

## MEMORANDUM

**DATE:** November 15, 2016

**TO:** Dave Bullock, Town Manager

**FROM:** Alaina Ray, AICP, Director  
Planning, Zoning & Building Department

**SUBJECT:** Ordinance 2016-10, Amending the Comprehensive Plan,  
Establishing a Mobility Element

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Ordinance 2016-10 converts the Town's Transportation Element of the Comprehensive Plan into a new Mobility Element, which addresses vehicular, pedestrian, and bicycle usage. It encourages the principles of 'Complete Streets,' which is a concept promoting accessible design and encourages transformation of streets into functional and welcoming places for both vehicles and pedestrians.

The Planning & Zoning Board reviewed proposed revisions at their August 23, 2016, Regular Meeting and recommended approval of Ordinance 2016-10, as written.

Ordinance 2016-10 was presented to the Town Commission at their September 26, 2016, Regular Workshop for consideration and was forwarded to the October 4, 2016, Regular Meeting for first reading and public hearing. The Town Commission authorized Staff to forward Ordinance 2016-10 to the Florida Department of Economic Opportunity (DEO) for review.

DEO comments were received on November 10, 2016. DEO did not identify any revisions necessary related to state resources and facilities. However, the Florida Department of Transportation (FDOT) did provide a few comments and asked the Town to consider appropriate revisions. While the Town is not required to make revisions to address the FDOT comments, Staff has made a few related modifications to Ordinance 2016-10. Provided below are FDOT's comments and Staff's response:

1. **FDOT Comment:** Request that Policy 1.2.1 be modified to state that the mixture of complimentary land uses and designs promote not just internal trip capture and pedestrian/bicycle travel, but to 1) promote all alternative modes of travel (pedestrian, bicycle, local and regional transit/trolley, etc.), and 2) explore transportation demand management strategies such as park and ride facilities on the mainland; in an effort to reduce vehicular trips onto the island and within the Town.

**Staff Response:** The proposed revision is reflected in Policy 1.2.1, and reads: “Ensure new development and redevelopment provides a mixture of complimentary land uses and designs that promote internal trip capture, all alternative modes of travel (pedestrian, bicycle, local and regional transit, trolley, etc.) and explore transportation demand management strategies such as park and ride facilities on the mainland; in an effort to reduce vehicular trips onto the island and within the Town.”

2. **FDOT Comment:** Recommended that a new Mobility Strategy under Policy 1.2.3 be added that states, “Collaborate with FDOT for the collection and allocation of mobility fees or other alternative “roadway impact fees” that address transportation mobility on State and Strategic Intermodal Systems transportation facilities.”

**Staff Response:** A new Strategy has been added to address this comment. New Strategy 1.2.3.3, states: “Collaborate with FDOT for the collection and allocation of mobility fees or other alternative “roadway impact fees” that address transportation mobility on State and Strategic Intermodal Systems transportation facilities.”

3. **FDOT Comment:** Requested that Strategy 1.3.1.5 be modified to state that mass transit functionality and accessibility will be maintained and improved for local travel within the Town and to and from the mainland.

**Staff Response:** Staff does not recommend any revisions to Strategy 1.3.1.5 to address this comment, since the Town has no direct authority over the local mass transit organizations to ensure accessibility and functionality will be maintained or improved.

4. **FDOT Comment:** Recommended that Policy 1.3.2 be revised to state that the design principles for the improvement of Gulf of Mexico Drive be applied in collaboration with FDOT.

**Staff Response:** Policy 1.3.2 has been revised to read: “Coordinate with FDOT to apply complete street / context sensitive design principles for the incremental improvement of Gulf of Mexico Drive.”

5. **FDOT Comment:** Recommended that a new Policy or Strategy be added that states, “The process of transportation planning requires the coordination of improvements and additions to the state highway system which benefit those paying the mobility fee. In addition, mobility fees imposed by the Town may be used to finance any multimodal improvements to the Town, county or state highway system, including SIS transportation facilities.”

**Staff Comment:** Staff does not recommend any revisions related to this comment, as including the suggested language would imply that mobility fees could be used to improve facilities outside the Town's jurisdiction.

Recommended Action: Conduct public hearing and second reading of Ordinance 2016-10.



# **Ordinance 2016-10 Comprehensive Plan Amendment Mobility Element**

Town Commission Regular Meeting  
December 5, 2016



## MOBILITY ELEMENT

- Replaces the Transportation Element
- Is in compliance with a new Interlocal Agreement between Longboat Key and Sarasota County
- Addresses vehicular, pedestrian, and bicycle usage island-wide
- Defines how the Town intends to provide mobility for residents, businesses, and visitors
- Encourages principles of Complete Streets
  - Consistent with Sarasota County, Manatee County, MPO, and FDOT policies



# Department of Economic Opportunity (DEO) Review

- November 10, 2016: Received letter of “No Comment” related to important state resources and facilities that will be adversely impacted by the amendment if adopted. However, comments from Florida Department of Transportation (FDOT) were received, suggesting revisions to certain strategies and policies
  - Policy 1.2.1, Policy 1.2.3, and Policy 1.3.2 have been revised to include language suggested by FDOT

**ORDINANCE 2016-10**

**AN ORDINANCE OF THE TOWN OF LONGBOAT KEY, FLORIDA, AMENDING THE COMPREHENSIVE PLAN OF THE TOWN OF LONGBOAT KEY BY REPEALING IN ITS ENTIRETY THE TRANSPORTATION ELEMENT; ESTABLISHING THE MOBILITY ELEMENT; PROVIDING FOR COMPLIANCE WITH THE COMMUNITY PLANNING ACT; PROVIDING FOR SEVERABILITY; PROVIDING FOR REPEAL OF ALL ORDINANCES IN CONFLICT HEREWITH; PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS**, the Community Planning Act (Sections 163.3161 through 163.3248, Florida Statutes), authorizes and requires the Town of Longboat Key to adopt and amend a Comprehensive Plan in accordance with the Act and all applicable state regulations adopted pursuant to the authority granted in the Act; and

**WHEREAS**, Section 163.3184, Florida Statutes, requires that the Town transmit the proposed Comprehensive Plan amendments to the state land planning agency, as well as other specified agencies and parties; and

**WHEREAS**, pursuant to the Community Planning Act, the Town of Longboat Key Code of Ordinances, Chapter 33, designates the Town of Longboat Key Planning and Zoning Board as the local planning agency, responsible for the preparation of the local Comprehensive Plan and amendments thereto; and

**WHEREAS**, the Town Commission has determined that the current policies within the Transportation Element of the Comprehensive Plan do not adequately address or improve transportation or mobility on and off the island of Longboat Key; and

**WHEREAS**, The Town Commission recognizes the importance of improving mobility on the island for vehicles, pedestrians, and bicyclists to facilitate and encourage safe, efficient, and convenient movement of the island's residents and visitors; and

**WHEREAS**, the Town Commission has indicated a desire to evaluate, update, and revise its Comprehensive Plan and has directed Town Staff to provide recommendations based upon policy directives regarding improved mobility; and

**WHEREAS**, the Town has adopted an Interlocal Agreement with Sarasota County regarding Sarasota County's Mobility Plan and the Town's collection of Mobility Fees for new development within the Sarasota County portion of the Town; and

**WHEREAS**, Sarasota County's Mobility Plan includes a provision designating the Sarasota County portion of the Town as its own district for the collection and use of Mobility Fees for the purpose of improving vehicular and pedestrian mobility; and

**Whereas**, an island-wide approach to mobility planning will enable the Town to address the mobility needs of the residents and visitors in both the Sarasota and Manatee County portions of the Town; and

**WHEREAS**, the Town provided due public notice of the Planning and Zoning Board public hearing that was conducted in a manner affording public participation to the fullest extent possible for the review of the proposed Comprehensive Plan amendments; and

**WHEREAS**, the Town's Planning and Zoning Board, as the local planning agency, held a public hearing on August 23, 2016, to consider the proposed Comprehensive Plan amendments and provided recommendations to the Town Commission as the local governing body; and

**WHEREAS**, after due public notice, the Town Commission held a workshop on September 26, 2016, and considered the recommendations of the Town's Planning and Zoning Board; and

**WHEREAS**, on October 4, 2016, the Town Commission conducted a duly noticed initial public hearing on the proposed Comprehensive Plan amendments and upon a majority vote of the Town Commission approved the forwarding of the Comprehensive Plan amendments to the applicable reviewing agencies as provided for in section 163.3184, Florida Statutes; and

**WHEREAS**, the Town has considered any comments regarding the Town's proposed Comprehensive Plan amendments received from the reviewing agencies; and

**WHEREAS**, on December 7, 2016, the Town Commission conducted a duly noticed second public hearing on the proposed Comprehensive Plan amendments and the Town Commission approved the adoption of the Comprehensive Plan amendments.

**NOW, THEREFORE, BE IT ORDAINED BY THE TOWN OF LONGBOAT KEY, FLORIDA, THAT:**

SECTION 1. The Recitals above are ratified and confirmed as true and correct.

SECTION 2. The Comprehensive Plan amendments attached hereto and incorporated herein as Exhibit "A" are hereby adopted by the Town of Longboat Key.

SECTION 3. If any section, subsection, sentence, clause, or provision of this Ordinance is held invalid, the remainder of the Ordinance is valid.

SECTION 4. This Ordinance becomes effective when adopted in accordance with Florida law and the Charter of the Town of Longboat Key.

2016. Passed on the first reading and initial public hearing this 4th day of October,

2016. Adopted on the second reading and public hearing this 7<sup>th</sup> day of December,

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Jack G. Duncan, Mayor

ATTEST:

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Trish Granger, Town Clerk

Exhibit:

“A”: Mobility Element of the Town of Longboat Key Comprehensive Plan

# **TOWN OF LONGBOAT KEY COMPREHENSIVE PLAN UPDATE MOBILITY ELEMENT**

**MOBILITY GOAL 1: Provide for safe, convenient, and efficient movement of people and vehicles.**

**MOBILITY OBJECTIVE 1.1: Coordinate with and monitor the state, regional, and neighboring agencies and jurisdictions regarding mobility plans, proposed and/or needed improvements, and potential impacts from proposed development.**

**MOBILITY Policy 1.1.1:** Coordinate with and monitor the Florida Transportation Plan, the Strategic Intermodal System Plan and the work plans and initiatives of the Florida Department of Transportation (FDOT).

**MOBILITY Strategy 1.1.1.2:** Review all mobility plans and implementing actions for consistency with the Florida Transportation Plan, the Strategic Intermodal System Plan and the work plans and initiatives of the Florida Department of Transportation.

**MOBILITY Policy 1.1.2:** Support the Sarasota County Long Range Transportation Plan and the plans and initiatives of the Sarasota / Manatee Metropolitan Planning Organization (SMMPO).

**MOBILITY Strategy 1.1.2.1:** Adopt a Long Range Transportation Map consistent with the Sarasota / Manatee Long Range Transportation Plan that (1) delineates existing and future transportation corridors, (2) classifies roadways and (3) depicts land use and mobility relationships.

**MOBILITY Strategy 1.2.2.2:** Designate Gulf of Mexico Drive (SR 789) as an "Urban Collector" consistent with the Federal Highway Administration (FHWA) classification assigned by the FDOT.

**MOBILITY Policy 1.1.3:** Adopt and implement a "Mobility Plan" in conjunction with participating counties.

**MOBILITY Strategy 1.1.3.1:** Collaborate with Sarasota County, Manatee County, the SMMPO, the FDOT and adjoining jurisdictions to develop and implement a mobility plan.

**MOBILITY Strategy 1.1.3.2:** Enter into an Interlocal Agreement with Sarasota County to implement the Sarasota County Mobility Plan within the Sarasota County portion of the Town of Longboat Key.

**MOBILITY Strategy 1.1.3.3:** Designate the Town of Longboat Key as an “Urban Infill” Area as defined by the Sarasota County Mobility Plan.

**MOBILITY Strategy 1.1.3.4:** Designate Gulf of Mexico Drive as a “Multi-modal Corridor” as defined by the Sarasota County Mobility Plan.

**MOBILITY Policy 1.1.4:** Maintain the 18-hour maximum total evacuation clearance time established by the Southwest Florida Regional Planning Council (SWFRPC).

**MOBILITY Strategy 1.1.4.1:** Collaborate with the FDOT, the SMMPO, Sarasota County, Manatee County and neighboring jurisdictions to maintain established maximum clearance times.

**MOBILITY Strategy 1.1.4.2:** Monitor all proposed land use actions along evacuation routes to I-75 that would negatively affect evacuation maximum clearance times.

**MOBILITY OBJECTIVE 1.2: Create and maintain a land use pattern that provides mobility choices.**

**MOBILITY Policy 1.2.1:** Ensure new development and redevelopment provides a mixture of complimentary land uses and designs that promote internal trip capture, all alternative modes of travel (pedestrian, bicycle, local and regional transit, trolley, etc.) and explore transportation demand management strategies such as park and ride facilities on the mainland; in an effort to reduce vehicular trips onto the island and within the Town.

**MOBILITY Strategy 1.2.1.1:** Develop and adopt “Mobility Design Standards” that guide the internal design of new development and redevelopment.

**MOBILITY Strategy 1.2.1.2:** The Land Development Regulations shall include criteria, standards, methodologies and procedures to ensure that new development and redevelopment adheres to adopted “Mobility Design Standards”.

**MOBILITY Policy 1.2.2:** Maintain the integrity of travel corridors

**MOBILITY Strategy 1.2.2.1:** The Land Development Regulations shall establish a minimum right-of-way width of 100 feet for Gulf of Mexico Drive and provide criteria, standards, methodologies and procedures that ensure that minimum right-of-way width is preserved.

**MOBILITY Strategy 1.2.2.2:** The Land Development Regulations shall establish minimum right-of-way widths for collectors and local streets – both public and private - and provide criteria, standards, methodologies and procedures that ensure that minimum right-of-way widths are preserved.

**MOBILITY Policy 1.2.3:** Ensure that new development and redevelopment pays its proportionate share for the cost of mobility infrastructure.

**MOBILITY Strategy 1.2.3.1:** Collaborate with Sarasota County for the collection and allocation of “mobility fees”.

**MOBILITY Strategy 1.2.3.2:** Collaborate with Manatee County for the collection and allocation of mobility fees or other alternative “roadway impact fees” that address transportation mobility.

**MOBILITY Strategy 1.2.3.3:** Collaborate with FDOT for the collection and allocation of mobility fees or other alternative “roadway impact fees” that address transportation mobility on State and Strategic Intermodal Systems transportation facilities.

**MOBILITY OBJECTIVE 1.3: Apply the principles of “Complete Streets” and “Context Sensitive Design” while maintaining the capacity and functional integrity of travel corridors.**

**MOBILITY Policy 1.3.1:** Establish Mobility and Quality Levels of Service and/or minimum standards of service for all multi-modal components.

**MOBILITY Strategy 1.3.1.1:** Maintain the roadway – quality / Level of Service “D” defined as the cumulative vehicular capacity of Arterial roads – not on individual arterial segments.

**MOBILITY Strategy 1.3.1.2:** Maintain and improve pedestrian access along both sides of Gulf of Mexico drive and one side of collectors and arterials. Coordinate with FDOT to provide safe pedestrian crossings on Gulf of Mexico Drive.

**MOBILITY Strategy 1.3.1.3:** Coordinate with FDOT to maintain bicycle lanes on both sides of Gulf of Mexico Drive and to maintain a multi-use path on the east side of Gulf of Mexico Drive.

**MOBILITY Strategy 1.3.1.4:** Work to provide a multi-use path/sidewalk on the west side of Gulf of Mexico Drive.

**MOBILITY Strategy 1.3.1.5:** Coordinate with Sarasota County Area Transit and Manatee County Area Transit to maintain and improve mass transit functionality and accessibility.

**MOBILITY Policy 1.3.2:** Coordinate with FDOT to apply “complete street / context sensitive” design principles for the incremental improvement of Gulf of Mexico Drive.

**MOBILITY Strategy 1.3.2.1:** Guide both public and private investment, prepare and adopt design guidelines for the incremental improvement of Gulf of Mexico Drive.

**MOBILITY Strategy 1.3.2.2:** The Land Development Regulations shall include criteria, standards, methodologies and procedures for the application of established design principles to the improvement of Gulf of Mexico Drive.

**MOBILITY Strategy 1.3.2.3:** The Land Development Regulations shall require new development and redevelopment to provide the mobility infrastructure improvements on Gulf of Mexico Drive necessary (1) to directly serve the project and (2) to mitigate direct impacts.

**MOBILITY Policy 1.3.3:** Apply “complete street / context sensitive” design principles to the improvement and development of collector and local streets.

**MOBILITY Strategy 1.3.3.1:** Guide both public and private investment, prepare and adopt design guidelines for the improvement and development of collector and local corridors.

**MOBILITY Strategy 1.3.3.2:** The Land Development Regulations shall include criteria, standards, methodologies and procedures for the application of established design principles to the improvement and development of collector and local corridors.

**MOBILITY Strategy 1.3.3.3:** The Land Development Regulations shall require new development and redevelopment to provide the mobility

infrastructure improvements on collector and local streets necessary (1) to directly serve the project and (2) to mitigate direct impacts.

**MOBILITY Policy 1.3.4:** Direct investment in infrastructure to maintain Mobility Quality / Levels of Service and functional integrity of travel corridors.

**MOBILITY Strategy 1.3.4.1:** Periodically identify mobility infrastructure needs to correct deficiencies and meet future demands.

**MOBILITY Strategy 1.3.4.2:** Prioritize and program public expenditure through the Capital Improvements Program for the mobility infrastructure required to correct existing deficiencies and accommodate future needs.



**End of Agenda Item**