment of the urban areas, it has become evident that the approach to transportation planning must emphasize and promote alternatives to the single occupant vehicle. As we plan for the future, we must also be cognizant of the fact that automobile traffic has become a regional rather than a local issue. These circumstances are illustrated, for instance, by the expansion of Keystone Road in 2012 from two lanes to four lanes leading into and out of the city. Unfortunately, local growth management controls cannot reduce the occurrence of "pass-through" traffic.

Based on this reality, it is imperative to manage growth appropriately, emphasize transportation alternatives and maximize the efficiency of the roadway network. The City must focus on connectivity of the roadway network and extend current roadways to complete existing roadway segments. More resources should be directed towards the addition of bicycle and pedestrian facilities and improving the Pinellas Suncoast Transportation Authority (PSTA) and Pasco County Public Transportation (PCPT) transit system. The City must also continue to support the active and vibrant downtown and Sponge Docks through regulations, improvements, and investments. Steps should also be taken to encourage the use of mass transit to reduce the number of personal vehicles on the roadway.

Regional travel is also addressed through regional transportation coordination. The City participates in the Technical Coordinating Committee (TCC) of Forward Pinellas. The TCC reviews, coordinates and makes recommendations on complex transportation problems that have local, regional and statewide impacts. The transportation plans of the Florida Department of Transportation (FDOT), Pinellas County and the local jurisdictions are also coordinated through the TCC.

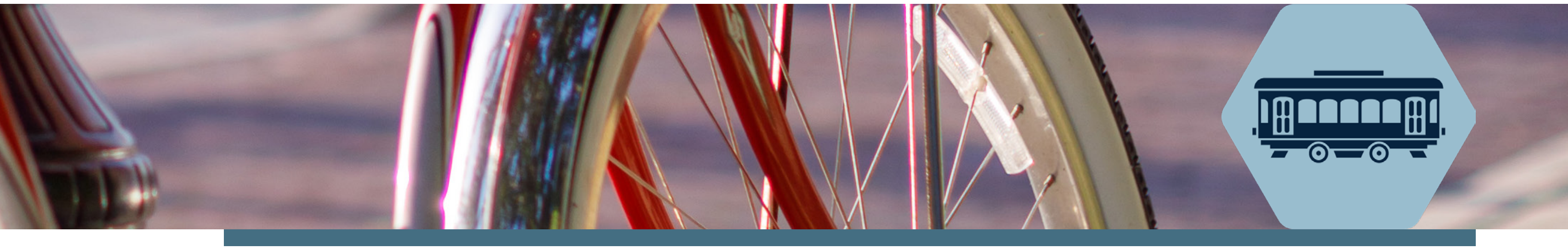
EXISTING SYSTEMS & PROPOSED PROJECTS

Roadway System

The inventory of the roadway system is the basis for examining existing deficiencies and projected needs of the Tarpon Springs urban area. The major transportation routes are shown in **Figure 8**.

U.S. Highway 19/S.R. 55 and U.S. Alternate 19/S.R. 595 are the major north/south thoroughfares in the City. It is important to note that much of the peak hour traffic on both of these state facilities represents through traffic caused by extensive residential growth experienced in the adjoining jurisdiction of Pasco County. Safford Avenue is also a north/south corridor that serves a range of land uses from commercial to residential to civic. The corridor also includes the Pinellas Trail within its right-of-way. The Pinellas Trail is a 47-mile transportation facility that accommodates walking, running, biking and skating and extends the entire length of Pinellas County.

Tarpon Avenue, Martin Luther King Jr. Drive, Live Oak Street and Klosterman Road are the City's major east/west roads and provide linkages between U.S. Highway 19/S.R. 55 and U.S. Alternate 19/S.R. 595. East of U.S. Highway 19/S.R. 55, Tarpon Avenue/S.R. 582 becomes Keystone Road, a Pinellas County maintained collector roadway. Keystone Road becomes a relatively rural roadway east of the City limits. Nevertheless, this roadway provides an important link for vehicular traffic from Hillsborough County and Pasco County commuters. Congestion on Keystone Road primarily occurs during peak hours as a result of inadequate capacity and signal

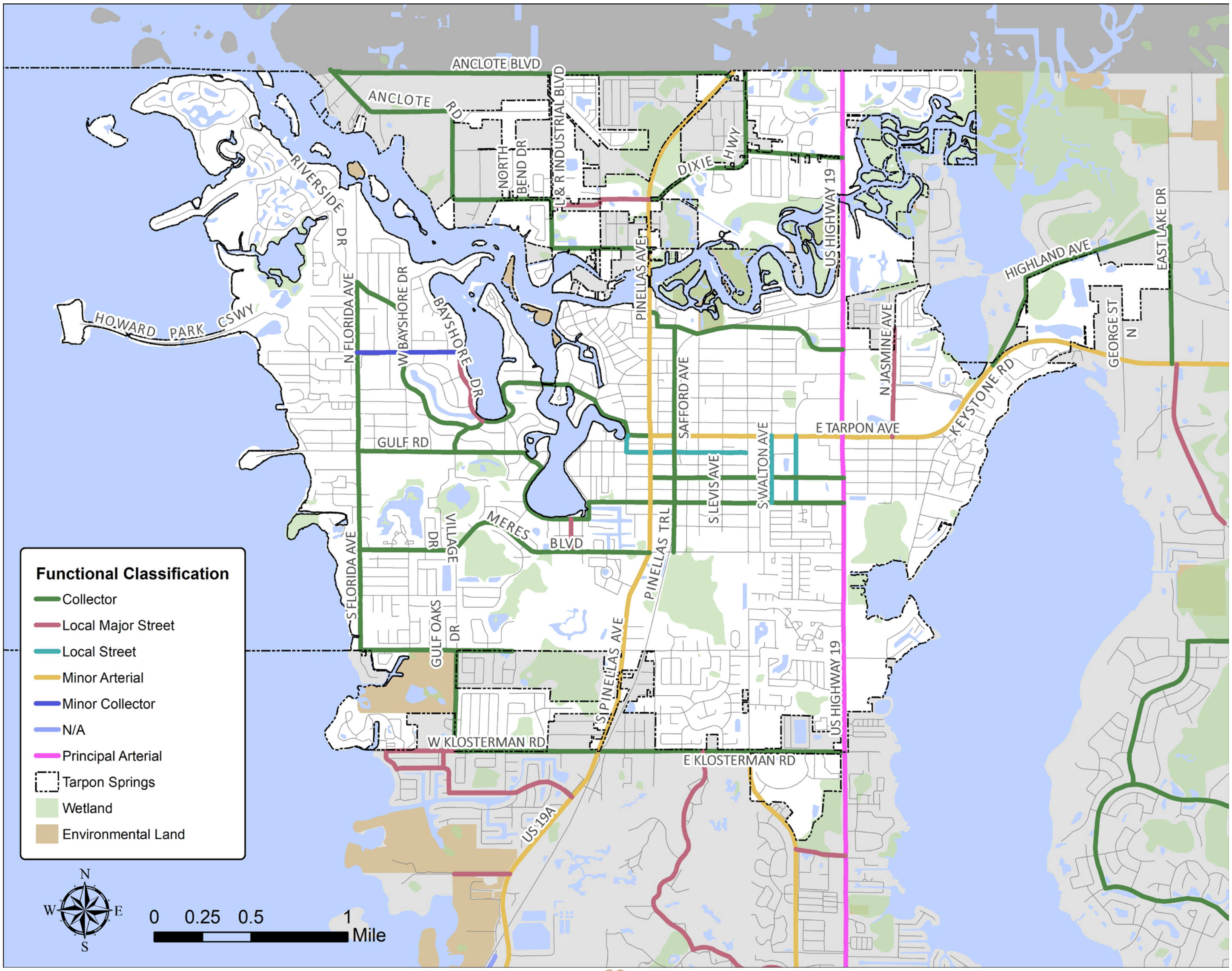


timing issues at East Lake Road and U.S. Highway 19/S.R. 55. On Tarpon Avenue, older commercial properties in the downtown area are developed with little to no setback from the existing road right-of-way lines and rely substantially upon on-street parking. The U.S. Alternate 19 corridor is also constrained in the downtown area by existing development that consists of older residential, institutional, commercial and office uses which present a physical barrier to roadway widening.

Anclote Boulevard, Anclote Road, Beckett Way and Dixie Highway are minor facilities and are located north of the Anclote River and serve distinctly different land uses. Anclote Boulevard and Anclote Road traverse primarily through commercial and industrials areas in the northern part of the City. Beckett Way and Dixie Highway provide mobility for the residential areas north of the Anclote River.

Curlew Place, Florida Avenue, Meres Boulevard, Gulf Road, and Riverside Drive are also minor facilities that are located in the western portion of the City. These facilities serve the main residential areas of the City and also provide access to the Sunset Hills Elementary School, Tarpon Springs Middle School and Tarpon Springs High School.

FIGURE 8: Major Transportation Routes/Functional Classification



Roadway Classification

The functional classification of roadways is the process by which roads are grouped into classes, according to the character of the service they provide. The four types of classes are Principal Arterial, Minor Arterial, Collector and Local.

The jurisdiction and classification of the major roadways is outlined in **Table 23** below and **Figure 8** shown on the previous page.

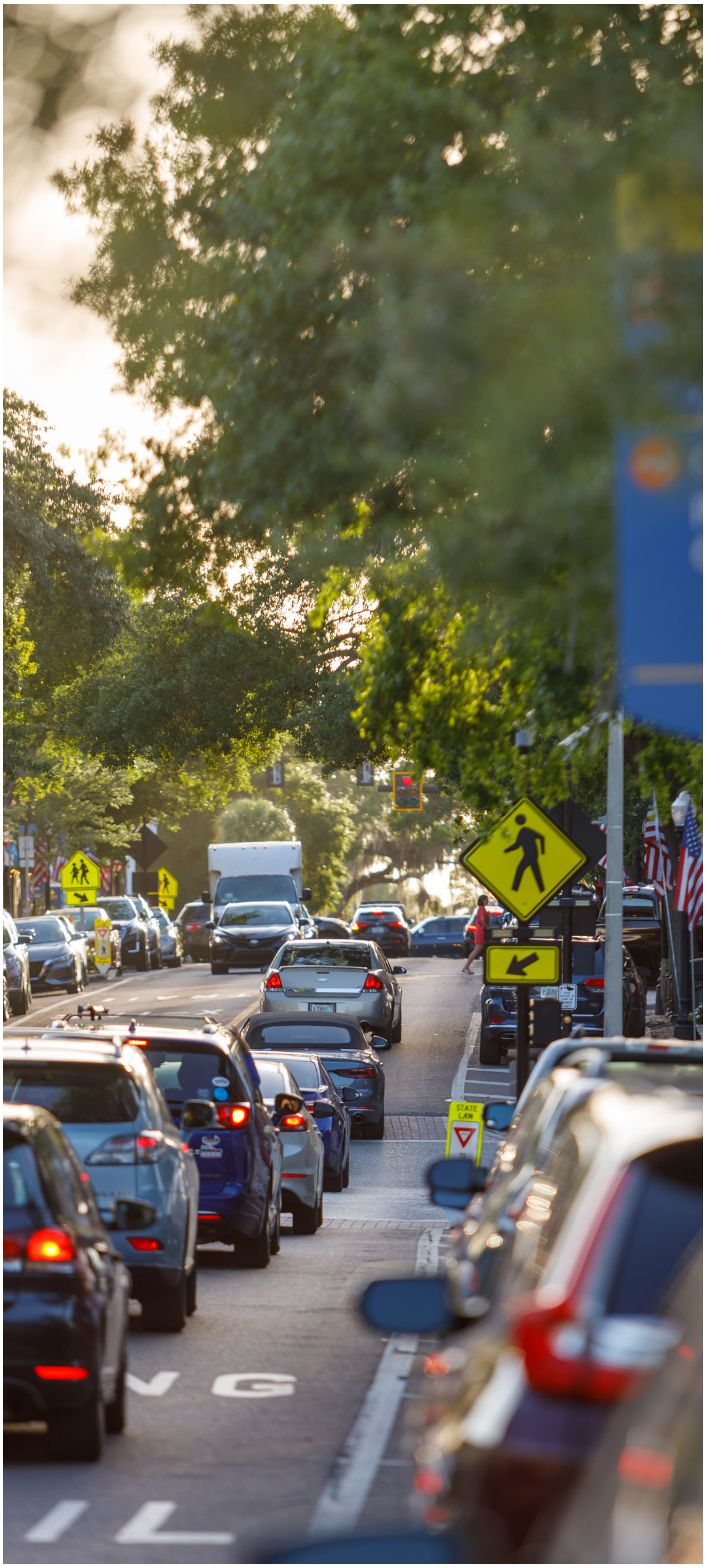


TABLE 23: Roadway Classification

ROADWAY NAME	JURISDICTION	CLASSIFICATION
Anclote Blvd.	Pinellas County	Collector
Anclote Rd.	Pinellas County	Collector
Beckett Way	Pinellas County	Collector
Curlew Pl.	Pinellas County	Collector
Florida Ave.	Pinellas County	Collector
Gulf Rd.	Pinellas County	Collector
Keystone Rd.	Pinellas County	Minor Arterial
Klosterman Rd.	Pinellas County	Collector
Live Oak St.	Tarpon Springs	Collector
Martin Luther King Jr. Dr.	Tarpon Springs	Collector
Meres Blvd.	Pinellas County	Collector
Dixie Highway	Pinellas County	Collector
Riverside Dr.	Pinellas County	Collector
Safford Ave.	Tarpon Springs	Collector
Tarpon Ave.	Tarpon Springs	Minor Arterial
US Highway 19	State of Florida	Principal Arterial
US Alternate 19	State of Florida	Minor Arterial

**All other roadways are considered local roads.*
Source: Pinellas County GIS

Roadway Level of Service

Forward Pinellas prepares an annual Level of Service Report, conducts Average Annual Daily Traffic Counts (AADT) and prepares a Long Range Transportation Plan (LRTP) for all the major thoroughfares throughout Pinellas County. This information is provided to the local governments to assist in their transportation planning efforts. A volume to capacity (v/c) ratio of over 1.00 can be used as an indication of congestion with the understanding that there are other factors (i.e. signal timing, travel speeds, adjacent land uses) that can affect the level of service for a particular roadway. **Table 24** provides data from the Forward Pinellas 2022 Level of Service Report on the existing conditions for the road network in Tarpon Springs.

TABLE 24: Current Traffic Characteristics

ROADWAY	FROM	TO	LANE TYPE	V/C	CAPACITY	LENGTH (MILES)	LOS	AADT
Keystone Rd.	US 19	East Lake Rd.	4D	.61	41,800	2.9	C	27,433
Klosterman Rd.	US 19	ALT 19	4D	.55	1,800	1.28	C	18,895
Klosterman Rd.	ALT 19	Carlton Rd.	2U	.88	680	.75	D	11,500
Live Oak St.	US 19	ALT 19	2U	.25	680	1.05	C	3,209
Meres Blvd.	ALT 19	Florida Ave.	2U	.64	680	1.60	D	8,400
Tarpon Ave.	ALT 19	US 19	2D	1.08	680	.99	F	14,083
US 19	Klosterman Rd.	Tarpon Ave.	6D	1.34	3,020	1.60	F	77,654
US 19	Tarpon Ave.	Beckett Way	6D	.93	3,020	1.42	C	53,865
US 19	Beckett Way	Pasco Co. Line	6D	.93	3,020	.44	C	53,865
ALT 19	Klosterman Rd.	Meres Blvd.	2U	.89	880	1.04	C	15,017
ALT 19	Meres Blvd.	Tarpon Ave.	2D	1.05	750	.60	E	15,017
ALT 19	Tarpon Ave.	Anclote Blvd.	2U	.98	750	1.98	D	15,017

Source: Forward Pinellas Level of Service Report - 2022

As demonstrated by the information contained in **Table 24**, a majority of the thoroughfares in the City of Tarpon Springs are operating at an acceptable level of service. The deficient roadway links are as follows:

- Tarpon Avenue from Alternate 19 to US Highway 19
- Us 19 from Klosterman Road to Tarpon Avenue
- Alt 19 from Meres Boulevard to Tarpon Avenue

Figure 9 shows existing number of lanes for major roads **Figure 10** indicates right-of-way that would need to be preserved for future improvements.

Additionally, an overview of recent and programmed/committed projects is shown in **Figure 11**. The Tarpon Springs Capital Improvements Program also includes funding for general improvement categories of annual street paving and brick street and road reconstruction.

FIGURE 9: Number of Travel Lanes

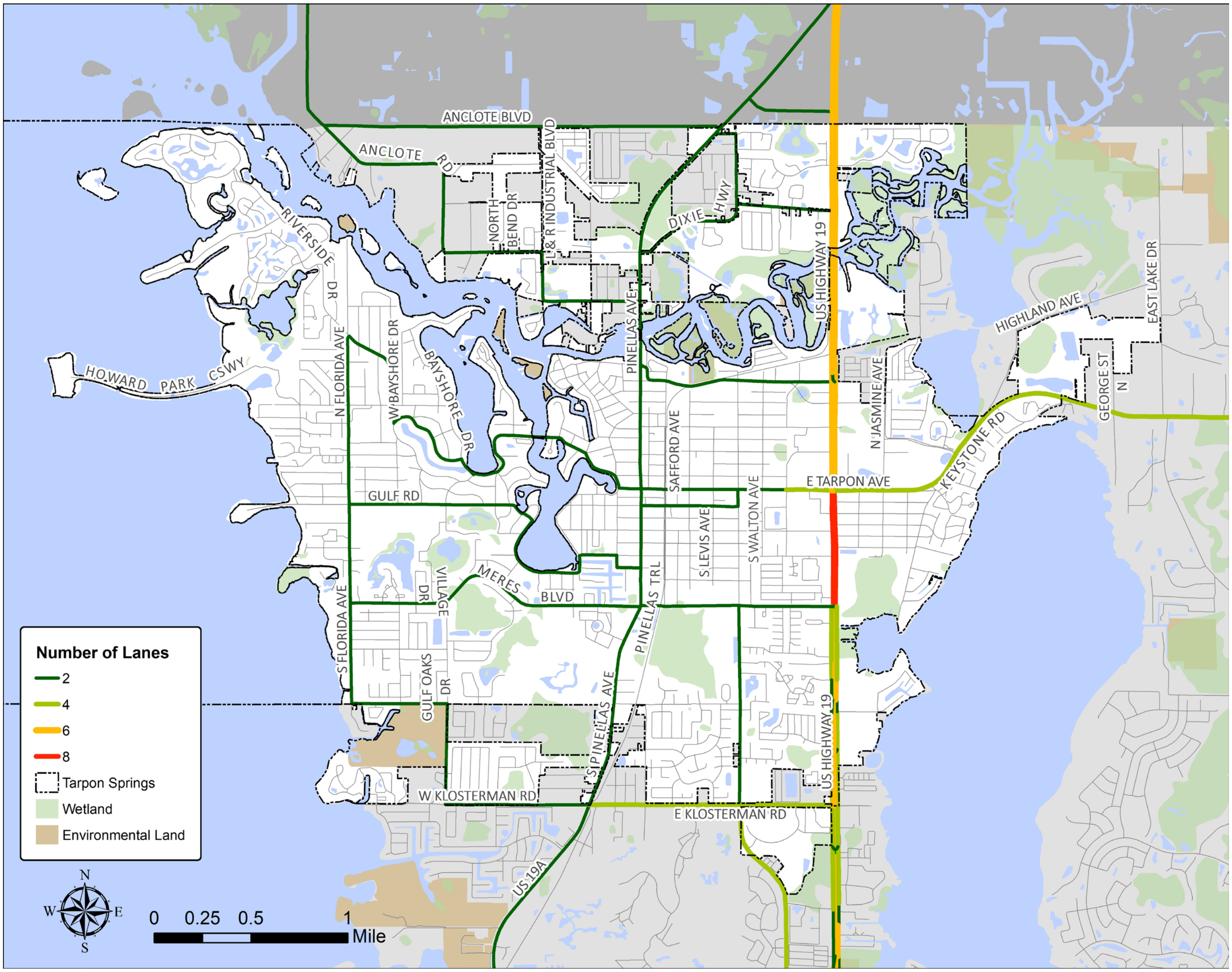


FIGURE 10: Future Right-of-Way Needs

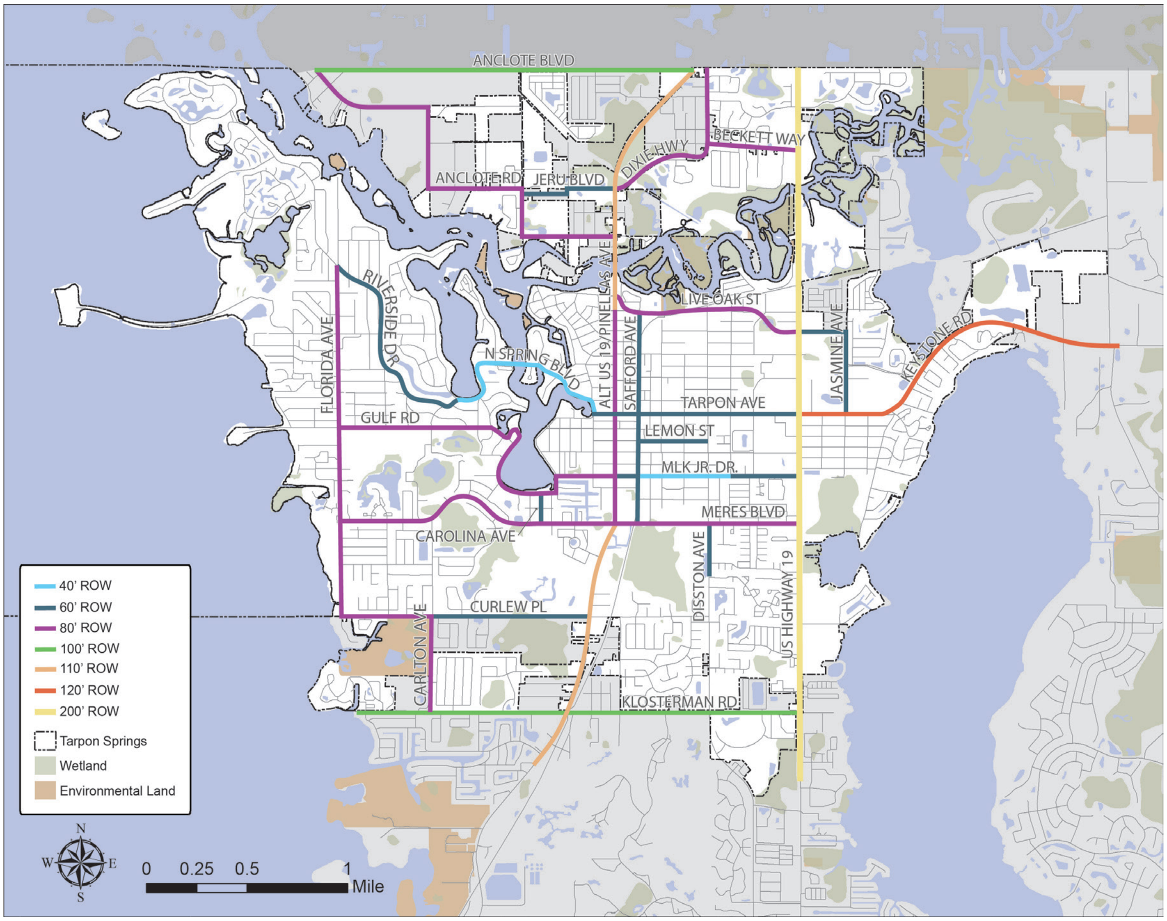
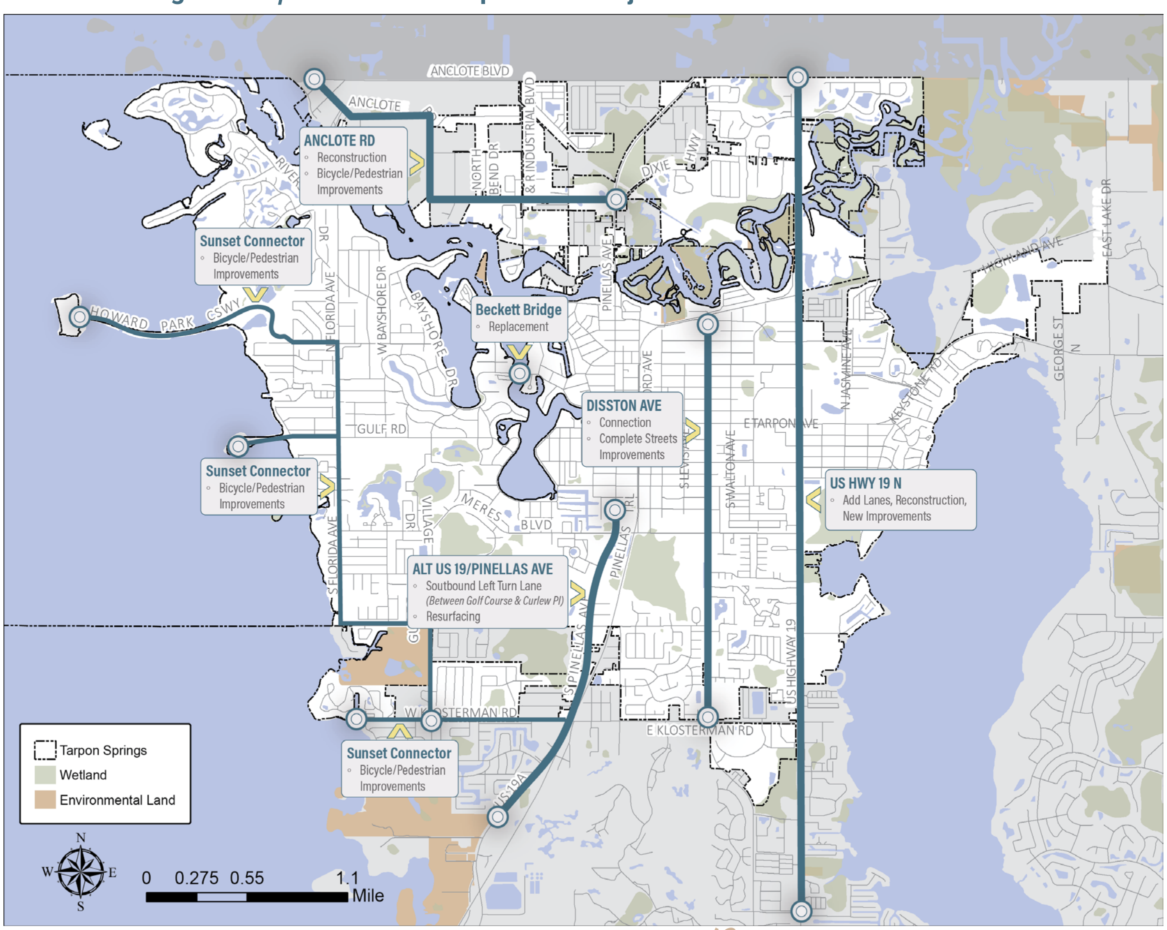


FIGURE 11: Programmed/Committed Transportation Projects



Draft as of 04/26/2024

Public Transit System

The Pinellas Suncoast Transit Authority (PSTA) and Pasco County Public Transportation (PCPT) are the transit service providers in the City of Tarpon Springs. PSTA serves the City of Tarpon Springs by operating two fixed routes, Route 19 and Route 66. Route 19 provides mobility along the U.S. 19 corridor and Route 66 services the Helen Ellis Memorial Hospital, the Sponge Docks, the Union Academy Neighborhood Center and the Tarpon Mall. PCPT also operates two fixed routes, Route 18 and Route 19. Route 18 provides service to the Sponge Docks from Pasco County and Route 19 provides service to the Tarpon Mall area from Pasco County.

Service to the Sponge Docks and downtown Tarpon Springs is supplemented by the Jolley Trolley Coastal Route that runs between Clearwater and Tarpon Springs. The Multi-Modal Transportation District proposed local transit service that included a stop to the Sponge Docks, as well.

Additional transit services include:

- Healthy Hop:
  - Provides for health-related trips within the City of Tarpon Springs.
  - Serves low-income riders 65 years of age and older.
  - Qualified riders may take two round trips or four one-way trips per calendar month.
  - Rides are provided on-demand or prescheduled up to two weeks in advance.

- PSTA Access:
  - Provides paratransit and mobility-on-demand services.
  - Serves people who:
    - Because of their disability, cannot independently use a fixed-route accessible bus.
    - Are in situations where they cannot travel independently to or from a bus stop.

PSTA is also the current Community Transportation Coordinator (CTC) for the Transportation Disadvantaged (TD) program in Pinellas County. Section 427.011 of Florida Statutes defines transportation disadvantaged as "those persons who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities, or children who are handicapped or high-risk as defined in s. 411.202."

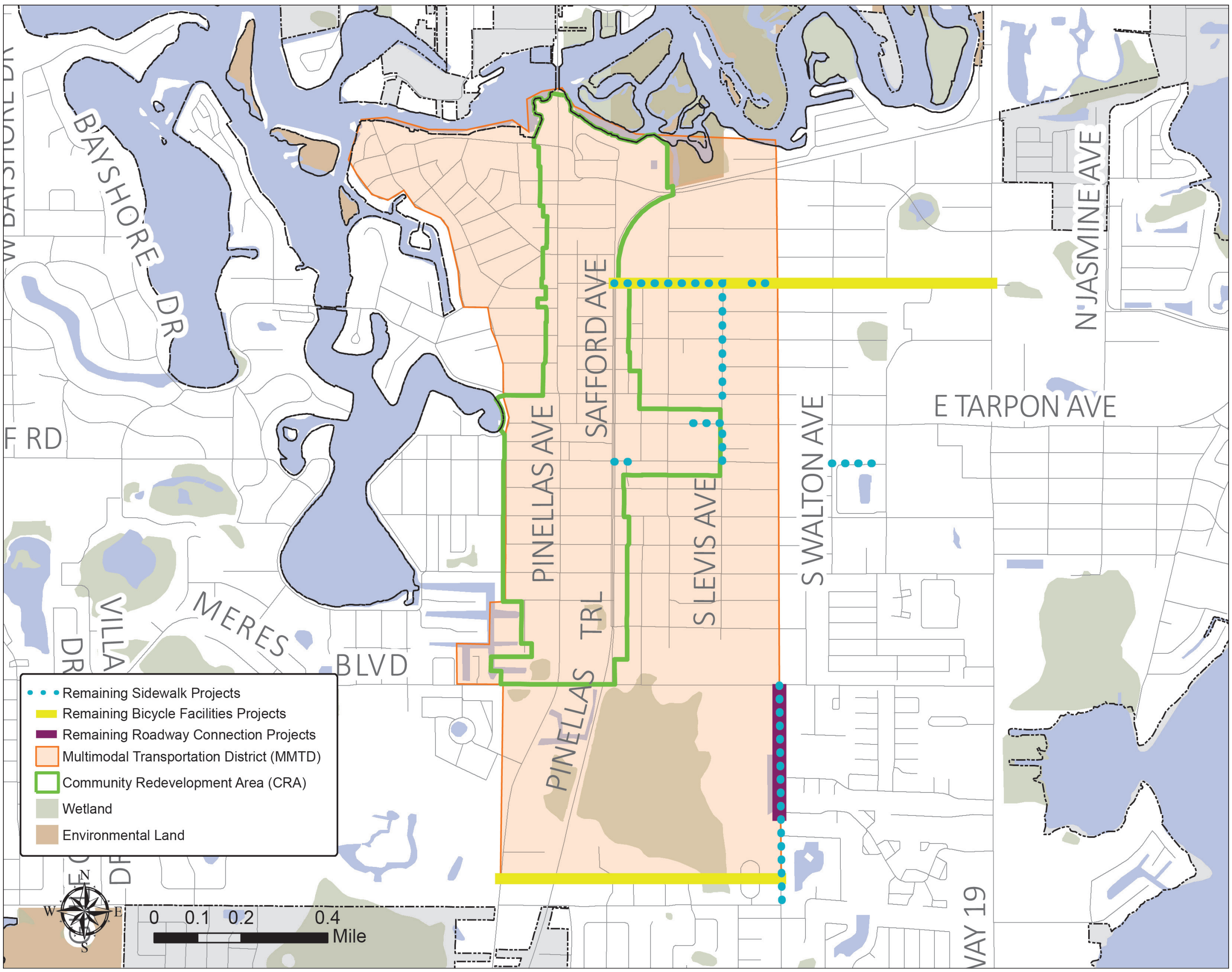
In Pinellas County, the program consists of three main elements for providing transportation services: a bus pass program, door-to-door trips and agency trips. PSTA is responsible for running the day-to-day services provided by the TD Program. PSTA also coordinates with other agencies in the transportation system, including those receiving Transportation Disadvantaged funds and those receiving Federal Transit Administration (FTA) Section 5310 funds.

CRA & Multimodal Transportation District

The City of Tarpon Springs has a designated Community Redevelopment Area (CRA) shown in **Figure 7** (shown on page 32). The CRA was created to resolve the urban form and economic problems of the downtown area through community-based improvement strategies. Part of the CRA Plan addresses transportation and parking issues along the primary thoroughfares by outlining techniques that will improve the overall efficiency of the transportation network inside the CRA. More specifically, the plan calls for the utilization of traffic calming techniques, improving the pedestrian environment and preservation of on-street parking.

Additionally, the City adopted a Multi-Modal Transportation District (MMTD) (**Figure 12**) under former concurrency requirements of State statute and has since retained this district as those requirements have evolved to no longer require concurrency for transportation. The MMTD boundary is larger than the CRA to capture a better mix of land uses and enable better connectivity between the redevelopment area and surrounding trip origins and destinations. The area outside the CRA but within the MMTD is predominately single family residential in character, but also includes important destinations such as the Tarpon Springs Elementary School, Saint Petersburg College, and Advent Health Pinellas North.

FIGURE 12: Multimodal Transportation District (MMTD) with Remaining Projects

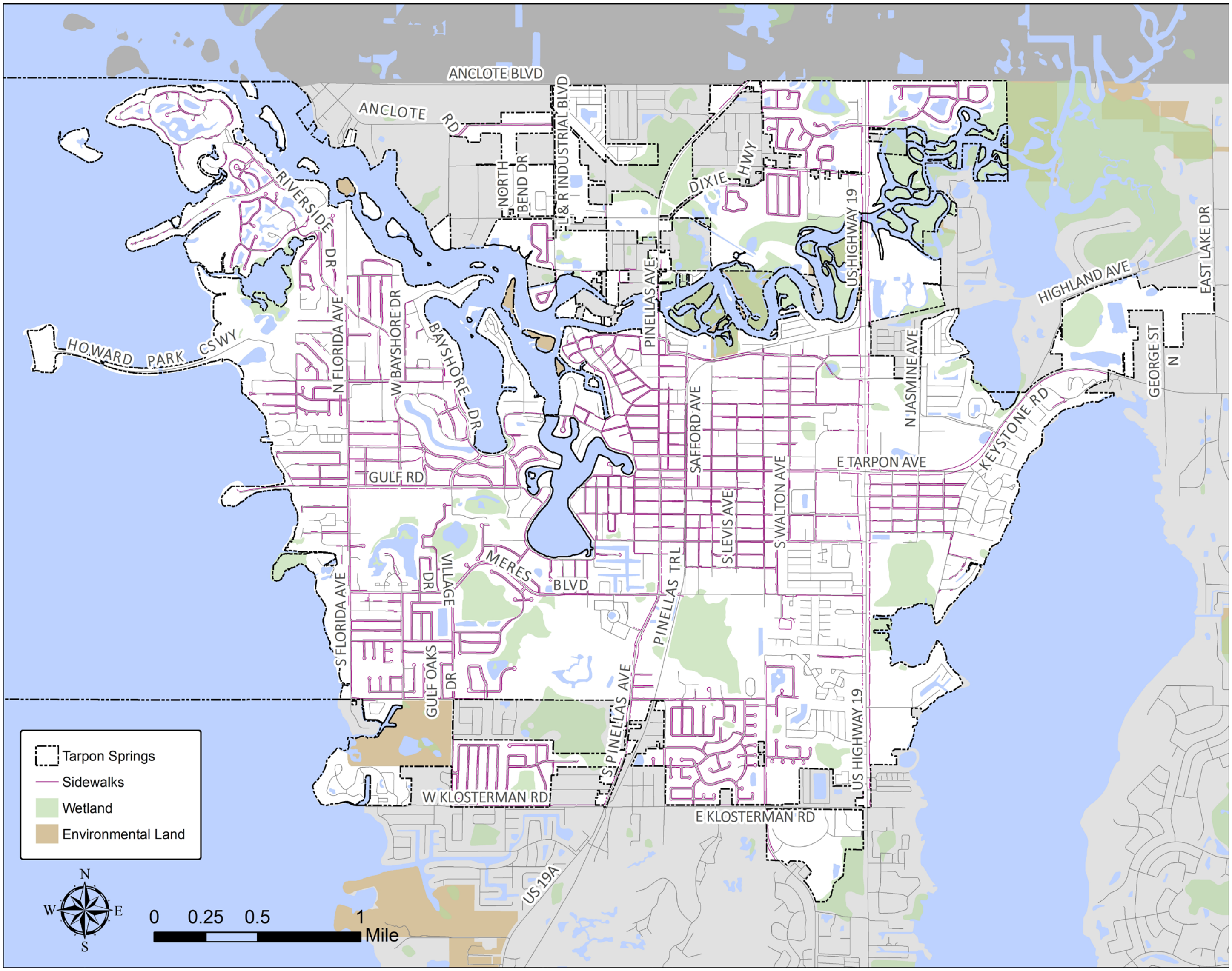


Significant Bicycle & Pedestrian Facilities

Like many cities around the country, Tarpon Springs has seen an increase in the utilization of biking and walking as a means of travel. The bicycle is a low-cost and effective means of transportation that is quiet, non-polluting, extremely energy-efficient, versatile, healthy and fun. Bicycles and walking also offer low-cost mobility to the non-driving public, especially the young. Because of rising gas prices, a moderate climate and the availability of bicycle and pedestrian facilities, Tarpon Springs is in a posture to shape trail policies that will benefit our citizens for years to come.

The existing sidewalk network is shown in **Figure 13**. The City of Tarpon Springs requires sidewalk construction with all new development. The City has also established a sidewalk construction and rehabilitation program where funds are set aside each fiscal year to upgrade existing facilities and provide new facilities for pedestrian travel. Public involvement for the 2023 Comprehensive Plan update indicated that adding sidewalks was a top transportation priority for both the general public, and the advisory boards/steering committee. The next priorities for the general public were intersection safety improvements and general parking improvements. The next priorities for the advisory boards and steering committee were bike lanes and trails and local transit service to major destinations. When asked about the top 4 destinations for better walking and biking connections, the top priorities for the public included Downtown, beaches, the Sponge Docks, and residential areas. More details can be found in the Tarpon Springs Comprehensive Plan Update Community Engagement Summary (2022).

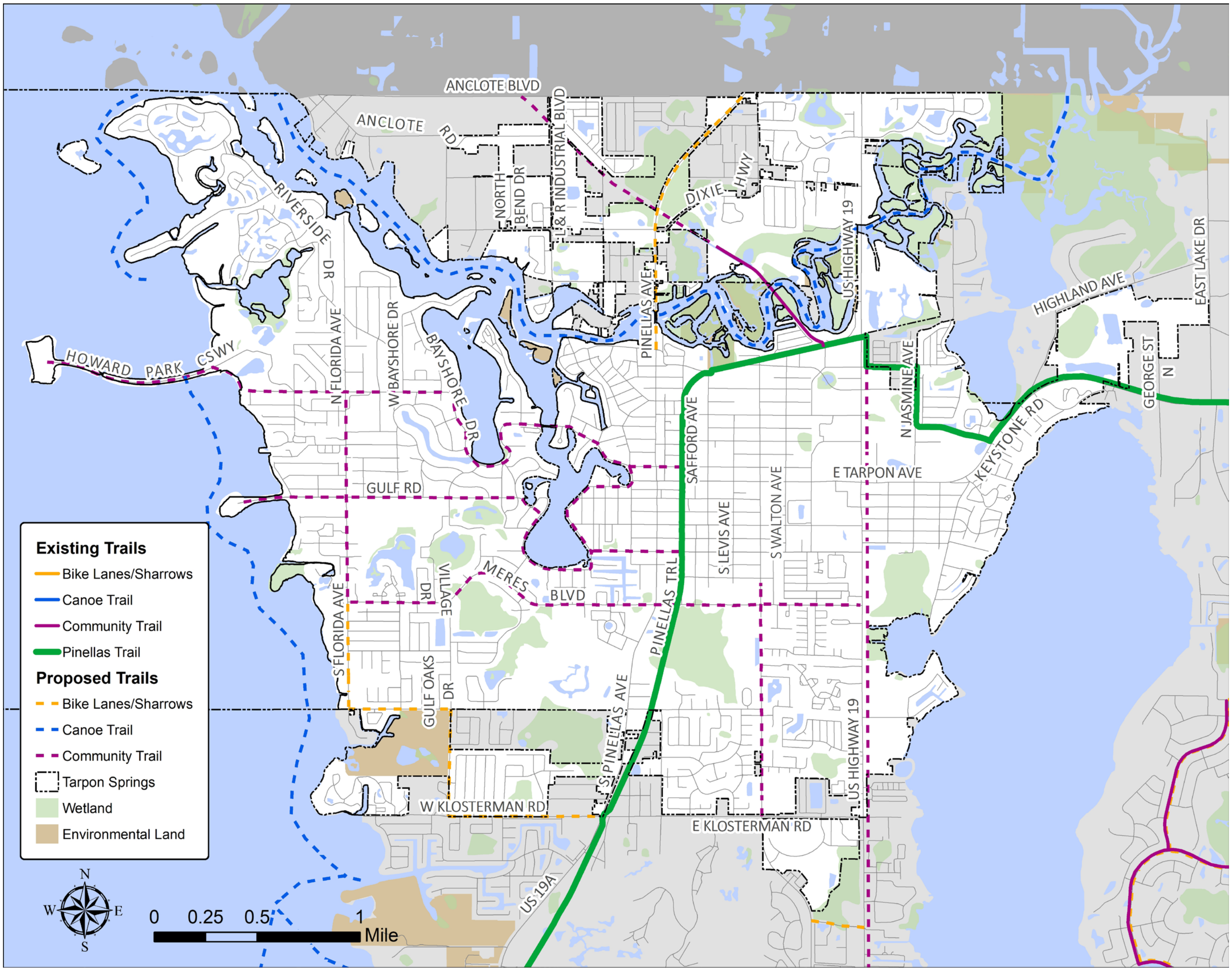
FIGURE 13: Existing Sidewalk Network



The Pinellas Trail is a 47-mile multi-use facility that extends from St. Petersburg to Tarpon Springs. The trail has several amenities including bike racks, trash receptacles, benches, restrooms, etc. and it used by approximately 70,000 persons per month. Within the Tarpon Springs city limits, the Pinellas Trail is 3.1 miles in length, runs generally in a north-south direction and accommodates a variety of recreational activities from bicycling to walking to skating.

The Forward Pinellas Active Transportation Plan in Advantage Pinellas contains trail and bike lane projects for Tarpon Springs. The existing and proposed trails and bike lanes are shown in **Figure 14**.

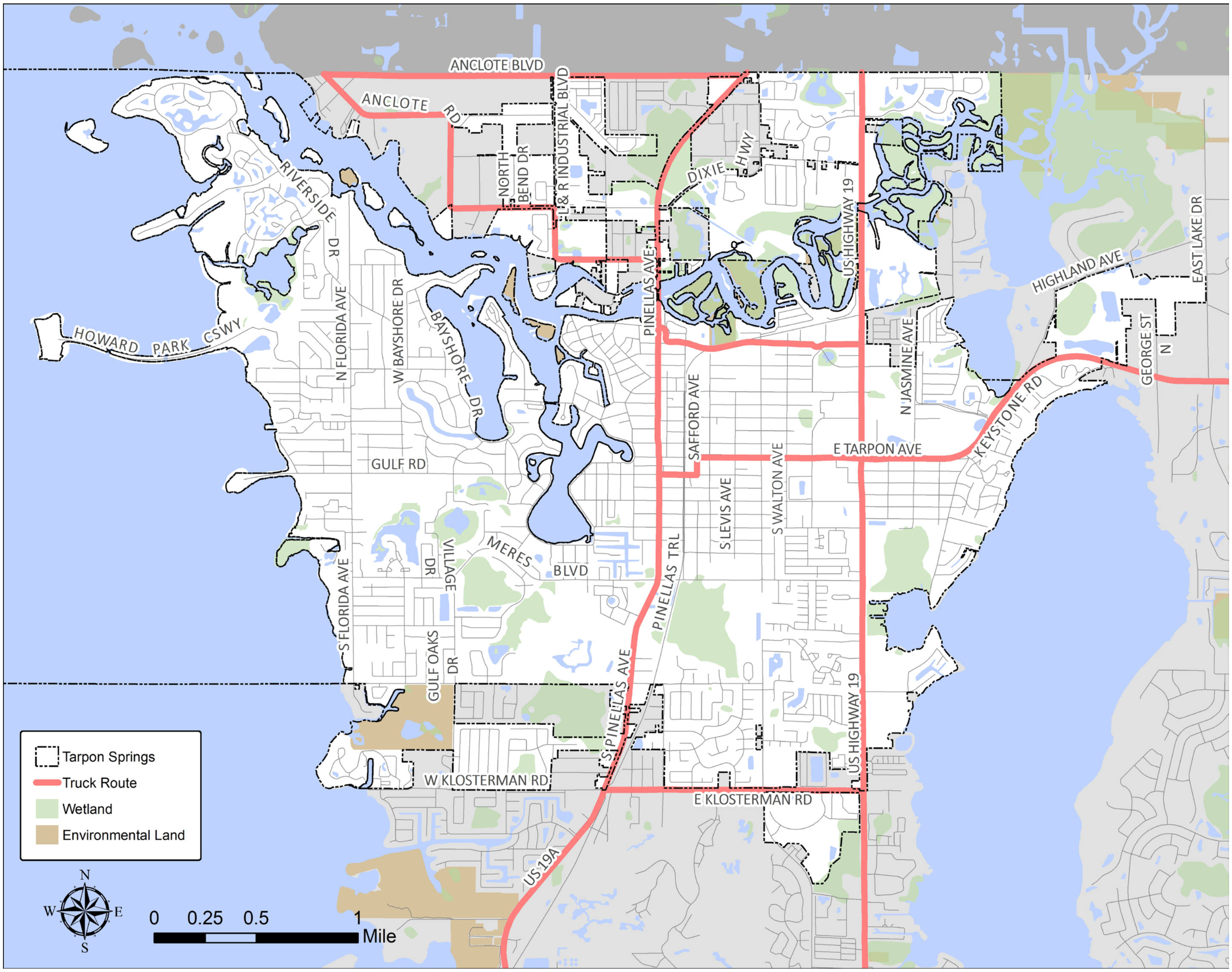
FIGURE 14: Existing & Proposed Trails/Bike Lane Projects



Freight

Shown below, **Figure 15** provides the truck routes based on Pinellas County data.

FIGURE 15: Truck Routes



Intermodal Terminals

The bus stop at E. Tarpon and Huey Avenues serves as a PSTA Direct Connect hub and connects with Pasco County Public Transportation.

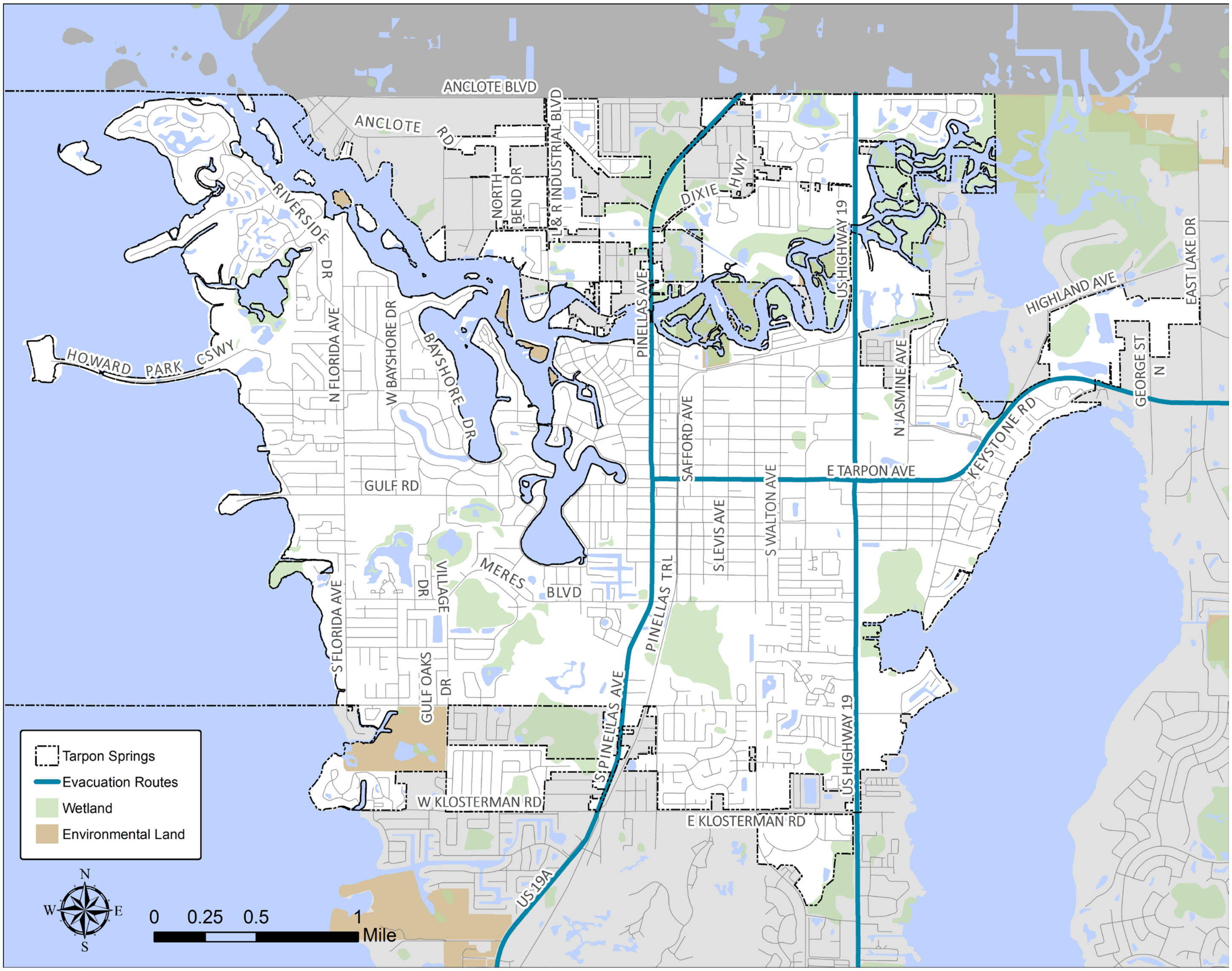
Major Public Transit Trip Generators & Attractors

The major generators and attractors are the Tarpon Mall area, Advent Health North Pinellas Hospital, downtown and the Sponge Docks. Public transit is provided to all of these generators and attractors.

Evacuation Routes

The critical regional evacuation routes for the City of Tarpon Springs are Alternate U.S. 19, U.S. 19 and Keystone Road. The critical local evacuation routes for the City of Tarpon Springs are Beckett Way, Dixie Highway, Live Oak Street, Tarpon Avenue, Martin Luther King, Jr. Drive, Riverside Drive, Florida Avenue, Gulf Road, Meres Boulevard, Curlew Place, Carlton Road and Klosterman Road (See **Figure 16**).

FIGURE 16: Evacuation Routes



Transportation Safety

Figure 17 shows bicycle, pedestrian, and vehicular crashes throughout the city. In Tarpon Springs, many of the transportation crashes resulting in death or serious injury are concentrated near US 19 and Pinellas Avenue. The City supports two major approaches to promote safety for all transportation network users: Vision Zero and Complete Streets.

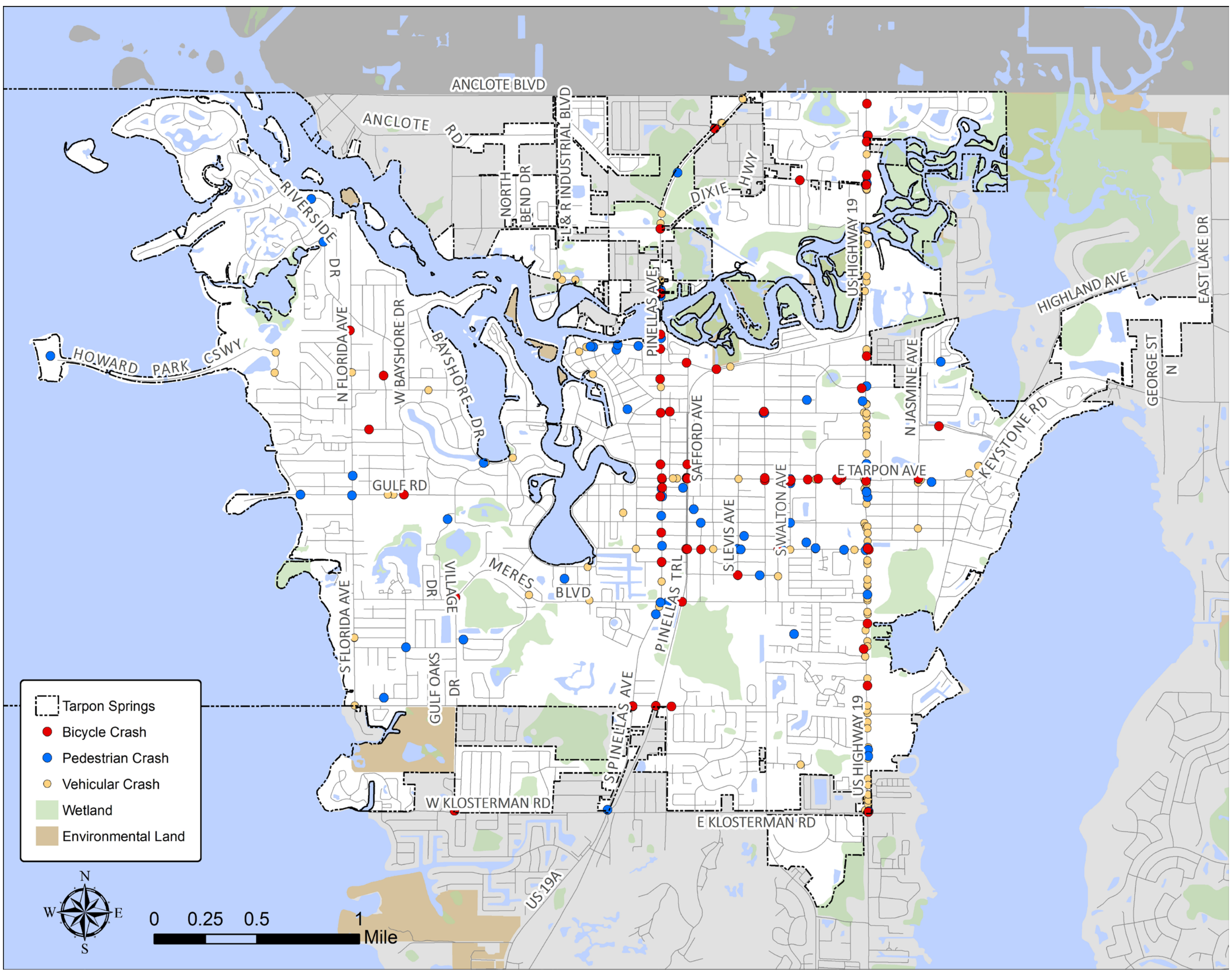
Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. This strategy typically involves:

- Building and sustaining leadership, collaboration, and accountability.
- A data-driven approach.
- Prioritizing equity and community engagement.
- Managing speed.
- Setting a timeline to achieve zero deaths and serious injuries.

Forward Pinellas led an initiative to develop Safe Streets Pinellas, a Vision Zero Action Plan. Forward Pinellas worked with municipalities and partner agencies to develop the Plan, and the City is committed to support its implementation.

Complete Streets are streets designed, operated and maintained for all users, regardless of age or ability, based on the context of the roadway and its surrounding area. Forward Pinellas has developed a grant program to assist local governments in planning, designing and constructing Complete Streets projects. Tarpon Springs was awarded one of these grants to develop the Complete Street Concept Plan for Disston Avenue.

FIGURE 17: Bicycle, Pedestrian, & Vehicular Crashes



ANALYSIS & PROJECT NEEDS

The City plans to develop a comprehensive Citywide Multimodal Master Plan to address projected transportation needs.

Local roadway projects are determined through community planning efforts, resurfacing schedules, maintenance evaluations, and the Capital Improvements process. Because the City is largely built out, there are few opportunities for capacity improvements for motor vehicle travel. FDOT has long-term plans for improvements to US 19 to support regional travel. The City is evaluating alternatives for connecting Disston Avenue between Mango Street and Curlew Place to improve connectivity and provide alternate routes.

PSTA continually monitors and adapts services to meet the needs of citizens and visitors. The City supports PSTA's efforts to address transit deficiencies through transit-supportive land regulations, the development of complete streets, and improvements to the roadway network that will support increased transit use. The City will continue to collaborate with FDOT, PSTA, Forward Pinellas, and other state, regional and local partners to connect people to activity, employment and education centers through transit.

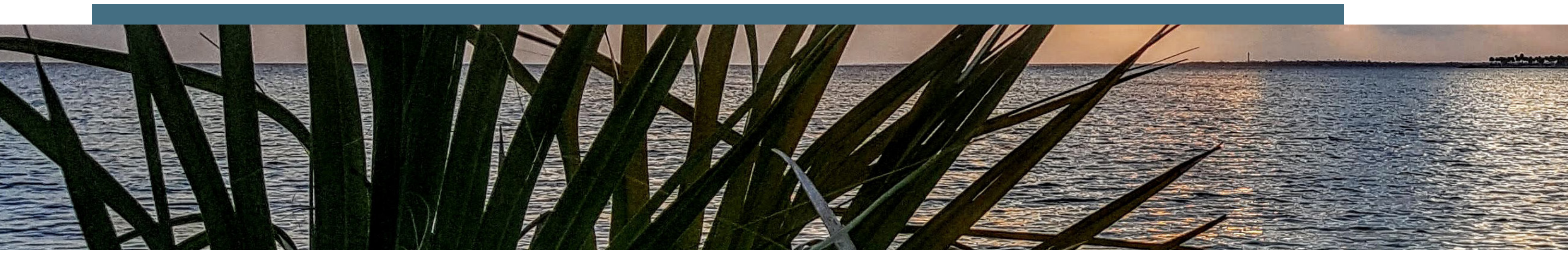
All City roads are also bikeways. Florida law considers bicycles legal vehicles that may be operated on the street, unless there is some guidance otherwise, such as marked bicycle lane. **Figure 14** depicts locations of existing bicycle facilities and areas where additional bicycle facilities are to be considered. Additional locations may be evaluated in the Multimodal Master Plan.

The City is committed to addressing the needs, safety, and comfort of pedestrians, as the most vulnerable users of the transportation network. As previously noted, the City has established a sidewalk construction and rehabilitation program. Beyond the existence of pedestrian infrastructure, other factors affect the quality and perceived safety of the pedestrian experience, such as sidewalk width, obstructions, and adjacent motor vehicle speeds and volumes. The Multimodal Master Plan will comprehensively address pedestrian facilities Citywide.

The effective and efficient movement of goods supports essential activities and vibrant communities. Demand for goods movement is fundamentally a function of the economy and is generated by retail, construction, manufacturing, and wholesale trade operations. The City is committed to evaluating freight routing alternatives to meet projected freight needs and reduce conflicts and infrastructure damage.

Micromobility refers to the increasingly important "middle modes" that utilize relatively low-weight, low maximum speed vehicles for shorter trips such as e-bikes, scooters and electric skateboards. In recent years, micromobility has emerged in response to several factors including the high cost of personal automobile ownership, the need for first and last mile solutions for transit connectivity, competition for space in urban areas, and the rise of shared mobility companies and their deployment in activity centers. Micromobility vehicles have similar infrastructure requirements as bicycles and designing low-speed environments where multiple modes can safely operate and interact will further the goal of a safe, efficient, and equitable multimodal network.

Planning for improved mobility systems must be consistent with community values and vision. The comprehensive Citywide Multimodal Master Plan will address existing and future transportation needs to further the goal of a safe, equitable, convenient and energy efficient transportation system that supports efficient land use patterns, improves quality of life and advances a thriving economy.



Coastal Management

FLOODPLAINS

Almost three-quarters of the city is located within the Federal Emergency Management Administration (FEMA) mapped floodplain (see **Figure 18**). The FEMA flood zones inform the Flood Insurance Rate Maps for local areas. Special Flood Hazard Areas are category A, Coastal A, and V zones. Developments in these zones are subject to minimum flood-related regulations via the National Flood Insurance Program, Florida Building Code, and local floodplain management regulations.

Additional development within the floodplain will mostly occur on an infill basis and must conform to current FEMA and Building Code Requirements. The most obvious areas in need for redevelopment regarding flood plains are those that have existing structures below the FEMA base floor elevation requirements. Redevelopment and replacement of these nonconforming structures will need to meet floodplain standards. Mobile home parks located in these areas will need to elevate replacement units or redevelop to buildings that are more resilient. The City has a very active Floodplain Management program to guide and regulate future development in these vulnerable areas. Enforcement of the FEMA regulations will ensure that all new structures are built according to FEMA requirements and will work well in reducing the amount of damage that can occur during a storm or flood.

There are older areas of the city that developed at low elevations prior to FEMA regulations taking effect which deserve special consideration. The most notable area is the Sponge Docks. Many of the structures in the Sponge Docks predate the 1930's, and preservation and enhancement of the character of this area is desirable. Where the historic district designations are in place, there is some flexibility relative to other parts of the city on redevelopment requirements. Where feasible, flood-proofing, combined with minimal elevations of commercial buildings should be encouraged or mandatory when redevelopment occurs in the historic waterfront areas. This will ensure that new structures can be harmoniously integrated with older existing structures without damaging the existing urban street pattern in the Sponge Docks.

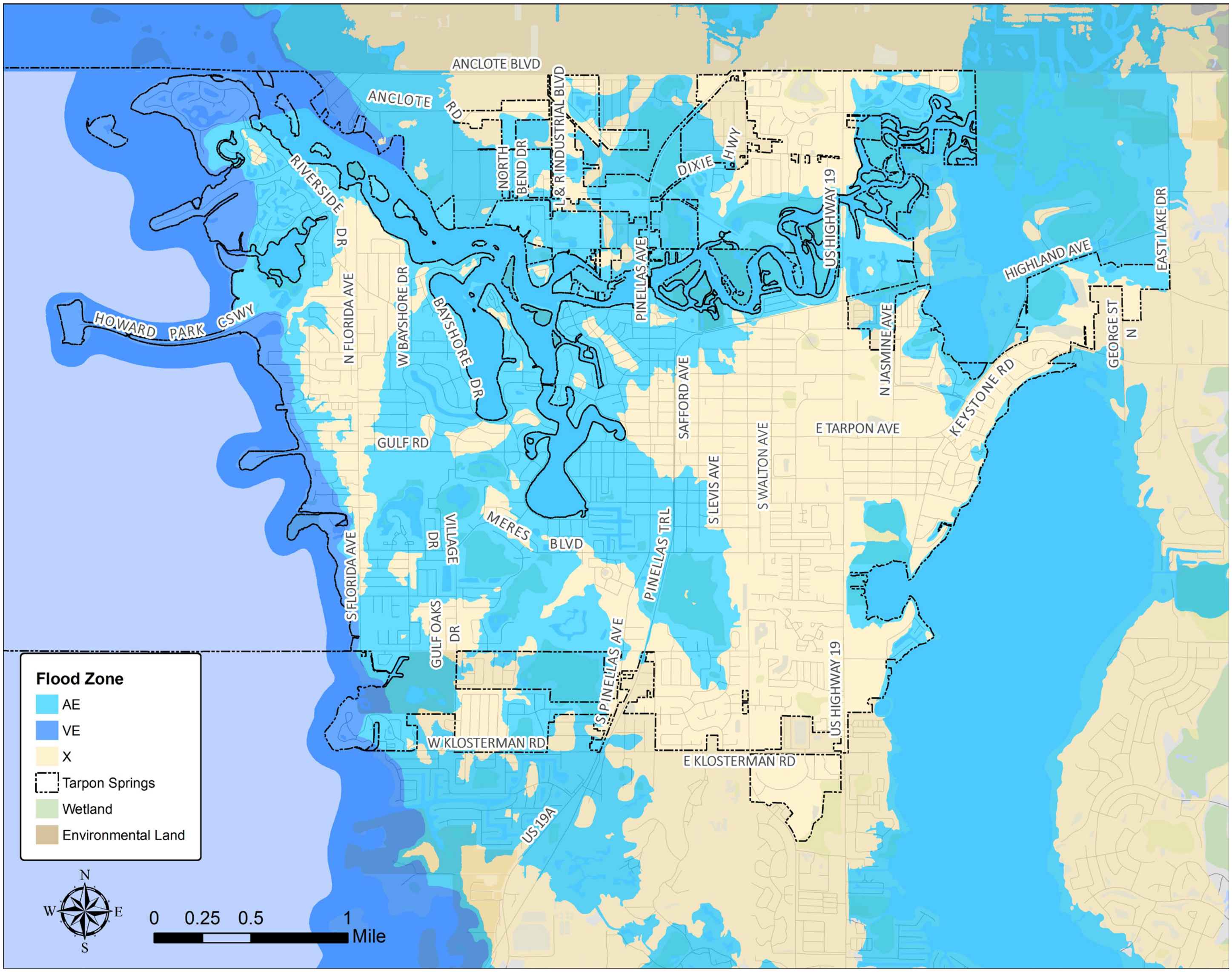
Regarding public and community assets, Pinellas County completed the Pinellas County Sea Level Rise and Storm Surge Vulnerability Assessment in February 2022. This assessment included a component on exposure to one-hour-per-year tidal flooding and 100-year storm surge for certain public infrastructure assets, a planning-level vulnerability assessment for certain roadways, and facility-level assessments for certain facilities. The County is currently undertaking a Countywide Flood Mitigation Action Plan that will include a flood risk assessment and identification of adaptation and mitigation strategies. The City is also in the process of completing its own Vulnerability Assessment and Action Plan, the results of which will be incorporated as a reference document to further inform future policy direction.

SOIL EROSION

The Pinellas County agent of the Soil Conservation Service noted that no natural soil erosion problems of significance currently exist in the city. The principal soil erosion problem involves soil/sediment runoff from construction sites. Best management practices should be employed at construction sites to minimize off site transport of sediments. Sediments contained in stormwater runoff are a principal component of non-point source water pollution.

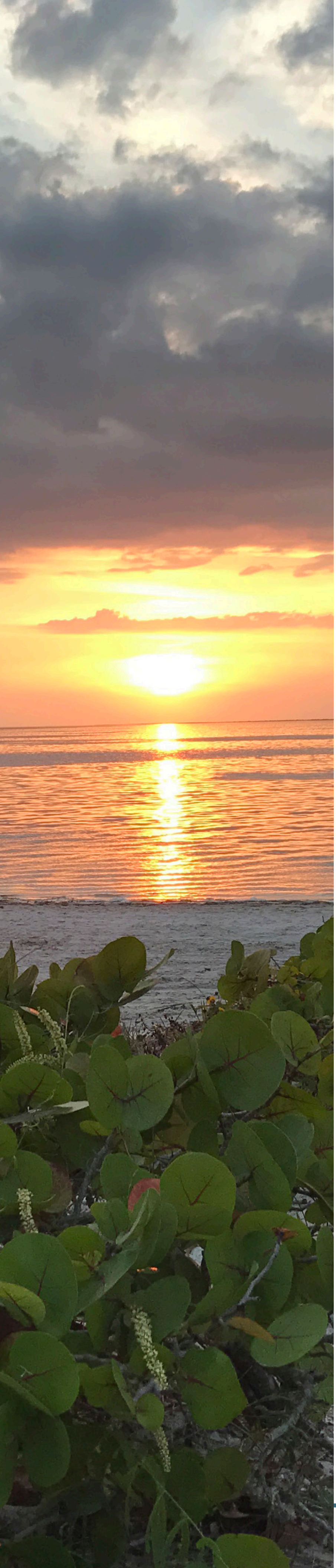
A field inspection along the Anclote River referenced in the prior analysis revealed some bank erosion problems along portions of the river. Most of this appeared to be the result of waves from boat wakes impacting the shoreline. Other marine sediment erosion problems were associated with seawall construction and shoreline hardening. Impact of waves on seawalls causes scouring of sediments at the seaward base of the wall. Off road and recreational vehicle use in certain areas (e.g., north of Howard Park and on the relic sand dune areas north of Lake Tarpon) was also a cause of soil erosion and such vehicle use in these areas should be discouraged or prevented.

FIGURE 18: FEMA Floodplain



Additionally, soil and water conservation districts are established pursuant to state law, but are usually countywide in a real extent, and they have their own taxing authority. The soil districts' purpose is to control soil erosion. These erosion prevention efforts assist in maintaining estuarine water quality by reducing the sediment loads of waters flowing into the estuary.

As of the FDEP 2021 Critically Eroded Beaches report, no beaches were reported as critically eroded along Tarpon Springs' shoreline.



COASTS & SHORELINES

Gulf of Mexico

The Gulf of Mexico shoreline, where not modified by existing urban development, is a low energy tidal swamp which includes marshes, mangroves, seagrass meadows and other related wetlands. These areas provide protection from storms, absorption of stormwater runoff, and absorption of pollutants and sediments. The major conflict with the character of this shoreline occurs from the area's heavy urbanization and is related to the following types of activities:

- Dredging and Filling
- Seawalling
- Removal of Coastal Vegetation
- Direct Stormwater Discharge
- Multi-Slip Docking Facilities

The existing vegetative communities of the Gulf shoreline provide wave absorption during heavy storms. The dredging, filling, and seawalling of these communities negates their natural function.

The shoreline's character does not lend itself to seawalling, and, fortunately, the number of existing seawalls is minimal. The city's Land Development Code provides some protection of existing natural shoreline functions by requiring a 30-foot setback from the shoreline. Additionally, the Land Development Code requires a wetland buffer in areas not adjacent to the shoreline to protect these communities from encroachment.

The water depth required for boats associated with multi-slip docking facilities is in direct conflict with the Gulf shoreline shallow depth and seagrasses. Intensive boating access in this area also leads to what is known as prop dredging and scouring. Single slip facilities, boardwalks, and piers can be designed to minimize environmental damage.

Direct stormwater discharge into the Gulf is a major source of non-point pollution. Wetlands can be used for filtering, but pretreatment is necessary. Where filtering cannot occur prior to direct discharge into the Gulf, greater on-site retention is necessary.

The following recommendations are made to reduce Gulf of Mexico shoreline conflicts:

- Continue to restrict dredge and fill activities.
- Continue to restrict seawalling of the Gulf shoreline.
- Maintain the 30-foot aquatic lands buffer along the Gulf shoreline for principal buildings. In cases where existing seawalls have effectively eliminated the natural shoreline function, permit a limited exemption from this rule for accessory structures such as pools, sheds, and fences.
- Increase the 15-foot required wetlands buffer to a 25-foot buffer around wetlands, both isolated and aquatic to match the minimum required by SWFWMD.
- Continue to restrict multi-slip (3 or more) docking facilities along the Gulf shoreline.
- Continue to restrict direct stormwater discharge.
- Continue to utilize wetland communities as a positive outfall after onsite pre-treatment.

Anclote River

Tarpon Springs is a nineteenth century riverfront city and much of the earliest development occurred along the shoreline of the Anclote River and its tributary bayous. Much, if not most, of this early development included seawalls which have created a vertical grade change between land and water. This alteration effectively eliminated the natural shoreline.

Along the south shoreline of the Anclote River, land uses range from light commercial to heavy boat works. The working waterfront enhances the tourist related economy of the Sponge Docks.

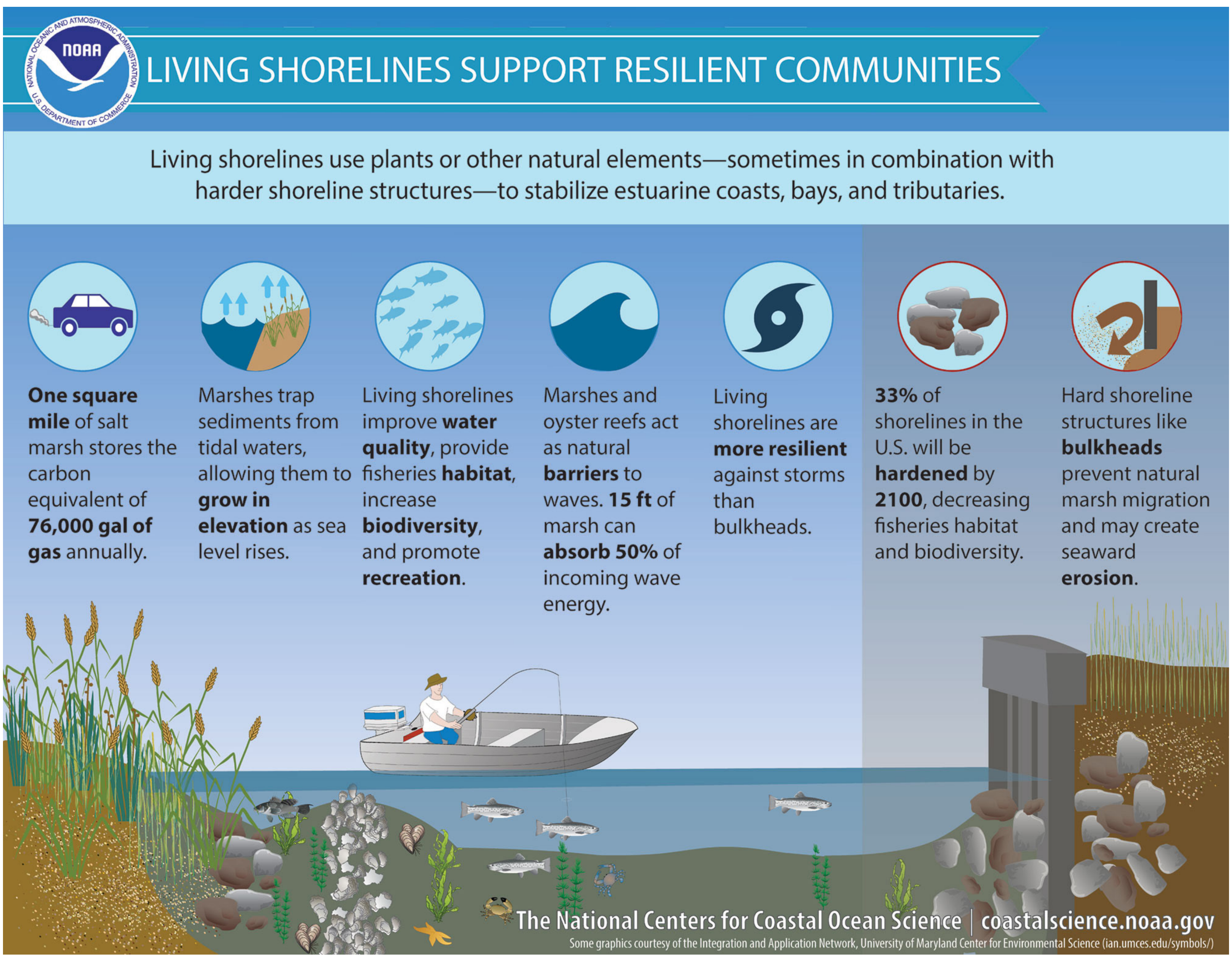
Protective Measures

The City should maintain its commitment to requiring alternatives to seawalling entire shorelines, where practical. Examples are shown in **Figures 19 and 20**. These alternatives and other similar alternatives that may be established by the Southwest Florida Water Management District (SWFWMD) and the U.S. Army Corps of Engineers (ACOE) utilize natural characteristics of an area to stabilize shorelines, provide habitats for animals and cleanse the water as well as allow access to the water by human-made structures such as docks and piers.

While seawalling is discouraged certain areas of the City's shorelines have historically been seawalled and must functionally remain as such. The seawall around Spring Bayou is a significant historic resource providing access to Craig Park, the Golden Crescent, and is the location of the cross throwing during the Epiphany celebration. The City is currently studying alternatives to repair and improve this asset. A second shoreline of concern is the Whitcomb Bayou shoreline. With assistance from the ACOE, the City has stabilized portions of the Whitcomb Bayou shoreline with a rock revetment in 2017. The City is evaluating alternatives and seeking grant funding to further stabilize this area and deter future flooding events.

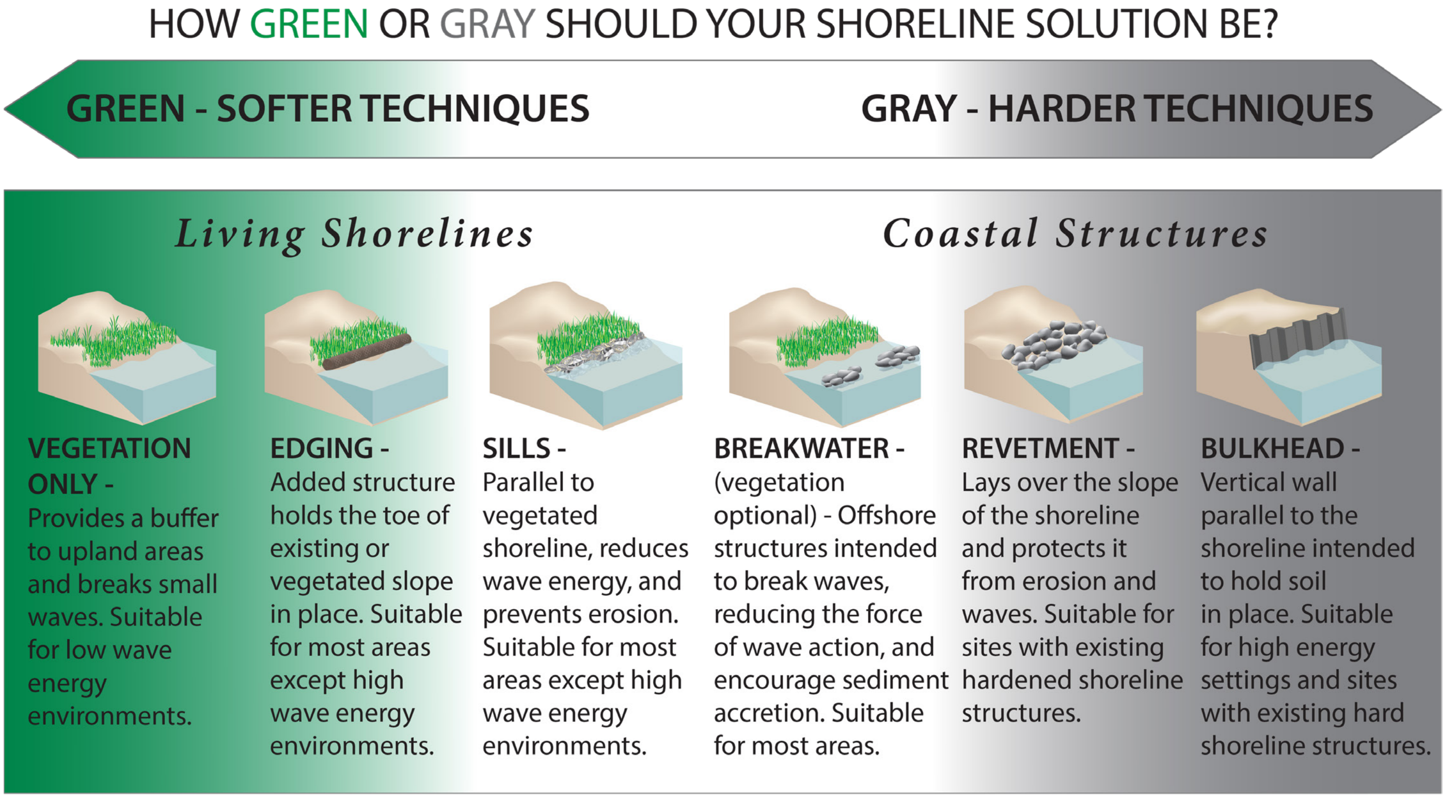
In 2023, the city adopted the Sustainability Plan and is in the process of developing a vulnerability assessment and adaptive action strategy, both of which were supported by the City's Strategic Plan. The goals and objectives of these two plans will also support the protection of the shorelines.

FIGURE 19: Living Shorelines Support Resilient Communities



Source: National Oceanic and Atmospheric Administration (NOAA) https://www.habitatblueprint.noaa.gov/living-shorelines/

FIGURE 20: Shoreline Designs



Source: National Oceanic and Atmospheric Administration (NOAA) https://www.habitatblueprint.noaa.gov/living-shorelines/

Public Access & Beaches

No significant beach or dune areas are located in the city. There are two small manmade beaches, Sunset Beach and Fred Howard Park. Anclote Key represents the northern extent of the Gulf Coast barrier island system and is protected through the state park system.

Estuarine Pollution

Various agencies are involved in reducing pollution, including primarily the Florida Department of Environmental Protection (FDEP) and SWFWMD but also the Florida Department of Agriculture and Consumer Services, Pinellas County and Department of Health, and the City of Tarpon Springs for certain activities influencing pollution.

- **Point Sources of Estuarine Pollution**
  Point source pollution is a direct discharge from a single point, such as a pipe. The City monitors high risk facilities through annual inspections and monitors businesses subject to state high risk classification standards. As of January 2024, the City does not have any high risk facilities on the state's classification list. Additionally, the City follows all National Pollution Discharge Elimination System (NPDES) requirements for preventative maintenance of the City's Municipal Separate Storm Sewer System (MS4). **Figure 21** identifies the major outfalls within the City, which are regularly maintained and inspected.

- **Non-Point Sources of Estuarine Pollution**
  Stormwater runoff that does not get captured by stormwater infrastructure (surface runoff) is non-point pollution. Urban stormwater runoff continues to be one of Tampa Bay region's major causes of non-point source water pollution. By this definition non-point source runoff originates from privately owned property. To minimize this contribution the City utilizes various public education efforts, ranging from grade school education to home owner associations. Through partnership with Pinellas County, several watershed management plans have been developed resulting in a better understanding of potential pollution and flooding impacts. These plans include:

  - Anclote River Watershed Management Plan
  - Lake Tarpon Watershed Management Plan
  - Klosterman Watershed Management Plan
  - Clearwater Harbor St. Joseph Sound Watershed Management Plan *(currently in progress)*

In general, the following continue to be potential sources of non-point pollution typically from privately-owned property:

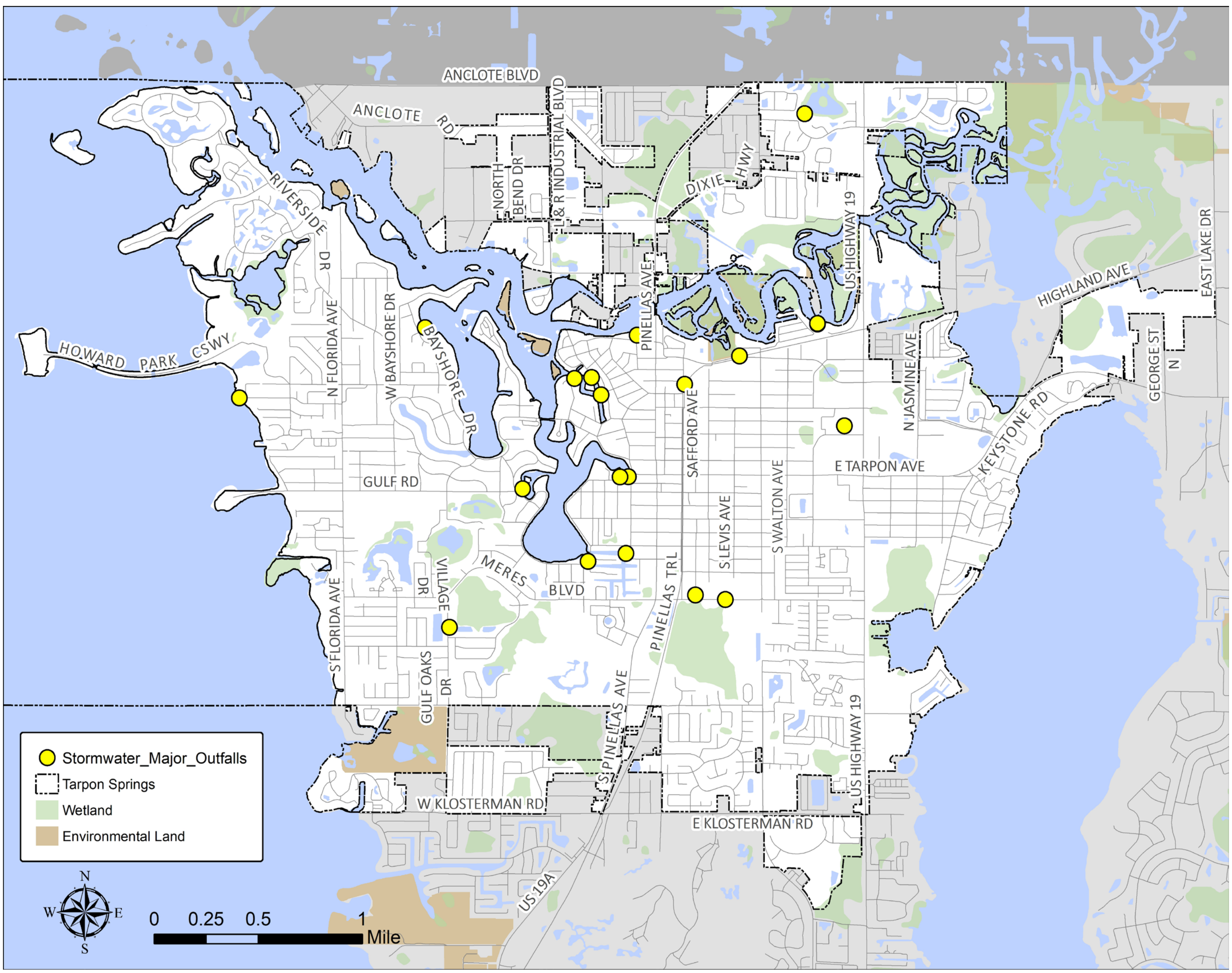
- Pollutant deposited on streets and parking lots, such as oil, grease, metals, sediment, etc.
- Construction activities creating sedimentation problems.
- Erosion from exposed ground surfaces (i.e., unpaved streets, un-vegetated lots, etc.).
- Lawn and landscape maintenance activities (i.e. fertilizers, pesticides, lawn and tree clippings, etc.).
- Domestic pet litter, particularly dog.
- General trash, litter and organic debris.
- Atmospheric pollutant conditions.

The prior analysis indicated that additional nutrient loading to the Anclote River from Pasco County was a potential problem where septic tank waste was disposed of from pump trucks in permitted disposal fields. Existing septic fields and areas without sewer still pose a risk of nutrients being transported through groundwater into estuarine environments.

The following additional items continue to be identified as potential sources of non-point pollution citywide:

- Urban runoff from the City of Tarpon Springs.
- Petroleum hydrocarbon discharges from vessels.
- Discharges from seafood processing plants.
- Poor flushing of Kreamer and Whitcomb Bayous.
- Marinas.
- Septic Tanks.

FIGURE 21: Major Outfalls

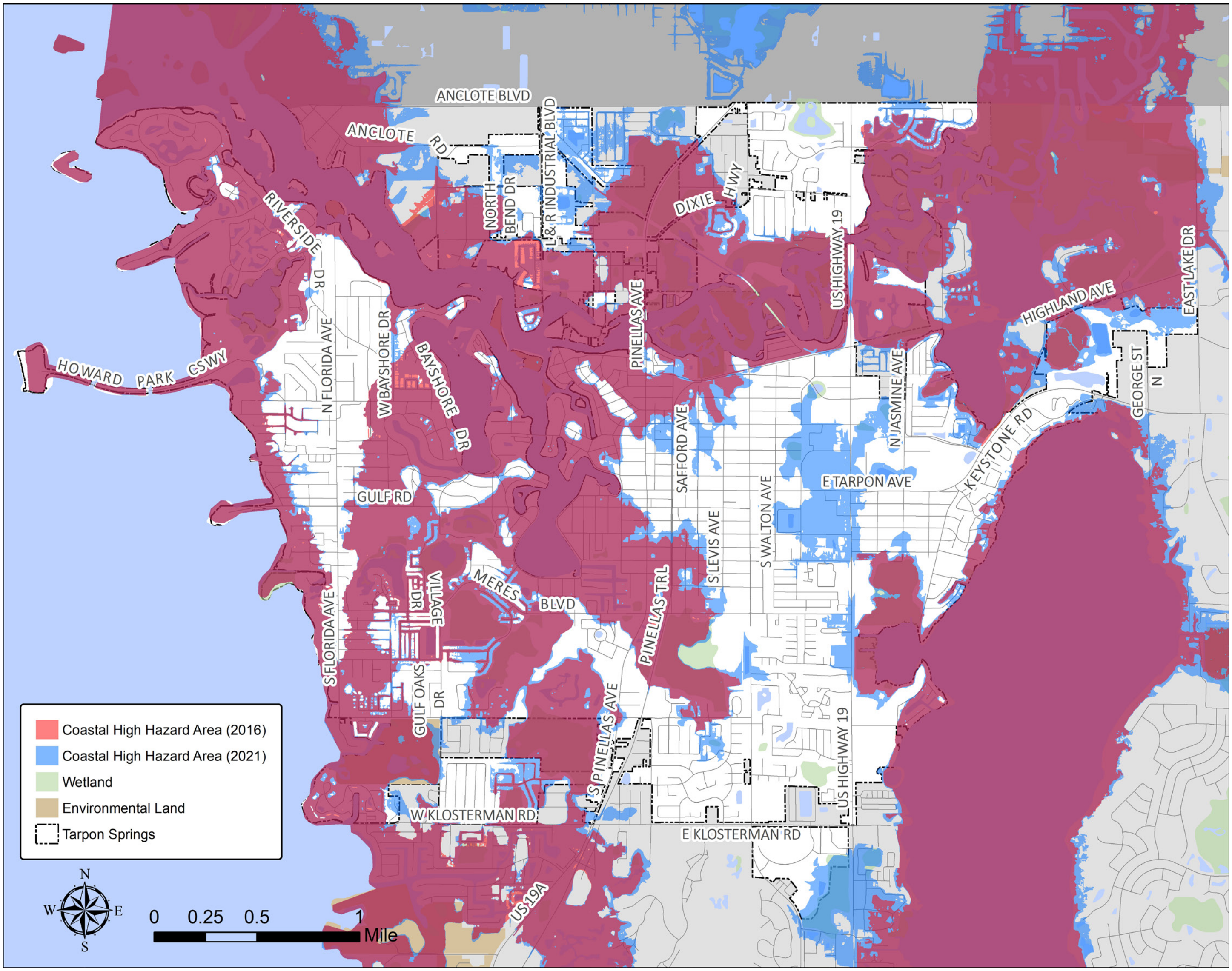


COASTAL HIGH HAZARD AREA (CHHA)

Uses in the CHHA

Among Coastal Management provisions in Sec. 163.3178, F.S., requirements at the state level governing local land use and development along the coast are primarily defined by the Coastal High Hazard Area (CHHA). This section of Florida Statute defines the CHHA as the area below the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model. **Figure 22** shows the change in CHHA from 2016 to 2021.

FIGURE 22: CHHA Changes 2016 -2021



Figures 23 and 24 show existing and future land uses within the CHHA. **Tables 25 and 26** summarize the corresponding acreages. Much of the development along the Gulf of Mexico, the southern part of the Anclote River and Kreamer Bayou west of the Sponge Docks, and Lake Tarpon is residential. A comprehensive plan amendment is consistent with CHHA provisions in Florida Statutes if evacuation or mitigation standards in 163.3178(8)(a) are met. Additional standards for review of map amendments that increase density in the CHHA are contained in the City's Comprehensive Plan and in the Countywide Plan. A local government is also under no obligation to allow any land use amendments that would increase density in the CHHA; the future land use and coastal management element policies can prohibit it outright.

Uses in the CHHA also include water-dependent and water-related activities. Water-dependent uses include:

- Recreational (swimming beach, boat ramps, fishing access areas, charter and sightseeing operations)
- Commercial (marinas, boatyards, sponge docks, fish houses, and commercial dockage to support marine fisheries and fish and marine products processing plants).

Water related uses include:

- Motel/Hotels
- Restaurants
- Parks

TABLE 25: Existing Land Uses in the CHHA

USE TYPE	ACREAGE
Vacant	623
Residential	907
Single-Family	773
Mobile Home	52
Multifamily	82
Commercial	245
Industrial	46
Agricultural	5
Institutional	59
Government	275
Utility/Other	319
TOTAL	**2,479**

Source: FDOR, 2021; Acreage by individual land use category rounded to nearest acre.

TABLE 26: Future Land Uses in the CHHA

FLU CATEGORY	ACREAGE
Residential Very Low (RVL)	50
Residential Low Medium (RLM)	1,106
Resort	38
Residential Medium (RM)	167
Institutional *Renamed: Public/Semi-Public*	124
Industrial Limited *Renamed: Employment*	71
Industrial General *Renamed: Industrial*	27
Commercial General/Limited/Recreation *Renamed: Retail & Services*	161
Residential/Office Limited/General *Renamed: Office*	37
Community Redevelopment District *Renamed: Activity Center*	150
Preservation	385
Recreation/Open Space	285
TOTAL	**2,601**

Source: City of Tarpon Springs; Acreage by individual land use category rounded to nearest acre.

FIGURE 23: Existing Land Uses in CHHA

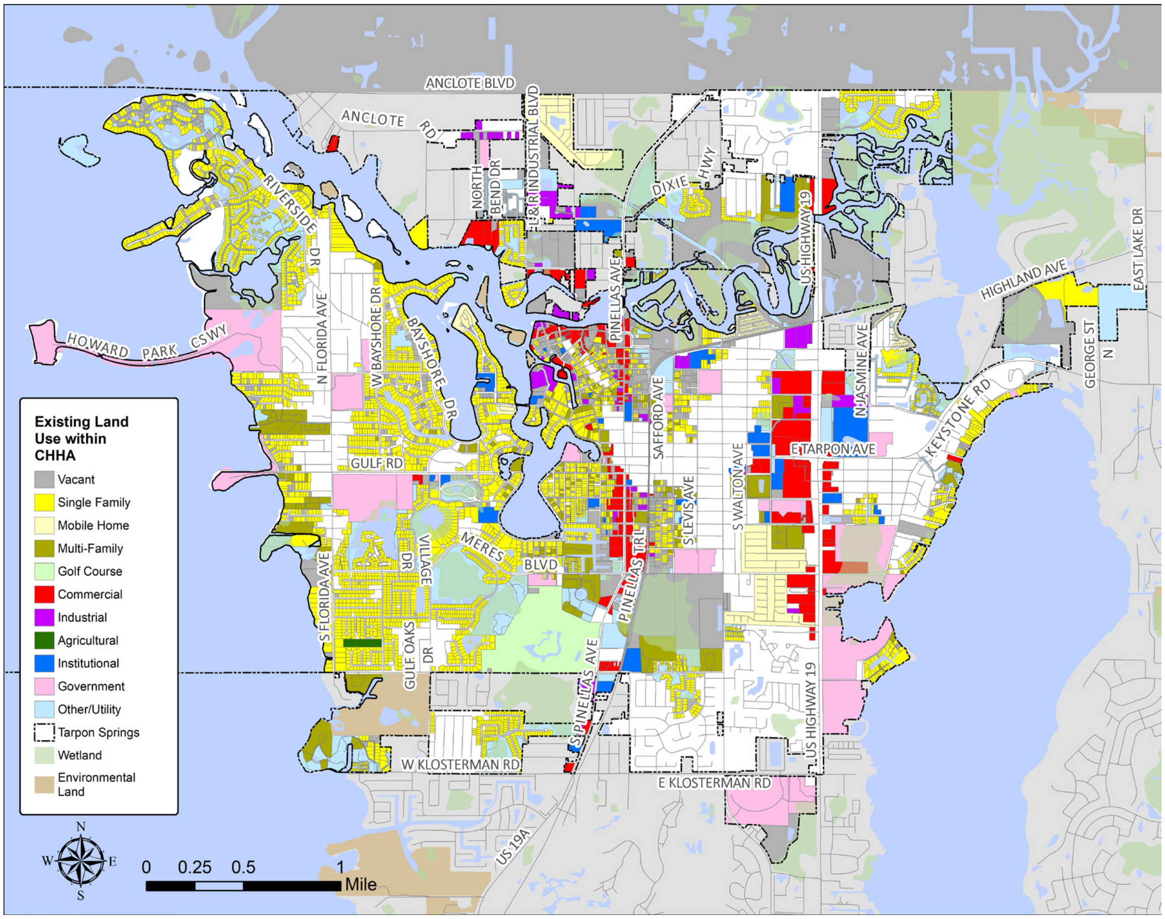
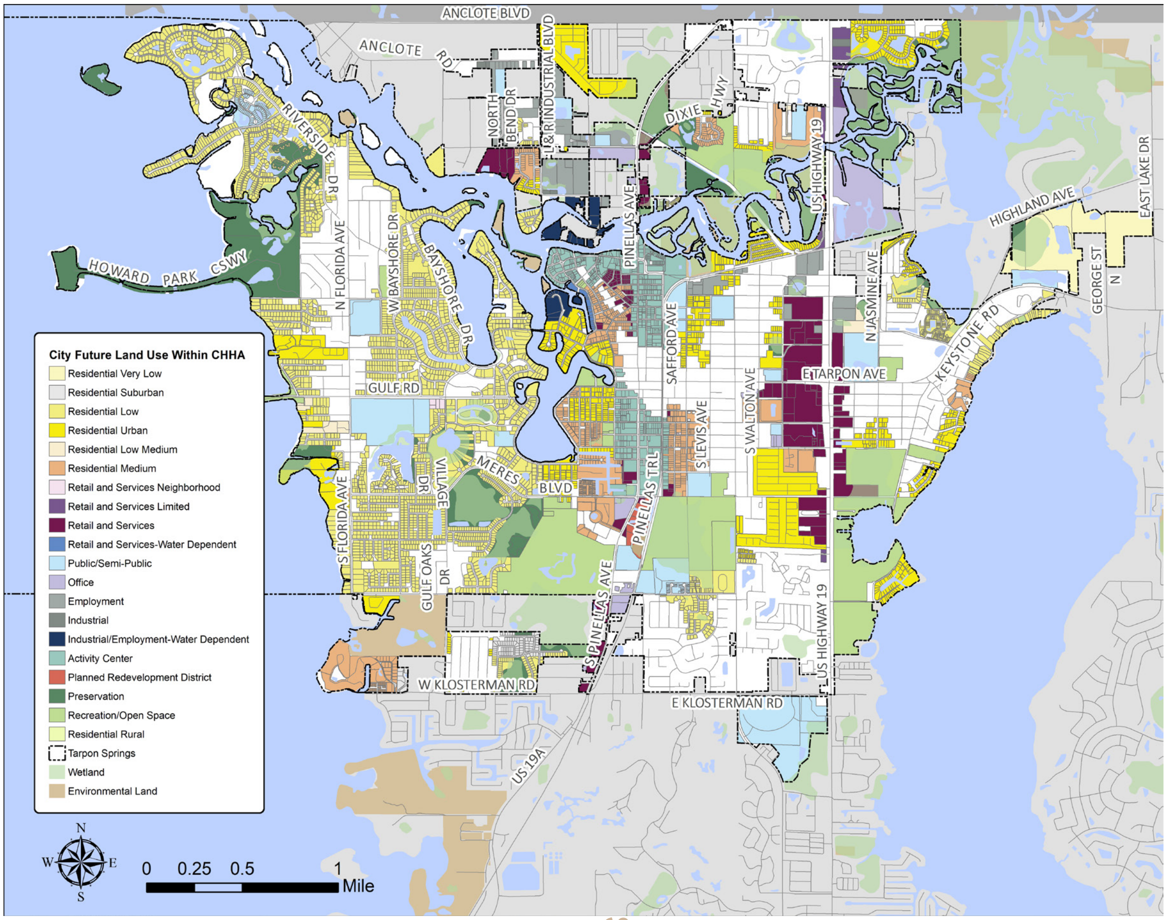


FIGURE 24: Future Land Uses in CHHA



Development/Redevelopment in the CHHA

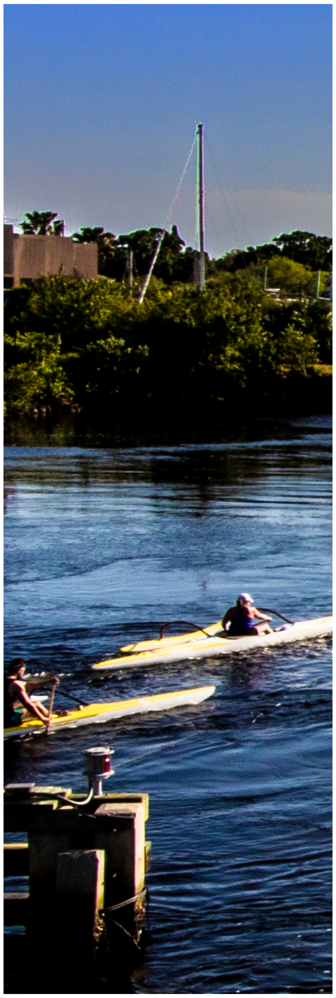
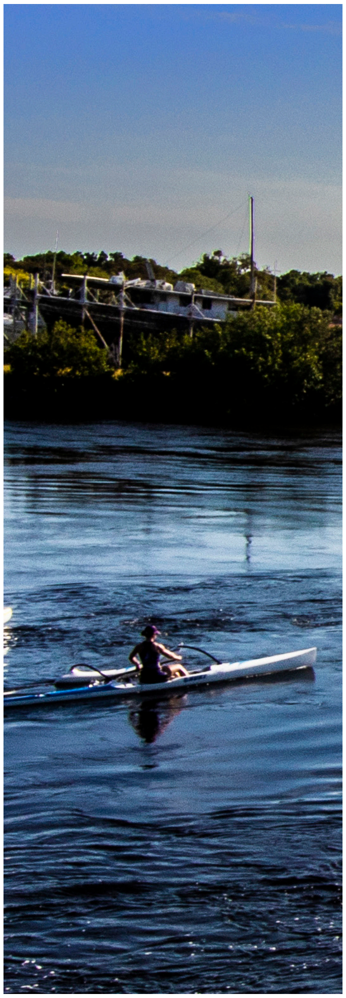
The CHHA is already urbanized, so most of the development and redevelopment would be infill with infrastructure already in place to serve these areas. Redeveloped areas would need to meet building requirements, with some flexibility for historic areas. Development and redevelopment would also need to be consistent with current state, regional, and local regulations, which include regulations/standards for stormwater, water quality, dredge and fill, and upland/wetland habitat provisions among others . Impacts to monitor include:

- Increases in urban stormwater runoff.
- Additional pressure to dredge and fill in wetland areas.
- Loss of/or negative impacts on quality of sensitive upland habitat (xeric hammocks, sand pine communities, longleaf pine/turkey oak communities).
- Decline in wildlife populations within the city limits caused by increased human use of the areas (automobile and boat traffic)

Findings from the Comprehensive Plan Update Community Engagement Summary (2022) indicate support from the public and advisory boards/update steering committee for the following:

- Requiring new housing developments meet enhanced environmental standards.
- Incentivizing replacement of old mobile home units with new units resilient to high winds.
- Requiring/incentivizing electric vehicle charging infrastructure in new residential.

Outreach also indicated support for actions to protect shorelines via natural elements. There was additional support for action to protect shorelines through seawalls, invest in coastal restoration, enhance/preserve waterfronts for recreation and water-dependent uses, incentivize climate adaptation for properties that frequently flood, and restrict development in flood-prone areas. In 2023 the City adopted more stringent CHHA design regulations requiring that multi-family and townhome developments build to a minimum base flood elevation plus 3 feet and to the next higher windload category of the Florida Building Code.

Historic Resources in the CHHA

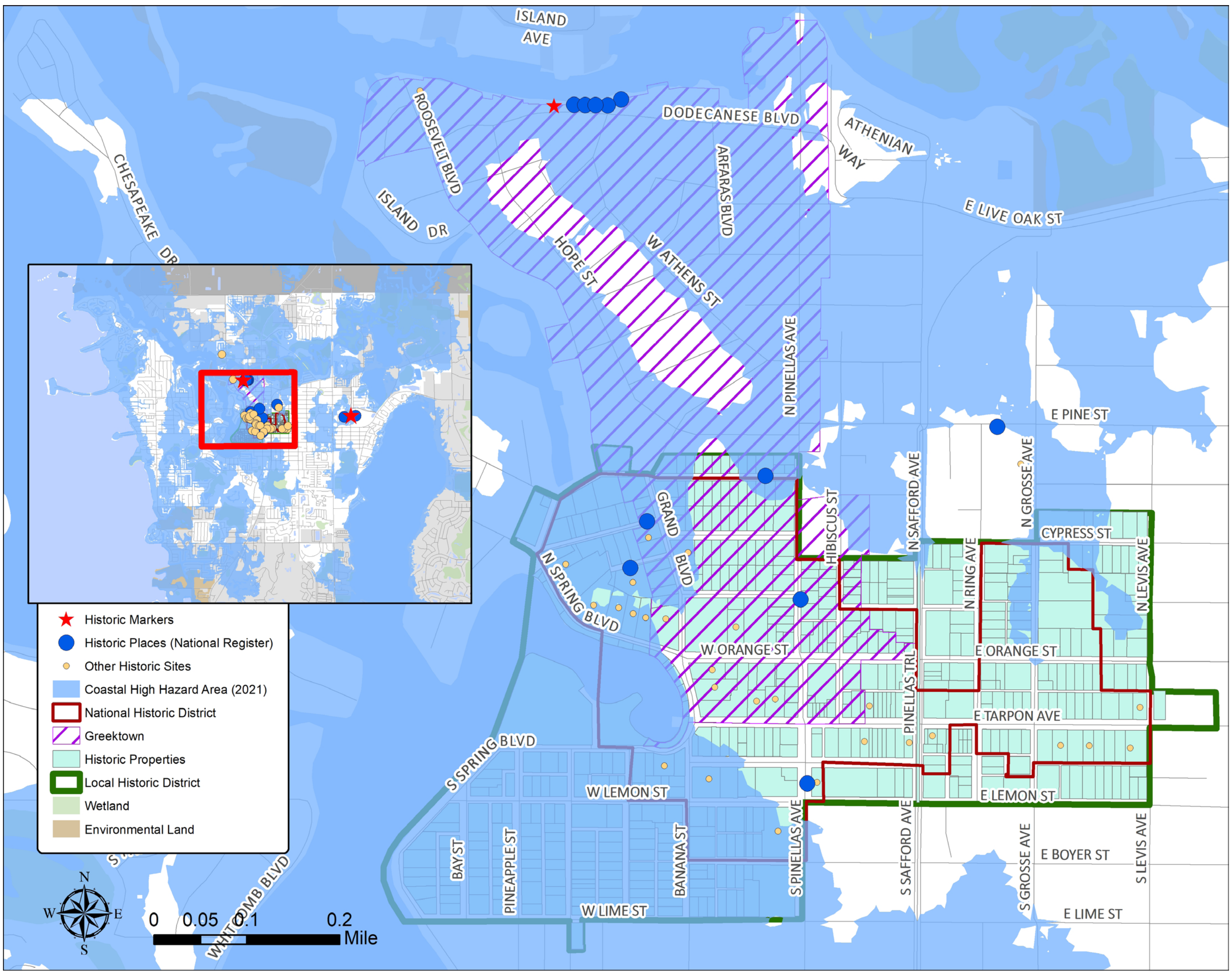
Figure 25 shows historic resources in the city in the CHHA. The following summarizes historic resources in the CHHA:

- 287 of 587 total historic properties within the local historic district (approximately 49%)
- 8 of 13 National Register Historic Places (approximately 62%)
- 1 of 2 (50%) of Historic Markers identified by Pinellas County
- 17 of 33 Other Historic Sites identified by Pinellas County (approximately 52%)

In 2023, the City completed an Adaptation and Resiliency Plan for the Historic District and Greektown. The plan's goals/ recommendations are the following:

- **Goal #1:** Continue to identify and analyze date on historic resources, hazard impacts and risk exposure.
- **Goal #2**: Identify and implement adaptation and resiliency actions for historic resources and areas.
- **Goal #3:** Launch a public awareness and education program on hazard risks to heritage assets.
- **Goal #4:** Establish a strong intergovernmental support network to integrate and share hazard characterization data, and, coordination of adaptation and resiliency planning.

FIGURE 25: Historic Resources in CHHA



HAZARD RESPONSE

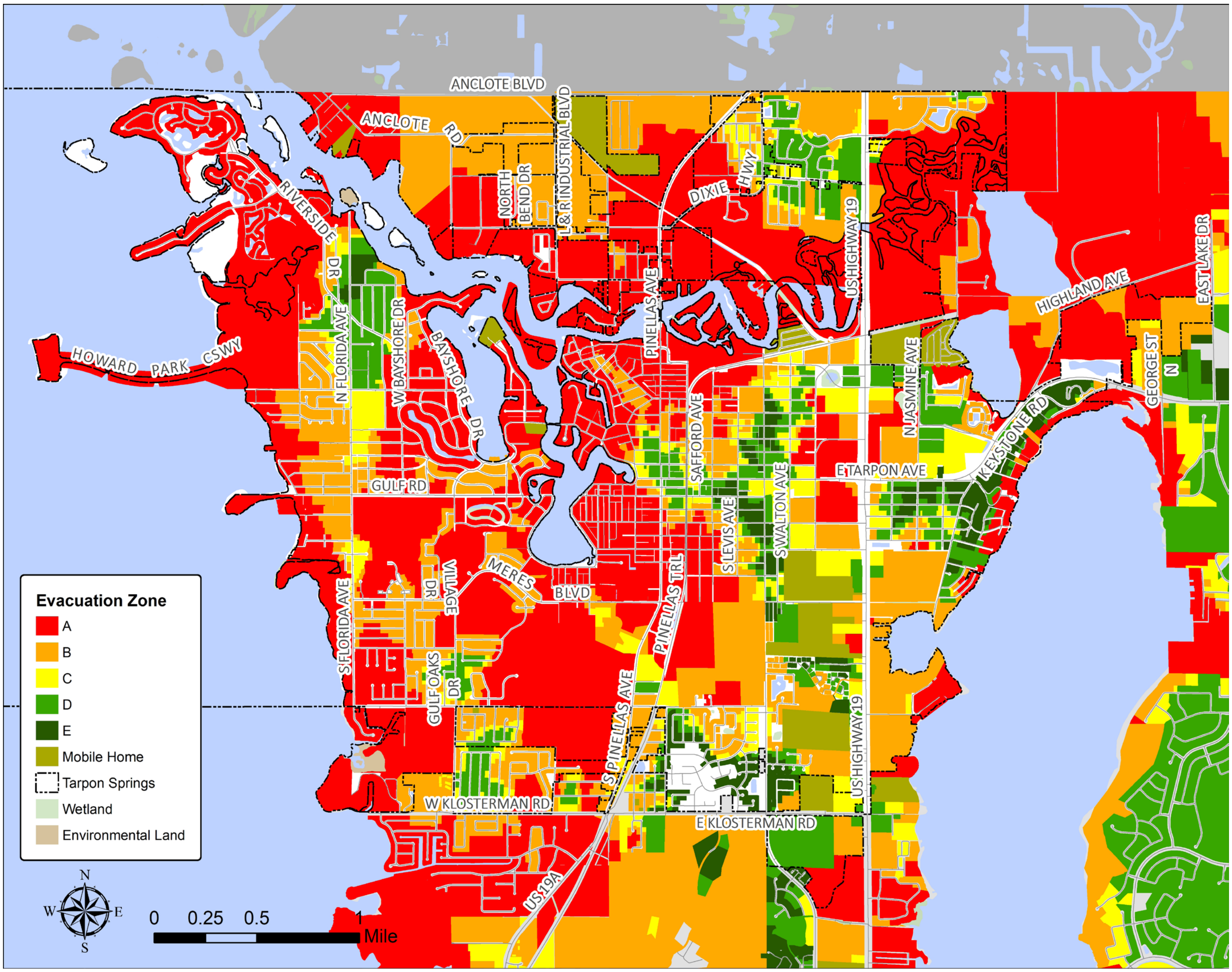
Hurricane Sheltering & Evacuation

Figure 26 shows the hurricane evacuation zones for the city. The level of service for Regional Clearance Time for hurricane evacuation (out of county) for a Category 5 storm event (according to the Saffir-Simpson scale) is 16 hours.

Currently there are no shelters within the City of Tarpon Springs. Sheltering is managed countywide by Pinellas County Emergency Management. The latest Pinellas County shelter analysis (May 2023) indicates that there are sufficient shelter spaces available countywide to accommodate up to a Level D evacuation. The closest shelters for Tarpon Springs Residents are in Palm Harbor. While it is desirable to have a public shelter within the City, available sites that are not located within an evacuation zone are extremely limited. The City should continue to explore hardening of existing structures in appropriate locations.

The 2022 Strategic Plan includes an objective to update the Emergency Preparedness Plan to respond to environmental and emergency impacts.

FIGURE 26: Hurricane Evacuation Zones



DREDGE & SPOIL DISPOSAL SITES

The city is responsible for maintenance dredging of the recreational channels within the City's bayous and those parts of the Anclote River. The federal channel of the Anclote River is maintained by the U.S. Army Corps of Engineers. The city has used its own site and has contracted for private sites to dispose of dredge spoil. The city continues to proactively plan for short-term and long-term dredge disposal sites and strategies to ensure the maintenance of waterways.

QUALITY OF LIFE

The Conservation, Recreation/Open Space, and Lifelong Learning Elements (formerly Public Schools) correspond and align with the following Goals from the "Quality of Life" Focus Area of the Strategic Plan:

- ⇒ **GOAL B.1:** Water Quality Protection (Rivers, Bayous, and Beaches).
- ⇒ **GOAL B.2:** A Healthy Tree Canopy.
- ⇒ **GOAL B.3:** A safe, pedestrian-friendly community.

Conservation

NATURAL RESOURCES

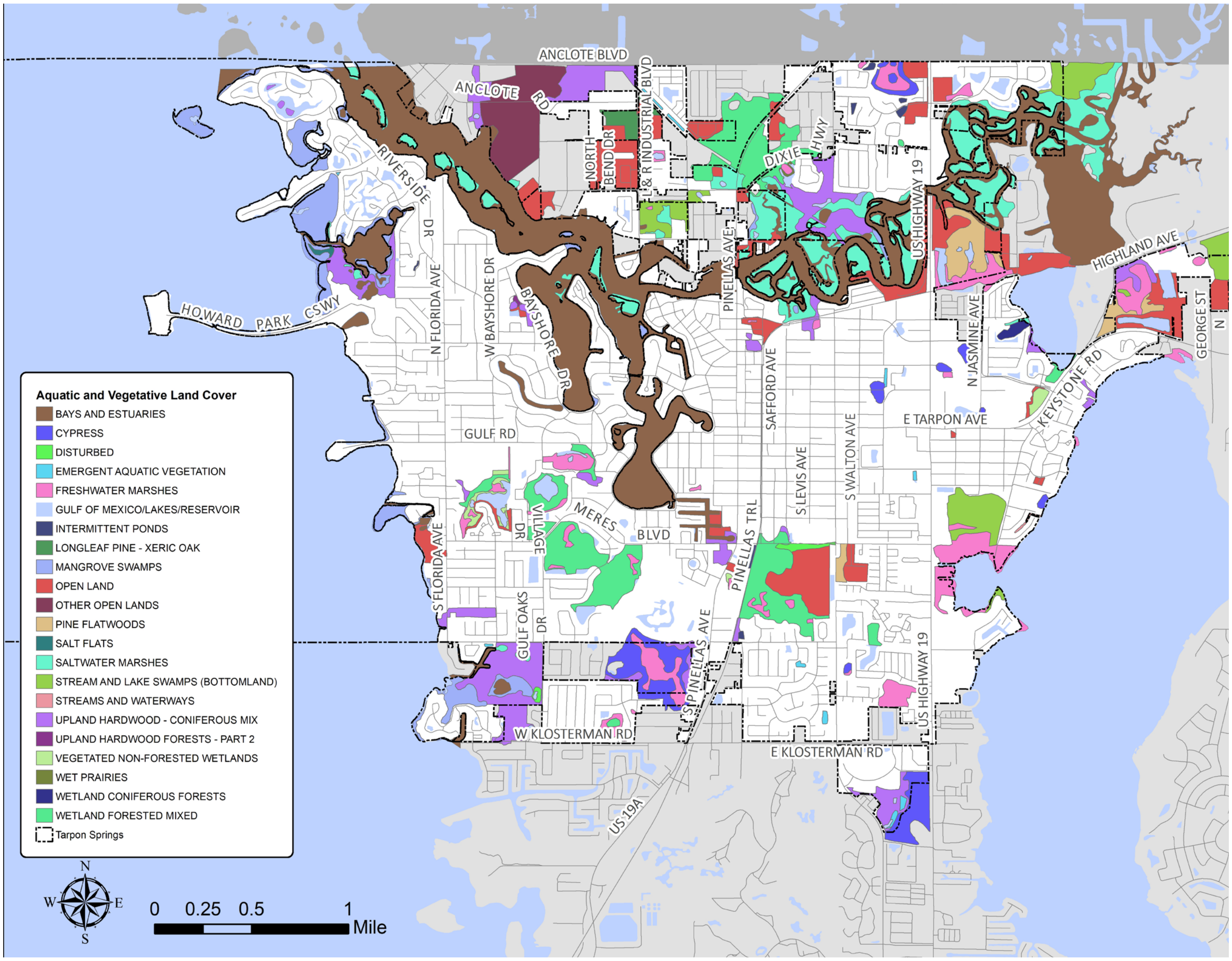
The scarcity of remaining habitat and the secondary impacts of development on remaining habitat over time have created a need to preserve environmentally sensitive areas and conserve remaining natural upland habitat.

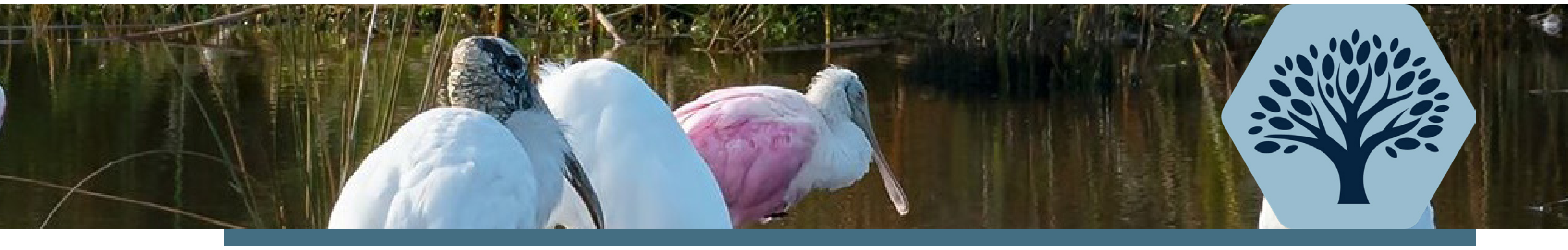
Environmentally sensitive areas include, but are not limited to, floodplains, wetlands, rare vegetative communities, listed species habitat, and areas of significant upland habitat remaining in Tarpon Springs. Using the Florida Land Use and Land Cover and Classification System (FLUCCS) map classifications, significant upland habitat in Tarpon Springs generally includes Scrub and Brushlands, Pine Flatwoods, Longleaf Pine/Xeric Oak, and Hardwood Conifer Mix.

Figure 27 identifies undeveloped land areas by the Florida Land Use Cover and Classification System (FLUCCS) designation.

Examples of protective measures can include, but are not limited to, "clustering" of development rights, setting aside a percentage of upland habitat for preservation, wetland buffers, requiring wildlife impact analysis/mitigation as a part of the development, etc.

FIGURE 27: Florida Land Use Cover & Classification System (FLUCCS)



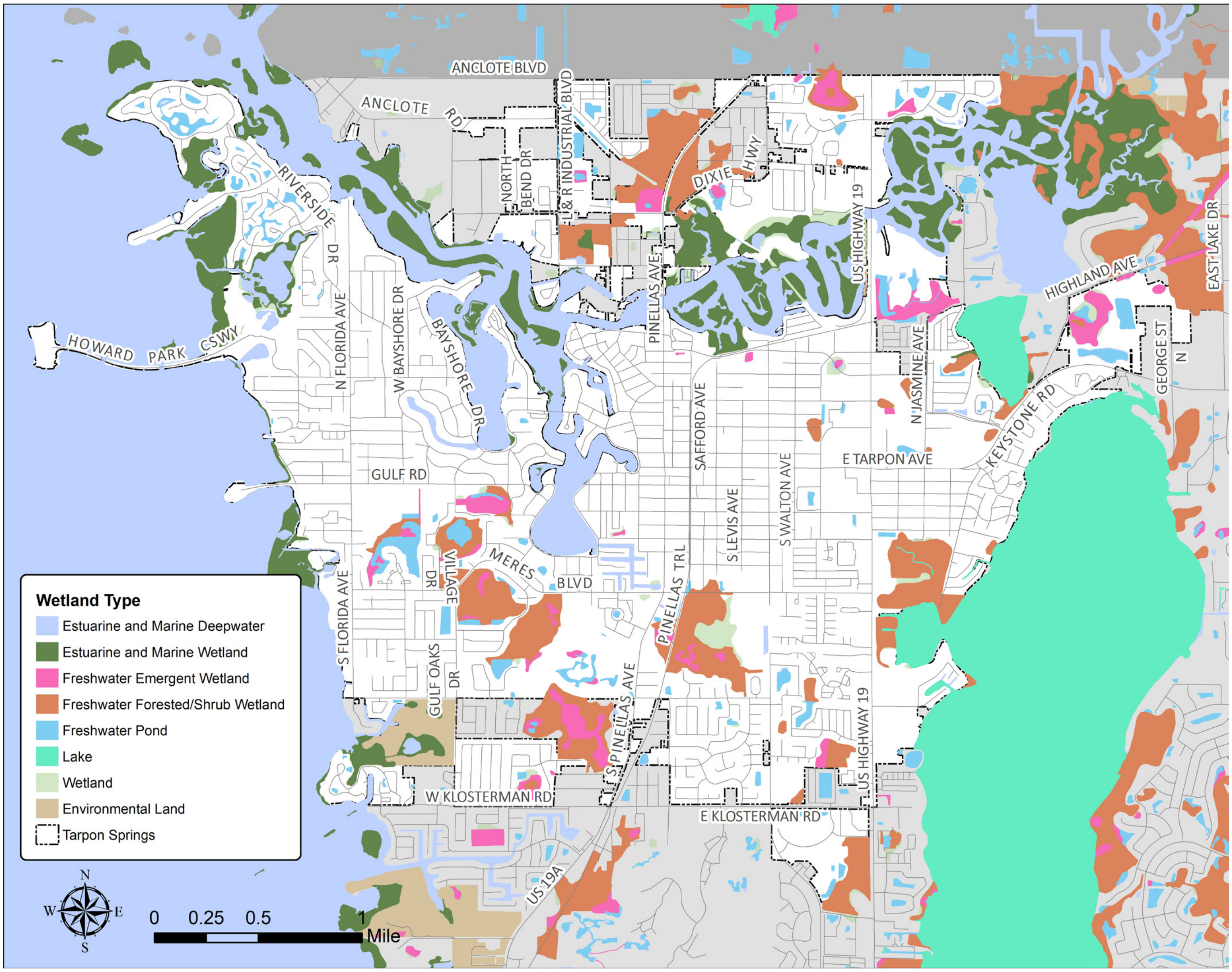


WATER BODIES

Figure 28 includes local surface water bodies, including rivers, bays, and lakes, and marine resources based on 2020 Florida Land Use, Cover & Classification System (FLUCCS) data from the Southwest Florida Water Management District.

The lower Anclote River (western section), St. Joseph's Sound, and Lake Tarpon are part of the Pinellas County Aquatic Preserve, designated in 1972. This preserve is subject to a management plan and regulations enforced by the Florida Department of Environmental Protection (FDEP). Rule 62-302.700, F.A.C also designates the Pinellas County Aquatic Preserve as an Outstanding Florida Water. This rule states: "It shall be the Department policy to afford the highest protection to Outstanding Florida Waters and Outstanding National Resource Waters. No degradation of water quality, other than that allowed in subsections 62-4.242(2) and (3), F.A.C., is to be permitted in Outstanding Florida Waters and Outstanding National Resource Waters, respectively, notwithstanding any other Department rules that allow water quality lowering."

FIGURE 28: Wetland Types

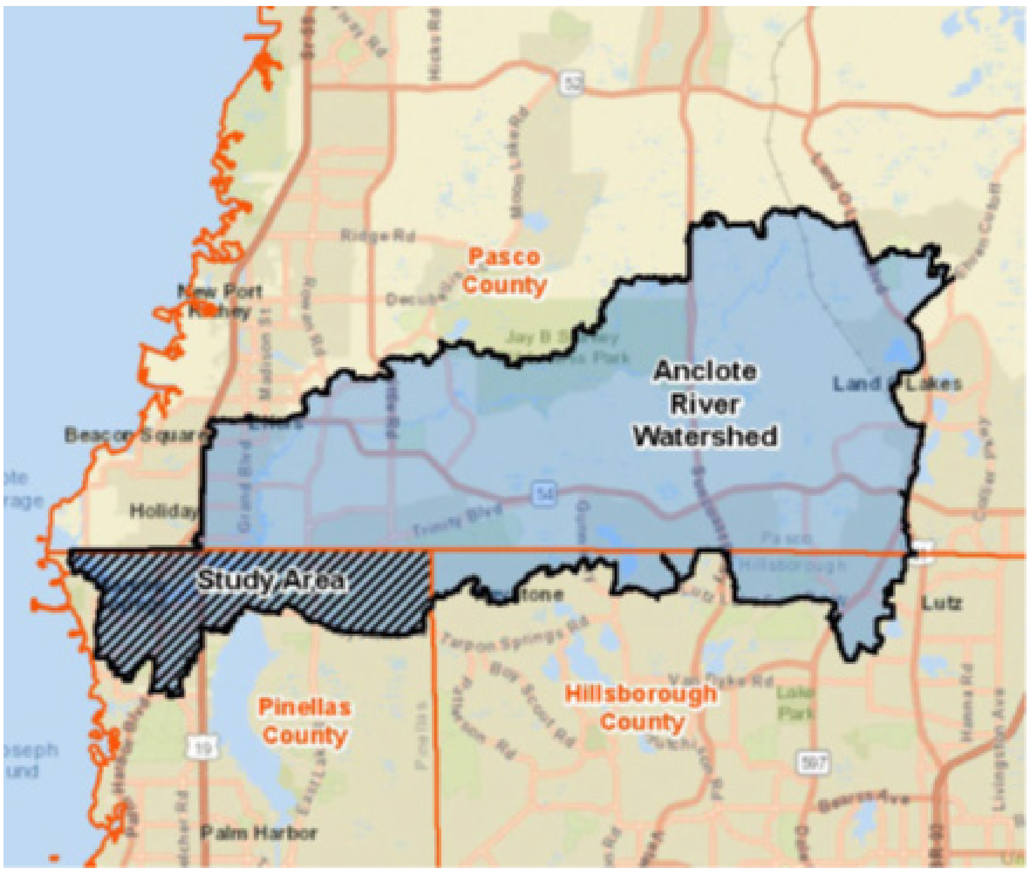


The Clean Water Act requires that the surface waters of each state be classified according to designated uses. Surface waters of the State, which includes Tarpon Springs, are Class III, unless described in rule 62-302.400, F.A.C. Uses associated with these waters include "Fish Consumption; Recreation, Propagation and Maintenance of a Healthy, Well-Balanced Population of Fish and Wildlife."

The Comprehensive Verified List provided by FDEP generally documents "impaired" waters not meeting state water quality standards and awaiting a Total Maximum Daily Load that is developed, adopted, and implemented to reduce pollutants and clean up the water body. The latest Verified List from FDEP dated June 21, 2021 includes portions of the Anclote River Bayou Complex estuary; however, it notes the impairment identified may be due to natural conditions, so assessment is pending further analysis. Lake Tarpon, the Lake Tarpon Canal to the south, other portions of the Anclote River estuary in Pinellas County are also included on the verified list, indicating that they require further assessment to confirm attainment of water quality standards. Notes in the list indicate that these areas are impaired, but are on the study list since there are ongoing restoration activities to address the impairment.

Pinellas County, SWFWMD, and the City collaboratively participate in implementing the Anclote River Watershed Management Plan (2021) to reduce flooding and improve water quality. The Watershed Management Plan includes approximately 9,095 acres of the watershed located in Pinellas County (**Figure 29**)

FIGURE 29: Anclote River Watershed Study Area



The plan analyzes Flood Protection Level of Service (FPLOS) for roadways, evacuation route, arterial and high use roads as well as structures subject to flooding, including critical facilities (government, fire stations, health care, schools and shelters). The analysis identified potential structural flooding for 3,541 structures within the City.

The plan also includes Best Management Practices (BMP) for many areas within the City as well as specific projects to improve flooding conditions, provide bank stabilization, improve water quality conditions and/or enhance natural conditions throughout the watershed.

The Anclote River Watershed Management Plan should be utilized as a reference document when parcels identified in BMP areas are proposed for development in order to further implementation of the watershed management plan.

Lake Tarpon, the largest freshwater lake in the Tampa Bay area, also has a Lake Tarpon Watershed Management Plan implemented by the Southwest Florida Water Management District (SWFWMD) and Pinellas County. The Lake Tarpon Plan summarizes the following primary challenges in the Lake Tarpon watershed, strategies to address those challenges, and indicators of success:

- Challenges:
  - Decline in water quality due to highly urbanized watershed inputs.
  - Imbalanced fish communities.
  - Increased nuisance algal blooms and non-native vegetation.

- Strategies:
  - Providing stormwater treatment to lake inflows.
  - Restoring hydrology and habitat restoration of surrounding wetlands.
  - Providing public education on lake and watershed issues.

- Success Indicators:
  - Increased submerged plant development.
  - Balanced fish communities.
  - Expanded coverage of native plants (Southwest Florida Water Management District (2018) "Lake Tarpon")

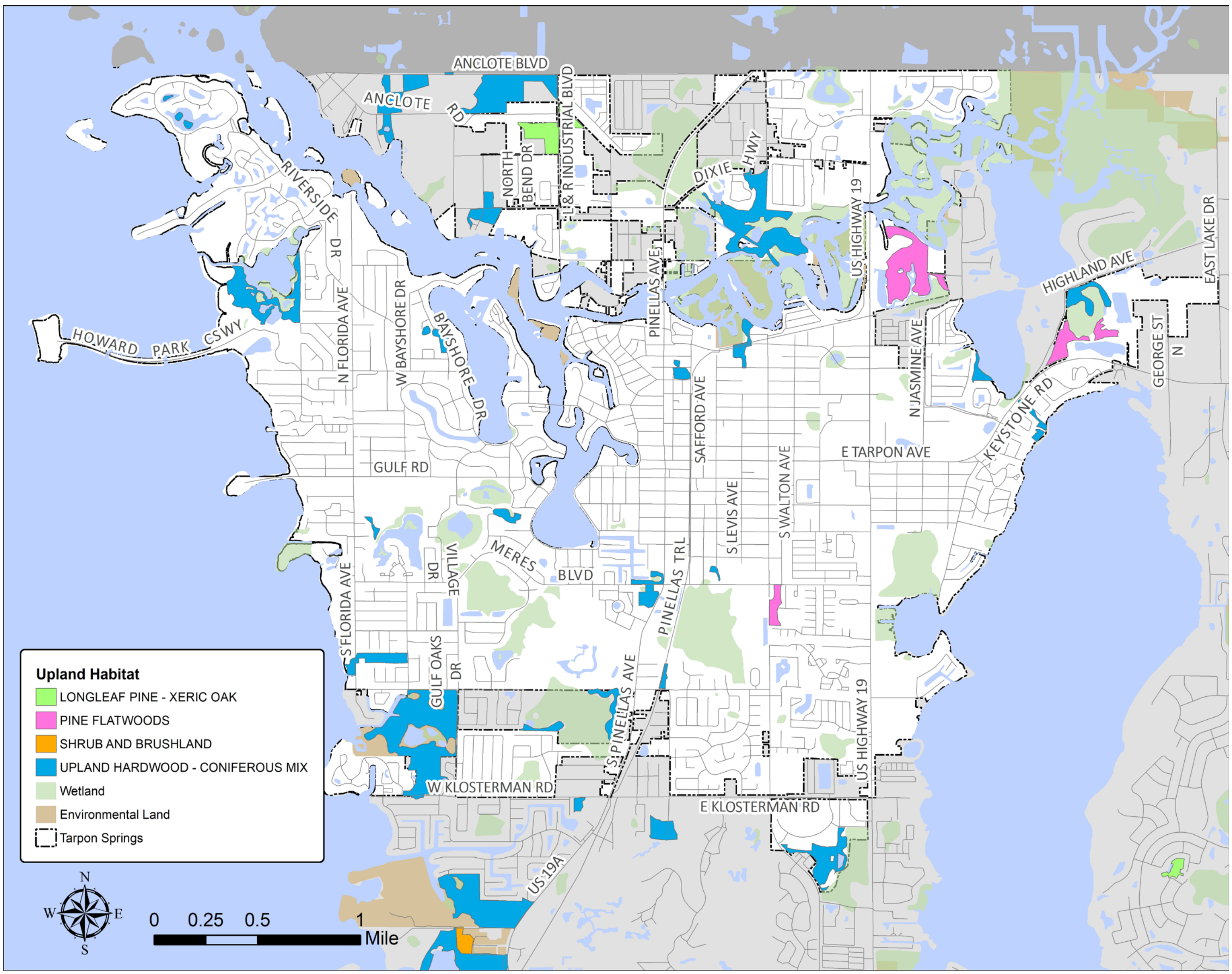
The Lake Tarpon Watershed Management Plan should be used as a reference document when development projects are located within the Lake Tarpon watershed management plan area.

HABITAT

Figure 30 indicates wetlands and upland areas that may be important to support wildlife habitat, according to the FLUCCS 2020 data and wetlands and environmental lands data from the Florida Geographic Information Office. Wetlands and additional freshwater, marine, and estuarine areas are distinguished in **Figure 28**.

There are no significant beach or dune areas in Tarpon Springs. There are small manmade beach areas at Sunset Beach and at Fred Howard Park, which are both too heavily used to represent significant wildlife habitat. Also, these areas were created by dredge and fill operations and are not the result of natural coastal processes. Anclote Key represents the northern extent of the Gulf coast barrier island system and is not proposed for development.

FIGURE 30: Wetland & Upland Areas



WILDLIFE

Table 27 lists these species and their current status with U.S. Fish and Wildlife Service and the Florida Fish and Wildlife Conservation Commission below.

TABLE 27: Endangered, Threatened, or Species of Special Concern

SPECIES	CURRENT STATUS
Leatherback Turtle *(Dermochelys coriacea)*	Federal Endangered
Atlantic Ridley Turtle *(Lepidochelys kempii)*	Federal Endangered
Atlantic Green Turtle *(Chelonia mydas)*	Federal Threatened
Atlantic Loggerhead Turtle *(Caretta caretta)*	Federal Threatened
Eastern Indigo Snake *(Drymarchon corais couperi)*	Federal Threatened
Wood Stork *(Mycteria americana)*	Federal Threatened
Gopher Tortoise *(Gopherus polyphemus)*	State Threatened
Short Tailed Snake *(Lampropeltis extenuata)*	State Threatened
Least Tern *(Sternula antillarum)*	State Threatened
Southeastern Snowy Plover *(Charadrius nivosus)*	State Threatened
Little Blue Heron *(Egretta caerulea)*	State Threatened
Tricolored Heron *(Egretta tricolor)*	State Threatened
Reddish Egret *(Egretta rufescens)*	State Threatened
American Oystercatcher *(Haematopus palliates)*	State Threatened
Southern Fox Squirrel *(formerly Sherman's Fox Squirrel; Sciurus niger niger)*	State Species of Special Concern

Source: Species identified from the original Analysis and Document for the Tarpon Springs Coastal Planning Area and Conservation Element prepared by Mangrove Systems, Incorporated (Oct 10, 1989) with updates by the City of Tarpon Springs Planning and Zoning Division. Listing status from: Florida Fish and Wildlife Conservation Commission (June 2021) Florida's Endangered and Threatened Species and US Fish and Wildlife Service Environmental Conservation Online System (ECOS): https://ecos.fws.gov/ecp/report/species-listings-by-state?stateAbbrev=FL&stateName=Florida&statusCategory=Listed

WETLANDS

Wetlands occur in and around Tarpon Springs, but are primarily associated with the major waterbodies, Gulf of Mexico, Anclote River, and Lake Tarpon. Isolated wetlands which were once part of a larger system of interconnected wetlands are also present. Wetlands are a type of ecological community which support a variety of plants and wildlife, and are dependent upon hydrologic connection to natural water bodies. In addition to serving as a wildlife and plant habitat, wetlands serve to retain water, regulate the flow of water, filter nutrients, and absorb impacts of flooding and storm surges. Problems associated with the development of wetlands include flooding, loss of aquifer recharge, loss of habitat, loss of impact absorption during storm surges, erosion of roads, structures, and public facilities, and the malfunctioning of septic systems. The City's extent of wetlands is limited, and should be prioritized for protection. The development of wetlands is subject to the jurisdiction of the Army Corps of Engineers, the State Department of Environmental Protection, and SWFWMD. (**See Figures 27 and 28**)

MINERALS & SOILS

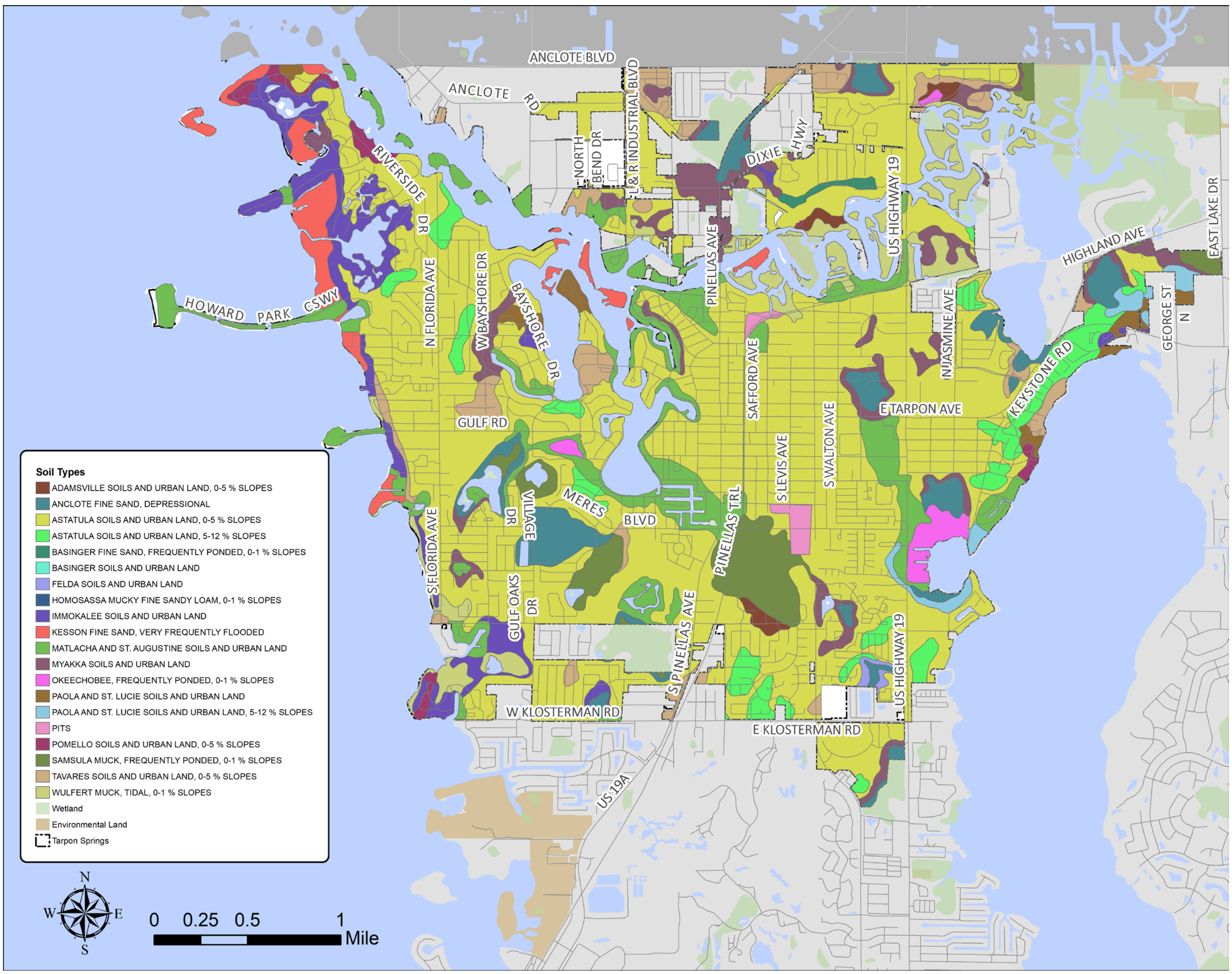
No mineral deposits of commercial value are known to occur within the city.

The northwestern part of Pinellas County is characterized by rolling ridges from 25 to 97 feet above sea level. Although Tarpon Springs has ridges, the majority of the area is low due to the Anclote River drainage basin. The primary challenge with topography is in the design of stormwater handling.

Figure 31 provides a map showing soil associations found in the city. A map showing soil associations can be a useful guide for site selection and planning. Due to past urbanization the majority of Tarpon Springs' soil coverage consists of urban land and is suitable for development. However, management of a specific site will depend upon such details as slope, density, depth, drainage, permeability, and other characteristics.

Tarpon Springs is characterized primarily by the Astatula series, which occur on upland ridges. Soil limitations are slight to moderate. However, areas adjoining wetlands, having previously filled wetlands/submerged land, and shoreline areas present more severe problems.

FIGURE 31: Soils Map



POTENTIAL AREAS FOR CONSERVATION & PRESERVATION

The following local conservation and preservation priorities summarized here are derived from the community engagement for the 2023 Comprehensive Plan update.

- Improving habitat quality of parks, conservation, and open space land was a top priority from the general public and advisory boards/update steering committee for parks, recreation, and open space.
- Improving access and new conservation lands were also priorities for the boards/steering committee, residents, and general public.
- Regarding conservation and natural resource priorities, acquiring new environmentally sensitive lands (habitat, wetlands, etc.) for conservation was a priority for both the general public and advisory boards/update steering committee.
- Maintaining and enhancing tree canopy was also important for the advisory boards and the steering committee.

The Tarpon Springs Strategic Plan completed in 2022 includes the following goal and objectives supporting tree canopy health:

- **Goal B.2:** A Healthy Tree Canopy
  - **Objective B.2.1:** Complete and maintain a tree inventory.
  - **Objective B.2.2:** Reduce urban heat islands and increase shade tree plantings.
  - **Objective B.2.3:** Assess and amend tree preservation ordinances.

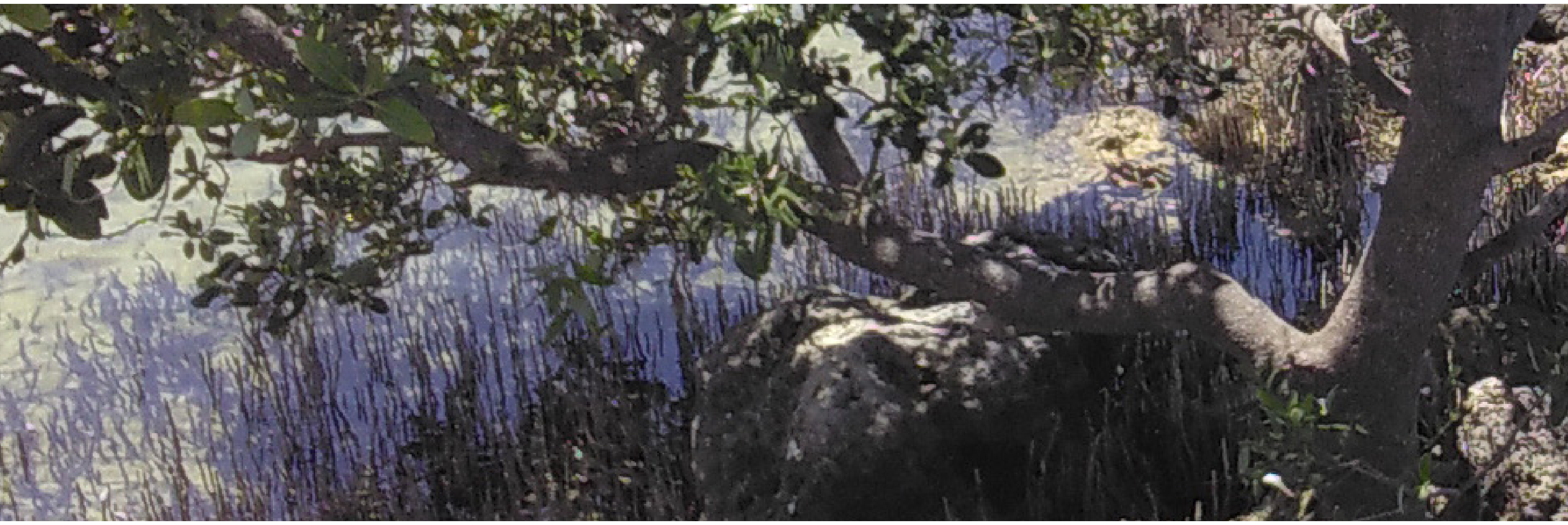
As documented in **Figure 30**, the city has very few areas of upland vegetation remaining. Xeric oak and pine located near the coastal area are particularly important for wildlife habitat. Additionally, estuarine salt marsh and mangrove forest which provide wildlife habitat, benefit water quality by filtration of upland runoff, and dissipate wave energy during severe storm events should be preserved. (**Figure 28**).

Specific objectives and policies within the Conservation Element address protecting and improving wetlands and upland habitat.. Previous policies sought protection through a "no net loss" provisions. A new proposed policy will prohibit impacts to all remaining wetlands, regardless of quality or functional status. Additionally, the Future Land Use Element specifies maximum impervious surface and minimum open space standards for areas of significant upland habitat.

RENEWABLE ENERGY & SUSTAINABILITY

In 2023, the City adopted the Sustainability Plan providing a blueprint of current and future sustainability and resiliency initiatives for Tarpon Springs. Additionally, the Strategic Plan also includes the following "Infrastructure" Focus Area Goal and Objectives for a citywide clean energy program:

- **Goal A.1:** A City-Wide Clean Energy Program
  - **Objective A.1.1:** Research, develop, and initiate a City-wide renewable energy plan.
  - **Objective A.1.2:** Expand a City-wide energy efficiency program.



Recreation/Open Space

HISTORY

The city began to grow rapidly after 1905 with the growth of the sponging industry and two concurrent real estate booms. It was also at this time that Tarpon Springs created several parks and recreation facilities, many of which still exist. For recreation, most people wanted to be at the beach, so sunbathing, fishing and other similar activities became popular with tourists that "wintered" in the area.

In the 1920's Sisler Field (currently a ballfield/park of the same name) was built to serve as the spring training facility for the St. Louis Browns. The original field has been added to the present-day facility, which now has four Little League ball fields. Around the same time the Tarpon Springs 18-Hole Golf Course (formerly the Marshall Alworth Golf Course) was built, making it one of the first in Florida.

Sunset Beach and causeway were constructed in 1926. The beach and building were utilized by residents for local dances, receptions and weddings until the pine building burned down in October 1963. In 1994, park renovations were completed to include new picnic shelters, restrooms, fishing platform, a refurbished parking lot, tree plantings, and an informational kiosk about the history and environment of the 8.6-acre park. Sunset Beach continues to be a cherished asset to the Tarpon Springs community.

Many recreation facilities were built as a result of the 1933 New Deal that created the Works Progress Administration, putting to work many unemployed people. Some of the projects included a children's playground at Rotary Park (this facility still exists) and improvements to Craig Park (formerly known as Coburn Park) as well as, for the first time, sanitary outdoor toilets for these facilities.

Some of the recreation activities that became popular in the 1930s included golf tournaments and football games, as well as, various community events held in the various park facilities.

Another facility, built with city funds and donations, was the Tourist Club at Craig Park. The Memorial Stadium was built with funds raised by local service clubs and later turned over to the Pinellas County School Board and used for the Tarpon Springs High School football team, the "Spongers".

Some other early recreation facilities include the present Yacht Club, which was formed in 1949, and the Sunset Point recreation pier. The A. L. Anderson and Fred Howard County Parks are named after former mayors of Tarpon Springs.

TRENDS IN RECREATION

Approximately 120 years have passed since the first Tarponites and visitors to the area participated in recreation activities and in this time the need for facilities has mirrored the population growth of the area.

Regional Trends

According to the 2019 Statewide Comprehensive Outdoor Recreation Plan (SCORP), the resource-based activities (those depending on water and land natural resources) with the highest participation rates in the Central West Florida Area are saltwater beach activities, visits to archaeological and historic sites, wildlife viewing, picnicking, bicycle riding on paved routes, and hiking. The most popular user-oriented activities (generally sports) include fitness walking and jogging and swimming in outdoor pools. Only 10 out of 27 level of service (LOS) standards reviewed for the Central West Florida area in the SCORP exceed the statewide medians.

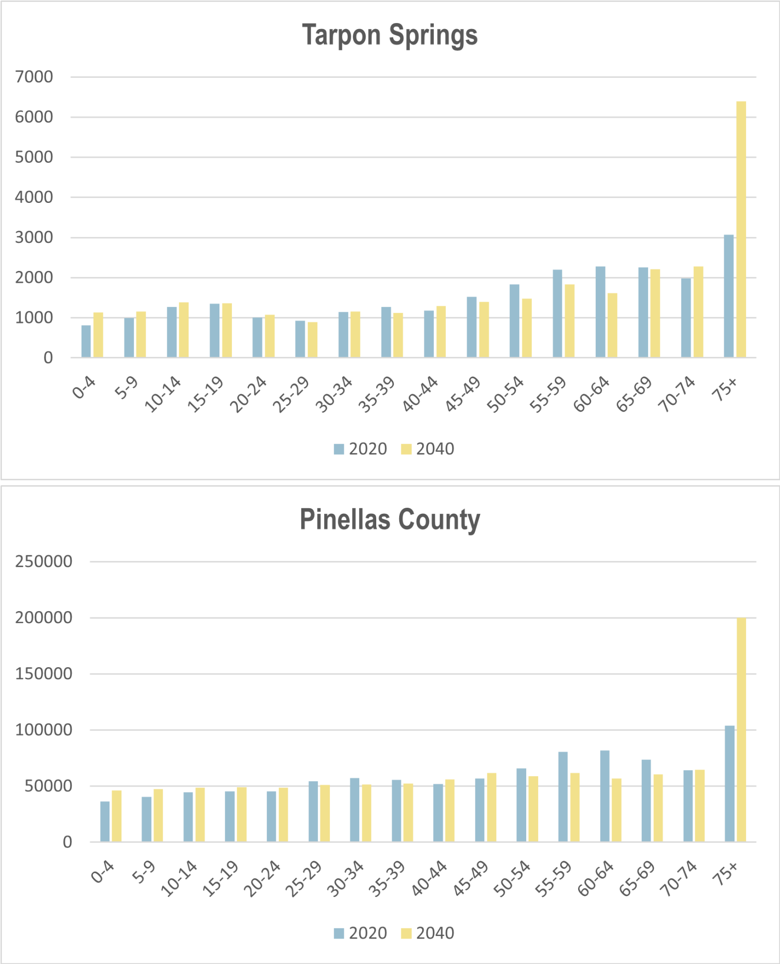
Local Trends

Figure 32 shows age distribution estimates for permanent residents in the city and county between 2020 and 2040. The anticipated increase in the population over 75 years of age for both jurisdictions over the next couple of decades is most notable. Additionally, relative to the County, Tarpon Springs has a slight dip in population for permanent residents in their 20's and early 30's.

The following local parks and recreation preferences summarized here are derived from the community engagement for the 2023 Comprehensive Plan update. These items include those highest ranked by the advisory boards and steering committee.

- Improving habitat, quality of parks, conservation, and open space lands were top priorities from the general public and advisory boards/update steering committee for parks, recreation, and open space. Improving access and new conservation lands were also priorities for the boards/steering committee and residents, and the general public.
- Regarding conservation and natural resource priorities, acquiring new environmentally sensitive lands (habitat, wetlands, etc.) for conservation was a priority for both the general public and advisory boards/update steering committee. Maintaining and enhancing tree canopy was also important for the advisory boards and steering committee.
- Regarding facilities, when asked for the top five most needed parks and recreation facilities in the city, general public survey respondents indicated inclusive playgrounds, swimming facilities, and pickleball as the top three, followed by skateboarding, basketball, soccer, and baseball/softball facilities which all received a similar number of responses. The amenities ranked by the general public as top five in terms of need were restrooms and water fountains, trails, kayak/paddleboard launches, community gardens/orchards, benches, and fishing piers (the last two items received a similar number of responses). Pickleball facilities were also highest ranked by the steering committee.

FIGURE 32: City & County Age Distribution for Permanent Residents



Parks can also meet other community capital improvement priorities, such as flood risk reduction, stormwater management, ecosystem restoration, natural systems and resources, sustainability/resiliency improvements, historic and cultural resource preservation, and economic development.

EXISTING INVENTORY

An important process in planning for recreation and open space facilities involves inventorying the existing facilities. The tables that follow provide an inventory of each category of facility inventoried for this plan. The tables of most concern to this plan are the first two, which depict the City owned parks and open space facilities and the recreational buildings and facilities.

City Owned

The existing City recreation and open space facilities have been inventoried. **Table 28** lists the parks and open space facilities and **Table 29** shows recreational buildings and facilities. Locations of parks and recreation facilities are depicted on **Figure 33**.

TABLE 28: City Owned Parks & Recreation

	FACILITY	ACRES	CLASSIFICATION	LOCATION	AMENITIES
1	Chesapeake Park	0.25	Mini-Park	Royal Dr. & Chesapeake Dr.	Undeveloped, no facilities.
2	Cops & Kids Youth Center Playground	0.5	Mini-Park	555 E. Harrison St.	1 Bicycle Rack; 1 Equipped Play Area; Mini-Gym w/Basketball Half-Court
3	Craig Park	6.8	Neighborhood Park	102 S. Springs Blvd.	1 Equipped Play Area; 10 Picnic Tables; 1 Recreation Bldg.; $^{1}/_{3}$ Mile Scenic Walkway; 1 Saltwater Boat Ramp w/1 Lane; 6 Shuffleboard Courts; 2 Lighted Tennis Courts; Restrooms; 1 Floating Dock, 1 Bandshell
4	Ed Dorsett Park	4.5	Neighborhood Park	500 E. Harrison St.	2 Full-Court Basketball; 2 Bicycle Racks; 1 Equipped Play Area; 8 Picnic Tables; 1 Lighted Softball Field; 1 Lighted Tennis Court; 1 Practice Athletic Field; Concession Stand w/ Kitchen Facilities; Restrooms; Cooking Grills
5	Highland Nature Park	6.95	Neighborhood Park	530 Highland Ave.	1 Bicycle Rack; 1 Equipped Play Area; $^{1}/_{2}$ Mile Nature Trail; 1 Pedestrian Pier; 3 Picnic Tables; Restrooms; 325 Ft. of Scenic Boardwalk to Lake
6	Legion Park	0.8	Scenic Open Space	North of Ashland Ave.	Undeveloped Wetland Area
7	North Anclote River Nature Park	77	Community Park	55 Old Dixie Highway	2 Equipped Play Areas; 3 Bicycle Racks; Nature Walk Trails; 2 Restroom Areas; 1 Fishing Pier; Observation Deck; Pinellas Co. Bike Trail; 1 Canoe Landing Area; 15 Picnic Tables; Parking Facilities; ADA Accessible
8	Oak Leak Village Playground	1.05	Mini-Park	Vermont Ave.	1 Equipped Play Area; 5 Picnic Tables
9	Richard Ervin Park	0.86	Mini-Park	1700 Richard Ervin Pkwy.	4 Picnic Tables; 2 Shelters; (Boat Ramp Currently Closed Indefinitely)
10	Riverside Park	4.9	Neighborhood Park	833 Riverside Dr.	1 Equipped Play Area; 1 Football/ Soccer Lighted Field; 2 Picnic Tables; 4 Lighted Tennis Courts; Restrooms; Concession

**Facilities shared with City through leases*
Source: Information from Various City Departments, Pinellas County GIS (Acreage estimated using Pinellas County GIS aerial data)

TABLE 28: City Owned Parks & Recreation

	FACILITY	ACRES	CLASSIFICATION	LOCATION	AMENITIES
11	Rotary Park	2.88	Community Park	400 S. Banana St.	1 Lighted Softball Field; Restroom; 1 Basketball Court
12	Sisler Field	7.5	Community Park	711 Meres Blvd.	4 Lighted Little League Baseball Fields; 2 Concession Areas; Batting Cages; Restrooms; 1 Equipped Play Area
13	Sunset Beach Park	11.3	Neighborhood Park	1800 Gulf Rd.	2 Bicycle Racks; 320 Ft. Saltwater Beach Area; 9 Shelters; 23 Picnic Tables; 1 Beach Volleyball Court; Boat Ramp; Cooking Grills; 1 Equipped Play Area; Scenic-Overlooking Platform; 1 Equipped Play Area
14	Tarpon Springs Elementary*	2.6	Neighborhood Park	525 N. Disston Ave.	1 Basketball Court; 1 Equipped Play Area
15	Tarpon Springs High School*	9.85	Neighborhood Park	1411 Gulf Rd.	1 Lighted Baseball Field; 2 Basketball Courts; 1 Football/Soccer Field; 3 Tennis Courts; Open Play Field/Area
16	Tarpon Springs Middle School*	6	Neighborhood Park	500 Florida Ave.	2 Basketball Courts; 1 Bicycle Rack (compound); 1 Playground Field
17	Tarpon Springs Sports Complex/Discovery Playground	22.7	Community Park	150 Jasmine Ave.	3.5 Football/Soccer Fields; 2 Sets of Restrooms; 2 Concession Stands; Bleachers; Announcer's Booth; Discovery Playground; 2 Equipped Play Areas (1 for Tots, 1 for Older Children); 5 Picnic Tables
18	Tarpon Springs Dog Park/Splash Park	1.3	Dog Park	Live Oak	5 benches; Dog Water Fountain; Fire Hydrant; Dog Waste Bag Stations; Separate Fenced Areas for Large and Small Dogs. / Splash Pad, 1 Equipped Play Area; 1 Covered Pavilion; 1 Stage Area; 7 Picnic Tables; 8 Benches; 2 Cooking Grills; Restroom; Parking Lot; Kayak Launch
19	Exercise Park/ Pickleball Courts	2.68	Neighborhood Park	Safford Ave.	1 Bench; Exercise Equipment; 2-4 Pickleball Courts (Under Development)
20	Lake Tarpon Dock	100 ft.	Fish/Lake Viewing Dock	Lake Tarpon Ave.	Lake Fishing/Viewing Pier; Pedestrian Pier
21	Trentwood Playground	0.195	Mini-Park	1104 Windsor Hill Way	1 Equipped Play Area; Picnic Table
22	Gulf Beach Park	1.54	Scenic Open Space	West End of Gulf Beach Blvd.	Scenic Gulf Waterfront Area
23	Phillips Road Water Access	0.25	Future Boat Launch	Phillips Rd. & Riverside Dr.	Vacated ROW w/Anclote River (shallow water) Access
	TOTAL	**172.405 Acres +100 Feet**			

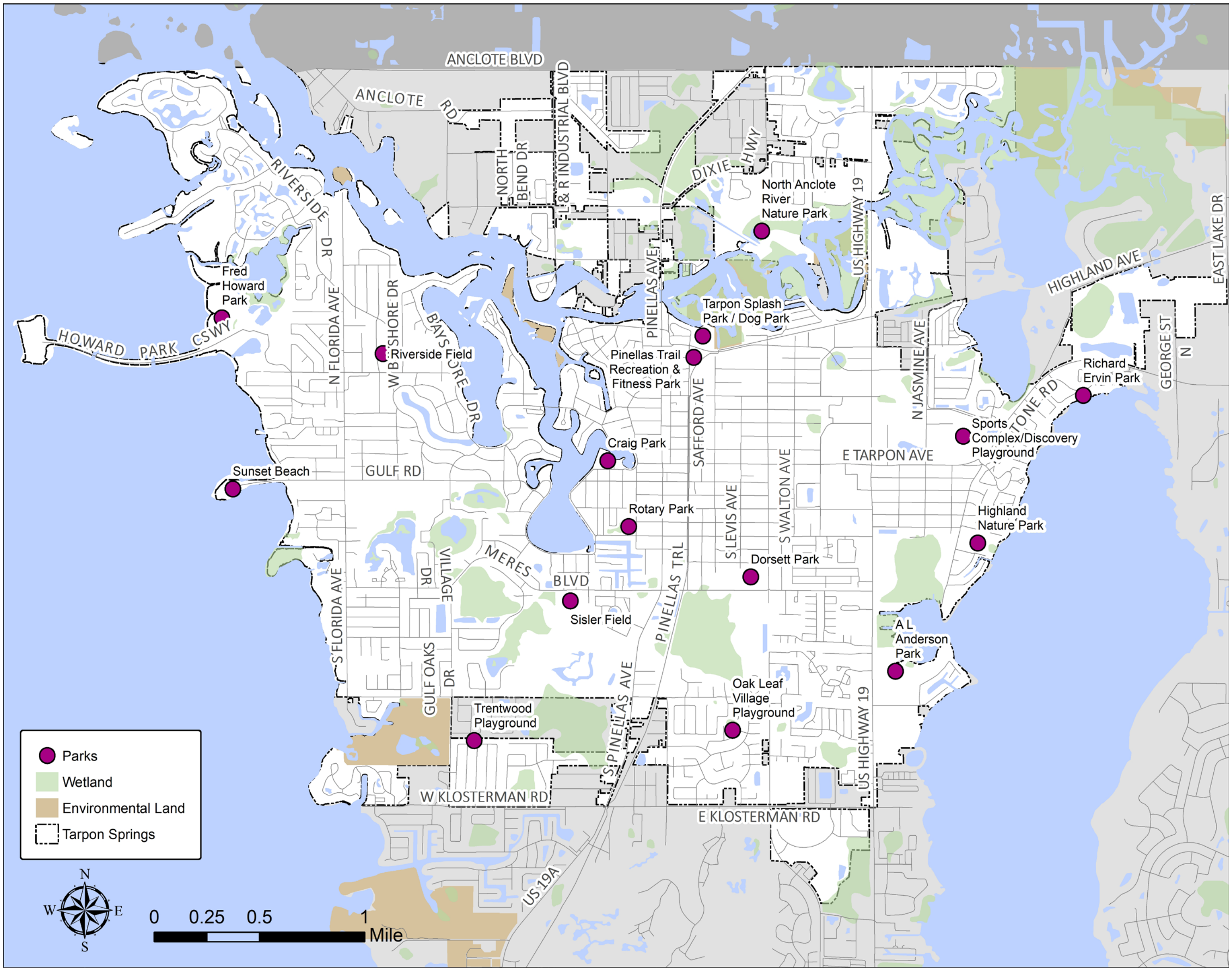
**Facilities shared with City through leases*
Source: Information from Various City Departments, Pinellas County GIS (Acreage estimated using Pinellas County GIS aerial data)

TABLE 29: City Owned Recreational Buildings & Facilities

	FACILITY	ACRES	CLASSIFICATION	LOCATION	AMENITIES
2	Cops & Kids Youth Center	0.17	Special Purpose/ Mini-Park	555 E. Harrison St.	$^1/_2$ Basketball Court; Kitchen; Conference Room; Equipped Play Area; Bicycle Rack; Restrooms
3	Craig Park	6.8	Special Purpose	5 Craig Park Dr.	Recreational center; Bandshell; Restrooms
24	Tarpon Springs Marina	0.9	Special Purpose	100 Dodecanese Blvd.	19 Sponge Boats
25	Tarpon Springs Cultural Center	0.22	Special Purpose	101 S. Pinellas Ave.	Historical & Cultural Exhibit; Meeting Rooms; Auditorium; Restrooms
26	Tarpon Springs Golf Course	112.89	Special Purpose	1310 S. Pinellas Ave.	1 - 18-Hole Regulation Public Golf Course; Driving Range; Concessions; Clubhouse; Chipping & Putting Practice Areas; Restrooms
27	Tarpon Springs Library	0.55	Special Purpose	138 Lemon St.	Meeting Rooms; Educational Resources; Internet Access; Restrooms
28	Union Academy	1.06	Special Purpose	401 E. MLK Jr. Dr.	Citizens Alliance for Progress (CAP) Headquarters; Social & Eductional Programs; After School Care; Meeting Rooms; Restrooms
29	Walton Ave Community Center	2.2	Special Purpose	400 S. Walton Ave.	Meeting Rooms; Hall Kitchen; Restrooms
30	Gymnasium at Community Center	0.25	Special Purpose	400 S. Walton Ave.	Gym (Basketball, Volleyball, Work-Out); Game Room; Weight Room; Built in 2001
TOTAL		**125.04 ACRES**			

Updated 12/31/2023

FIGURE 33: Parks & Recreation Facilities



Other Jurisdictions & Private Facilities

Tables 30 cover the facilities handled by other jurisdictions. Although not all inclusive, **Table 30** lists parks and open spaces owned and managed by other jurisdictions, such as the State of Florida, Pinellas County, Pasco County, as well as, the Pinellas County School Board. Locations of parks and recreation facilities are depicted on **Figure 33**.

When new development proposals are evaluated (such as apartments, planned developments, subdivisions, etc.), onsite recreation facilities may be required based upon existing deficiencies, location, and project size.

TABLE 30: Other Jurisdictions Parks & Open Space

FACILITY	ACRES	CLASSIFICATION	OWNED/MANAGED	LOCATION	AMENITIES
A.L. Anderson Park	128	Urban Regional Park	Pinellas County	Between Tarpon Lake & US 19 N. off Tookes Rd.	2 Equipped Play Areas; 500 ft. Freshwater Boardwalk/ Catwalk; 1 Freshwater Boat Ramp w/6 Lanes; 500 ft. Nature Study/Walking Trail; 220 Picnic Tables; 9 Shelters
Anclote Key State Park & Aquatic Preserve	567	Regional Park	State of Florida	Off the Coast of Anclote/Holiday Areas. Accessible by Boat Only.	$4^3/_4$ Miles Saltwater Beach Area; Primitive Campsite w/ Grills, Table, & Pit Toilets
Anclote River Park	29	Community Park	Pasco County	Pasco County	2 Historical/Archaeological Sites/Structures; 400 ft. Saltwater Beach Area; 1 Saltwater Boat Ramp w/4 Lanes; 2 Shelters
Fred Howard Park	155	Urban Regional Park	Pinellas County	1700 Sunset Dr.	1 Baseball/Softball Field; 2 Equipped Play Areas; 175 Picnic Tables; 750 ft. Saltwater Beach Area; 2,400 ft. of Saltwater Causeway; 9 Shelters
Lime Street Park	0.30	Mini-Park	Tarpon Springs Housing Authority	406 Lime St.	1 Equipped Play Area
Pinellas Trail	2.5 Miles	Special Purpose/ Linear Park	Pinellas County	N/A	3 Mile Recreation Trail for Bicycle/Walking/Skating (Asphalt Paved Old Railroad ROW)
Pinellas Trail Extension(s)	N/A	Special Purpose/ Linear Park	Pinellas County	N/A	Multiple Projects - "Elfers Spur", etc. (Proposed Facility)
Sunset Hills Elementary	3.67	Neighborhood Park	Pinellas County School Board	1513 Gulf Rd.	1 Basketball Court; 1 Equipped Play Area
Tarpon Springs Elementary		Community Park	Pinellas County School Board	525 N. Disston Ave.	1 Basketball Court; 1 Equipped Play Area
Tarpon Springs High School		Community Park	Pinellas County School Board	1411 Gulf Rd.	2 Baseball/Softball Fields; 2 Basketball Courts; 1 Football/ Soccer Field; 1 Multipurpose Playing Field; 3 Tennis Courts
Tarpon Springs Middle School		Neighborhood Park	Pinellas County School Board	500 N. Florida Ave.	2 Basketball Courts; 1 Bicycle Rach (compound); 1 Softball Field; 1 Track

Source: Information obtained from various City of Tarpon Springs departmental reports/listings.

Water Access Inventory

An inventory of water access sites, is listed in **Table 31**. This inventory includes rights-of-way which are undeveloped and/or lacking functional access.

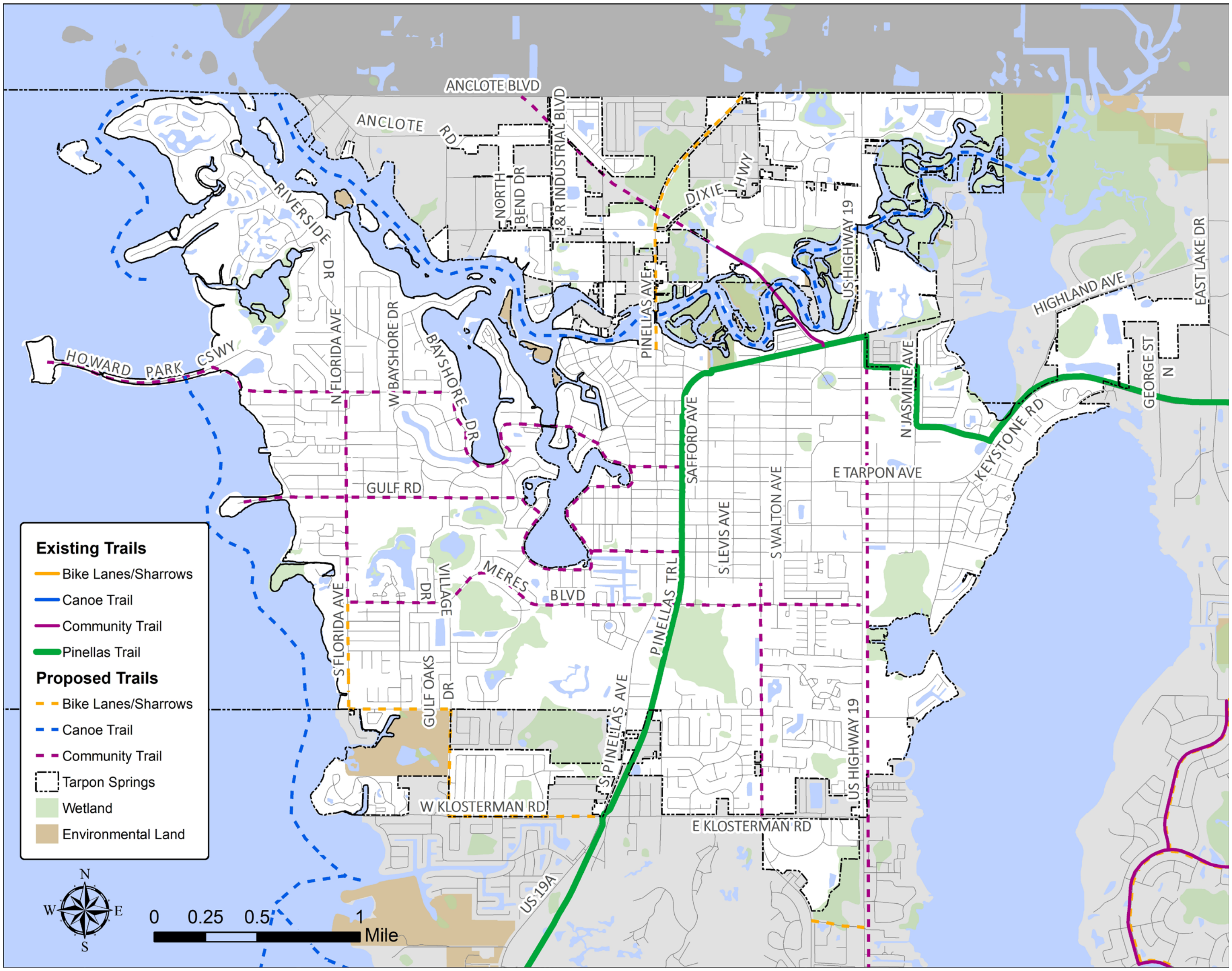
TABLE 31: Inventory of Water Access Sites

STREET NAME	DESCRIPTION	WATER BODY ACCESSED
Athens Street	30’ of ROW	Sponge Docks
Beach Drive	60’ of ROW	Gulf of Mexico
Beekman Lane	40’ of ROW	Craig Park
Cleveland Place	35’ of ROW	Inness Bayou
Coburn Drive	25’ of ROW	Gulf of Mexico
Disston Avenue	60’ of ROW	Anclote River
Dodecanese Boulevard	50’ of ROW	Sponge Docks
Florida Avenue	63’ of ROW	Anclote River
Grand Central Drive	45’ of ROW	Gulf of Mexico
Grand View Drive	60’ of ROW	Lake Tarpon
Gulf Beach Boulevard	50’ of ROW	Gulf of Mexico
Gulf Road	33’ of ROW	Contains a Paved City Street
Hibiscus Avenue	40’ of ROW	Sponge Docks
Hope Street	50’ of ROW	Sponge Docks, Waterfront Viewing
Imperial Drive	30’ of ROW	Kreamer Bayou & Anclote River
Lagoon Road	60’ of ROW	Lake Tarpon
Lake Boulevard	40’ of ROW	Tarpon Bayou
Lake Tarpon Avenue	50’ of ROW	Lake Tarpon
Lucille Drive	60’ of ROW	Kreamer Bayou
Meyer Lane	16’ of ROW/20’ of ROW	Lake Tarpon
Phillips Road	60’ of ROW	Anclote River
Riverview Drive	15’ of ROW	Anclote River
Roosevelt Boulevard	50’ of ROW	Sponge Docks
Safford Avenue	60’ of ROW	Anclote River
Sunset Drive	40’ of ROW	Gulf of Mexico
Tallahassee Drive	20’ of ROW	Gulf of Mexico
TOTAL	**26 Access Sites**	

The Pinellas Trail

Besides making great use of an otherwise underutilized ribbon of land, the Pinellas Trail within the city provides a recreational, as well as, utilitarian way to get around town. Bicyclists, pedestrians, roller skaters, and rollerbladers and other micro-transit users utilize the trail. Schools, restaurants, retail shops, cultural centers as well as other amenities exist alongside the Trail and are accessible by this corridor. The location of this trail in Tarpon Springs and other major trails is shown in **Figure 34**.

FIGURE 34: Existing Trails & Bicycle/Pedestrian Routes



PARKS CLASSIFICATION & LEVEL OF SERVICE

Mini-parks/Equipped Play Areas/Tot Lots, Neighborhood Parks, and Community Parks provide three categories for parks classification suited to the localized nature of parks planning at the municipal level. These park types are defined below:

- **Mini-Park:** Small parks with limited activity that typically provide seating, landscaping, and potentially a playground, tot lot, community garden, or other passive recreation opportunity.
- **Neighborhood Park:** Area for more intense recreational activity relative to the mini-park. These parks are usually accessible on low-traffic streets that are easy to walk and bike.
- **Community Park:** This type of facility provides a variety of program and facility opportunities to all individuals and families in the service area. Some of the types of facilities provided at these parks are ball fields, tennis courts, play areas, picnic areas, multipurpose courts, recreation buildings, sports fields, and nature walks (trails). These parks are typically accessible from major streets.

Another aspect of each facility to consider when evaluating the Level of Service of park facilities is the service radius. Each type of facility is assigned a radius to which the facility provides service, as shown in **Table 32**:

TABLE 32: Parks Classifications

FACILITY TYPE	SERVICE RADIUS	ACREAGE RANGE	ACRES PER 1,000 IN POPULATION	POPULATION SERVED
Mini-Park	Under 1/2 Mile	1/4 - 2	0.8	500 - 2,500 people
Neighbohood Park	1/2 Mile	2 - 10	1.0	5,000 people
Community Park	3 miles	10+	1.5	12,500 people

Tables 33 and 34 provide the level of service standards for accessibility and facility type.

TABLE 33: Level of Service Standards - Accessibility

FACILITY TYPE	ACCESS LEVEL OF SERVICE STANDARD
Mini-Park or Neighborhood Park	1/2 Mile or Less from Existing Residential Development
Community Park	3 Miles or Less from Existing Residential Development

Note: The City may include regional parks in meeting community park level of service standards. The City may also include private recreation space in meeting level of service standards.

TABLE 34: Level of Service Standards - Recreational Facilities

FACILITY TYPE	LEVEL OF SERVICE STANDARD
Baseball	1 Diamond / 6,750 Persons
Basketball	1 Court / 2,600 Persons
Boat Launching	1 Boat Ramp / 6,750 Persons
Football/Soccer	1 Field / 3,333 Persons
General Play	1 Equipped Play Area / 1,250 Persons
Little League Baseball	1 Field / 5,000 Persons
Nature Study	1 Mile of Trail / 10,000 Persons
Softball	1 Field / 10,000 Persons
Tennis	1 Court / 2,000 Persons
Volleyball	1 Court / 6,000 Persons
Mini-Park	0.8 Acres / 1,000 Persons
Neighborhood Park	1.0 Acres / 1,000 Persons
Community Park	1.5 Acres / 1,000 Persons

Note: The City may include regional parks in meeting community park level of service standards. The City may also include private recreation space in meeting level of service standards.

As outlined in the Recreation/Open Space Element's policy ROS 1.2.1, upon adoption of a parks and recreation master plan the level of service standards outlined in **Tables 32, 33, and 34** will be superseded by the master plan policies.

LEVEL OF SERVICE NEEDS ANALYSIS

In proposing a remedy of an existing or future deficit the availability of potential sites, funding, community input and location of a proposed facility must be considered.

Tables 35 and 36 outline the acreage and facility future needs based on the current level of standards. Upon the adoption of a parks and recreation master plan, these needs will likely be altered.

TABLE 35: Recreational Site Acreage Needs

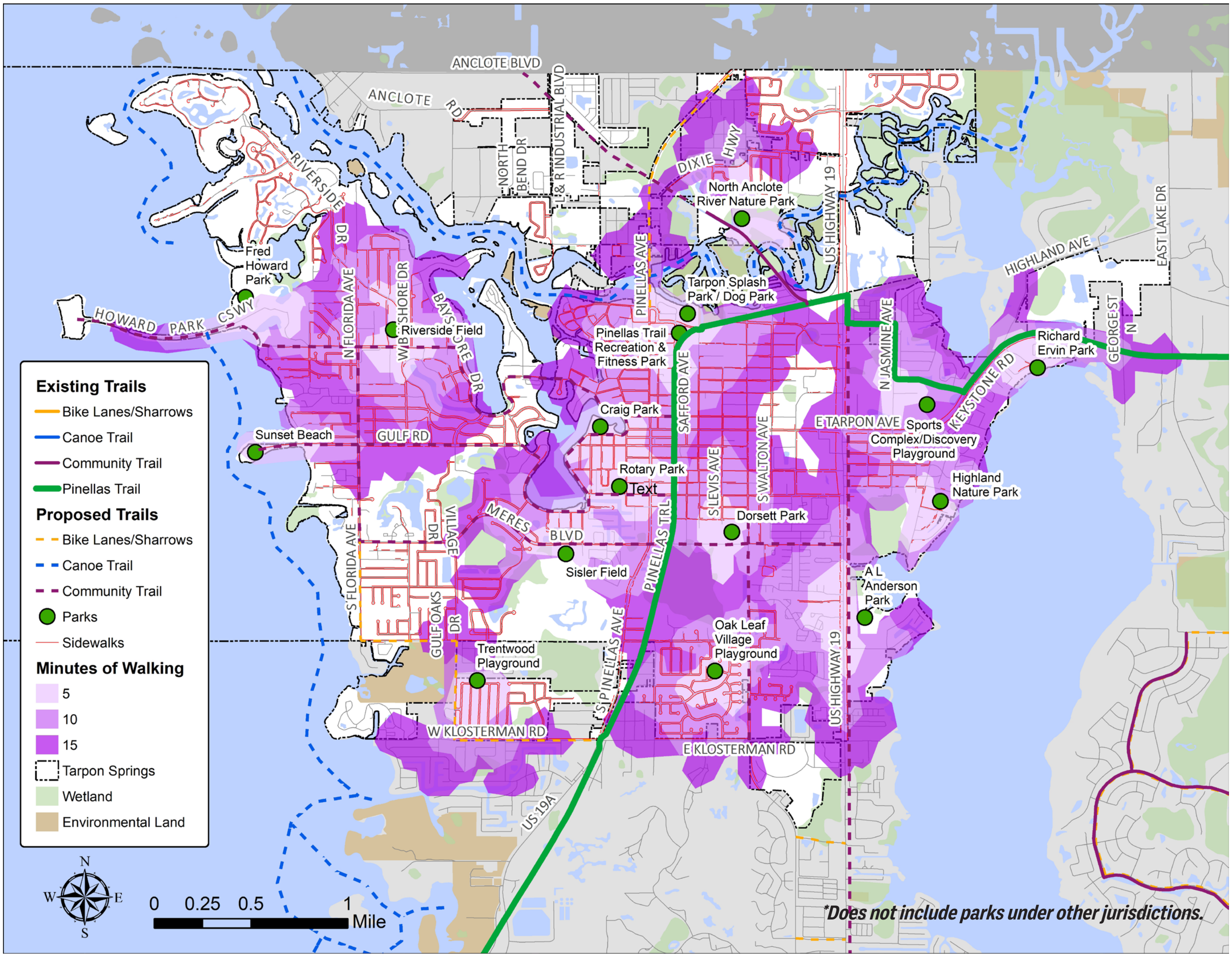
FACILITY	LOS STANDARD (ACRES/1,000 PERSONS)	CURRENT STATUS (ACRES)	DEFICITS (ACRES)			
			2010 23,484 POPULATION	2020 25,117 POPULATION	2030 27,150 PROJECTED POPULATION	2040 28,465 PROJECTED POPULATION
Mini-Park	0.8	7.8	-10.99	-12.29	-13.92	-14.97
Neighborhood Park	1.0	66.82	No Deficit	No Deficit	No Deficit	No Deficit
Community Park	1.5	94.46	No Deficit	No Deficit	No Deficit	No Deficit

TABLE 36: Recreational Facility Needs

FACILITY	LOS STANDARD	CURRENT STATUS	DEFICITS			
			2010 23,484 POPULATION	2020 25,117 POPULATION	2030 27,150 PROJECTED POPULATION	2040 28,465 PROJECTED POPULATION
Baseball	1 Diamond / 6,750 Persons	3 Fields	-0.48	-0.72	-1.02	-1.22
Basketball	1 Court / 2,600 Persons	9 Courts	-0.03	-0.66	-1.44	-1.95
Boat Launching	1 Boat Ramp / 6,750 Persons	2 Ramps	-1.48	-1.72	-2.02	-2.22
Football/Soccer	1 Field / 3,333 Persons	6 Fields	-1.05	-1.54	-2.15	-2.54
General Play	1 Equipped Play Area / 1,250 Persons	18 Equipped Play Areas	-0.79	-2.09	-3.72	-4.77
Little League Baseball	1 Field / 5,000 Persons	4 Fields	-0.70	-1.02	-1.43	-1.69
Nature Study	1 Mile of Trail / 10,000 Persons	2.13 Miles	-0.22	-0.38	-0.59	-0.72
Softball	1 Field / 10,000 Persons	1 Field	-1.35	-1.51	-1.72	-1.85
Tennis	1 Court / 2,000 Persons	10 Courts	-1.74	-2.56	-3.58	-4.23
Volleyball	1 Court / 6,000 Persons	1 Court	-2.91	-3.19	-3.53	-3.74

The access level of service standard assessment determines how much of existing residential areas are within the service area radius for the mini/neighborhood park and community parks, with routes and distance to calculate service area based on the transportation network. **Figure 35** indicates areas with and without adequate coverage.

FIGURE 35: Parks & Recreation Level of Service Accessibility



Draft as of 04/26/2024

RECOMMENDATIONS

In order to have recreational facilities keep pace with growth within the city, the Level of Service is applied to the population to determine what facilities are needed to satisfy existing and future needs. This process has been performed for the short-term planning period as well as the long-term (through 2040).

The result of this forecasting of future needs is incorporated into the Goals, Objectives and Policies that will guide the direction that the City's Recreation and Open Space development will take.

1 Parks and Recreation Master Plan

The City shall develop a Parks and Recreation Master Plan to determine what new facilities the population will use and enjoy as well as determine what neighborhoods are relatively underserved by parks and recreation facilities. The current LOS framework shows some deficiencies, but that framework is outdated and should be reevaluated with the development of the Parks and Recreation Master Plan.

2 Bicycle Facilities

Since Tarpon Springs is fortunate enough to have a major bicycle trail, the Pinellas Trail, bisecting its limits, there exists an exceptional opportunity to further develop this network to serve the entire bicycling community. Policies are proposed to maximize trail advantages in serving the residents, visitors and business community.

These policies will facilitate the final design and construction of extensions to the Pinellas Trail to form a bikeway network; minimize traffic conflicts on the current trail facilities as well as on all future facilities; increase on-road bicycle lanes through retrofitting of existing roads with expanded shoulders where feasible; and encourage placement of bike racks, benches, rest facilities and lockers in appropriate locations throughout the City.

3 Location for Future Facilities

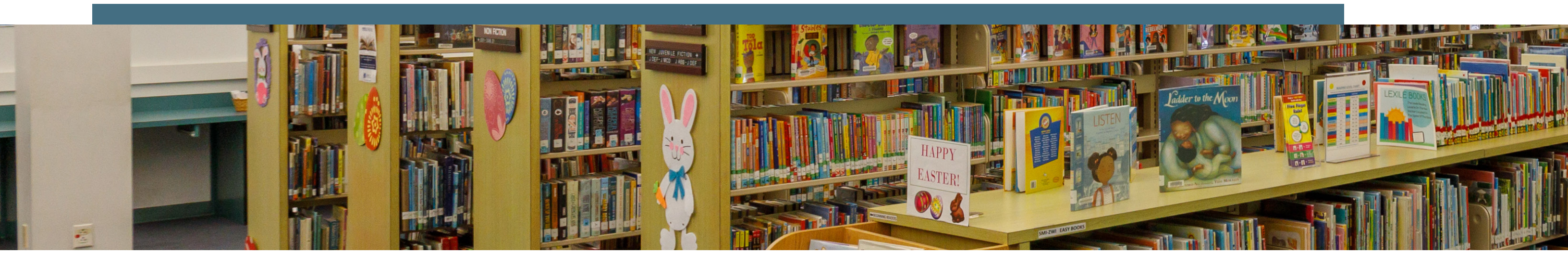
A general policy addresses the location of future facilities to be in areas that lack recreation opportunities. The city will also encourage provisions for effective private recreational facilities to be built within planned communities, subdivisions, condominiums and apartment complexes.

4 Anticipated New Facilities

The City is considering the opportunity to redevelop the existing landfill site (capped) into a major recreational facility.

5 Economic Development

A major objective of the City is to promote economic development through cultural tourism by way of partnerships between commercial recreation providers and the City. Among the ways to achieve this are to develop programs, policies and partnerships between the City and commercial recreation providers.



Lifelong Learning

Historically, comprehensive planning as it has related to education has focused on coordination with the Pinellas County School Board with respect to school siting, capacity, and shared use of facilities. In 2005, the Florida Legislature mandated school concurrency to ensure the availability of sufficient public school seats for the estimated number of students prior to the approval of residential plats/ site plans and the consideration of the impact of land use decisions on school capacity. In 2011, statutory requirements were revised to remove the mandate for school concurrency. Currently, the City of Tarpon Springs coordinates with the School Board through the Forward Pinellas School Transportation Safety Committee and the annual review of the School District's Five Year Facilities Work Program and Plant Survey.

The Lifelong Learning Element is intended to build on previous public educational facilities planning and coordination by incorporating a broader consideration of lifelong education and its relationship to individual and community well-being. The Pinellas County School Board is the primary provider of public school education in Tarpon Springs, and a major trip generator influencing traffic and transportation patterns. The Pinellas County School Board system and other public and private educational facilities provide opportunities for our citizens to grow and prosper from youth to older adulthood.

Figure 36 shows the locations of the public and private schools and St. Petersburg College.

PINELLAS COUNTY PUBLIC SCHOOLS

- Sunset Hills Elementary School
- Tarpon Springs Elementary School
- Tarpon Springs Fundamental Elementary School
- Tarpon Springs Middle School
- Tarpon Springs High School
- St. Petersburg Collegiate High School Northern Pinellas

PRIVATE SCHOOLS

- Christian Way Academy - Preschool and Kindergarten
- Saint Nicholas Greek Orthodox Preschool
- St. Ignatius Early Childhood Center
- Gospel Train Preschool

ST. PETERSBURG COLLEGE - TARPON SPRINGS CAMPUS

- St. Petersburg College offers more than 200 degree and certificate programs, as well as many high-demand, high-skill, industry-recognized workforce certifications and university transfer options.

PUBLIC EDUCATIONAL RESOURCES

- **Union Academy Family Center**
  The Union Academy Family Center provides a number of youth and community programs and services, including an after school program for K-12 students providing homework assistance, test preparation, and tutoring by State certified teachers; a summer academic enrichment program providing creative, education, and recreational opportunities; Parent Academy workshops focusing on Academic Success, Parenting and Advocacy, and Personal & Individual Growth; Youth Leadership and Career Club for ages 9 - 17, participate in career exploration and have the opportunity to develop leadership skills; Boys to Men, a holistic mentoring program for boys ages 8-18; and a kindle book club for grades K-8.

- **Tarpon Springs Library**
  As part of the Pinellas County Library Cooperative, the Tarpon Springs Library offers a wide array of resources to adults, youths, and seniors, including job search and career resources, classes, technology instruction, and online learning tools.

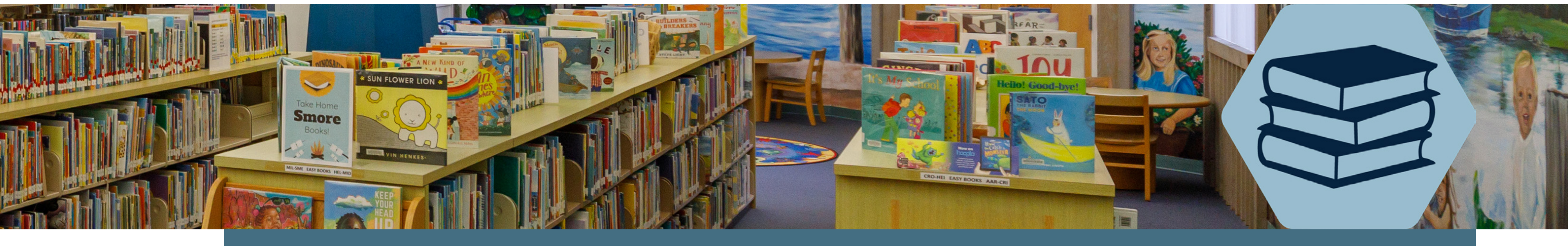
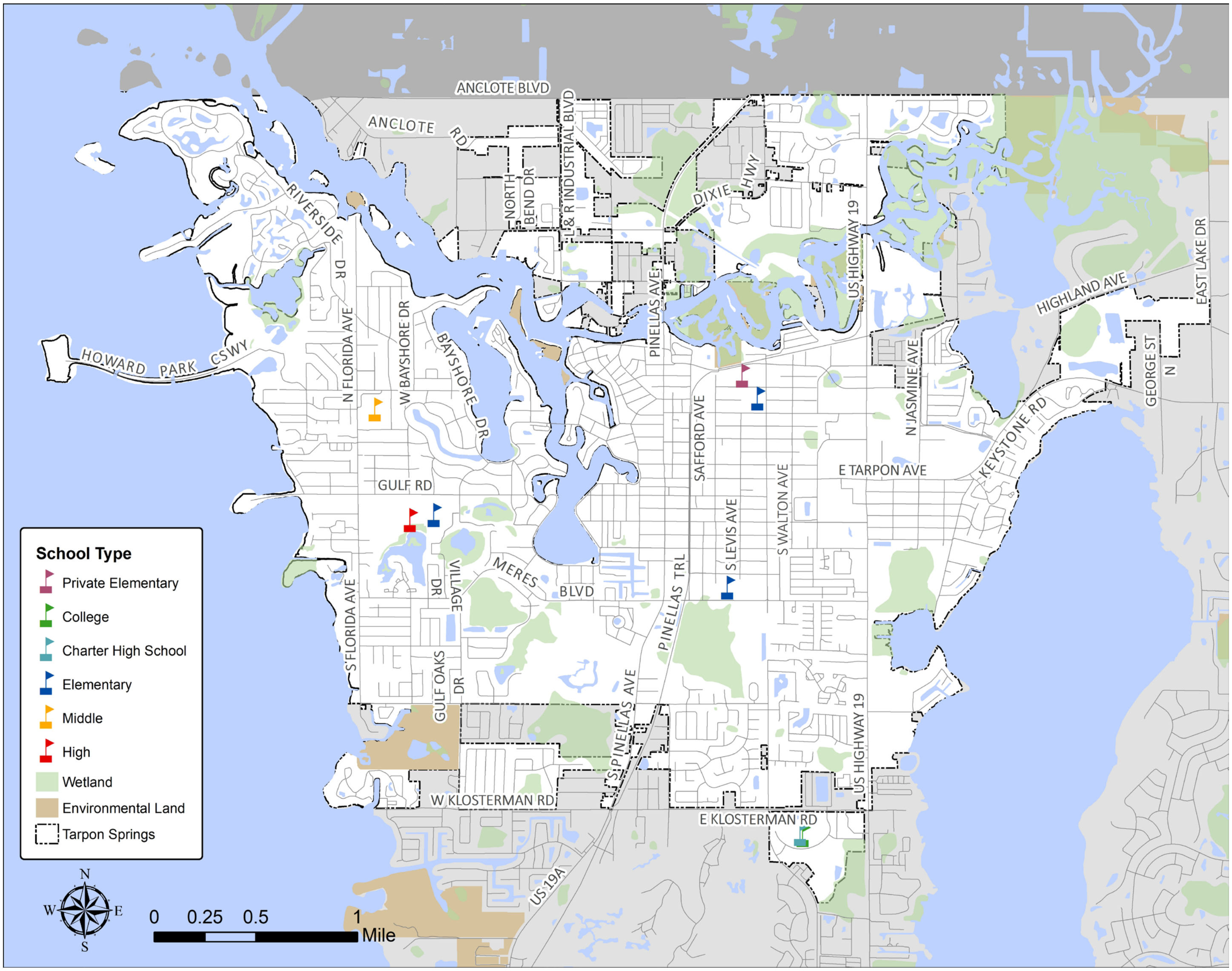


FIGURE 36: Schools

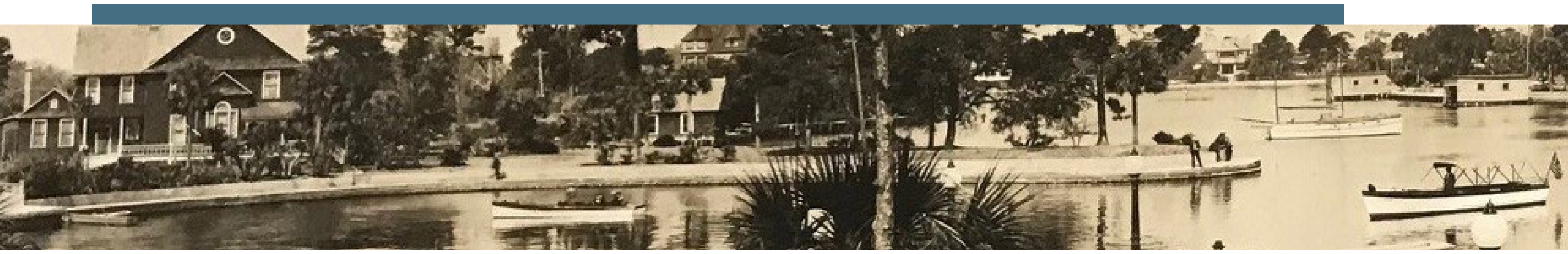


CULTURE, HERITAGE, & PRESERVATION

The Historic and Cultural Resources Element directly corresponds and aligns with the following Goals from the "Culture, Heritage and Preservation" Focus Area of the Strategic Plan:

⇒ **GOAL C.1:** Protect the city's unique cultural heritage and identify

⇒ **GOAL C.2:** SMART growth and redevelopment that incorporates historic community characteristics



Historic Preservation

The City of Tarpon Springs has a rich and unique multicultural history. Its preserved urban form, historic structures, and vibrant culture are defining characteristics that differentiate the City from the ubiquitous suburban sprawl that characterizes much of the surrounding area. The Historic and Cultural Resources Element sets forth the principles, guidelines, standards, and strategies to preserve and protect these resources for future generations. A brief history of the settlement of Tarpon Springs can be found in the Historic Element of the 2025 Comprehensive Plan Legacy Document.

ARCHITECTURAL RESOURCES

National Register Historic District

The Tarpon Springs Historic District was listed in the National Register of Historic Places (NRHP) in 1990, under NRHP Criteria A and C based on its significance in the areas of architecture, commerce, exploration and settlement, and ethnic heritage. In 1990, the city adopted a Historic Resources Ordinance and established a local Historic District (**Figure 37**), which incorporated the Historical National Register District along with a wider area of local significance. A Heritage Preservation Board (HPB) was established to oversee the maintenance of the historic charm and character of Tarpon Springs. The HPB reviews proposed improvements and modifications to structures located in the Historic District. The Board utilizes design guidelines and adopted standards in the City of Tarpon Springs Land Development Code to review any construction, alteration, restoration or rehabilitation that requires a building permit and affects the exterior appearance of structures in the Historic District. An overview of the historic areas and resources found in the Historic District can be found in the Historic Element of the 2025 Comprehensive Plan Legacy Document.

Greektown National Register of Historic Places Traditional Cultural Property

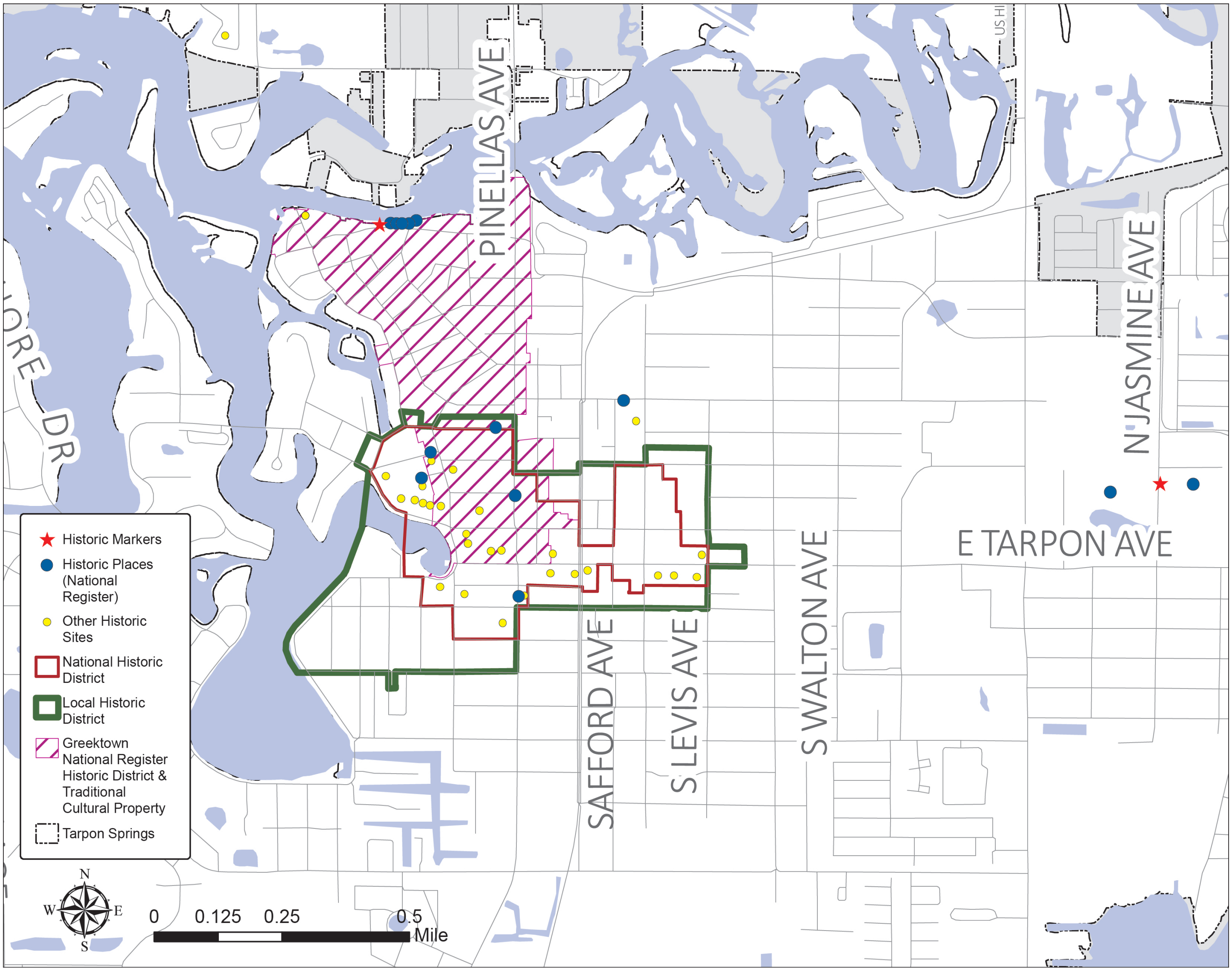
In 2014, Tarpon Springs Greektown Historic District was added to the NRHP as a Traditional Cultural Property under Criterion A with a period of significance between 1905 and the present. Areas of significance include Ethnic Heritage: European (Greek) and Maritime History. A Traditional Cultural Property is "a building, structure, object, site, or district that is eligible for inclusion in the National Register for its significance to a living community because of its association with cultural beliefs, customs, or practices that are rooted in the community' history and that are important in maintaining the community's cultural identity."

The Greektown National Register District is bounded by the Anclote River on the north, Tarpon Avenue and Spring Bayou on the south, Hibiscus Street and Pinellas Avenue on the east, and Roosevelt and Grand Boulevards on the west. The historic district encompasses a total of 140 acres with 296 contributing properties. Currently, the Greektown National Register Historic District does not have a local historic district designation. The City is currently conducting a visioning study and planning effort to identify preservation options for this area.

ARCHAEOLOGICAL RESOURCES

The Central Peninsular Gulf Coast Archaeological region — which includes Tarpon Springs — is defined as extending from Pasco County to Charlotte Harbor. Although based primarily on geography, the region reflects environmental and cultural considerations as well. In order to study thousands of years of aboriginal habitation, cultural periods have been defined. For the Central Peninsular Gulf Coast region, these include the Paleo-Indian, Archaic, Transitional, Deptford, Weeden Island and Safety Harbor periods. Each phase is characterized by a unique set of material culture traits such as stone tool forms or ceramics, as well as by subsistence, settlement and burial patterns.

FIGURE 37: Historic Resources



PRESERVATION MEASURES

There are legal, financial, and educational measures and incentives that can be used to preserve historic resources. They include programs to identify resources, application of land use controls, financial incentives, and efforts to educate and inform residents about the advantages of preserving historic resources. This section provides a description of those measures used in Tarpon Springs. For a more complete description of additional measures available at the local, state and federal level, see the Historic Element of the 2025 Comprehensive Plan Legacy Document.

1 Administration

A member of the Planning & Zoning Department provides staff representation to the HPB. The duties and powers of the HPB are set forth in the City's Land Development Code and includes procedures for the designation of structures, landmarks, districts or sites, and,requests for Certifications of Appropriateness (CA) for changes to existing properties in the Historic District.

2 Certified Local Government (CLG)

The City of Tarpon Springs became a Certified Local Government on May 13, 1999. To become a Certified Local Government Program participant, the city adopted a historic preservation ordinance, maintains a system of survey and inventory of historic resources, and encourages public participation in the historic preservation program. The purpose of the CLG is to connect the federal, state and local governments into a partnership to enable the identification, evaluation and protection of historic properties. The benefits of the program are:

- Technical assistance and training for staff or members of Heritage Preservation Board.
- Comment role in the National Register Nomination process for properties in the City.
- Funding is available for projects for the update of the Florida Master Site Inventory of Tarpon Springs.
- Conducts project reviews for Florida's local option property tax exemption program.

3 Comprehensive Surveys

A program to preserve a community's historic resources begins with their identification. That is accomplished through architectural and archaeological surveys, which consist of locating, describing, and recording the resources. For legal and financial reasons, a thorough and professional survey has become an important asset to the community. The identification, numbering, and classification of historic resources is an obvious precondition to any action designed to preserve them.

The process begins with the comprehensive survey of historic sites. The City completed an architectural survey of the Historic District in 2009, which provided the basis for the expanded local district, adopted in 2010. In 2023, the City initiated an update to that survey. The information provided from this effort will be used to update and potentially add historic resource properties to the Historic District. Additionally, in 2023 an architectural survey was completed for the Union Academy and Crosstown neighborhoods.

Archaeological resources in Tarpon Springs are inventoried and monitored by the Pinellas County Historic Preservation Office and by the Florida Division of Historic Resources (DHS). The City's Land Development Code (LDC) currently references an Archaeological Zone Base Map for review of potential development impacts on archaeological resources citywide. The need for a local map is obviated by the availability of constantly updated Geographic Information System (GIS) data from DHS. The City can use this data to determine if site-specific archaeological surveys are needed. The City should alternatively update the LDC to remove the map reference in favor of an archaeological site suitability or criteria index that would trigger the requirement for a Level I Cultural Resource Assessment Survey (CRAS).

INFRASTRUCTURE

The Utilities and Capital Improvements Elements correspond and align with the following Goals from the "Infrastructure" Focus Area of the Strategic Plan:

- **GOAL A.1:** A City-Wide Clean Energy Program
- **GOAL A.2:** A Comprehensive Infrastructure Master Plan
- **GOAL A.3:** Environmental Impact Preparedness

Utilities

WASTEWATER (SANITARY SEWER)

Sanitary sewer service within the municipal limits of Tarpon Springs is provided primarily by the City with a few areas served by Pinellas County. Likewise, the City's system serves some areas of remaining unincorporated property. Isolated pockets of the city, especially in older developed areas continue to utilize on-site waste disposal systems (septic tanks). Overall, the city's wastewater system has the capacity to serve expected population growth within the planning horizon.

Existing Conditions

The City's original sewer system was constructed in 1914. The system served downtown, the Sponge Docks, and associated residential areas east of Spring Bayou, Whitcomb Bayou and Tarpon Bayou. There was no treatment of effluent, but rather direct discharge into the Anclote River and bayous. A more extensive sewage treatment plant and collection system was constructed in 1950 and was upgraded throughout the 1970s. In 1984, the City began construction of a 4.0 million gallon per day (MGD) Advanced Wastewater Treatment Facility. The facility began operation in 1986 and used the Bardenpho Biological Nutrient Removal (BNR) process, which was designed to meet Advanced Wastewater Treatment (AWT) standards. The wastewater treatment facility has continued to meet advanced wastewater treatment (AWT) standards and has won several operational excellence awards in recent years from the Florida Department of Environmental Protection. A comparison of the AWT standards with the City's effluent quality is shown in **Table 37**.

TABLE 37: 2022 Wastewater Treatment Standards

AWT STANDARDS	TARPON SPRINGS EFFLUENT
Maximum BOD ≤ 5.0 PPM*	BOD = 2.1 PPM*
Maximum Nitrogen ≤ 3.0 PPM*	Nitrogen = 1.4 PPM*
Maximum Phosphorus ≤ 1.0 PPM*	Phosphorus = 0.2 PPM*
Maximum TSS ≤ 5.0 PPM*	TSS = 0.8 PPM*

PPM = Parts Per Million
**Figures are on an annual average basis*
Source: City of Tarpon Springs Public Services Department

The current average daily flow of the wastewater treatment facility is 1.98 MGD or 50% of capacity (2022 Annual Average Daily Flow). The City's system includes the wastewater treatment facility and the City's existing wastewater collection system, which includes 62 City-owned lift stations, 46 miles of wastewater force main, and 107 miles of gravity sewer main.

The City has continued to expand its reclaimed water system with the goal of maximizing beneficial reuse of its reclaimed water. The City currently maintains two 2MG reclaimed storage tanks, one 5MG reclaimed storage tank, two reclaimed water pump stations, and an extensive reclaimed water distribution system which serves a variety of municipal facilities, residential and commercial customers with reclaimed water for irrigation. Over the most recent five years, approximately 79% of treated effluent is reused via the public access reclaimed water system, which currently meets and exceeds the Southwest Florida Water Management District's (SWFWMD) regional goal of 75% reuse by 2040. Excess reclaimed water is discharged to the Anclote River via a permitted surface water discharge, most often during the summer rainy season when reclaimed water demand is low. Moving forward, the City will continue to manage utility operations to maximize reclaimed water reuse. At this time, the core of the reclaimed water distribution system is mature, and future City capital investments in reclaimed water expansion will likely be small. Moving forward, the City will focus on using its dual distribution ordinance to expand reclaimed service to new developments near the current reclaimed service area as they are constructed via developer-funded expansion.

Projected Needs

The City currently has two key priorities for the wastewater system moving forward. The first is to modernize and extend the life of the existing Advanced Wastewater Treatment Facility as it nears 50 years of service life in the mid-2030s. The second goal will be to focus on repair and rehabilitation of aging infrastructure in the City's existing wastewater collection system.

As previously mentioned, the existing Advanced Wastewater Treatment Facility was originally constructed in 1984. Although it is functioning well currently, there are several major components of the facility which are nearing the end of their useful life. As part of the financial needs analysis conducted for compliance with the 2021 House Bill 53, "Public Works" (F.S. 403), the City conducted an inventory of key assets in the facility and developed a 20-year schedule for replacement. In the near term, capital projects at the facility will be focused on replacing the aging electrical and network systems, cybersecurity improvements, minor upgrades to the aeration system, and improving the resiliency of the facility to storm damage. A second major phase of rehabilitation is scheduled for the early 2030s, which will be focused on replacing the pre-treatment systems, modernizing the biological treatment systems, and extending the life of the concrete tanks which are the core of the plant. The main goal of this phase will be to extend the life of the facility for an additional 25 years or more. Fully funding and implementing the modernization of the Advanced Wastewater Treatment Facility will be a major goal for the utility for the next ten to fifteen years.

No major expansion of the Advanced Wastewater Treatment Facility is anticipated in the next twenty years. The City evaluates its wastewater treatment capacity every five years as part of the renewal process for its Florida Department of Environmental Protection (FDEP) domestic wastewater permit. The most recent Capacity Analysis Report indicated that the current 4 MGD capacity of the Advanced Wastewater Treatment Facility (AWWTF) is sufficient to meet expected growth. Additionally, the 2020 Regional Water Supply Plan by the SWFWMD projected that 2040 wastewater flows for the City of Tarpon Springs would remain relatively flat at 1.99 MGD, which is well within permitted plant capacity. As such, a major capacity expansion of the wastewater treatment facility is not likely to be necessary within the 20-year planning horizon based on projected growth patterns.

To continue the effort to maintain an efficient and functional system, the City must continue to periodically inspect the condition of all sewer lines. FDEP is currently developing rules for sanitary sewer systems that will require a periodic inspection of all sewer mains in the sewer collection system over a multi-year period. The City currently operates a sewer inspection program utilizing its closed-circuit television (CCTV) camera truck to visually inspect and document sewer line conditions and make recommendations for repairs. In the near term, the City will plan to align its sewer inspection program with the new proposed FDEP rules upon adoption.

Long term repair and replacement of the existing sewer collection system infrastructure will also be a priority for the utility. Recent efforts to improve the GIS mapping of the sewer system have shown that approximately 55% of the 107 miles of gravity sewer mains are composed of legacy vitrified clay pipe. Although clay lines can have very long life cycles in ideal conditions, clay sewer lines are more vulnerable to wear and tear from overhead traffic and have a typical life cycle of 50-60 years. The majority of the City's existing clay sewer mains have exceeded their design life. The system is currently providing acceptable levels of service, but a long-term goal-based sewer lining program should be developed to rehabilitate aging clay sewer lines that are reaching the end of their useful life. .

Similarly, the City's network of existing wastewater lift stations will also require additional investment in repair and rehabilitation over the next twenty years. The City currently owns and operates 62 lift stations, which have an estimated average age of 35 years. The expected service life of a lift station can vary between 30 to 50 years, depending on maintenance schedules, increases in flows, and other factors. The City currently operates an intensive lift station maintenance program to maintain these assets, but some of the oldest lift stations from the 1950s through 1970s are approaching the end of their useful life and will require replacement or reconstruction to maintain existing levels of service. The City has evaluated these assets in 2022, and should develop and fund a long term priority rehabilitation schedule for these assets to ensure ongoing sewer service is supported and that the City is protected from sewer system failures.

The City also plans to continue to fund periodic septic to sewer projects via the capital improvements program (CIP). The City currently provides sewer service to approximately 77% of its customers, and will continue to seek grant funding to facilitate these projects.

Resiliency

The City is currently conducting a City-wide vulnerability assessment and adaption plan to examine the relative risk of flooding and sea-level rise to critical infrastructure and develop options to improve resiliency. Due to historical design practices, wastewater infrastructure tends to be located in lower elevation areas, and can be particularly vulnerable to coastal flooding. Sea level rise can exacerbate this risk long-term. The City plans to utilize the results of its vulnerability assessment and adaption plan to help to prioritize the resiliency projects for critical sewer infrastructure. Existing infrastructure components most likely to require resiliency enhancements are anticipated to include low-lying assets at the existing AWWTF due to its proximity to the Anclote River, as well as local sewer lift stations in low lying coastal areas of the City. Funding for these enhancements can likely be supplemented with additional grant funds through the State of Florida's Resiliency Grant program.

Regulations

The City has adopted comprehensive regulations for the provision of its sewer services. All structures are to connect to the sewer system if it is available to the site. If service is not available, the property owner must obtain a permit to construct a private septic system for use until sewer service is available to the site. Fats, oils and grease interceptors are required for uses that meet certain prerequisites. The discharge of storm water, surface water, groundwater, roof runoff, subsurface drainage, or unpolluted industrial process water into the sewer system is also prohibited. The City also has an Industrial Pre-Treatment Program that regulates the discharge of these objectionable wastes in excess of the established local limits.

Emerging regulations from the U.S. Environmental Protection Agency (EPA) and FDEP will also continue to drive the utilities' wastewater goals. EPA recently published new cybersecurity standards which will require significant investments for the wastewater utility, and pending regulations in future years on emerging contaminants such as polyfluoroalkyl substances (PFAS) and perfluorooctanoic acid (PFOA) will also likely affect future compliance efforts and may require additional treatment, biosolids improvements, or, infrastructure investments.

POTABLE WATER

Potable water service within the municipal limits of Tarpon Springs is provided primarily by the City with a few areas served by Pinellas County. Likewise, the City's system serves some areas of remaining unincorporated property. Development outside of the city requiring water service must apply for annexation into the City. The City strongly encourages a resilient, well-maintained, and sustainable water system, including the protection of water supply, regular maintenance of the system, and citizen education regarding water. Overall, the city's potable water system has the capacity to serve expected population growth within the planning horizon.

Existing Conditions

Historically, Tarpon Springs primarily relied on wholesale water imports from Pinellas County Utilities for most its water supply, with several City-owned fresh groundwater wells supplementing the water system locally. In August 2015, the City began operating a City-owned Reverse Osmosis (RO) Water Treatment Plant, with the goal of reducing its reliance on external water supplies. Co-funded with a grant from SWFWMD, the construction of the RO Water Treatment Plant has significantly reduced the City's water imports from approximately 81% of total supply in FY 2014 to less than 1% in FY 2020. The RO Plant now supplies 94% of the water in the City and is supplemented by two fresh groundwater wells that supply about 6%. The raw water source for the RO Treatment Plant is a brackish groundwater wellfield located in the northern portion of the City, which consists of 17 brackish groundwater wells as of 2023. The historical interconnections to Pinellas County Utilities are maintained to provide redundancy in the water distribution system that can be utilized as emergency interconnections to maintain service in the event of large main breaks, high fire flows, natural disasters, etc.). Any water supplied from the County system is ultimately sourced from Tampa Bay Water, the regional water supply authority.

The City's water use is regulated by the Southwest Florida Water Management District (SWFWMD), a regional agency of the state. Under Chapter 373, Florida Statutes, the Water Management Districts in conjunction with the Florida Department of Environmental Protection (FDEP) were tasked with regional water supply planning, permitting for consumptive uses of water, regulation of wells, and other water management tasks. The operation of the City's RO Water Treatment Plant and water distribution system is regulated by FDEP, which is delegated the regulatory responsibility for the Safe Drinking Water Act and other federal regulations by the EPA.

Projected Needs

The City distributed an average of 2.96 MGD of potable water in 2021, including water exports to other utilities. The population of the water service/planning area is currently estimated at 28,932, based on SWFWMD's functional population model. Per capita water use in Tarpon Springs has averaged around 90 gallons per person per day over the last several years, depending on annual rainfall patterns. According to the SWFWMD Regional Water Supply Plan, the estimated service area population in 2040 will grow to 36,963, and finished water demand will increase to 3.15 MGD in a typical year. The City's RO Treatment Facility has a treatment capacity of 6.4 MGD, so treatment plant capacity increases are not expected in the 20-year planning horizon.

Currently, the City's water use permit allows for the construction of 22 brackish wells to serve the RO Treatment Plant, in addition to the existing freshwater wells located in the distribution system. Seventeen (17) brackish wells are currently constructed and in service, and raw water production is currently the limiting factor for the RO Treatment Plant. To meet future growth, the City will need to continue to build out the existing brackish water wellfield to allow for increased raw water production and wellfield management. The City is currently developing an updated water supply plan which will build on the water quality and well production data developed over the first eight years of RO operations, and provide an updated capital plan for wellfield and raw water pipeline projects.

One challenge facing most water utilities presently and in the near future is the need to invest in the repair and replacement of existing infrastructure, particularly aging water mains. Long term repair and replacement of the existing water distribution system infrastructure will be a priority for the utility for the foreseeable future. Recent efforts to improve geographic information system (GIS) mapping of the sewer system have shown that approximately 33% of the 184 miles of water mains are composed of legacy cast iron pipe, galvanized steel pipe, or other legacy pipe materials that require replacement. Cast iron water mains were predominantly installed from the early 1900s through the 1970s, and the majority of cast iron water mains will be reaching the end of their useful life in the 2020 through 2050 timeframe. Similarly, galvanized pipe was predominantly used in the post-war era up to the 1980s. Galvanized steel pipe has a shorter service life at around 50 years, and tends to degrade rapidly once it reaches end of life, resulting in frequent leaks, rust, and local water quality complaints. As this pipe ages, the City will need to develop and fund a goal-based pipe renewal program for the City to replace its inventory of aging pipe while maintaining current levels of service.

Regulations

Emerging regulations from EPA are a key challenge facing water utilities in the near term. In 2019, the EPA published major updates to its lead and copper rule, which will result in increased monitoring and reporting, as well as increased capital investments to replace problematic pipe materials in older portions of water distribution systems. Similarly, in March 2023, the EPA published new cybersecurity standards which will require significant investments for the wastewater utility. The EPA also took a key step to regulate the emerging contaminants PFAS and PFOA (commonly referred to a "forever chemicals") in drinking water. These and other developing regulations will require increased investments in water quality monitoring as well as potential long-term capital investments. The most likely future affects from these new regulations on water operations will be: 1) increased operational costs associated with compliance testing and monitoring; 2) increased capital investment in water main and service line replacement; 3) faster replacement cycles for electronic network components to meet cybersecurity standards; and 4) potential for increased water treatment requirements to meet new water quality standards.

SOLID WASTE

Solid waste collection in Tarpon Springs is provided by a franchiser (currently Waste Management of Pinellas County). Waste Management disposes of the solid waste at the Pinellas County (Waste to Energy Facility) and also provides curbside recycling services.

The county adopted a solid waste master plan in 2020 to plan for the county's population and employment growth and shift to a zero waste to landfill policy. The plan relies on its municipal partners to educate the public on reducing waste, reusing materials, and recycling. Solid waste disposal capacity is available to serve expected population growth within the planning horizon.

Existing Conditions

An overview of the existing conditions for solid waste disposal in Tarpon Springs can be found in the Utilities Element of the 2025 Comprehensive Plan Legacy Document. There have been no significant changes in solid waste disposal since the last comprehensive plan update.

Projected Needs

The 2022 per capita waste generation rate in Tarpon Springs was .31 tons, well below the County's required level of service (LOS) rate of 1.3 tons per capita per year (pcpy).

While the City grew by nearly 1,900 residents from 2006 to 2020, the solid waste generation rate actually decreased from 0.37 pcpy to 0.31 pcpy due to the many waste volume reduction initiatives undertaken by the County and the City. The City expects the per capita generation rate to continue to be relatively stable and, again, remain well below the County's established LOS of 1.3 tons pcpy.

STORMWATER MANAGEMENT

The 2022 per capita waste generation rate in Tarpon Springs was .31 tons, well below the County's required level of service (LOS) rate of 1.3 tons per capita per year (pcpy).

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Existing Conditions

Tarpon Springs is located in a topographical region known as coastal lowlands with elevations ranging from 0 - 55 feet above sea level. However, a vast majority of the City is located about 10 - 20 feet above sea level. There are several drainage features within the City. There are four watershed drainage basins within the planning area: Anclote River, Lake Tarpon, Klosterman Bayou and St. Joseph Sound Coastal. These areas are further divided locally into several open and closed sub-basins for stormwater management purposes.

Surface waterbodies receiving runoff from these drainage basins include Kreamer Bayou, Tarpon Bayou, Whitcomb Bayou and Spring Bayou, all tributaries of/contributors to the Anclote River These water bodies receive a majority of the stormwater runoff coming from older areas of the City. The stormwater ultimately runs into the Anclote River which then drains to the Gulf of Mexico. Lake Tarpon is located along the City's eastern boundary and collects stormwater from this area of the City. The surface area of Lake Tarpon is approximately four square miles. It is the largest freshwater lake in Pinellas County. Lake Tarpon was previously connected through the Floridan aquifer to Spring Bayou. In 1969, the Southwest Florida Water Management District (SWFWMD) constructed an earthen dike around the sink preventing any flow between the lake and the sink. Salt Lake is approximately 169 acres. It receives stormwater from the northeastern part of the City and outfalls into the Anclote River through various canals.

Many areas in Tarpon Springs, especially newer developments, are served by on-site stormwater management systems. The majority of these drainage retention facilities are site specific and privately owned and maintained. For residential subdivisions, the City and SWFWMD require the formation of a homeowner's association to assure maintenance responsibility. City-owned and maintained retention facilities are catalogued and mapped in the City's Stormwater Action Plan.

The privately owned and maintained stormwater management facilities are site specific, and serve predominantly residential with some commercial and industrial uses. Older developed areas of the City are generally served by the City network of storm sewers and occasional ponds. Drainage from any source in the City is ultimately designed to discharge into a surface water body (Gulf of Mexico, Anclote River, or Lake Tarpon after attenuation and treatment. Direct discharge occurs when there is no stormwater system present, or when the capacity of a stormwater system is exceeded and designed to discharge. The effect of untreated direct discharge (from properties with no stormwater handling system) into surface water bodies leads to increased sedimentation and pollution from hydrocarbons, oils, street litter, yard refuse, pesticides, fertilizers and atmospheric pollutants accumulated in rainfall. The City has established a program for upgrades to the City's stormwater management system and has implemented several projects over the past few years. It has also developed standards for private systems to prevent pollution from discharges and is currently updating those standards.

In 1990, the City completed a Master Drainage Plan, later updated and reorganized as the "Stormwater Action Plan." The most recent version of this plan was adopted in 2022. The Action Plan is continually revisited and updated as projects are completed and new problem areas are identified.

In 1999, the City established a Stormwater Enterprise Fund to support the cost of providing stormwater services on a continuing basis. However, the funds collected under this system only cover a relatively small portion of the operation and maintenance costs and should be revisited for periodic rate updates. The City also regularly seeks and obtains outside funding for stormwater projects, including recent grants and appropriations provided to address sustainability and resiliency in anticipation of rising sea levels. The City is a compliant government regulated under the National Pollution Discharge Elimination System (NPDES) administered by the Florida Department of Environmental Protection. The City has been successful in meeting and exceeding its NPDES goals in recent years for stormwater system improvements, public education, development review program and other initiatives.

Projected Needs

Proper management of stormwater is essential in a city with the low elevation of Tarpon Springs. The primary causes of flooding are a combination of high water tables, the prevalence of low-lying areas, inadequate storm system capacities, damaged storm systems and high tailwater conditions (i.e. peak flood water stages caused by tidal and/or flood waters in the Anclote River and its tributaries which cause a backup in the drainage system). The City can continue to address the storm system deficiencies through its capital improvements program and ongoing maintenance activities. However, the topological characteristics of the City and the proximity to several bodies of water are two factors which limit stormwater conveyance, storage and treatment. Sea level rise will also present increasingly new challenges with management, for example, of tailwater conditions mentioned above. The Stormwater Action Plan, pursuit of grant funding, and review of fee structures are three options for continuing to address the City's stormwater management needs.

Regulations

SWFWMD permits new stormwater management systems as well as the modification of existing stormwater management systems. The review criteria specifies that post-development peak discharge rates for new development not exceed pre-development peak discharge rates for the 25-year, 24-hour rainfall event. In closed sub-basins (i.e., those that do not have a surface outfall up to and including, the 100-year, 24-hour event) post-development discharge volumes must not exceed pre-development discharge volumes for the 100-year, 24-hour event. In addition to regulating discharge, SWFWMD also restricts floodplain encroachment. SWFWMD regulations require compensating storage to be provided for fill placed within the 100-year floodplain. Rules also stipulate that activities affecting floodplains and floodways will not cause adverse impacts (i.e., increased flooding).

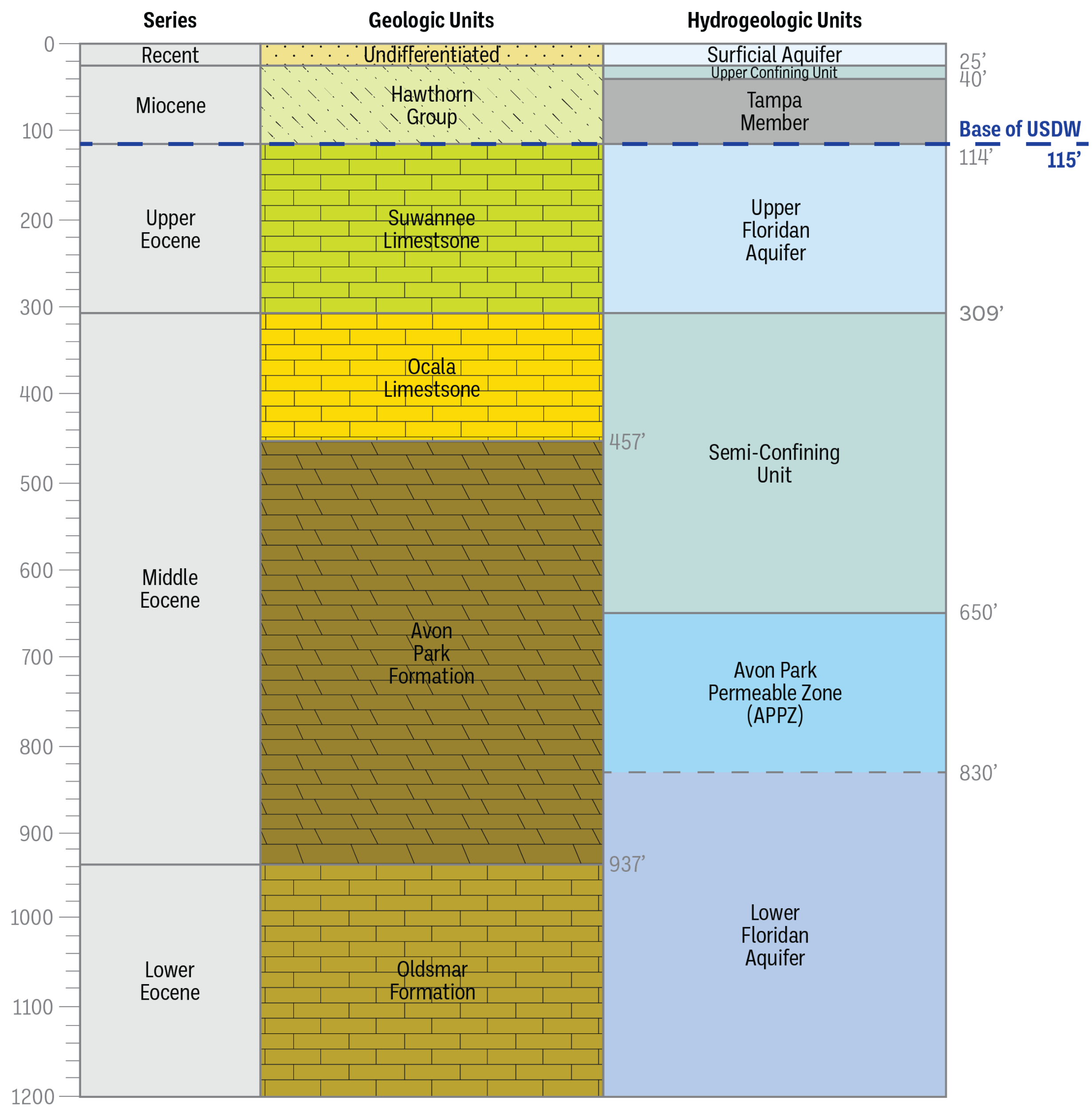
Tarpon Springs regulates drainage through Article IX "Development Standards" of the Comprehensive Zoning and Land Development Code (LDC). The LDC requires all new development to provide for on-site stormwater retention and treatment. The use of retention ponds, swales, vault systems, and other mechanisms achieve this purpose. An engineering analysis on the quantity, direction of flow, and percolation rates for the 25-year frequency storm, 24-hour duration is required. For volume-sensitive (e.g. "closed") sub-basins, the City requires a design standard of 100-year 24-hour duration event. Further, the LDC includes a stormwater retrofit requirement whereby development/redevelopment projects that meet certain thresholds are required to upgrade the entire stormwater system to the current regulations. The City is also in process of updating its stormwater regulations with the assistance of the City's Stormwater Engineer of Record and expect completion in 2024.

The City also continues to engage in cooperative programs with the State of Florida, Pinellas County government, and Pasco County government in modeling the regional watersheds. The Anclote River Watershed Management Plan, completed in February 2021, involved extensive modeling of that watershed, which covers a large portion of the City. That modeling and plan will enhance stormwater planning, reftrofit projects and new projects going forward.

AQUIFER RECHARGE, WATERWELLS, AND WELLHEAD PROTECTION AREAS

Aquifer recharge is an important natural process that replenishes groundwater supplies from annual rainfall. Brackish and fresh groundwater from the Upper Floridan Aquifer (**Figure 38**) represent the primary source of water for Tarpon Springs, and aquifer recharge is essential to maintain this water source. Aquifer recharge is strongly influenced by local geology, and the area surrounding Tarpon Springs is not considered a significant recharge area for the Upper Floridan Aquifer, due to the presence of confining layers of dense sand, clay, and limestone which separate the water production zones of the Upper Floridan Aquifer from the local sandy surface soils. Additionally, Tarpon Springs is generally located on the brackish side of the saltwater interface of the aquifer, meaning that local groundwater is predominantly brackish due to coastal influence, with fresher groundwater sources located farther inland. As such, the majority of the recharge that supports the local aquifer likely occurs farther inland, and the City's aquifer recharge protections are focused on protection of the City's production wells from local contamination. The city has developed an updated wellhead protection map, which updates the protection zones to incorporate new wells constructed for the Reverse Osmosis (RO) Treatment Plant. Most importantly, this map provides for a 1000-foot setback around potable wells which will exclude the construction of facilities which may be deemed to handle hazardous substances which have the potential of influencing groundwater at the City's production wells. The city will plan to continue to update this map to protect new well locations as the city builds out its wellfield. Long term, regional aquifer recharge will continue to be evaluated and protected by the SWFWMD via the regional water supply plan and Water Use Permitting program.

FIGURE 38: Illustration of the Hydrogeologic Layers of the Floridan Aquifer



Capital Improvements

The Florida Legislature mandates that all local governments plan for the availability of public facilities and services to serve development to accommodate the expected population growth. The purpose of the Capital Improvements Element (CIE) is to: (1) evaluate the need for public facilities in support of all elements of the Comprehensive Plan; (2) identify capital projects needed to maintain adopted Level of Service (LOS) standards; (3) estimate the costs and timing of improvements for which the local government has fiscal responsibility; (4) identify applicable projects within the Metropolitan Planning Organization's (MPO) transportation improvement program; and (5) identify sources of funding for construction of improvements.

The CIE differs from the Capital Improvement Program (CIP) in that it needs to include only those facilities derived from other elements of the comprehensive plan. That is, the CIE is used to plan for and strategize the financial feasibility of the comprehensive plan. The CIE focuses on the capital outlay required to meet existing deficiencies and to maintain adopted LOS standards for the expected population growth. The CIP is a schedule of all future capital projects which may or may not address LOS standards, as well as annual operating and maintenance costs (i.e. salaries, insurance, maintenance, etc.).

PUBLIC FACILITY NEEDS

The elements of the Comprehensive Plan identify capital improvements needed to meet the demands of the existing and future population expected within the planning horizon. For comprehensive planning purposes capital improvements can be defined as physical assets, constructed or purchased, that have a minimum useful life of ten (10) years and a minimum total cost of $50,000. Facilities requiring periodic capital improvements for a local government typically fall within the following service areas and facilities: potable water, wastewater, solid waste disposal, parks and recreation, transportation, fire and emergency services, law enforcement and detention, public buildings, public libraries and hurricane shelters. Capital needs are planned in 5-year time increments, with that 5-year schedule being updated annually. This assists the City in ensuring that the needs of the existing and future projected population are met and in complying with the requirements of state law. The 5-year timeframe with annual update is appropriate for a realistic projection of costs and revenue. With a population increase projection of only 2,616 persons within the planning horizon of 2040 (approximately 1,306 new households), capital projects are expected to fall less within the category of new facilities and more within the category of replacement and rehabilitated facilities.

Tarpon Springs has set Level of Service standards for five services: water, sewer, solid waste, parks and recreation, hurricane shelter. A sixth service, transportation, is subject to mobility management regulations through participation with the Forward Pinellas MPO. For Tarpon Springs capital needs over the current 5-year planning horizon include:

- Public safety needs such as new building facilities and major equipment.
- Potable water, wastewater, solid waste/sanitation improvements such as building facilities and major equipment.
- Transportation improvements such as roadway, sidewalk, trail, or transit construction projects and facilities equipment.
- Recreation improvements such as facilities construction projects and equipment.

The City collects impact fees for the following additional facilities for which level of service standards have not been set: law enforcement, fire and emergency services, libraries and general government.

Public school facilities are coordinated and planned for with the Pinellas County School District. Tarpon Springs is a signatory to the Pinellas County Schools' Interlocal Agreement. The school district provides annual updates of school capacity and the district's 5-year work program for review and comment by the City. The interlocal agreement mechanism satisfies Florida Statutes requirements for tracking and ensuring the adequacy of public school capacity to serve the City.

Existing Deficiencies

The existing Adequate Facilities ordinance requires the City to address adequate facilities when new or expanded land development is proposed. Those facilities must be in place concurrent with the impacts of the development (i.e., additional residents or non-residential space). They include potable water, sanitary sewer, drainage, recreation and hurricane shelters, with transportation impact being handled through a mobility management system. The City can generally demonstrate concurrency for the anticipated increase in population over the planning horizon (2040) with all of these services with the exception of recreation. While existing land area devoted to recreation generally exceeds the currently adopted LOS, specific recreational facilities (e.g., sports fields, etc.) are deficient, or will be by 2040. The Recreation and Open Space Element has addressed this situation by calling for a Parks Master Plan that will re-evaluate and update the current LOS standards including the need to apply concurrency, and then use that plan as the basis for LDC updates. Statutory requirements are silent with respect to recreational and park facilities concurrency. Under Florida Statutes Section 163.3180, only sanitary sewer, potable water, solid waste and drainage are subject to the concurrency requirement. Details of how the City's deficient facilities needs are being addressed are listed below:

1. **Drainage**
The City has recently completed a Stormwater Action Plan (SAP) covering the 5 basins that comprise the City's stormwater management area. The SAP evaluated the flooding conditions that occur in various locations within the City limits, provides conceptual solutions to abate these flooding conditions, includes a prioritized capital improvement plan for implementation, and enhances water quality by utilizing treatment systems and best management practices. The Stormwater Action Plan is updated every 2-5 years as existing projects are completed and new projects identified.

2. **Transportation**
The City continues to implement its Multimodal Transportation District (MMTD) to address the deficiencies outlined in the Transportation Element. As outlined in that element, a new Multimodal Master Plan will be developed for the MMTD to identify projects and funding and to guide multi-modal improvements.

3. **Recreation**
The Recreation and Open Space Element has identified deficiencies in the acreage of the City's Mini-Parks, and in several active recreation facility types. As outlined in that element, the City will develop a new Parks Master Plan to identify projects and funding, re-evaluate and correct existing deficiencies, and, guide park improvements.

Estimates for Identified Projects Impacting Operating Costs

The cost estimates, timing, and general location of currently identified capital projects are included in the 5-Year Schedule of Capital Improvements incorporated into the City's Annual Budget.

REVENUE & FUNDING SOURCES

Local (General Fund)

The General fund consists of property taxes, franchise taxes, utility taxes, licenses/permits, miscellaneous revenues, and intergovernmental revenues.

- *Property Taxes (Ad Valorem)* - Property taxes are based on a millage rate (one mill is the equivalent of $1 per $1,000 of assessed value, or 0.1%), which is applied to the total taxable value of all real property and tangible personal property. Revenue from ad valorem taxes is used to fund both operating costs and small capital purchases.

- *Local Option Gas Tax* - The City receives a portion of the Countywide local option gas tax which can be used only to construct, improve and maintain roadways.

- *Local Option Sales Tax Fund (Penny Fund)* - The City receives a portion of Pinellas Enterprise Funds - This fund category is used to account for the financing, acquisition, operation and maintenance of governmental facilities and services that are supported primarily by user charges.

- *Sanitation Fund* - This fund is used to account for the provision of solid waste removal, recycling and yard waste services to residents of the City.

- *Water/Sewer Fund* - This fund is used to account for the provision of water and sewer services to residents of the City. All activities necessary to provide such services include but are not limited to: administration, operations, maintenance, financing related debt services, and billing and collection.

- *Stormwater Fund* - This fund is used to account for the provision of stormwater services to residents of the City. As a Citywide service, this fee is collected as a portion of the ad valorem tax on each property according to their impervious surface impact on stormwater handling capacity.

- *Impact Fees* - The City collects impact fees when issuing permits for new and expanded development. The fees are charged for the following facilities: water, sewer, fire and emergency services, law enforcement, parks and recreation, libraries and general government. A multi-modal transportation impact fee is collected the Pinellas County with a portion provided back to the City of Tarpon Springs. Impact fees are charged in advance of new development and are designed to pay for new or expanded infrastructure needs which directly result from new growth. These fees must be equitably allocated to the specific group(s) which will directly benefit from the capital improvement, and the assessment levied must fairly reflect the true costs of these improvements.

State & Federal

Tarpon Springs has utilized its relationship with its state and federal legislative delegations to secure state appropriations and federal earmarks for capital projects. Although this funding source is not guaranteed, the city has a proven record of securing funds for deserving projects. In addition, allocations from special appropriations are distributed locally. One such recent example is the American Rescue Plan (ARPA) fund. These are examples of federal allocations that are administered through the state and/or county governments for qualifying projects that may include capital improvements.

Grants

Grant funding can provide a source of capital funding for local communities. Examples of available opportunities that have been sought and/or obtained in the past by Tarpon Springs include:

- Federal Community Development Block Grants (CDBG)
- Florida Recreation Development Assistance Program
- Florida Communities Trust
- Southwest Florida Water Management District Cooperative Projects
- Count Incentives Grant Program
- Forward Pinellas Transportation Project Grants

SCHEDULE OF CAPITAL IMPROVEMENTS

Regular reviews of the effects of growth are needed to assure that growth does not exceed the capacity of the public facilities to serve it. Such reviews can assist in insuring that planned and expanded facilities are adequately sized and in the proper locations. Tarpon Springs utilizes various revenue sources to fund its capital improvements. The 5-Year Schedule is updated and adopted annually with the City's Annual Budget which is incorporated with the Comprehensive Plan by reference. There are no unfunded project needs identified for the 5-year period beginning with Fiscal Year 2023-2024. The 5-Year Schedule includes Transportation/Multimodal Transportation District (MMTD) Schedule of Improvements, Recreation and Open Space Schedule of Improvements, Infrastructure Schedule of Improvements and Public Safety Improvements including a description of each project or project category, the location of each project, and the cost/funding for each project phase by fiscal year.

GOOD GOVERNANCE

The Plan Administration, Property Rights, and Intergovernmental and Interagency Coordination Elements correspond and align with the following Goals from the “Good Governance” Focus Area of the Strategic Plan:

⇒ **GOAL F.2:** Effective and Efficient Implementation of City Policies and Plans

Plan Administration

The purpose of the Plan Administration Element is to establish guidelines for the effective administration of the Comprehensive Plan in accordance with the requirements of the Community Planning Act, and other applicable law. This element includes guidelines on plan implementation, public participation, and plan monitoring.

GOALS, OBJECTIVES & POLICIES

As established in the Plan Administration element, each individual element of the Comprehensive Plan is comprised of a series of applicable goals, objectives and policies.

Goal
The long-term result toward which actions or programs are directed.

Objective
A measurable and achievable outcome associated with a goal.

Policy
Defines the standard, intent, direction or result to advance an objective.

Within each element, the goals, objectives, and policies are indicated by an element abbreviation following by a numbering hierarchy., as shown below utilizing the Future Land Use Element as an example:

FLU 1 (Future Land Use Element Goal 1)

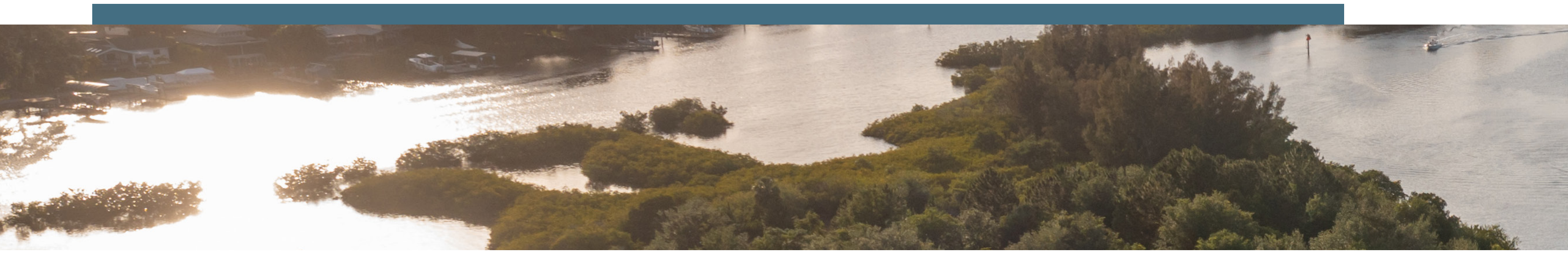
FLU 1.1 (Future Land Use Element Objective 1.1)

FLU 1.1.1 (Future Land Use Element Policy 1.1.1)

Property Rights

The Property Rights Element states how private property rights considerations factor into local government decision-making processes. As of 2021, this element is required to be included in a city's comprehensive plan, per Section 163.3177(6)(i)(2), Florida Statutes (Chapter 2021-195, Laws of Florida).

Tarpon Springs adopted the Property Rights Element in February 2022 and there have been no changes to this element as a part of the 2023 comprehensive plan update.



Intergovernmental and Interagency Coordination

The Intergovernmental Coordination Element (IC) coordinates the policies and activities set forth in the City's Comprehensive Plan with adjacent local governments, regional agencies (including water supply), state agencies, nongovernmental organizations, private service providers, and other relevant entities. Per Florida Statutes, the IC is also used to provide for coordination mechanisms with other governmental units providing services but not having regulatory authority over the use of land.

Intergovernmental cooperation is essential to ensuring that existing and planned development and redevelopment in the City is properly and adequately served.

ADJACENT COUNTIES

Pinellas County

- *General Role*
  The Pinellas County Board of County Commissioners serves as the local governing body for adjacent unincorporated areas including Palm Harbor, Ozona, Crystal Beach, Anclote Village, Innisbrook and East Lake. In Tarpon Springs, several service areas overlap due to the proximity of remaining unincorporated area to the City's municipal limits. Several roadway segments within the City also remain under the jurisdiction of the County, while some segments of the Pinellas Trail are managed by the City.

- *Primary Coordination Issues and Topics*
  Comprehensive planning, Land Development Code, interlocal agreements for government services, planning, projects (particularly roadways and trails), funding and other relevant matters.

Pasco County

- *General Role*
  The Pasco County Board of County Commissioners serves as the local governing body for adjacent unincorporated places including Holiday, Elfers, Seven Springs and Trinity.

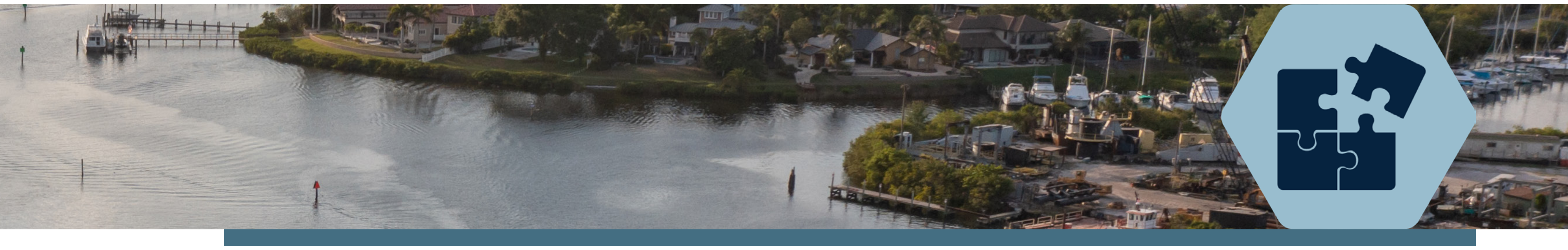
- *Primary Coordination Issues and Topics*
  Comprehensive planning and plan amendments, Land Development Code amendments and transportation coordination (primarily involving U.S. Highway 19 and Alternate Highway 19).

PINELLAS COUNTY AGENCIES

Pinellas County Construction Licensing Board

- *General Role*
  The Pinellas County Construction Licensing Board is responsible for licensing construction and home improvement contractors, registering contractors otherwise licensed by the Department of Business and Professional Regulation to ensure establishment and maintenance of proper insurance, adopting and amending the family of building codes for application and enforcement countywide and interpreting the codes to provide safe, economic, and sound buildings and structures throughout Pinellas County.

- *Primary Coordination Issues and Topics*
  The Licensing Board is a valuable resource to the City's Building Development Department, providing periodic reports on the status of businesses and licenses. A member of the Building Development Department serves on their board.



Pinellas County Emergency Management Division

- *General Role*
  The Emergency Management Division is a planning and coordinating agency for disasters and major emergency incidents. They prepare hurricane evacuation maps and promote preparedness and mitigation and establish and administer the countywide hurricane shelter network.

- *Primary Coordination Issues and Topics*
  Emergency Management orders mandatory evacuations, particularly during hurricanes or other countywide emergencies. Orders the opening of shelters and start up of local emergency operations centers. EMS is playing a lead role in the preparation of the Pinellas County Local Mitigation Strategy designed to advance programs and policies, which will reduce the loss of life and property during catastrophe. The Countywide HazMat Team provides back up to the Tarpon Springs Fire Department first response in cases of hazardous material spills.

Pinellas Fire and Emergency Services

- *General Role*
  Fire and Emergency Services, which is a municipal service taxing unit, was created for the purpose of establishing and implementing a permanent plan of fire protection for the surrounding unincorporated areas of Pinellas County.

- *Primary Coordination Issues and Topics*
  Fire and Emergency Services directs the appropriate fire department to provide fire protection to the unincorporated area within a fire district and to compensate the fire department for such service.

Pinellas County Water and Navigation Board

- *General Role*
  The Water and Navigation Authority is a branch of the Department of Environmental Management. Their mission is to protect and manage waters of the county, a defined term.

- *Primary Coordination Issues and Topics*
  Require and issue permits for the placement of seawalls and the construction of commercial and private docks. The City reviews dock and seawall construction applications and provides letters of no objection to the authority for their review and final approval.

"Forward Pinellas" Pinellas County Metropolitan Planning Organization (MPO)

- *General Role*
  Forward Pinellas coordinates urban transportation planning activities among the various local jurisdictions within Pinellas County. MPOs are organized and operate according to federal and state standards making them eligible for federal and state transportation funds. The Forward Pinellas Board is made up of elected officials from the jurisdictions pursuant to the terms of an interlocal agreement. The cities of Tarpon Springs, Safety Harbor and Oldsmar previously shared a single representative on a rotating term basis. As of 2023, Tarpon Springs has been provided its own seat on the Board. The City's planning staff is a member of the MPO's Technical Coordinating Committee (TCC). Forward Pinellas also functions as a Countywide planning council, maintaining a Countywide Future Land Use Plan that serves as the principal coordinating mechanism for all local planning within the county. Tarpon Springs' planning staff is a member of the Forward Pinellas Planners Advisory Council.

- *Primary Coordination Issues and Topics*
  The MPO prepares the Pinellas Transportation Improvement Program (TIP) which is a prerequisite of certain Federal construction assistance. The TIP provides a listing of multi-modal transportation improvements. The MPO also establishes the Long-Range Transportation Plan which must be updated every five years by federal law . They provide transportation modeling services on a countywide / regional basis and otherwise coordinate transportation planning within the County. The land planning arm of Forward Pinellas oversees comprehensive planning and annexation activities of the local governments to ensure that they are consistent with the Countywide Map, Countywide Rules and provision of services requirements.

Pinellas County School Board

- *General Role*
  The 7 member School Board, elected on a countywide basis, establishes the budget and policy for all elementary, middle and high school facilities, educational programs and personnel in the Pinellas County district school system. The School Board levies an ad valorem tax up to a 10 mill cap.

- *Primary Coordination Issues and Topics*
  Pupil placement, new facilities construction, program development and implementation, joint use of facilities and extension of infrastructure. Tarpon Springs is a participating government in the Statutorily-required Pinellas County Schools Interlocal Agreement.

REGIONAL AGENCIES

Southwest Florida Water Management District (SWFMD)

- *General Role*
  SWFMD covers counties along west central Florida. A governing board determines overall policies, carries out regulatory responsibilities and functions, enters into contracts and authorizes a tax levy for administration of the district. SWFWMD is responsible for the development of a state-mandated water use plan, administration of a permitting system for consumptive water use and other water related activities, the regulation of wells, environmental resource permitting of wetland impacts, and, the management and storage of surface waters. SWFWMD is charged to effect the maximum beneficial utilization, development, and conservation of the water resources of the district.

- *Primary Coordination Issues and Topics*
  Permit public utility wellfields and river sources and establish maximum withdrawals. Establish jurisdictional limits of wetlands and establish mitigation ratio for dredge and fill projects. Issue permits for stormwater handling. Conduct comprehensive plan review. Purchase of prime watershed and aquifer recharge areas. Technical and/or financial assistance to local governments and public education programs on water use and conservation.

Tampa Bay Regional Planning Council

- *General Role*
  The Council exercises the powers, duties, functions and responsibilities for conducting planning and coordinating review and assistance activities and functions that are enumerated by legislative and declarations of Chapter 186 and 380 of the Florida Statutes, and other applicable federal, state and local laws. The TBRPC also provides a forum for informal mediation to resolve conflicts or inconsistencies arising from development or growth among the cities and counties in the region. Tarpon Springs is a member government with a seat on the council.

- *Primary Coordination Issues and Topics*
  Preparation and update of the Strategic Regional Policy Plan which focuses on significant regional resources and facilities; conduct reviews of local plan amendments; conducts studies of regional resources including recent focus on sea level rise and hurricane evacuation matters; conducts a voluntary negotiation process between local governments to resolve interlocal disputes.

STATE AGENCIES

Department of State

- *General Role*
  The main planning related role of the Department of State (DOS) interaction with the City is the administration of the Certified Local Government (CLG) program for historic resources. The City is a certified local government because of its existing historical resources program that includes a district, a Heritage Preservation Board using an adopted set of architectural guidelines, and, a set of regulations administering same. As a CLG the City is eligible for state and federal grant funds administered by DOS.

- *Primary Coordination Issues and Topics*
  Maintenance of Certified Local Government status and participation in the statewide program.

Florida Department of Economic Opportunity (Community Planning, Development and Services Division)

- *General Role*
  The Division of Community Planning, Development and Services of the Department of Economic Opportunity (DEO) serves as the State Land Planning Agency designated in Florida Statutes Chapter 163, reviewing local government comprehensive plans and plan amendments.

- *Primary Coordination Issues and Topics*
  Review local government comprehensive plan elements and amendments pursuant to the standards set forth in the Community Planning Act under Florida Statutes Chapter 163. Additional reviewing agencies at the state level include: Department of Agriculture and Consumer Services, Department of Education, Department of Environmental Protection, Department of State, and Department of Transportation.

Florida Department of Transportation

- *General Role*
  FDOT is responsible for coordinating the planning of all modes of transportation on land, sea and air; and for constructing and maintaining the state highway system. It consists of eight districts statewide that manage a work program and systems maintenance for their regions. Pinellas County (and therefore Tarpon Springs) is within FDOT's District 7 that includes four other counties: Citrus, Hernando, Pasco and Hillsborough. Tarpon Springs is traversed by two FDOT arterial corridors: U.S. Highway 19, and U.S. Alternate Highway 19 (Pinellas Avenue).

- *Primary Coordination Issues and Topics*
  The primary means of coordination of FDOT's work plans (the 5-year Work Plan) is through the Forward Pinellas Metropolitan Planning Organization (see above).

INDEPENDENT SPECIAL DISTRICTS

Pinellas Suncoast Transit Authority (PSTA)

- *General Role*
  PSTA owns and operates the public bus system within Pinellas County. Nineteen cities and the unincorporated area are members. PSTA policy is set by an 11-member board consisting of 9 elected officials, 1 representative from the City of St. Petersburg and 1 Board of County Commissioner's appointee. The Cities of Tarpon Springs, Oldsmar and Safety Harbor have appointed one Commissioner to represent the 3 cities on a rotating basis. In Tarpon Springs PSTA operates bus service and coastal "trolley" bus service. It also has connecting stops with the Pasco County Public Transportation system.

- *Primary Coordination Issues and Topics*
  The primary mechanism of coordination with PSTA is through the Forward Pinellas Metropolitan Planning Organization (see above).

UTILITIES

Public and private utilities include the electric, phone, cable and gas companies serving the City. Tarpon Springs has entered into franchise agreements with some of these entities to secure services for its citizens. These entities include:

- **Clearwater Gas Service** - Clearwater Gas Service provides natural gas service to the residents and businesses of the City.
- **Duke Energy** - Duke Energy provides electricity for residential and commercial uses within Tarpon Springs. The City also contracts with Duke Energy for street lighting in multiple locations.
- **Bright House Networks** - Bright House provides cable television within the City and undertook the installation of a fiber optic cable network prior to the start of service.
- **Frontier Communications** - Frontier provides cable television service to the City. They also locate and determine possible conflict of existing and proposed utilities.
- **Wide Open West (WOW)** - WOW provides cable television service to the City of Tarpon Springs and also locates and determines possible conflicts of existing and proposed utilities.


TRUIST

TARPON SPRINGS 2023

COMPREHENSIVE PLAN

DATA & ANALYSIS

TARPON SPRINGS 2040

COMPREHENSIVE PLAN

IMPLEMENTATION WORK PLAN

Draft as of 04/26/2024

2040 COMPREHENSIVE PLAN WORK PLAN [BASED ON ADOPTED POLICIES]

IMPLEMENTATION TIMELINE				LAND DEVELOPMENT CODE UPDATES (LDC)
0 - 18 MOS	1 - 3 YEARS	3 - 5 YEARS	6 - 10 YEARS	
	✓			**CM 1.2.1:** Evaluate, revise, and implement regulations for shoreline and essential habitat buffers in the Land Development Code. Continue to restrict seawalling to areas where no other alternative shoreline stabilization technique is feasible.
	✓			**CM 1.2.2:** Evaluate and revise Land Development Code regulations to incentivize natural shoreline and upland retaining walls in lieu of seawalls for shoreline stabilization.
	✓			**CM 3.3.6:** Continue to monitor all current and credible sea level rise data and potential impacts of sea level rise on coastal system natural resources. Evaluate and update the resource protection standards of the Land Development Code and the Comprehensive Plan based on this data to protect resources and reduce risk to life, health and safety, and property.
		✓		**CM 3.3.12:** Evaluate and consider implementation and incentives to encourage floodproofing and wind mitigation improvements to existing structures.
	✓			**CM 3.3.13:** Evaluate increasing minimum base flood elevation standards for consistency with Pinellas County.
	✓			**CON 1.2.3:** Evaluate and revise existing Land Development Code regulations related to wetlands protection, preservation of open space, planned development performance zoning, transfer of development rights, buffers and setbacks, tree protection, clustering of units within the least environmentally-sensitive areas, and other techniques to advance conservation goals.
✓				**CON 1.4.3:** Require a minimum 25-foot buffer zone adjoining all wetlands in the Land Development Code.
✓				**CON 1.4.4:** Revise the Land Development Code acreage thresholds to require all development and redevelopment adjacent to identified wetlands and/or areas of significant upland habitat to assess natural systems/ biological/wildlife impacts and evaluate alternatives to eliminate or minimize adverse impacts.
	✓			**CON 1.6.3:** Revise the Land Development Code to require the utilization of soft shoreline stabilization techniques or a combination of an upland retaining wall with soft shoreline techniques along the Gulf of Mexico, St. Joseph Sound, Anclote River and Bayou shorelines as alternatives to seawall construction. Man-made canals, the historic seawall providing public access around Spring Bayou, and properties with existing seawalls on both sides shall be exempt from this requirement.
	✓			**CON 1.7.1:** Implement a tree canopy loss preservation policy in lieu of pay and go tree management, maintain and manage the City's tree inventory, and establish an urban forestry management program.
	✓			**CON 1.7.2:** Evaluate and implement programs and incentives to maximize and enhance the City's urban and natural tree canopy.
✓				**FLU 1.3.10:** Evaluate and amend the Land Development Code and SmartCode for opportunities to bring nonconforming site features, such as landscaping and stormwater, into compliance as a part of the redevelopment process.
	✓			**FLU 1.3.11:** Amend the Land Development Code to prioritize tree plantings over parking spaces.
	✓			**FLU 1.3.12:** Evaluate and establish requirements in the Land Development Code and SmartCode to reduce parking and increase tree plantings for properties identified on the Heat Severity Map (Map XX) as 'Moderate to High' and 'Severe'. These requirements shall apply to new construction and redevelopment/rehabilitation.
	✓			**FLU 1.3.13:** Explore potential incentives to increase tree plantings as a part of the development process.
	✓			**FLU 1.3.14:** Considering stormwater and tree canopy preservation needs, evaluate and amend the Land Development Code to establish impervious surface ratio (ISR) for residential development.
✓				**FLU 2.3.4:** Amend the Land Development Code to require that single family attached and multi-family developments be designed to include orientation of the front door to a neighborhood sidewalk and street.
✓				**FLU 2.3.6:** Amend the Land Development Code to prohibit drive-through/service windows from being located on building facades facing public streets.
	✓			**FLU 2.4.3:** Review and amend accessory dwelling unit regulations in the Land Development Code and other regulating plans to further encourage their development.
✓				**ROS 1.2.7:** Establish requirements in the land development code for new residential subdivisions to provide for recreation and open space.
✓				**ROS 1.5.3:** Update the Land Development Code to require conservation easements, or an appropriate Future Land Use Map amendment, as a condition of approval during development review processes to protect environmental lands in perpetuity.
	✓			**U 4.4.5:** Modify the building code and land development regulations to provide standards for improved indoor and outdoor water conservation in new construction.

2040 COMPREHENSIVE PLAN WORK PLAN [BASED ON ADOPTED POLICIES]

IMPLEMENTATION TIMELINE				TRANSPORTATION PLANNING
0 - 18 MOS	1 - 3 YEARS	3 - 5 YEARS	6 - 10 YEARS	
	✓			**FLU 2.3.1:** Update and implement the Multimodal Transportation Plan.
	✓			**T 1.1.1:** Maintain the Multimodal Transportation District (MMTD) and evaluate the 2007 Multimodal Quality of Service Analysis. Based on this evaluation, prepare and adopt a comprehensive Multimodal Master Plan.
✓				**T 1.1.10:** Conduct a feasibility study and prioritize a context-sensitive multimodal extension of Disston Avenue from Curlew Place to Meres Boulevard/Mango Street, that, at a minimum, entails a shared-use path of at least 12 feet in width that can be utilized by emergency vehicles to improve connectivity throughout the city, particularly for emergency response and a direct connection to St. Petersburg College.
		✓		**T 1.3.7:** Evaluate freight/truck delivery service routing and parking alternatives through technology and signage to reduce conflicts and infrastructure damage and consider establishing one or more potential commercial staging areas for distribution of deliveries.
			✓	**T 1.4.8:** Evaluate the feasibility of a transit circulator and other microtransit options within the MMTD and to and from major origins and destinations, identifying a funding source(s) and strategies, ridership projections, implementation priorities, operating hours and frequencies, and recommendations for route alignments, shelters, and transit stop amenities.

IMPLEMENTATION TIMELINE				RESILIENCY AND SUSTAINABILITY
0 - 18 MOS	1 - 3 YEARS	3 - 5 YEARS	6 - 10 YEARS	
		✓		**CM 1.2.4:** Identify design alternatives and funding sources for bayou erosion control
		✓		**CM 2.5.2:** Develop plans and programs to incentivize climate adaptation techniques and/or the acquisition of property to prevent incompatible development in areas of repeated damage resulting from flooding, storm surge or wind velocity.
		✓		**CM 3.3.5:** Develop a local Post Disaster Redevelopment Plan.
		✓		**CM 3.4.5:** Research and consider implementing tax incentives associated with voluntary conservation easements which would limit/prohibit rebuilding structures damaged by coastal flood events in vulnerable areas.
	✓			**CON 2.1.1:** Evaluate incentives and guidelines for homeowners and businesses to install solar power/heating and other renewable energy sources.
	✓			**CON 2.1.2:** Evaluate incentives and guidelines or green building that conserves natural resources and reduces monthly operating costs.
	✓			**CON 2.1.3:** Consider incentives for LEED (Leadership in Energy and Environmental Design) conscious projects.
	✓			**CON 2.1.5:** Develop and implement guidelines for a City-wide renewable energy plan.

IMPLEMENTATION TIMELINE				OTHER SPECIAL PLANNING STUDIES
0 - 18 MOS	1 - 3 YEARS	3 - 5 YEARS	6 - 10 YEARS	
	✓	✓		**FLU 1.3.6:** Evaluate the areas designated as 'Neighborhood Suburban' on the Place Based Area Map for inclusion of context-sensitive, non-residential uses, such as pop-up commercial, corner stores, neighborhood markets, and accessory commercial units. This shall be implemented through a community-based planning process.
	✓			**FLU 1.5.1:** Conduct an economic development analysis and draft an Economic Development Element that considers the following: Asset-based economic development strategy, Cost of growth analysis, Impacts of formula-based uses on local businesses.
	✓	✓		**FLU 2.1.3:** Initiate and prioritize planning processes for special area/corridor plans for the areas identified as 'Transitional' on the Place Based Area Map by January 2026.
✓				**CM 2.4.2:** Evaluate cultural district / design guidelines for the Sponge Docks and Greektown.
	✓			**CON 2.1.4:** Evaluate the Historic Preservation Design guidelines to allow the rehabilitation of existing historic structures to utilize energy efficient materials as long as the historic integrity of the structure is maintained.
		✓		**HIS 2.2.1:** Consider designating significant scenic open spaces and parks within the city, including, but not limited to Craig Park, Tarpon Avenue, Spring Bayou, Whitcomb Bayou, Sunset Beach, and Dorsett Park and develop corresponding preservation and/or development regulations within the Historic Preservation Ordinance.

2040 COMPREHENSIVE PLAN WORK PLAN [BASED ON ADOPTED POLICIES]

IMPLEMENTATION TIMELINE				RECREATION MASTER PLANNING
0 - 18 MOS	1 -3 YEARS	3 - 5 YEARS	6 - 10 YEARS	
			✓	**CM 2.3.1:** Assess and establish recommendations for waterfront improvements to promote recreation, climate adaptation, and coastal restoration as part of the Parks and Recreation Master Plan.
		✓		**CM 2.3.2:** Evaluate increased access or use of City-owned right-of-way access points to the waterfront as part of the Parks and Recreation Master Plan.
		✓		**CON 1.1.1:** Identify and delineate natural ecosystems, native vegetative communities and native wildlife habitats and corridors in the Parks and Recreation Master Plan.
	✓			**ROS 1.2.1:** Fund and prepare a parks and recreation master plan, including assessment of current and future needs and priorities; establishment of updated facility and parkland level of service standards; and planning for capital, programming, and operational investments in the parks and recreation system based on identified priorities. This effort shall consider public input gathered during the 2022 Comprehensive Plan update, summarized in "Local Trends" section of data and analysis. Upon adoption, the master plan policies will supersede the levels of services standards in Policies 1.2.2, 1.2.3, and 1.2.4.
		✓		**ROS 1.2.6:** Update the Parks and Recreation Service impact fee to reflect amended Level of Service and needs analysis from the parks and recreation master plan.
			✓	**ROS 1.2.8:** Evaluate and consider building a public aquatic facility as a part of the parks and recreation master plan.
		✓	✓	**ROS 1.5.2:** Evaluate the development of an environmental lands protection list and opportunities for conservation easements.

IMPLEMENTATION TIMELINE				UTILITIES
0 - 18 MOS	1 -3 YEARS	3 - 5 YEARS	6 - 10 YEARS	
	✓			**U 4.3.1:** The City shall develop, fund, and implement a long term plan for replacement of aging water mains, particularly galvanized and cast iron water mains. The plan shall be prioritized based on sound engineering principles such as level of service, local water quality, pipe age and material and other similar factors, to ensure an equitable level of infrastructure funding throughout the City.
	✓	✓		**U 4.6.1:** Evaluate emerging water quality standards and new regulatory changes and develop plans to meet these requirements in a proactive manner.
	✓	✓		**U 4.6.2:** Develop a robust utility operations cybersecurity program to meet National Institute of Standards and Technology (NIST) and Environmental Protection Agency (EPA) standards for water and wastewater operational networks.
✓	✓			**U 4.6.3:** Dedicate funding and other necessary resources to meet the EPA Lead and Copper Rule, emerging rules on polyfluoroalkyl substances (PFAS) and other emerging contaminants.

IMPLEMENTATION TIMELINE				INTERGOVERNMENTAL COORDINATION
0 - 18 MOS	1 -3 YEARS	3 - 5 YEARS	6 - 10 YEARS	
✓	✓			**FLU 2.4.2:** Review and implement policies of the Countywide Housing Compact as they relate to land use, transportation, and density.
✓	✓			**H 1.3.3:** Evaluate and amend existing bonus density/intensity criteria within the Land Development Code to incorporate methods and incentives from the Pinellas County Housing Compact.

Tarpon Springs Comprehensive Plan Update

Community Engagement Summary

June through September 2022

benesch

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1.0 Introduction

This community engagement effort was conducted by the City of Tarpon Springs and contracted consultant Alfred Benesch starting in June 2022 through September 2022. Community engagement was conducted through online surveys and in-person workshops, the following lists specify community engagement efforts.

Advisory Boards

- Board of Adjustment
- Budget Advisory Board
- Citizen's Academy
- Code Enforcement Board
- Comprehensive Plan Steering Committee
- Historic Preservation Board
- Library Board
- Parks and Recreation Board
- Public Art Committee
- Sustainability Board

Neighborhood Workshops

- Mount Moriah
- Tarpon Cove/Mariner Village

General Public Engagement

- In-Person Public Workshop
- Citizen's Academy Workshop
- Online Engagement

The following details the timeline and engagement efforts of this report:

Connect Tarpon Newsletters (sent to all registered users)

- August 31st – Announced closing of online surveys (gave 1 week notice)
- August 23rd – Offered Neighborhood/Organization Workshops (through end of September)
- July 20th – Advertised Mt. Moriah Neighborhood Workshop
- July 18th – Pushed Transportation Mapping Exercise
- July 12th – Pushed Infill Development Survey
- July 5th – Pushed General Survey and other online engagement activities
- June 2nd – Advertised June 4th Public workshop

Facebook posts on City page and Comprehensive Plan project page

- August 18th – Offered Neighborhood/Organization Workshops (through end of September)
- July 19th – Pushed Infill Development Survey
- June 29th – Pushed General Survey
- June 9th – Pushed all 3 online engagement activities
- April 20th & June 3rd – Advertised Public Workshop on June 4th

Flyers/Notice Boards

- Sent flyers for public workshop in all utility bills to reach every customer in the April and May billing cycles to advertise the June 4th General Public Workshop.
- Distributed flyers in the community for the June 4th General Public Workshop at apartment buildings, grocery stores and other participating businesses.
- Distributed flyers for Mt. Moriah Workshop through community members and churches.
- Posted flyers to city and project Facebook pages for public workshops
- Advertised the June 4th meeting on the City's variable message board at US 19 and Tarpon Avenue.

Additionally, the process for the two neighborhood workshops were as follows:

Planning staff posted on the City's and Comprehensive Plan Facebook pages and sent a newsletter out to all registered Connect Tarpon Springs users offering to hold small workshops for neighborhoods or organizations. Staff received two requests, one from the Mt. Moriah AME Church in the Union Academy neighborhood and the other from the Tarpon Cove/Mariner Village neighborhoods.

Both workshops consisted of a short presentation and question and answer session, followed by the participants providing input on the following three interactive activities:

1. **Map Your Choice Transportation Destination** – Using stickers, participants were asked to identify on a map their top destination within the city they would like to be able to safely walk, bike, or ride transit to.
2. **Infill Preferences** – Participants were asked to place a sticker next to residential and commercial infill types they believed were appropriate to be located within specific areas surrounding and within their neighborhoods.
3. **Wildcard Questions** – Participants were asked to tell us what they would love to see or preserve within their neighborhood and the city, as well as what they would prefer to not see or any concerns they may have for their neighborhood or the city.

Dates:

- Mt. Moriah – July 27, 2022 [6:00-8:00 PM]
- Tarpon Cove/Mariner Village – September 21, 2022 [6:00-8:00 PM]

Three exercises were conducted as part of the general public and advisory board engagement process: a general survey, a transportation exercise, and an infill development exercise. Over 70 residents provided feedback through these exercises and general comments during the in-person engagement process and over 150 additional residents provided feedback online.

The following data is presented by grouping the results of general public meetings, neighborhood workshops, and online engagement with the results of the nine advisory board meetings in the charts of this report. Steering committee results are highlighted in a separate chart. Each exercise and question will be accompanied by a write-up that discussed the results of each group individually. The decision to group advisory boards and residents in the charts below stems from the two groups having very similar results across the vast majority of exercises, while the steering committee more often had a unique perspective which was better shown independently.

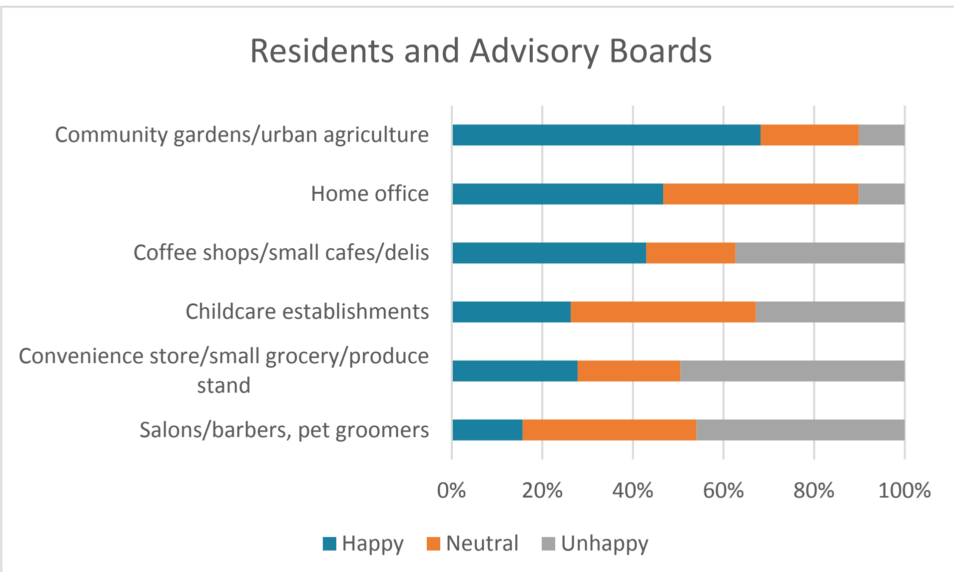
2.0 General Survey

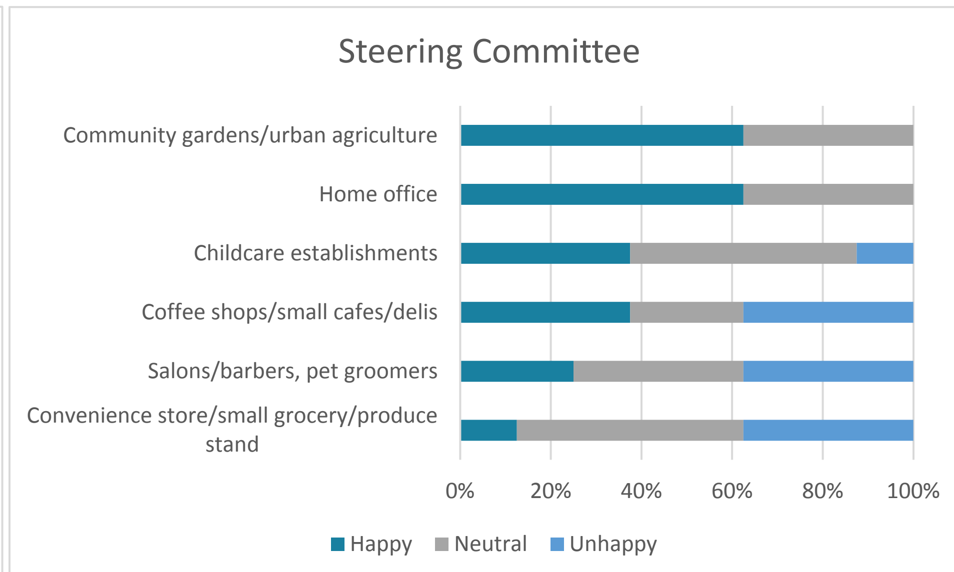
The general survey asked participants to provide feedback in the three focus areas of the comprehensive plan: Craft Your Community, Preserve and Prosper, and Strategic Service. Each element of the comprehensive plan was addressed with at least one question in its respective focus area. This survey was available both online through Connect Tarpon Springs and as physical copies. A total of 206 surveys were completed. Participants with physical copies, both residents and board members, were encouraged to add ideas and comments in the margin of their paper; these comments are shown in the tables following each question.

Focus Area 1: Craft Your Community

The first and second questions addressed land use. Residents were most supportive of community gardens/urban agriculture and least supportive of salons/barbers/pet groomers. Members of the advisory boards were almost most supportive of community gardens/urban agriculture and least supportive of salons/barbers/pet groomers. Steering committee members were most supportive of community gardens/urban agriculture in their neighborhoods, and least supportive of convenience stores/small grocery/produces stands (Figure 2-1). Additionally, residents and advisory board members were overall happy with the idea of neighborhood plans, and steering committee members were evenly split on neighborhood plans, with 25% each selecting very happy, happy, and unhappy (Figure 2-2).

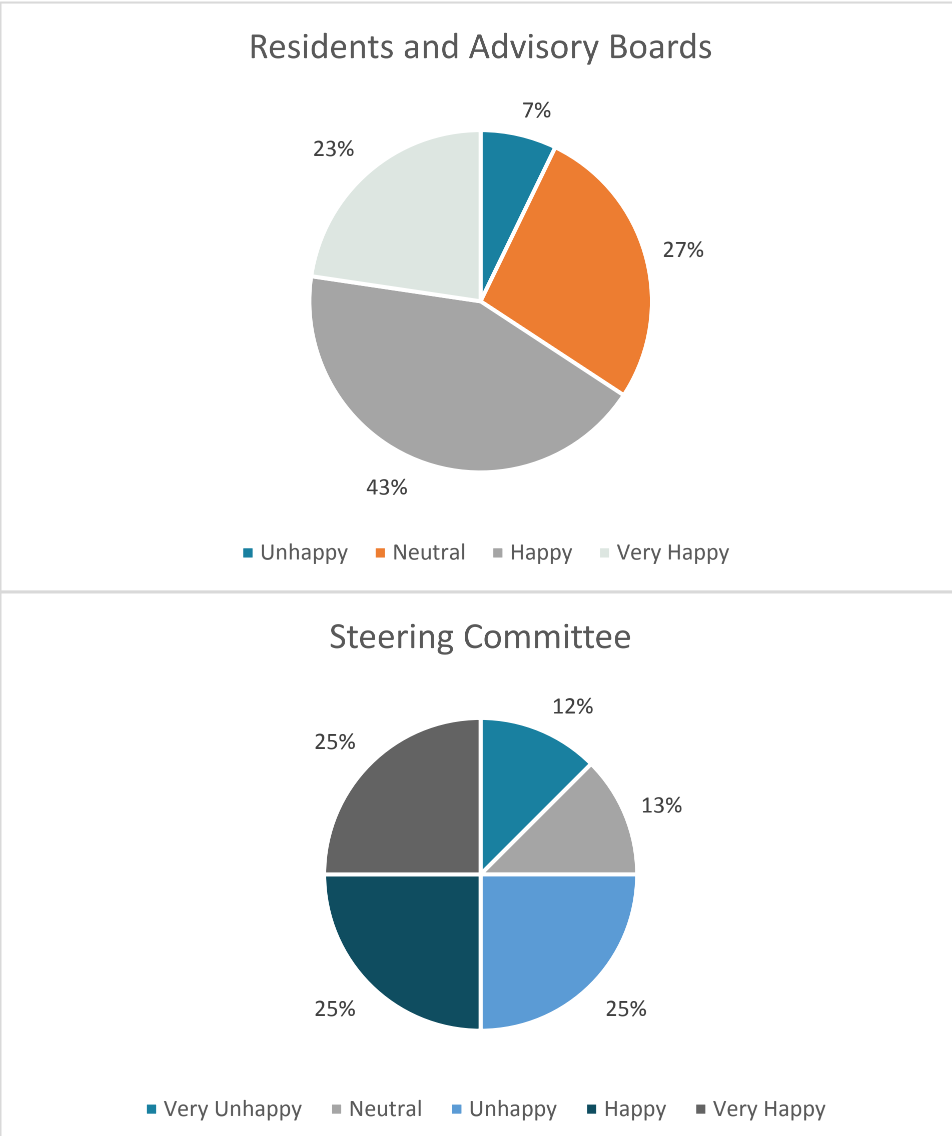
Figure 2-1: How would you feel if the following uses were allowed in single-family residential areas of the city (where they are not already allowed)? (Residents/Advisory Boards & Steering Committee)





Write-in/Margin Comments
No pet groomers
As long as there are not gas pumps. Environmental impacts are very different between a gas station and produce stand
I would love this [coffee shops/small cafes/delis] - someplace to walk or bike to easily
I don't like accessory commercial. Corner stores okay

Figure 2-2: How would you feel about having a Neighborhood Plan specific to each area of the city with very local land use and development regulations for each area? (Residents/Advisory Boards & Steering Committee)



Write-in/Margin Comments
Between Happy and Very Happy
I live in Pointe Alexis. We are far from everything, and transportation is nonexistent. We are a mixed-use neighborhood but really largely a neighborhood of seniors. Lack of access of everything nearby is why people move elsewhere.

The third question tackled housing. Residents heavily supported requiring new housing development to meet enhanced environmental standards. Members of the advisory boards also highly supported requiring new housing development to meet enhanced environmental standards. The majority of steering committee members supported incentivizing and subsidizing workforce housing, requiring new housing to meet enhanced environmental standards, and replacing old mobile home units with new, resilient units. Residents, advisory board members and steering committee members all did not support allowing tiny homes on wheels (Figure 2-3).

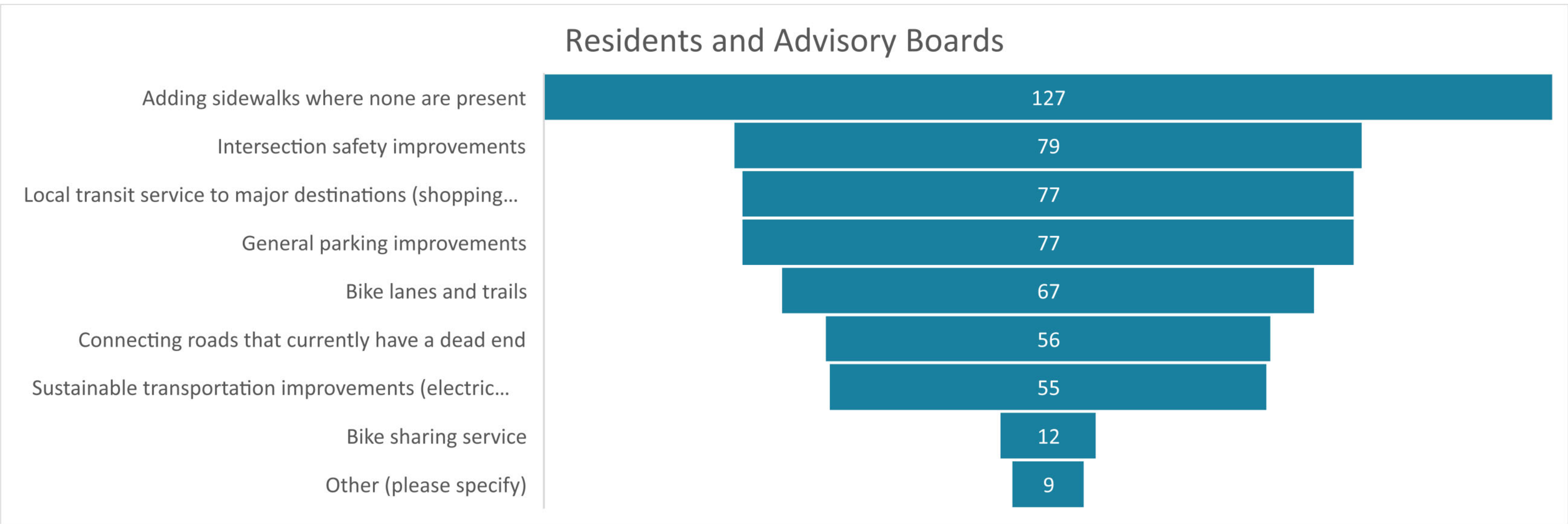
Figure 2-3: Should the City revise codes to address the need for resilient and sustainable housing with the following strategies (Residents/Advisory Boards & Steering Committee):

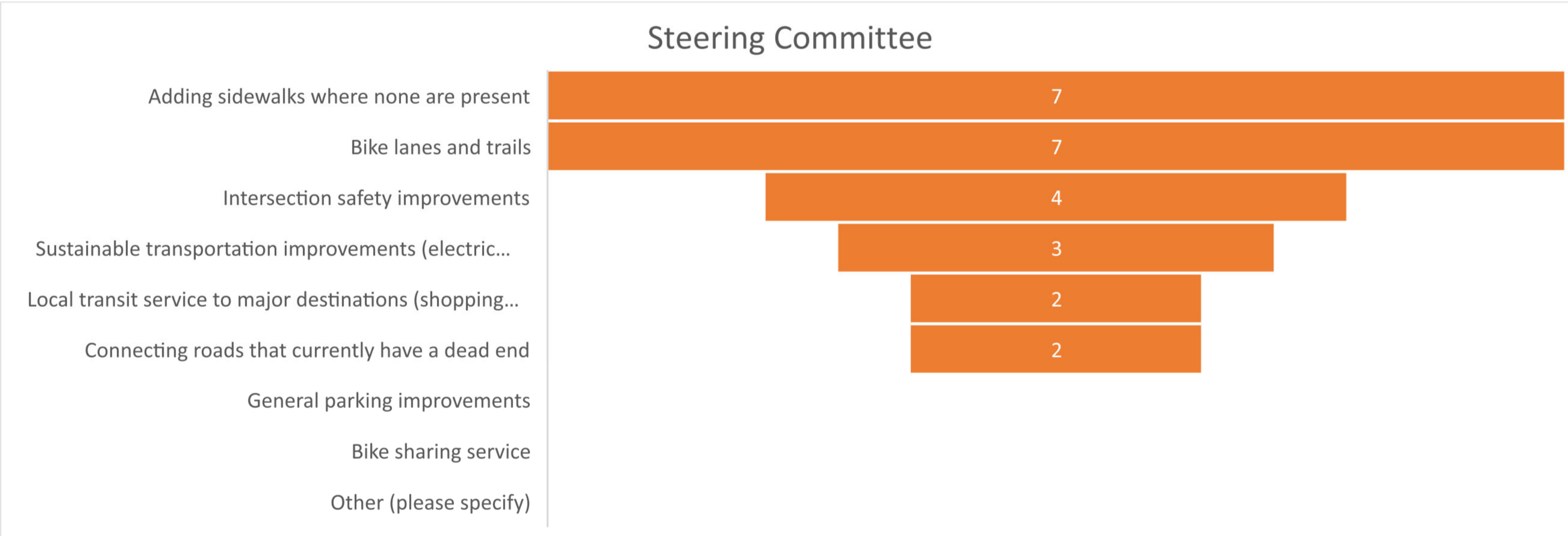
Write-in/Margin Comments
Tiny homes okay but not on wheels
Incentivize only [electric vehicles]
Incentivize and subsidize [affordable housing]

The last two questions of this focus area asked about transportation. Residents most strongly supported adding sidewalks where none are present, but did not support bike sharing services. Members of the advisory boards also strongly supported adding sidewalks where none are present and did not support bike sharing services. Steering committee members most strongly supported adding sidewalks, bike lanes, and trails to new areas, and least supported parking improvements and bike-sharing services (Figure 2-4).

Additionally, residents believed that downtown, beach, and the sponge docks were the most in need of walking and biking connections. Members of the advisory board selected that walking and biking connections were needed most near schools, the sponge docks, then downtown. Both groups selected commercial areas as the least in need of connections. Steering committee members selected schools most frequently and the sponge docks and downtown least frequently (Figure 2-5).

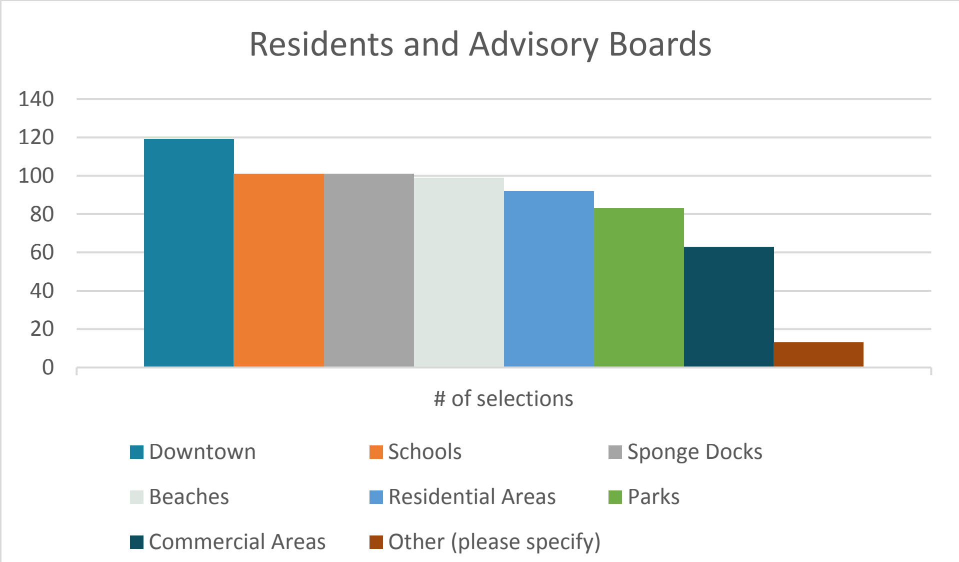
Figure 2-4: Imagine you have $10 to spend on transportation, and maintenance of the existing system costs $7. Pick your top three priorities on which you would spend your remaining $3. (Residents/Advisory Boards & Steering Committee)

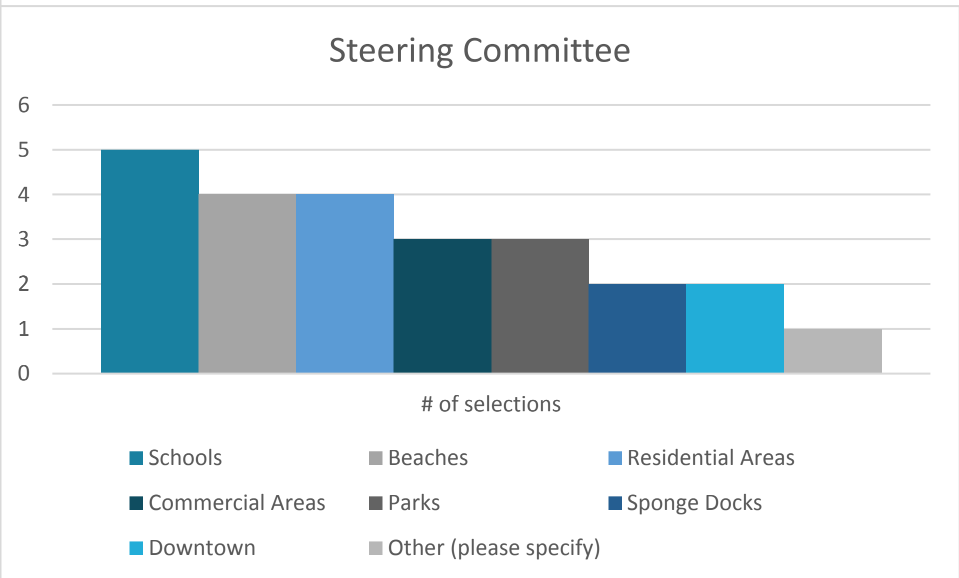




Write-in/Margin Comments
I like [biking] and I often go on the sidewalk out of fear
Important for now and for the future - we need it to be short sighted [sustainable transportation improvements]
Other: Repair low spots in streets that collect water
Other: Regional park and rides - Bike lockers like in Seattle
Other: Connector (autonomous/electric) running between docks and downtown
Other: Take out the trees from the middle of Pinellas to allow faster traffic flow. It is being used as a cutoff in AM and PM.
Other: Boats on one way and small streets by craig park are an accident waiting to happen! City ordinance 1. Clear sidewalks of houses with bushes trees blocking sidewalks
Other: Repaving the roads that haven't been paved in forever closer to us highway 19 and the elementary school.
Other: First/Last mile Multi-Modal-mobility: From Car, Trolley, Taxi or PSTA > Bike, Walk, EV Cart, Scooter, Water Vessel (cruise, yacht, water taxi) all encompassed in trip app.
Other: Transportation Capital Improvements Program FY 2022
Other: Increase golf cart use

Figure 2-5: Pick the top 4 places that need better walking and biking connections (Residents/Advisory Boards & Steering Committee)



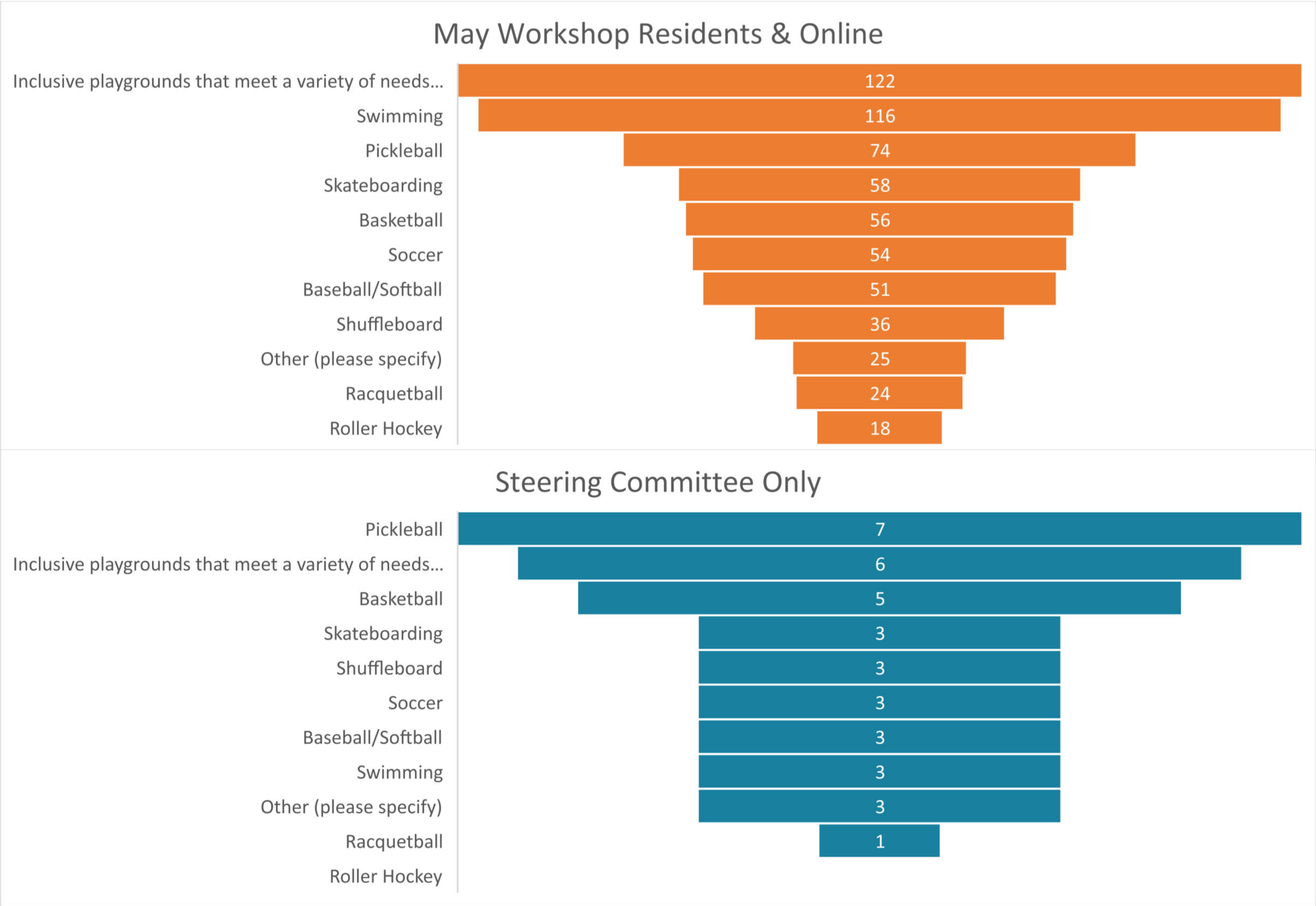


Write-in/Margin Comments
Including safer residential speed limits leading to schools such as Levis
Poor with crowd swarm! [sponge docks]
Some narrow streets - hard for bikers - might be more of a walking area rather than for biking [sponge docks]
Getting to beaches from east side of town
Alt 19 area around golf course - up to Klosterman especially west side of street
Other: Along county roads (Meres, Klosterman, and Alt 19)
Other: Anclote River Bridge (north river)
Other: Water taxi across river
Other: Navigating around bayous
Other: Pinellas Trail
Other: Anclote Rd and area around old Linger Lowber site
Other: Getting east/west across most parts of town around the bayous
Other: Around, to/from Spring Bayou along Whitcomb Bayou bridge. Connection between downtown and docks
Other: While I agree that the docks are vital to our economy, I feel that their continued maintenance and improvement gets more resources than other parts of the city
Other: Add walking lights to cross to bayou from tarpon Ave or and bring 3 way stop up to that intersection Poor visibility from s spring to oncoming traffic Foot traffic also feels threatened
Other: We have good sidewalks & trails. Seniors need help getting to Dr appts and groceries
Other: There needs to be transportation between downtown and the sponge docks. Allow golf carts.
Other: Parking areas

Focus Area 2: Preserve and Prosper

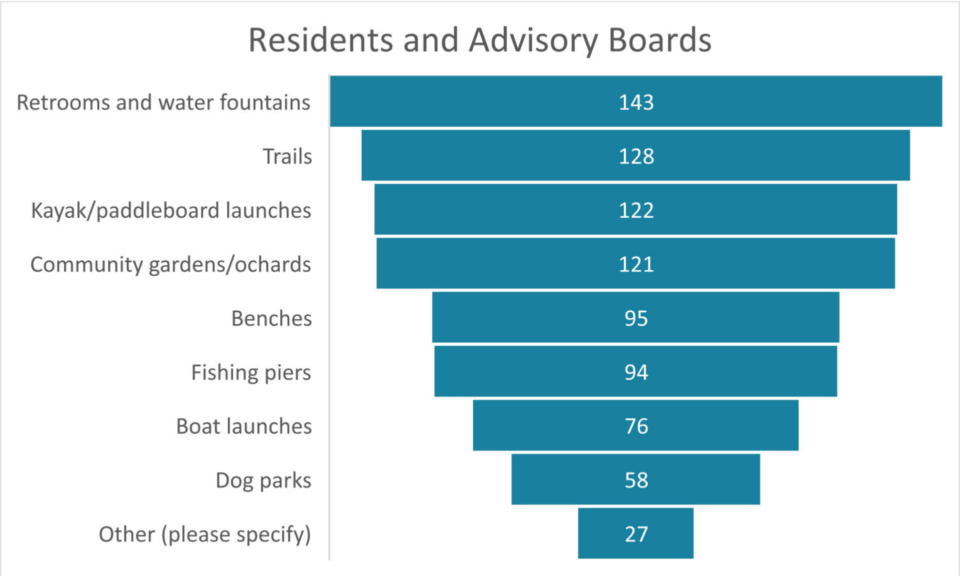
The first three questions of this focus area addressed recreation. For question one, which was asked during the May public engagement workshops and online only, residents supported inclusive playgrounds the most, and roller hockey the least. Steering Committee members supported pickleball the most and roller hockey the least (Figure 2-6). "Other" was also selected a notable number of times; these responses can be seen in the table on the following page.

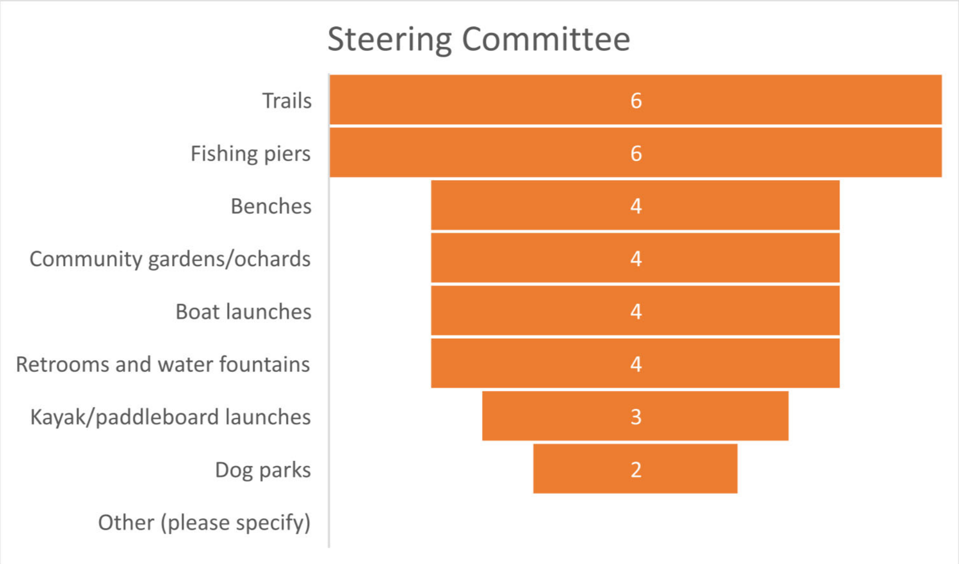
Figure 2-6: Pick the top 5 most needed recreation facility types from the list below (May Public Meeting/Online & Steering Committee)



Write-in/Margin Comments
Other: Bowling
Other: Archery
Other: Boat ramps
Other: Tennis
Other: Radio controlled planes and cars park
Other: Biking
Other: Nature trails
Other: Dog park
Other: Bayou boating jet skis are out of control We need to have sustainable rules to protect manatee and dolphins who come into bayou Mandatory speed limit And ENFORCED! Keep school ballfields open! Taxpayers deserve it! Get rid of fees for parking at Fred Howard park... Friendly to visitors? Open school gyms on Saturday Learn from the YMCA! Give a tac (*sic*) break to have a YMCA BUILT IN TARPON OPEN A BOAT LAUNCH OFF OF US 19 or by the stretch of land past the sponge docks away from residential
Other: Roller Skating (for Roller Derby teams) Gardens
Other: New bike trails
Other: Pretty places where u can just park and sit
Other: Tennis
Other: Bocce
Other: How about maintaining and upgrading the current facilities
Other: Rollerblading/skating
Other: BMX
Other: Better or more boating access
Other: Improve sunset beach to include more sand, extend shoreline
Other: Adventure Facility (climbing wall, challenge course), Senior Citizen Center (meet variety of needs), Aquatic Center
Other: Bocce
Other: Bocce Courts
Other: I don't know
Other: kayak/paddleboard launches
Other: tennis
Other: Off road vehicles atvs, motorcycles etc.

Figure 2-7: Pick the top 5 most needed recreation amenities from the list below. (Residents/Advisory Boards & Steering Committee)



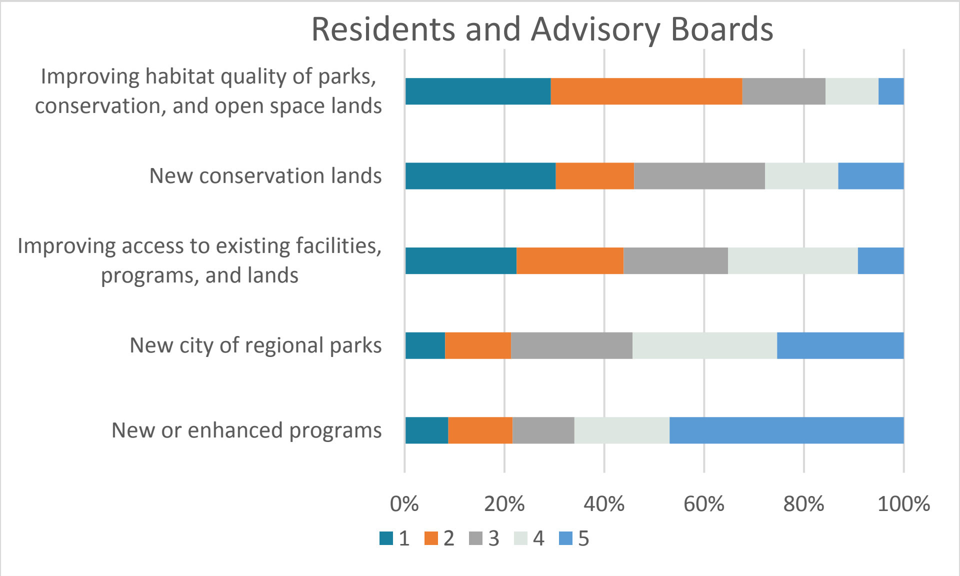


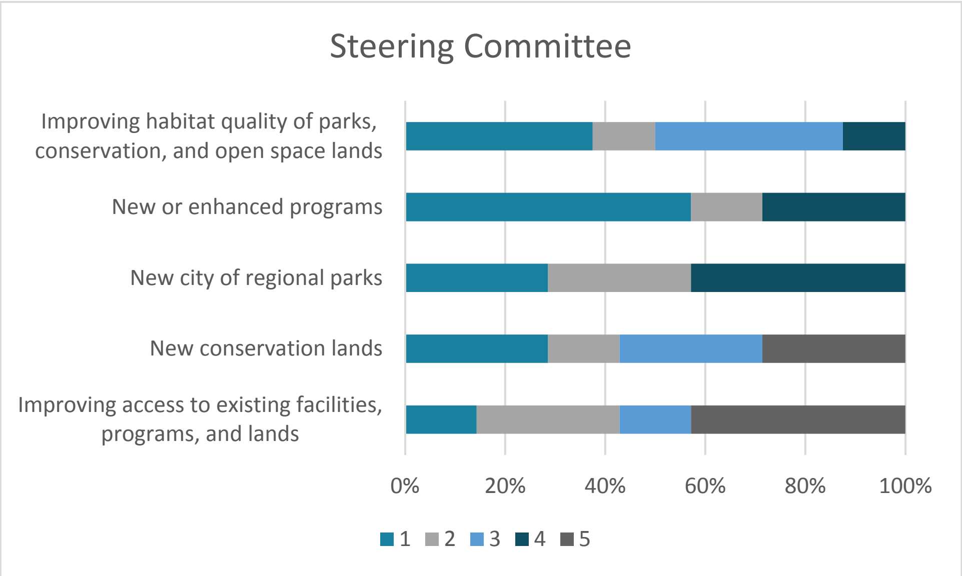
Shown in Figure 2-7, both residents and advisory boards members highly supported restrooms and water fountains, and least supported dog parks—residents also had a notable number of write-in options. The steering committee strongly supported trails and fishing piers, and least supported dog parks.

Write-in/Margin Comments	
[restrooms and water fountains] Along Keystone	Other: Library historic and cultural programs
[hiking] trails	Other: Resurface city tennis courts
Many more fishermen in our area [fishing piers]	Other: Water fountains on tarpon bike path with environmentally attractive benches and fishing piers not in residential area Area
Other: Covered areas where there are few trees	Other: As part of "water fountains," I would include refillable water bottle stations.
Other: Launch parking	Other: More open recreation space and acreage
Other: Parks	Other: Trash cans
Other: Fitness Parks	Other: Improve and beautify area along Pinellas trail north of meres. It's not inviting
Other: Swimming pool	Other: Here are two to make my five total: cooling stations; shade trees
Other: I don't know	Other: Park in north river area
Other: Pickleball courts	Other: Hydration stations, cooling stations
Other: Skatepark	Other: Water Park larger than current splashpad
Other: Expand Fitness Park	Other: Community lap pool like NPR complex
Other: Cooling stations	Other: Environmental lands left natural or trails only
Other: Community Pool	Other: Expansion of the current recreation center to include an actual senior center - classrooms - activity rooms
Other: Parking	Other: Shade trees; cooling stations

Question seven addressed three different elements: parks, recreation, and open space. This question assigned a point value (5 points for 1st rank, 4 points for 2nd, 3 points for 3rd, etc.) to each rank to understand the overall support for each action. Improving habitat quality of parks, conservation, and open lands ranked the highest overall for both residents (610 points) and advisory board members (135 points) and steering committee members (30 points), though neither were selected as the number one rank most often, and rather received a high number of 2nd and 3rd ranks in combination with 1st ranks. New or enhanced programs ranked very low for residents (355 points) and members of the advisory boards (67 points), while steering committee members ranked this item first most frequently. Steering committee members least supported improving access to existing facilities, programs, and land (19 points). Figure 2-8 below illustrates the detailed results.

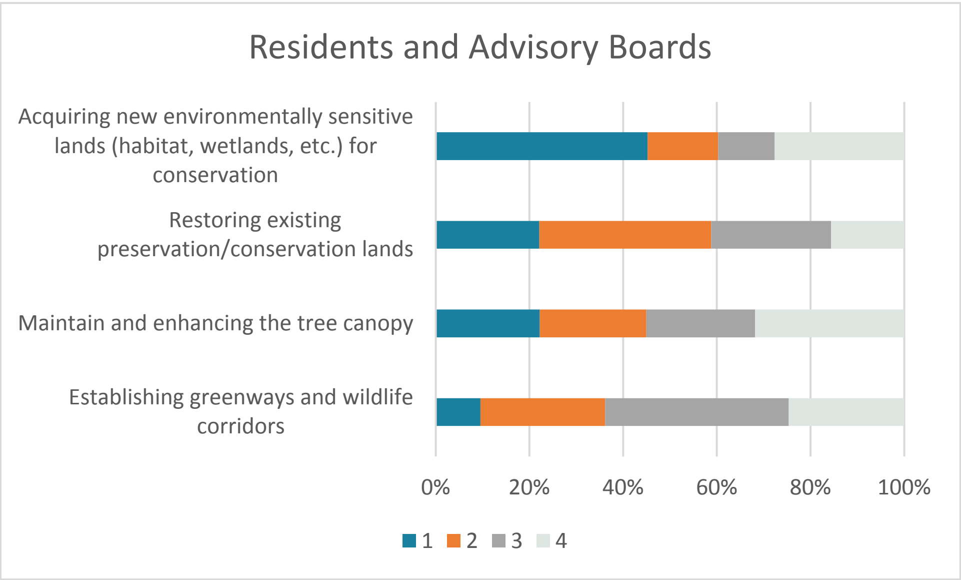
Figure 2-8: Rank the following potential City actions from 1 (most needed) to 5 (least needed). (Residents/Advisory Boards & Steering Committee)

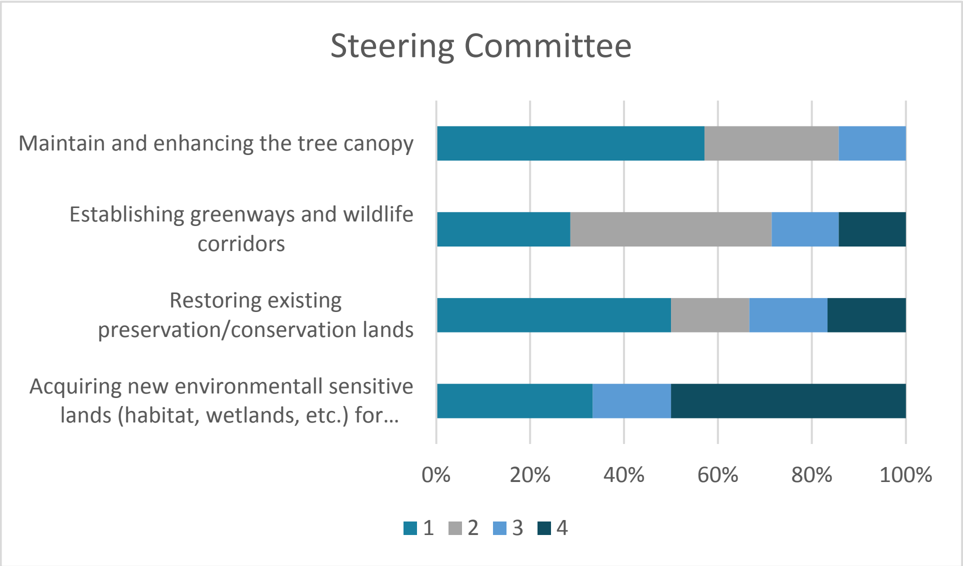




The next question asked about conservation and natural resources. Overall ranks were calculated the same as detailed in the previous question, with a rank of first being worth four points, and descending from there. Residents, as well as advisory board members, ranked acquiring new environmentally sensitive land for conservation as the overall most needed (453 points and 100 points, respectively), while the steering committee ranked this item last (13 points). Maintaining the tree canopy was also well supported by advisory board members (98 points) and steering committee members ranked enhancing the tree canopy as the most needed (24 points) (Figure 2-9).

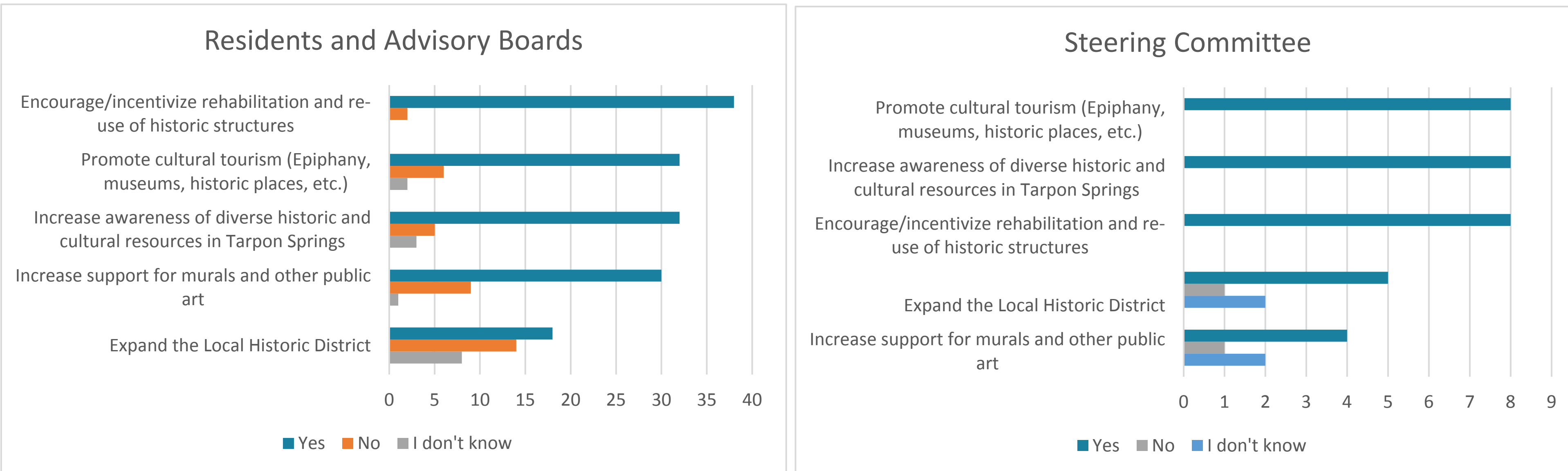
Figure 2-9: Rank the following potential City actions from 1 (most needed) to 4 (least needed). (Residents/Advisory Boards & Steering Committee)





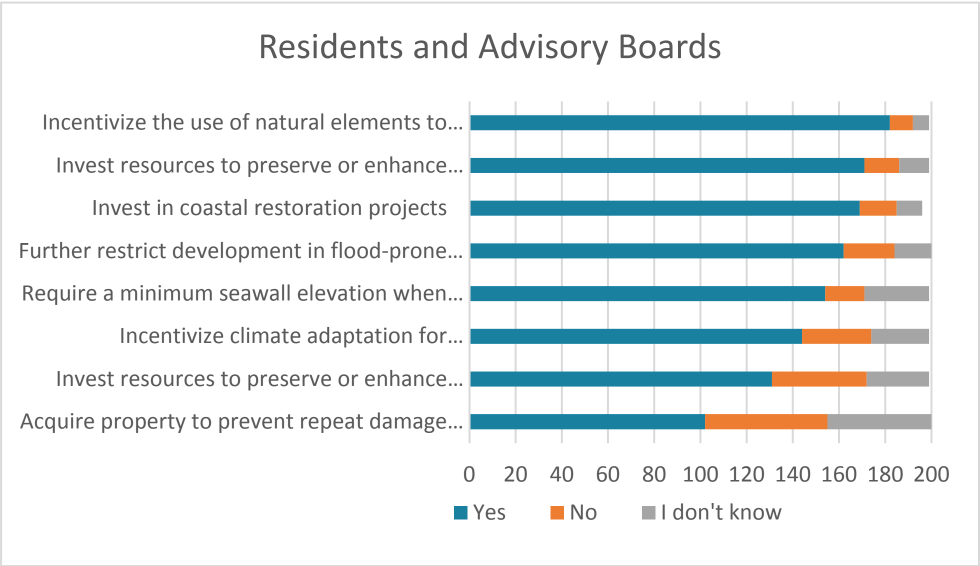
This question addressed historic preservation and cultural resources. Residents, advisory board members, and steering committee members all felt the most strongly about encouraging/incentivizing rehabilitation of historic structures, but less frequently supported expanding the local historic district. Steering committee members also supported increasing awareness of historic and cultural resources and promoting cultural tourism (Figure 2-10).

Figure 2-10: Should the City invest resources for any of the following? (Residents/Advisory Boards & Steering Committee)



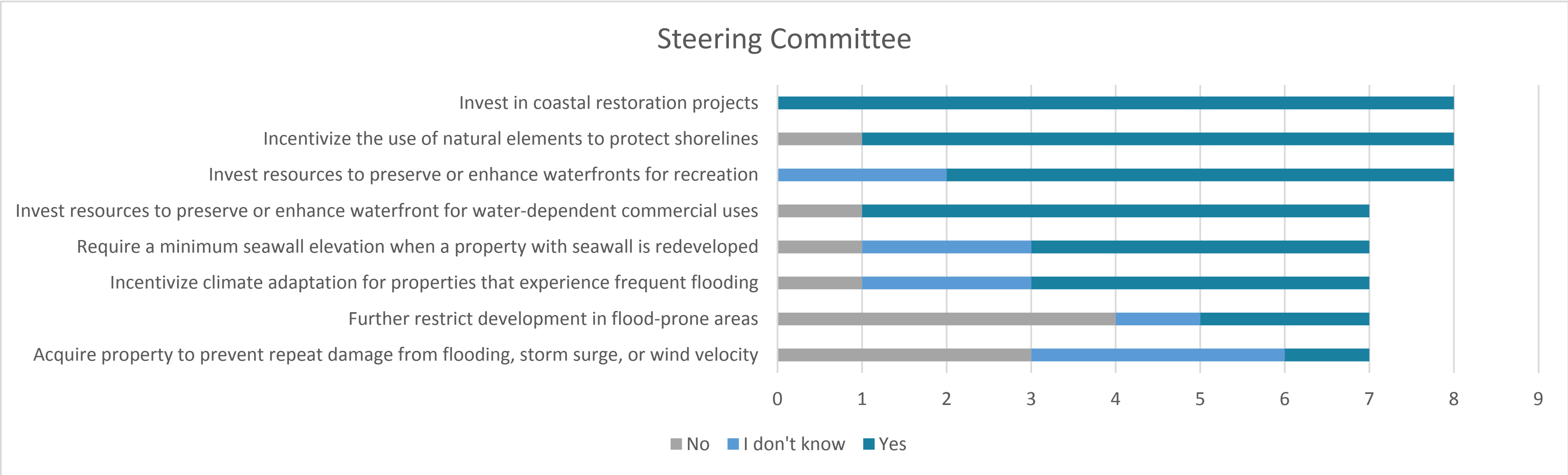
Write-in/Margin Comments
No need to expand [historic district] but rather optimize
Wonderful [increase support for public art]
More attention to presenting the sponging history
No need - well promoted [cultural tourism]

Figure 2-12: What actions should the City invest in to react to increased risks from flooding and severe weather events? (Residents/Advisory Boards & Steering Committee)



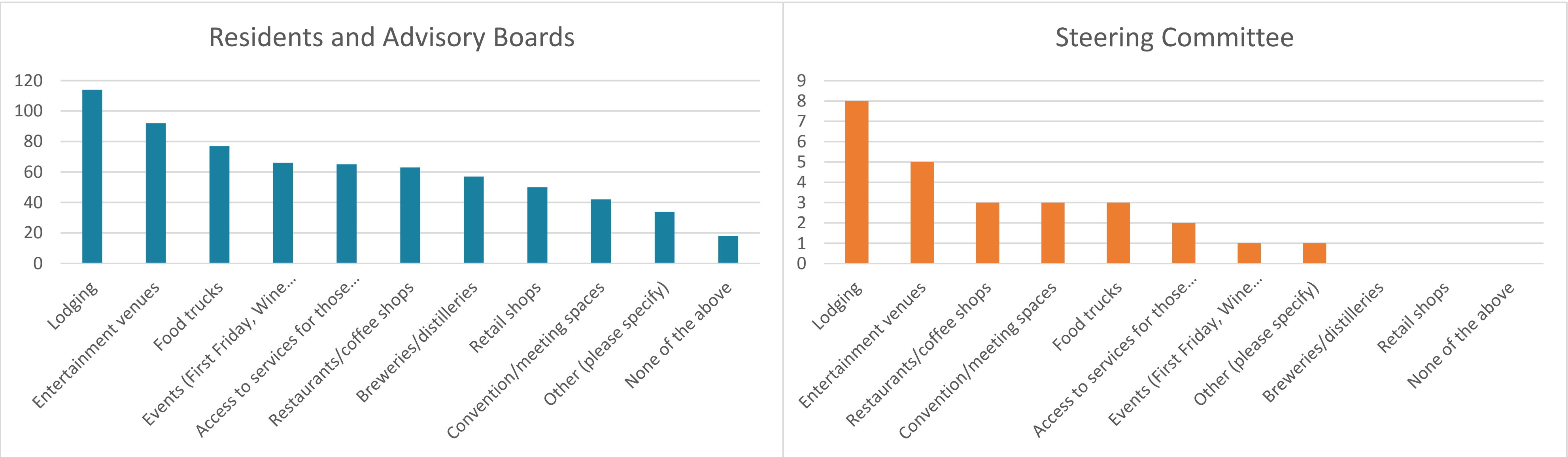
Coastal management was the focus of the next question. Both residents and members of the advisory boards highly supported incentivizing the use of natural elements to protect shorelines and fewer supported acquiring repetitive loss properties. The steering committee unanimously supported investing in coastal restoration projects, while very few supported acquiring repetitive loss properties.

Write-in/Margin Comments
Many areas flood over and over again - no improvement
Klosterman Preserve [further restrict flood prone areas]
Better kayak and paddleboard launching
Use living seawalls when possible, in addition to regular seawalls



This question focused on desired commercial uses. Residents, advisory board members, and steering committee members identified lodging as something the city is missing. The lowest selected need for residents was convention/meeting space. Advisory board members least selected “None of the Above”. No committee members selected breweries/distilleries or retail shops as needed (Figure 2 12). This question garnered over 30 “other” fill-in suggestions, which can be found in the table on the following page.

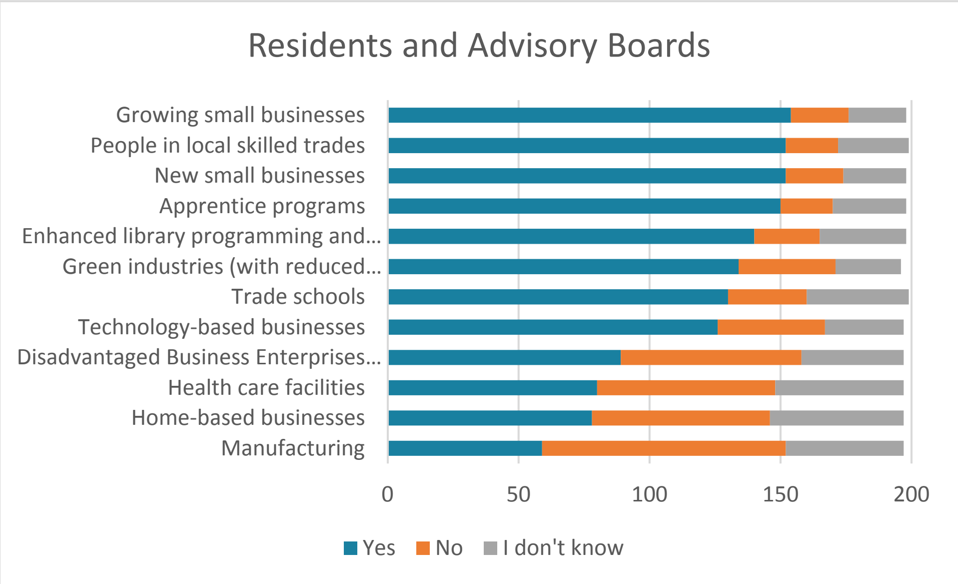
Figure 2-13: What is the city missing or need more of? Select all that apply. (Residents/Advisory Boards & Steering Committee)



Write-in/Margin Comments	
Need more [lodging]	Other: Bookstore
We have some but could use more better planned events	Other: Bookstore
Other: Outdoor cafes, tearoom, Trader Joe’s, sponge dock/ Greek museum, shows and activities for children at the sponge docks	Other: Unique lodging: AirBnBs, tiny houses in residential neighborhoods, small boutique MOTEL (retro, Midcentury Modern, turn of century Greek island theme, use one of the city's old churches? etc.) PLEASE NO MORE ALCOHOL!!!!! Let's have an old fashioned soda fountain (Re: Baynard's Drug Store - people still remember it) Small movie house - seating for 100 or less, showing indie films (it'll be packed every Fri & Sat) Rustic outdoor amphitheater: Greek dramas/comedies for tourists, political rallies/speeches, outdoor weddings
Variety [restaurants] - Greek or home cooking	Other: Beach events at Howard. Fun 5k races
Other: Housing for senior citizens and the disabled	Other: Increase police presence, action, safety and surveillance of drug activity and gangs. Clean up the dirty areas of the bike trail.
Other: Lodging in keeping up with the size of the city - not Clearwater level, smaller style hotels	Other: Events that are NOT arts & crafts festivals subcontracted to non-local organizations-- more locally based events. Also, not sure that Wine Walks, with slightly tipsy participants crossing streets are the best example.
Other: Shared tech workspace	Other: Boat launch
Other: Business development - Cafes, retail, produce stands, entertainment venues	Other: Museum for Black History--Carter G Woodson Satellite; Equitable economic opportunity; Chamber of Commerce for Black Community; Social health and welfare for those in need or disabled; public transportation.
Other: Young Adult Experiences	Other: Shaded areas for pedestrians and bikers ** cooling stations
Other: Trees, cooling and hydration stations, fountains	Other: I think we have a good mix of all of these
Other: Lodging at the Sponge Docks.	Other: A skatepark. Increased modernization of the sponge docks area.
Other: Ecotourism, incubator for new businesses or food	Other: Parks, youth programs, youth recreation facilities
Other: Help for the homeless	Other: Diversified grocery shopping- produce stands, private grocery stores
Other: Community gardens and nature education opportunities	Other: Adapt to the use of Golf Carts.
Other: Preserve the small city of Tarpon Springs	Other: We could use a few sidewalk cafes
Other: Boat ramps -Kayak ramps	Other: Produce stands, community gardens, urban agriculture
Other: Missing middle housing!! Not subsidized, but actual homes which can give folks a start on home ownership.	Other: Events which are kid friendly, like in October and December. Limit First Friday to quality vendors. Make it more for locals and provide better entertainment. Divide wine walk into 2 separate days for Sponge Docks and Downtown. It seems too big, and quality of wine isn't very good. Add entertainment and maybe a small night market, too.
Other: I clicked on lodging 5 times :)	Other: Parking, Safe pedestrian walkways closer to downtown, No more alcohol establishments
Other: Parking	Other: I would like city to build a skate park

The last question of this focus area inquired about equitable economic prosperity and lifelong learning. Residents most strongly supported growing small businesses and least supported manufacturing. Members of the advisory boards most often supported people in local skilled trades and enhanced library programming/educational opportunities, and least supported using city resources to support manufacturing. The steering committee members unanimously supported investing in technology-based businesses, and also strongly supported green industries and local trades, but least supported investment in home-based businesses (Figure 2-14).

Figure 2-14: Should the City invest resources in further attracting, promoting, or supporting any of the following? (Residents/Advisory Boards & Steering Committee)



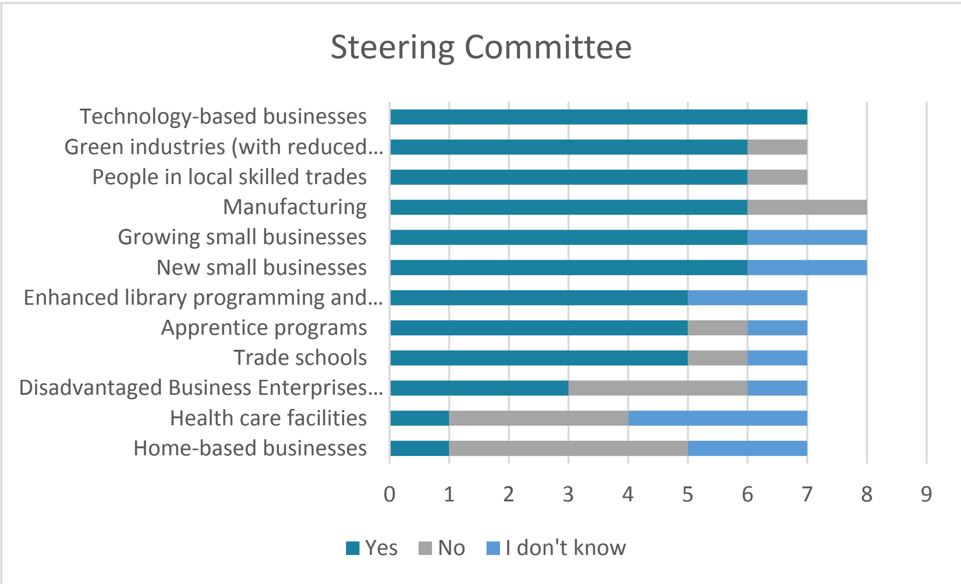
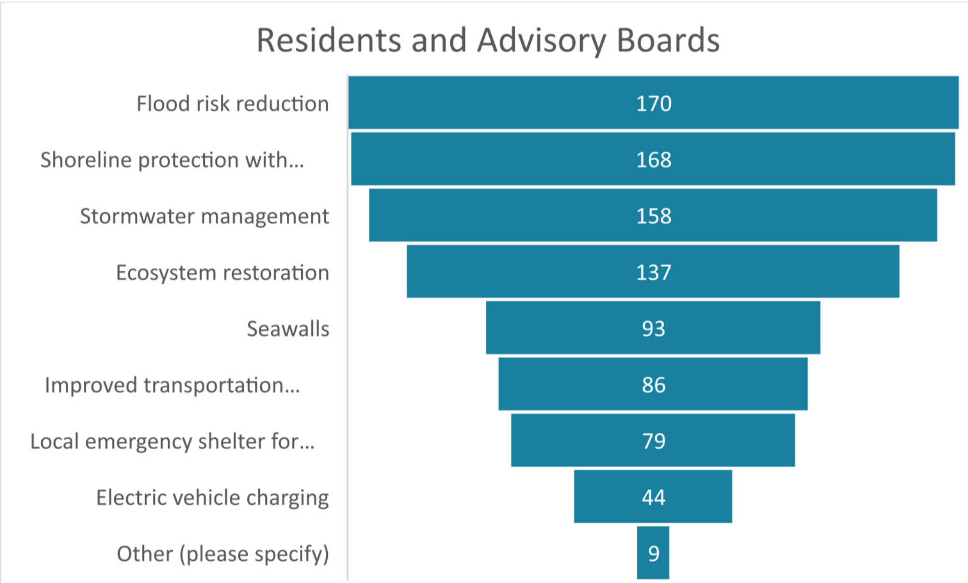
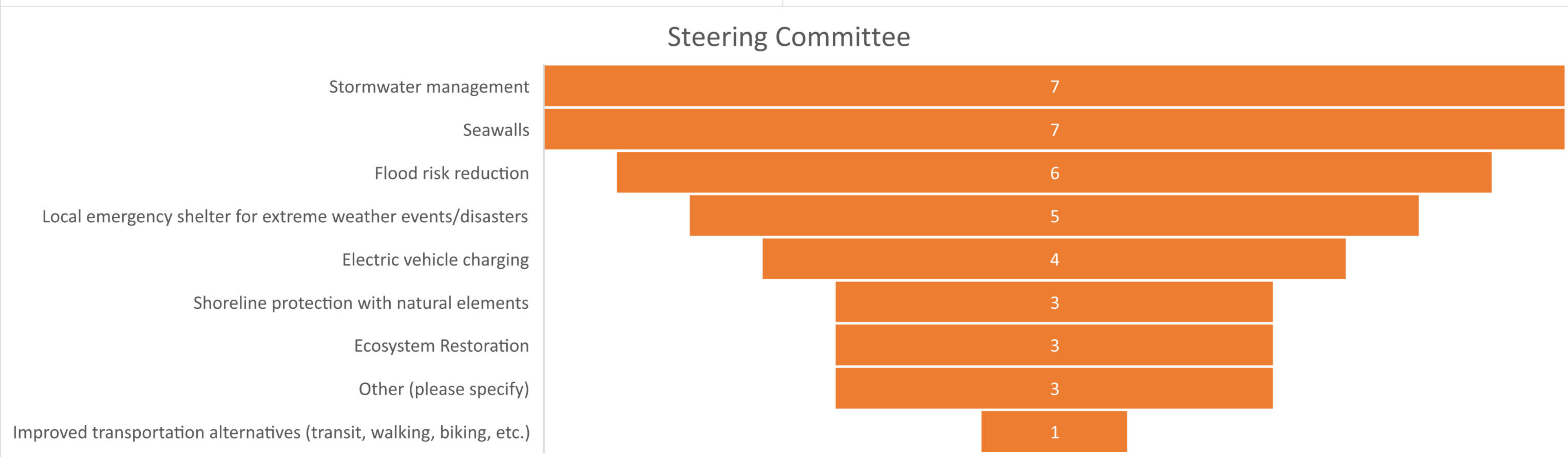


Figure 2-13 Response Choices	
Home-based businesses	New small businesses
Health care facilities	Growing small businesses
Disadvantaged Business Enterprises (owned by people with underrepresented identities)	Manufacturing
Trade schools	People in local skilled trades
Apprentice programs	Green industries (with reduced environmental impacts)
Enhanced library programming and educational opportunities	Technology-based businesses

Figure 2-15: Pick the top 5 most important capital improvement types from the list below. (Residents/Advisory Boards & Steering Committee)





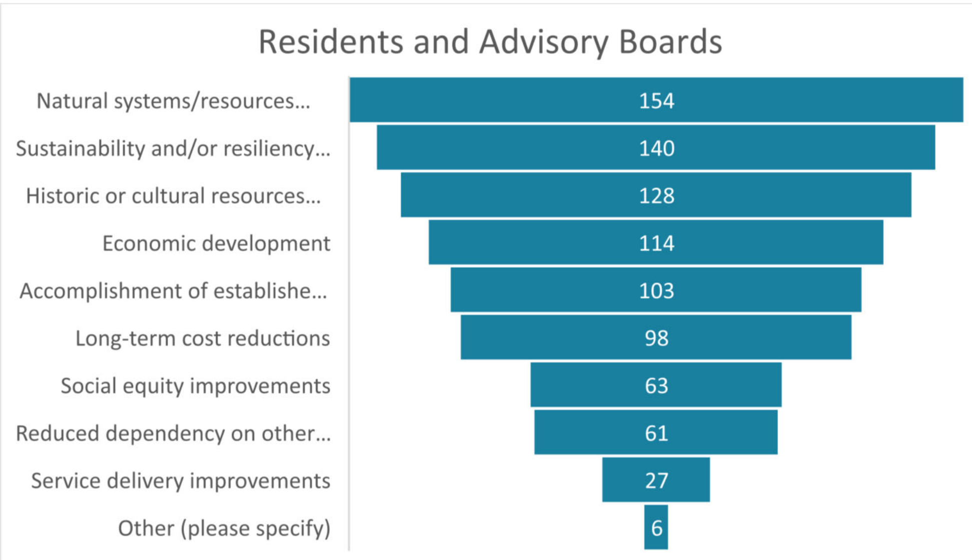
Focus Area 3: Strategic Service

This focus area included two questions regarding capital improvements. Question one revealed that residents viewed shoreline protection with natural elements as the most important. Members of the advisory boards viewed flood risk reduction measures as the most important capital improvement and EV charging as least important. Steering committee members viewed seawalls as the most important, and improved transportation alternatives as the least important.

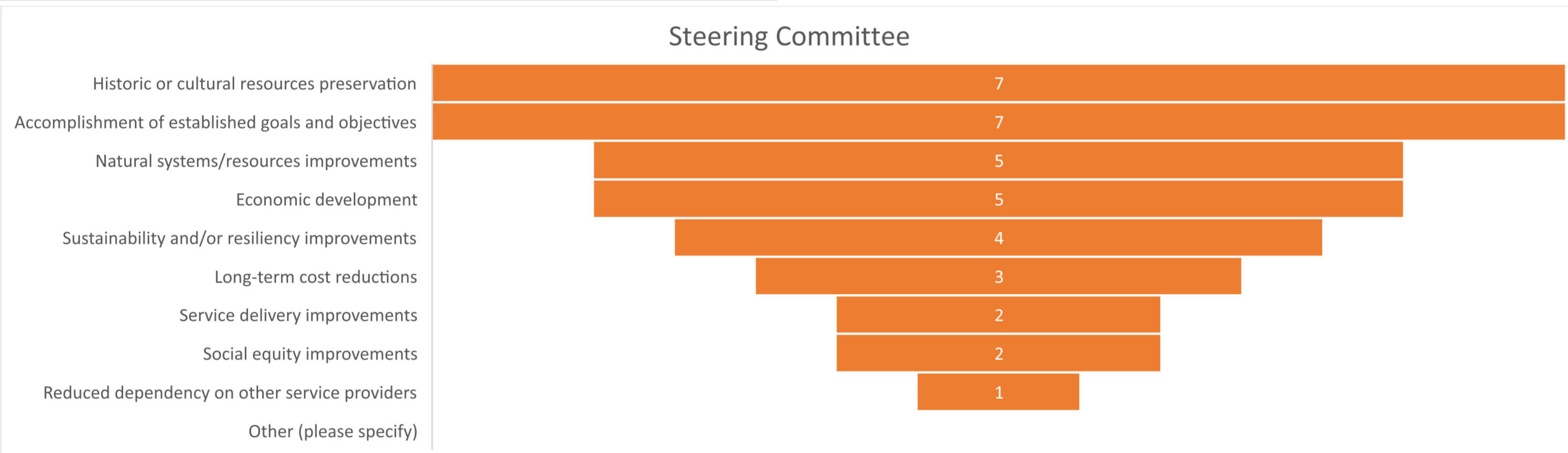
Additionally, in question two, residents viewed natural systems resource improvements as the most critical and service delivery improvements as the least. Advisory board members most supported sustainability and resiliency improvements. Steering committee members selected historical/cultural preservation and accomplishment of established goals as the most critical, and social equity and dependence on service providers as the least important areas for improvement.

Write-in/Margin Comments
So many flood prone areas
Maintaining Klosterman as it is - wetland habitat
Big business issues [ecosystem restoration]
[improved transportation alternatives] For city fleet
[improved transportation alternatives] To more outlying areas
[electric vehicle charging] Very important
Other: Roads/traffic
Other: City mitigation efforts
Other: Night sky street lighting
Other: Jolly Trolley exclusively in Tarpon
Other: Trolly from downtown to sponge docks
Other: Close sewer drains out to street with redirecting not to BAYOU!
Other: Free transportation "vehicle" to connect downtown and docks. Business incubator for new startups (ex. Students who graduate our culinary institute) to "test" their products.
Maintaining and acquiring more open space

Figure 2-16: Pick the top 5 most important additional criteria to consider from the list below. (Residents/Advisory Boards & Steering Committee)



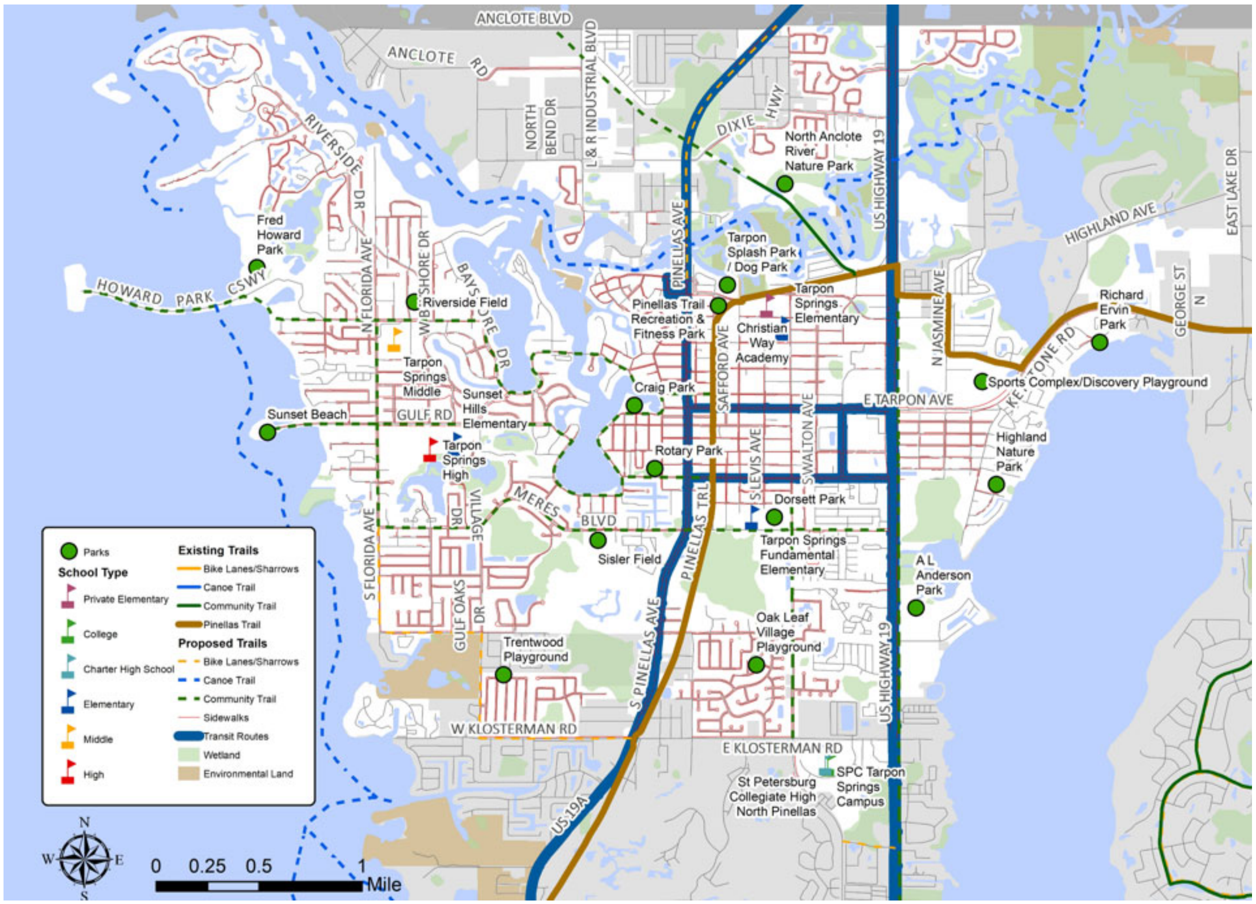
Comments
Don't say you will do something without actually doing! We are all tired of waiting! [accomplishment of goals and objectives]
Permitting [service delivery improvements]
Other: Inclusion of public art planning in all infrastructure, public and private development, and redevelopment
Other: Preservation of open spaces, acquire more park and preservation land, pickleball courts
Other: Permeable streets and sidewalks
Other: Fill empty buildings
Other: Ask, push, prod, encourage, incentivize the Sponge Dock property owners to improve their buildings!!
Other: Improving bayou Itis a tourist and resident gem. Crossings to it. Traffic control. Sidewalks and steps are a mess. Homeless are on every bench, find them housing away from park. Move food center further out of the city Fix it!!



3.0 Transportation Exercise

The transportation exercise invited participants to mark up three maps of the community. One map (shown in Figure 3-1) each was used to show needs and/or comments on walking connections, bicycle connections, and transit connections. The base map illustrates both existing and planned facilities identified in the current Comprehensive Plan.

Figure 3-1: Transportation Connections Base Map



Walking Connections

Five themes were identified across all comments received for the walking connections mapping exercise: crosswalks, sidewalks, safety, other walking amenities, and general areas of concern. It was found that sidewalks were mentioned 39 times, crosswalks were mentioned 17 times, general areas of concern were mentioned 15 times, safety was mentioned 13 times, and other walking amenities were mentioned 4 times. See Table 3-1 for the full list of comments; comments denoted with an asterisk (*) were provided by a member of advisory boards, comments denoted with two asterisks (**) were provided by a member of the steering committee.

Table 3-1: Walking Connections

Comments	
Crossing Tarpon Ave for ring to 19 is perilous - More mandatory stops at crosswalks	Are there sufficient walking trails to get to the transit routes for public transportation?*
Craig Park to docks	Connect sidewalk to continuous along Seabreeze Drive and other areas where they stop/start*
Elevate Rt 19	Need crosswalks to Craig Park from Orange and Tarpon Ave. The largest event in town with no safe way to access the park sue to it being a county road. Need flashers and four way stop*
Around Spring and Kramer and to the sponge docks walking trail	Non-flooding sidewalks in Craig Park*
Boardwalks over wetland areas for birders, walkers, etc. for observation activity	Sunset Beach*
Crosswalks at W Klosterman Rd and E Klosterman Rd	Howard Park Causeway*
Crosswalks at W Klosterman Rd	Pinellas Ave and Pinellas Trail Recreation and Fitness Park*
Crosswalks at S Pinellas Ave	Craig Park*
Craig Park	Rotary Park*
Meres Blvd	Improve/fix sidewalks on Pinellas Ave at the trail and recreation fitness park (around Craig Park)*
Sports Complex/Discovery Playground	RRFB around Craig Park*
Riverside Dr and N Florida Ave	Widen pedestrian and bike lane on the bridge at Whitcomb Blvd and Virginia MLK intersection*
Between Downtown and Sponge docks	I think the city has pretty solid walking connections. Some crossing and ped safety could be improved downtown but overall, I do not find this to be a priority*
Between sponge docks and north river	Connect sidewalks in the area of Riverside Dr*
L&R Industrial Blvd - Now a residential area needs sidewalks, level streets, lights - one takes their life into their hands when walking to the docks	Improve sidewalks in downtown from Orange St to sponge docks*
Need flashing lights for street where trail crosses road by the dog park	Increase shade tree/coverage - will motivate people to walk*
We need sidewalks along Anclote Rd and Anclote Blvd*	Community trail - Howard Park to Downtown Craig Park and Back to Sunset Beach. This connects the beaches, schools, and a number of parks with walking paths*
Brick road along Grandview Ave needs attention ASAP. Uneven bricks create unsafe	In front of the yacht club it is not safe for pedestrians because sidewalk ends and there is no

walking conditions, damage vehicles, etc. Possibly streetlights needed*	crosswalk to get to sidewalk on other side*
There is very little sidewalk on Lillian Ave between Klosterman Rd and Curlew Pl. There are often people walking in road including kids going to school bus stops*	All the proposed trails are good*
I like the proposed sidewalks, I hope they include gaps in current sidewalks and sidewalks on both sides of the street*	We don't have any children in the school types so it is difficult to comment on the need for walking improvements, but I would hope there are sufficient numbers*
Applies to all walking trails: we need more shade, more fountains, water features, hydration stations*	Are there sufficient walking trails to get to the businesses on South Pinellas and North Pinellas Avenues from resident homes?*
From a commercial standpoint, we need to provide cooling and the appearance of cooling conditions to continue to attract shoppers to our city*	Are there sufficient walking trails to get to the public library?*
Walking along Riverside Dr east to Spring Bayou to downtown*	In front of the yacht club it is not safe for pedestrians because sidewalk ends and there is no crosswalk to get to sidewalk on other side*
At the corner of N. Spring Blvd/Read/Canal - The path along the bayou ends with small sidewalk to street. At this point, there is no contiguous sidewalk on the south side nor is there a crosswalk or other means of safely crossing the street*	All the proposed trails are good*
Somewhat in front of Yacht Club*	We don't have any children in the school types so it is difficult to comment on the need for walking improvements, but I would hope there are sufficient numbers*
Intersection of W. Tarpon Ave and Spring Blvd - Crosswalk or pedestrian crossing lights would make it safer to access path along Bayou - Crosswalk S. or W. Tarpon but not readily noticeable from west end of Tarpon Ave.*	Are there sufficient walking trails to get to the businesses on South Pinellas and North Pinellas Avenues from resident homes?*
Along Alt 19 heading toward Holiday sidewalk ends - If you wanted to walk to new aquarium or N. Anclote River Park, you have no sidewalk/shoulder*	Are there sufficient walking trails to get to the public library?*
Areas around Dorset Park/Elementary School*	Jasmine Rd needs a sidewalk to connect the neighborhood on the south side of Keystone/Tarpon to the Pinellas Trail. It's very dangerous for pedestrians along Jasmine and with the park/soccer fields right there, kids should be able to have safer access
Safe walking around old Linger Longer and Anclote Rd*	Are there sufficient walking trails to get to the businesses on South Pinellas and North Pinellas Avenues from resident homes?*
Fill in sidewalk gaps in union academy neighborhood*	Are there sufficient walking trails to get to the public library?*
Crosswalk needed at Dorsett park and Walton Ave**	Clear biking/walking trail along/around bayous**
crosswalk needed near tarpon springs fundamental elementary**	Sidewalk from gulf to Siler**
Build trail (8-12' width) to connect downtown and nearby residential areas to sunset beach**	There is a gap on Florida Ave near Tarpon Springs High*
Build trail (8-12' width) to connect/continue from sunset beach to Howard park*	Pedestrian access along bayside dr. bridge (maybe one side?) when replace**
Set program and schedule to fill in sidewalk haps and 2nd priority to add* sidewalks where none exist (especially in residential areas) **	The green dashed incomplete trail [proposed community trail network] should be completed, would solve so much. **
There needs to be sidewalk connections everywhere and along thoroughfares and schools. There are haps along riverside or even Florida by schools**	Basic sidewalks on Jasmine Ave near sports complex**

Basic sidewalks all around Tarpon Springs Fundamental Elementary and neighboring communities**	Dangerous to walk and bike in North Tarpon Springs west of Pinellas Ave**
Sidewalks throughout city wherever there are gaps**	Add new sidewalk 332 Anclote Road
Anclote from alt 19 to next cross street (industrial) needs crosswalk too narrow to walk or bike	Forde Avenue is extremely tight, especially near Florida. Need a wider roadway and adequate sidewalks/bike lanes on both sides. Unsafe condition at Forde Avenue at Florida due to the limited roadway width and sight distance. Can the City coordinate with Pinellas County Schools to obtain more space from the school which is not being used so a wider roadway on Forde can be afforded? There are many pedestrians who use this roadway to access schools and the beaches.
Consider adding a midblock pedestrian crossing on Florida between Gulf and Sunset to allow for safe crossing of Florida. There are many pedestrians, including students who have no ability to cross Florida between Gulf and Sunset.	There are no sidewalks from the alt 19 Anclote Blvd intersection up to the coastal Anclote trail. There are large communities on both sides of Anclote Blvd that need safe access to walk and bike. Traffic on this road is very unsafe for us. Thank You
Adding bike/walking trail to connect Disston N and S	Sidewalk please 408 South Highland Ave
There should be a crosswalk on this road at a minimum and also speed bumps to calm traffic through this area where there are a number of school bus stops and pedestrian activity. 4996 Cardinal Trail	This property is a hazard. Corner lot with no sidewalk access on either the BUSY N Florida Ave or E Tessier Dr. This property is within 100 yards of Tarpon Middle School. Students nor pedestrians have safe walking access 620 North Florida Ave

Bicycle Connections

Four themes were identified across all comments received for the bicycle connections mapping exercise: bike facilities, safety, other amenities, and general areas of concern. It was found that bike facilities were mentioned 40 times, general areas of concern were mentioned 29 times, safety was mentioned 15 times, and other bike amenities were mentioned 3 times. See Table 3-2 for the full list of comments; comments denoted with an asterisk (*) were provided by a member of advisory boards, comments denoted with two asterisks (**) were provided by a member of the steering committee.

Table 3-2: Biking Connections Comments

Comments	
N. Spring, Riverside, Bayshore - every street around a bayou becomes clogged for auto traffic when bicycles present. Need to give them an adequate lane or re-route onto different streets.	Are there sufficient biking trails to get to the transit routes for public transportation?*
Whitcomb also, but wider sightlines make this less frequent.	Add bikes lanes on Meres Ave to Florida Ave, for access to Sunset and Fred Howard beaches*
Bridge bike lane needed	Add signs that bikes must stop at small stop signs and intersections as Tarpon/Safford is a safety nightmare for drivers and bikers*
Downtown to beaches via schools	Sunset Beach*
S. Florida to beaches and schools	Howard Park Causeway*
Downtown to sports complex	Pinellas Ave and Pinellas Trail Recreation and Fitness Park*
Bike loop dedicated protection, enforced, traffic calm devices, and crosswalks	Craig Park*
Bike loop connecting parks	Rotary Park*
Craig Park to Howard Park Causeway	North Pinellas Ave is dangerous for walkers and bikers*
Riverside Dr	Routes and connections are good. Emphasis and enforcement of rules of the road are need full stop. Bikes need to follow rules to cut down on risk*
Sunset Beach along Gulf Rd	Need stop signs for cyclists*
Meres Blvd from S Florida Ave to US 19	Bike lanes need to make sense. They need to be wide enough to be safe*
Sports Complex/Discovery Playground	Bike lanes to and from the beach*
Between downtown and sponge docks	Install "bikers must stop" signage at all crossings - major safety issue*
Between sponge docks and north river	Believe there are sufficient bike trails and dual use paths. Maintaining rural streets will limit traffic speed overall and allow this dual use to continue safely*
Proposed connection with trail	Enforce/educate bicycle riders on rules of the road*
Connection to L&R Industrial Blvd	Community trail - Howard Park to Downtown Craig Park and Back to Sunset Beach. This connects the beaches, schools, and a number of parks with walking paths*
L&R Industrial Blvd - Need wider roads	Bike connection to trail*

Need flashing lights for street where trail crosses road by the dog park	In front of the yacht club it is not safe for pedestrians because sidewalk ends and there is no crosswalk to get to sidewalk on other side*
Anclote Rd and Anclote Blvd have no shoulder and could benefit from bike lane*	Anytime new road improvements are made, they should be including bike lanes*
Connect south side of Tarpon Ave to Pinellas Trail, other than light*	All the proposed trails are good*
Find a way to connect high school bike traffic to Pinellas Trail*	We don't have any children in the school types so it is difficult to comment on the need for biking improvements, but I would hope there are sufficient numbers*
Is there a feasible bike path to connect Sunset Beach and Howard Park, two of our most beautiful areas!*	Are there sufficient biking trails to get to the businesses on South Pinellas and North Pinellas Avenues from resident homes?*
Expand Pinellas Trail to reach North Anclote River Nature Park (perhaps expand community trail)*	Are there sufficient biking trails to get to the public library?*
Widen sidewalks along Tarpon Ave to accommodate walkers and bikers*	Biking along Riverside Drive to the Pinellas Trail is dangerous*
I like the proposed bike routes. I hope that they are true bike lanes on the busier roadways*	Safe bike route lanes from downtown tarpon springs/Pinellas trail to beaches and sponge docks*
We need safe bike paths from western part of city to trail*	Safe bike route along Alt 19 N from Dodecanese*
We need more shade*	Safe biking around Anclote Rd area*
Union academy neighborhood*	Need to have bike area throughout downtown. Many bikers are tourists and use sidewalks which should be wider**
More bike lanes on Meres Blvd**	The green dashed incomplete trail [proposed community trail network] should be completed, would solve so much. **
It would be nice to have shared roadways around bayous, but it doesn't seem possible with narrow roads**	Clear biking/walking trail along/around bayous**
Build trail (8-12' width) to connect downtown and nearby residential areas to sunset beach**	Sidewalk from gulf to Sisler**
Build trail (8-12' width) to connect/continue from Sunset Beach to Howard park**	There is a gap on Florida Ave near Tarpon Springs High**
Set program and schedule to fill in sidewalk haps and 2nd priority to add sidewalks where none exist (especially in residential areas) **	I like the proposed community trail for safe walking and biking**
Pedestrian access along bayside dr. bridge (maybe one side?) when replace**	Bike lane Anclote Road
There is no bike lane (and no sidewalk) from the alt 19 Anclote Blvd intersection up to the coastal Anclote trail. There are large communities on both sides of Anclote Blvd that need safe access to walk and bike. Traffic on this road is very unsafe for us. Thank You	Bike trail to Pinellas trail from Fred Howard Park
1616 Countrywood Street	534 Riverside Drive
1509 Poinsettia Avenue	829 Riverside Drive
386 Coquina Drive	

Transit Connections

Four themes were identified across all comments received for the transit connections mapping exercise: new/extended routes, amenities, ease of use/access, and new transit types. New/extended routes were mentioned 28 times, ease of use/access was mentioned 15 times, new transit types were mentioned 7 times, and amenities were mentioned 4 times. See Table 3-3 for the full list of comments; comments denoted with an asterisk (*) were provided by a member of advisory boards, comments denoted with two asterisks (**) were provided by a member of the steering committee.

Table 3-3: Transit Connections comments

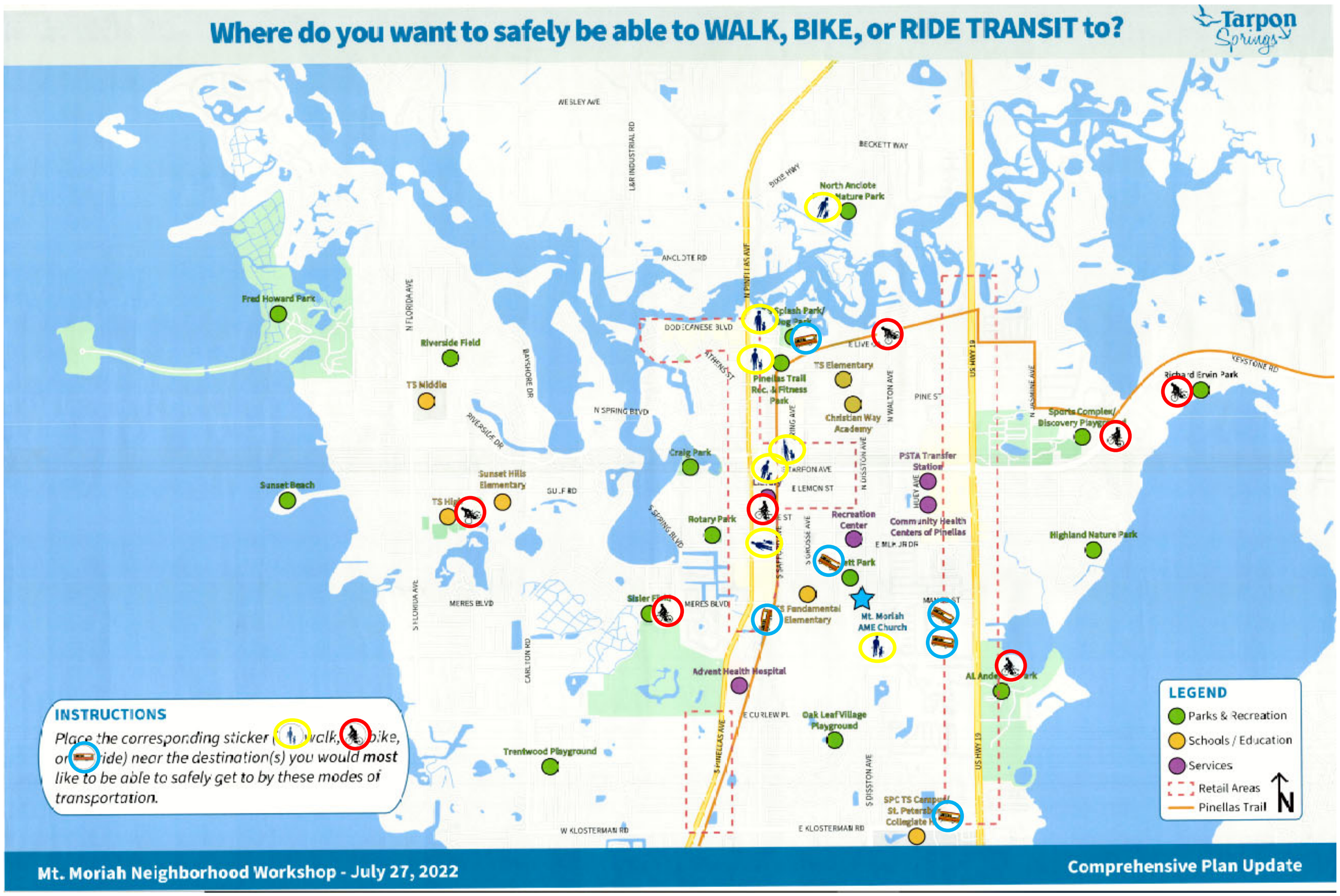
Comments	
Have not numbered map - but support local transit route from neighborhoods and downtown business district to SPC; shopping; docks; and beaches	All the proposed routes are good*
Looper to downtown and docks from SPC	We don't have any children in the school types so it is difficult to comment on the need for transit improvements, but I would hope there are sufficient numbers*
Howard Park needs public transit access from downtown	Are there sufficient trails to get to the businesses on South Pinellas and North Pinellas Avenues from resident homes?*
Stop for Dual enrollment students	Are there sufficient trails to get to the public library?*
Craig Park to Howard Park	Are there sufficient trails to get to the transit routes for public transportation?*
S Pinellas Ave to Sunset Beach	Add bus shelters and fixed trash cans at every bus stop - trash blows over St. Ignatius lawn, people have to sit on the ground or in the beating sun - really would improve cleanliness of Tarpon*
Transit to west tarpon	We should have transit to all our beaches and Craig Park*
Need transportation from tarpon key and river bend communities	Sunset Beach*
Some type of transit connecting Alt 19Fredd US 19 along Klosterman Rd for those who attend SPC and live in neighborhood between*	Howard Park Causeway*
Sponge docks to see some type of transit to our beaches - Sunset and Fred Howard*	Pinellas Ave and Pinellas Trail Recreation and Fitness Park*
The transit route along Alt 19 south is fine but it takes too long to get to Clearwater and definitely St Pete - so basically unstable*	E Tarpon Ave*
Small transit vehicles - electric, to Fred Howard Park, Sunset Beach, and sponge docks*	Provide an autonomous vehicle to transport people between the docks and downtown - maybe free*
Trees - shade at transit stops*	I do not think extending Disston through would be a good idea. It would be a hazard in a residential area*
Two methods of transportation to access beaches from downtown or from trolley stops*	Downtown could be addressed with a different flow pattern*
Easy transportation connections to access SPC*	Jolly Trolley should go from sponge docks to downtown all the time. Just like during the wine walk.

	We should have our own trolley for Tarpon*
Huge need for local and free circulators*	Transit within the town should be 100% free for downtown locations and the two beaches*
There should be an electric trolley from public safety building (where people can park a car) to sunset and Fred Howard park that run every half hour*	Install trash cans at stops*
There should be an electric boat ferry service from Craig Park to the sponge docks*	Provide shade/covering at stops*
Transit looks good*	Definitely need transportation from downtown to sponge docks on a daily basis**
We need easy transportation from the docks to downtown. It needs to be consistent every hour**	I think it would be great to have a small electric dedicated loop connecting downtown, sponge docks and a parking area. We have a lot of people coming to town and these areas are too far to walk, but easy to connect. **
Create shuttle between downtown and sponge docks with enough shuttles for low wait times. Shuttles could be focused on during special events and during season and weekends**	Connect Disston
118 South Florida Ave	Hard to know where to place this, but would be great to have transit, like to expand the Jolly Trolly from Rusty Bellies, to reach Tarpon's wonderful beaches. This could eliminate a lot of the parking issues during peak beach times.
Connect transit to Jolley Trolley with more frequent local routes and provide feeder routes for the last mile to ensure people without transportation in all of our neighborhoods can commute.	

Mount Moriah Neighborhood Workshop

The Mount Moriah neighborhood completed a similar transportation exercise on a large poster during their community engagement meeting. Participants were asked to identify their top destinations they would like to be able to safely walk, bike, or ride transit to. Figure 3-2 shows that the neighborhood noted a large need for walking connections along Pinellas Ave, biking connections to parks and recreation facilities, and transit connections to the St. Pete College campus and commercial/recreation destinations.

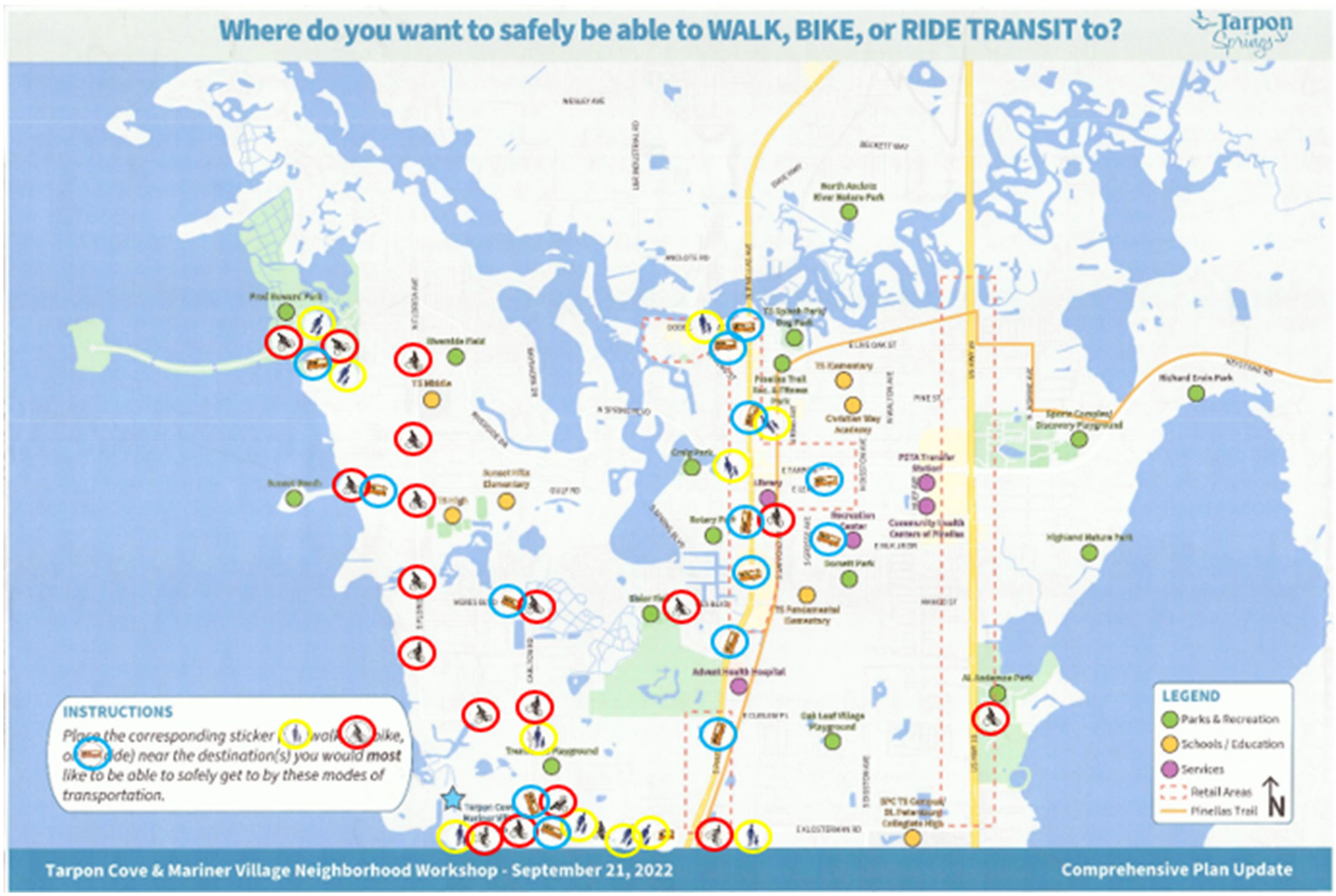
Figure 3-2: Mount Moriah Transportation Connections



Tarpon Cove/Mariner Village Neighborhood Workshop

The Tarpon Cove/Mariner Village neighborhoods completed the same transportation exercise from the Mount Moriah neighborhood workshop. Figure 3-3 shows that the neighborhood noted a large need for walking, biking, and transit connections directly in their neighborhood. Additionally, there is a clear desire for bike connections along Florida Ave accessing Sunset Beach and Fred Howard Park, as well as transit connections up Pinellas Ave.

Figure 3-3: Tarpon Cove/Mariner Village - Transportation Exercise



4.0 Infill Development Exercise

The infill exercise invited residents to identify residential and commercial/mixed-use development they would desire across five different context areas (shown in Figure 4-1). **Error! Reference source not found.** shows the interactive sticker activity completed by residents at the public workshop on June 4th for both commercial and residential infill development.

Figure 4-1: Tarpon Springs Context areas

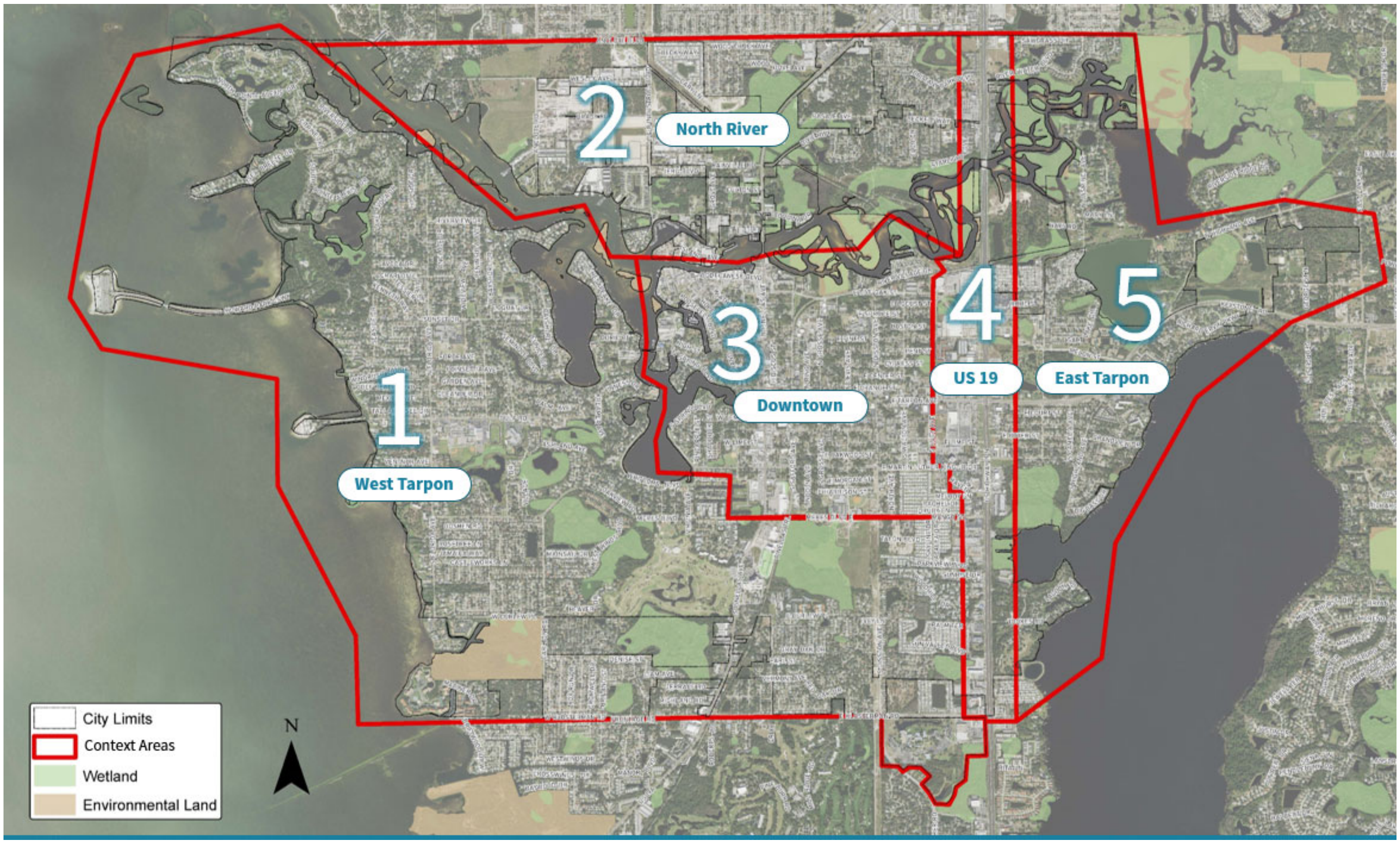
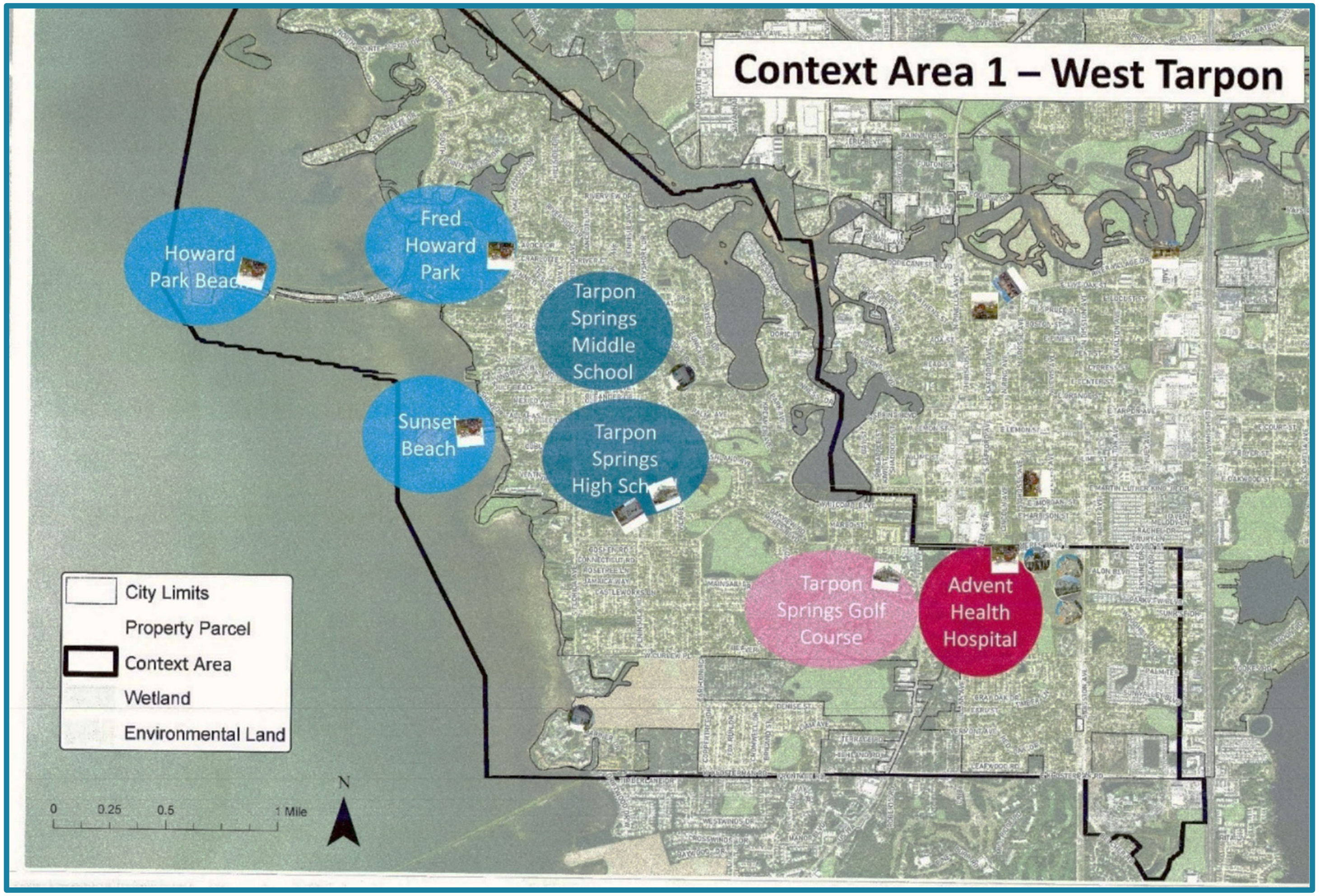
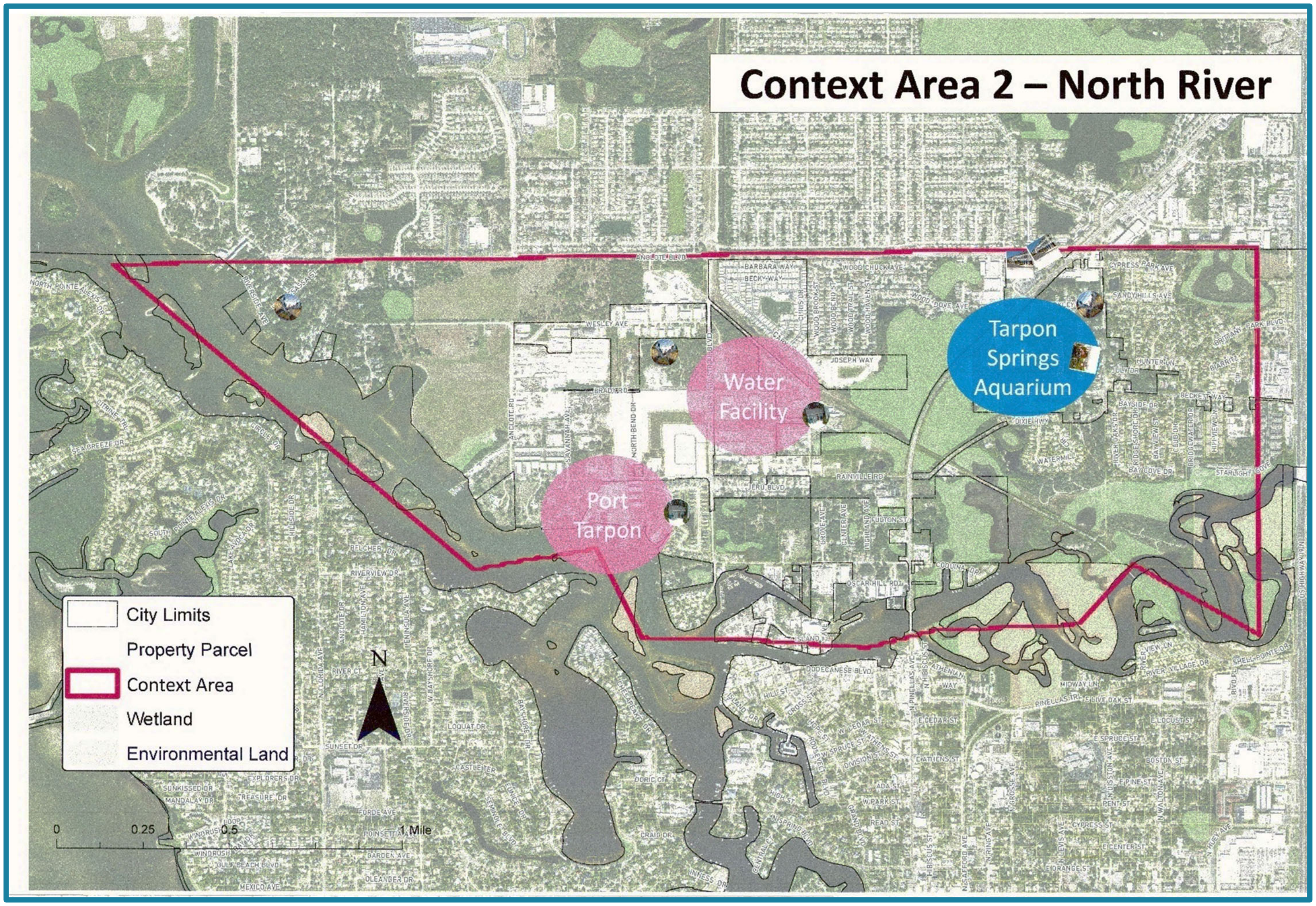
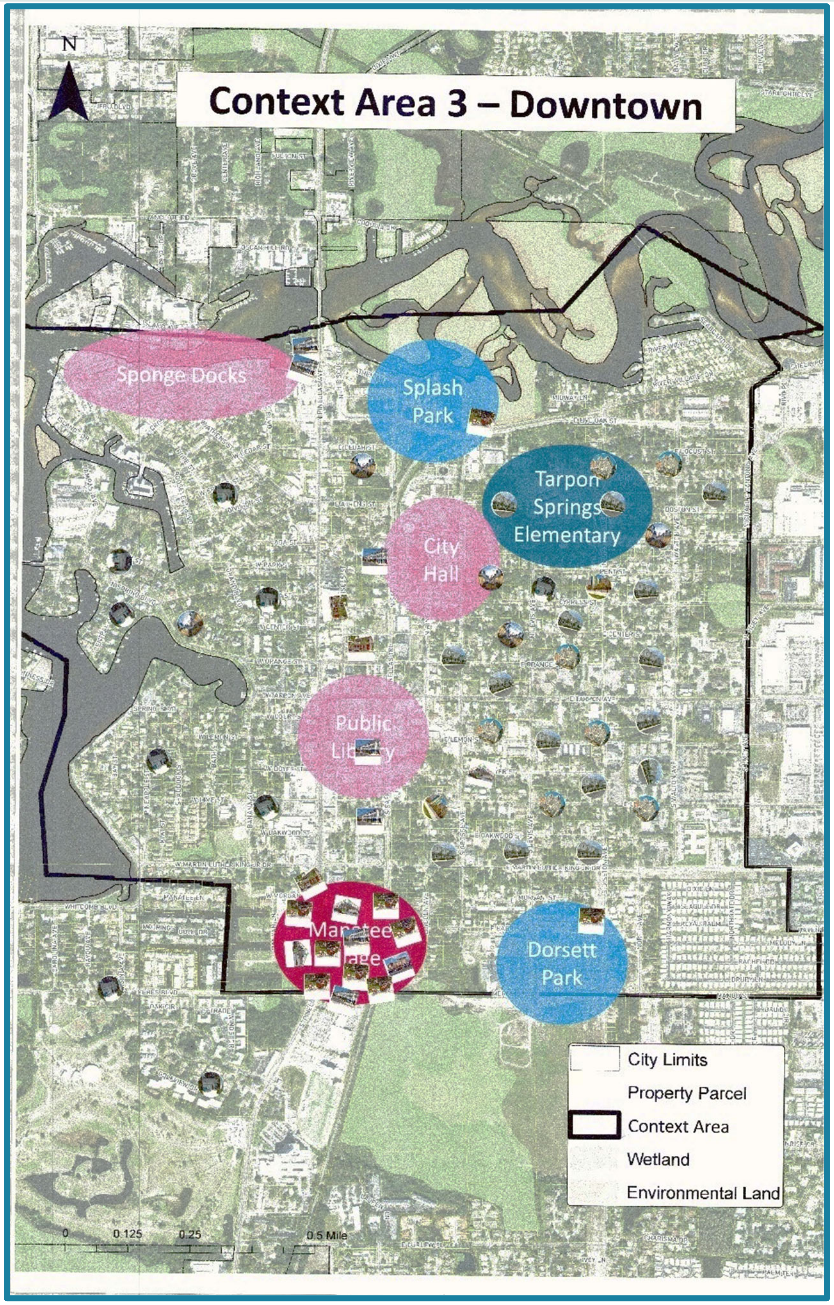


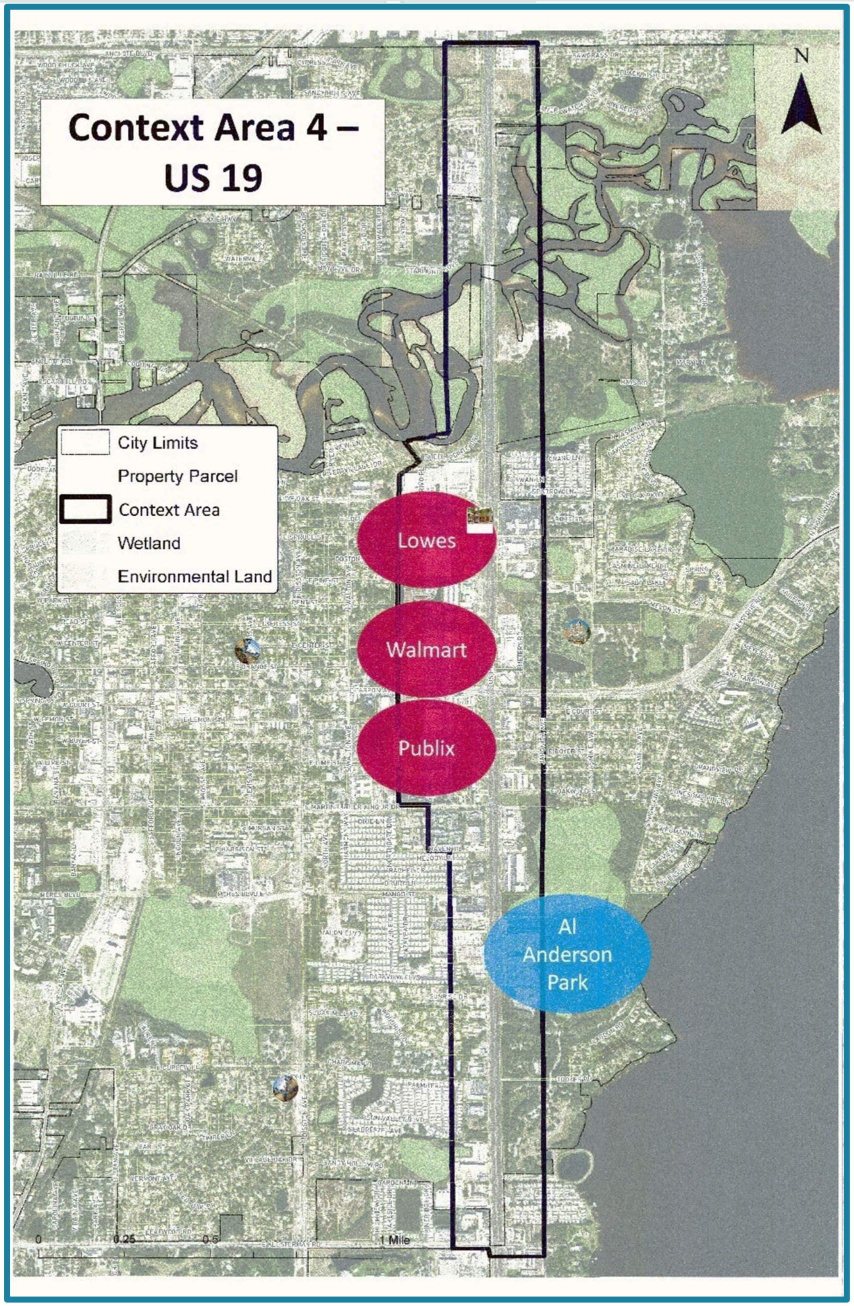
Figure 4-2: Public Meeting Infill Sticker Activity

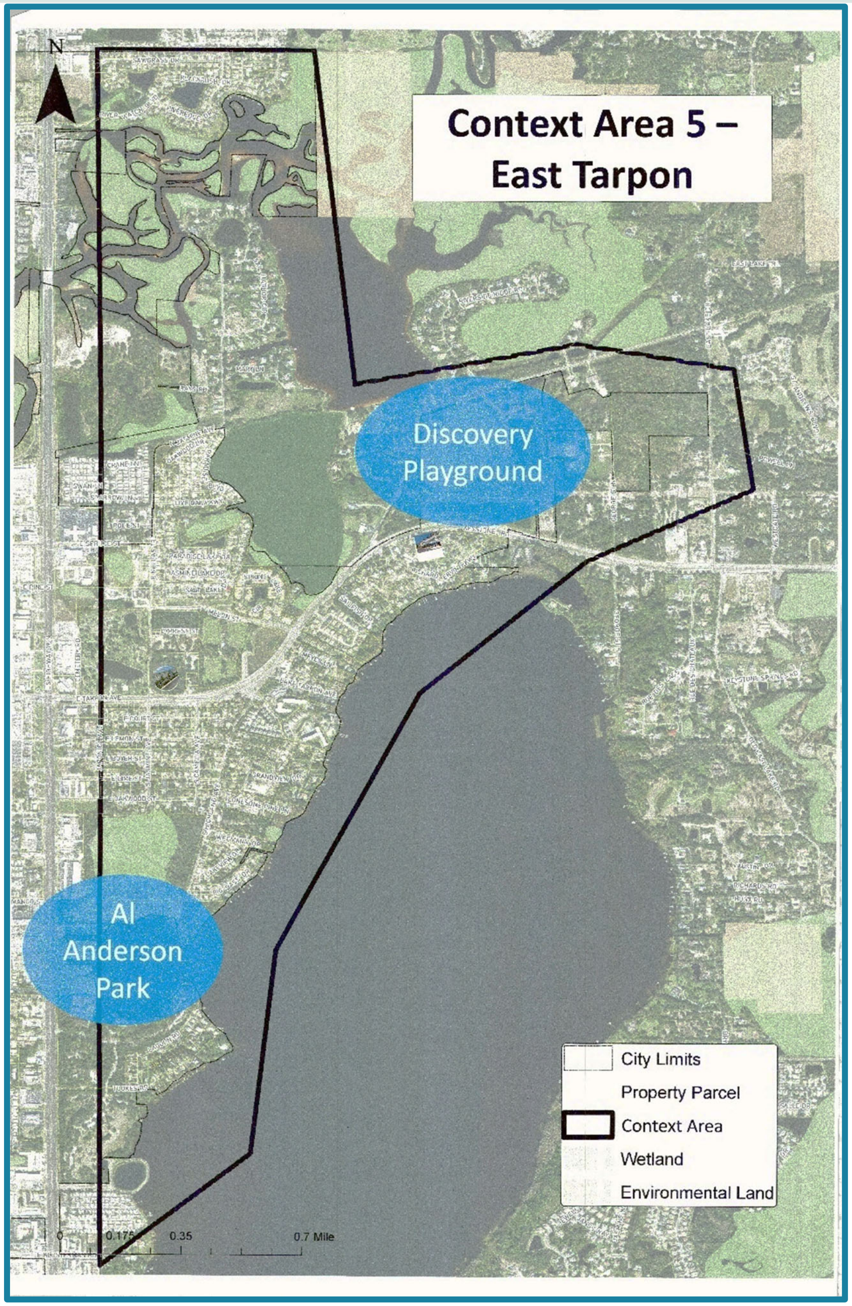




Context Area 2 – North River
Tarpon Springs Aquarium
Water Facility
Port Tarpon
City Limits
Property Parcel
Context Area
Wetland
Environmental Land
N
0
0.25
0.5
1 Mile


N
Context Area 3 – Downtown
Sponge Docks
Splash Park
Tarpon Springs Elementary
City Hall
Public Library
Manatee Village
Dorsett Park
City Limits
Property Parcel
Context Area
Wetland
Environmental Land
0
0.125
0.25
0.5 Mile


N
Context Area 4 – US 19
City Limits
Property Parcel
Context Area
Wetland
Environmental Land
Lowes
Walmart
Publix
Al Anderson Park
0
0.25
0.5
1 Mile


N
Context Area 5 – East Tarpon
Discovery Playground
Al Anderson Park
City Limits
Property Parcel
Context Area
Wetland
Environmental Land
0
0.175
0.35
0.7 Mile

Residential Infill Development

Choosing from the options shown in Figure 4-3, residents, members of the advisory boards, and steering committee members indicated which type of residential development would be appropriate for each of the five context areas. For residents, cottage courts were most popular in West Tarpon and North River, and just beat by paired villas for most popular in Downtown and East Tarpon. For US-19, residents most often selected 3-story and large apartment. Results from the advisory boards showed that townhomes were the most popular choice for West Tarpon, Downton, and East Tarpon, and tied with fourplex and paired villa in North River. For US-19, advisory board members most frequently selected none of the above, followed by accessory dwelling units. For the steering committee members, accessory dwelling units (ADUs) were most popular in West Tarpon, Downtown, and tied with paired villas and townhomes in East Tarpon. For the US-19 area, three-story apartments and large apartments were tied for the most selections, and East Tarpon ended with a three-way tie between paired villas, fourplexes, and townhomes. Full data can be viewed in Figure 4-4 below.

Figure 4-3: Residential Infill Types

Residential

Accessory Dwelling Unit (ADU)

- Typical # of Units: 1
- Typical Net Density: N/A
- # of Floors: 1-2

Paired Villa

- Typical # of Units: 2
- Typical Net Density: 20-38 UPA
- # of Floors: 1-2.5

Fourplex

- Typical # of Units: 4
- Typical Net Density:-20-40 UPA
- # of Floors: 2-2.5

Cottage Court

- Typical # of Units: 5-10
- Typical Net Density: 10-31 UPA
- # of Floors: 1-2

Townhome

- Typical # of Units: 1 (attached)
- Typical Net Density: 10-40 UPA
- # of Floors: 2-3.5

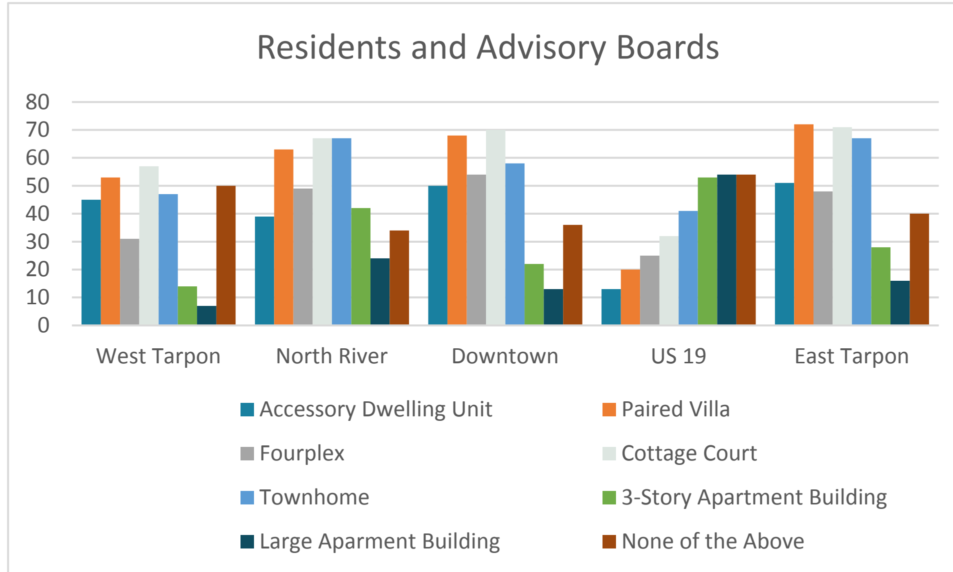
3-Story Apartment Building

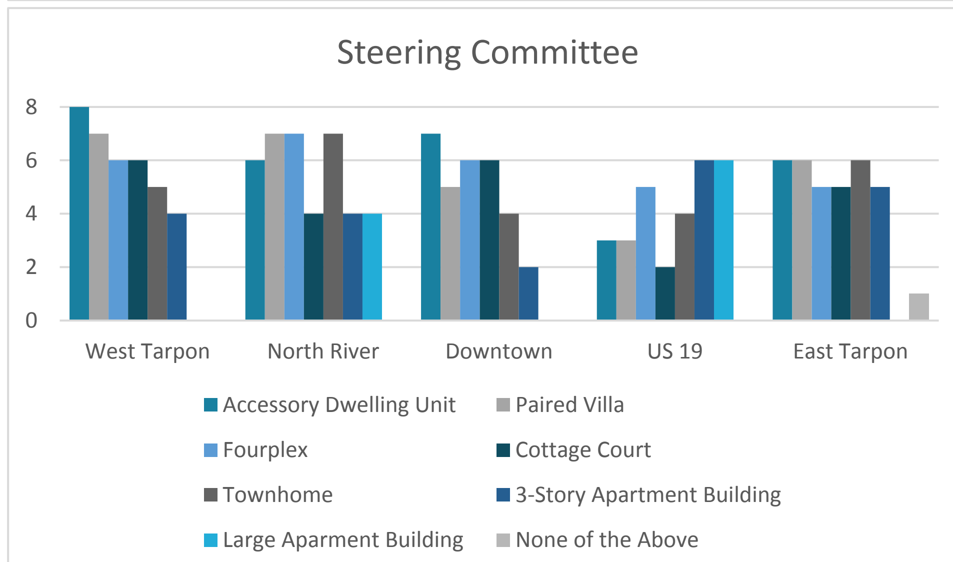
- Typical # of Units: 12
- Typical Net Density: 25-70 UPA
- # of Floors: 3-3.5

Mid-Rise Apartment Building

Typical # of Units: 50 -100
Typical Net Density: 25-75 UPA
# of Floors: 3-8

Figure 4-4: Residential Infill Development Responses (Residents/Advisory Boards & Steering Committee)





Write-in/Margin Comments
A-D only along major/minor thoroughfare, allowed in places where I put "c" and "d" above [North River]
Nothing over 3-stories [Downtown]*
Up to 2 stories only [Paired Villa; Downtown] *
Large older homes [Fourplex; Downtown] *
Not in Greektown District [Fourplex; Downtown] *
Older buildings [Fourplex; West Tarpon] *
I would suggest these only be along/adjacent to main thoroughfares (i.e., Meres, Alt-19, Florida Ave, Riverside Dr. Disston) [Fourplex and Cottage Court] *
Could be appropriate in area of Alt 19 and/or other major streets [3-story Apartments] *

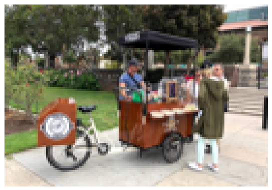
Commercial/Mixed-Use Infill Development

Choosing from the options shown in Figure 4-5, residents, advisory board members, and steering committee members indicated which type of commercial/mixed-use development infill types would be appropriate for each of the five context areas. Among residents, corner stores were most popular in West and East Tarpon, while live/work was most popular in North River and Downtown, and conventional shopping centers were most popular in the US-19 area. For advisory board members, there was a wider variety of top choices—for US-19 and East Tarpon, none of the above was the most selected. For West Tarpon, 3-story mixed-use building was the most popular. Urban small footprint stores were most popular in North River and tied with Live/Work in Downtwon. For steering committee members, live/work was most popular in West Tarpon, accessory commercial in North River, corner stores in Downtown, 3-story mixed-use and conventional shopping centers along US-19, and corner stores and live work for East Tarpon. Full data can be viewed in Figure 4-6 below.

Figure 4-5: Commercial/Mixed-Use Infill Development Types

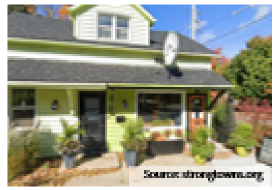
Commercial/Mixed-Use

Pop-Up Commercial



- Typical # of Dwelling Units: N/A
- Typical Net Density: N/A
- Typical Intensity: N/A
- # of Floors: N/A

Accessory Commercial



- Typical # of Dwelling Units: 1
- Typical Net Density: Varies
- Typical Intensity: up to 0.5 FAR
- # of Floors: 1-2

Corner Store

- Typical # of Dwelling Units: N/A
- Typical Net Density: N/A
- Typical Intensity: Up to 1.0 FAR
- # of Floors: 1

Live/Work

- Typical # of Dwelling Units: 1 per business
- Typical Net Density: 15-40 UPA
- Typical Intensity: Up to 0.5 FAR
- # of Floors: 1-3

Urban Small Footprint Grocery Store

- Typical # of Dwelling Units: N/A
- Typical Net Density: N/A
- Typical Intensity: Up to 2.0
- # of Floors: Up to 2

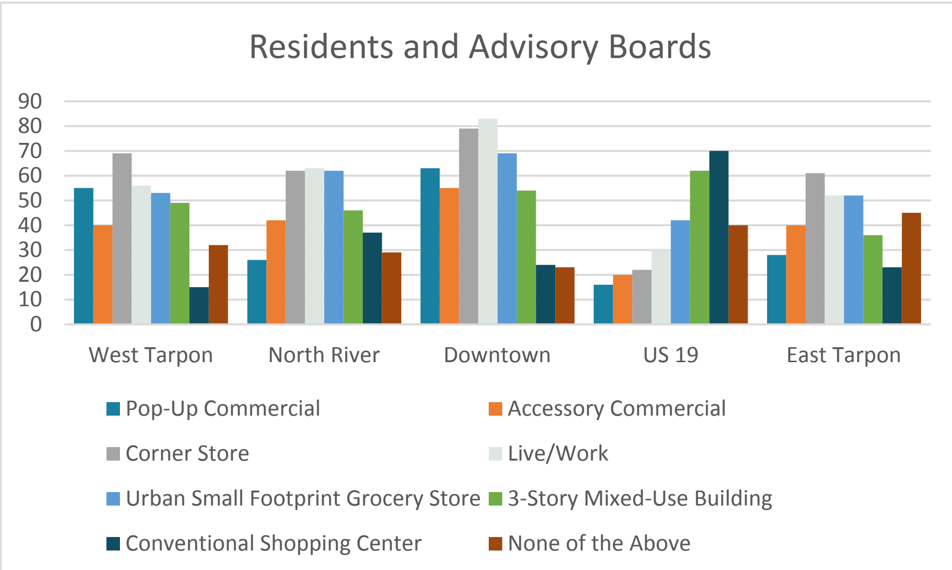
3-Story Mixed-Use

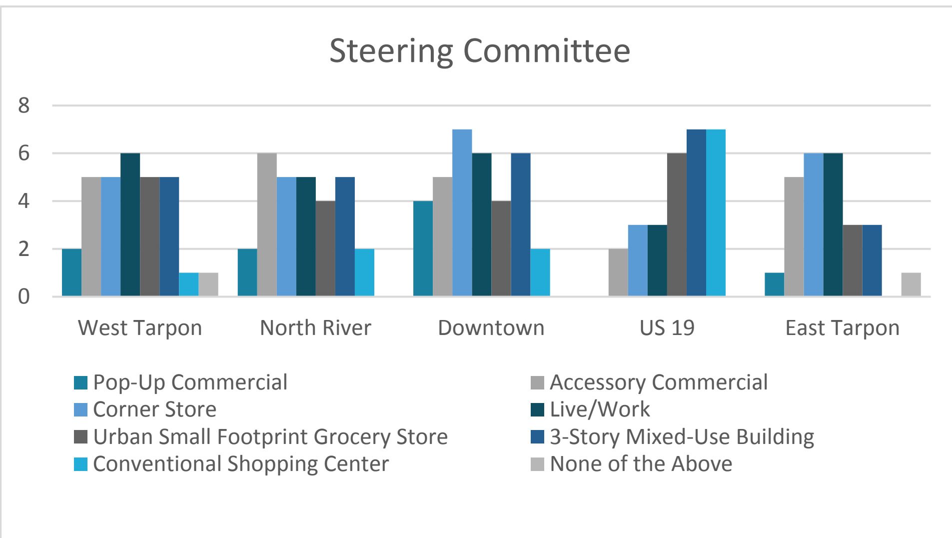
- Typical # of Dwelling Units: 1-2 per floor per commercial unit
- Typical Net Density: 25-72 UPA
- Typical Intensity: Up to 1.0 FAR
- # of Floors: 3

Conventional Shopping Center

- Typical # of Dwelling Units: N/A
- Typical Net Density: N/A
- Typical Intensity: 0.35 FAR
- # of Floors: 1

Figure 4-6: Commercial/Mixed Use Infill Development (Residents/Advisory Boards & Steering Committee)





Write-in/Margin Comments
A-D only along major/minor thoroughfare, allowed in places where I put "c" and "d" above [West Tarpon] *
E and F only by major thoroughfares--Alt-19*
Only south of Anclote River [Conventional Shopping Center; US-19] *

Mount Moriah Neighborhood Workshop

Participants of the Mount Moriah Neighborhood Workshop completed a unique infill exercise that focused specifically on areas surrounding their community (Figure 4-7).

Figure 4-7: Mount Moriah Infill Exercise Context Areas

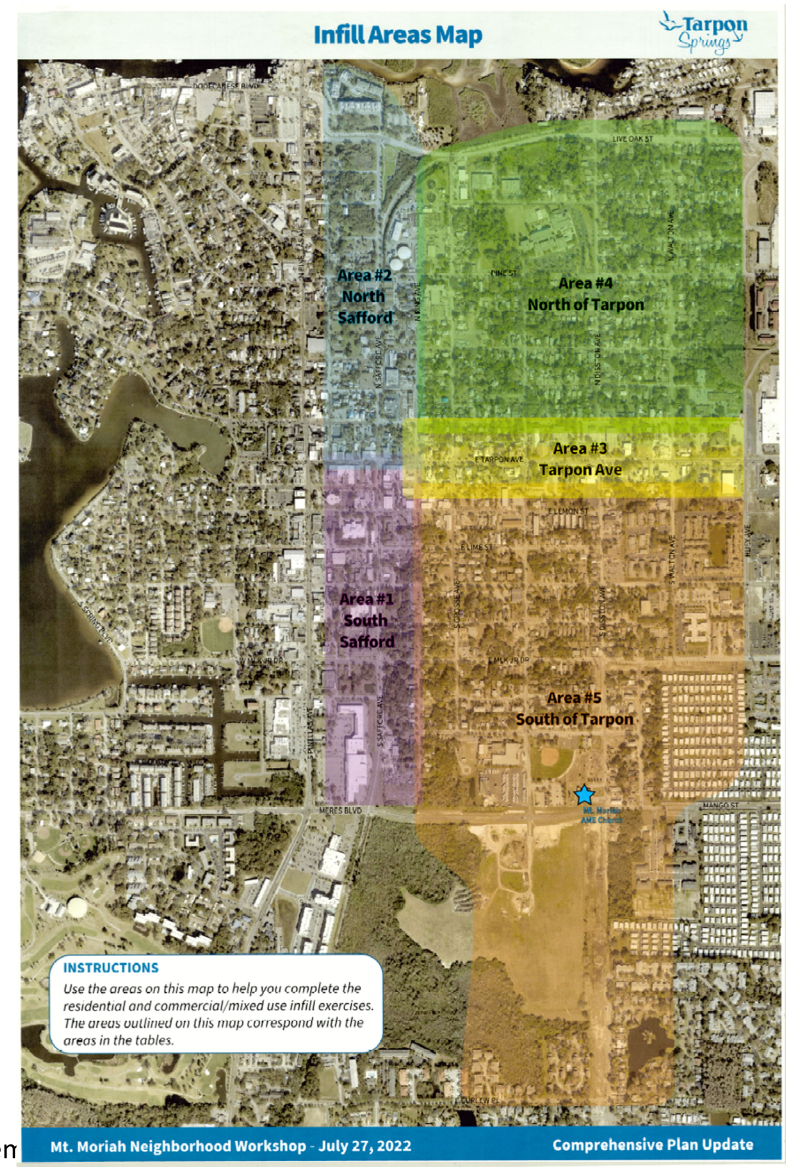
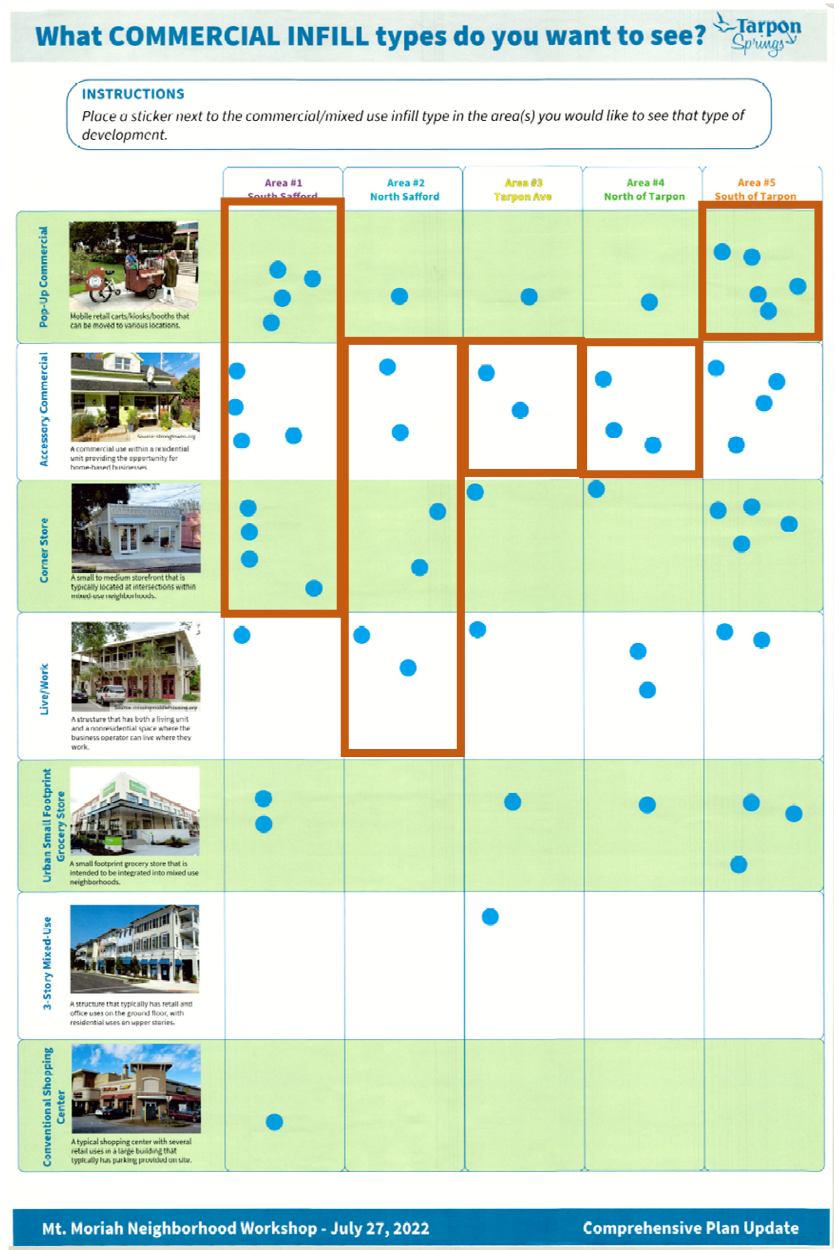


Figure 4-8 shows that ADUs were the most popular choice of residential infill for three of the community areas: South Safford, Tarpon Ave, and South of Tarpon. Cottage courts were the most popular choice for two: North Safford and South of Tarpon. Red boxes highlight the most popular choices for each of the context areas.

Figure 4-9 shows that pop-up commercial, accessory commercial, and corner stores were equally popular choices for commercial infill in the South Safford area with four votes each. Accessory commercial, corner stores, and live/work were also tied for most votes for the North Safford area. Tarpon Ave and North of Tarpon both selected accessory commercial as the most popular, while South of Tarpon selected pop-up commercial as the most popular commercial infill type. Red boxes highlight the most popular choices for each of the context areas.

Figure 4-8: Mount Moriah Residential Infill

Figure 4-9: Mount Moriah Commercial Infill



Tarpon Cove/Mariner Village Neighborhood Workshop

Tarpon Springs staff also completed a different abbreviated version of the infill exercise with just context areas near the Tarpon Cove/Mariner Village communities. Residents preferred cottage court type residential infill development in both the South Tarpon and Downtown and Sponge Docks context areas, but preferred mid-rise apartment buildings for the Alt-19 area (See Figure 4-11. For commercial infill development, residents preferred three-story mixed use for South Tarpon and Downtown and the Sponge Docks, as a well as conventional shopping centers for Alt-19. Many residents were also in support of pop-up commercial in the downtown and sponge docks area (See Figure 4-101). Red boxes highlight the most popular choices for each of the context areas.

Figure 4-11: Tarpon Cove/Mariner Village Residential Infill

Figure 4-10: Tarpon Cove/Mariner Village Commercial Infill

Citizens Academy

Additionally, the Tarpon Springs Citizen's Academy completed an abbreviated version of the infill exercise, shown in Figure 4-12 and 4-13. While most options were selected as acceptable residential infill development by the majority of participants, accessory dwelling units were the most popular. For commercial infill development, shown in Figure 4-13, pop-up commercial and corner stores were tied with the most votes (11). Red boxes highlight the most popular choices for each of the context areas. The following table details the additional comments written by participants.

Explain why you do or do not support this type of development in your neighborhood	
Do Not Support	**Support**
Pop-up commerical—At Fred Howard Park or Sunset Beach	Accessory Dwelling Units—Good for generational living with boundaries.
Pop-up commercial—No liability!	Pop-up commercial—With strong limitation would be okay with this
Pop-up commercial—No, they're unkept and sometimes they block the sidewalk	Accessory commercial—with limitations on parking/public accessibility in residential area. i.e., therapists office OK, retauk ub garafe not OK.

Figure 4-12: Citizen's Academy Residential Infill

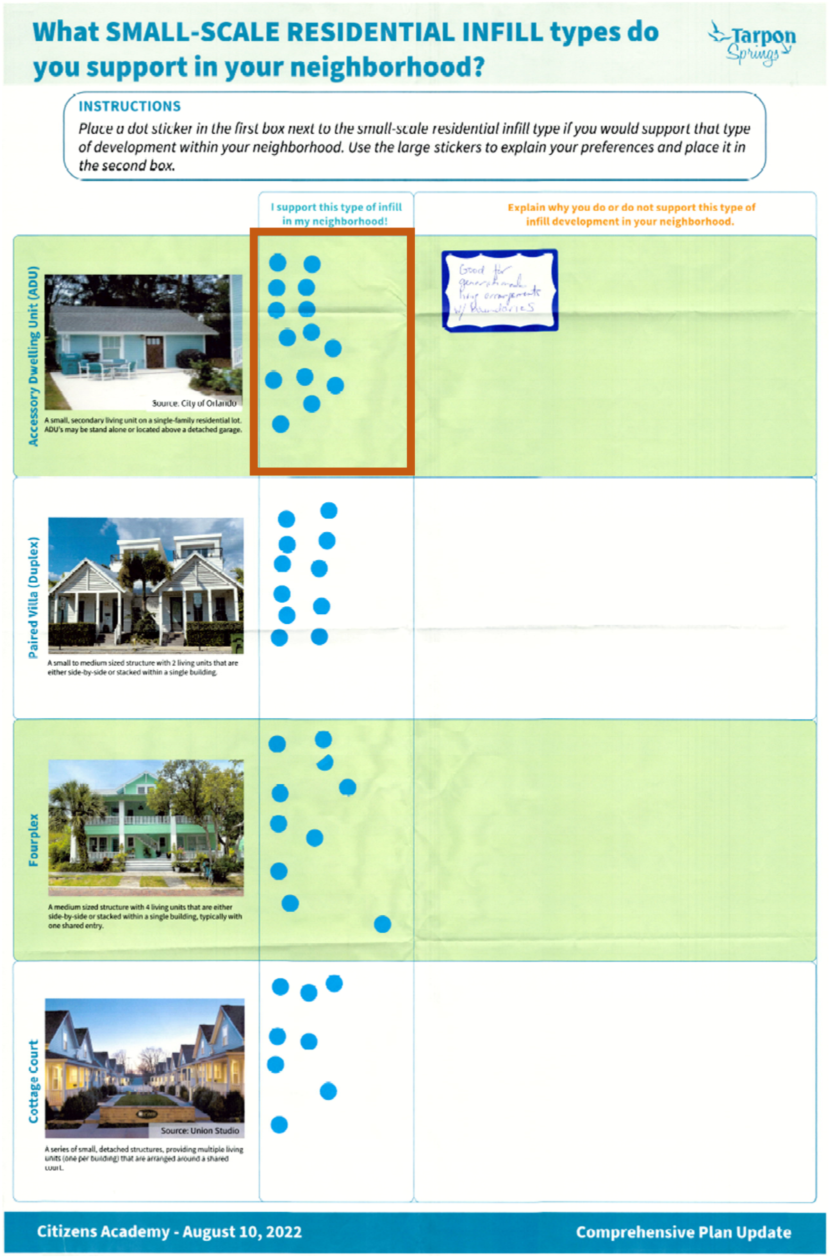
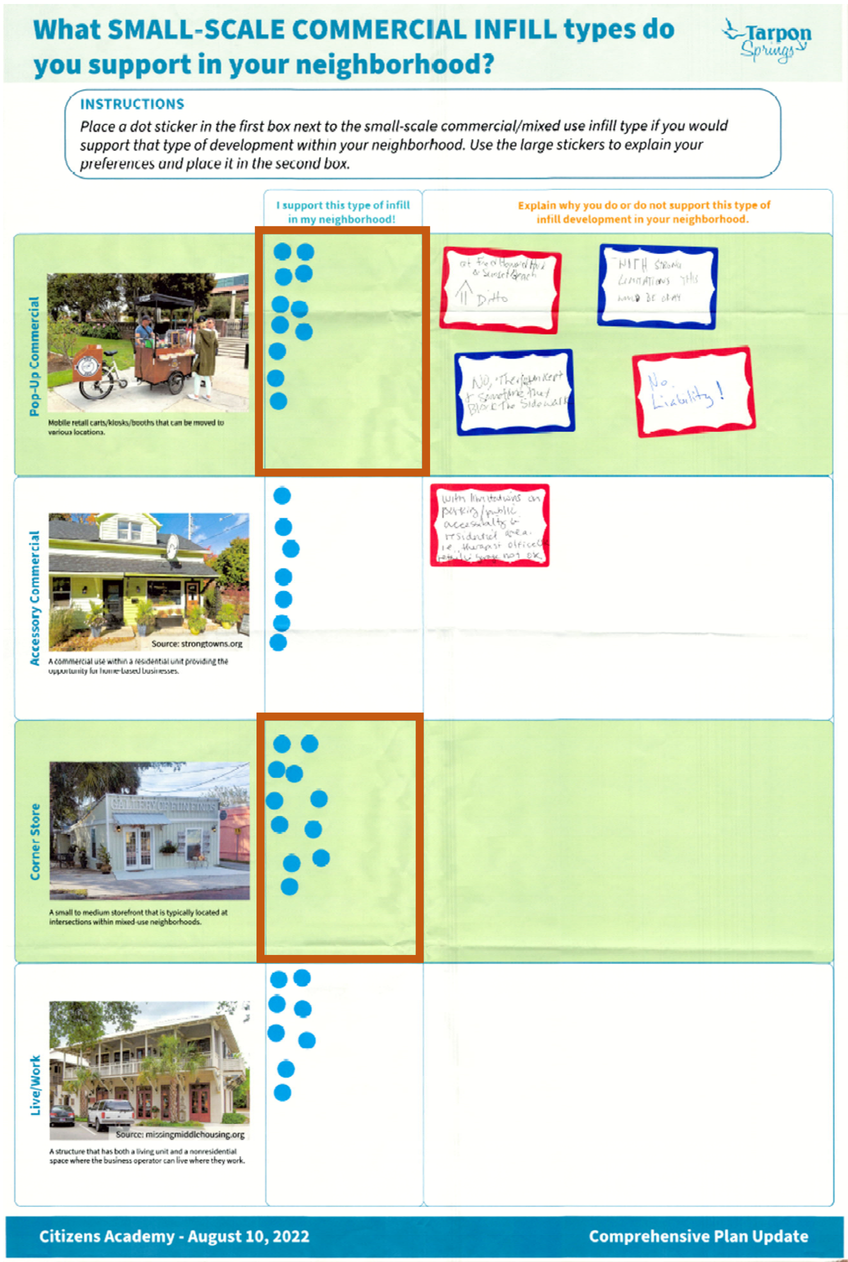


Figure 4-13: Citizen's Academy Commercial Infill



5.0 Comment Exercises

Several of the neighborhood workshops conducted comment exercises that encouraged participants to respond to the prompts "Tell us what you would love to see or preserve in your neighborhood" and "Tell us what you would not want to see in your neighborhood or any concerns for your neighborhood". Additionally, comments received by participants through comment cards, margin-comments, or other means of communication that were not directed toward a particular exercise are recorded in this section.

Mount Moriah Neighborhood Workshop

General themes from this exercise with the Mount Moriah neighborhood are a desire for more recreation space, especially for children, as well as a strong desire for transportation improvements, particularly connecting Disston Avenue to adjacent roads. All comments can be found in Figures Figure 5-1 and Figure 5-2 and Tables Table 5-1 and Table 5-2.

Figure 5-1: Mt Moriah Comments Exercise - Tarpon Springs Overall

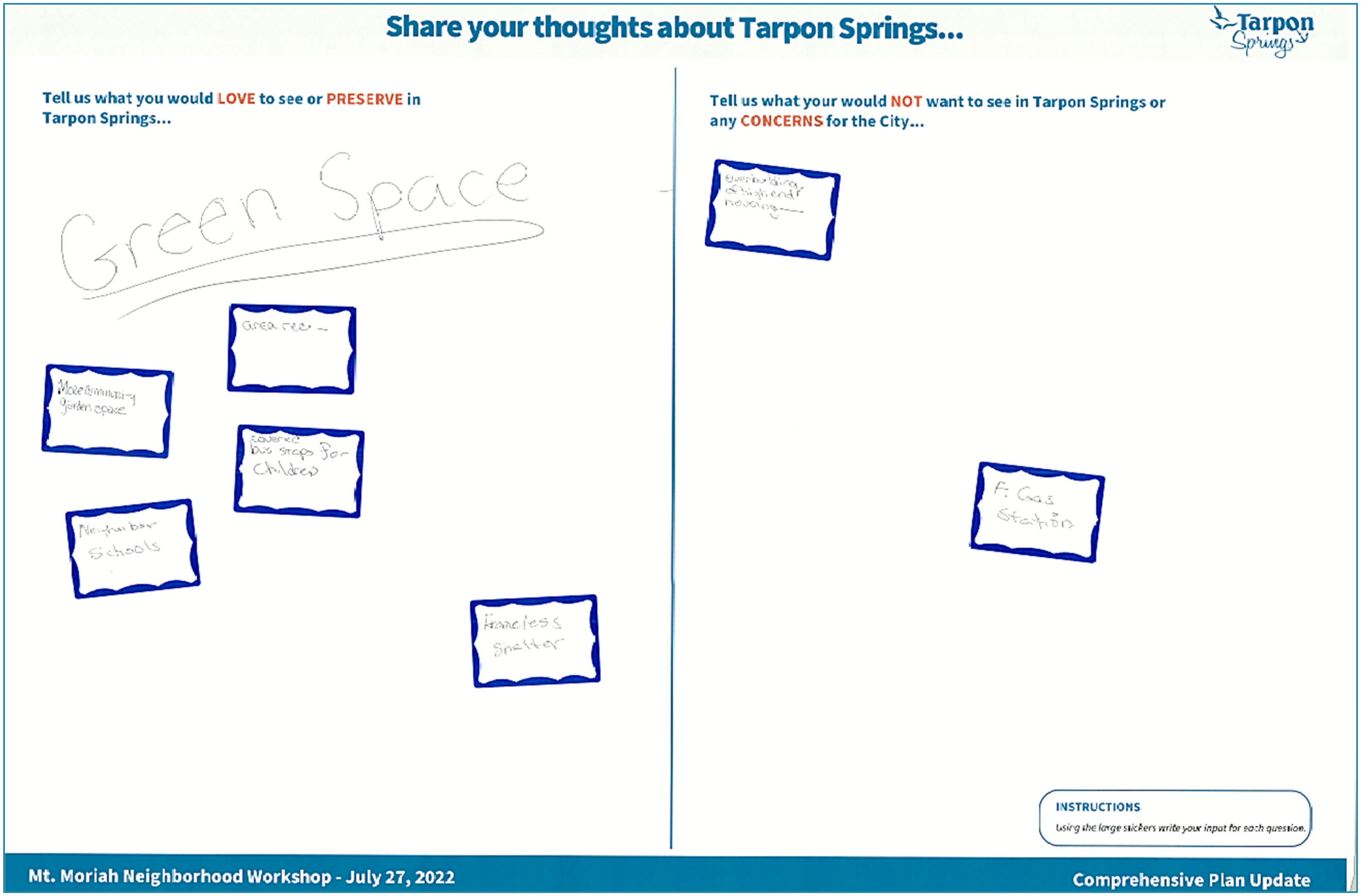


Table 5-1: Mount Moriah Comment Exercise - Tarpon Springs Overall

Love to See or Preserve	Not Want to See or Have Concerns About
Green space	Overbuilding of high-end housing
Area rec	A gas station
More community garden space	
Neighborhood schools	
Covered bus stops for children	
Homeless shelter	

Figure 5-2: Mt Moriah Comments Exercise - Neighborhood Only

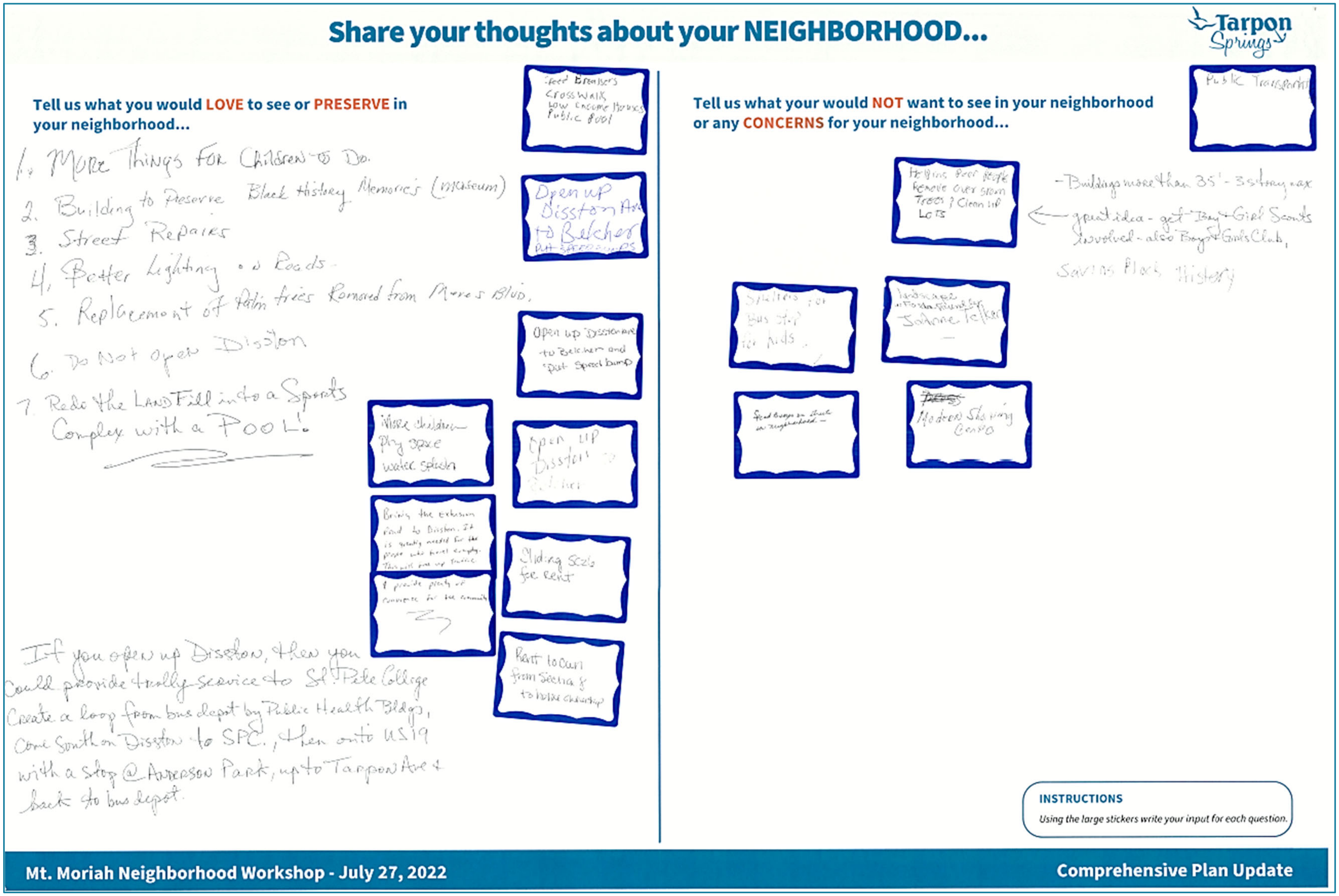


Table 5-2: Mount Moriah Comment Exercise - Neighborhood Only

Love to See or Preserve	Not Want to See or Have Concerns About
More things for children to do	Shelters for bus stop for kids
Building to preserve black history memories (museum)	Speed bumps on streets in neighborhood
Street repairs	Helping poor people remove overgrown trees and clean up lots
Better lighting on roads	Landscape with Florida Truendly Joanne Telker
Replacement of pam trees removed from meres Blvd.	Modern shopping centers
Do not open Disston	
Redo the landfill into a sports complex with a pool	
If you open up Disston, then you could provide trolly services to St. Pete College, create a loop from bus depot by public health building, come south on Disston to SPC, then onto US 19 with a stop at Anderson Park, up to Tarpon Ave and back to the bus depot.	
More children play space water splash	
Bring the extension road to Disston. It is greatly needed for the people who travel everyday. This will free up traffic and provide plenty of convenience for the community.	
Speed breakers, crosswalk, low income houses, public pool	
Open up Disston Ave to Belcher, put speed bumps	
Open up Disston ave to Belcher and put speed bumps	
Open up Disston Ave to Belcher	
Sliding scale for rent	
Rent to own from section 8 to homeownership	

Tarpon Cove/Mariner Village Neighborhood Workshop

A major theme of the responses for the comments exercise completed with the Tarpon Cove/Mariner Village workshop was that residents of this community would like to see continued and additional efforts made regarding conservation in both Tarpon Springs overall and in their own neighborhood. Opposition to the expansion of development around W. Klosterman Road was mentioned several times as a concern. Full results of this exercise can be found in Figure 5-3/Table 5-3 and Figure 5-4/Table 5-4

Figure 5-3: Tarpon Cove/Mariner Village Comment Exercise - Tarpon Springs Overall

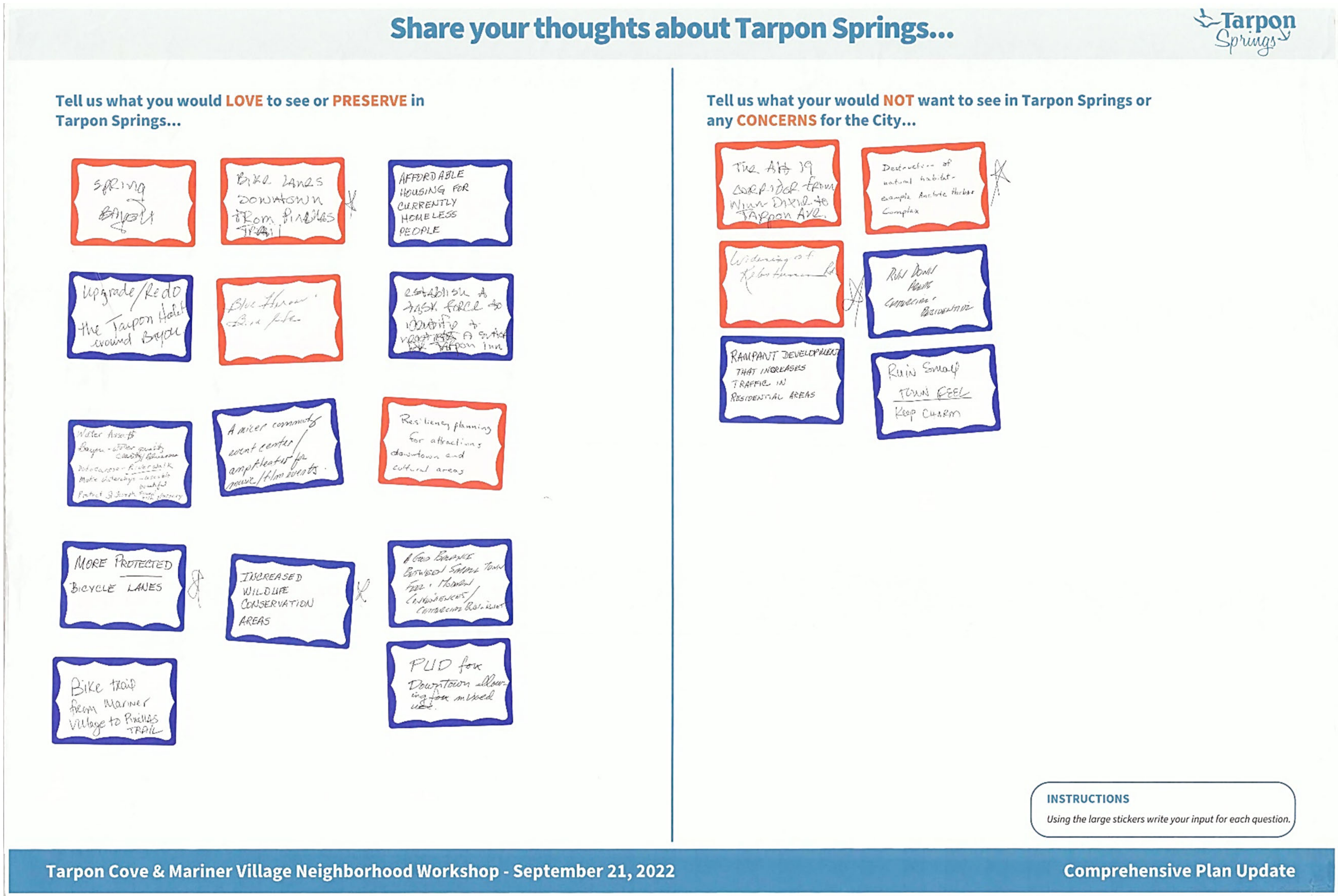


Table 5-3: Tarpon Cove/Mariner Village Comment Exercise - Tarpon Springs Overall

Love to See or Preserve	Not Want to See or Have Concerns About
Spring Bayou	Turn Alt 19 corridor from Winn-Dixie to Tarpon Ave,
Bike lanes downtown from Pinellas Trail	Destruction of natural habitat – example Anclote Harbor Complex
Affordable housing for currently homeless people	Widening of Klosterman Rd.
Upgrade/Redo the Tarpon Habitat around Bayou	Run down areas residential
Blue Heron bird life	Rampant development that increases traffic in residential areas
Water assets: Bayou – Water quality/clarity/blueness Dodecanese – Riverwalk Make waterways useable beautiful Protect St. Joseph sound fish nursery	Ruin small town feel. Keep charm.
More protected bike lanes	
Increased Wildlife conservation areas	
A good balance between small town feel and modern conveniences concerning businesses	
PUD for downtown allowing for mixed-use	
Bike trail from Mariner Village to Pinellas Trail	
A Nicer community event center/amphitheater for music/film events	
Resiliency planning for attractions downtown and cultural areas	
Establish a task force to identify and negotiate a slack for Tarpon Inn	

Figure 5-4: Tarpon Cove/Mariner Village Comment Exercise - Neighborhood Only

Table 5-4: Tarpon Cove/Mariner Village Comment Exercise - Neighborhood Only

Love to See or Preserve	Not Want to See or Have Concerns About
Natural beauty	Widening Klosterman west of Carlton. Development of West Klosterman Preserve.
Safe sidewalks. Level safe for a linkage to other neighborhoods	Sufficient roadways with bike lanes and sidewalks to meet development
Safe bike lanes	Horrible sidewalks on Alt 19, flooding issues, poles/trees in sidewalks (poor placement)
Crossing signal at corner of W. Klosterman and Carlton	
Bike lane from St. Joseph's Sound to Alt-19	
Bike trail from Mariner Village to Pinellas Trail	

General Comments

Participants were encouraged to use the margins of the handouts and comment cards to generally provide additional feedback they felt did not fit directly into one of the surveys or exercises. These comments can be viewed in Table 5-5 below.

Table 5-5: General Comments

Comments
I would like to see flashing lights to cross mango streets. For the safety of the kids. The one that's on Safford Ave and Tarpon Ave
A turn signal is needed at meres and Pinellas Ave heading east toward the beaches. The traffic is horrible!! A turn signal is also needed at Walmart!! Accident problems
Multi-modal transportation: the de-emphasis on automobile-based transportation and reduction on required parking for businesses. Empathizing walking and biking through improving and addition of sidewalks and protected bicycle lanes. Less paved parking
Bike lanes: the addition of continuous bike lanes from south gateway of CTS to Fred Howard Park, along Klosterman to Florida Ave, Florida to Meres, and Meres back to Alt 19, creating a continuous loop. Additionally, complete protected bike lanes along all of Alt 19 N within CTS, Klosterman to Dodecanese. Improvement of access points to the Pinellas trail, reducing curb heights and obstructions.
Accessory dwelling units: Reduction in the minimum square footage of ADU's from 800sf to 650sf, to encourage multi general housing appropriate.
Residential home minimum square footage: Reduce minimum square footage from 1200 to 900 to encourage smaller home and increase residential density where appropriate

"Optional Design" element added for state controlled road: create an optional design element for state and/or county roads within the CTS. So as to add direct input and control over the design and reconfiguration of critical transportation roadways. See bike lanes and sidewalks. See bike lanes
Dedicated pedestrian walking plazas" Close portions of certain roadways to automobile traffic to create pedestrian friendly walking plazas. Example would be Stafford, Tarpons Ave., or Dodecanese, where pedestrian foot traffic is in dangerous competition for limited space with fast moving automobiles. I.e., Times Square NYC, Las Ramblas Barcelona Spain
Annexation: Create new annexation ordinance, policy, and procedures. Ones that promote compliance with CTS's LDC, protect CTS citizens from unwanted long term future infrastructure or service obligations, and promotes conservation and protection of open and green spaces. By 1. creating a thoughtful and careful review process, 2. raising minimum standards, 3. eliminate forced utility services requirements, 4. adding a cost-benefit-analysis document for each and every annexation request.
Require developers of certain size to have a minimum amount of park and rec space
Is this the opportunity to "change" future land use designation i.e., add more "open space", by converting from a previous use such as residential to open space
How would we focus and improve or add to natural resource conservation
How would we add to parks--where we are deficient
How would we affect specifically transportation, i.e., strengthen "multi-modal". Add sidewalks, paths, bike lanes.
Insert governmental coordination with county road design, i.e., Klosterman bike lanes expansion
Do we actually have any plan to, need to, or future desire to increase density anywhere within the CHHA?
What is the standard for park acres per 1,0000 residents
How many acres of city parks, nature parks, and sports fields and playgrounds does Tarpon Springs have?
I feel as long as development is following the code and meets all requirements put forth they should be able to develop
The city should look at doing an overlay of desired land use in the unincorporated portion of the City's future land use map and work with the County to adopt or incorporate those changes in the County’s current land use map
A strategic focus on improving the City's natural resources will be necessary
Permanent residents provide more stability and community buy-in
There appears to be no provision for home studios and workshops. Home office does not fit, nor do live/work or accessory commercial
Where is the current emphasis on arts in the optional comp plan elements (historic and cultural preservation, lifelong learning, and equitable economic prosperity)
The large, free, public parking lot (which city workers told us was designated for First Friday) Issued one evening, once a month? Boat trailer parking is a big issue because of the public launch to the west end of craig park, and the lot could easily be redesigned for this purpose. Locals could have permits for it, and non-locals could pay a vending machine to park there by the 1/2 or full day
Housing is the biggest priority, as when more people can move here, more businesses will follow!

Along the trail there is a such a large space--a mixed use, similar to the type of business spaces with condos above, health store like Nature's Food Patch location in Dunedin. Another option could be an Eco-Village, LEED standards
Both side by side lots across from Silver King could be mixed use or townhouses
In downtown, mixed use or townhouses. Trees around property
Right off of the trail, an opportunity for housing, possibly a 4-plex or cottage court
Need affordable apartments
space downtown--a commons, landscaped, permanent stage for events and public gathering
Our dream for the Manatee Plaza, a Bowling Alley, surrounded by eateries, pubs. The GREY needs to be GREENED up, with more rows of trees in the parking lots for car shade over electric plug-ins
Letour Law--don't know who owns it, but this needs to be transformed to small, mixed use, shops like the art mall on central in St. Pete, with apartments above
Plant many trees around schools and focus on hot spots. Regrow urban canopy

6.0 Conclusion

The three types of exercises conducted as a part of this community engagement effort, all provided valuable insight for the update of the Comprehensive Plan and informed the need for future planning efforts. The questions across the three focus areas demonstrated that residents are in support of the following measures:

Focus Area 1: Craft Your Community

- Community gardens
- Neighborhood-specific plans
- Requiring new development to meet enhanced environmental standards
- Adding sidewalks where none are present
- Connections to downtown and beaches (residents) and schools and sponge docks (boards)

Focus Area 2: Preserve and Prosper

- Inclusive playgrounds, pickleball, and swimming
- Restrooms, water fountains, and trails
- Improving habitat quality of parks, conservation, and open space lands
- Acquiring new lands for conservation and maintaining/enhancing tree canopy

- Encouraging/incentivizing rehab and reuse of historic structures and increasing awareness of diverse historic and cultural resources in Tarpon Springs
- Incentivizing the use of natural resources elements to protect shorelines
- Additional lodging
- Supporting the start-up and growth of small businesses and people in local skilled trades

Focus Area 3: Strategic Service

- Shoreline protection and flood risk reduction
- Natural systems/resources improvements and sustainability and/or resilience improvements

The high support for parks and recreation-related measures can begin to inform the formation of a Parks and Recreation Master Plan. Additionally, there is clear support for conservation and sustainability/resiliency in the future development of the City—this information will be used to inform policies in the Coastal Management, Future Land Use, and Housing Elements of the comprehensive plan.

Furthermore, the transportation connections exercise solicited many detailed comments from public engagement participants. Generally, walking and bicycle connection comments mentioned safety and a desire for an increase in bike/ped amenities, as well as a number of “general areas of concern” (e.g., around schools). To further the use of this information, which is also supported in the results of the general survey exercise, it is recommended that the City explore the development of a Bicycle and Pedestrian Master Plan. Transit comments were primarily focused on suggesting new routes, especially a looping route from downtown to the sponge docks, and increasing the ease and accessibility of using transit. These comments can be used and explored more in the City’s Capital Improvement’s Plan and the Long Range Transportation Plan.

The third major exercise, the infill development exercise uncovered that residents tend to prefer lower density infill options in most of the areas, except for US-19. There was also evidence that many residents did not support residential development in the US-19 corridor at all, and instead preferred more intense commercial development. One finding of note is the high support of accessory dwelling units in all character areas (except US-19)—this supports recommendations to allow ADUs by right in more areas around the city.

The formal comments exercises conducted at neighborhood workshops, as well as the margin comments and comment cards received more informally, serve a supportive role to the three main exercises. Further detail into the thoughts and feelings of residents regarding the focus areas can be found in this final section and can be used for supplemental information to support the more general findings of the previous exercises.

SUSTAINABILITY PLAN ACTIONS	COMPREHENSIVE PLAN GOALS, OBJECTIVES, & POLICIES RELATED TO ACTION	NOTES
Action 1: Develop a net zero canopy loss policy through the Land Development Code and preserve habitat areas for threatened animal and plant species.	**Conservation** Objective 1.7: Protect and enhance the urban and natural tree canopy to reduce stormwater runoff, improve air quality, decrease urban heat island effects, and provide shade and habitat. Policy 1.7.1: Implement a tree canopy loss preservation policy in lieu of pay and go tree management, maintain and manage the City's tree inventory, and establish urban forestry management program. Policy 1.7.2: Evaluate and implement programs and incentives to maximize and enhance the City's urban and natural tree canopy. **Future Land Use** Policy 1.3.11: Amend the Land Development Code to prioritize tree plantings over parking spaces.Policy 1.3.13: Explore potential incentives to increase tree plantings as a part of the development process. Policy 1.3.14: Considering stormwater and tree canopy preservation needs, evaluate and amend the Land Development Code to establish impervious surface ratio (ISR) for residential development.	
Action 2: Conduct an analysis of the City's urban heat island to identify priority areas for heat mitigation. Reduce the urban heat island citywide through actions including increasing the urban tree canopy and green space, lining thoroughfares with shade trees, installing awnings and arcades or water features such as mist devices, and using reflective or permeable surfaces where appropriate.	**Future Land Use** Policy 1.3.12: Evaluate and establish requirements in the Land Development Code and SmartCode to reduce parking and increase tree plantings for properties identified on the Heat Severity Map (Map X.X) as 'Moderate to High' and 'Severe'. These requirements shall apply to new construction and redevelopment/rehabilitation.Policy 1.3.13, Policy 1.3.14 (see Action 1 above) . **Conservation** Objective 1.7, Policy 1.7.1, Policy 1.7.2 (see Action 1 above)	
Action 3: Adopt a city guideline with required break times coinciding with the heat index to ensure the wellbeing of city employees who work outdoors.	Not applicable to Comp Plan.	
Action 4: Adopt an ordinance requiring control of invasive species, and create a preferred plant ordinance for private landscaping, to maintain biodiversity and habitat. Create a program with incentives to remove invasive plants and replace with native and/or site-appropriate plants in landscaping.	**Conservation** Objective 1.2: Utilize the Land Development Code to ensure site development maintains or improves existing ecosystems, native wildlife species, and native vegetative communities. Policy 1.2.1: Continue to require in the Land Development Code, the removal of ecologically undesirable non-native vegetation from development sites. Policy 1.2.2: Require the preservation of native vegetation during site development through Land Development Code standards.	
Action 5: Adopt and enforce an ordinance requiring control of invasive species and use of sustainable landscaping practices on all City properties. Use Integrated Pest Management to limit the use of pesticides on City property and provide pesticide reduction awareness for community members and property owners.	**Conservation** Policy 1.1.4: Incorporate pest best management practices and implement policies for vegetation management and pollinator conservation in City Operation and Maintenance procedures. Policy 1.1.5: Require City projects to: Protect and enhance native species and intact habitat. Meet Florida Friendly Landscaping™ standards.	
Action 6: Review regulations that establish wetland, stream, and shoreline buffer widths and adjacent land uses, and achieve no net loss of wetlands, streams, and shoreline buffers.	**Conservation** Objective 1.4: Protect and improve the function of all wetlands and areas of significant upland habitat as defined in Future Land Use Element. Policy 1.4.1: Preserve and enhance all remaining wetlands during the development review process. On-site wetland alterations that result in a net gain of wetland habitat may be permitted. Policy 1.4.2: Continue to require a minimum 30 foot aquatic lands setback through the Land Development Code regulations. Policy 1.4.3: Require a minimum 25-foot buffer zone adjoining all wetlands in the Land Development Code. Policy 1.4.4: Revise the Land Development Code acreage thresholds to require all development and redevelopment adjacent to identified wetlands and/or areas of significant upland habitat to assess natural systems/biological/wildlife impacts and evaluate alternatives to eliminate or minimize adverse impacts. Policy 1.4.5: Wetlands that are not designated as "Preservation" or "Recreation Open Space" on the Future Land Use Map require a future land use amendment to either of these two designations prior to issuance of any construction permits for adjacent upland development.	
Action 7: Improve connectivity to wildlife corridors by increasing the amount of natural and restored areas directly connected to regional natural systems. Develop a plan to protect and restore natural resources through land conservation, corridor connectivity, and restoration of biological integrity and function in compromised areas.	**Conservation** Policy 1.1.6: Evaluate the feasibility of regulatory techniques or incentives to help close gaps in the ecological greenway system and protect species of concern. Policy 1.1.7: Prohibit the destruction of threatened and endangered species through the protection of their habitat.	
Action 8: Develop financing strategies to acquire land or easements including identifying grant funding sources, designating capital dollars, and encouraging donations to the City Land Preservation Fund. Prioritize acquiring land with repeat flooding or vulnerable undeveloped areas to be used for restoration, recreation, or retention.	**Recreation and Open Space** Objective 1.5: Preserve environmentally sensitive lands and lands that support threatened or endangered species for passive recreation. Policy 1.5.1: As part of the parks and recreation master plan process, evaluate and identify environmentally sensitive and scenic areas to preserve passive recreational uses. This effort shall be coordinated with land acquisition and conservation/preservation policies in the Coastal Management and Conservation Elements and consider outcomes from the city parks and recreation master plan. Policy 1.5.2: Evaluate the development of an environmental lands protection list and opportunities for conservation easements. Policy 1.5.3: Update the Land Development Code to require conservation easements, or an appropriate Future Land Use Map amendment, as a condition of approval during development review processes to protect environmental lands in perpetuity. **Conservation** Policy 1.1.8: Designate properties eligible for acquisition through Federal, State, and Regional programs to advance conservation goals.	
Action 9: Provide incentives to residents and developers to protect and restore critical watershed protection areas.	**Future Land Use** Objective 3.1: Protect the City's municipal water supply from encroachment by incompatible land uses and coordinate future land uses appropriate topography and soil conditions. **Conservation** Objective 1.3: Protect, conserve, and restore surface and ground waters. Policy 1.3.1: Restrict land development that degrades the City's surface and groundwater resources. Policy 1.3.5: Prohibit land use amendments that will adversely impact water quantity and quality. Policy 1.3.7: Coordinate with Pinellas and Pasco County Counties to implement the Anclote River Watershed Management Master Plan. Policy 1.3.8: Cooperate with the Pinellas and Pasco counties, FDEP, SWFWMD, the Tampa Bay Estuary Program and other local governments to protect, restore and enhance surface waters and the dependent habitats and resources. Objective 1.4: Protect and improve the function of all wetlands and areas of significant upland habitat as defined in Future Land Use Element. Policy 1.4.1, Policy 1.4.2, Policy 1.4.3, 1.4.4, Policy 1.4.5. (See action 6 above) Objective 1.5: Minimize direct stormwater runoff into the Gulf of Mexico, Anclote River, bayous and other open bodies of water. Policy 1.5.1: Adopt and implement the 2023 Draft updated City of Tarpon Springs Stormwater Manual standards.	
Action 10: Support activities to increase awareness about natural resource protection.	**Conervation** GOAL 2: PROMOTE AND APPLY ENVIRONMENTALLY SUSTAINABLE PRINCIPLES, PROGRAMS AND PRACTICES THAT SUPPORT A MORE RESILIENT COMMUNITY	
Action 11: Adopt a preservation, park, and recreation plan in order to promote a communitywide network of public spaces that provide recreational benefits while protecting natural, historic, and cultural resources.	**Recreation and Open Space Policy** 1.2.1: Fund and prepare a parks and recreation master plan, including assessment of current and future needs and priorities; establishment of updated facility and parkland level of service standards; and planning for capital, programming, and operational investments in the parks and recreation system based on identified priorities. This effort shall consider public input gathered during the 2022 Comprehensive Plan update, summarized in "Local Trends" section of data and analysis. Upon adoption, the master plan policies will supersede the levels of services standards in Policies 1.2.2, 1.2.3, and 1.2.4.	
Action 12: Create a long-term funding strategy to acquire, create, and maintain parklands.	**Recreation and Open Space** Policy 1.2.1 above	
Action 13: Demonstrate a measurable reduction in vulnerability and increase in resiliency to communitywide risks such as sea-level rise flooding, storm-event flooding, and heat, and prioritize improvements for at-risk population groups.	**Coastal Management** GOAL 3: REDUCE RISK TO HUMAN LIFE, PROPERTY, AND PUBLIC INVESTMENTS FROM THE EFFECTS OF HURRICANES, STORM SURGE, HIGH-TIDE EVENTS, FLASH FLOODS, STORMWATER RUNOFF, SEA LEVEL RISE AND OTHER CLIMATE RELATED IMPACTS AND NATURAL DISASTERS. Objective 3.1: Limit public expenditures that subsidize development in the Coastal High Hazard Area to the following: Maintenance and purchase of public open space, Drainage improvements, Elimination of existing septic systems, Maintenance and repair of existing roads, Post-disaster repair / replacement of existing public roadways and utilities, City-owned water-dependent uses Policy 3.1.2: Restrict public investments such as roads, water, and sewer infrastructure, which would subsidize new private development in the Coastal High Hazard Area. This shall include acceptance of privately constructed, roads, stormwater facilities and utilities intended to be dedicated to the public and which will require future maintenance by the City of Tarpon Springs. Policy 3.1.3: Consider the most current and credible sea level rise data when planning for infrastructure and capital improvement expenditures in the Coastal High Hazard Area. Policy 3.1.4: Limit development within High Hazard Coastal Areas with dedicated City funds to the following conditions: those which are in need of stormwater improvements, those in need of restoration of natural resources, or existing public facilities in need of restoration or maintenance. Policy 3.1.5: Utilize the Vulnerability Assessment and CIP to assess and implement strategies for preparing for sea level rise, such as increasing road surface elevation standards, subsurface stabilization, stormwater management and drainage, and adjustment of bridge heights to allow for navigation.	

SUSTAINABILITY PLAN ACTIONS	COMPREHENSIVE PLAN GOALS, OBJECTIVES, & POLICIES RELATED TO ACTION	NOTES
Action 14: Review and revise the seawall ordinance to require all newly installed or renovated seawalls to meet a minimum height based on current base flood projections. Evaluate potential use of living seawalls in City seawall improvements.	**Conservation** Policy 1.6.3: Revise the Land Development Code to require the utilization of soft shoreline stabilization techniques or a combination of an upland retaining wall with soft shoreline techniques along the Gulf of Mexico, St. Joseph Sound, Anclote River and Bayou shorelines as alternatives to seawall construction . Man-made canals, and the historic seawall providing public access around Spring Bayou, and properties with existing seawalls on both sides shall be exempt from this requirement. **Coastal Management** Objective 1.2: Maintain, restore, and enhance shorelines to reduce risk to property while maximizing benefits to natural coastal habitat, resources, and systems. Policy 1.2.1: Evaluate, revise, and implement regulations for shoreline and essential habitat buffers in the Land Development Code. Continue to restrict seawalling to areas where no other alternative shoreline stabilization technique is feasible. Policy 1.2.2: Evaluate and revise Land Development Code regulations to incentivize natural shoreline and upland retaining walls in lieu of seawalls for shoreline stabilization.	
Action 15: Improve facilities and infrastructure throughout the community to be better prepared for climate change threats.	**Coastal Management** Objective 2.5: Improve resilience to flooding, climate related impacts, and natural disasters. Policy 2.5.1: Develop and implement a Sustainability Action Plan in coordination with the vulnerability assessment. Policy 2.5.2: Develop plans and programs to incentivize climate adaptation techniques and/or the acquisition of property to prevent incompatible development in areas of repeated damage resulting from flooding, storm surge or wind velocity. Policy 2.5.3: Require the removal, relocation or structural modification of public infrastructure that experiences repeated storm damage, including flood damage. **Utilities** Objective 3.4: Incorporate long-term sustainability and resiliency principles into the stormwater management program. Policy 3.4.1: Incorporate appropriate low-impact development and green infrastructure principles and methods into the City's regulatory and public infrastructure stormwater programs. Policy 3.4.2: The City shall require sodding and appropriate landscaping as components of the drainage system for natural filtration and erosion control. Policy 3.4.3: Preserve and buffer waterbodies, wetlands and wetland hydrology to ensure that natural stormwater conveyance and storage are maintained as a way to prevent exacerbation of stormwater flooding, and to ensure that new stormwater systems do not affect natural hydrologic functions. Policy 3.4.4: Adapt the City's stormwater program to plan for future sea level rise consistent with program guidance and funding requirements of the State of Florida, including both regulatory and infrastructure components of the program. Policy 3.4.5: Consider the development of a stormwater master plan for the City's core area of downtown including the Special Area Plan district and the surrounding historical plats of record, with the intent of generating a multi-faceted approach that includes the use of dedicated public rights-of-way, private maintenance of certain components, incorporation of stormwater parks/green space, and other creative or innovative initiatives.	
Action 16: Draft a Climate Action Plan with actions to transition the city toward clean energy goals including increasing on-site renewable energy production and the use of electric vehicles and alternative fuels. Create staff incentives to encourage the use of alternatives modes of transportation and the transition to electric vehicles.	**Conservation** GOAL 2: PROMOTE AND APPLY ENVIRONMENTALLY SUSTAINABLE PRINCIPLES, PROGRAMS AND PRACTICES THAT SUPPORT A MORE RESILIENT COMMUNITY Objective 2.1: Reduce energy consumption and waste. Policy 2.1.5: Develop and implement guidelines for a City-wide renewable energy plan.	
Action 17: Create incentives to encourage community members to utilize alternative modes of transportation and low-emission vehicles.	**Future Land Use** Objective 1.3: Encourage development / re-development that promotes sustainable urban development patterns. Objective 2.3: Improve quality of life by providing diverse, well designed and walkable destinations while maintaining choices in housing, workplaces and travel options. Policy 2.3.1: Update and implement the Multimodal Transportation Plan. **Transportation** GOAL 1: PROVIDE A SAFE, CONVENIENT, EQUITABLE, AND ENERGY EFFICIENT MULTIMODAL TRANSPORTATION SYSTEM TO IMPROVE QUALITY OF LIFE. Policy 1.2.12: Establish requirements and incentives for bike racks, benches, rest facilities and lockers, and prioritize locations in the Multimodal Master Plan.	
Action 18: Adopt an official greenhouse gas emissions (GHG) reduction target, such as a 30% reduction by 2030 and an 80% reduction by 2050, in local government GHG emissions.	**Conservation** GOAL 3: IMPROVE AIR QUALITY TO PROTECT PUBLIC HEALTH AND THE ENVIRONMENT. Objective 3.1: Coordinate with the County on the implementation of air pollution control programs.	
Action 19: Conduct a local government GHG Inventory at least every 5 years.	See Action 19 above	
Action 20: Conduct a solar feasibility study for City facilities. Create a policy to encourage the City to progressively source its energy consumption from renewable energy sources.	**Conservation** Policy 2.1.5: Develop and implement guidelines for a City-wide renewable energy plan. Policy 2.1.6: Expand the City-wide energy efficiency program.	
Action 21: Make retrofits and upgrades to local government buildings and/or infrastructure systems that will increase energy and water efficiency.	**Conservation** Policy 2.1.5, Policy 2.1.6 (see Action 20 above)	
Action 22: Work toward a solid waste recycling rate goal of 40% or greater and increase the number of recycling drop off locations in the city. Encourage HOAs and residential complexes to provide recycling to their residents.	**Utilities** Objective 2.4: Continue a solid waste reduction and recycling program to conserve natural resources, minimize solid waste disposal needs and maximize the existing County disposal facilities' capacity and life. Policy 2.4.1: Maintain a solid waste recycling program that includes collection of recyclable solid waste material and transport to appropriate facilities. Policy 2.4.2: Explore methods for waste volume reduction that involve other local governments and non-governmental organizations to promote appropriate materials salvage, reuse and recycling programs in the City. Policy 2.4.3: Continue and expand the City government recycling program to include waste volume reduction and waste reuse measures for City facilities, operations and construction projects. Policy 2.4.4: Continue and expand the City's ongoing public education program involving all age groups and media venues, to provide for best waste stream reduction practices and optimal recycling participation.	
Action 23: Conduct a feasibility assessment for a community-wide composting program. Create programs and incentives to encourage composting in the community.	**Conservation** Policy 2.4.2 in Action 22 above	
Action 24: Provide education and outreach to engage residents, businesses, and local government staff in topics which relate to city efforts regarding GHG reduction, energy and water efficiency, and waste reduction strategies.	**Utilities** Policy 2.4.4: Continue and expand the City's ongoing public education program involving all age groups and media venues, to provide for best waste stream reduction practices and optimal recycling participation. Policy 4.4.7: Provide public education materials to inform citizens of the need and opportunities for conserving potable water. Conservation GOAL 2: PROMOTE AND APPLY ENVIRONMENTALLY SUSTAINABLE PRINCIPLES, PROGRAMS AND PRACTICES THAT SUPPORT A MORE RESILIENT COMMUNITY Objective 2.1: Reduce energy consumption and waste. Policy 2.1.1: Evaluate incentives and guidelines for homeowners and businesses to install solar power/heating and other renewable energy sources. Policy 2.1.2: Evaluate incentives and guidelines for green building that conserves natural resources and reduces monthly operating costs. Policy 2.1.3: Consider incentives for LEED (Leadership in Energy and Environmental Design) conscious projects. Policy 2.1.4: Evaluate the Historic Preservation Design guidelines to allow the rehabilitation of existing historic structures to utilize energy efficient materials as long as the historic integrity of the structure is maintained. Policy 2.1.5: Develop and implement guidelines for a City-wide renewable energy plan.	

SUSTAINABILITY PLAN ACTIONS	COMPREHENSIVE PLAN GOALS, OBJECTIVES, & POLICIES RELATED TO ACTION	NOTES
Action 25: Adopt a multimodal master plan that prioritizes future projects to improve bicycle and pedestrian safety and access to public transit and increase the mileage of sidewalks and bicycle lanes or paths. Pursue accreditations such as Bicycle- Friendly Community or Walk-Friendly Community. Adopt land development regulations that promote walkability and evaluate the feasibility of a communitywide public bike share program.	**Transportation** Objective 1.1: Develop and maintain a multimodal transportation system that: Minimizes the potential for transportation related deaths and serious injuries; Provides transportation options that increases mobility for all users and reduces dependence on single-occupancy motor vehicles; Adapts to changing needs, vehicles and technology; and Efficiently utilizes existing capacity and rights-of-way. Policy 1.1.1: Maintain the Multimodal Transportation District (MMTD) and evaluate the 2007 Multimodal Quality of Service Analysis. Based on this evaluation, prepare and adopt a comprehensive Multimodal Master Plan. Policy 1.1.5: Maintain the Smartcode to continually improve pedestrian and transit-oriented design. Objective 1.2: Take a complete streets approach towards mobility to safely meet the modal needs of all users regardless of age or ability. Policy 1.2.1: Utilize traffic safety awareness programs, signage, signalization, intersection improvements, and access management strategies to eliminate traffic fatalities and serious injuries in coordination with Forward Pinellas and the implementation of the Safe Streets Pinellas Action Plan. Policy 1.2.2: Require bicycle lanes be constructed where technically feasible, as part of new road construction or resurfacing projects, with a highest priority on safety. Policy 1.2.3: Require new sidewalks be constructed where technically feasible, as part of new or redeveloped commercial, residential, industrial and mixed-use projects. Policy 1.2.6: Periodically review and amend as necessary, Land Development Code parking and parking lot design requirements. Policy 1.2.8: Provide pedestrian crosswalks as part of resurfacing or new construction projects. Prioritize locations for new crosswalks and evaluate existing crosswalks for necessity in the Multimodal Master Plan. Policy 1.2.9: Require accommodations for bicycle and motorcycle parking in the Land Development Code. Policy 1.2.10: Provide parking credits for projects that are adjacent to the Pinellas Trail. Policy 1.2.11: Implement landscaping to improve the aesthetic quality of transportation facilities, promote traffic-calming, reduce runoff, provide shade, reduce heat island affects, and buffer adjoining land uses from public/private roadways. Policy 1.2.12: Establish requirements and incentives for bike racks, benches, rest facilities and lockers, and prioritize locations in the Multimodal Master Plan. Policy 1.2.13: Support development proposals that incorporate new urbanist principles and create a more walkable urban environment. Policy 1.2.15: Evaluate the feasibility of transit circulators and other microtransit options. Objective 1.3: Establish an interconnected transportation network within and among existing and proposed residential, commercial, industrial and mixed-use areas. Objective 1.4: Improve performance of the multimodal transportation network to increase mobility and accessibility for all. Policy 1.4.8: Evaluate the feasibility of a transit circulator and other microtransit options within the MMTD and to and from major origins and destinations, identifying a funding source(s) and strategies, ridership projections, implementation priorities, operating hours and frequencies, and recommendations for route alignments, shelters, and transit stop amenities. Policy 1.4.9: Review all proposed development or redevelopment applications for consistency with this element and potential impacts to multimodal accessibility. Policy 1.4.12: Continue to implement the Proportionate Fair Share Program to fund operating and capital costs associated with improving transit service and the bicycle and pedestrian environment in the MMTD. Fair share is based on the proportion of net external trips generated by the proposed development relative to the total number of trips generated at build-out by redevelopment within the MMTD.	
Action 26: Make green stormwater infrastructure a core goal of the City's Infrastructure Master Plan. Encourage the use of green stormwater infrastructure in private development.	**Utilities** Objective 3.4 and associated policies in Action 15 above	
Action 27: Assess city-owned coastal properties to determine application of living shorelines and living seawalls. When feasible, utilize living shoreline and natural system strategies to strengthen coastal resilience and mitigate coastal flooding damage.	**Conservation** Policy 1.6.3: Revise the Land Development Code to require the utilization of soft shoreline stabilization techniques or a combination of an upland retaining wall with soft shoreline techniques along the Gulf of Mexico, St. Joseph Sound, Anclote River and Bayou shorelines as an alternatives to seawall construction . Man-made canals, and the historic seawall providing public access around Spring Bayou, and properties with existing seawalls on both sides shall be exempt from this requirement. Coastal Management Objective 1.2: Maintain, restore, and enhance shorelines to reduce risk to property while maximizing benefits to natural coastal habitat, resources, and systems. Policy 1.2.1: Evaluate, revise, and implement regulations for shoreline and essential habitat buffers in the Land Development Code. Continue to restrict seawalling to areas where no other alternative shoreline stabilization technique is feasible. Policy 1.2.2: Evaluate and revise Land Development Code regulations to incentivize natural shoreline and upland retaining walls in lieu of seawalls for shoreline stabilization.	
Action 28: Make green infrastructure a core goal of the City's Infrastructure Master Plan. Create green building standards and sustainability practices for City facilities that include considerations for improved energy efficiency, GHG emissions reduction, and which promote sustainable landscapes as well as public health and safety. Require new City facilities to meet elevated standards and encourage the use of green building certification programs such as LEED.	**Future Land Use** Objective 1.4: Promote energy conservation by encouraging rehabilitation of existing structures and new construction to utilize energy efficient design. Policy 1.4.1: Promote sustainable communities by encouraging green building practices that conserve natural resources and reduces monthly operating costs. Policy 1.4.2: Provide incentives in the City's regulating plans, such as flexibility of zoning dimensional criteria and floor area ratio (FAR) bonuses for developments that utilize the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) principles or the Florida Green Building Coalitions' Green land development and building standards.Conservation Policy 2.1.5: Develop and implement guidelines for a City-wide renewable energy plan. Policy 2.1.6: Expand the City-wide energy efficiency program.	
Action 29: Adopt local design criteria and land development codes that require proactive green infrastructure practices for new developments to encourage sustainable development and the use of green building certification programs such as LEED.	**Conservation** Policy 2.1.1: Evaluate incentives and guidelines for homeowners and businesses to install solar power/heating and other renewable energy sources. Policy 2.1.2: Evaluate incentives and guidelines for green building that conserves natural resources and reduces monthly operating costs. Policy 2.1.3: Consider incentives for LEED (Leadership in Energy and Environmental Design) conscious projects.	
Action 30: Seek funding sources to help reduce costs for residents and business owners to implement green building practices.	**Conservation** Policy 2.1.1: Evaluate incentives and guidelines for homeowners and businesses to install solar power/heating and other renewable energy sources. Policy 2.1.2: Evaluate incentives and guidelines for green building that conserves natural resources and reduces monthly operating costs.	
Action 31: Amend existing local economic plans and strategies to focus market demand for green jobs, technology, products, and services.	**Future Land Use** Objective 1.5: Evaluate various potential growth patterns for impacts upon the City's ability to provide long term sustainable services to the City's residents. Policy 1.5.1: Conduct an economic development analysis and draft an Economic Development Element that considers the following:a)Asset-based economic development strategy b) Cost of growth analysis c) Impacts of formula-based uses on local businesses	Could be expanded in future Economic Element
Action 32: Work with community partners to amend existing local economic plans and strategies to sustain existing and attract new cultural and artistic creatives to the Tarpon Springs community.	**Historic and Cultural Resources** GOAL 3: RECOGNIZE THE DIVERSITY OF CULTURAL TRADITIONS AND FOSTER ARTISTIC EXPRESSION TO ENRICH QUALITY OF LIFE FOR RESIDENTS AND VISITORS. Objective 3.1: Support and raise awareness of the diverse, evolving cultural heritage of the City. Policy 3.1.1: Permit arts and cultural events, celebrations, programs, and exhibits at City buildings, outdoor spaces, and parks. Policy 3.1.2: Equitably support cultural arts programs and access to these resources for all ages, incomes, and abilities throughout the City. Objective 3.2: Use art and design in public spaces to enhance sense-of-place. Policy 3.2.1: Prepare a Public Art Master Plan to identify opportunities and locations for public art and establish priorities.	Could be expanded in future Economic Element
Action 33: Create a sustainable procurement policy for City purchases to encourage the use of safe, healthy, and environmentally responsible products.		
Action 34: Implement a City program to acknowledge and promote local green businesses.	**Recreation and Open Space Objective** 1.4: Promote asset-based economic development through eco-tourism and cultural tourism. Policy 1.4.1: Advocate programs, policies and partnerships between City and commercial recreation providers that assist in promoting economic development through eco-tourism.	Could be expanded in future Economic Element
Action 35: Evaluate family-friendly workplace policies for local government employees including paid family leave, flexible scheduling, teleworking, job sharing, and easily available childcare. Limit contractual services to Equal Opportunity Employers and ensure that all City employees earn a living wage according to applicable standards.	Not applicable to Comp Plan.	
Action 36: Demonstrate progress in appointing local advisory board members that reflect the gender, racial, and ethnic diversity of the community.	Not applicable to Comp Plan.	
Action 37: Partner with community organizations to maintain an inventory of civic organizations, neighborhood associations, and local service providers which can be used to address neighborhood-specific needs.	Not applicable to Comp Plan.	

SUSTAINABILITY PLAN ACTIONS	COMPREHENSIVE PLAN GOALS, OBJECTIVES, & POLICIES RELATED TO ACTION	NOTES
Action 38: Conduct an outreach program to obtain input for the Sustainability Plan major revision. Obtain diversified input by reaching out to a variety of stakeholders to further community engagement in local decision-making.	Not applicable to Comp Plan.	
Action 39: Utilize the existing Cops & Kids programs to provide young people with opportunities to participate in civic activities and programs that support the development of strong youth leaders. Increase engagement among individuals from low-income and/or minority neighborhoods.	Not applicable to Comp Plan.	
Action 40: Demonstrate progress in reducing the risks and exposure to environmental justice conditions such as aging infrastructure, adequate access to critical services, health of the natural environment, and exposure to the impacts of climate change for low-income and/or minority neighborhoods.	Not specified in Comp Plan.	
Action 41: Adopt an environmental justice or social equity plan and policy to reduce negative impacts, increase access to community facilities and services among low-income populations and racial and ethnic minorities, and commit to equity in local government decision-making, activities, and investments.	Not specified in Comp Plan.	
Action 42: Provide equity, inclusion, cultural disparity, diversity or cultural competence training for local government staff.	Not applicable to Comp Plan.	
Action 43: Provide information about community resources and services in multiple languages and formats to make this information more widely accessible.	Not applicable to Comp Plan.	
Action 44: Conduct a community needs assessment to identify priority service needs, including the needs of vulnerable populations. Conduct a survey of aging community members to assess how well they feel that present and future needs are being met.	Not specified in Comp Plan.	
Action 45: Partner with community organizations to support and promote programming and events that inform residents of available human services and connect vulnerable community members to these programs and services.	Not applicable to Comp Plan.	
Action 46: Adopt a communitywide plan to reduce poverty and guarantee that basic human needs are met in the community.	Not specified in Comp Plan.	
Action 47: Adopt a "Health in all Policies" resolution to guide local decision-making.	Not specified in Comp Plan.	
Action 48: Adopt a "Climate in all Policies" or "Sustainability in all Policies" resolution to guide local decision-making.	Not specified in Comp Plan.	
Action 49: Conduct a food study to evaluate the city's food system to assess food security and access, and to develop strategies for ways to create a holistic, regenerative food system.	Not specified in Comp Plan.	
Action 50: Evaluate the Land Development Code regulations that allow farmer's markets, community gardens, and other forms of urban agriculture that promote increased food access. Encourage the use of edible plants on private property. Support programs that enable healthful retail food outlets to locate in underserved areas.	**Future Land Use** Policy 1.3.5: Review permitted and conditional uses of the City's regulating plans to support urban agriculture uses such as hydroponic crop production, self-sustainable urban farming, and local food production, community gardens and cooperatives, and vegetable/produce stands.Policy 1.3.6: Evaluate the areas designated as 'Neighborhood Suburban' on the Place Based Area Map for inclusion of context-sensitive, non-residential uses, such as pop-up commercial, corner stores, neighborhood markets, and accessory commercial units. This shall be implemented through a community-based planning process.	