

EXHIBIT "B"

AMENDED TRANSPORTATION ELEMENT

Legislative Version

## TRANSPORTATION ELEMENT (AMENDMENTS ONLY)

### *GOAL 1*

To provide a safe, convenient, efficient, and operationally acceptable multi-modal transportation system for residents and visitors in the Town of Longboat Key.

#### **OBJECTIVE 1.1**

**To maintain the adopted level of service (LOS) standards as indicated in Policy 1.1.1. The Town will develop a multi-modal transportation system that provides for safe and efficient movement by walking, cycling, and transit service while also taking advantage of opportunities to improve traffic flow circulation on public roads.**

##### Policy 1.1.1

The Town will develop a multimodal transportation mobility plan and, for purposes of monitoring and evaluation but not for concurrency, hereby adopts the following 100<sup>th</sup> highest hour level of service (LOS) standards for each listed facility:

##### Policy 1.1.1

The Town adopts the following peak-season, peak-hour LOS standards for each listed facility:

- 1) Local and collector roadsroad:--LOS C
- 2) Urban CollectorsGulf of Mexico Drive/State Road 789 (GMD (SR 789)):- LOS E
- 3) Signalized intersections:--  $\sqrt{\text{Volume}}$  to eCapacity ratio of 1.08

The peak-season adjustment factor will be determined annually through coordination with the Florida Department of Transportation (FDOT), District 1 Office. The Town's Future Transportation network is identified on Figure 2.

##### Policy 1.1.2

All intersections on Gulf of Mexico Drive (GMD, SR 789), within the Town, will operate at LOS E or better in the peak season peak hour. All other intersections, within the Town, will operate at LOS D or better.

Reserved.

##### Policy 1.1.3

The Town will monitor traffic growth to ensure that the adopted LOS standards are not exceeded before the approval of future additional development of Longboat Key chooses not to adopt transportation concurrency as a requirement for development permits but instead will review development proposals for their impacts on the Town's multimodal transportation plan, will require that new development provide safe and adequate access to the development site and not

impermissibly degrade the operation of supporting transportation infrastructure, and will encourage new development to contribute to multi-modal transportation solutions.

#### Policy 1.1.4

The Town will adopt in the spring of 2008 the proportionate fair share mitigation requirements for transportation projects identified in Chapter 163.3180, Florida Statutes (FS).

The Town will ensure that comprehensive plan amendments and development activities provide adequate, safe, convenient and context-appropriate on-site and off-site transportation infrastructure, including alternative modes of transportation, in order to preserve the health, safety, and welfare of the citizens of and visitors to the Town of Longboat Key.

#### Policy 1.1.5

The Town will review all proposed development for consistency with Policies 1.1.1 and 1.1.2 and impacts upon the adopted LOS standards.

Pursuant to the provisions of Chapter 2011-139, Laws of Florida, the Town considers GMD (SR 789) an important state transportation facility and shall monitor its function and operation as well as safety within and along its corridor.

#### Policy 1.1.6

For facilities within the Town's jurisdiction, the Town will utilize a concurrency management system (as described in the Capital Improvements Element) for ensuring that adequate roadway capacity is available, or will be available when needed, in order to serve the development.

All applications for amendments to the comprehensive plan which result in increased development densities or intensities and all development order applications which are anticipated to generate 50 peak hour trips or greater shall:

- 1) Submit a traffic context study as outlined in Policy 1.1.7.
- 2) Assess the extent of impact to GMD (SR 789) based on total trips anticipated from the application; and
- 3) Evaluate the ability of transit, cycling, and walking to serve circulation needs and identify potential changes to the facilities and services to the development site to further enhance the utility of these modes of transportation and connectivity to off-site areas.

#### Policy 1.1.7

The traffic context study shall include, at a minimum:

- 1) A map depicting the geographic boundary of the study area (as defined in the land development regulations), clearly depicting the proposed development site and development footprint within the development site;
- 2) Existing and proposed circulation network within the study area (including streets, sidewalks, transit stops/shelters, pedestrian paths, bicycle paths, etc., with stub-outs clearly indicated);
- 3) Current and proposed density and intensity of development on the subject site;
- 4) Future land use designations and the zoning for properties adjacent to the subject site within the study area; and

- 5) A capacity analysis (including trip generation, estimates of growth in background traffic, trip distribution, assumptions, methodology, etc.) in accordance with technical procedures of the “Traffic Context Study Guidelines” document, as may be amended, maintained by the Town Planning, Zoning and Building Department.

#### Policy 1.1.7.1

If the traffic context study indicates that the proposed comprehensive plan amendment or development order will degrade the safety and operational function of GMD (SR 789), the applicant shall, in conjunction with the Town, develop acceptable strategies to eliminate or mitigate the anticipated negative traffic impacts to a level adequate for the safety and operational function of GMD (SR 789).

Action 1: The Town will develop a multimodal transportation mobility plan which will include acceptable strategies that will effectively achieve the stated objective in Objective 1.1. Such mobility plan may include transportation improvements strategies and projects as well as the establishment and collection of standardized mobility fees, impact fees or other fees.

Action 2: The Town will annually monitor the mobility plan and collection of fees. If the Town adopts mobility fees and if the ~~When~~ fees or contributions collected are sufficient to fund a portion or all of a needed improvement from the mobility plan, Town staff will prepare a Proposed Action memo for Town Commission approval to fund the identified project.

#### Policy 1.1.7.2

To address extra-jurisdictional transportation impacts resulting from land use and development activities within the Town limits, the Town of Longboat Key will participate in the Manatee County and Sarasota County Road Impact Fee Programs.

#### Policy 1.1.8

Applications for development orders that generate less than 50 cumulative peak hour trips and comprehensive plan amendments that do not result in increased densities and intensities are exempt from the requirement to provide a traffic context study.

Applications for comprehensive plan amendments and development orders that are consistent with this policy may proceed to site plan/development review consistent with the requirements of the Land Development Regulations. Any subsequent changes to development order applications, which necessitate an amendment to the comprehensive plan for the subject property prior to receipt of site plan approval shall be required to comply with Policy 1.1.6.

#### Policy 1.1.9

In addition to the requirements of Policies 1.1.6 and 1.1.7, all comprehensive plan amendments and development orders, regardless of their trip generation volumes, shall provide safe, convenient, and operationally sound access to and movement within a development site for all users, particularly pedestrians, including:

- 1) Site access, including access from and to GMD (SR 789) and collector roads;
  - 2) Internal circulation;
  - 3) Connectivity to the public right-of-way and adjacent sites; and
  - 4) Pedestrian-oriented amenities as appropriate (i.e. bus shelters/stops, awnings and shade trees, etc.).
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## **OBJECTIVE 1.2**

**To The Town will work closely with the appropriate governments and agencies to implement any future improvements on GMD (SR 789), which will improve safety and traffic flow on this roadway.**

### Policy 1.2.1

The Town will coordinate with FDOT, the Metropolitan Planning Organization (MPO) and other appropriate governments and agencies, with respect to future improvements, in order to maintain the adopted LOS standard on GMD (SR 789) and other appropriate off-island sections of GMD (SR 789).

### Policy 1.2.2

Proposed roadway projects will be evaluated and ranked in order of priority according to the following guidelines:

- 1) theThe project is needed to protect the public health and safety;
- 2) to maintain or meet the adopted level of service (LOS); Short-term projects which:
  - a. the project increases the efficiency of existing facilities,
  - b. increases the use of existing facilities that have available excess capacity above the desired LOS,
  - c. mitigates future improvement costs, provides and provide service to developed areas lacking full service, or promotes in-fill development;
- 3) Long-term projects which contribute to the construction of alternative or reliever routes to connect the island to the mainland. The Town will continue to coordinate with FDOT and regional agencies to explore possible solutions or alternatives to connect the Town to the mainland; and
- 4) tThe project represents a logical extension of facilities and services.

### Policy 1.2.4

The Town will collaborate with, and support when feasible, adjacent local governments to address the congestion at in the St. Armand's Circle community in the City of Sarasota and the Bridge Street and SR-70 Cortez Road West (SR 684) intersections in the City of Bradenton Beach.

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The Town has requested, by written correspondence to Manatee County, Sarasota County, and the Cities of Holmes Beach, Bradenton Beach, Anna Maria, Sarasota, and Bradenton, that they coordinate with the Town's Planning, Zoning and Building Department with regard to proposed development petitions and land use amendments that may adversely impact GMD (SR 789). Specifically, the Town requested that it be notified if trip generation and/or traffic distribution impacts GMD utilizing the following criteria. If GMD (SR789) is negatively impacted, the Town will provide written comments and offer solutions consistent with the Intergovernmental Element of the Town's Comprehensive Plan.

Impact Criteria: development proposals generating 50 or more ~~than 75~~ p.m. Peak Hour trips on GMD (SR 789) for projects located within the following boundaries:

- Sarasota area: Downtown Community Redevelopment Area Boundary, St. Armand's, City Island
- Manatee area: All projects west of 75<sup>th</sup> Street, including those located in municipal boundaries

EXHIBIT "B"

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Clean Version

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**OBJECTIVE 1.4**

**To regulate the provision of motorized and non-motorized vehicle parking, and the provision of bicycle paths and pedestrian walkways.**

Policy 1.4.2

The Town will continue to coordinate with FDOT to study the issue of parking within the right-of-way of GMD (SR 789).

Policy 1.4.4

The Town will establish appropriate guidelines for the provision of bicycle storage areas.

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**OBJECTIVE 1.9**

**The Town will maintain a program for repair and maintenance of existing transportation facilities.**

Policy 1.9.1

The Town will coordinate with FDOT concerning repair and maintenance of GMD (SR 789) and the bridges along GMD.

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**OBJECTIVE 1.11**

**The Town will coordinate with adjacent local governments to determine potential development impacts of projects that are proposed or approved by adjacent local governments, including: City of Sarasota, City of Bradenton, Manatee County, City of Bradenton Beach, City of Holmes Beach and City of Anna Maria.**

Policy 1.11.1

The Town will formally request from adjacent local governments and the Department of Economic Opportunity (DEO)/Division of Economic Development (DED), copies of comprehensive plan amendments to determine what, if any impact the proposed amendments would have on the Town's adopted transportation level of service (LOS) and its adopted mobility plan. If proposed amendments in adjacent local governments show an adverse impact to the Town's adopted LOS or mobility plan, the Town will provide written comments.

Policy 1.11.2

The Town has requested, by written correspondence to Manatee County, Sarasota County, and the Cities of Holmes Beach, Bradenton Beach, Anna Maria, Sarasota, and Bradenton, that they coordinate with the Town's Planning, Zoning and Building Department with regard to proposed development petitions and land use amendments that may adversely impact GMD (SR 789). Specifically, the Town requested that it be notified if trip generation and/or traffic distribution impacts GMD utilizing the following criteria. If GMD (SR789) is negatively impacted, the Town will provide written comments and offer solutions consistent with the Intergovernmental Element of the Town's Comprehensive Plan.

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