CONNECTED CITY

COMPREHENSIVE PLAN AMENDMENT

October 13, 2016 Draft

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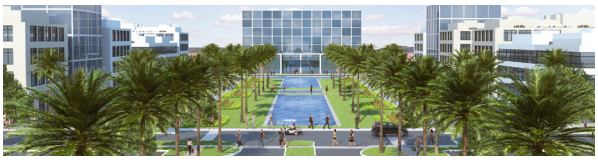

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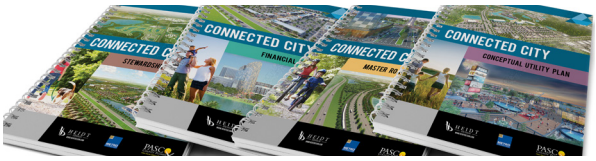


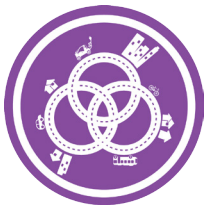
FLORIDA STATUTE 163.3246(14) INTENT ICON LEGEND

Facilitate the growth of high-technology industry / innovation through partnerships that support research, marketing, workforce, and entrepreneurship

Create quality communities of a design that promotes alternative transportation networks and travel by multiple transportation modes

Achieve a cleaner, healthier environment

Enhance the prospects for the creation of jobs



Limit urban sprawl by promoting diverse but interconnected communities

Provide a range of intergenerational housing types

Protect wildlife and natural areas

Assure the efficient use of land and other resources

CONNECTED CITY PLANNING PRINCIPLES ICON LEGEND

Promote the use of advanced technology for economic development and the improved quality-of-life for current and future residents, business owners, and workforce members

Put People First

Encourage flexibility and promote a mix of uses

Encourage alternative transportation modes for multiple travel options

Provide a built environment that targets new, expanding or relocating businesses

Promote a diversity of housing types in form and size

Create communities that support a healthy lifestyle

Create authentic social gathering spaces

Promote planning decisions that protect the natural environment

Create sustainable development patterns that allow efficient and flexible growth opportunities as the market and population change over time

Facilitate rapid permit approval to facilitate implementation of the vision

SECTION 1

INTRODUCTION

INTRODUCTION

FORMAT

While the following Connected City policy sections address the traditional element topics of the County's Comprehensive Plan, and outline the associated Policies and objectives, the format of this document differs from the previously established sections of the County Comprehensive Plan. Any applicable issue not specifically covered by this Chapter 14, will be subject to the requirements outlined elsewhere in the Comprehensive Plan, while meeting the intent of Florida Statute 163.3246(14).

This Introduction Section outlines the intent and planning principles associated with the Connected City Corridor Overlay (the "Overlay"). Each subsequent policy Section will list the specific related planning principles under which the respective policy is aligned. The individual Connected City policies will also address the associated Florida Statute Intent statement(s) that are being met by that policy, and any related planning principles that also apply. In addition, each policy will note "adjacent policies", or those policies that are related as discussed in other sections of this Chapter. This format will help to illustrate the interrelatedness of the many elements of creating a "connected city".

BACKGROUND

In April 2015, the Florida State Legislature passed Senate Bill 1216, establishing Pasco County as a pilot community for Connected City Comprehensive Plan Amendments, enacting Florida Statute 163.3246(14) (the "State Statute").

Connected City Planning Meeting *(Heidt Design)*

The area was certified for a 10-year pilot program on July 15, 2015 (DEO-15-102) (the State Statute together with such certification shall be referred to hereinafter as the "Pilot Program").

The State Statute seeks the establishment of the Connected City Corridors to facilitate the growth of high-technology industry and innovation through partnerships that support research, marketing, workforce, and entrepreneurship. The Pilot Program enables Pasco County to facilitate a locally-controlled comprehensive plan amendment process for projects that meet the outlined intent, as discussed below. It was found that the state's Connected City Corridors require a reduced level of state and regional oversight because of their high degree of urbanization and the planning capabilities and resources of the local government.

In accordance with §163.3246(14)(b) F.S., a Connected City Plan Amendment may be based upon a planning period longer than the generally

applicable planning period of the County's Comprehensive Plan and may include a phasing schedule that allocates a portion of the County's growth to the designated planning area through that planning period. The County may also designate a priority zone within the Connected City corridor for initial implementation of the plan. The Statute states that a plan amendment adopted under this subsection is not required to demonstrate need based upon projected population growth or on any other basis, although the Comprehensive Plan must specify the projected population within the planning area during the assigned planning period. It is estimated that at build-out the total population for the Connected City Corridor would be approximately 96,000 residents and an additional daily workforce population.

Connected City Planning Process *(Heidt Design)*

In accordance with §163.3246(14)(c) F.S., if Pasco County adopts a long-term transportation network plan and financial feasibility plan, and subject to compliance with the requirements of such a plan, the projects within the Connected City Corridor are deemed to have satisfied all concurrency and other state agency or local government transportation mitigation requirements except for site-specific access management requirements.

Section 163.3246(14)(a)2. F.S. creates the requirement of an annual or biennial monitoring report to the State land planning agency. DEO Order No. DEO-15-102 states that the County shall submit to DEO (or any successor agency) an annual monitoring report by July 14, 2016 and by July 14 of every year thereafter up to and including July 14, 2025, or a biennial monitoring report by July 14, 2017, and every other year thereafter up to and including July 14, 2025. The established monitoring process will be addressed in *Section 2 Monitoring and Measurements.*

On May 5, 2015, in recognition of the passage of the State Statute, the Pasco County Board of County Commissioners adopted Resolution No. 15-140. This Resolution supported the Connected City endeavor, stating that Pasco County places a priority on access to technology for its residents and business constituents, encourages entrepreneurship in the field of technology, and desires to facilitate high-wage jobs for its citizens. In addition, the Board found that the creation of the first Connected City in a greenfield development setting would allow for unique, long-range planning for advanced technology applications in public and private education, library services, health care, law enforcement, life safety and public safety, alternative transportation modes, recreation, and unknown numbers of other potential applications, the limits of which are established only by the human creativity and imagination. The Board adopted this resolution recognizing that both the economic and the personal quality-of-life can be substantially improved for the current and future residents, business owners, and workforce members of the County.

Promoting the Use of Technology in Schools *(Stock Image)*

Attracting High-Tech Industries *(Stock Image)*

The passage of the State Statute and County Resolution No. 15-140 offers Pasco County the opportunity to establish a unique public-private partnership with landowners and developers within Connected City in the Pilot Program that could be used as a model to ensure long-term development goals are met, to innovate land development regulations that incorporate performance and form-based codes, and encourage creative design solutions. The County will assist in establishing a "Stewardship District" structure that: allows for more localized control over the direction of growth; creates an expedited planning review process that may be implemented countywide if successful; seeks alternative ways to meet future needs using advanced new technologies; and uses alternative funding sources for services needed for an increasing population. The regulatory process will be redesigned to facilitate Service-Ready Site acreage within the Connected City Corridor to attract advanced technology employers, start-up companies, and other business entrepreneurs.

The creation and establishment of a specialized, dependent Connected City Stewardship District (the "Stewardship District") provides a more practical and efficient method to assist the County in the delivery of capital infrastructure, facilities, and services to accommodate future growth that will not overburden the County's General Fund of taxpayers outside of the Connected City boundary. A focused and locally-accountable management structure can better accommodate the more flexible land use and zoning process needed to: 1) encourage advanced technology applications and attract high tech industries to Connected City; 2) implement a unique blend of alternative transportation modes and related network within the Connected City; 3) ensure residential development of varied housing forms and types with easy access to technology and employment centers; 4) support the application of advanced technology to educational, health care, public safety, recreational, transportation and other public facilities and services; and 5) build in redevelopment and sustainability of the community and infrastructure to ensure long-term value.

The Stewardship District will require financing for its special management functions including but not limited to bondable, lienable and non–lienable revenue sources, with full and continuing public disclosure and accountability funded by landowners, both present and future, who wish to participate in developing the Connected City Corridor as well as funding by the users of new systems, facilities, and services provided to the land area by the district without unduly burdening the taxpayers and citizens of the State, County or any municipality therein.

The creation and establishment of the Stewardship District will promote local financial self-sufficiency by identifying and implementing fiscally-sound, innovative, and cost-effective techniques to provide and finance public facilities while encouraging development, use, and coordination of capital improvement plans by all levels of government.

Telehealth Example *(Stock Image)*

To implement this new governing structure, a Connected City Financial Plan (the "Financial Plan") shall be created that demonstrates that funding will be available for necessary infrastructure improvements (vehicular roadways, alternative transportation network facilities, schools, smart gigabit community infrastructure, innovation enterprise fund), before new entitlements are approved. Development can be completed in phases as funds are made available and allocated by the governing structure. Unless otherwise addressed in the Financial Plan, all standard impact fees will apply.

Alternative Transportation Example *(Stock Image)*

The Connected City will require an incremental implementation of the planned infrastructure improvements to support the long range vision. The most basic infrastructure must be founded on a common vision to implement the planned entitlements. Consequently a Master Roadway Plan as well as a Conceptual Utility Plan will be adopted to establish the overall blueprint for the installation of the primary infrastructure during the extended planning horizon.

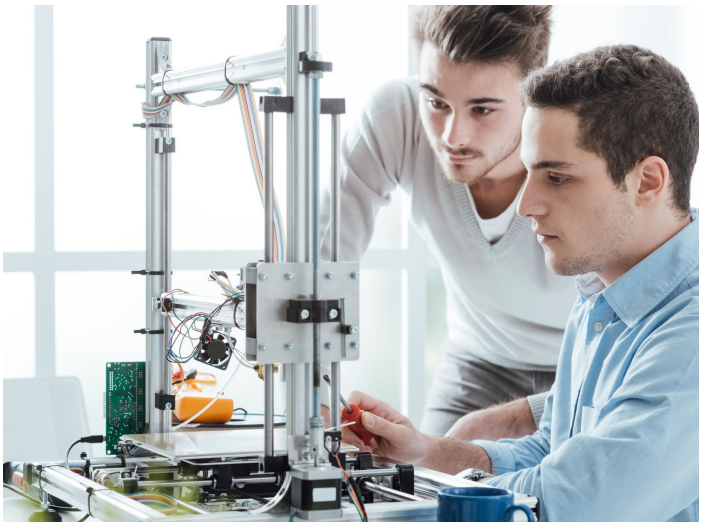
APPLICABILITY

The Pilot Program and the Overlay boundary are established in the Department of Economic Opportunity (DEO) Final Order No. DEO-15-102, and is shown in Exhibit CC1-1: Connected City Corridor Overlay Boundary (the "Overlay Boundary"). The Pilot Program itself includes the Overlay, these Connected City Comprehensive Plan goals, policies and objectives, special Connected City Land Development Code provisions, the Stewardship District and Stewardship Ordinance, the Financial Plan, the Master Roadway Plan, the Conceptual Utility Plan, and other ordinances, rules and regulations implementing the same that the County may adopt from time to time concerning the Pilot Program (collectively, the "Connected City Regulations"). All properties located within the Overlay Boundary are subject to their existing underlying Future Land Use (FLU) and Zoning Classification. A landowner within the Overlay Boundary may choose to be subject to all the benefits and requirements of the Connected City Regulations by the landowner, at its own initiative, taking any of the following actions to become an "CC-Entitled Property" as defined in the Stewardship Ordinance: (i) rezoning its property to the Connected City Master Planned Unit Development (CC-MPUD) zoning designation; (ii) seeking a transportation analysis exemption based upon the Connected City Regulations; or (iii) seeking a buildout extension based upon the Connected City Regulations.

Future Land Use Rendering *(Heidt Design)*

Notwithstanding any other provision of these Connected City Comprehensive Plan goals, policies and objectives, or any other provision of the Connected City Regulations, unless a landowner within the Overlay Boundary, by its own initiative, takes one of the steps to become a CC-Entitled Property as defined in the Stewardship Ordinance, such landowner may elect to seek entitlements for its property pursuant to the Countywide entitlement process in the

Comprehensive Plan and the Pasco County Land Development Code (not the entitlement process solely applicable to the Connected City Master Planned Unit Development (CC-MPUD) for those projects that voluntarily "opt in" to the Connected City and become subject to all the benefits and requirements of the Connected City Regulations), and, in such an event, neither such owner or its property shall be subject to or entitled to any of the benefits of the Connected City Regulations, nor will the same be subject to the Connected City mobility fee surcharges, impact fee surcharges, or other special fees, costs, assessments, impositions, taxes, bond obligations, right-of-way dedication requirements, or other regulations, rules, ordinances or obligations created by the Connected City Regulations, whether created now or in the future. In such an event, the Countywide Comprehensive Plan and Land Development Code regulations remain applicable to such a property, including without limitation any adopted Conceptual Utility Plan, the Countywide Highway Vision Plan Map and right-of-way preservation provisions of the Land Development Code.



Supporting Innovation Example *(Heidt Design)*

In addition, the Pasco County Board of County Commissioners reserves its inherent authority to (i) utilize any base impact or mobility fees collected from a non-CC Entitled Property in a manner consistent with the Connected City Financial Plan, and (ii) to impose upon non-CC Entitled Properties any fees, assessments or taxes that the County may lawfully impose under its general home rule or statutory powers apart from and without reliance upon the Connected City Regulations, in accordance with applicable state law and Land Development Code provisions apart from the Connected City Regulations. Notwithstanding any other provision of the Connected City Regulations, the County reserves the right to formally amend its Capital Improvements Plan, Highway Vision Map, Conceptual Utility Plan, Connected City Regulations, or other County Ordinances, Plans or Maps, pursuant to applicable law and its established procedural regulations.

VISION

The term "Connected City" can be defined in multiple ways. A city can be connected through its physical layout, its technological offerings, as well as its opportunities for social interaction, which often supports innovation and creativity (important factors for entrepreneurship and business start-ups). It is the goal of this Connected City Corridor to address each of those meanings.

There is an interrelatedness of the many components of a land planning system. The County cannot address the discussion of land use, transportation, the natural environment, and economic growth without recognizing the contributing effects of one on the other. There is no one right way to design these elements, however, the approach to their planning and design is determined by the intended result.

Start-up Business Example *(Stock Image)*

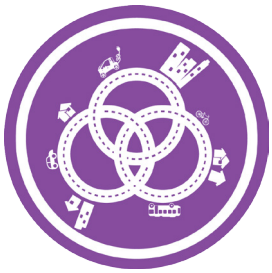
INTENT

The intent of the Connected City is set forth in §163.3246(14) F.S. under the Local government comprehensive planning certification program.

It is the intent to provide for a locally controlled comprehensive plan amendment process for such projects that are designed to:

Facilitate the growth of high-technology industry/ innovation through partnerships that support research, marketing, workforce, and entrepreneurship;

Achieve a cleaner, healthier environment;



Limit urban sprawl by promoting diverse but interconnected communities;

Provide a range of intergenerational housing types;

Protect wildlife and natural areas;

Assure the efficient use of land and other resources;

Create quality communities of a design that promotes alternative transportation networks and travel by multiple transportation modes;

Enhance the prospects for the creation of jobs

PLANNING PRINCIPLES

The approach to creating a "connected" city builds on the established intent. A holistic understanding of how land use, transportation, the natural environment, and economic growth interrelate is important to achieving a sustainable community. As such, the Connected City shall follow these principles:

Promote the use of advanced technology for economic development and the improved quality-of-life for current and future residents, business owners, and workforce members

The Connected City shall include the provision of infrastructure to support Gigabit Technology and encourage the utilization of other cutting edge technologies as they become available. While it is recognized that not all technologies of the future are known today, development approvals should seek to take advantage of the day's advanced technology. Criteria to evaluate development proposals should consider how this technology contributes to a thriving business environment and help to create jobs, as well as how technology can improve the residents' and workforce's daily experience.

Encourage Use of Technology *(Stock Image)*

Put People First

This principle recognizes that the built environment should focus on the needs of its primary users – People. The built environment should cater to people's movement (above that of the automobile), health and social needs, and live/work needs. Criteria to evaluate development proposals should consider what live, work and play opportunities are provided in the Connected City, and how they move between different uses throughout the day. In addition, criteria should address how People's quality-of-life needs are being met through design and technology.

Encourage flexibility and promote a mix of uses

Traditional "Euclidian" development patterns result in the separation of land uses and, as a result, increased vehicle trips, and/or vehicle miles travelled (VMT). Providing for a mix of uses that are proximate to each other (both horizontally and vertically) provides not only shorter vehicle trips, but opportunities for non-vehicle trips. Allowing for a mix of uses, thereby shortening distances between uses, and providing opportunities for pedestrian movement allows for additional non-auto-oriented trips, such as walking, biking, transit, etc.

Pedestrian Movement Between Uses Rendering *(Heidt Design)*

Encourage alternative transportation modes for multiple travel options

A Connected City ideally provides multiple movement opportunities for its residents and visitors. While the City will need to provide infrastructure to accommodate traditional automobile trips, the provision of other means of travel is necessary to address trips at shorter distances as part of a mixed-use community, as well as to minimize the impact of congestion on the roadways. The transportation infrastructure in Connected City should be provided for pedestrians, cyclists, transit, autonomous vehicles, and neighborhood vehicles.

Provide a built environment that targets new, expanding or relocating businesses

The County should encourage the provision of Service-Ready Site Acreage that attract high-tech companies and other employment generating industries. Site and building designs should take into account the potential for future growth and redevelopment that remains sensitive to established performance standards that address maximum allowable impacts.

Employment Generating Industries *(Stock Image)*

Promote a diversity of housing types in form and size

Providing a mix of housing types increases lifestyle and pricing options for residents. These varying housing opportunities help to address the needs of differing ages and income levels, from young adults, to families, to seniors.

Create communities that support a healthy lifestyle

A Connected City promotes a healthy lifestyle through planning decisions that support physical activity and movement, as well as access to fresh foods. The Connected City must provide infrastructure that supports Wellness as part of the daily routine. Wellness includes opportunities for and access to walking and biking to local commercial areas, parks and recreational uses, schools and civic institutions, fresh local grown produce, and clean water and air. Parks that provide physical space and associated public infrastructure to accommodate a range of passive and active physical activities should be part of these communities.

Create authentic social gathering spaces

Providing locations for social interaction is essential to creating vibrant communities. It is well-documented that social networking is a key factor in the success of innovation districts - compact, transit-accessible, technically-wired, mixed-use communities that promote innovative thought and economic development. These spaces can take form in parks, coffee houses, libraries and other civic spaces, farmers markets, community gardens, and so forth. A connected city must provide a series of social gathering opportunities by encouraging uses that attract people.

Community Farmers Market *(Stock Image)*

Promote planning decisions that protect the natural environment

Not only should development plans be sensitive to the County's natural resources and boundaries, but the County should encourage the use of low impact development techniques to address stormwater runoff and water quality. The County should also promote the use of renewable energy sources, and seek opportunities for development to include the use of solar, wind and other non-traditional energy sources. These methods help to address the long-term sustainability of the County's natural resources.

Planned Redevelopment Rendering *(Heidt Design)*

Create sustainable development patterns that allow efficient and flexible growth opportunities as the market and population change over time

Roadways, infrastructure, and land uses should be planned in a form that allows for efficient redevelopment that retains value over time. By allowing for mixed-use, vertical construction within an interconnected roadway system (thereby limiting urban sprawl), future development can rebuild within the existing infrastructure. This form of development results in a more efficient use of land that allows residents to "age-in-place" with various schooling, housing, recreation and workplace choices through their lifecycle.

Facilitate rapid permit approval to facilitate implementation of the vision

BCC Resolution No. 15-140 states the County's commitment to an expeditious review process, consistent with applicable requirements, to pursue a public-private partnership effort for the Connected City, seeking implementation at the earliest practical opportunity. The County shall adopt Land Development Code regulations as part of the Connected City corridor that outlines a rapid review process that continues to address all requirements of such development. This expedited process should be evaluated over time by the County to determine its efficiency and effectiveness, as well as its value for all potential development applications, not just those that are part of the Connected City.

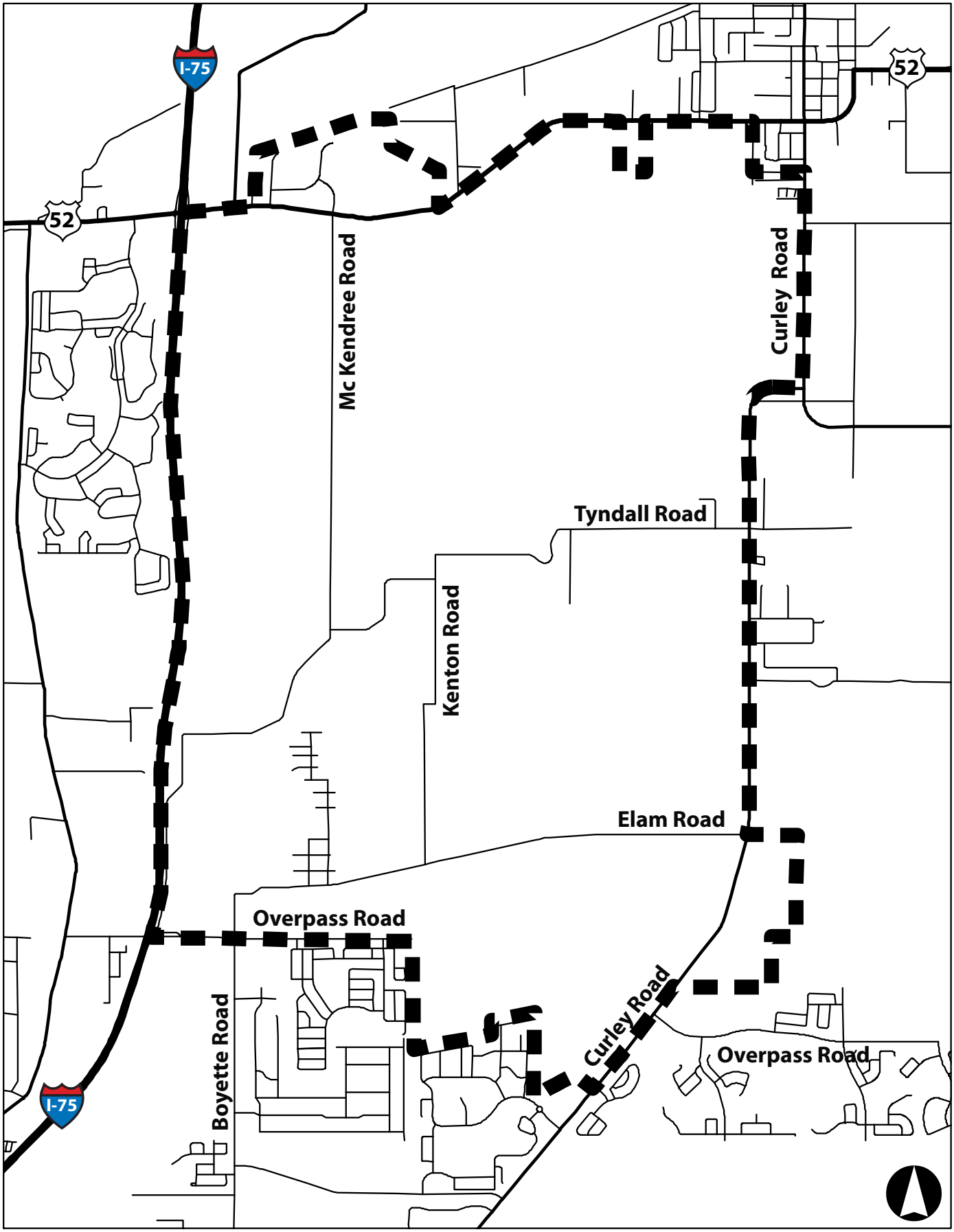
SUMMARY

As a pilot community, Pasco's Connected City Corridor must support development that addresses the primary intentions of the State Statute and the associated principles, while providing creative solutions that implement and take advantage of advanced technology, that improves the economic and the personal quality-of-life for the current and future residents, business owners, and workforce members of the County. The policies and objectives set forth in this Chapter seek to achieve an efficient development form that provides interconnected communities with workplaces, housing, transportation and social options for its users while remaining sensitive to the natural environment. The implementation of these policies should ultimately result in a technologically-advanced Connected City.

Table CC1-1 provides a quick summary of the interrelationship of the Connected City Policies and how they meet the defined intent of the Corridor.

Technologically-Advanced Connected City Rendering *(Heidt Design)*

EXHIBIT CC-1 CONNECTED CITY BOUNDARY MAP



1A - CONNECTED CITY 1-1 TABLE COMPREHENSIVE PLAN POLICY INTENT

POLICY	CC POLICY	ADJACENT POLICIES	"FLORIDA STATUTE INTENT §163.3246(14)"							
			Facilitate the growth of high-technology industry / innovation through partnerships that support research, marketing, workforce, and entrepreneurship	Achieve a cleaner, healthier environment	Limit Urban Sprawl by promoting diverse but interconnected communities	Provide a range of intergenerational housing types	Protect Wildlife and Natural Areas	Assure the efficient use of land and other resources	Create quality communities of a design that promotes alternative transportation networks and travel by multiple transportation modes	Enhance the prospects for the creation of jobs
(3) ECONOMIC DEVELOPMENT	ED3.1									✓
	ED3.2									✓
	ED3.3									✓
	ED3.4									✓
	ED3.5		✓							
	ED3.6		✓							
	ED3.7									✓
	ED3.8									✓
(4) LAND USE AND DESIGN	LUD4.1	TP 5.2; TP 5.3; NRC 6.5; PF 7.1; PF 7.6	✓							
	LUD4.2	TP 5.4; TP 5.8; TP 5.10			✓				✓	
	LUD4.3	TP 5.4; TP 5.8; TP 5.9; TP 5.10							✓	
	LUD4.4	TP 5.4; TP 5.5							✓	
	LUD4.5				✓			✓		✓
	LUD4.6	TP 5.7; PF 7.5			✓			✓	✓	✓
	LUD4.7	TP 5.7; PF 7.5; PF 7.9			✓			✓		
	LUD4.8				✓			✓		
	LUD4.9	TP 5.8; TP 5.10			✓			✓	✓	✓
	LUD4.10	TP 5.4; TP 5.8; TP 5.9; TP 5.10			✓				✓	
	LUD4.11		✓							
	LUD4.12.1	LUD 4.22; 4.23; 4.24; TP 5.16								✓
	LUD4.12.2									✓
	LUD4.13	TP 5.9				✓				
	LUD4.14	TP 5.9; TP 5.10				✓				
	LUD4.15					✓				
	LUD4.16	TP 5.15; NRC 6.2; PF 7.5; PF 7.8		✓			✓			
	LUD4.17	TP 5.15; NRC 6.2; NRC 6.3; PF 7.4; PF 7.5		✓			✓			
	LUD4.18			✓						
	LUD4.19	TP 5.4; TP 5.8; TP 5.10		✓	✓				✓	
	LUD4.20	PF 7.10; PF 7.11			✓					
	LUD4.21				✓					
	LUD4.22	TP 5.16						✓		
	LUD4.23	TP 5.16						✓		
	LUD4.24	TP 5.4; TP 5.16						✓	✓	
	LUD4.25		✓							
	LUD4.26				✓			✓		

1A - CONNECTED CITY 1-1 TABLE COMPREHENSIVE PLAN POLICY INTENT

POLICY	CC POLICY	ADJACENT POLICIES	"FLORIDA STATUTE INTENT §163.3246(14)"							
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(5) TRANSPORTATION	TP5.1			✓						
	TP5.2	LUD 4.1							✓	
	TP5.3	LUD 4.1							✓	
	TP5.4	LUD 4.2; LUD 4.3; LUD 4.4; LUD 4.10; LUD 4.18; PF 7.7; PF 7.11			✓				✓	
	TP5.5								✓	
	TP5.6								✓	
	TP5.7	LUD 4.7			✓			✓		
	TP5.8	LUD 4.2; LUD 4.3; LUD 4.9; LUD 4.10; LUD 4.18			✓				✓	
	TP5.9	LUD 4.3; LUD 4.10; LUD 4.12; LUD 4.13; PF 7.7; PF 7.11							✓	
	TP5.10	LUD 4.2; LUD 4.3; LUD 4.9; LUD 4.10; LUD 4.13; LUD 4.18; PF 7.7; PF 7.11							✓	
	TP5.11								✓	
	TP5.12							✓	✓	
	TP5.13				✓				✓	
	TP5.14							✓		
	TP5.15	LUD 4.15; LUD 4.16; NRC 6.2						✓		
	TP5.16	LUD 4.21; LUD 4.22			✓			✓		
(6) NATURAL RESOURCES AND CONSERVATION	NRC6.1			✓			✓			
	NRC6.2	LUD 4.15; LUD 4.16; TP 5.15; PF 7.4		✓			✓	✓		
	NRC6.3	LUD 4.16		✓			✓	✓		
	NRC6.4			✓			✓			
	NRC6.5	LUD 4.1		✓				✓		
	NRC6.6			✓						
	NRC6.7			✓						
	NRC6.8			✓						
	NRC6.9			✓						

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(7) PUBLIC FACILITIES	PF7.1	LUD 4.1								✓
	PF7.2			✓						
	PF7.3									
	PF7.4	LUD 4.16; NRC 6.2		✓						
	PF7.5	LUD 4.6; LUD 4.7; LUD 4.15; LUD 4.16		✓			✓			
	PF7.6	LUD 4.1								✓
	PF7.7	TP 5.4; TP 5.9; TP 5.10							✓	
	PF7.8	LUD 4.5; LUD 4.19						✓		
	PF7.9	LUD 4.6						✓		✓
	PF7.10	LUD 4.19			✓			✓		
	PF7.11	LUD 4.19; TP 5.9; TP 5.10							✓	
	PF7.12									

SECTION 2

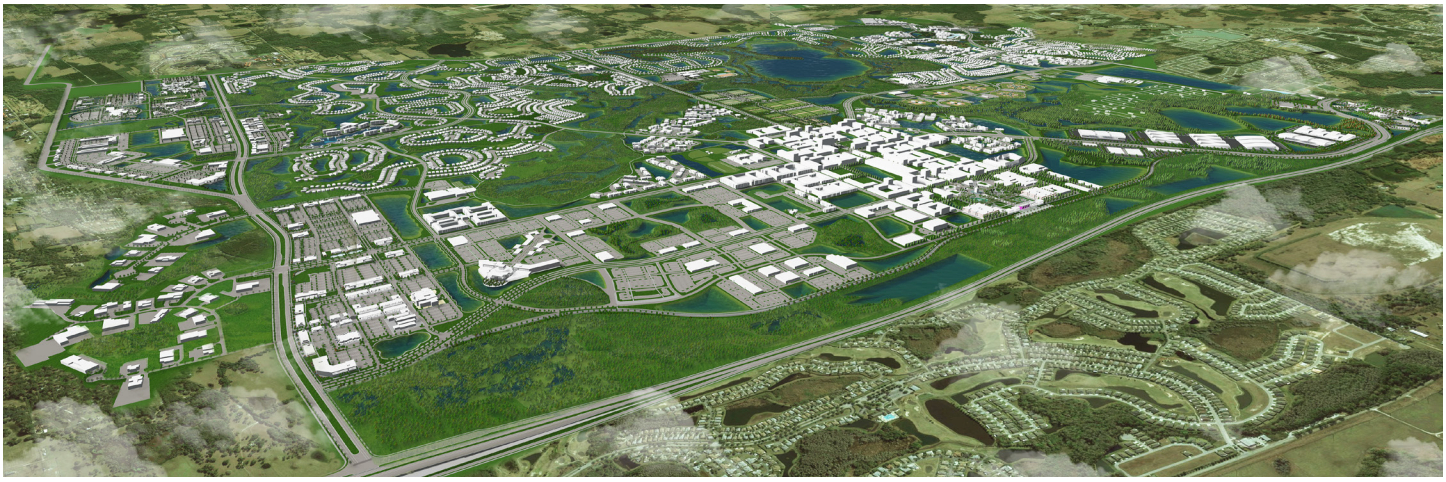
MONITORING & MEASUREMENTS

As a pilot program, the adoption of Pasco County's Connected City Corridor Overlay provides the County with an excellent opportunity to establish a model process by which the success of identified development outcomes can be assessed. It is the intent of the County to not only establish the appropriate measurements and methodologies for the Connected City, but to learn from and adapt them to future policies and regulations that could be adopted Countywide. As per Florida Statute 163.3246(14)(a), the County is required to provide an annual or biennial monitoring report to the State, assessing the success of the Connected City, which directly relates to achieving the determined intent of the Corridor. While the intent has been defined as part of the State Statute, it is the task of the County to determine those measurements that appropriately define and track success of the Connected City Corridor Overlay in order to meet that intent.

STATE STATUTE

On April 24, 2015, the State Statute establishing Pasco County as a pilot community for Connected City Comprehensive Plan Amendments was passed, enacting Florida Statute 163.3246(14). Section 163.3246(14)(a)2. F.S. creates the requirement of an annual or biennial monitoring report to the State land planning agency. DEO Order No. DEO-15-102 states that the County shall submit to DEO (or any successor agency) an annual monitoring report by July 14, 2016 and by July 14 of every year thereafter up to and including July 14, 2025, or a biennial monitoring report by July 14, 2017, and every other year thereafter up to and including July 14, 2025.

By December 1, 2024, the Office of Program Policy Analysis and Government Accountability (OPPAGA) is required to submit a report and recommendations for implementing a statewide program that addresses the legislative findings in this subsection to the Governor, the President of the Senate, and the Speaker of the House of Representatives. In consultation with the state



Connected City Corridor Overlay Rendering *(Heidt Design)*

land planning agency, OPPAGA is required to develop the report and recommendations with input from other state and regional agencies, local governments, and interest groups. OPPAGA is required to solicit citizen input in the potentially affected areas and consult with the affected local government and stakeholder groups. Additionally, OPPAGA shall review local and state actions and correspondence relating to the pilot program to identify issues of process and substance in recommending changes to the pilot program. At a minimum, the report and recommendations must include: 1) Identification of local governments other than the local government participating in the pilot program which should be certified. The report may also recommend that a local government is no longer appropriate for certification; and 2) Changes to the certification pilot program.

Monitoring Report Example *(Stock Image)*

MONITORING REPORT

In compliance with 163.3246(14)(a)2. F.S., Pasco County will be providing the State land planning agency with a biennial monitoring report. The first such report will be submitted by July 14, 2017, with subsequent reports to be provided every other year thereafter, up to and including July 14, 2025. The County's report will track the progress for achieving the established development goals as outlined in the defined measurements.

MEASUREMENTS

Measurements for the Connected City Pilot program have been established to track the progress in successfully meeting the intent of the Connected City Corridor Overlay as outlined in the State Statute and the associated planning strategies that aim to achieve that intent. The measurements that feed the State-required monitoring report will be embedded in the Connected City Comprehensive Plan policies, as well as the associated Land Development Code standards, implementing these policies. A summary of these measurements can be seen in Table CC2-1, which illustrates how the measurements align with the defined intent statements and planning principles.

It should be noted that it is important to have consistency and time to truly have value in the measures; however, the County may find it necessary to amend the identified measures based on emerging trends, technologies, and best practices. When considering amendments to identified measures, significant weight shall be given to need for additional time in determining the significance of the subject measure.

Measurement Icon

2A - CONNECTED CITY 2-1 TABLE MEASURES SUMMARY

SECTION	MEASURE	PLANNING PRINCIPLE	"FLORIDA STATUTE INTENT §163.3246(14)"						
			Cleaner/healthier environment	Limit Urban Sprawl / Diverse but Interconnected Communities	Range of Intergenerational Housing Types	Protect Wildlife / Natural Areas	Efficient Use of Land / Resources	Quality Communities w_Alternative Transportation Networks / Modes	Creation of Jobs
ECONOMIC DEVELOPMENT	Jobs created through the County's Job Creation Incentives Program (JCI)	• Advanced Technology for Economic Development and Improved Quality-of-Life							✓
LAND USE AND DESIGN	Average distance b/w use types (See subcategories below)								
	Average distance b/w residential use and employment	• Put People First • Flexibility / Mix of Uses • Transportation Modes for Multiple Travel Options • Healthy Lifestyle • Sustainable Development Patterns	✓	✓					
	Average distance b/w residential use and commercial	• Flexibility / Mix of Uses • Transportation Modes for Multiple Travel Options • Healthy Lifestyle	✓	✓			✓		
	Average distance b/w residential use and recreation/civic uses	• Flexibility / Mix of Uses • Transportation Modes for Multiple Travel Options • Healthy Lifestyle	✓	✓			✓		
	Average distance b/w residential use and identified social gathering space	• Authentic Social Gathering Spaces		✓			✓		
	Average distance b/w employment use and identified social gathering space	• Authentic Social Gathering Spaces		✓	✓				
	Service-Ready Site Acreage	• Flexibility/Mix of Uses			✓				✓
TRANSPORTATION	Alternative Transportation Vision Plan Network trip count	• Put People First • Communities that Support a Healthy Lifestyle • Transportation Modes for Multiple Travel Options		✓				✓	
	Modal split percentage w/in alternative transportation network	• Encourage Transportation Modes for Multiple Travel Options		✓				✓	
	Internal roadway network trip count	• Built Environment that Targets New, Expanding, Relocating Businesses • Transportation Modes for Multiple Travel Options						✓	
	Internal roadway network vehicle / capacity ratio	• Built Environment that Targets New, Expanding, Relocating Businesses • Transportation Modes for Multiple Travel Options						✓	
	External roadway network trip count	• Built Environment that Targets New, Expanding, Relocating Businesses • Transportation Modes for Multiple Travel Options					✓		
NATURAL RESOURCES AND CONSERVATION	"Water quality differential b/w lid and non-lid techniques (primarily focusing on nitrogen levels)"	• Protect the Natural Environment	✓			✓	✓		
	Annual average daily water consumption per ERU	• Protect the Natural Environment	✓			✓			
	Annual average daily energy usage per ERU	• Protect the Natural Environment	✓						
	Average annual solid waste to WTE from CC as PDC per ERU	• Protect the Natural Environment	✓						

SECTION 3

ECONOMIC DEVELOPMENT

INTRODUCTION

Through this comprehensive plan section, the adopted Pasco County Economic Development Plan, and the Board of County Commissioner's Strategic Plan, the County has created policies to support and accommodate projected target industry economic development activities while serving the public interest. The County has a key role in guiding land use and infrastructure which supports economic development including transportation, water and sewer, telecommunications, environmental conservation, education, target industry investment incentives, and coordination of economic development efforts.

The Economic Development Section is intended to establish a link with virtually all aspects of community life, and recognize that economic development is an essential component of a sustainable community. It seeks to support new growth opportunities within the community while balancing the needs of its citizens, its unique character, and its cultural, historical, and environmental resources. This section provides for an articulated and shared vision of where the County wants to go and what things residents and businesses value. It is about working together for a stronger economy by creating and retaining full-time target industry jobs, which provide a better standard of living for individuals.

This Section is intended to serve as a broad decision-making guide to direct the physical planning, programming, infrastructure, and financial resources to support economic development efforts. The defined Goal and associated policies established within this Section reflect the County's concerns regarding Economic Development: that continued diversification of the economy is needed; that the County should provide incentives to entice and retain primary and targeted industries to the area; that land should be allocated for economic growth; and that appropriate infrastructure should be available for economic growth.

The Economic Development Section contains a single Goal and multiple policies. These policies supplement Pasco County's adopted Comprehensive Plan policies, as amended and address the Connected City intent as set forth in the Florida Statute 163.3246(14).

Economic Growth Rendering *(Heidt Design)*

THE GOAL

Promote and maintain sustainable and diversified economic growth, increased primary and target industry (consistent with the adopted Pasco County Economic Development Plan) per employment and infrastructure investment opportunities, while protecting quality-of-life and environmental sustainability to ensure competitiveness in today's economy.

INTENT

The intent of the Connected City is set forth in §163.3246(14) F.S. under the Local government comprehensive planning certification program, and in County Resolution No. 15-140, establishing the Connected City as an advanced technology corridor.

Meeting the Florida Statute intent, the Economic Development Section policies facilitate the growth of high-technology industry and innovation through partnerships that support research, marketing, workforce, and entrepreneurship to enhance the prospects for the creation of primary and target industry jobs.

The County Resolution was adopted with the additional intent to:

- Expedite the creation of the first "Connected City" in the United States, in which access to advanced technology is the catalyst for economic development and entrepreneurship;
- Place a priority on access to technology for its residents and business constituents, encourages entrepreneurship in the field of technology, and desires to facilitate high-wage jobs for its citizens;
- Allow for unique, long-range planning for advanced technology applications in public and private education, library services, health care, law enforcement, life safety and public safety, alternative transportation modes, recreation, and unknown numbers of other potential applications, the limits of which are established only by the human creativity and imagination; and
- Substantially improve the economic and personal quality of life for the current and future residents, business owners, and workforce members of our County.

In addition to meeting the intent outlined in §163.3246(14) F.S. and County Resolution 12-140, all the policies contained within the Economic Development Section are structured to promote the following Connected City's planning principles:

- Promote the use of advanced technology for economic development and the improved quality-of-life for current and future residents, business owners, and workforce members;
- Put People First;
- Encourage flexibility and promote a mix of uses;
- Provide a built environment that targets new, expanding or relocating businesses;
- Facilitate rapid permit approval to facilitate implementation of the vision.

The overarching Economic Development Section outlines the County's existing policies to:

- Establish a coordinated partnership approach to lead economic development strategies;
- Attract targeted industries/businesses and support expansion of existing targeted industries/businesses;
- Encourage the development of Service-Ready Site Acreage through leveraged opportunities;
- Explore and maximize leveraged budgetary resources and incentives; and
- Facilitate the establishment of training and educational partnership opportunities to support a qualified workforce.

High-Technology Industries Example *(Stock Image)*

POLICIES

PROMOTE THE USE OF ADVANCED TECHNOLOGY FOR ECONOMIC DEVELOPMENT AND THE IMPROVED QUALITY-OF-LIFE FOR CURRENT AND FUTURE RESIDENTS, BUSINESS OWNERS, AND WORKFORCE MEMBERS

POLICY ED 3.1.

Pasco County shall support programs designed to ensure the availability of infrastructure needed for advanced telecommunications and high technology, primary and target industry opportunities

Technology-based business is only as effective as the infrastructure that supports its generation and growth. Pasco County is committed to planning decisions and the creation of programs that allow for the construction and evolution of necessary infrastructure.

F.S. Intent:

Enhance the prospects for the creation of jobs

Related Planning Principle:

Provide a built environment that targets new, expanding, or relocating businesses

Promote Marketing for Attracting Target Industries Example *(Stock Image)*

POLICY ED 3.2.

Pasco County will encourage partnerships for advertising, promotional activities, and other direct marketing techniques to attract new technology-based primary and target industries

The success of creating target and primary industry employment opportunities in Pasco County is dependent upon awareness of not only local employment resources, but that of non-local business investment. Promotion of the area and the availability of advanced technology in the Connected City Corridor are pivotal to this effort and should be undertaken through a public/private marketing partnership approach.

F.S. Intent:

Enhance the prospects for the creation of jobs

Expanding New Industries *(Stock Image)*

POLICY ED 3.3.

Pasco County shall promote and encourage the recruitment of new primary and target industries as well as the expansion and retention of existing primary and target industries which export their goods or services outside Pasco County (local economy) and help to diversify the County's economic base

The County shall establish marketing and recruitment techniques, as well as potential incentives that would attract new, relocating, or expanding primary and target industries to the Connected City Corridor. Incentives may include such things as the allowance of creative financing of projects, or the construction of Class A buildings, parking garages, or Service-Ready Sites for such businesses.

F.S. Intent:

Enhance the prospects for the creation of jobs

Related Planning Principle:

Provide a built environment that targets new, expanding, or relocating businesses

Adjacent Policy: LUD 4.12

Diversify Industry Types *(Stock Image)*

POLICY ED 3.4.

Pasco County will encourage active development and implementation of programs that promote a diversified economy through the following: intergovernmental/agency collaboration, attraction and retention of targeted businesses and primary industries, creation of public/private partnerships, and the education of the community on the value of economic development

There are multiple factors that support a diversified economy, including a multidisciplinary effort with a unified goal; investment in a unique infrastructure that supports opportunities for growth (such as, advanced technology); and an educated business community and workforce. The County shall encourage programs that achieve those partnerships and investments that support a diversified economy.

F.S. Intent:

Enhance the prospects for the creation of jobs

POLICY ED 3.5.

In partnerships with CareerSource, Pasco County Schools, local universities and training centers, local target industries, and other agencies, the County shall develop a strategy to support training for and retain a qualified workforce for targeted industries and to better prepare its local students for future careers relating to employment within its identified target industries and businesses

Training opportunities, especially those that take advantage of the available advanced technology, shall be established for business and technology market trends. These opportunities should constantly be evolving with market trends so Pasco County's workforce is prepared for emerging businesses.

F.S Intent:

Facilitate the growth of high-technology industry/innovation through partnerships that support research, marketing, workforce, and entrepreneurship

Related Planning Principle:

Promote the use of advanced technology for economic development and the improved quality-of-life for current and future residents, business owners, and workforce members

Put People First

Support Training for Future Careers Example *(Stock Image)*

POLICY ED 3.6.

Pasco County will initiate efforts and support the efforts of other agencies and the development community to obtain state and federal grant monies and other financing opportunities designed to assist local economic development initiatives to increase target industry employment opportunities.

Optimizing funding opportunities through partnerships with the development community will encourage primary and target industries to locate and expand in the Connected City Corridor. Special attention should be paid to those grants and alternative financing options that may support technology-based businesses.

F.S Intent:

Facilitate the growth of high-technology industry/innovation through partnerships that support research, marketing, workforce, and entrepreneurship

Related Planning Principle:

Promote the use of advanced technology for economic development and the improved quality-of-life for current and future residents, business owners, and workforce members

Generating Employment Opportunities *(Stock Image)*

POLICY ED 3.7.

Pasco County will incentivize primary and target industries generating a minimum of 10 new full time jobs according to Ordinance 10-08, the Job Creation Incentive Ordinance.

MEASURE:

Jobs Created through the County's Job Creation Incentives Program (JCI)

BASELINE:

2.8% Annual Growth Rate

GOAL:

5.0% Annual Growth Rate

One of the key intents of the County Resolution adopting the Connected City Special Planning Area was the facilitation of high-wage jobs for its citizens. Steps shall be taken to encourage the primary and target industry employment-generating opportunities for primary and target industries that create a minimum of 10 new full time positions as tracked by the Connected City Management Committee.

F.S. Intent:

Enhance the prospects for the creation of jobs

Related Planning Principle:

Promote the use of advanced technology for economic development and the improved quality-of-life for current and future residents, business owners, and workforce members

Expanding Businesses Example *(Stock Image)*

PROVIDE A BUILT ENVIRONMENT THAT TARGETS NEW, EXPANDING OR RELOCATING BUSINESSES

❯ POLICY ED 3.8.

Pasco County shall encourage the use of innovative methods of financing for infrastructure and shell Class A buildings that have LEED (or similar) certification, while leveraging resources wherever possible to create job ready and pad ready sites

Creation of job and pad ready sites in the Connected City Corridor will enable primary and target industries location options that are available on an expedited timeline for their needs. Job-ready sites should include Class A shell buildings, both for office users and industrial users alike. Pad-ready sites are sites that have been prepared and meet industry standards for basic site development. Both Job- and Pad-Ready sites have the necessary infrastructure and a majority of the permitting completed. LEED (or similar) certification levels for those sites meet the needs of an innovative and eco-friendly market for long-term sustainability of the County.

F.S. Intent:

Enhance the prospects for the creation of jobs

Related Planning Principle:

Promote planning decisions that protect the natural environment

Pad-ready Sites Example *(Stock Image)*

SECTION 4

LAND USE & DESIGN

INTRODUCTION

Land use plays a critical role in maximizing the benefits of land, increasing resource efficiency, and supporting alternative modes of transportation (including the feasibility of mass transit – or the movement of large numbers of people). Design shapes the form and function and dictates how people experience the built and natural environment. It not only creates an environment that is attractive to residents and businesses, but also protects and enhances natural resources, successfully integrating them into the built environment. Good design creates neighborhoods and places that are vibrant and accessible to people of all ages and backgrounds. These policies intend to create a high-quality built environment that maximize the advantages of Gigabit Technology and create an efficient and innovative development pattern that is necessary to successfully attract tech savvy companies and entrepreneurs.

Land Use Illustrative Rendering *(Heidt Design)*

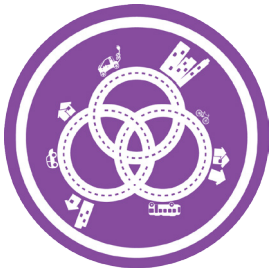
The framework of the Land Use and Design Section includes three main parts: the main intent of the Land Use and Design policies; general policies applicable to the entire Connected City Corridor Overlay; and an outline for the Connected City Special Planning Area (SPA) Zones. The policies outlined in this section supplement Pasco County's adopted Comprehensive Plan policies, as amended and address the Connected City intent as set forth in the Florida Statute 163.3246(14).

Maximizing the Benefits of the Land Example Rendering *(Heidt Design)*

INTENT

The policies provided in the Land Use and Design Section address each of the State Statute intent statements in some way, and convey the Connected City's intent to:

Achieve a cleaner, healthier environment;



Limit urban sprawl by promoting diverse but interconnected communities;

Provide a range of intergenerational housing types;

Protect wildlife and natural areas;

Assure the efficient use of land and other resources;

Create quality communities of a design that promotes alternative transportation networks and travel by multiple transportation modes;

Enhance the prospects for the creation of jobs

POLICIES

GENERAL LAND USE AND DESIGN POLICIES

PROMOTE THE USE OF ADVANCED TECHNOLOGY FOR ECONOMIC DEVELOPMENT AND THE IMPROVED QUALITY OF LIFE FOR CURRENT AND FUTURE RESIDENTS, BUSINESS OWNERS, AND WORKFORCE MEMBERS

❯ POLICY LUD 4.1.

The Connected City Overlay shall promote and adapt to utilize creative ways to take advantage of advanced technology, such as Gigabit Technology and associated advancements

Free Wi-Fi shall be made available in all public areas (e.g., parks, libraries, schools, etc.). Amenities that support community and neighborhood information systems should be provided throughout the Connected City, such as kiosks that have charging stations and community information including community maps, community events, nearby destinations, etc. In addition, the built environment within Connected City should demonstrate the application of advanced technology that reduces energy consumption for new development, increases opportunities for the use of renewable energy sources, recycles waste and reduces life cycle costs.

Infrastructure that supports connected vehicles, autonomous vehicles, and transit systems where the vehicle "communicates" with the infrastructure, is encouraged to take advantage of advanced technology.

F.S. Intent:

Facilitate the growth of high-technology industry and innovation through partnerships that support research, marketing, workforce, and entrepreneurship

Related Planning Principle:

Put People First

Provide a built environment that targets new, expanding or relocating businesses

Adjacent Policy: TP 5.2, TP 5.3, NRC 6.5; PF 7.1 and PF 7.6

Well-interconnected Road and Sidewalk Network Example *(Stock Image)*

PUT PEOPLE FIRST

❯ POLICY LUD 4.2.

Incorporate a well-interconnected road and sidewalk network, with a walkable block size in the Urban Core, and throughout the Connected City Corridor Overlay where practical, to ensure that land uses and amenities are easily accessible by pedestrians, cyclists, and neighborhood vehicles

People are the primary users of a built environment and walking is a significant mode through which they experience it. A built environment that prioritizes the needs of a pedestrian enables seniors, children, the disabled, and other people with limited mobility options to access much needed resources. Design of a built environment plays a critical role in how different land uses are accessed by pedestrians. This policy addresses the design aspects that are integral to ensuring that uses and services are accessible to pedestrians, bicyclists, and neighborhood vehicles.

F.S. Intent:

Limit urban sprawl by promoting diverse but interconnected communities

Create quality communities of a design that promotes alternative transportation networks and travel by multiple transportation modes

Related Planning Principle:

Encourage alternative transportation modes for multiple travel options

Create communities that support a healthy lifestyle

Adjacent Policy: TP 5.4, TP 5.8 and TP 5.10

❯ POLICY LUD 4.3.

Incorporate the location of public spaces, transit stops, and other public services with pedestrian, bicycle, and neighborhood vehicle networks (Alternative Transportation Network) to create, safe and convenient access to these resources

Provision of pedestrian, bicycle, and neighborhood vehicle networks and infrastructure made up of multiuse lanes, multiuse paths and multiuse trails alone are not sufficient to ensure that they serve the users' needs. Location of appropriate land uses that serve each of these users' destinations should be coordinated with the location of appropriate infrastructure, amenities, and networks to ensure that they provide each user with multiple options, convenient access and connectivity. This policy addresses the key design attributes that determine the ease and comfort of the pedestrian, the cyclist, and the neighborhood vehicle driver in accessing different destinations.

F.S. Intent:

Create quality communities of a design that promotes alternative transportation networks and travel by multiple transportation modes

Related Planning Principle:

Encourage alternative transportation modes for multiple travel options

Create communities that support a healthy lifestyle

Adjacent Policies: TP 5.4, TP 5.8, TP 5.9 and TP 5.10

Alternative Transportation Options Example *(Heidt Design)*

Public Art Example *(Heidt Design)*

❯ POLICY LUD 4.4.

Encourage a mix of land uses, building and site design, landscaping elements, and public art elements that frame and activate streets and public spaces, establish a human scale and ensure a safe, attractive pedestrian oriented environment which supports all users

Land use and design are critical factors that determine whether a pedestrian will feel comfortable or safe in the public realm. Aspects such as the building massing, design of street frontages, sidewalks, and the orientation and treatment of surface parking can create the right enclosure and human scale that makes a pedestrian safe and comfortable. The location of appropriate uses along complete streets and the design of the street facades and amenities ensure that pedestrians are actively engaged and enjoy the experience of walking.

F.S. Intent:

Create quality communities of a design that promotes alternative transportation networks and travel by multiple transportation modes

Related Planning Principle:

Encourage alternative transportation modes for multiple travel options

Adjacent Policies: TP 5.4 and TP 5.5

ENCOURAGE FLEXIBILITY AND PROMOTE A MIX OF USES

❯ POLICY LUD 4.5.
Establish performance-based zoning for the Connected City Corridor Overlay

As a pilot program for "Smart Gigabit Community", the development practices within the Connected City should be creative and innovative in nature. The zoning requirements associated with the Connected City should reflect that desired creativity and innovation required to attract target industries, tech-savvy companies, and technology-driven entrepreneurship. As such, the County shall adopt a Land Development Code by 2018 that is unique to the Connected City Overlay and utilizes performance-based regulations, focusing on the potential impacts of development.

In addition, Connected City zoning requirements should consider how/where new techniques can be implemented, such as form-based zoning, so development can find creative solutions for vibrant and attractive places. A performance-based zoning shall directly tie the planning and design of the built environment to tangible development outcomes such as an increase in employment opportunities, and the number of connected homes and community amenities. It shall provide efficient and flexible land use configurations that maximize growth opportunities, in response to market and population change as well as the advancements in Gigabit Technology. In addition, in the long run, performance-based zoning shall provide the flexibility needed for infill opportunities and support Connected City's intent to address "infrastructure planning for redevelopment."

The Connected City Corridor Overlay Land Development Code shall reflect the established Comprehensive Plan policies and associated intent and planning principles.

F.S. Intent:

Enhance the prospects for the creation of jobs

Limit urban sprawl by promoting diverse but interconnected communities

Assure the efficient use of land and other resources

Related Planning Principle:

Create sustainable development patterns that allow efficient and flexible growth opportunities as the market and population change over time

Provide a built environment that targets new, expanding or relocating businesses

Mixed Use Rendering *(Heidt Design)*

❯ POLICY LUD 4.6.
Provide mixed-use areas within all Connected City Special Planning Area (SPA) Zones

Mixed-use development offers multiple benefits. It utilizes land more efficiently, provides greater economic value per acre, has lower costs for public services, and could support public transit feasibility. Mixed-use development expands housing opportunities for people of different income and age groups. The associated policies in this Section are aimed at capturing the benefits of a compact and mixed-use development within the Connected City. These policies help in achieving multiple goals of the Connected City, such as limiting sprawl; minimizing the need for vehicular trips; providing a variety of housing and employment options; providing authentic social gathering spaces; and attaining a cleaner environment by reducing auto emissions. Depending upon the needs of specific uses, colocation can minimize the need for excessive parking spaces, and can take advantage of shared parking and reduced parking requirements, thereby potentially reducing the need for paved areas and land disturbance.

F.S. Intent:

Limit urban sprawl by promoting diverse but interconnected communities

Create quality communities of a design that promotes alternative transportation networks and travel by multiple transportation modes

Assure the efficient use of land and other resources

Enhance the prospects for the creation of jobs

Related Planning Principle:

Promote a diversity of housing types

Promote planning decisions that protect the natural environment

Adjacent Policy: TP 5.7 and PF 7.5

Colocating Cafes and Offices Rendering *(Heidt Design)*

❯ POLICY LUD 4.7.

Wherever practical, encourage the colocation of uses that complement one another and maximize the social, economic, and environmental value

Colocating complementary uses provides a community with a benefit that is greater than providing the same service or use separately. For example, colocating parks and schools/civic uses, cafes and offices, or home-based occupations, can help achieve better utilization of the provided resource, as well as enhance the user experience.

F.S. Intent:

Limit urban sprawl by promoting diverse but interconnected communities

Assure the efficient use of land and other resources

Related Planning Principle:

Promote planning decisions that protect the natural environment

Adjacent Policies: TP 5.7, PF 7.5 and PF 7.9

Encourage Mix of Uses *(Stock Image)*

❯ POLICY LUD 4.8.

Encourage the beneficial mix of uses at a scale that is compatible in form and character to the surrounding neighborhoods or the immediate context

MEASURE:

Percentage of Development Acreage Within Proximity of Multiple Use Types (See Table CC2-1)

BASELINE:

TBD by 2020 percentage development area within each SPA Zone that is within ¼-mile of at least three different use types

TBD by 2020 percentage development area within each SPA Zone that is within ½-mile of at least four different use types

TBD by 2020 percentage development area within eachSPA Zone that is within 1 mile of at least five different use types

GOAL:

20% of the development area within each SPA Zone that is within ¼-mile of at least three different use types

35% of the development area within each SPA Zone that is within ½-mile of at least four different use types

70% of the development area shall be within each SPA Zone that is within 1 mile of at least five different use types

Mixed-use areas play an important role of increasing access to needed resources and services within close proximity. Keeping this in mind, an appropriate mix of uses that complements the needs of the surrounding population whether it be residents, employees, businesses, or institutions is important.

Mixed-use areas introduce a variety of uses and activities in otherwise predominantly single-use districts. Their location, orientation and design should complement the character and function of a district and add both economic and aesthetic value to its surroundings.

The speed of travel (travel time) affects the traveler's perception of distance between different use types. Travelers using the numerous modes of travel offered within the Connected City (vehicular roadway network and alternative transportation network) will enjoy more numerous choices of destinations in the same travel time.

F.S. Intent:

Limit urban sprawl by promoting diverse but interconnected communities

Assure the efficient use of land and other resources

Related Planning Principle:

Put People First

Balance of Retail in Residential Area Rendering *(Heidt Design)*

❯ POLICY LUD 4.9.

Mixed-use development within predominantly residential areas shall include a balanced mix of local-serving retail, healthcare, a variety of housing types, public services, or other similar uses

Mixed-use areas provide opportunities for "local" jobs, and if appropriately placed and designed, are more responsive to the needs of seniors, youths, the disabled, and other people who prefer not to drive. This policy intends to meet these needs.

Mixed-use areas within the Connected City's neighborhoods shall allow for multiple transportation options and provide access to basic amenities and public services within close walking and biking distances, and be accessible along the Alternative Transportation Vision Plan network with Neighborhood Vehicles. These mixed-use areas shall be appropriately placed within walkable distances from residences and shall have convenient access from the Alternative Transportation Vision Plan network, with safe pedestrian and bicycle access. These areas shall be easily accessible by people of different mobility levels. In addition, the form and scale of these mixed-use areas shall be compatible with that of the surrounding neighborhoods.

F.S. Intent:

Limit urban sprawl by promoting diverse but interconnected communities

Create quality communities of a design that promotes alternative transportation networks and travel by multiple transportation modes

Assure the efficient use of land and other resources

Enhance the prospects for the creation of jobs

Related Planning Principle:

Put People First

Encourage Alternative Transportation Modes for Multiple Travel Options

Adjacent Policy: TP 5.8 and TP 5.10

Viability of Mass Transit *(Stock Image)*

ENCOURAGE ALTERNATIVE TRANSPORTATION MODES FOR MULTIPLE TRAVEL OPTIONS

❯ POLICY LUD 4.10.

Ensure that the critical aspects of the Connected City development pattern such as the mix of uses, density, intensity, as well as the scale and design of the public realm shall support multiple modes of transportation, and can enable the viability of mass transit, and on-demand mobility systems in appropriate locations

The relative location of different uses and the design of spaces play critical roles in how people travel and access resources. The location and proximity of different uses and design of the networks connecting these uses facilitate multiple mobility options and determine the ease, comfort, and safety experienced by the users of the space. They also play critical roles in ensuring the financial feasibility of alternate transportation modes, such as mass transit.

F.S. Intent:

Limit urban sprawl by promoting diverse but interconnected communities

Create quality communities of a design that promotes alternative transportation networks and travel by multiple transportation modes

Related Planning Principle:

Encourage Alternative Transportation Modes for Multiple Travel Options

Adjacent Policy: TP 5.4, TP 5.8, TP 5.9 and TP 5.10

Business Core Zone Rendering *(Heidt Design)*

PROVIDE A BUILT ENVIRONMENT THAT TARGETS NEW, EXPANDING OR RELOCATING BUSINESSES

❯ POLICY LUD 4.11.

Allow for business/employment opportunities in all Connected City Special Planning Area Zones

The availability of advanced technology within the Connected City will provide more opportunities for technology-based businesses to generate and grow. The land use options and the design of the built environment will be critical for attracting business incubators and new industries as well as for supporting the opportunities for home-based businesses. To meet these needs, the Connected City shall provide compatible non-residential uses

in all Special Planning Area Zones. All residential uses shall be permitted to have home occupations in accordance with adopted Land Development Code requirements that address potential impacts.

F.S. Intent:

Facilitate the growth of high-technology industry and innovation through partnerships that support research, marketing, workforce, and entrepreneurship

Related Planning Principle:

Put People First

Provide a built environment that targets new, expanding or relocating businesses

Non-Residential Uses Example *(Stock Image)*

POLICY LUD 4.12.1

Pasco County shall encourage and monitor the development of key infrastructure to create "Service-Ready Site Acreage" to facilitate Non-Residential Employment Uses for Economic Development.

MEASURE:

Non-Residential Employment Use entitlements reserved for development on upland parcels of land meeting the criteria for basic site development of Service-Ready Site Acreage

BASELINE:

7,199,000 square feet of Non-Residential Employment Use entitlements reserved for development on Service-Ready Site Acreage by 2065

GOAL:

TBD by 2025

The facilitation of economic development requires the availability of a reasonable quantity of land for specific use types within the built environment. The use types most positively affecting economic development are defined as Non-Residential Employment Uses. These include predominately office, industrial, and manufacturing, with limited resort hotel and limited institutional, and supporting retail and services.

The County recognizes the market reality that retail and office demand typically follows residential developments; therefore, there is a need to preserve key locations within the Connected City for these Non-Residential Employment Uses. The County also recognizes that the intensity of development will change over time and in each CC-SPA zone during the planning horizon. While the market may result in primarily residential development occurring first, residential development patterns should be designed to support the potential inclusion of future non-residential growth.

The intensity of the various Non-Residential Employment Use types are estimated to occur at a floor area ratio (FAR) range from 0.2 to 5.0 over the 50-year planning horizon. However, for long-range planning purposes, an assumed average FAR of 0.61 will be applied to determine the appropriate quantities of upland area to be reserved for SRSA pursuant to specific criteria to be established in the CC-LDC to accommodate the approximately 7.2 million square of Non-Residential Employment Use types through the planning horizon.

Non-Residential Employment Uses Example *(Stock Image)*

Based upon the foregoing goals and policy, the County shall adopt LDC requirements for the incremental implementation of the Service-Ready Site Acreage within the Connected City. The LDC shall define the following criteria for Service-Ready Site Acreage Parcels:

- Minimum size (upland acreage) of a land parcel that will qualify as SRSA
- Minimum size (acreage) CC-MPUD project that is subject to SRSA requirement
- Encouraged, Limited and Prohibited Uses within SRSA Parcels
- Locational Criteria for SRSA Parcels
- Required Construction of Infrastructure to serve SRSA Parcels
- Required Development Permitting for SRSA Parcels

F.S. Intent:

Enhance the prospects for the creation of jobs

Related Planning Principle:

Encourage flexibility and promote a mix of uses

Adjacent Policy: LUD 4.22, LUD 4.23, LUD 4.24 and TP 5.16

Service Ready Site Acreage Example *(Heidt Design)*

Job Creation Example *(Stock Image)*

POLICY LUD 4.12.2

To ensure the reservation of land and provision of key infrastructure for Service-Ready Site Acreage, compliance with the SRSA provisions of the CC-LDC shall be a pre-requisite for establishment of Transportation Development Fee credits within the Connected City, in addition to the other requirements set forth in the CC-Financial Plan to establish such Transportation Development Fee credits.

The Transportation Development Fee is a combination of the base mobility fee and surcharges to support the comprehensive transportation system. The typical progression of the development pattern in response to market demand consumes key geographic locations within the development pattern in advance of the most favorably timed market conditions for the development of Non-Residential Employment Use types. Residential development typically flourishes and creates the demand for non-residential uses. After these residential uses have consumed their place in the built environment, the highly sought after use types most positively affecting economic development and job creation must compete for remaining land resources. Those remaining land resources typically are relegated to less favorable locations in the landscape forcing longer transportation commutes and a continued dependence on the automobile.

Service Ready Infrastructure Example *(Heidt Design)*

The construction of key infrastructure (transportation and utilities) to support Service-Ready Site Acreage in advance of typical market demand has favorable impacts on economic development, minimizing infrastructure costs, promoting a mixture of uses and a reduction of transportation congestion. However, to require that the developers invest in the costly construction of key infrastructure and permitting to support acreage that is preserved for the Non-Residential Employment Use entitlements, well in advance of market demand and likely absorption, would place an unfair and impractical burden on the developers. Such a one-sided requirement would simply result in development patterns seeking land elsewhere and no appreciable improvement in the current local development patterns.

Pasco County shall issue Transportation Development Fee credits to CC-Entitled Properties in accordance with the CC-FP as the mechanism to provide the incentive to preserve Non-Residential Employment Use entitlements and make mandatory investments in key infrastructure (transportation and utilities) to support Service-Ready Site Acreage.

The County shall adopt LDC requirements for the incremental implementation of the Service-Ready Site Acreage within the Connected City. The LDC shall define the conditions precedent to the issuance of Transportation Development Fee Credits for Service-Ready Site Acreage Parcels as follows:

- CC-MPUD Zoning Approval of SRSA Parcels
- Construction of Required Infrastructure to serve SRSA Parcels
- Completion of Required Development Permitting for SRSA Parcels

F.S. Intent:

Enhance the prospects for the creation of jobs

Related Planning Principle:

Encourage flexibility and promote a mix of uses

Transportation Infrastructure Construction Example *(Heidt Design)*

PROMOTE A DIVERSITY OF HOUSING IN FORM AND SIZE

POLICY LUD 4.13.

Ensure the economic resiliency and vitality of the Connected City Overlay by providing housing of different types, density, sizes, costs, and locations that accommodate the needs, preferences, and financial capabilities of current and future households

It should be the goal to strive for livable mixed-income neighborhoods throughout the Connected City Overlay that collectively support a diversity of housing types and income levels by allowing a mix of housing types, rental, and ownership options, including houses on smaller lots, small

houses, duplexes, attached housing, accessory dwelling units, multi-dwelling housing, and mixed-use developments; and opportunities for income diversity is maintained over the long-term. This mix of housing provides opportunities for the local population to “age in place,” or moving within the community at different stages of one’s lifecycle.

F.S. Intent:

Provide for a range of intergenerational housing types

Related Planning Principle:

Put People First

Encourage flexibility and promote a mix of uses

Adjacent Policies: TP 5.9

Diversity of Housing Types Example *(Stock Image)*

POLICY LUD 4.14.

Encourage the development of housing at transit supportive housing densities near transit connections, especially where parks or schools are present, to support the Connected City Corridor as a regional draw for employment and innovation hub

Provision of housing which incorporates the key components of Policy LUD 4.2 (an interconnected, walkable network) is critical to supporting a strong and well-integrated workforce and an associated community conducive to innovation. The exchange of ideas, knowledge, and other resources is strengthened by a community which is generationally and economically diverse.

It is important to provide a mix of housing opportunities near transit connections and ensure the development of housing is accessible to the elderly, people with physical limitations, and those too young to drive at locations throughout the Connected City which have access to needed social services and transit while recognizing that different populations have different needs.

The County should create strategies to retain a minimum amount of buildable area for intergenerational and economically diverse housing in each Special Planning Area Zone, with easy access to public transit and the alternative transportation network, and public facilities, such as colocated parks, schools, and libraries.

F.S. Intent:

Provide for a range of intergenerational housing types

Related Planning Principle:

Put People First;

Encourage transportation modes for multiple travel options

Adjacent Policies: TP 5.9 and TP 5.10

Transit Connections Example *(Stock Image)*

❯ POLICY LUD 4.15.

Establish strategies to help provide affordable housing opportunities and/or reduce costs to homeowners and renters in the Connected City Overlay

Residential development within the Connected City Corridor Overlay shall work with the Pasco County Community Development Department to help to preserve/enhance its portfolio of federally assisted housing at rent levels affordable to extremely and very-low income households. The County should also coordinate efforts with the Pasco County Housing Authority in order to expand strategies for providing affordable housing.

Residential development should use resource efficient technologies and materials in housing construction that reduce the cost of ownership, and increase the useful life of new and existing housing. Conservation programs and energy-efficient practices and programs that reduce housing operating costs for energy, sewer, and water usage shall be utilized.

F.S. Intent:

Provide for a range of intergenerational housing types

Related Planning Principle:

Put People First

Reduced Cost of Ownership Through Energy Efficiency *(Stock Image)*

Community Playground Example *(Heidt Design)*

CREATE COMMUNITIES THAT SUPPORT A HEALTHY LIFESTYLE

❯ POLICY LUD 4.16.

Integrate view corridors, natural habitats, and natural open space systems into the design of the multipurpose paths, multipurpose trails, urban plazas, parks, playgrounds, community centers, and educational, entertainment and cultural buildings

Nature plays a significant role in supporting natural habitats, creating a healthy and clean environment, and providing opportunities for education. This policy aims at using design strategies to not just protect nature, but also integrate it into the built environment so that it becomes an integral part of the everyday live and work experience within Connected City. Doing so, will enable people to interact with nature, and experience, and enjoy it as a part of their regular day-to-day working and living environment.

F.S. Intent:

Achieve a cleaner, healthier environment

Protect wildlife and natural areas

Related Planning Principle:

Create authentic social gathering spaces

Promote planning decisions that protect the natural environment

Adjacent Policy: TP 5.15, NRC 6.2, PF 7.5 and PF 7.8

❯ POLICY LUD 4.17.

Encourage the design of the built environment that complements the natural context and incorporates natural elements into the neighborhoods, employment areas, and the public realm

Nature lends a distinct identity to a place. The urban design of the built environment should take cues from the natural context to create unique character districts. It should involve design elements that are inspired by nature and complement the natural setting. This is a powerful tool that can be utilized to create an identity for an existing community or for marketing a place and attracting new residents and businesses. The elements could include the design of landscaping, street lights, awnings, street furniture, and rooflines.

F.S. Intent:

Achieve a cleaner, healthier environment

Protect wildlife and natural areas

Related Planning Principle:

Promote planning decisions that protect the natural environment

Adjacent Policy: TP 5.15, NRC 6.2, NRC 6.3, PF 7.4 and PF 7.5

Landscape Design Example *(Heidt Design)*

Community Garden Example *(Heidt Design)*

❯ POLICY LUD 4.18.

Enact Land Development Regulations that allow and encourage land uses, activities and infrastructure to increase access to healthy food and water within all Connected City SPA Zones

As stated in the Urban Land Institute's "Building Healthy Places Toolkit (2015), "what we eat and drink directly affects our well-being." Although there are several factors that impact our dietary habits, the built environment we live in dictates what kind of food is accessible to us, thereby impacting our health. The land uses and design of the built environment should be such that it provides multiple options for eating healthy nutritious food. These could be achieved by incorporating within the Connected City Overlay community gardens, roof-top greenhouses or gardens, on-site gardening, corner grocery stores, edible landscaping, farmers market and other strategies that are dedicated to producing healthy local food options. This policy addresses this intent.

F.S. Intent:

Achieve a cleaner, healthier environment

Related Planning Principle:

Put People First

❯ POLICY LUD 4.19.

Throughout Connected City, develop a built environment that optimizes the opportunities for walking and biking

Physical activities such as walking and biking provide multiple health benefits. According to the Urban Land Institute's "Building Healthy Places Toolkit (2015), "biking is a great form of exercise, emission free, and one of the most efficient forms of transportation available – particularly for shorter trips under two miles." The spatial location of different land uses and the design of the built environment are crucial determinants of whether people will have the opportunity to walk or bike.

Creating a community that provides these healthy options can be achieved through a combination of design and land use strategies. Some of these strategies include, providing destinations at comfortable walking distances, creating priority pedestrian and bicycle routes, and designing a built environment that supports a safe, comfortable and enjoyable walking and biking experience. In addition to the design of the physical space, the built environment shall include the provision of amenities such as street furniture, water fountains, bike racks, etc. that support these activities.

F.S. Intent:

Achieve a cleaner, healthier environment

Create quality communities of a design that promotes alternative transportation networks and travel by multiple transportation modes

Related Planning Principle:

Put People First

Encourage alternative transportation modes for multiple travel options

Adjacent Policies: TP 5.4, TP 5.8 and TP 5.10

Social Gathering Space Rendering *(Heidt Design)*

CREATE AUTHENTIC SOCIAL GATHERING SPACES

❯ POLICY LUD 4.20.

Create authentic social gathering spaces that are well integrated into neighborhoods and employment areas, strategically located at comfortable walking distances, are connected through safe and comfortable pedestrian, bicycle, and neighborhood vehicle links and are easily accessible by people of differing abilities

Social gathering spaces are essential to create a vibrant and socially active community. These can cater to the needs of a variety of users and bring people of various age groups together. Land uses provide the opportunity to create these social gathering spaces. Spacing of these land uses and provision of pedestrian, neighborhood vehicle and bicycle connections determine their ease of accessibility. Design of these spaces also ensures that they can be comfortably enjoyed by a wide range of users including the people with limited mobility options.

F.S. Intent:

Limit urban sprawl by promoting diverse but interconnected communities

Related Planning Principle:

Put People First

Create communities that support a healthy lifestyle

Encourage flexibility and promote a mix of uses

Adjacent Policy: PF 7.10 and PF 7.11

❯ POLICY LUD 4.21.

Develop mixed-use areas that employ a combination of land use and design strategies to create vibrant, attractive destinations that provide a variety of social gathering spaces

Providing locations for social interaction is essential to creating vibrant communities. Mixing of uses is a unique opportunity to create social gathering spaces within otherwise single-use districts. It supports multiple destinations in close proximity which attracts a range of people of all ages and backgrounds. It provides a variety of opportunities to engage and interact, thereby increasing sense of community and social capital. These mixed-use areas could include a combination of squares, parks, plazas, tot lots, playgrounds, fresh food outlets, cafes, or other shopping or entertainment-based uses that bring people together. It is well-documented that social networking is a key factor in the success of innovation districts - compact, transit-accessible, technically-wired, mixed-use communities that promote innovative thought and economic development.

F.S. Intent:

Limit urban sprawl by promoting diverse but interconnected communities

Related Planning Principle:

Put People First

Create communities that support a healthy lifestyle

Encourage flexibility and promote a mix of uses

Mix of Uses Example *(Heidt Design)*

Existing and Redevelopment Transition Rendering *(Heidt Design)*

CREATE SUSTAINABLE DEVELOPMENT PATTERNS THAT ALLOW EFFICIENT AND FLEXIBLE GROWTH OPPORTUNITIES AS THE MARKET AND POPULATION CHANGE OVER TIME.

❯ POLICY LUD 4.22.

Ensure a harmonious transition between existing development and any subsequent new development and/or redevelopment that takes place in the future within Connected City

The Connected City is a vast development area that should function efficiently, and has five distinct planning areas which work together as a whole to create synergy. Since the Connected City will be developed in phases and is intended to grow incrementally, it is critical that any new development that is undertaken in each of these phases should not just be compatible with the initial development but should also address the long-term opportunity for efficient redevelopment. Through land use and design strategies compatibility can be achieved by addressing aspects such as existing context, surrounding communities, land uses, open spaces, accessibility, parking, landscaping, building form, setbacks, massing, and orientation. For example, site design should allow for and encourage the future redevelopment of surface parking for uses other than parking.

F.S. Intent:

Assure the efficient use of land and other resources

Related Planning Principle:

Provide a built environment that targets new, expanding or relocating businesses

Encourage flexibility and promote a mix of uses

Adjacent Policy: TP 5.16

Successful Redevelopment Opportunity Example *(Stock Image)*

❯ POLICY LUD 4.23.

The Connected City Land Development Code shall implement development regulations that support and encourage the integration of infill and redevelopment opportunities within all SPA zones

One of the biggest constraints for redevelopment is the lack of flexibility in regulations for changing land use patterns. This is a critical aspect that limits our ability to efficiently respond to transforming market and demographic trends, and infill opportunities. This policy intends to support this need, enabling the Connected City Overlay to fully utilize any redevelopment opportunities that might come up in future.

F.S. Intent:

Assure the efficient use of land and other resources

Related Planning Principle:

Provide a built environment that targets new, expanding or relocating businesses

Encourage flexibility and promote a mix of uses

Adjacent Policy: TP 5.16

❯ POLICY LUD 4.24.

The Land Development Code shall mandate within all Connected City redevelopment efforts, the need to locate complementary uses in close proximity to each other, to provide walking, bicycling, neighborhood vehicles, and transit opportunities

The need to create a pedestrian-friendly environment is relevant in the context of a new development as well as redevelopment. Creating a community that supports a healthy lifestyle is a key intent of the Connected City development and therefore the focus on creating a pedestrian-friendly environment shall be pursued even through redevelopment. Some of the aspects of the built environment, such as a well-connected grid network, walkable block sizes, and a pedestrian-oriented environment are not just core elements required to achieve the Connected City vision, they are also critical for a smooth transition to redevelopment, in appropriate locations. This policy is focused on this intent. The Connected City Land Development Code shall include strategies that will support the creation of a pedestrian-friendly community, and retain this critical need through all the development phases, including redevelopment.

F.S. Intent:

Assure the efficient use of land and other resources

Create quality communities of a design that promotes alternative transportation networks and travel by multiple transportation modes

Related Planning Principle:

Put People First

Encourage alternative transportation modes for multiple travel options

Adjacent Policy: TP 5.4 and TP 5.16

Pedestrian Friendly Environment within Uses Example *(Heidt Design)*

FACILITATE RAPID PERMIT APPROVAL TO FACILITATE IMPLEMENTATION OF THE VISION

❯ POLICY LUD 4.25.

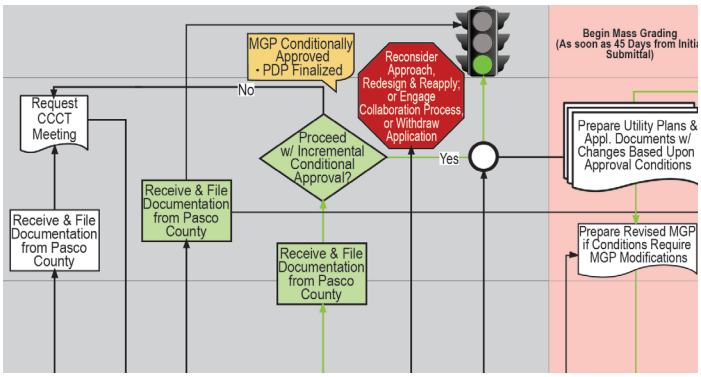
Pasco County shall streamline the review and permitting process that will promote the accomplishment of the intent and policies of the Connected City Comprehensive Plan

As part of the Connected City effort, an expedited review process shall be adopted in the Land Development Code. As part of this pilot program, this process shall be assessed and improved upon as deemed necessary, to continue to improve efforts in attracting target and primary businesses to locate in the Corridor.

F.S. Intent:

Facilitate the growth of high-technology industry and innovation through partnerships that support research, marketing, workforce, and entrepreneurship

Enhance the prospects for the creation of jobs



Expedited Review Process Example *(Heidt Design)*

CONNECTED CITY SPECIAL PLANNING AREA (SPA) ZONES

The Connected City Overlay shall consist of five **Special Planning Area (SPA) Zones** that represent unique development districts each with their specific planning and design requirements. These five SPA Zones include: **North Innovation Zone, South Innovation Zone, Community Hub Zone, Business Core Zone and the Urban Core Zone. As depicted on Exhibit 4-1 SPA Zone Map.**

Each of the SPA zones shall have their own distinct identity and together they shall provide a range of living, working, cultural and entertainment options. These zones shall be incrementally developed over time and enhanced using innovative planning, design and technological advancements. Although intended to develop in various phases, each phase of the Connected City development shall individually address all the planning principles outlined as a part of its vision. The general Connected City Land Use and Design policies (POLICY LUD 4.1 to LUD 4.25) given in this section shall be applicable to all the SPA zones. In addition to these general policies, the development characteristics (both in terms of land use and design), that are specific to each of the SPA Zones, are discussed ahead in Tables CC4-1 and CC4-2.

Cultural and Entertainment Options Rendering *(Heidt Design)*

The Connected City Land Development Code shall enforce development patterns in each SPA Zone to reflect the character and vision described in Table CC4-1.

The Connected City Land Development Code shall include planning and design strategies that support the development pattern discussed in Table CC4-2. The table also highlights the key development characteristics that shall be common across the SPA zones. Although some of these common aspects are closely related to Land Use and Design, they are more directly associated with other subjects such as, Transportation, Natural Resources and Conservation, and Public Facilities. Therefore policies specific to these aspects are discussed within the relevant sections of the Connected City Comprehensive Plan.

Office Use Example *(Heidt Design)*

PROMENADE TOWN CENTER

❯ POLICY LUD 4.26.

Any portion of the existing Town Center (TC) Future Land Use (FLU) located at the intersection of Curley Road and Overpass Road (also known as "Promenade Town Center") rezoned to CC-MPUD shall not reduce previous non-residential entitlements and shall not increase previous residential entitlements.

Previous approvals for the "Promenade Town Center" recognize the role that this development plays for the immediate and extended area. The Town Center will serve the immediate area, but will also support the village concept in the adjacent Villages of Pasadena Hills Special Planning Area.

Many of the previously adopted development approval requirements are consistent with the planning principles established for the Connected City and those previous requirements will remain important to the success of the surrounding area.

If the Town Center is rezoned to CC-MPUD, the previous requirements for interconnectivity, providing a mix of uses, and limiting urban sprawl shall be accomplished within the Town Center FLU by:

- Use of one of the preferred forms of development (TOD, TND or MUTRM);
- No reduction of the previously approved office uses;
- No reduction of the previously approved retail uses (unless exchanged for additional office or institutional uses);
- No increase of the previously approved multifamily units; and
- Prohibition of single-family residential uses.

F.S. Intent:

Limit urban sprawl by promoting diverse but interconnected communities

Assure efficient use of land and other resources

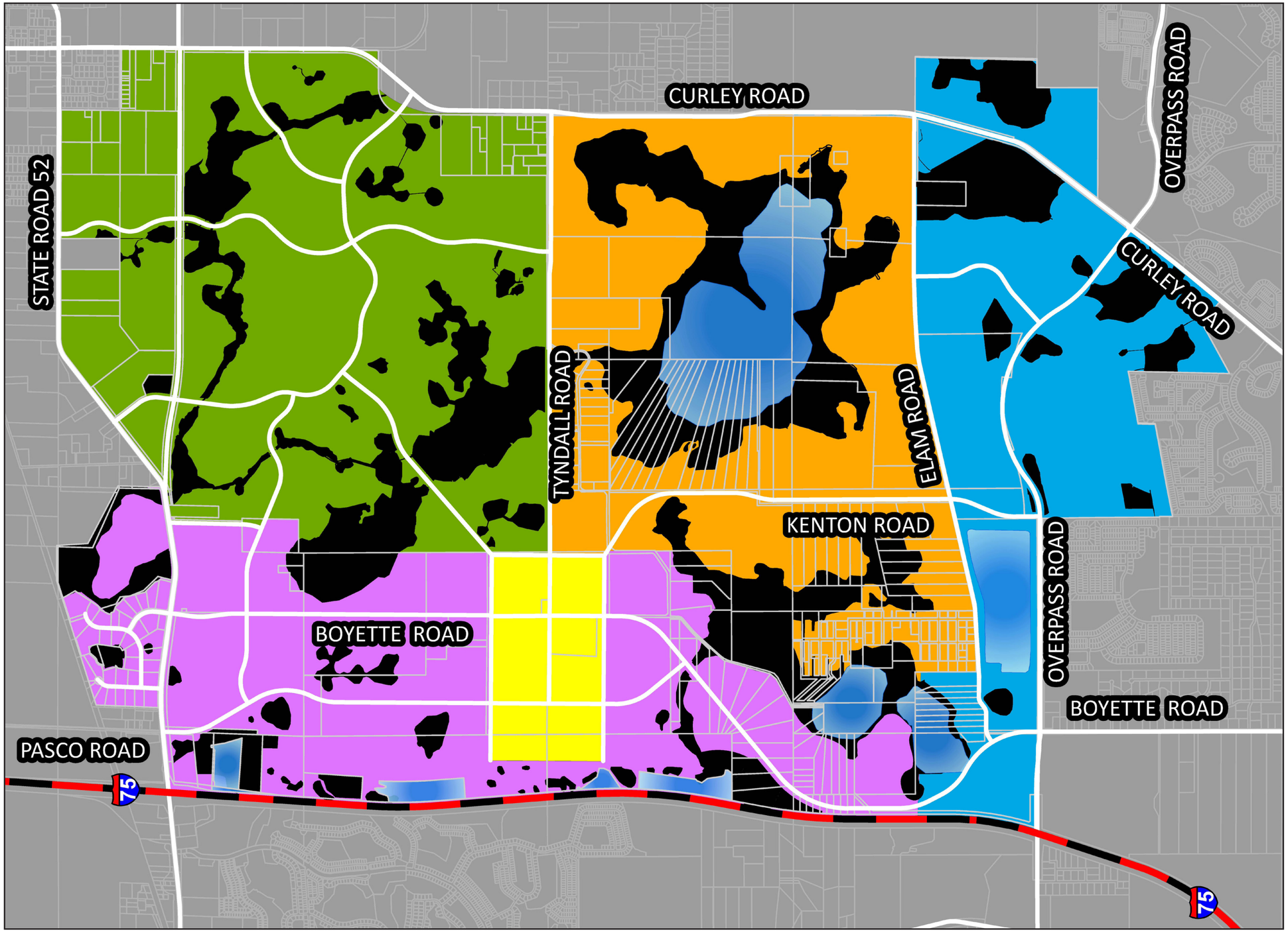
Related Planning Principle:

Encourage flexibility and promote a mix of uses

Promenade Town Center Rendering *(Heidt Design)*

EXHIBIT 4-1 SPA ZONES MAP

The SPA (Special Planning Area) Zones shown on these pages shall serve as unique areas within the Connected City, each having specific regulations.



LEGEND

Zone Boundaries

- Business Core
- Community Hub
- North Innovation Zone
- South Innovation Zone
- Urban Core

Map Created by:

HEIDT DESIGN
www.heidtdesign.com

Parcel Data; PAO; March 3, 2016

TABLE CC4-1 INTENT AND CHARACTER OF THE SPA ZONES

SPA ZONE	INTENT	CHARACTER
North Innovation Zone	The North Innovation Zone is a priority implementation zone designated for the initial phases of the Connected City development. Flexibility in the form and style of the development pattern will be the hallmark of this zone and shall be attained by incorporating a range of land use and design parameters, as specified in the Connected City LDC.	The character of this zone shall primarily be residential with a mix of local employment generating (office, medical, hotel and retail) uses and opportunities for home-based businesses and entrepreneurs. This zone shall be characterized by well-connected neighborhoods, multi-modal transportation options and a pedestrian-friendly environment.
South Innovation Zone	The South Innovation Zone is another priority implementation zone designated for the initial phases of the Connected City development. Similar to the north innovation zone, the development pattern within this zone shall demonstrate flexibility in terms of form and design. Development strategies required to attain this intent shall be outlined within the Connected City LDC.	This zone shall be largely residential in nature with a mix of local employment generating (office, medical, hotel, and retail) uses and opportunities for home-based businesses and entrepreneurs. It shall be characterized by well-connected neighborhoods, multi-modal transportation options and a pedestrian-friendly environment.
Community Hub Zone	The intent of this zone is to create a unique centralized education, recreation and open space system that is well connected to each of the SPA zones and serves, and complements the entire Connected City Development.	The Community Hub Zone shall be characterized by a potential mix of residential, educational, recreational, civic, cultural, and resort-type uses, centered on a central amenity – the King Lake.
Business Core Zone	The intent of the Business Core Zone is to create a technology-driven business community. Characterized by business incubators, cutting-edge infrastructure and technology driven entrepreneurship, this zone intends to become the home of small business start-ups that can expand and grow in-place, as well as large target industries.	The Business Core Zone shall represent a business center with a mix of business incubators and employment generating specialized uses and services that have a significant regional draw (from at least within a 30 mile radius). In addition, it shall be characterized by high density, a mix of ancillary uses (such as technical schools, daycares, etc.), and an appealing built environment that attracts investors and entrepreneurs.
Urban Core Zone	The Urban Core Zone is intended to be the densest urban center of the Connected City Overlay that shall act as the catalyst for technology driven entrepreneurship.	The Urban Core Zone shall function as the urban downtown district with a mix of business incubators and employment generating specialized uses that have a regional, state and/or national market draw. In addition, it shall include a mix of civic and cultural uses. It shall be characterized by highest densities, small block sizes, high concentration of vibrant social gathering spaces, iconic architecture, and an appealing built environment that attracts investors, entrepreneurs, tourists, residents, and employers.

TABLE CC4-2 DEVELOPMENT PATTERN FOR THE SPA ZONES

KEY ELEMENTS	NORTH INNOVATION ZONE	SOUTH INNOVATION ZONE	COMMUNITY HUB ZONE	BUSINESS CORE ZONE	URBAN CORE ZONE
Density	Lower Density and Intensity	Lower to Medium Density and Intensity	Medium Density and Intensity	High Density and Intensity	Highest Density and Intensity
Predominant Uses	Single Family Residential (Detached), Multifamily Residential, Retail, Office, Hotel, Medical, Civic Uses, and neighborhood commercial services.	Single Family Residential (Detached), High Density Multifamily Residential, Retail, Office, Hotel, Medical, and neighborhood commercial services.	Recreational, Cultural and Educational Uses, Civic, Multifamily and Single- Family Residential (Detached).	Office, and Industrial Uses, and Business Incubators. This zone shall also include uses (such as Tech Schools, daycare, retail, etc.) that are ancillary to Business Incubators, and Office and Industrial Uses.	Office, Retail, Civic and Cultural uses, Business Incubators and high employment generating activities. This zone shall also include, light industrial and other uses such as Tech Schools, daycare, etc. that are ancillary to predominant uses.
Common Uses	Residential Uses and Mixed Uses shall be provided in all Zones				
Prohibited Uses			Industrial Uses	Single Family Uses	Industrial and Single Family Uses
Mixed-Use Areas	Mixed-use neighborhood centers with a mix of local-serving retail, healthcare, public services and a variety of housing types (Horizontal Mixing).	Mixed-use neighborhood centers with a mix of local-serving retail, healthcare, public services and a variety of housing types (Horizontal Mixing).	Mix of uses that support recreational uses, cultural destinations and educational facilities; Mixed-use areas serving as neighborhood centers.	Mixed-use commercial areas with a mix of employment generating uses, supporting retail uses and a variety of housing types (Horizontal and Vertical Mixing).	Mixed-use commercial areas with a mix of employment generating uses, supporting retail uses and a variety of housing types (Horizontal and Vertical Mixing).
Street/Vehicular Connectivity	Complete Streets standards shall be applied throughout the Connected City Corridor Overlay; Gates shall not be allowed on any roads identified on the Master Roadway Plan, nor any roads within the Urban Core Zone. Use of gates in the Business Core are generally discouraged.				
Pedestrian, Bicycle, and Neighborhood Vehicle Connectivity	Safe, comfortable and easily accessible connections to sidewalks, multipurpose trails, multipurpose paths and multipurpose lanes shall be provided in all zones.				
Open Space Options	Parks, playgrounds, tot-lots, community gardens, natural open spaces, etc.	Parks, playgrounds, tot-lots, community gardens, natural open spaces, etc.	Large district park, smaller parks and recreational areas that are associated with schools, and the Lake.	Parks, plazas, public squares, urban farms, roof gardens, etc.	Parks, plazas, public squares, urban farms, roof gardens, etc.
Housing Options	Single-Family Detached, Courtyard Houses, and Live-Work Units.	Single-Family Detached, Courtyard Houses, Live-Work Units, Duplex, and Townhouses.	Single-Family Detached, Courtyard Houses, and Rowhouses.	Duplex, Rowhouses, and Apartments.	Live-Work Units, Rowhouses (attached), and High Density Apartments.
Access to Food Options	On-site gardening and farming shall be allowed as a permanent use; Other options include, Community Gardens, Farmers' Market, Corner Grocery Stores and Food Coops.	On-site gardening and farming shall be allowed as permanent use; Other options include, Community Gardens, Farmers' Market, Corner Grocery Stores, and Food Coops.	On-site gardening and farming shall be allowed as permanent use; Other options include, Community Gardens, Farmers' Market, Corner Grocery Stores, and Food Coops.	On-site gardening and farming shall be allowed as temporary use.	

TABLE 4-2 DEVELOPMENT PATTERN FOR THE SPA ZONES

KEY ELEMENTS	NORTH INNOVATION ZONE	SOUTH INNOVATION ZONE	COMMUNITY HUB ZONE	BUSINESS CORE ZONE	URBAN CORE ZONE
Other Common Characteristics					
Mixed Use	All SPA zones shall include mixed use areas (with flexibility for land use and site design).				
Colocation of Uses	All SPA zones shall include synergistic combination of uses that produce an outcome that is more than the sum of its parts.				
Complete Streets	Complete Streets and an interconnected development pattern shall be provided in all SPA zones.				
Interconnectivity	Gates shall not be allowed on any roads identified on the Master Roadway Plan .				
Parking	Parking location and orientation shall support a pedestrian-oriented environment; Neighborhood vehicle parking should be considered; Maximum limits on surface parking shall be specified within the Connected City LDC.				
Integrating Infrastructure into Natural Systems	In all SPA zones, infrastructure and amenities shall be integrated into parks and natural resource systems to maximize their utility and benefit to the users.				
Technology-Driven Infrastructure	Technology-driven infrastructure shall be incorporated as a part of the built environment, including the public realm and the mobility system.				
Infrastructure and programs - support multimodal	Well connected, safe, comfortable and easily accessible sidewalks, neighborhood vehicles, and bike lanes shall be provided; Other common aspects include, convenient and safe access to public transit; provision of bike racks, charging stations; and adoption of bike share programs.				
Digitally Connected Public Space	All public spaces such as parks, playgrounds, plazas, streets and civic spaces within the Connected City Overlay shall be digitally connected.				
Sustainability	All SPA Zones shall demonstrate examples of sustainable elements, including, but not limited, to those outlined below.				
Energy Efficiency	All SPA Zones, wherever possible, shall demonstrate examples of energy efficiency, such as on-site renewable energy (solar/wind/other).				
Waste Water Reduction	All SPA Zones shall include strategies related to waste water recycling, stormwater capture and reuse.				
Water Efficient Landscaping	Landscaping efforts shall employ water-efficient landscaping measures including the use of drought-resistant, native, and noninvasive plants.				
Net Zero Energy Buildings	Wherever practical, the SPA zones shall encourage Net Zero Energy Buildings.				

SECTION 5

TRANSPORTATION

INTRODUCTION

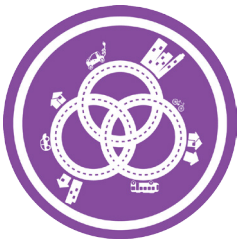
The creation of efficient and effective transportation networks is highly dependent upon the coordination of many factors, including land use, natural resources, population, and the availability of technology, to name a few. The provision of multimodal options in a community helps to meet the needs of its residents and workforce. The policies outlined in the Transportation Section address travel demand and potential impacts typically associated with the transportation network. These policies supplement Pasco County's adopted Comprehensive Plan policies, as amended and address the Connected City intent as set forth in the Florida Statute 163.3246(14).

Efficient Transportation Network Rendering *(Heidt Design)*

INTENT

The Transportation Section outlines the Connected City's intent to:

Create quality communities of a design that promotes alternative transportation networks and travel by multiple transportation modes;



Limit urban sprawl by promoting diverse but interconnected communities;

Assure the efficient use of land and resources; and

Achieve a cleaner, healthier environment;

POLICIES

PROMOTE THE USE OF ADVANCED TECHNOLOGY FOR ECONOMIC DEVELOPMENT AND THE IMPROVED QUALITY-OF-LIFE FOR CURRENT AND FUTURE RESIDENTS, BUSINESS OWNERS, AND WORKFORCE MEMBERS

❯ POLICY TP 5.1.

Adopt transportation monitoring procedures that are supported by Advanced Technology

As a pilot program, the County should explore implementing technologically advanced transportation monitoring. Advanced technology shall be implemented to provide a safe and efficient transportation infrastructure for all modes of travel including freight. The latest available technology should be utilized to monitor the performance of the transportation system and disseminate information to all users.

Within the boundaries of the Connected City, an advanced technology monitoring system shall be used to track the volume/usage of neighborhood vehicles in order to assess the transportation system (both internal and external), and anticipate future problem areas, especially as it relates to internal capture. Advanced technology will also be in place at major intersections and roadways to identify congestion and plan for future needs.

To determine whether this intent is being met, an advanced technology monitoring system will evaluate the amount and location of pedestrian, bicycle and alternative vehicle trips throughout Connected City. Traffic counters on the roadway adjacent to the multiuse paths will measure the number of automobiles on the same segment of travel. The percent of autos to pedestrian, bicycle and alternative vehicle trips will be measured, with a goal of increasing pedestrian, bicycle and alternative vehicle travel over time.

F.S. Intent:

Achieve a cleaner, healthier environment

Traffic Monitoring Technology Example *(Stock Image)*

❯ POLICY TP 5.2.

The County shall continuously assess emerging transportation trends reliant on advanced technology and promote development that utilizes advanced infrastructure

While trends are constantly changing, the County shall plan for emerging transportation advances that are known. Connected vehicles and autonomous vehicles, where the vehicle "communicates" with the infrastructure, are anticipated to be commonplace. Connected City shall encourage standardized infrastructure that supports smart and connected vehicles.

In order to support the standardized infrastructure within Connected City a separate Traffic Operations Center specific to Connected City should be considered.

The Land Development Code should address infrastructure and/or facility needs for electric vehicles.

F.S. Intent:

Create quality communities of a design that promotes alternative transportation networks and travel by multiple transportation modes

Related Planning Principle:

Encourage alternative transportation modes for multiple travel options

Adjacent Policy: LUD 4.1

PUT PEOPLE FIRST

❯ POLICY TP 5.3.

Transit services, whether provided by a public or private entity, shall utilize advanced technology to disseminate or broadcast information to customers regarding their use

Connected City public transit shall provide high quality service that includes stations with real time information and complimentary Wi-Fi service. Dedicated transit lanes shall be provided where identified in the Master Roadway Plan and associated cross-sections. Private transit, such as shuttles, taxis, rideshare services (i.e. Uber, etc.), should serve the function of connecting destinations, and also provide real time information for the convenience of the rider.

F.S. Intent:

Create quality communities of a design that promotes alternative transportation networks and travel by multiple transportation modes

Related Planning Principle:

Encourage alternative transportation modes for multiple travel options

Adjacent Policy: LUD 4.1

Public Transit Complimentary Wi-Fi *(Stock Image)*

❯ POLICY TP 5.4.

Adopt context-specific Complete Streets standards

Complete streets integrate vehicles with other modes of transportation, while prioritizing pedestrian, bicycle, and neighborhood vehicle movement. Design standards for roadways shall be determined based on an evaluation of the location, surrounding uses, and its function, and shall be detailed in the Master Roadway Plan and Land Development Code.

F.S. Intent:

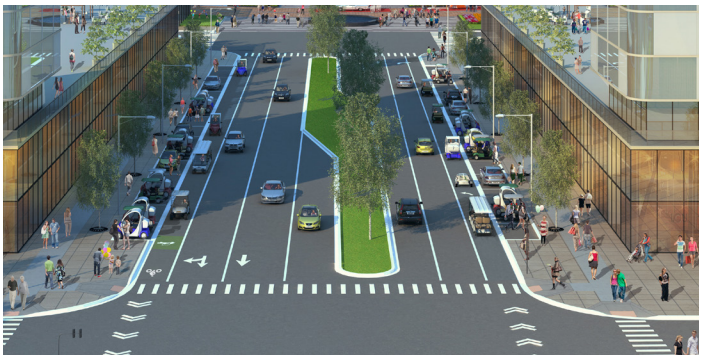
Create quality communities of a design that promotes alternative transportation networks and travel by multiple transportation modes

Limit urban sprawl by promoting diverse but interconnected communities

Related Planning Principle:

Encourage alternative transportation modes for multiple travel options

Adjacent Policy: LUD 4.2, LUD 4.3, LUD 4.4, LUD 4.10, LUD 4.18, PF 7.7 and PF 7.11



Complete Streets Rendering *(Heidt Design)*

❯ POLICY TP 5.5.

Apply traffic calming on local streets and in urban areas

Traffic calming shall be provided, as deemed appropriate, to effectively reduce traffic speeds, thereby allowing bicyclists and pedestrians to safely share the road with neighborhood vehicles and automobiles. Examples of traffic calming measures include, but are not limited to, roundabouts, on-street parking, narrow streets and travel lanes, speed tables, bulb outs or curb extensions, raised crosswalks, and designated bicycle and multipurpose lanes.

F.S. Intent:

Create quality communities of a design that promotes alternative transportation networks and travel by multiple transportation modes

Related Planning Principle:

Encourage alternative transportation modes for multiple travel options

POLICY TP 5.6.
Adopt a Vision Zero policy and guidelines for Connected City

Vision Zero is a multinational road traffic safety project that aims to achieve a highway system with no fatalities or serious injuries in road traffic. A core principle of the vision is that 'life and health can never be exchanged for other benefits within the society' rather than the more conventional comparison between costs and benefits, where a monetary value is placed on life and health, and then that value is used to decide how much money to spend on a road network towards the benefit of decreasing how much risk.

As a pilot program, the County should explore implementing Vision Zero policies for the Connected City major roadway network with the intention of minimizing traffic fatalities and serious injuries. The County should involve various departments/agencies in this endeavor to ensure an effective system of data sharing and assessment. Ultimately Connected City should use the Community Traffic Safety Team (CTST) or some other group as designated by the CCMC to evaluate crash trends (including crashes associated with neighborhood vehicles).

F.S. Intent:

Create quality communities of a design that promotes alternative transportation networks and travel by multiple transportation modes

Related Planning Principle:

Encourage alternative transportation modes for multiple travel options

Vision Zero Icon

Shared Parking Use Example *(Heidt Design)*

ENCOURAGE FLEXIBILITY AND PROMOTE A MIX OF USES

POLICY TP 5.7.
Establish criteria that would allow for a reduced parking standard

Where appropriate, establishing shared parking minimizes the need for a single use to supply parking. Different uses create different parking demands, and a mix of uses proximate to one another can benefit from shared parking. It is possible for them to use the same spaces to meet their parking requirement. For example, office users need the parking spaces during the day, while hotel users can use those same spaces in the evening. The Land Development Code should identify what uses can share spaces, and what percentage reduction is appropriate. In addition, reduced parking standards should be considered for qualified attainable housing where the parking demand is reduced and impacts are minimal.

F.S. Intent:

Limit urban sprawl by promoting diverse but interconnected communities

Assure efficient use of land and other resources

Adjacent Policy: LUD 4.7

ENCOURAGE ALTERNATIVE TRANSPORTATION MODES FOR MULTIPLE TRAVEL OPTIONS

❯ POLICY TP 5.8.

Adopt an Alternative Transportation Vision Plan and associated design guidelines which provide a connected network of non-auto travel

MEASURE:

Alternative Transportation Vision Plan Network Trip Count

BASELINE:

Data collection through 2020

GOAL:

20% of all trips utilizing the Alternative Transportation Vision Plan Network

MEASURE:

Modal Split Percentage within Alternative Transportation Vision Plan Network

BASELINE:

Data collection through 2020

GOAL:

To Be Determined – Updated Baseline and Goal to be established by 2020

The highly interconnected Alternative Transportation Vision Plan Network will encourage alternative modes of travel when it considers safety accommodations for pedestrians, bicycles and neighborhood vehicles such as roadway underpasses, roadway overpasses, other forms of crossing major roadways, intersection signalization, signage, lighting, and separation between neighborhood vehicles and slower non-auto modes such as bikes and pedestrians. The Alternative Transportation Vision Plan Network should also provide continuous connections between residential, employment, recreation, shopping and transit centers and shall serve to provide a refined system of interconnectivity in addition to what is provided adjacent to the Master Roadway Plan roadways, and which is focused at the scale of the pedestrian. Consideration shall also be given to the typical walking distance for pedestrians of ¼-mile.

Other considerations within the Urban Core and Policy 4.24 should include, but not be limited to, reduced crossing distances at intersections, pedestrian only roadways, maximum block sizes, restricting turn lanes to reduce the distance a pedestrian must cross, protected intersections, and bike boxes.

F.S. Intent:

Limit urban sprawl by promoting diverse but interconnected communities

Create quality communities of a design that promotes alternative transportation networks and travel by multiple transportation modes

Related Planning Principle:

Put People First

Create communities that support a healthy lifestyle

Adjacent Policies: LUD 4.2, LUD 4.3, LUD 4.9, LUD 4.10 and LUD 4.18

Neighborhood Vehicle Crossing Example *(Heidt Design)*

POLICY TP 5.9.

Ensure efficient and cost effective premium transit service is provided and new development is designed to accommodate transit services and associated amenities in areas designated for transit

Transit connections shall be provided to Park-and-Ride facilities and transit/transfer station(s) at appropriate locations. ADA compliant transit infrastructure, such as bus shelters/stops and other infrastructure as deemed appropriate shall be provided to support local and regional service within the Connected City. The design of transit facilities shall consider connectivity and convenience to the larger Alternative Transportation Vision Plan network and its users.

The County, the associated Metropolitan Planning Organization (MPO), and the CCMC shall review existing, relevant transportation studies and undertake new transit-specific studies to address the following items, including but not limited to:

- Transit transfer /stations, and Park and Ride lots at appropriate locations and size in terms of acres and number of parking spaces;
- Premium transit alignment(s) and road right-of-way locations, and right-of-way width needs through and along the boundary of Connected City shall be identified. The premium transit alignment(s) and locations within road right-of-way shall ensure efficient and adequate connections to regional and local transit to serve inside and outside of County travel and to transit station/transfer/Park and Ride facilities and local bus service within Connected City; and
- Specifically define the most practical and cost feasible premium transit service(s) based on factors such as, but not limited to cost, ridership, and regional connections inside and outside of the County.

F.S. Intent:

Create quality communities of a design that promotes alternative transportation networks and travel by multiple transportation modes

Related Planning Principle:

Put People First

Adjacent Policies: LUD 4.3, LUD 4.10, LUD 4.12, LUD 4.13, PF 7.7 and PF 7.11

Alternative Transportation Example *(Stock Image)*

POLICY TP 5.10.

Provide convenient and reliable alternative transportation mode choices from transit stations to final destination

As a pilot project, Connected City shall provide alternative mode choices to/from transit station, bus transfer stations, and Park and Ride facilities. Safe and convenient access shall be provided to alternative mode choices, which can include biking, walking, neighborhood vehicles, rideshare, bikeshare, autonomous vehicles and other forms of travel such as Uber, etc.

F.S. Intent:

Create quality communities of a design that promotes alternative transportation networks and travel by multiple transportation modes

Related Planning Principle:

Put People First

Create communities that support a healthy lifestyle

Adjacent Policies: LUD 4.2, LUD 4.3, LUD 4.9, LUD 4.10, LUD 4.13, LUD 4.18, PF 7.7 and PF 7.11

PROVIDE A BUILT ENVIRONMENT THAT TARGETS NEW, EXPANDING OR RELOCATING BUSINESSES

❯ POLICY TP 5.11.

Adopt a Master Roadway Plan and policies that focus on retaining the capacity of the plan, and require all future development to adhere to its incremental implementation during the planning horizon to ensure connectivity

MEASURE:

Internal Roadway Network Trip Count

BASELINE:

Data collection through 2020

GOAL:

To Be Determined – Updated Baseline and Goal to be established by 2020

MEASURE:

Internal Roadway Network Vehicle / Capacity Ratio

BASELINE:

V/C = 1.2

GOAL:

V/C = <1.2

The Master Roadway Plan shall reflect the alignments of the Primary Roadways (Arterials and Major Collectors), Intermediate Roadways (Minor Collectors) and Multipurpose Lanes, Multipurpose Paths and Multipurpose Trails, (Neighborhood Vehicles and Transit Corridor) ultimately locating where the infrastructure for future development will occur.

Connected City policies should focus on retaining the capacity of the Master Roadway Plan. The capacity of the major roadway network is essential to growth management and should be carefully conserved. Design standards shall be implemented to emphasize internal circulation systems addressing adequate access control. Access controls along a roadway serve to maintain and enhance the existing quality of the road system, and are particularly important in an area that is targeting new growth to ensure that the roadway system meets the demands of the growing population.

F.S. Intent:

Create quality communities of a design that promotes alternative transportation networks and travel by multiple transportation modes

Related Planning Principle:

Encourage alternative transportation modes for multiple travel options

Multiple Transportation Modes Rendering *(Heidt Design)*

❯ POLICY TP 5.12.

Adopt typical cross-sections for all roadways on the Connected City Master Roadway Plan

The typical sections will reflect Complete Streets concepts to incorporate strategies for walkability, and pedestrian-friendly and neighborhood vehicle-friendly streetscapes.

F.S. Intent:

Create quality communities of a design that promotes alternative transportation networks and travel by multiple transportation modes;

Assure the efficient use of land and resources

Related Planning Principle:

Encourage alternative transportation modes for multiple travel options

Create communities that support a healthy lifestyle

POLICY TP 5.13.

Develop a circulation system that encourages the separation of local and regional traffic, thereby more efficiently serving businesses and their patrons

Incorporating a network of local roads supports businesses by reducing congestion and providing the infrastructure to support future growth.

F.S. Intent:

Limit urban sprawl by promoting diverse but interconnected communities

Create quality communities of a design that promotes alternative transportation networks and travel by multiple transportation modes

Local Road Example *(Heidt Design)*

POLICY TP 5.14.

Adopt a level of service standard and monitor the performance of roadways within and surrounding Connected City

MEASURE:

External Roadway Network Trip Count

BASELINE:

Data collection through 2020

GOAL:

To Be Determined – Updated Baseline and Goal to be established by 2020

The Stewardship Ordinance shall establish applicable V/C ratios within the Connected City Overlay, and the Financial Plan shall include a CIP funding mechanism to address both internal and external transportation impacts. The Land Development Code shall address traffic monitoring requirements by 2018.

In addition to the quality of travel to and from the area, one of the many things companies look for when relocating is roadway performance. By adopting a level of service standard in and surrounding Connected City, future employers will look favorably at the area as a potential place to relocate.

F.S. Intent:

Assure the efficient use of land and resources

Related Planning Principle:

Encourage alternative transportation modes for multiple travel options

Monitoring Roadway Performance *(Stock Image)*

PROMOTE PLANNING DECISIONS THAT PROTECT THE NATURAL ENVIRONMENT

POLICY TP 5.15.

The transportation network should respect the natural environment

As primarily new construction in Pasco County, development in the Connected City Overlay has the opportunity to create site design that is considerably sensitive to the land and other natural resources. In coordination with development patterns, the Connected City transportation system should minimize impacts on natural resources.

F.S. Intent:

Assure the efficient use of land and other resources

Related Planning Principle:

Create sustainable development patterns that allow efficient and flexible growth opportunities as the market and population change over time

Adjacent Policies: LUD 4.15, LUD 4.16 and NRC 6.2

Minimize Impact in Natural Resources Rendering *(Heidt Design)*

CREATE SUSTAINABLE DEVELOPMENT PATTERNS THAT ALLOW EFFICIENT AND FLEXIBLE GROWTH OPPORTUNITIES AS THE MARKET AND POPULATION CHANGE OVER TIME

❯ POLICY TP 5.16.

The Master Roadway Plan shall be interconnected, providing a framework for development to grow over time

Roadway systems that are not interconnected, are often overburdened and limit opportunities for growth. Multimodal options that include walking, cycling, neighborhood vehicles, as well as the automobile shall be addressed as part of an interconnected vehicular roadway network with an Alternative Transportation Vision Plan. The Alternative Transportation Vision Plan supports future development and redevelopment without major reinvestment. The Land Development Code should address the level of required interconnection for each Special Planning Area Zone.

Within the North and South Implementation Zones, the implementation of the Alternative Transportation Vision Plan perfects the desired level of interconnectivity.

Complete Streets standards shall be applied throughout the Connected City Corridor Overlay. As a "connected city" the roads identified on the Master Roadway Plan shall remain uninterrupted. Gates shall not be allowed on any of these roads, nor any roads within the Urban Core Zone. The use of gates in the Business Core is generally discouraged.

F.S. Intent:

Limit urban sprawl by promoting diverse but interconnected communities

Assure the efficient use of land and other resources

Related Planning Principle:

Provide a built environment that targets new, expanding, or relocating businesses

Promote planning decisions that protect the natural environment

Adjacent Policies: LUD 4.21 and LUD 4.22

Multimodal Transportation Options Rendering *(Heidt Design)*

SECTION 6

NATURAL RESOURCES & CONSERVATION

INTRODUCTION

Natural resources serve as significant assets to a community. Wetlands serve as a natural flood control resource and house a diverse ecosystem for animal and plant life. Clean water and air are essential to any community, and policies are established to protect the long-term viability of access to these resources. The Connected City offers advanced technology opportunities that support improved conservation and reuse of water and energy.

Land planning is our tool for protecting natural resources. General policies in this section, and throughout the Connected City Comprehensive Plan, address this relationship through emphasizing the protection of sensitive lands, identifying conservation methods, and promoting the colocation of similar uses, (minimizing the demand on land). The policies addressed in this Section are consistent with the Connected City planning principles, promoting planning decisions that protect the natural environment and promoting advanced technology for economic development and the quality-of-life for current and future residents, business owners, and workforce members.

The policies outlined in this Section recognize the value in planning for the protection and efficient use of the County's natural resources. These policies supplement Pasco County's adopted Comprehensive Plan policies, as amended and address the Connected City intent as set forth in the Florida Statute 163.3246(14).

INTENT

The Natural Resources and Conservation Section outlines the Connected City's intent to create communities that:

Achieve a cleaner, healthier environment;

Protect Wildlife and Natural Areas; and

Assure the efficient use of land and resources; and

POLICIES

PROMOTE PLANNING DECISIONS THAT PROTECT THE NATURAL ENVIRONMENT

POLICY NRC 6.1.

Consider Future Wetland Protection Opportunities/ Strategies for Measuring Impacts

The County has established wetland protection policies for identified Category I, II, and III wetlands. The continued implementation of these policies is important to protect these valuable resources. The Connected City Overlay provides the opportunity to measure impacts on wetlands utilizing its advanced technology infrastructure. Land Development Code (LDC) requirements address a means to measure impacts based on established wetland protection methodologies. By doing so, the County can analyze the effect of current policies and determine if any adjustments are needed in order to better protect this natural resource.

F.S. Intent:

Protect wildlife and natural areas

Achieve a cleaner, healthier environment

Related Planning Principle:

Promote the use of advanced technology for economic development and the improved quality-of-life for current and future residents, business owners, and workforce members

Wetland Protection Example *(Heidt Design)*

LID Example *(Stock Image)*

POLICY NRC 6.2.

Promote development that supports sustainable development patterns by promoting the efficient use of land, conservation of natural resources, resource-efficient design and construction, and the use of renewable energy sources

Development in the Connected City Overlay has the opportunity to efficiently use land and minimize negative effects upon natural resources. Development patterns shall be configured in a way that optimizes the potential for redevelopment while mitigating impacts on the land and infrastructure.

Building design and construction shall demonstrate conservation strategies for natural resources, optimize the use of renewable energy sources, and the use of sustainable building materials.

F.S. Intent:

Protect wildlife and natural areas

Achieve a cleaner, healthier environment

Assure the efficient use of land and other resources

Related Planning Principle:

Create sustainable development patterns that allow efficient and flexible growth opportunities as the market and population change over time

Adjacent Policies: LUD 4.15, LUD 4.16, TP 5.15 and PF 7.4

POLICY NRC 6.3.

Enact Land Development Code Regulations that encourage Low-Impact Development Techniques for Stormwater Management

An effective stormwater management system is essential for protecting communities from runoff and flooding impacts. The County should regularly consider improvements to its Best Management Practices and standards. Low-Impact Development (LID) techniques utilize the project area's natural features to address stormwater management, which may produce benefits such as reduced land area needed for ponds, less hardscape/conveyance infrastructure, and potential improved water quality.

The Land Development Code regulations for Connected City shall incorporate incentives for LID techniques consistent with SWFWMD standards as part of the overall Stormwater Management strategy. The County should measure the water quality differential (primarily focusing on Nitrogen levels) between LID and non-LID techniques utilized, to assess the benefit of the differing stormwater management methods.

F.S. Intent:

Protect wildlife and natural areas

Achieve a cleaner, healthier environment

Assure the efficient use of land and other resources

Related Planning Principle:

Create sustainable development patterns that allow efficient and flexible growth opportunities as the market and population change over time

Adjacent Policy: LUD 4.16

LID Example *(Stock Image)*

POLICY NRC 6.4.

The Connected City Overlay shall enhance the County's current water conservation strategy

MEASURE:

Annual Average Daily Water Consumption per ERU

BASELINE:

215 GPD Potable Water

GOAL:

SWFWMD standards for Potable Water

Water conservation is essential to establish an economically and environmentally sustainable and resilient community. The Land Development Code shall address water conservation techniques in addition to those identified within the 10 year Water Supply Plan to reduce annual average daily water consumption to 150 GDP for water per ERU. The LDC shall consider the following techniques to reduce water consumption:

- 100% of new construction within Connected City to meet Waterstar program or similar program conservation standards, which include: water efficient appliances, plumbing fixtures, irrigation systems and landscapes, as well as water quality benefits from best management practices in landscapes.

- Alternative conservation methods shall be considered as new techniques become available that can be supported by available advanced technology.
- New construction to utilize reclaimed water for irrigation, and other future potential uses (such as toilets), where it is available consistent with Pasco County Utilities Department policy. An exterior reclaimed water tap shall be provided for general use such as exterior pressure washing, etc.
- New construction to utilize water-conserving alternative landscape design, such as Florida-Friendly Landscaping.

F.S. Intent:

Protect wildlife and natural areas

Achieve a cleaner, healthier environment

Related Planning Principle:

Promote the use of advanced technology for economic development and the improved quality-of-life for current and future residents, business owners, and workforce members

Florida Friendly Landscaping Example *(Heidt Design)*

POLICY NRC 6.5.

The Connected City Overlay shall utilize available advanced technology to efficiently manage water system data

(External - end of line consumption) The LDC shall require new construction to use fully automated meter infrastructure (AMI)

(Internal - distribution system) The County shall utilize available advanced technologies to minimize non-customer water loss.

F.S. Intent:

Achieve a cleaner, healthier environment

Assure the efficient use of land and other resources

Related Planning Principle:

Promote the use of advanced technology for economic development and the improved quality-of-life for current and future residents, business owners, and workforce members

Adjacent Policy: LUD 4.1

AMI Water Meter *(Stock Image)*

POLICY NRC 6.6.

The Connected City shall reduce energy consumption

MEASURE:

Annual Average Daily Energy Usage per ERU

BASELINE:

38 kwh (daily residential usage)

GOAL:

Reduction from baseline

Energy conservation is essential to establish an economically and environmentally sustainable and resilient community. The Land Development Code shall address energy conservation techniques in new construction to reduce annual average daily energy consumption kwh per ERU.

All new construction within Connected City shall meet (or exceed) Energystar or similar program standards. These standards address energy efficient appliances, lighting fixtures, heating/cooling systems, tankless water heaters, higher overall insulation rating, and other energy efficient systems and construction techniques.

Alternative conservation methods shall be considered as new techniques become available that can be supported by available advanced technology.

In partnership with local energy providers, the County shall establish target reduction measures for energy usage for both residential and non-residential consumers.

F.S. Intent:

Achieve a cleaner, healthier environment

Related Planning Principle:

Promote the use of advanced technology for economic development and the improved quality-of-life for current and future residents, business owners, and workforce members

Energy Efficient Systems Example *(Stock Image)*

Promoting the Use of Renewable Energy *(Stock Image)*

POLICY NRC 6.7.
Promote renewable energy use

Renewable energy such as wind, solar, geothermal and biomass provide substantial benefits to the climate, and public health. In addition, this is a rapidly growing economic sector within the U.S. which can provide tremendous job opportunities in the future. The Connected City shall provide a built environment that capitalizes on these economic opportunities, maximizes energy technologies, and encourages reliance on renewable energy sources. The LDC shall require a minimum percentage of new development to utilize renewable energy.

F.S. Intent:

Achieve a cleaner, healthier environment

Related Planning Principle:

Promote the use of advanced technology for economic development and the improved quality-of-life for current and future residents, business owners, and workforce members

Promote planning decisions that protect the natural environment

POLICY NRC 6.8.

The County should collect general air quality data to comparatively measure alternative modes of transportation

The County and the CCMC shall create a program that addresses the need to monitor air quality and establish mitigation techniques, which may include the installation of air quality measurement devices and data collection technology throughout the Connected City Overlay, as appropriate to address alternative modes of transportation, including the automobile, neighborhood vehicle, and non-motorized travel, (e.g., walking, biking, etc.)

F.S. Intent:

Achieve a cleaner, healthier environment

Related Planning Principle:

Put People First

Air Quality Measures Rendering *(Heidt Design)*

POLICY NRC 6.9.

Establish a Recycling Program for Connected City Overlay

MEASURE:

Average Annual Solid Waste to WTE from CC as pounds per dwelling unit annually (dua) per ERU

BASELINE:

4,128 dua

GOAL:

3,509 dua (15% reduction) by 2025

Recycling is an important component of the County's waste management program, which is comprised of collection, transfer, and disposal. The County currently provides residential curbside recycling, and drop-off locations for those served by dumpsters, such as apartment complexes and commercial establishments. The County's population is projected to significantly grow, which will increase the burden on waste management. An enhanced recycling program will help to address increased demand for this service.

It shall be the responsibility of the Connected City Management Committee (CCMC) to ensure contracts are in place for a recycling program for all uses. Different uses may have different requirements, to be detailed in specific vendor contracts as approved by the County. Financial responsibility for these contracts may reside with individual Community Development Districts, Homeowner Associations, or direct users within the Connected City Overlay.

As part of the overall Connected City recycling program, the LDC shall require collocation of recycling containers in public use areas such as parks, trailheads, libraries, schools, etc., for which contracts would be established for those specific users/entities responsible for those areas. Private developers shall be encouraged to take part in a coordinated recycling program.

F.S. Intent:

Achieve a cleaner, healthier environment

Encouraging Recycling Program *(Stock Image)*

SECTION 7

PUBLIC FACILITIES

INTRODUCTION

Public facilities are those facilities required to support the services and functions provided by the county government, including, parks, schools, libraries, and emergency services. These facilities are essential to support the community and its continued growth. The planning for and provision of these services shall be coordinated with the anticipated level of service demands. The efficiency of these systems significantly contributes to the community's quality-of-life.

The Public Facilities Element is supported in part by the Connected City Financial Plan, which functions as the Capital Improvement Plan for the Connected City Overlay and Stewardship District. The Financial Plan is a key implementation component of the Connected City Overlay, and is discussed in the Implementation Section.

The policies outlined in this section supplement Pasco County's adopted Comprehensive Plan policies, and the County's Parks and Recreation Master Plan, as amended and address the Connected City intent as set forth in the Florida Statute 163.3246(14).

Public Facility Rendering *(Heidt Design)*

INTENT

The Public Facilities Section outlines the Connected City's intent to create communities that:

Achieve a cleaner, healthier environment;

Protect Wildlife and Natural Areas; and

Assure the efficient use of land and resources; and

Create quality communities of a design that promotes alternative transportation networks and travel by multiple transportation modes;

POLICIES

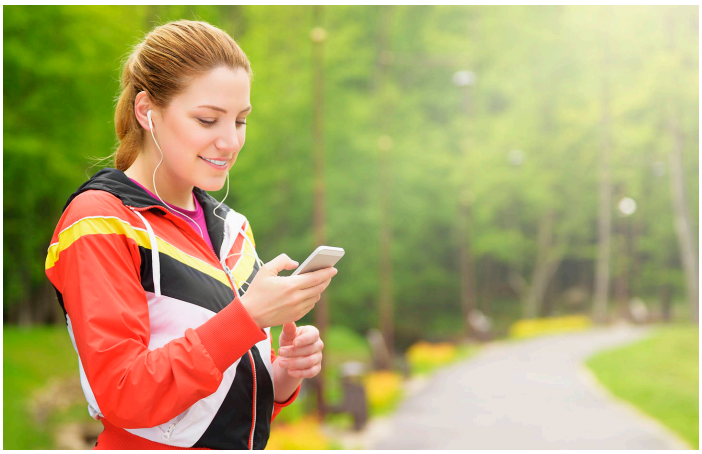
PARKS, RECREATION, AND OPEN SPACE

Parks, Recreation, and Open Space are significant assets to a community. Parks and Open Spaces are part of the County's public realm, which generally refers to a community's system of parks and civic spaces, natural areas and trails, historic and cultural areas, and streets and sidewalks. It also includes public infrastructure such as drainage swales, stormwater treatment ponds, and utility corridors.

The policies outlined in this Section recognize the value in planning for a premier Parks, Recreation and Open Space system consistent with the Connected City planning principles: promote the use of advanced technology for economic development and the improved quality of life for current and future residents, business owners, and workforce members; put people first; encourage alternative transportation modes for multiple travel options; create communities that support a healthy lifestyle; create authentic gathering spaces; and promote planning decisions that protect the natural environment.

(Please note that references to "district parks" in this Element address the scale or size of the park and not those parks that directly relate to the Connected City Stewardship District.)

Park, Recreation and Open Space Rendering *(Heidt Design)*



Wi-Fi in Parks and Trails Example *(Stock Image)*

PROMOTE THE USE OF ADVANCED TECHNOLOGY FOR ECONOMIC DEVELOPMENT AND THE IMPROVED QUALITY OF LIFE FOR CURRENT AND FUTURE RESIDENTS, BUSINESS OWNERS, AND WORKFORCE MEMBERS

❯ POLICY PF 7.1.

Parks within the Connected City Overlay shall utilize creative ways to take advantage of advanced technology

Wi-Fi shall be made available in all parks. In County parks, kiosks shall be provided that include charging stations and community information, such as park maps, community events, nearby destinations, etc. Include other resources that utilize advanced technology, such as RFID Chips in trails linked to apps, mobile devices, and outdoor exercise equipment, etc.

F.S. Intent:

Enhance the prospects for the creation of jobs

Related Planning Principles:

Put People First

Create Communities that Support a Healthy Lifestyle

Adjacent Policy: LUD 4.1

PUT PEOPLE FIRST

❯ POLICY PF 7.2.

Explore and capture funding sources to create an innovative, internet accessible, connected Neighborhood and Community Park system for Connected Cities that demonstrates how technological advances can be used to enhance recreational activities for the local community.

Neighborhood and Community parks in Connected City are encouraged to incorporate a number of characteristics. These parks should have new or recently enhanced facilities or features and are readily accessible through multiple modes of transportation. They should provide advanced technology opportunities and exhibit multiple features that enhance the comfort and experience of park users. Subject to the availability of appropriate funding sources, Parks in Connected City shall exhibit a maintenance quality that meets or exceeds a premier vision of Pasco County Parks and Recreation. Parks should be colocated with schools, libraries, and other public facilities such as, stormwater and natural resources wherever practical.

To achieve this goal, innovative funding sources should be explored, such as public/private partnerships, corporate sponsorship, State and Federal grants, etc. A budgeting process for Connected City Parks shall be established that is consistent with the most recently adopted County Master Parks and Recreation Plan and, Parks and Recreation Impact Fee, and other available public and private funding sources.

Park Rendering *(Heidt Design)*

Community Park Example *(Stock Image)*

Subject to availability of appropriate funding sources, parks in Connected City shall pursue and capture opportunities to demonstrate the following criteria:

1. Function as intended and be well-maintained, aesthetically pleasing, safe, and able to demonstrate sustainable techniques;
2. Accommodate a wide variety of uses and maintain a consistently high level of activity while still remaining flexible;
3. Show clear evidence of good design standards, enhancing the quality of passive and active recreational experiences, and embrace heritage resources with innovative educational technology;
4. Provide easy and safe access via sidewalks, multipurpose trails, multipurpose paths, multipurpose lanes, roads, and, wherever feasible, connections to mass transit (and shall provide covered bus shelters) – all parks in Connected City shall be accessible to transit opportunities, neighborhood vehicles and the Alternative Transportation Vision Plan network;
5. Provide a balance and variety of active and passive recreation opportunities;
6. Be centrally located and easily accessible to population centers;
7. Be located close to and accessible to schools and recreation centers;
8. Offer opportunities for sports and cultural events throughout the year, maximizing economic impact and enabling parks to become a gathering focal point of the community;
9. Be designed with amenities that can become an economic development catalyst for adjacent neighborhoods;

10. Have dedicated funding for operations and maintenance;
11. Offer Public/Private Partnership opportunities to cover expenses and programs;
12. Be designed with high quality amenities and recreation facilities;
13. Encourage a variety of special-use-value facilities, sports activities, jogging, and visually interesting trails along natural features such as lakes, etc.;
14. Be well-marked through high quality placemaking signage.

F.S. Intent:

Achieve a cleaner, healthier environment

Related Planning Principles:

Put People First

Create Communities that Support a Healthy Lifestyle

Parks Connecting to Natural Resources *(Heidt Design)*

POLICY PF 7.3.

The County Parks and Recreation Master Plan shall serve as the parks plan for the Connected City Corridor Overlay

Connected City shall be consistent with the County Parks and Recreation Master Plan.

PROMOTE PLANNING DECISIONS THAT PROTECT THE NATURAL ENVIRONMENT

POLICY PF 7.4.

The Connected City Park System shall utilize techniques that protect natural resources, habitats, and biodiversity

Parks shall be designed, managed, and maintained utilizing techniques supported by sustainable standards such as LEED, or SITES or other similar sustainable standards, including Low Impact Development (LID) techniques for stormwater management and treatment.

Energy conservation techniques should be utilized in all parks. Parks shall employ resource management techniques that restore natural ecosystems, naturally treat and manage stormwater flows, and integrate these needs into the design of the park systems. Energy conservation techniques shall be incorporated into the layout, design, and construction of all parks, such as use of green building materials, and passive lighting. Parks shall offer opportunities to demonstrate landscaping that utilize water-conserving design, such as Florida Friendly Landscaping.

F.S. Intent:

Achieve a cleaner, healthier environment

Protect wildlife and natural areas

Adjacent Policies: LUD 4.16 and NRC 6.2

Energy Conservation in Parks Example *(Stock Image)*

POLICY PF 7.5.

The Connected City Overlay shall provide for Colocation of Parks, Schools, Public Facilities, and Natural Resources

The Connected City Overlay shall provide for parks colocated with schools and natural resources or public facilities to demonstrate and encourage the combined health, environmental, and maintenance cost efficiencies for the Connected City.

Public parks shall provide opportunities to connect to natural resources for both passive and recreational purposes, while being sensitive to the protection of these resources. In addition, by providing access to natural landscapes and ecosystems, parks shall maximize the opportunities for environmental education and interpretation.

F.S. Intent:

Achieve a cleaner, healthier environment

Protect wildlife and natural areas

Adjacent Policies: LUD 4.6, LUD 4.7, LUD 4.15 and LUD 4.16

Premier Education Resources Example *(Stock Image)*

SCHOOLS

A premier education system is vital to economic development as it provides a highly skilled, technologically capable, creative and rapidly adaptable workforce. The number and types of schools that are required in the Connected City Overlay are to be determined by the School District and County.

Generally, the School District and County collaborate on school planning with the School District supplying facility need forecasting and capacity management and then working with the County on potential facility locations. In the Connected City Overlay, capacity analysis will take into account typical public school facilities and charter schools (including virtual schools). As such there may be the potential for significant cost savings. Private, non-charter schools shall not be included in facility capacity calculations as they do not receive public funds. However, it is noted that such facilities will have an impact on facility planning within the Connected City, and to the extent that public-private-partnerships can be established to integrate public and private facilities there may be significant opportunities for leveraging of collective financial resources to create enhanced facilities and associated programs beyond those available without such joint-use partnerships.

Advanced Technology Use in Schools Example *(Stock Image)*

PROMOTE THE USE OF ADVANCED TECHNOLOGY FOR ECONOMIC DEVELOPMENT AND THE IMPROVED QUALITY OF LIFE FOR CURRENT AND FUTURE RESIDENTS, BUSINESS OWNERS, AND WORKFORCE MEMBERS

POLICY PF 7.6.

Public Schools located in the Connected City Overlay should utilize creative ways to take advantage of advanced technology

The School District should continuously consider needs based on emerging classroom trends that can be supported by advanced technologies.

F.S. Intent:

Enhance the prospects for the creation of jobs

Related Planning Principles:

Put People First

Adjacent Policy: LUD 4.1

Neighborhood Vehicle Use to School Example *(Stock Image)*

PUT PEOPLE FIRST

POLICY PF 7.7.

All public schools shall be served by public transit routes and/or the Alternative Transportation Vision Plan

Schools shall be accessible through safe and efficient travel routes, not just for automobile trips, but for pedestrians, neighborhood vehicles, and transit riders. The Alternative Transportation Vision Plan shall provide connections to public schools.

F.S. Intent:

Create quality communities of a design that promotes alternative transportation networks and travel by multiple transportation modes

Related Planning Principles:

Encourage alternative transportation modes for multiple travel options

Create communities that support a healthy lifestyle

Adjacent Policies: TP 5.4, TP 5.9 and 5.10

Colocation of Schools with Natural Resources and Parks Rendering *(Heidt Design)*

ENCOURAGE FLEXIBILITY AND PROMOTE A MIX OF USES

POLICY PF 7.8.

All public schools should be colocated with natural resources, parks and/or recreation centers with the intent of facility joint-use

Schools should be colocated with natural resources, parks and/or recreation centers with joint use of facilities in order to maximize opportunities for enhanced learning environments, minimize initial facility cost, and create efficiencies in operation and maintenance.

F.S. Intent:

Assure the efficient use of land and other resources

Related Planning Principles:

Promote planning decisions that protect the natural environment

Create authentic social gathering spaces

Adjacent Policies: LUD 4.15 and LUD 4.19

CREATE SUSTAINABLE DEVELOPMENT PATTERNS THAT ALLOW EFFICIENT AND FLEXIBLE GROWTH OPPORTUNITIES AS THE MARKET AND POPULATION CHANGE OVER TIME

❯ POLICY PF 7.9.

All public schools should seek to utilize the most state-of-the-art facility design to reduce physical footprint and maximize flexible, adaptable, and collaborative learning environments

The School District will design facilities to meet the needs of students now and into the future, and may include concepts such as an on-line virtual high school integrated into an office or commercial space.

F.S. Intent:

Assure the efficient use of land and other resources

Enhance the prospects for the creation of jobs

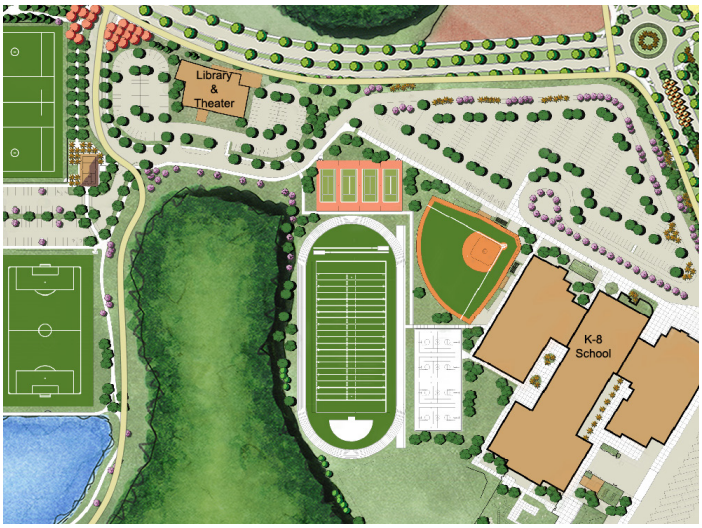
Related Planning Principles:

Put people first

Provide a built environment that targets new, expanding or relocating businesses

Adjacent Policy: LUD 4.6

Virtual High School Student Example *(Stock Image)*



Colocated Dual-Use Library Site Example *(Heidt Design)*

PUT PEOPLE FIRST

❯ POLICY PF 7.10.

Libraries in the Connected City Overlay shall be dual-use libraries and/or multiuse community spaces as determined to be needed by the community

The primary mission of library services is to enhance the knowledge and skills of its community members. Both dual-use libraries and multiuse community spaces serve the defined need as determined by the local community. Within the Connected City Overlay, public libraries should colocate with area colleges and medical facilities (e.g., hospitals, doctors offices, etc.), catering to the specific focus of their respective programs. It would also be appropriate for libraries to be colocated with high schools, colleges, universities, and/or technical schools, community parks, and recreation centers.

In addition, multiuse community spaces should be distributed throughout the community, providing spaces to address specified programming needs. Libraries play an important role as an authentic social gathering space, and provide many services to the community, including learning opportunities for everything from story time for children, to classes on the latest software, to painting or carpentry. Multiuse community spaces can cater to the determined needs of the community at hand, whether it is simply a quiet space or a technologically-driven makerspace.

Each of the library facilities should have full access to the available advanced technology in the Connected City in order to have flexible program offerings and meet the defined needs.

F.S. Intent:

Limit urban sprawl by providing diverse but interconnected communities

Assure the efficient use of land and other resources

Related Planning Principles:

Promote the use of advanced technology for economic development and the improved quality-of-life for current and future residents, business owners, and workforce members

Adjacent Policy: LUD 4.19

Advance Technology in Library Example *(Stock Image)*

POLICY PF 7.11.

All library facilities shall be served by public transit routes and/or the Alternative Transportation Vision Plan Network

Libraries should be highly accessible to all community members through safe and efficient travel routes. As the Connected City is to be planned as a multimodal community that caters to not only auto-trips, but to pedestrians, neighborhood vehicles and transit riders, libraries shall be accessible by multiple modes of transportation, including transit routes, Alternative Transportation Vision facilities, and pedestrian network facilities, making libraries accessible.

F.S. Intent:

Create quality communities of a design that promotes alternative transportation networks and travel by multiple transportation modes

Related Planning Principles:

Encourage alternative transportation modes for multiple travel options

Create communities that support a healthy lifestyle

Create authentic social gathering spaces

Adjacent Policies: LUD 4.19, TP 5.9 and 5.10

Public Safety Example *(Stock Image)*

LIBRARIES / EMERGENCY SERVICES / LAW ENFORCEMENT SERVICES / GOVERNMENT FACILITIES

POLICY PF 7.12.

Funding opportunities should be explored and land should be reserved to address public service needs within the Connected City Corridor Overlay

As a pilot program that takes advantage of advanced technology, the Connected City may support new means of delivering public services, which may also result in additional funding requirements. At a minimum, adequate land should be reserved for library, emergency service, law enforcement buildings, and other general government facilities consistent with the demands of the projected Connected City population and levels of service identified in the most recently adopted County master plans for such facilities. Such facilities shall be collocated with other public facilities (e.g. libraries with schools or parks; emergency services with law enforcement) to the maximum extent feasible, and the design of such facilities shall consider those opportunities the Connected City technology infrastructure provides to more efficiently provide these public services. In addition, the Connected City Management Committee shall work with the County to explore or utilize new funding opportunities and resources, such as the Smart Gigabit Community Infrastructure Development Fee, that can supplement traditional means of financing for library, emergency service, law enforcement facilities, and other general government facilities.

CHAPTER 8

IMPLEMENTATION & INTERGOVERNMENTAL COORDINATION

INTRODUCTION

The successful implementation of the Connected City Vision contemplated by the State Statute and reinforced by the Pasco County Resolution will demand a specific governance methodology and a regulatory structure. The extended planning period requires an implementation strategy that embraces an incremental approach to development where evolving technology would continuously challenge a more typical regulatory scheme. The governance methodology and regulatory structure must work in concert to balance the constantly changing market forces and technological advances that will provide the opportunities within the Connected City for future residents and businesses.

INTENT

The Implementation and Intergovernmental Coordination Section outlines the governance methodology and a regulatory structure that will combine to provide the framework for the implementation strategy to achieve the vision of the Connected City. The regulatory framework consists of six distinct enabling documents:

- Stewardship Ordinance
- Financial Plan
- Master Roadway Plan
- Conceptual Utility Plan
- Comprehensive Plan Overlay
- Land Development Code

These documents have specific roles and purposes within the regulatory framework. Each component interrelated and dependent upon the other.

Connected City Enabling Documents *(Heidt Design)*

POLICIES

POLICY IIC 8.1.
Zoning approvals established prior to the Connected City Special Planning Area remain valid

Zoning actions and entitlements that occurred prior to the BCC approval of the Connected City Comprehensive Plan, January 10, 2017, shall not be considered conflicting zonings, including Development of Regional Impacts, MPUD entitlements, single-family units on legal lots, etc. Nothing shall limit or modify the rights of any person to complete any development that has been authorized, issued a final development order, or wherein development has commenced and is continuing in good faith.

POLICY IIC 8.2.
Establishment of a Limited, Specialized, Single-Purpose Dependent District as a unit of local government ensuring the long term stewardship of infrastructure and technology

To fulfill the intent and purpose of Florida Statute 163.3246(14), Pasco County shall establish by Ordinance a local governing structure to implement the Connected City Corridor Overlay, as a public specialized and limited single purpose, dependent district for this area identified for an advanced technology corridor.

The Connected City Stewardship District, as a specialized limited single-purpose dependent district will 1) provide an efficient and effective method of ensuring the long term stewardship of the advanced technology infrastructure, 2) provide administration of the specialized rules and regulations for expedited development, 3) provide a more practical and efficient method to assist the County in the delivery of capital infrastructure and facilities to accommodate growth, 4) provide alternative means for funding and financing capital infrastructure to avoid over burdening tax payers, and 5) promote local financial self-sufficiency.

POLICY IIC 8.3.
The Pasco County Board of County Commissioners shall serve as the Connected City Board of Supervisors (CC-BOS)

The governing body of the Stewardship District ("the District") shall be the Connected City Board of Supervisors (CC-BOS) and will be comprised of the same individuals who serve on the Pasco County Board of County Commissioners (BCC).

The BCC shall remain as the authority to approve Comprehensive Amendments, rezonings, matters of taxation and assessments, mobility and development fees, approve financial plans and every other matter of fiscal responsibility.

POLICY IIC 8.4.
Establishment of the Connected City Management Committee (CCMC)

The Connected City Stewardship District shall create a Connected City Management Committee (CCMC) to manage the Connected City Stewardship District whose responsibilities are to include day to day district management, property management, and operations.

The CCMC shall, among other duties, (a) select a District Manager, (b) be responsible for directing expenses and revenues approved in the Connected City Financial Plan and future budgets approved by the Board of Supervisors in order to implement community planning and design features, and (c) exercise the development approval authority found in Section 603-7 of the Land Development Code.

A list of specific powers granted to the CCMC are found in Section 603-7 of the Land Development Code.

POLICY IIC 8.5.
Adoption of the Connected City Financial Plan

To implement Florida Statute 163.3246(14) and the intent of County Resolution 15-140, Pasco County shall adopt a Connected City Financial Plan that will establish a model for public/private project funding of master infrastructure required for the long range vision which can be implemented incrementally. The master infrastructure required

to be funded in the Financial Plan shall address the following:

- Transportation Costs
  - Master Roadway Plan Costs
  - Alternative Transportation Vision Plan Costs
  - External Transportation Improvement Costs
- School Land Acquisition and Technology Facilities Costs
- Smart Gigabit Community Improvement Costs
- Innovation Enterprise Fund Costs
- Connect City Development Review/Administration Costs

POLICY IIC 8.6.
Adoption of Master Roadway Plan

To implement the intent of Florida Statute 163.3246(14), Pasco County shall adopt a long-term Master Roadway Plan so that development projects within the Connected City Corridor Overlay will have a clear overall blueprint of the transportation infrastructure. The Master Roadway Plan shall function as the County's Highway Vision Plan for the Connected City Corridor Overlay, except for site specific access management requirements.

POLICY IIC 8.7.
Adoption of Conceptual Utility Plan

To implement the intent of Florida Statute 163.3246(14), Pasco County shall adopt a Conceptual Utility Plan so that the development projects within the Connected City Corridor Overlay will have an overall blueprint for the effective delivery of potable water, wastewater, and reclaimed water concurrent with incremental development during the full build out. The Conceptual Utility Plan is intended to provide an overall high level direction for the utility master infrastructure, and will not replace the detailed and specific master planning that must be undertaken as the incremental implementation of development projects come into more clear focus.

Separate from the Conceptual Utility Plan, development- specific Master Utility Plan (MUP) requirements as established by the Pasco County Utilities Services Branch remain in full force and effect as future development applications are processed. The MUP shall be submitted to the Utilities Services Branch for review and approval at the appropriate time.

POLICY IIC 8.8.
The Land Development Code shall designate the Connected City Master Planned Unit Development (CC-MPUD) zoning classification

The Connected City Master Planned Unit Development (CC-MPUD) zoning category shall be the regulatory mechanism to govern CC Entitled Properties for those land owners that choose to "opt in" to the Connected City Comprehensive Plan Overlay. The BCC reserves its jurisdiction to grant or deny any zoning entitlements to properties within the Connected City boundary.

POLICY IIC 8.9.
Establishment of an Expeditious Development Review Process

To fulfill the intent of Florida Statute 163.3246(14) and County Resolution 15-140, the County shall produce an expeditious development approval process, and adopt a land development code for the Connected City that simplifies regulations and offers design flexibility to encourage innovation. The expeditious regulatory review process and Land Development Code shall only apply to CC Entitled Properties granted the CC-MPUD zoning category.

POLICY IIC 8.10.
Applicability Provisions

The applicability of the Connected City Regulations to any given property owner or property within the Overlay Boundary is governed by the "Applicability" subsection within the Introduction to these Connected City Comprehensive Plan goals, objectives and policies.

CONNECTED CITY

COMPREHENSIVE PLAN AMENDMENT

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