

ORDINANCE NO. 8805-16

AN ORDINANCE OF THE CITY OF CLEARWATER (THE CITY), FLORIDA, AMENDING THE CITY'S COMPREHENSIVE PLAN BY AMENDING THE FUTURE LAND USE ELEMENT UPDATING THE CONCURRENCY MANAGEMENT SYSTEM AND ALLOWING FOR NON-CONTIGUOUS ANNEXATIONS; BY AMENDING THE TRANSPORTATION ELEMENT ESTABLISHING A MOBILITY MANAGEMENT SYSTEM AND REPEALING TRANSPORTATION CONCURRENCY, ESTABLISHING MULTI-MODAL DESIGN FEATURES, AND ENSURING THE CITY'S COORDINATION WITH THE METROPOLITAN PLANNING ORGANIZATION AND THE FLORIDA DEPARTMENT OF TRANSPORTATION; BY AMENDING THE COASTAL MANGEMENT ELEMENT BY REMOVING TRAFFIC FROM LEVEL OF SERVICE STANDARDS AND ADDING POLICIES ENCOURAGING STRATEGIES AND ENGINEERING SOLUTIONS THAT REDUCE FLOOD RISK IN COASTAL AREAS; BY AMENDING THE INTERGOVERNMENTAL COORDINATION ELEMENT REMOVING REFERENCE TO ROAD LEVEL OF SERVICE; BY AMENDING THE CAPITAL IMPROVEMENTS ELEMENT REMOVING TRANSPORTATION LEVEL OF SERVICE STANDARDS AND UPDATING CAPITAL IMPROVEMENT FUND EXPENDITURE AND REVENUE SUMMARIES; UPDATING VARIOUS TERMS AND REFERENCES; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS the Local Government Comprehensive Planning and Land Development Regulation Act of Florida empowers and requires the City Council of the City of Clearwater to plan for the future development and growth of the City, and to adopt and periodically amend the Comprehensive Plan, including elements and portions thereof; and

WHEREAS, Florida House Bill 7207, also known as the Community Planning Act, was signed into law in 2011; and

WHEREAS, the Community Planning Act removed State requirements for local government implementation of transportation concurrency management systems; and

WHEREAS, the City of Clearwater participated in a multi-jurisdictional Mobility Plan Task Force, facilitated by the Pinellas County Metropolitan Planning Organization, to develop a framework for a countywide approach to implementation of a mobility management system in place of transportation concurrency; and

WHEREAS, the Pinellas County Metropolitan Planning Organization created the Pinellas County Mobility Plan to replace transportation concurrency; and

WHEREAS, The Pinellas County Mobility Plan is applicable countywide; and

WHEREAS, the City of Clearwater desires to replace transportation concurrency with a mobility management system approach that is multi-modal, and designed to better support redevelopment and associated transportation, land use, intergovernmental, and capital improvement goals; and

WHEREAS, additional amendments are proposed to address an Interlocal Service Boundary Agreement (ISBA) the city and Pinellas County entered into which allows voluntary annexations of noncontiguous properties within "Type A" enclaves, as defined in the ISBA; and

WHEREAS, such ISBA should be recognized in the Comprehensive Plan; and

WHEREAS, the City Council finds it necessary, desirable and proper to adopt the amendments to the objectives and policies of the Comprehensive Plan in order to reflect changing conditions; now, therefore,

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CLEARWATER, FLORIDA:

Section 1. That Policy A.2.2.6 of the Clearwater Comprehensive Plan Future Land Use Element, page A-10, be amended to read as follows:

A.2.2.6 The Community Development Code shall provide for safe on-site traffic circulation and connections to adjacent arterial and collector streets consistent with Florida Department of Transportation and Institute of Traffic Engineers design guidelines, and other applicable roadway design standards, policies, and guidelines.

Section 2. That Goal A.4 of the Clearwater Comprehensive Plan Future Land Use Element, and its Objective and Policies, pages A-11 through A-12, be amended to read as follows:

A.4 GOAL – THE CITY SHALL NOT PERMIT DEVELOPMENT TO OCCUR UNLESS AN ADEQUATE LEVEL OF SERVICE IS AVAILABLE TO ACCOMMODATE THE IMPACTS OF DEVELOPMENT. AREAS IN WHICH THE IMPACT OF EXISTING DEVELOPMENT EXCEEDS THE DESIRED LEVELS OF SERVICE WILL BE UPGRADED CONSISTENT WITH THE TARGET DATES FOR INFRASTRUCTURE IMPROVEMENTS INCLUDED IN THE APPLICABLE FUNCTIONAL PLAN ELEMENT WORK TOWARD A LAND USE PATTERN THAT CAN BE SUPPORTED BY THE AVAILABLE COMMUNITY AND PUBLIC FACILITIES THAT WOULD BE REQUIRED TO SERVE THE DEVELOPMENT.

A.4.1 Objective - ~~The City shall examine and upgrade the Concurrency Management and information system as appropriate for granting development permits. This system shall continue to consider the current, interim, and ultimately desired Levels of Service for roads, transit, water, sewer, garbage collection, and drainage systems and shall provide data on sub-sectors of the City in which service deficiencies exist or in which services are adequate to serve existing and planned new development. This level of service status will be considered and made part of the staff recommendation at the time of zoning, site plan, or plat approval. The level of service monitoring system shall be adjusted, at a minimum, annually to determine adequacy of service capacity. The City's Concurrency Management System will ensure the compatibility of all proposed development with the capacities of the existing and planned support facilities for which a level of service has been adopted.~~

~~Should a requested development permit result in approvals which would burden service systems above adopted levels, permission to proceed with the development will not be granted until the City has assured that adequate services will be available concurrent with the impacts of development.~~

Policies

A.4.1.1 ~~No new development or redevelopment will be permitted which causes the level of City services (roads, recreation and open space, water, sewage treatment, garbage collection, and drainage) to fall below minimum acceptable levels. However, development orders may be phased or otherwise modified consistent with provisions of the concurrency management system to allow services to be upgraded concurrently with the impacts of development. The Concurrency Management System shall ensure proposed development is in conformance with existing and planned support facilities for which a level of service standard has been adopted and that such facilities and services are available, at the adopted level of service standards, concurrent with the impacts of development.~~

A.4.1.2 The City's Concurrency Management System shall include, at minimum, level of service standards for parkland, potable water, sanitary sewer, solid waste, and stormwater.

A.4.1.3 The City, when making decisions on requests to amend the Future Land Use Map or the Zoning Atlas (other than decisions on appropriate locations for mixed-use or transit oriented development), shall review the potential impact on the transportation system by considering the following:

- a. Ability of the surrounding existing and planned transportation network to meet the mobility objectives of the Comprehensive Plan;
- b. Capacity of the surrounding existing and planned transportation network to accommodate any projected additional demand; and
- c. Extent to which the proposed Future Land Use Map amendment or rezoning furthers the intent of the Comprehensive Plan to improve mobility.

A.4.1.24 The City shall recognize the overriding Constitutional principle that private property shall not be taken without due process of law and the payment of just compensation, which principle is restated in Section 163.3194 (4) (a), Florida Statutes.

Section 3. That Policy A.5.4.8 of the Clearwater Comprehensive Plan Future Land Use Element, page A-14, be amended to read as follows:

A.5.4.8 ~~Study the establishment of transportation concurrency alternatives~~ Implement a Mobility Management System as detailed in the City's Community Development Code, to support higher densities along redevelopment corridors and in activity centers.

Section 4. That Policy A.7.1.2 of the Clearwater Comprehensive Plan Future Land Use Element, page A-24, be amended to read as follows:

A.7.1.2 When evaluating and prioritizing areas to annex, consideration should be given to the following:

- Whether property was given high priority in the City's Sewer System Expansion Feasibility Study Update completed in ~~2002~~ 2011;

Section 5. That a new Policy A.7.2.4 of the Clearwater Comprehensive Plan Future Land Use Element, page A-25, be added, with subsequent Policies renumbered, and that Policy A.7.2.6, as renumbered, be amended to fix a typographical error:

A.7.2.4 Allow voluntary annexations for noncontiguous properties that are within an enclave as defined by Section 171.032(13)(a), Florida Statutes ("Type A" enclaves).

A.7.2.45 Promote economic development programs and activities to businesses within the unincorporated areas of the Clearwater Planning Area.

A.7.2.56 Continue to work with property owners and Pinellas County to permit development activities in the County prior to the effective date of annexation provided the proposed development complies with the provisions of the City of Clearwater Development Code.

Section 6. That the Transportation Needs Summary section of the Clearwater Comprehensive Plan Transportation Element, page B-1, be amended to read as follows:

Traffic Circulation & Mobility

- Multi-modal transportation improvements to Clearwater Beach should continue to be planned and/or utilized to alleviate traffic congestion and parking demands on the Memorial Causeway and the beach.
- Access management to improve traffic flow will continue to be an important issue in development reviews, with particular emphasis on congested links.
- ~~The traffic concurrency system will continue to monitor vehicle trips on the roadway system.~~
- Belleair Road (CR462) and Clearwater Memorial Causeway (SR60) are physically and/or environmentally constrained and ~~will continue to operate below the acceptable levels of service.~~
- The City will continue to work with Florida Department of Transportation (FDOT), the Metropolitan Planning Organization (MPO), Tampa Bay Area Regional Transportation Authority (TBARTA), Pinellas Suncoast Transit Authority (PSTA) and other agencies to promote transportation alternatives and demand management. create and maintain a multi-modal transportation system that is safe and efficient for all users, including bicyclists, pedestrians and transit users, as well as motorists.

Section 7. That the Traffic Circulation section of the Clearwater Comprehensive Plan Transportation Element, page B-3, be renamed as follows:

TRAFFIC CIRCULATION & MOBILITY

Section 8. That Goal B.1 of the Clearwater Comprehensive Plan Transportation Element, page B-3, be amended and a new Objective B.1.1 and its Policies be added to read as follows, with subsequent Objectives and Policies renumbered:

B.1 GOAL - THE TRAFFIC CIRCULATION SYSTEM THE CITY SHALL PROVIDE FOR THE A SAFE, CONVENIENT AND ENERGY EFFICIENT DELIVERY OF PEOPLE AND GOODS BY A MULTIMODAL TRANSPORTATION SYSTEM THAT SERVES TO INCREASE MOBILITY, EFFICIENTLY UTILIZE ROADWAY CAPACITY, REDUCE THE INCIDENCE OF SINGLE-OCCUPANT VEHICLE TRAVEL, REDUCE THE CONTRIBUTION TO AIR POLLUTION FROM MOTOR VEHICLES, AND IMPROVE THE QUALITY OF LIFE TO THE CITIZENS OF THE CITY OF CLEARWATER.

B.1.1 Objective – Maintain the major road network performance within the City while furthering development of a multi-modal transportation system that increases mobility for pedestrians, bicyclists, and transit users as well as for motorists.

Policies

B.1.1.1 The City shall implement the Mobility Management System within the City's Community Development Code. The impacts of land development projects shall be managed through the application of Transportation Element policies, through requirements of the Community Development Code, and through the site plan review process. The Mobility Management System shall address the following:

- a. All development projects generating new peak hour trips shall be subject to payment of a multi-modal impact fee.
- b. Development projects that generate between 51 and 300 new peak hour trips of deficient roads shall be classified as tier 1 and required to submit a transportation management plan (TMP) designed to address their impacts while increasing mobility and reducing demand for single occupant vehicle travel.
- c. Development projects that generate more than 300 new peak hour trips on deficient roads shall be classified as tier 2, required to conduct a traffic impact study, and submit an accompanying report and TMP based on the report findings.
- d. Multi-modal impact fee assessments may be applied as credit toward the cost of a TMP.
- e. A traffic study and/or TMP for a development project not impacting a deficient road corridor shall be required if necessary to address the impact of additional trips generated by the project on the surrounding traffic circulation system.

B.1.1.2 The City shall continue to use roadway levels of service for planning purposes.

B.1.1.3 The Capital Improvements Element shall include reference to “deficient” roadways, as identified through the most recent version of the annual Metropolitan Planning Organization (MPO) Level of Service Report, including facilities operating at peak hour level of service (LOS) E and F and/or volume-to-capacity (v/c) ratio 0.9 or greater without a mitigating improvement scheduled for construction within three years.

B.1.1.4 The City shall utilize multi-modal impact fee revenue to fund multi-modal improvements to local, county, or state facilities that are consistent with the Comprehensive Plan as well as the MPO Long Range Transportation Plan 2040.

B.1.1.5 The City shall work cooperatively with the MPO and other local governments to complete the biennial update of the Multi-modal Impact Fee Ordinance through the MPO planning process.

B.1.1.6 The City shall continue to work with the Pinellas Suncoast Transit Authority (PSTA) to increase the efficiency of the fixed-route system by encouraging mass transit use through the application of the Mobility Management System and the City’s site plan review process.

Section 9. That Objective B.1.2 of the Clearwater Comprehensive Plan Transportation Element, as renumbered by this ordinance, page B-3, and its Policies be amended, and Policies B.1.2.3 through B.1.2.8 be added to read as follows, with subsequent Objectives and Policies renumbered:

B.1.12 Objective – Every expansion or extension of arterial and collector streets shall be constructed consistent with Florida Department of Transportation engineering standards. Future improvements to arterial and collector streets shall include, where possible, enhanced design to accommodate bicycle/pedestrian traffic. Future improvements to arterial and collector streets shall be context-sensitive by planning and designing the roadway based on the existing context of the surrounding built environment and the planned land use vision.

B.1.12.1 The City shall continue to administer access management and right-of-way requirements through the Community Development Code.

B.1.12.2 The City will promote programs that ensure physical safety of non-motorized transportation users in accordance with the City’s *Shifting Gears: Bicycle and Pedestrian Master Plan*.

B.1.2.3 The City will operate, maintain, and improve the City transportation system consistent with the Florida Department of Transportation’s (FDOT) Complete Streets Policy.

B.1.2.4 The City shall coordinate efforts with FDOT to incorporate bicycle and pedestrian-friendly provisions in the design and construction of expansion and resurfacing projects on State roads, where feasible.

B.1.2.5 The City shall require land development projects to make adequate provisions for bicycle parking and storage as appropriate.

B.1.2.6 The City shall include sidewalks where feasible alongside roadways scheduled for resurfacing.

B.1.2.7 The City shall install landscaping along sidewalks using tree canopy, where feasible, to provide shaded areas for pedestrians.

B.1.2.8 The City shall incorporate livable community requirements such as Objective A.6.8 and its Policies to proposed developments or redevelopments.

Section 10. That Objective B.1.3 of the Clearwater Comprehensive Plan Transportation Element, pages B-3 and B-4, and its Policies be amended as follows, with subsequent Objectives and Policies renumbered:

B.1.34 Objective - The City will continue to monitor traffic counts, accidents, and road improvements, to provide timely status evaluation of level of service conditions for issuance of development approvals.

Policies

B.1.34.1 The City will continue to review potential trips generated by Rrequests for amendment to the Future Land Use Map will have an analysis of traffic impacts.

~~B.1.3.2 The City's Traffic Concurrency Management System will continue to monitor roadways' level-of-service (LOS) consistent with specific procedures and requirements in the Community Development Code, to issue and track certificates of concurrency/capacity, along with required traffic impact studies and mitigation strategies for any development which may degrade the acceptable level of service of an affected transportation facility, and required documentation of the 110% de minimis transportation impact threshold as per 163.3180, F.S.~~

B.1.34.32 The concurrency Mobility mManagement sSystem will be enhanced applied through improved departmental coordination, and the proactive identification and resolution of level of service concerns.

Section 11. That Policies B.1.4.1 through B.1.4.7 of the Clearwater Comprehensive Plan Transportation Element, pages B-4 and B-5, be amended to read as follows, with subsequent Objectives and Policies renumbered:

Policies

B.1.45.1 The City shall continue to review trips generated by land development projects through the Traffic Concurrency Management Program Mobility Management System.

B.1.45.2 For those roads which are not currently operating at an acceptable LOS, or which do not have programmed improvements to upgrade service to an acceptable level a mitigating improvement scheduled for construction within three years, the concurrency Mobility mManagement sSystem shall be used to monitor traffic growth,

with the dual intent of maintaining average operating speeds and restricting the aggregate and individual trips generated by development in the City limits.

~~B.1.4.3 The concurrency management system shall address thresholds in applying the standards for determining concurrency, and shall consider mitigation of impacts and alternative means to maintain acceptable traffic flows as alternatives to denying a development permit.~~

~~B.1.4.4 The City shall explore transportation concurrency alternatives, such as Multimodal Transportation Districts (MMTD's), for downtown, Clearwater Beach and/or other potential redevelopment areas or activity centers, to incorporate community design features that reduce vehicular usage while supporting an integrated multimodal transportation system.~~

~~B.1.45.53 If an alternative to transportation concurrency is being considered for a designated redevelopment and/or revitalization area that requires approval by the State, it Redevelopment and/or revitalization projects shall be coordinated with the FDOT and the Department of Community Affairs (DCA) Department of Economic Opportunity (DEO) to assess impacts on US 19.~~

~~B.1.4.6 When a development results in traffic generation volumes causing a degradation of service below D in the pm peak hour, the City shall require transportation facilities to be in place or under actual construction within 3 years after issuance of a building permit, in accordance with the City's Proportionate Fair Share Program.~~

~~B.1.45.74 The City shall cooperate with the MPO to ensure consistency between comprehensive plan amendments and the Pinellas MPO Long Range Transportation Plan (LRTP) 2025 2040.~~

Section 12. That Objective B.1.5 of the Clearwater Comprehensive Plan Transportation Element, page B-5, and its Policies be deleted:

~~**B.1.5 Objective - All County roadways in Clearwater, except those identified as backlogged or constrained by the Pinellas County MPO, shall operate at level C average daily/D peak hour.**~~

Policies

~~B.1.5.1 Acceptable peak-hour Levels of Service for arterial and collector streets as listed in the MPO's current "Level-of-Service Inventory Report" are the desired minimum levels.~~

~~B.1.5.2 The City shall provide the MPO with available up-to-date traffic data, such as signal timings and traffic counts to assist with level-of-service monitoring and development of the MPO's Long Range Transportation Plan.~~

~~B.1.5.3 Due to unique conditions of the natural and built environments, and/or seasonal traffic demand, Belleair Road and Clearwater Memorial Causeway shall be considered environmentally constrained facilities.~~

~~B.1.5.4 The City shall ensure that comprehensive plan amendments are consistent with the Florida Department of Transportation's (FDOT) statewide minimum levels of service standards for roadway facilities.~~

~~B.1.5.5 The City shall continue to participate with the MPO and/or its Technical Coordinating Committee (TCC) to ensure that the level of service standard for US Highway 19, a Strategic Intermodal System (SIS) facility is consistent with FDOT's LOS designation of D for this road.~~

~~B.1.5.6 Recognize the LOS standard of C average daily/D peak hour and volume/capacity ratio of 0.9 on roads under county jurisdiction, in accordance with the MPO's countywide concurrency management standards.~~

Section 13. That Objective B.2.1 of the Clearwater Comprehensive Plan Transportation Element, page B-6, be amended, and Policy B.2.1.2 be added to read as follows:

B.2.1 Objective - Roadway improvements to obtain desired Levels of Service must be included in State, County, and City capital budgets. The City shall actively participate, on a continuing basis, with both the staff and elected official support, in the preparation, adoption and implementation of transportation plans and expenditure programs of the ~~M.P.O.~~ MPO, ~~P.S.T.A.~~ PSTA, Board of County Commissioners, and the ~~F.D.O.T~~ FDOT.

B.2.1.1 The City shall review and comment on the proposed capital improvement programs and provide input to the adopting agencies relative to consistency with Clearwater's Comprehensive Plan.

B.2.1.2 The City shall provide the MPO with available up-to-date traffic data, such as signal timings and traffic counts to assist with level-of-service monitoring and development of the MPO's Long Range Transportation Plan.

Section 14. That Objective B.2.3 of the Clearwater Comprehensive Plan Transportation Element, page B-8, be amended, and that Policy B.2.3.2 be deleted as follows:

B.2.3 Objective - The City of Clearwater shall annually update the City's Transportation Improvement Program to include projects that increase the capacity of roadways, and coordinate with and provide input in the update of the Metropolitan Planning Organization's (MPO) Transportation Improvement Program (TIP) involving County and State roads. The following transportation improvement projects that will enhance road capacity are scheduled for construction within City, County and State work programs for FY2008/09-2012/13:

- ~~• **Sunset Point Road US 19A to Keene Road** _____ **County**
Summary: Construct to a 2 lane divided urban arterial roadway~~
- ~~• **McMullen Booth Road at Drew Street** _____ **County**
Summary: Construct southbound right turn lane and extend left turn lanes~~
- ~~• **McMullen Booth Road at Enterprise Road** _____ **County**
Summary: Construct northbound to eastbound right turn lane and receiving lane~~

- ~~US Highway 19 From: N of Whitney Rd. to S of Seville Blvd.~~ ~~State~~
 Summary: Construct northbound to eastbound right turn lane and receiving lane
- ~~US Highway 19 From: S of Seville Blvd. to N of SR 60~~ ~~State~~
 Summary: Reconstruct US 19 w/Frontage Rd., Seville Interchange

Policies

- B.2.3.1 Road improvements which are currently programmed for construction should be continued in the Capital Improvement Element of the jurisdiction having operational responsibility for those roads.
- ~~B.2.3.2 When designing roadway improvements, the City will consider incorporating pedestrian and bicycle facilities if physically and financially feasible.~~

Section 15. That Objective B.4.4 of the Clearwater Comprehensive Plan Transportation Element, page B-14, and Policies B.4.4.1 and B.4.4.2 be amended to read as follows:

B.4.4 Objective – The City shall participate and cooperate with agencies and committees to enhance and promote the use of mass transit public transportation system.

- B.4.4.1 Clearwater shall coordinate with PSTA and the MPO in the ~~continued adoption development~~ of the Five-Year Transit Development Program Plan to address transit needs consistent with adopted lever-of-service policies and transit planning guidelines. identify and include transit improvements that benefit the City.
- B.4.4.2 Clearwater will cooperate with PSTA and the MPO to ~~improve the transit system to coincide with the improvement detailed in the year 2010 and 2015 most current version of the Long Range Mass Transit Plans.~~ identify transit improvements that could be incorporated as part of corridor plans or development projects.

Section 16. That Objective E.1.5 of the Clearwater Comprehensive Plan Coastal Management Element, page E-5, be amended to read as follows:

E.1.5 Objective - Llevel of service standards as defined in the functional elements of the Comprehensive Plan (traffic, public utilities, recreation and open space), are established and are recognized as applicable to the coastal storm area.

Section 17. That Objective E.1.6 of the Clearwater Comprehensive Plan Coastal Management Element, page E-5, be amended to read as follows, and that new Policies E.1.6.2 and E.1.6.3 be added to read as follows, with subsequent Policies renumbered:

E.1.6 Objective - Development and Redevlopment areas established in the coastal storm area should address the needs and opportunities unique to those locations.

- E.1.6.1 Redevelopment proposals and plans shall be reviewed for compliance with the goals, objectives and policies of the *Comprehensive Plan* and other appropriate plans including *Beach by Design: A Preliminary Design for Clearwater Beach and Design Guidelines* and the City's NFIP Community Rating System Floodplain Management Plan.

E.1.6.2 New development or redevelopment is encouraged to include principles, strategies, or engineering solutions that:

- a. reduce the flood risk in the coastal areas which results from high-tide events, storm surge, flash floods, stormwater runoff, and the related impacts of sea-level rise;
- b. may reduce losses due to flooding and claims made under flood insurance policies issued in this state.

E.1.6.3 New development or redevelopment shall be consistent with, or more stringent than, the flood-resistant construction requirements in the Florida Building Code and applicable flood plain management regulations set forth in 44 C.F.R. part 60.

Section 18. That the Intergovernmental Coordination Needs Summary of the Clearwater Comprehensive Plan Intergovernmental Coordination Element, page H-1, be amended to read as follows:

Intergovernmental Coordination Needs Summary

The following summarizes the Intergovernmental Coordination Element:

- Road improvements, and ~~backlogged facilities, and levels of service~~ need the coordination of all jurisdictions along the corridor in establishing and maintaining appropriate land use and traffic policies. Coordination with the Florida Department of Transportation (FDOT) is also a major issue to be addressed by continued participation in the M-P-O~~r~~ process. In addition, Clearwater should continue to be involved with the Tampa Bay Area Regional Transportation Authority (TBARTA) planning process.

Section 19. That Objective H.2.2 of the Clearwater Comprehensive Plan Intergovernmental Coordination Element, page H-4, and its Policies be amended, and Policy H.2.2.3 be added to read as follows:

H.2.2 Objective - The City shall adopt the ~~F.D.O.T.~~ FDOT level of service standards for State primary and secondary arterials as they may be modified by additional service designations (special transportation areas, etc.) approved by ~~F.D.O.T.~~ FDOT and shall use intergovernmental coordination agreements to secure maximum City control over access and management of roads in Clearwater.

Policies

H.2.2.1 The City shall continue to cooperate with ~~F.D.O.T.~~ FDOT in all matters of traffic signal access requests that affect the State highway system.

H.2.2.2 Clearwater shall provide ~~F.D.O.T.~~ FDOT with annual reports that document efforts at concurrency management on State roads.

H.2.2.3 The City will consult with FDOT with regard to the access onto State facilities for new land development projects.

Section 20. That the Capital Improvements Element Needs Summary of the Clearwater Comprehensive Plan Capital Improvements Element, page I-1, be deleted as follows:

Capital Improvements Element Needs Summary

~~The following section highlights several current capital improvement projects and their respective funding sources supported in the other Comprehensive Plan elements and specified in the City's six-year schedule of the Capital Improvement Program (CIP). The CIP is updated and adopted annually by the City Council:~~

- ~~• The \$2.5 million Bayshore Boulevard Realignment Project is planned in FY2012/13. This project will eliminate a dangerous curve just north of Drew Street on heavily traveled Bayshore Boulevard. Funding is Penny for Pinellas III.~~
- ~~• The City's Streets and Sidewalks Program is currently budgeted for \$11.165 million in the six-year CIP schedule with a funding source of road millage.~~
- ~~• The City proposes a total of \$29.709 million of improvements within the City's Stormwater Infrastructure Program over the six-year CIP period. The funding sources for this project are the Stormwater Fund and a future bond issue.~~
- ~~• The \$1.620 million Commercial Container Acquisition CIP project is planned through Solid Waste funds.~~
- ~~• The \$1.2 million Reclaimed Water Distribution System CIP project is being funded through water funds.~~
- ~~• The \$9.885 million Sanitary Sewer Extensions CIP project is being funded through: \$1.642 million from Sewer Impact, \$4.101 million through Utility Renewal and Replacement, and \$4.142 through Sewer Revenue.~~
- ~~• The \$23.883 million Parks Development projects over the six-year CIP period are being funded through Penny III funds, General Fund, various grants, FDOT reimbursement, and Sports Events Revenue.~~

Section 21. That Objective I.1.1 of the Clearwater Comprehensive Plan Capital Improvements Element, page I-2, and Policies I.1.1.2, I.1.1.5, I.1.1.9, I.1.1.11, and I.1.1.12 be amended to read as follows:

I.1.1 Objective – The Capital Improvements Element (CIE) of the Comprehensive Plan of the City of Clearwater shall be reviewed and adopted annually in light of the needs addressed in various elements of the Comprehensive Plan including the fifth year needs of each subsequent adoption.

I.1.1.2 The Annual Update to the Five-Year Schedule of Capital Improvements Capital Improvements Element is hereby incorporated by reference and is located following pPolicy I.1.6.3.

- I.1.1.5 Capital improvements projects proposed for inclusion in the schedule of capital improvements should be evaluated on the following criteria and considered in the priority listed below:

- I.1.1.9 As stated in the City Charter, the total indebtedness of the City of Clearwater, which for the purpose of this limitation shall include revenue, refunding and improvement bonds, ~~of the City of Clearwater~~ shall not exceed twenty percent (20%) of the current assessed valuation of all real property located in the City; ~~and the~~ total budgeted expenditures in any fiscal year shall not exceed the total estimated revenue plus any unencumbered funds carried forward from a prior fiscal year.

- I.1.1.11 ~~The City hereby adopts by reference the Florida Department of Transportation Five-Year Work Program, 2011—2015, adopted on July 1, 2010. The City will coordinate with the FDOT and the Pinellas County MPO to promote the inclusion of projects in the plans and programs of these agencies into the Five-Year Schedule of Capital Improvements.~~
- I.1.1.12 ~~The City hereby adopts by reference the Pinellas County Metropolitan Planning Organization Transportation Improvement Program, FY 2010/11—2014/15, adopted on June 9, 2010.~~

Section 22. That Policy I.1.3.1 of the Clearwater Comprehensive Plan Capital Improvements Element, page I-5, be amended to read as follows:

- I.1.3.1 Essential public facilities as defined in this plan include and are limited to those facilities relating to sanitary sewer, solid waste, stormwater, potable water, ~~transportation~~, and parks and recreation systems.

Section 23. That Policy I.1.3.3 of the Clearwater Comprehensive Plan Capital Improvements Element, page I-5, be amended to read as follows:

- I.1.3.3 If it is determined that sufficient capacity of essential public facilities will be available concurrent with the impacts of a proposed development, a final development order may be issued in accordance with the following schedule:

~~3. For roads and mass transit, transportation facilities needed to serve new development shall be in place or under actual construction within 3 years after the City approves a building permit that results in traffic generation.~~

Section 24. That Policy I.1.3.5 of the Clearwater Comprehensive Plan Capital Improvements Element, page I-6, be amended to read as follows:

- I.1.3.5 An applicant for a development order may request a determination of the capacity of the essential public facilities as part of the review and approval of the development order provided that:

(c) Whenever an applicant's pro rata share of a public facility is less than the full cost of the facility; the City shall do one of the following:

- i. contract with the applicant for the full cost of the facility including terms regarding reimbursement of the applicant for costs in excess of the applicant's pro rata share; or
- ii. obtain assurances similar to those in subsection (b) above from other sources; or
- iii. ~~amend this comprehensive plan to modify the adopted standard for the level of service so as to reduce the required facility to equal the applicant's needs, excluding Strategic Intermodal System (SIS), General Intrastate Highway System (FIHS), and Transportation Regional Impact Project (TRIP) funded state roads.~~

Section 25. That Table: Summary of Level of Service Standards in Policy I.1.3.7 of the Clearwater Comprehensive Plan Capital Improvements Element, page I-7, be amended to read as follows:

Table: Summary of Level of Service Standards

Facilities	Element	LOS Standard
Transportation	Transportation	LOS C daily and LOS D pm peak for all roads in the City.
Sanitary Sewer	Utilities	Average of 127 gallons per person per day (GPCD)
Solid Waste	Utilities	Average Solid Waste Generator Rate of 7.12 pounds per capita per day
Stormwater	Utilities	<p>Design storm:</p> <p>10 – year storm frequency for all new street developments <u>using the rational design method for street drainage, storm systems, and culverts</u></p> <p>25 – year <u>storm</u> frequency with positive outfall for major storm systems with basin time of intensities <u>controlling the duration.*for all new developments for channels and detention areas with outfalls</u></p> <p>50 – year storm frequency <u>when no outfall and discharge is to street right-of-way.*for all new developments for detention areas without outfalls</u></p> <p>100 – year storm frequency <u>when no outfall and discharge is across private property.*for all new developments for detention areas without outfalls which overflow onto private property when capacity is exceeded</u></p> <p>*-Design standards for stormwater quality treatment/storage quantity shall conform to the current SWFWMD requirement [Presently being the SCS Unit Hydrograph design method, using the design storm frequency and a twenty-four (24) hour duration for sites ten</p>

		(10) acres or more, and the rational design method for sites under ten (10) acres].
Potable Water and Natural Ground Water Aquifer Recharge	Utilities	Average Water Consumption Rate 120 gallons per capita per day at a pressure of 40-45 psi.* *Continue to maintain water consumption of one hundred twenty (120) GPCPD or less as per the conditions set forth by Clearwater's Water Use Permit.
Hurricane Evacuation	Coastal Management	16 hours (out of county for a category 5-storm event as measured on the Saffir-Simpson scale)
Parks	Recreation and Open Space	4 acres of parkland per one thousand (1,000) persons for Citywide application

Section 26. That a new Policy I.1.4.8 of the Clearwater Comprehensive Plan Capital Improvements Element, page I-8, be added to read as follows:

Policies

I.1.4.8 The City will continue to use roadway level of service for planning purposes.

Section 27. That Policy I.1.5.1 of the Clearwater Comprehensive Plan Capital Improvements Element, page I-8, be deleted as follows, and that Policy I.1.5.4, page I-9, be amended to read as follows, with Policies renumbered:

Policies

~~I.1.5.1~~ In 1990, the City instituted a concurrency management ordinance for the thoroughfare system, which states that sufficient capacity exists prior to certificate of occupancy. The City shall continue to work with Pinellas County MPO on updates to the LOS report to ensure the continued monitoring of the LOS using data available from the computerized traffic signal system. This system shall continue to include access management considerations such as: requiring issuance of applicable driveway permits from the FDOT as a condition for final site plan approval, inclusion of access points on non-residential collector streets wherever possible, and may require grouping of driveways, restriction of curb cuts or restrictions or phasing of development as a condition of approval.

I.1.5.21 The City shall recognize the overriding Constitutional principle that private property shall not be taken without due process of law and the payment of just compensation, which principle is restated in Section 163.3194 (4) (a) Florida Statutes.

I.1.5.32 In the planning of capital improvements, the City shall consider the effect of such improvement on local resources listed on the National Register of Historic Places with the intent to preserve the integrity of such places.

I.1.5.43 In the planning of capital improvements, the City shall consider the effects of controversial public facilities, such as landfills, prisons, and power lines, with the intent of locating them in areas where they may best serve their purpose and have the fewest negative impacts.

I.1.5.54 ~~The City will require developers development to provide necessary documentation as applicable for tracking purposes to assure that the de minimis transportation impact threshold has been met~~ be consistent with the provisions of the Mobility Management System established in Goal B.1 of the Transportation Element.

Section 28. That the Annual Update to the Capital Improvements Element of the Clearwater Comprehensive Plan Capital Improvements Element, page I-10 through I-14, be amended to read as follows:

FY2010~~5/14~~6 ANNUAL UPDATE TO THE SCHEDULE OF CAPITAL IMPROVEMENTS ELEMENT

In the following, the concurrency-related public facilities (i.e., solid waste, potable water, stormwater, sanitary sewer, and parkland and roads) are evaluated to determine that the City's adopted level of service (LOS) standards are currently being met and will be adequate to serve approved and planned development over the next five years. The adopted Clearwater Capital Improvement Program, ~~FY2010/11—FY2015-16~~ —FY2019/20 indicates the timing, location and funding of capital projects needed to meet future public facilities' demands and demonstrate that the Comprehensive Plan is financially feasible.

Current populations (2008 2015 estimate): 110,834 110,679
 Projected 2018 populations (per Future Land use Element): 120,028

SOLID WASTE:

Current Capacity: 7.12 lbs per capita per day
 Current demand: ~~5.49~~ 4.89 lbs per capita per day

Fiscal Year	Projected Demand (lbs per capita per day)	Projected Capacity (lbs per capita per day)	Surplus (deficit)
2009/10	5.19	7.12	1.93
2010/11	5.19	7.12	1.93
2011/12	5.19	7.12	1.93
2012/13	5.19	7.12	1.93
2013/14	5.19	7.12	1.93
Totals (2013/14)	5.19	7.12	1.93

Fiscal Year	Projected Demand (lbs per capita per day)	Projected Capacity (lbs per capita per day)	Surplus (Deficit)
<u>2015/16</u>	<u>4.89</u>	<u>7.12</u>	<u>2.23</u>
<u>2016/17</u>	<u>4.89</u>	<u>7.12</u>	<u>2.23</u>
<u>2017/18</u>	<u>4.89</u>	<u>7.12</u>	<u>2.23</u>
<u>2018/19</u>	<u>4.89</u>	<u>7.12</u>	<u>2.23</u>
<u>2019/20</u>	<u>4.89</u>	<u>7.12</u>	<u>2.23</u>
Totals (2019/20)	4.89	7.12	2.23

Total solid waste generated by the City in 2008 (in tons): 104,898

Current pounds of solid waste per capita per day: ~~5.19~~ 4.89

*The current capacity is based on the City’s solid waste LOS standard. Capacity is actually greater since the City’s Solid Waste Department is able to dispose of all waste produced within the City, as it coordinates with Pinellas County and other private facilities and vendors for waste disposal. The majority (80-85%) of all sSolid waste is disposed of at the Pinellas County Solid Waste to Energy Plant where most is incinerated and any remaining material is landfilled. According to the Pinellas County Technical Management Committee, the most recent projections take the life of the county landfill to year 2065.

POTABLE WATER:

Current capacity: ~~25~~ 23.5 MGD

Current demand: ~~12.2~~ 11.4 MGD

Fiscal Year	Projected Demand (Maximum)	Projected Capacity (Minimum)	Surplus (Deficit)
2009/10	12.0 MGD	25.0 MGD	13.0 MGD
2010/11	12.1 MGD	25.0 MGD	12.9 MGD
2011/12	12.1 MGD	25.0 MGD	12.9 MGD
2012/13	12.2 MGD	25.0 MGD	12.8 MGD
2013/14	12.2 MGD	25.0 MGD	12.8 MGD
Totals (2013/14)	12.2 MGD	25.0 MGD	12.8 MGD

Fiscal Year	Projected Demand (Maximum)	Projected Capacity (Minimum)	Surplus (Deficit)
2015/16	11.4	20.75	9.36
2016/17	11.4	20.75	9.36
2017/18	11.5	20.75	9.35
2018/19	11.5	20.75	9.35
2019/20	11.6	20.75	9.34
Totals (2019/20)	11.6	20.75	9.34

MGD = million gallons per day; Projections as per the City’s Water Master Plan.

Potable water LOS standard: 120 gallons per capita per day

Current capacity:

Total potable water available per day in gallons: ~~25,000,000~~ 23,500,000 (~~25.0~~ 23.5 MGD)

Gallons available per capita per day: ~~225.56~~

Current demand:

Total potable water consumption per day in gallons: ~~12,000,000~~ 11,400,000 (~~12.0~~ 11.4 MGD)

Gallons consumed per capita per day: ~~108.27~~

STORMWATER:

Current capacity: 10-year LOS standard

Current demand: 10-year LOS standard

Fiscal Year	Projected Demand (Minimum)	Projected Capacity (Minimum)	Surplus (Deficit)
2009/10	10-Year LOS	10-Year LOS	N/A*
2010/11	10-Year LOS	10-Year LOS	N/A*
2011/12	10-Year LOS	10-Year LOS	N/A*
2012/13	10-Year LOS	10-Year LOS	N/A*
2013/14	10-Year LOS	10-Year LOS	N/A*
Totals (2013/14)	10-Year LOS	10-Year LOS	N/A*

Stormwater LOS standard: _____ Design storm — 10-year storm frequency for all new street development using the rational design method.

Current capacity: _____ 10-year LOS standard (Min.)*
 Current demand _____ 10-year LOS standard (Min.)*
 Total: _____ 10-year LOS standard (Min.)*

*Stormwater management is reviewed on a permit-by-permit basis. The City only approves if a proposed development meets the LOS standards for stormwater management facilities listed above.

Stormwater LOS Standard: No adverse impacts to existing floodplain elevations and no increase in stormwater flow rate leaving a site.

Notes:

1. The City of Clearwater Drainage Design Criteria was updated in September 2015 which specifies the design storms for new development in the City.

<u>Design Storm</u>
<u>10-year storm frequency for all new developments for street drainage, storm systems, and culverts</u>
<u>25-year storm frequency for all new developments for channels and detention areas with outfalls</u>
<u>50-year storm frequency for all new developments for detention areas without outfalls</u>
<u>100-year storm frequency for all new developments for detention areas without outfalls which overflow onto private property when capacity is exceeded</u>
<u>Design standards for stormwater quality treatment/storage quantity shall conform to the current SWFWMD requirement [Presently being the SCS Unit Hydrograph design method, using the design storm frequency and a twenty-four (24) hour duration for sites ten (10) acres or more, and the rational design method for sites under ten (10) acres].</u>

2. Development plans are reviewed for stormwater on a permit-by-permit basis. The City only approves a development if it meets the LOS standards per the City's design criteria.

3. Major watersheds within the City Limits with Watershed Master Plans are Alligator Creek, Allen's Creek, and Stevenson Creek. The City also includes Coastal Zones 1-4 , the Beach Zone and to a lesser extent, Curlew Creek, Possum Creek, Bishop Creek, and Mullet Creek.
4. In establishing Capital Improvement Projects for City projects, projects are determined through the number of structures removed from the 100-year floodplain and improvements in roadway level of service with consideration for regional needs and cost benefit.

SANITARY SEWER:

Current capacity: 257 gallons per capita per day

Current demand: ~~427~~ 113 gallons per capita per day

Fiscal Year	Projected Demand (Maximum)	Projected Capacity (Minimum)	Surplus (Deficit)
2009/10 <u>2015/16</u>	44.1 <u>12.5</u> MGD	28.5 MGD	44.4 <u>16.0</u> MGD
2010/11 <u>2016/17</u>	44.2 <u>12.5</u> MGD	28.5 MGD	44.3 <u>16.0</u> MGD
2011/12 <u>2017/18</u>	44.2 <u>12.5</u> MGD	28.5 MGD	44.3 <u>16.0</u> MGD
2012/13 <u>2018/19</u>	44.3 <u>12.5</u> MGD	28.5 MGD	44.2 <u>16.0</u> MGD
2013/14 <u>2019/20</u>	44.3 <u>12.6</u> MGD	28.5 MGD	44.2 <u>15.9</u> MGD
Totals (2013/14 <u>2019/20</u>)	14.3 MGD	28.5 MGD	44.2 <u>15.9</u> MGD

MGD = million gallons per day; Projections as per the City's Water Pollution Control (WPC) Master Plan.

Sanitary sewer LOS standard: 127 gallons per capita per day
 Current capacity (in gallons): 28,500,000
 Gallons available per capita per day: ~~257.14~~ 257.50

Current demand: ~~44,100,000~~ 12,500,000
 Gallons available per capita per day: ~~127.22~~ 112.94

PARKLAND:

~~Current capacity: 13.31 acres per 1,000 persons~~ Current parkland acres: 1,711

~~Current parkland acres per 1,000 persons:~~ 15.46

~~Current demand: 4 acres per 1,000 persons~~ Minimum parkland acres to meet adopted LOS: 442.72

Fiscal Year	Projected Demand <u>Adopted Level of Service</u> (Maximum)	Projected Capacity (Minimum)	Surplus (Deficit)
2009/10 <u>2015/16</u>	4 per 1,000	13.31 <u>15.46</u> per 1,000	9.31 <u>11.46</u> per 1,000
2010/11 <u>2016/17</u>	4 per 1,000	13.31 <u>15.46</u> per 1,000	9.31 <u>11.46</u> per 1,000

		1,000	1,000
2011/12 <u>2017/18</u>	4 per 1,000	43.34 <u>15.46</u> per 1,000	9.34 <u>11.46</u> per 1,000
2012/13 <u>2018/19</u>	4 per 1,000	43.34 <u>15.46</u> per 1,000	9.34 <u>11.46</u> per 1,000
2013/14 <u>2019/20</u>	4 per 1,000	43.34 <u>15.46</u> per 1,000	9.34 <u>11.46</u> per 1,000
Totals	4 per 1,000	43.34 <u>15.46</u> per 1,000	9.34 <u>11.46</u> per 1,000

Parkland LOS standard:

4 acres per 1,000 people

Current capacity (parkland acres as of ~~05/13/09~~11/30/15): ~~1,475~~ 1,711 acres @ ~~13.31~~ 15.89 per 1,000 persons.

Note: Parkland is calculated using parklands that are within City boundaries that are owned and/or operated by the City.

Current demand: ~~440~~ 430.74 acres @ 4 per 1,000 persons

Total (acres/per thousand persons): ~~1,475~~ 1,711 acres @ ~~13.31~~ 15.89 per 1,000 persons

ROADS:

Roadway LOS standard:

C Average Daily, D Peak Hour

~~Arterial and collector roadways currently operating below the adopted peak hour LOS standard include:~~ The most current edition of the Pinellas County MPO Level of Service Report identifies roadways operating with deficient levels of service. Deficient facilities are those roads operating at a peak hour level of service of E or F, and/or a volume-to-capacity (v/c) ratio of 0.9 or greater with no mitigating improvements scheduled within three years.

#	Roadway Segment	Juris ¹	Road Type	Length (mi)	Volume/Capacity Ratio	2009 Level of Service
590	Belleair Rd (US 19 to Keene) ²⁻³	CR	2U	1.969	0.86	E
800	Ft Harrison Ave (Belleair to Chestnut) ³	CL	2D	1.551	1.24	F
802	Ft Harrison Ave (Chestnut to Drew) ³	CL	2D	0.498	1.18	F
985	McMullen Booth Rd (Gulf to Bay to Main) ²⁻³	CR	6D	2.267	1.24	F
986	McMullen Booth Rd (Main to SR 580) ²⁻³	CR	6D	2.042	1.27	F
987	McMullen Booth Rd (SR 580 to SR 586) ²	CR	6D	1.768	1.09	F
1025	NE Coachman Rd (Drew to US 19)	SR	2U	1.741	1.14	F
672	SR 60 (Hillsborough CL to Bayshore) ³	SR	4D	5.235	1.46	F
844	SR 60/Gulf to Bay Blvd (Highland to Keene) ³	SR	6D	0.756	0.97	E ⁵
845	SR 60/Gulf to Bay Blvd (Keene to Belcher) ³	SR	6D	1.026	1.15	F
846	SR 60/Gulf to Bay Blvd (Bayshore to US 19) ³	SR	6D	1.512	1.21	F

#	Roadway Segment	Juris ¹	Road Type	Length (mi)	Volume/Capacity Ratio	2009 Level of Service
847	SR 60/Gulf to Bay Blvd (US 19 to Belcher) ³	SR	6D	0.986	1.15	F
1253	US 19 (Belleair to Druid/Seville) ⁴	SR	6D	1.210	1.73	F ⁵
1256	US 19 (Sunset Point to Enterprise) ⁴	SR	6D	1.333	1.66	F ⁵

Notes:

1. CR—County road; CL—City of Clearwater; SR—State road.
2. Policy constrained roadway per the 2035 Pinellas County Long Range Transportation Plan.
3. Related capacity improvement identified in the Pinellas County Transportation Improvement Program, FY 2010–FY 2015.
4. Related capacity improvement identified in the Florida Department of Transportation Five-Year Work Program, FY 2011–2015.
5. 2025 level of service projections indicate improvement to LOS D.

Source: Facility Level of Service Analysis, Pinellas County MPO, 2009

Arterial and collector roadways projected to operate below the adopted LOS standard in 2025 are listed below. Note: The Pinellas MPO does not calculate interim year LOS projections (e.g., 2015), therefore, 2025 data is used.

#	Roadway Segment	Juris ¹	Road Type	Length (mi)	Year 2025 AADT ²	2025 Level of Service
515	US Alt 19/Edgewater (Myrtle to Broadway)	SR	2U	2.091	24712	F
582	Belcher Rd (Gulf to Bay to NE Coachman)	CR	4U	0.805	33477	F
590	Belleair Rd (US 19 to Keene) 3	CR	2U	1.969	19000	E
634	Chestnut St (Court St Conn. to Ft Harrison)	SR	2O	0.225	23000	F
635	Chestnut St (Ft Harrison to Myrtle)	SR	4O	0.252	23000	F
643	Cleveland St (Ft Harrison to Myrtle)	CL	2D	0.247	10186	E
669	Court St (Missouri to Highland)	SR	4D	0.755	32256	F
670	Court St (Ft Harrison to Oak)	SR	3O	0.105	24164	F
671	Court St (Oak to Chestnut St Connection)	SR	3O	0.048	29025	F
736	Drew St (Missouri to Highland)	SR	4U	0.794	14248	E
749	Druid Rd (Keene to Highland)	CL	2U	0.774	14248	E
800	Ft Harrison Ave (Belleair to Chestnut)	CL	2D	1.551	33000	F
802	Ft Harrison Ave (Chestnut to Drew)	CL	2D	0.498	28666	F
866	Highland Ave (Druid to Belleair)	CR	2U	0.253	16795	F
867	Highland Ave (Druid to Gulf to Bay)	CR	4U	0.253	17882	F
912	Keene Rd (Drew to Sunset Point)	CR	6D	1.518	38000	F
913	Keene Rd (Sunset Point to SR 580)	CR	6D	2.032	38000	F

#	Roadway Segment	Juris ¹	Road Type	Length (mi)	Year 2025 AADT ²	2025 Level of Service
985	McMullen Booth Rd (Gulf to Bay to Main)-3	CR	6D	2.267	82466	F
986	McMullen Booth Rd (Main to SR 580)-3	CR	6D	2.042	83112	F
987	McMullen Booth Rd (SR 580 to SR 586)-3	CR	6D	1.768	73631	F
995	Memorial Cswy (Rnd-about to Island Way)-3	SR	4D	0.447	52000	F
997/8	Memorial Cswy (Court to Cleveland)-3	SR	4D	1.28	52000	F
1025	NE Coachman Rd (Drew to US 19)	SR	2U	1.741	23244	F
1026	NE Coachman Rd (US 19 to McMullen Bth)	SR	2U	1.267	19992	F
1036	Nursery Rd (US 19 to Belcher)	CR	2U	0.916	15000	F
1037	Nursery Rd (Belcher to Keene)	CR	2U	1.008	12000	F
1038	Nursery Rd (Keene to Highland)	CR	2U	0.773	12000	F
1216	Sunset Point Rd (Keene to Belcher)	CR	4D	1.098	44321	F
1217	Sunset Point Rd (Belcher to US 19)	CR	4D	0.959	37549	F
672	SR 60 (Hillsborough CL to Bayshore)	SR	4D	5.235	68616	F
845	SR 60/Gulf to Bay Blvd (Keene to Belcher)	SR	6D	1.026	63237	F
846	SR 60/Gulf to Bay Blvd (Bayshore to US 19)	SR	6D	1.512	65846	F
847	SR 60/Gulf to Bay Blvd (US 19 to Belcher)	SR	6D	0.986	60500	F
1258	US 19 (SR 580 to Curlew)	SR	6D	2.035	95502	F

Notes:

1. CR — County road; CL — City of Clearwater; SR — State road.

2. AADT — Annual Average Daily Traffic.

3. Policy constrained roadway per the 2035 Pinellas County Long Range Transportation Plan or Clearwater Comprehensive Plan.

Source: Year 2025 AADT Traffic Forecast and PM Peak Level Of Service, Pinellas County MPO, 2009.

Section 29. That the Capital Improvement Program Revenue Summary of the Clearwater Comprehensive Plan Capital Improvements Element, page I-15 through I-17, be repealed and replaced to read as follows:

**CAPITAL IMPROVEMENT PROGRAM REVENUE SUMMARY
 FY 2010-2011 THROUGH FY 2015-2016 CAPITAL IMPROVEMENT FUND
 CITY OF CLEARWATER**

	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	Total
GENERAL SOURCES							
General Revenue	1,630,040	1,832,340	1,932,030	1,840,110	1,867,760	1,887,120	10,989,400
General Revenue/County Co-op	635,310	635,310	639,740	665,310	685,270	705,830	3,966,770
Road Millage	2,092,430	1,983,280	1,839,790	1,839,790	1,839,790	1,839,790	11,434,870
Penny for Pinellas	11,850,000	15,544,320	8,648,000	13,724,590	8,770,000	11,390,280	69,927,190
Transportation Impact Fees	290,000	290,000	290,000	290,000	290,000	290,000	1,740,000
Local Option Gas Tax	1,389,190	1,396,030	1,396,030	1,409,990	1,424,090	1,438,330	8,453,660
Special Program Fund	25,000	25,000	25,000	25,000	25,000	25,000	150,000
Grants—Other Agencies	200,000	100,000	300,000	100,000	100,000	100,000	900,000
Subtotal General Sources	18,111,970	21,806,280	15,070,590	19,894,790	15,001,910	17,676,350	107,561,890
SELF-SUPPORTING FUNDS							
Marine Revenue	80,000	140,000	160,000	140,000	140,000	140,000	800,000
Downtown Boat Slips Revenue	15,000	15,000	15,000	15,000	15,000	15,000	90,000
Aviation Revenue	10,000	10,000	10,000	10,000	10,000	10,000	60,000
Parking Revenue	310,000	235,000	210,000	235,000	235,000	235,000	1,460,000
Water Revenue	6,020,070	875,000	1,967,580	2,576,000	375,000	375,000	12,188,650
Sewer Revenue	2,666,600	4,719,170	4,100,000	4,696,870	5,468,080	4,997,630	26,648,350
Water Impact Fees	250,000	87,570	22,540	20,210	29,010	27,780	437,110
Sewer Impact Fees	500,000	1,072,350	28,900	10,820	15,070	14,420	1,641,560
Utility R & R	2,677,600	2,740,460	2,709,130	2,736,590	2,724,640	2,707,280	16,295,700
Stormwater Utility Revenue	4,331,450	3,884,700	3,837,700	3,912,320	3,726,690	3,844,070	23,536,930
Gas Revenue	2,700,000	2,710,000	2,755,000	2,750,000	2,750,000	2,750,000	16,415,000
Solid Waste Revenue	415,000	415,000	460,000	545,000	546,000	530,000	2,911,000
Recycling Revenue	0	0	96,000	100,000	100,000	100,000	396,000
Subtotal Self-Supporting Funds	19,975,720	16,904,250	16,371,850	17,747,810	16,134,490	15,746,180	102,880,300
INTERNAL SERVICE FUNDS							
Garage Fund Revenue	40,000	110,760	114,080	117,500	121,030	124,660	628,030
Administrative Services Revenue	350,000	150,000	175,000	175,000	175,000	175,000	1,200,000
General Services Fund	0	0	0	0	15,000	0	15,000

CAPITAL IMPROVEMENT PROGRAM REVENUE SUMMARY
FY 2010-2011 THROUGH FY 2015-2016 CAPITAL IMPROVEMENT FUND
CITY OF CLEARWATER

	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	Total
Revenue							
Subtotal Internal Service Funds	390,000	260,760	289,080	292,500	311,030	299,660	1,843,030
BORROWING							
GENERAL SOURCES							
Lease Purchase - General Fund	645,750	361,520	1,979,160	610,760	942,660	378,650	4,918,500
Subtotal Borrowing/General Sources	645,750	361,520	1,979,160	610,760	942,660	378,650	4,918,500
SELF-SUPPORTING FUNDS							
Lease Purchase - Water	94,770	0	0	40,000	0	0	134,770
Lease Purchase - Stormwater	300,000	0	0	0	0	0	300,000
Future Bond Issue - Water & Sewer	10,219,800	5,844,590	15,184,410	6,296,510	10,167,570	16,402,650	64,115,530
Future Bond Issue - Stormwater	0	1,369,300	262,300	519,680	2,273,310	1,455,930	5,880,520
Subtotal Borrowing/Self Supporting Funds	10,614,570	7,213,890	15,446,710	6,856,190	12,440,880	17,858,580	70,430,820
INTERNAL SERVICE FUNDS							
Lease Purchase - Garage	2,611,600	2,663,830	2,717,110	2,771,450	2,826,880	2,883,420	16,474,290
Lease Purchase - Administrative Services	400,000	400,000	425,000	400,000	400,000	405,000	2,430,000
Subtotal Borrowing/Internal Service Funds	3,011,600	3,063,830	3,142,110	3,171,450	3,226,880	3,288,420	18,904,290
TOTAL: ALL FUNDING SOURCES	52,749,610	49,610,530	52,299,500	48,573,500	48,057,850	55,247,840	306,538,830

Source: City of Clearwater, FY 2010-2011-FY 2015-2016 Capital Improvement Fund, September 2010.

CAPITAL IMPROVEMENT PROGRAM REVENUE SUMMARY
FY 2015-16 THROUGH FY 2020/21 CAPITAL IMPROVEMENT FUND

CITY OF CLEARWATER

	<u>2015/16</u>	<u>2016/17</u>	<u>2017/18</u>	<u>2018/19</u>	<u>2019/20</u>	<u>2020/21</u>	<u>Total</u>
<u>GENERAL SOURCES</u>							
General Revenue	<u>2,836,150</u>	<u>3,003,140</u>	<u>3,256,980</u>	<u>3,129,530</u>	<u>6,981,480</u>	<u>3,043,560</u>	<u>22,250,840</u>
Road Millage	<u>2,060,100</u>	<u>2,060,100</u>	<u>2,060,100</u>	<u>2,060,100</u>	<u>2,060,100</u>	<u>2,060,100</u>	<u>12,360,600</u>
Penny for Pinellas	<u>6,021,820</u>	<u>14,980,060</u>	<u>5,439,840</u>	<u>10,263,460</u>	<u>9,555,250</u>	<u>0</u>	<u>46,260,430</u>
Transportation Impact Fees	<u>190,000</u>	<u>190,000</u>	<u>140,000</u>	<u>140,000</u>	<u>140,000</u>	<u>140,000</u>	<u>940,000</u>
Local Option Gas Tax	<u>1,438,330</u>	<u>1,450,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2,888,330</u>
Special Program Fund	<u>935,000</u>	<u>530,000</u>	<u>30,000</u>	<u>30,000</u>	<u>30,000</u>	<u>30,000</u>	<u>1,585,000</u>
Grants - Other Agencies	<u>1,485,000</u>	<u>560,000</u>	<u>80,000</u>	<u>960,000</u>	<u>3,040,000</u>	<u>0</u>	<u>6,125,000</u>
Donations	<u>100,000</u>	<u>50,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>150,000</u>
To Be Determined	<u>0</u>	<u>22,397,000</u>	<u>1,483,740</u>	<u>1,929,880</u>	<u>2,227,150</u>	<u>2,223,390</u>	<u>30,261,160</u>
Subtotal General Sources	<u>15,066,400</u>	<u>45,220,300</u>	<u>12,490,660</u>	<u>18,512,970</u>	<u>24,033,980</u>	<u>7,497,050</u>	<u>122,821,360</u>
<u>SELF-SUPPORTING FUNDS</u>							
Marine Revenue	<u>95,000</u>	<u>70,000</u>	<u>70,000</u>	<u>70,000</u>	<u>70,000</u>	<u>70,000</u>	<u>445,000</u>
Clearwater Harbor Marina Fund	<u>25,000</u>	<u>25,000</u>	<u>25,000</u>	<u>25,000</u>	<u>25,000</u>	<u>25,000</u>	<u>150,000</u>
Aviation Revenue	<u>25,000</u>	<u>155,000</u>	<u>35,000</u>	<u>15,000</u>	<u>15,000</u>	<u>15,000</u>	<u>260,000</u>
Parking Revenue	<u>2,409,000</u>	<u>410,500</u>	<u>406,000</u>	<u>407,500</u>	<u>409,000</u>	<u>409,000</u>	<u>4,451,000</u>
Water Revenue	<u>2,586,000</u>	<u>2,240,470</u>	<u>3,071,000</u>	<u>4,651,000</u>	<u>4,271,000</u>	<u>4,251,000</u>	<u>21,070,470</u>
Sewer Revenue	<u>8,412,830</u>	<u>7,879,280</u>	<u>5,200,960</u>	<u>4,853,500</u>	<u>6,161,480</u>	<u>7,040,510</u>	<u>39,548,560</u>
Water Impact Fees	<u>24,000</u>	<u>24,000</u>	<u>24,000</u>	<u>24,000</u>	<u>24,000</u>	<u>24,000</u>	<u>144,000</u>
Sewer Impact Fees	<u>82,130</u>	<u>12,460</u>	<u>12,460</u>	<u>12,460</u>	<u>12,460</u>	<u>12,460</u>	<u>144,430</u>
Utility R&R	<u>8,667,170</u>	<u>9,205,680</u>	<u>3,939,040</u>	<u>4,030,390</u>	<u>4,030,390</u>	<u>4,367,030</u>	<u>34,239,700</u>
Stormwater Utility Revenue	<u>5,498,550</u>	<u>5,825,100</u>	<u>5,831,860</u>	<u>6,348,450</u>	<u>6,729,430</u>	<u>6,294,000</u>	<u>36,527,390</u>
Gas Revenue	<u>6,050,000</u>	<u>4,050,000</u>	<u>13,850,000</u>	<u>4,050,000</u>	<u>4,050,000</u>	<u>4,050,000</u>	<u>36,100,000</u>
Solid Waste Revenue	<u>535,000</u>	<u>535,000</u>	<u>535,000</u>	<u>535,000</u>	<u>535,000</u>	<u>535,000</u>	<u>3,210,000</u>
Recycling Revenue	<u>90,000</u>	<u>100,000</u>	<u>100,000</u>	<u>100,000</u>	<u>100,000</u>	<u>100,000</u>	<u>590,000</u>
Subtotal Self-Supporting Funds	<u>34,499,680</u>	<u>30,532,490</u>	<u>33,100,320</u>	<u>25,122,300</u>	<u>26,432,760</u>	<u>27,193,000</u>	<u>176,880,550</u>
<u>INTERNAL SERVICE FUNDS</u>							
Garage Fund Revenue	<u>77,400</u>	<u>79,720</u>	<u>82,110</u>	<u>84,580</u>	<u>87,110</u>	<u>89,730</u>	<u>500,650</u>
Administrative Service Revenue	<u>1,710,000</u>	<u>1,350,000</u>	<u>1,150,000</u>	<u>1,150,000</u>	<u>1,706,860</u>	<u>1,475,000</u>	<u>8,541,860</u>
Subtotal Internal Services Fund	<u>1,787,400</u>	<u>1,429,720</u>	<u>1,232,110</u>	<u>1,234,580</u>	<u>1,793,970</u>	<u>1,564,730</u>	<u>9,042,510</u>
<u>BORROWING</u>							

GENERAL SOURCES

Lease Purchase - General Fund	<u>246,000</u>	<u>608,000</u>	<u>2,550,820</u>	<u>643,220</u>	<u>976,950</u>	<u>1,832,800</u>	<u>6,857,790</u>
<u>Subtotal Borrowing/General Sources</u>	<u>246,000</u>	<u>608,000</u>	<u>2,550,820</u>	<u>643,220</u>	<u>976,950</u>	<u>1,832,800</u>	<u>6,857,790</u>

SELF-SUPPORTING FUNDS

Lease Purchase - Stormwater	<u>320,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>320,000</u>
Lease Purchase - Gas	<u>161,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>161,000</u>
Lease Purchase - Water	<u>60,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>60,000</u>
Lease Purchase - Sewer	<u>109,000</u>	<u>0</u>	<u>700,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>809,000</u>
Future Bond Issue - Water & Sewer	<u>11,867,870</u>	<u>11,378,110</u>	<u>20,987,540</u>	<u>4,433,650</u>	<u>5,365,670</u>	<u>0</u>	<u>54,032,840</u>
<u>Subtotal Borrowing/Self Supporting Funds</u>	<u>12,517,870</u>	<u>11,378,110</u>	<u>21,687,540</u>	<u>4,433,650</u>	<u>5,365,670</u>	<u>0</u>	<u>55,382,840</u>

INTERNAL SERVICE FUNDS

Lease Purchase - Garage	<u>5,441,000</u>	<u>5,520,440</u>	<u>5,620,850</u>	<u>5,223,270</u>	<u>5,327,730</u>	<u>5,434,290</u>	<u>32,567,580</u>
Lease Purchase - Administrative Services	<u>405,000</u>	<u>405,000</u>	<u>405,000</u>	<u>410,000</u>	<u>410,000</u>	<u>500,000</u>	<u>2,535,000</u>
<u>Subtotal Borrowing/Internal Service Funds</u>	<u>5,846,000</u>	<u>5,925,440</u>	<u>6,025,850</u>	<u>5,633,270</u>	<u>5,737,730</u>	<u>5,934,290</u>	<u>35,102,580</u>

<u>TOTAL: ALL FUNDING SOURCES</u>	<u>69,963,350</u>	<u>95,094,060</u>	<u>77,087,300</u>	<u>55,579,990</u>	<u>64,341,060</u>	<u>44,021,870</u>	<u>406,087,630</u>
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Source: 2015 – 2016 Annual Operating Budget and Capital Improvement Budget

Section 30. That the Capital Improvement Program Expenditure Summary by Function of the Clearwater Comprehensive Plan Capital Improvements Element, page I-17, be repealed as replaced to read as follows:

**CAPITAL IMPROVEMENT PROGRAM EXPENDITURE SUMMARY BY FUNCTION
 FY 2010-2011 THROUGH FY 2015-2016 CAPITAL IMPROVEMENT FUND
 CITY OF CLEARWATER**

FUNCTION	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	TOTAL
Fire Protection	1,020,790	5,280,580	2,807,630	4,749,820	1,668,570	5,084,300	20,611,690
New Street Construction			2,500,000				2,500,000
Major Street Maintenance	3,316,620	3,794,310	3,650,820	3,664,780	3,678,880	5,693,120	23,798,530
Sidewalk and Bike Trails					472,000	472,000	944,000
Intersections	435,000	435,000	435,000	435,000	435,000	435,000	2,610,000
Parking	300,000	225,000	200,000	225,000	225,000	225,000	1,400,000
Miscellaneous Engineering	8,035,000	35,000	35,000	35,000	35,000	35,000	8,210,000
Parks Development	4,605,500	1,042,500	1,282,500	10,102,500	1,112,500	4,862,500	23,008,000
Marine Facilities	220,000	423,000	423,000	423,000	423,000	423,000	2,335,000
Airpark Facilities	10,000	10,000	10,000	10,000	10,000	10,000	60,000
Libraries	635,310	10,635,310	639,740	665,310	685,270	705,830	13,966,770
Garage	2,951,600	3,074,590	3,131,190	3,088,950	3,147,910	3,108,080	18,502,320
Maintenance of Buildings	204,500	370,100	346,060	325,140	344,350	339,250	1,929,400
Gen Public City Bldg & Equip					7,000,000		7,000,000
Miscellaneous	840,000	620,000	5,420,000	645,000	645,000	650,000	8,820,000
Stormwater Utility	4,629,450	5,250,000	4,100,000	4,430,000	6,000,000	5,300,000	29,709,450
Gas System	2,700,000	2,700,000	2,750,000	2,750,000	2,750,000	2,750,000	16,400,000
Solid Waste	415,000	415,000	460,000	545,000	546,000	530,000	2,911,000
Utilities Miscellaneous	24,000	20,000	20,000	24,000	20,000	20,000	128,000
Sewer System	6,207,000	9,137,000	7,832,310	8,240,000	13,234,370	21,522,170	66,172,850
Water System	16,199,840	6,143,140	16,160,250	8,115,000	5,525,000	2,982,590	55,125,820
Recycling			96,000	100,000	100,000	100,000	396,000
	52,749,610	49,610,530	52,299,500	48,573,500	48,057,850	55,247,840	306,538,830

Source: City of Clearwater, FY 2010-2011-FY 2015-2016 Capital Improvement Fund, September 2010.

CAPITAL IMPROVEMENT PROGRAM EXPENDITURE SUMMARY BY FUNCTION
FY 2015/16 THROUGH FY 2020/21 CAPITAL IMPROVEMENT FUND
CITY OF CLEARWATER

Schedule of Planned Expenditures

<u>Function</u>	<u>2015/16</u>	<u>2016/17</u>	<u>2017/18</u>	<u>2018/19</u>	<u>2019/20</u>	<u>2020/21</u>	<u>Total</u>
<u>Police Protection</u>	<u>200,000</u>	<u>3,305,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3,505,000</u>
<u>Fire Protection</u>	<u>1,476,390</u>	<u>4,857,920</u>	<u>3,275,470</u>	<u>4,778,060</u>	<u>1,391,340</u>	<u>2,195,710</u>	<u>17,974,890</u>
<u>Major Street Maintenance</u>	<u>3,656,430</u>	<u>5,668,100</u>	<u>5,654,850</u>	<u>5,654,850</u>	<u>3,658,850</u>	<u>3,484,850</u>	<u>27,777,930</u>
<u>Sidewalk and Bike Trails</u>	<u>472,000</u>	<u>472,000</u>	<u>472,000</u>	<u>472,000</u>	<u>473,250</u>	<u>473,250</u>	<u>2,834,500</u>
<u>Intersections</u>	<u>335,000</u>	<u>335,000</u>	<u>331,990</u>	<u>315,410</u>	<u>315,400</u>	<u>315,390</u>	<u>1,948,190</u>
<u>Parking</u>	<u>2,389,000</u>	<u>19,482,500</u>	<u>381,000</u>	<u>382,500</u>	<u>384,000</u>	<u>384,000</u>	<u>23,403,000</u>
<u>Miscellaneous Engineering</u>	<u>935,000</u>	<u>535,000</u>	<u>35,000</u>	<u>35,000</u>	<u>2,460,000</u>	<u>35,000</u>	<u>4,035,000</u>
<u>Parks Development</u>	<u>6,735,000</u>	<u>5,037,000</u>	<u>3,564,840</u>	<u>3,325,000</u>	<u>7,125,000</u>	<u>1,440,000</u>	<u>27,226,840</u>
<u>Marine Facilities</u>	<u>410,000</u>	<u>385,000</u>	<u>390,000</u>	<u>390,000</u>	<u>390,000</u>	<u>390,000</u>	<u>2,355,000</u>
<u>Airpark Facilities</u>	<u>65,000</u>	<u>715,000</u>	<u>115,000</u>	<u>1,215,000</u>	<u>3,815,000</u>	<u>15,000</u>	<u>5,940,000</u>
<u>Libraries</u>	<u>115,580</u>	<u>387,350</u>	<u>27,340</u>	<u>462,720</u>	<u>35,000</u>	<u>0</u>	<u>1,027,990</u>
<u>Garage</u>	<u>5,639,400</u>	<u>5,700,160</u>	<u>5,702,960</u>	<u>5,307,850</u>	<u>5,414,840</u>	<u>5,524,020</u>	<u>33,289,230</u>
<u>Maintenance of Buildings</u>	<u>902,000</u>	<u>881,850</u>	<u>794,070</u>	<u>2,161,630</u>	<u>1,084,590</u>	<u>1,045,650</u>	<u>6,869,790</u>
<u>General Public City</u>							
<u>Building</u>	<u>110,000</u>	<u>522,800</u>	<u>4,646,630</u>	<u>985,650</u>	<u>10,289,100</u>	<u>0</u>	<u>16,554,180</u>
<u>Miscellaneous</u>	<u>2,125,000</u>	<u>5,995,000</u>	<u>1,625,000</u>	<u>1,630,000</u>	<u>1,955,000</u>	<u>2,045,000</u>	<u>15,375,000</u>
<u>Stormwater Utility</u>	<u>5,802,550</u>	<u>5,714,380</u>	<u>4,751,150</u>	<u>6,174,320</u>	<u>4,999,690</u>	<u>6,294,000</u>	<u>33,736,090</u>
<u>Gas System</u>	<u>6,211,000</u>	<u>4,050,000</u>	<u>13,850,000</u>	<u>4,050,000</u>	<u>4,050,000</u>	<u>4,050,000</u>	<u>36,261,000</u>
<u>Solid Waste & Recycling</u>	<u>625,000</u>	<u>635,000</u>	<u>635,000</u>	<u>635,000</u>	<u>635,000</u>	<u>635,000</u>	<u>3,800,000</u>
<u>Utilities Miscellaneous</u>	<u>20,000</u>	<u>20,000</u>	<u>20,000</u>	<u>20,000</u>	<u>20,000</u>	<u>20,000</u>	<u>120,000</u>
<u>Sewer System</u>	<u>24,469,000</u>	<u>23,260,000</u>	<u>16,260,000</u>	<u>11,400,000</u>	<u>10,200,000</u>	<u>10,150,000</u>	<u>95,739,000</u>
<u>Water System</u>	<u>7,270,000</u>	<u>7,135,000</u>	<u>14,555,000</u>	<u>6,185,000</u>	<u>5,645,000</u>	<u>5,525,000</u>	<u>46,315,000</u>
	<u>69,963,350</u>	<u>95,094,060</u>	<u>77,087,300</u>	<u>55,579,990</u>	<u>64,341,060</u>	<u>44,021,870</u>	<u>406,087,630</u>

Source: City of Clearwater Ordinance 8768-15, Exhibit B

Section 31. Should any part or provision of this Ordinance be declared by a court of competent jurisdiction to be invalid, the same shall not affect the validity of the Ordinance as a whole, or any part thereof other than the part declared to be invalid.

Section 32. This ordinance shall become effective when the Department of Economic Opportunity issues a final order determining the adopted amendment to be in compliance, or the Administration Commission issues a final order determining the adopted amendments to be in compliance, in accordance with Section 163.3184, F.S., as amended.

PASSED ON FIRST READING

PASSED ON SECOND AND FINAL
READING AND ADOPTED

George N. Cretekos
Mayor

Approved as to form:

Attest:

Camilo Soto
Assistant City Attorney

Rosemarie Call
City Clerk