



City of Mexico Beach
Planning & Zoning Board Regular Meeting
Monday, October 2, 2017
Public Meeting 6:00 P.M.
Civic Center – 105 N. 31st Street

Post 1 Don Coakley	Alternate Post 1	Vacant
Post 2 Jim Bush	Alternate Post 2	Vacant
Post 3 Jack Kerigan		
Post 4 Bill Driver		
Post 5 Elizabeth Wilker		

ROLL CALL

COMPREHENSIVE PLAN DISCUSSION

1. Public Input.
2. Discussion.

MISCELLANEOUS

1. Next Comp Plan Meeting.
2. Other Various and Sundry Items.

ADJOURN

*Anyone deciding to appeal a decision by the Board on any matter considered at this or any subsequent meeting will need a record of the proceedings, and for purposes of that appeal, may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

**You are hereby notified that in accordance with Florida Statutes, you have the right to appeal any decision made by the Board with respect to any matter considered at the above referenced meeting. You may need to ensure that a verbatim record of the proceedings is made which may need to include evidence and testimony upon which the appeal is based. Any person requiring a special accommodation at this meeting because of a disability or physical impairment should contact Adrian Welle, City Clerk, at 114 N 22nd Street, Mexico Beach, Florida 32410; or by phone at (850) 648-5700 at least five calendar days prior to the meeting. If you are hearing or speech impaired, and you possess TDD equipment, you may contact the City Clerk using the Florida Dual Party Relay System, which can be reached at 1-800-955-8770 (TDD).

VIII--2--TRAFFIC CIRCULATION ELEMENT

Purpose

~~The purpose of this element is to establish an adequate transportation system within the City and to plan for future motorized and non-motorized traffic circulation systems.~~
The purpose of this element is to address the adequate provision of all modes of transportation within Mexico Beach, and to coordinate with adjacent local governments regarding transportation networks.

~~(1) Level of Service~~

~~Levels of service based on peak hour conditions shall be used to evaluate facility capacity and for issuance of development permits. Facility types shall be based on FDOT functional classifications as follows.~~

Facility Type	Peak Hour Level of Service
Principle Arterial	C
Collector	D
Local	D Moved to 2.1.3 and 2.1.4

~~(2) Goals, Objectives, and Policies~~

GOAL T1: PROVIDE AND MAINTAIN A SAFE AND EFFICIENT TRANSPORTATION SYSTEM THROUGHOUT THE CITY.

Objective 2.1: ~~The City shall maintain all roadways according to function as shown on the Future Traffic Circulation Map.~~
Classify all roadways according to function and adopt level of service standards for arterial and collector streets.

Policy 2.1.1: The City shall utilize functional classifications of roadways to institute a system of traffic circulation for the purpose of evaluating capacities and the need for roadway improvements.

Policy 2.1.2: In cases of County, State and Federal roadways the City will coordinate with the appropriate agencies to ensure that the roadways capacities are maintained to meet their functionally.

Policy 2.1.3: The minimum level of service (LOS) standard for roadways classified as arterial roads within the City limits shall be "C". An arterial road shall generally be defined as one that provides for the highest degree of movement from one general area to another with the largest proportion of total daily vehicle trips in the city. Within the city limits of Mexico Beach, the following roadways shall be designated as arterial:

a) HWY 98

Policy 2.1.4: The minimum LOS standard for roadways classified as collector roads within the City limits shall be "D". A collector road shall generally be defined as one that provides links for through traffic movement and direct access to property and local roads. Within the city limits of Mexico Beach, the following roadways shall be designated as arterial:

a) 386A (15th Street)

Policy 2.1.5: The minimum LOS standard for roadways classified as local roads within the City limits shall be "D". A local road shall generally be defined as one that provides direct access to homes, businesses, and other destinations.

Policy 2.1.36: ~~The City should utilize~~ When evaluating existing and future capacities on roadways, the Average Daily Traffic (ADT) and PM Peak Hour Traffic counts volume information shall be analyzed to evaluate adopted levels of service and determine concurrency with this Comprehensive Plan.

Objective 2.2: Provide for a safe, convenient and efficient motorized and non-motorized transportation system ~~by coordinating with FDOT on increasing the efficiency of US 98 and by including specific and detailed provisions for roadways in the land development regulations as specified in Policy 2.3.7.~~

Policy 2.2.1: The City shall coordinate with FDOT to have center turn lanes constructed at the intersections of US 98 and selected collector roads, as necessary.

Policy 2.2.2: The City shall coordinate with FDOT to determine the feasibility of a realignment of US 98 or improving traffic flow. NOTE: Is there a need for this policy?

Policy 2.2.3: ~~All future development shall be designed so as to reduce direct access onto US 98 and 386-A. Access specifications shall be contained in the land development regulations and, at a minimum, shall conform to Policy 2.8.1.~~ NOTE: See Objective 2.6

Policy 2.2.4: ~~The City shall use level of service standards shown in subsection (2) to maintain operating efficiency on roadways and for evaluating potential impacts caused by proposed development.~~ NOTE: Moved to Policies 2.1.3 and 2.1.4.

Policy 2.2.53: The City shall include specific and detailed provisions such as lane widths, parking requirements, driveway connections and other similar provisions for regulating development adjacent to roadways in its land development regulations.

Policy 2.2.4: As of the effective date of this Plan, no development permits shall allow back-out parking onto arterial or collector roadways.

Policy 2.2.5: Individual residential driveway connections shall not be permitted to directly access arterial roadways on lots created after December 1, 2017.

Policy 2.2.6: All newly platted properties shall have direct access roadways.

Policy 2.2.67: The City shall ~~install bicycle paths as determined by~~use the criteria set forth in ~~s. §335.065, F.S. when planning and constructing bicycle and pedestrian ways.~~

Policy 2.2.8: The City shall require new non-residential development to locate parking to the rear or side of the building to provide for and encourage pedestrian access and activity adjacent to arterial roadways.

Policy 2.2.9: Safely accommodate pedestrian and bicycle circulation and minimize potential bicycle and pedestrian interaction with vehicular traffic by dedicating areas for non-motorized transportation activity.

Policy 2.2.10: The City shall encourage and incentivize land uses and development that promotes bicycle and pedestrian activity within and connecting to development.

Objective 2.3: ~~The City shall i~~mprove community appearance through the installation and improvement of landscaping along US HWY 98. ~~using Highway Beautification funds available through FDOT.~~

Policy 2.3.1: The City shall seek and use state, federal, or other funding ~~and local funds~~ to ~~provide-improve~~ landscaping and highway beautification along selected portions of US HWY 98.

Policy 2.3.2: The roadway and right-of-way along US HWY 98 between the western City limits and 6th Street shall be designated as the Mexico Beach Tourist Corridor on the Future Land Use Map series. Within this area code enforcement, beautification efforts, and landscaping shall be a priority within the City.

Policy 2.3.3: By 2022, the City shall seek funding to draft and adopt a corridor landscaping plan for the Mexico Beach Tourist Corridor.

Objective 2.4: ~~The City shall maintain and pave and/or improve local streets.~~

~~**Policy 2.4.1:** The City shall place priority status on improving designated collector roadways as shown on the Future Traffic Circulation Map.~~

~~**Objective 2.5:** The City shall coordinate with the Bay County Transportation Planning Organization, roadway classifications and improvements with land uses shown on the Future Land Use Map. **NOTE: See new Objective 2.6**~~

~~**Policy 2.5.1:** The City shall consider traffic circulation and parking as part of its development review process. Proposed development which will generate substantial traffic shall be located in "Commercial General" land use districts adjacent to arterial roadways. **NOTE: This policy does not quantify "substantial". Would need to set a parameter. Also, industrial uses (in the new category) could also generate "substantial traffic" as could a PUD.**~~

~~**Objective 2.64:** The City shall maintain, as part of the development review process, a procedure to protect existing and future rights-of-way (ROW) from building encroachment.~~

~~**Policy 2.64.1:** The City shall adopt minimum building setbacks from rights-of-way as part of its land development regulations. By 2020, the City shall develop standards for donation and dedication of ROW by developers.~~

~~**Policy 2.64.2:** The City shall preserve existing rights-of-way along arterial and collector roads through use of minimum building setbacks. Acquisition of additional rights-of-way by the City is not anticipated during the 10-year planning timeframe.~~

~~**Policy 2.4.3:** To protect existing ROWs, no construction other than that which supports alternative modes of transportation shall be permitted in any ROW.~~

~~**Policy 2.4.4:** Dedication of ROWs shall be depicted on the site plan for any development permitting process in Mexico Beach.~~

~~**Objective 2.7:** The City shall identify roadway frontage for which sidewalks should be installed to provide a city-wide network for pedestrian traffic.~~

~~**Policy 2.7.1:** For roadway frontage identified for inclusion in the sidewalk system, developers shall be required to install sidewalks as part of any new development.~~

~~**Policy 2.7.2:** The City shall request that FDOT install sidewalks as part of any major state highway widening or improvement project.~~

~~**Policy 2.7.3:** The City shall continue to investigate the feasibility of establishing a "participating paving" program for installation of sidewalks in developed areas.~~

~~**Policy 2.7.4:** The City shall coordinate the needs, location, and installation of sidewalks with the Bay County Transportation Planning Organization.~~ **NOTE: This was merged into Objective 2.6**

Objective 2.85: ~~The City shall m~~Maintain procedures to control the connections and access points of driveways and roads to roadways.

Policy 2.85.1: The City shall utilize the standards set forth in FDOT Guidelines for Vehicular Connections and the "Greenbook" for Road Construction, latest edition, subject to City Council approval to control access to arterial and collector roads.

~~**Policy 2.5.2:** Any new non-residential development or redevelopment adjacent to US HWY 98 shall, to the extent possible, create common access to adjacent properties to avoid unnecessary ingress and egress onto US HWY 98.~~

~~**Policy 2.5.3:** Any new non-residential development or redevelopment adjacent to US HWY 98 shall, to the extent possible, create shared single-access points to multiple developments to avoid multi-access points to properties which are located along US HWY 98.~~

~~**Policy 2.5.4:** To control access points to the US HWY 98 corridor, effective December 1, 2017, new non-residential development shall be allowed a maximum of one access point to US HWY 98 per parcel. Development occurring on two or more parcels as part of the same development plan shall be allowed a maximum of one access to point US HWY 98 for the project.~~

~~**Policy 2.5.5:** Any new residential development as of the effective date of this Plan shall be required to reverse the frontage of the residential lot along any collector or arterial road so that the vehicular access to the parcel is via a local road.~~

~~**Policy 2.5.6:** No driveway permits shall be issued for residential development onto an arterial or collector road after the effective date of this Plan, unless the parcel can only be accessed via an arterial or collector road.~~

~~**Policy 2.5.7:** To avoid dead-end streets and non-connected road networks, the City shall require that ROW be dedicated to the public when the development has opportunity to connect to any existing or planned public street or roadway.~~

~~**Policy 2.5.8:** New developments shall be required to "stub-out" to adjoining undeveloped lands to promote road connectivity, and to connect to existing roadways that are "stubbed-out" at their boundaries.~~

~~**Policy 2.8.2:** The City shall require that developers obtain an FDOT "Connection Permit" for connections to arterial and collector roadways before granting its approval of a proposed development. **NOTE: This is a statement of law.**~~

~~**Objective 2.9:** The City shall require off-street parking for all new development.~~

~~**Policy 2.9.1:** The City shall include requirements and standards for off-street parking in its land development **NOTE: This objective and policy is better located in the Land Development Regulations.**~~

~~**Objective 2.10:** The City shall require that developers provide paved streets as part of any new subdivision development.~~

~~**Policy 2.10.1:** The City shall use its land development regulations to require that developers provide paved streets as part of any new subdivision development.~~

~~**Policy 2.10.2:** All streets constructed by developers shall conform to design standards in the FDOT Guidelines for Road Construction and "Greenbook", latest edition, and as approved by the City Council; and shall be inspected and certified by a registered professional engineer. **NOTE: Same comment – locate in LDRs.**~~

~~**Objective 2.11:** Participate in the provision of public transportation insofar as such transportation can be ridership justified and financially feasible. Coordinate with the FDOT and Bay County Transportation Planning Organization (TPO) regarding public transportation projects and needs adjacent to and within Mexico Beach.~~

~~**Policy 2.11.1:** The City shall use its land development regulations to identify criteria for locating public transit stops and amenities such as shelters.~~

~~**Policy 2.6.1:** Mexico Beach shall work with the Bay Transportation Planning Organization (TPO) to promote transportation improvements within the city.~~

~~**Objective 2.7:** Support the complete streets model and encourage development that reduces urban sprawl, sustainable development patterns and promotes alternative modes of transportation.~~

Policy 2.7.1: Require all development or redevelopment adjacent to the US HWY 98 corridor to provide or improve, as applicable, off-site public sidewalks within the roadway right-of-way. Alternatively, a fee in-lieu of may be provided as set forth in the Land Development Regulations.

Policy 2.7.2: Require all non-residential development or redevelopment adjacent to the US HWY 98 corridor to provide shade trees in close-proximity to existing or planned sidewalks so that the tree will provide shade to pedestrians traveling on the sidewalk.

Policy 2.7.3: To increase alternative modes of transportation, require all new commercial and tourist-related development to provide bicycle parking areas within the development site.

Policy 2.7.4: Promote sustainable development patterns and livable neighborhoods by supporting complete streets concepts along US HWY 98.

Policy 2.7.5: All new local roads shall be designed and constructed to include at minimum four-foot wide sidewalks and/or bicycle lanes to safely accommodate bicycle and pedestrian traffic on at least one side of the road.

Policy 2.7.6: Mexico Beach shall inventory sidewalks that do not provide connections to the overall sidewalk network to coordinate and consider future capital improvements projects. This inventory shall be reviewed annually and updated as conditions change.

Policy 2.7.7: Bicycle and pedestrian facilities shall be provided, when feasible, as part of a road widening, reconstruction, or resurfacing project.

Policy 2.7.8: Mixed-use developments are encouraged in order to promote walking and bicycling between residential and non-residential uses.

Policy 2.7.9: When redesigning or constructing new roadways, the City shall design such roadways to enable safe access for all users. This includes pedestrians, bicyclists, motorists, and transit riders as that mode becomes available.

Policy 2.7.10. Any Planned Unit Development approved after December 1, 2017 shall include complete streets concepts into all arterial and collector roadway designs.

Objective 2.8: Maintain safe hurricane evacuation clearance times.

Policy 2.8.1: Mexico Beach shall work with Bay County and applicable state agencies in the maintenance of adopted hurricane evacuation times.

Policy 2.8.2: Development within Mexico Beach shall be reviewed as outlined in the Coastal Management Element for impacts to adopted hurricane evacuation clearance times.

~~(4) Requirements for Capital Improvements Implementation~~

~~Capital improvements identified in this element involve street closures and improvements on state-maintained US 98. The City will not be financially responsible for making recommended improvements on these roadways; however, the City will seek state/federal funding for highway improvements as they become available. The City will be responsible for City street paving and drainage projects, which will be undertaken as the budget permits.~~

City of Mexico Beach Comprehensive Plan Transportation Element

Florida Statute 163.3177(6)(b)	Mexico Beach Comprehensive Plan Reference
<p>A transportation element addressing mobility issues in relationship to the size and character of the local government. The purpose of the transportation element shall be to plan for a multimodal transportation system that places emphasis on public transportation systems, where feasible. The element shall provide for a safe, convenient multimodal transportation system, coordinated with the future land use map or map series and designed to support all elements of the comprehensive plan. A local government that has all or part of its jurisdiction included within the metropolitan planning area of a metropolitan planning organization (M.P.O.) pursuant to s. 339.175 shall prepare and adopt a transportation element consistent with this subsection. Local governments that are not located within the metropolitan planning area of an M.P.O. shall address traffic circulation, mass transit, and ports, and aviation and related facilities consistent with this subsection, except that local governments with a population of 50,000 or less shall only be required to address transportation circulation. The element shall be coordinated with the plans and programs of any applicable metropolitan planning organization, transportation authority, Florida Transportation Plan, and Department of Transportation adopted work program.</p>	<p>Element required by Florida Statute since Mexico Beach is inside of the Bay County TPO boundary. Public transportation not typical for a city of this size. Multimodal issues included in draft language.</p>
<p>1. Each local government’s transportation element shall address traffic circulation, including the types, locations, and extent of existing and proposed major thoroughfares and transportation routes, including bicycle and pedestrian ways. Transportation corridors, as defined in s. 334.03, may be designated in the transportation element pursuant to s. 337.273. If the transportation corridors are designated, the local government may adopt a transportation corridor management ordinance. The element shall include a map or map series showing the general location of the existing and proposed transportation system features and shall be coordinated with the future land use map or map series. The element shall reflect the data, analysis, and associated principles and strategies relating to:</p>	<p>The traffic circulation map on page 44 should be updated with newer mapping systems for clarity.</p>
<p>a. The existing transportation system levels of service and system needs and the availability of transportation facilities and services.</p>	<p>Objective 2.1 and subsequent policies. Objective 2.5</p>
<p>b. The growth trends and travel patterns and interactions between land use and transportation.</p>	<p>Data and analysis</p>

City of Mexico Beach Comprehensive Plan Transportation Element

Florida Statute 163.3177(6)(b)	Mexico Beach Comprehensive Plan Reference
c. Existing and projected intermodal deficiencies and needs.	Data and analysis
d. The projected transportation system levels of service and system needs based upon the future land use map and the projected integrated transportation system.	Data and analysis
e. How the local government will correct existing facility deficiencies, meet the identified needs of the projected transportation system, and advance the purpose of this paragraph and the other elements of the comprehensive plan.	Objective 2.2, Policy 2.2.1, Policy 2.2.2, Policy 2.2.3, Policy 2.2.4, Policy 2.5.7, Policy 2.5.8
2. Local governments within a metropolitan planning area designated as an M.P.O. pursuant to s. 339.175 shall also address:	Mexico Beach lies within the boundary of the Bay County Transportation Planning Organization, staffed by the West Florida Regional Planning Council
a. All alternative modes of travel, such as public transportation, pedestrian, and bicycle travel.	See added language in Objective 2.7 and subsequent policies.
b. Aviation, rail, seaport facilities, access to those facilities, and intermodal terminals.	Not applicable
c. The capability to evacuate the coastal population before an impending natural disaster.	See added Objective 2.8 and policies.
d. Airports, projected airport and aviation development, and land use compatibility around airports, which includes areas defined in ss. 333.01 and 333.02.	Not applicable
e. An identification of land use densities, building intensities, and transportation management programs to promote public transportation systems in designated public transportation corridors so as to encourage population densities sufficient to support such systems.	Mexico Beach does not have a designated public transportation corridor.
3. Municipalities having populations greater than 50,000, and counties having populations greater than 75,000, shall include mass-transit provisions showing proposed methods for the moving of people, rights-of-way, terminals, and related facilities and shall address:	Not Applicable - Mexico Beach population is under 50,000.
a. The provision of efficient public transit services based upon existing and proposed major trip generators and attractors, safe and convenient public transit terminals, land uses, and accommodation of the special needs of the transportation disadvantaged.	

City of Mexico Beach Comprehensive Plan Transportation Element

Florida Statute 163.3177(6)(b)	Mexico Beach Comprehensive Plan Reference
<p>b. Plans for port, aviation, and related facilities coordinated with the general circulation and transportation element.</p>	<p>Not Applicable - Mexico Beach population is under 50,000.</p>
<p>c. Plans for the circulation of recreational traffic, including bicycle facilities, exercise trails, riding facilities, and such other matters as may be related to the improvement and safety of movement of all types of recreational traffic.</p>	
<p>4. At the option of a local government, an airport master plan, and any subsequent amendments to the airport master plan, prepared by a licensed publicly owned and operated airport under s. 333.06 may be incorporated into the local government comprehensive plan by the local government having jurisdiction under this act for the area in which the airport or projected airport development is located by the adoption of a comprehensive plan amendment. In the amendment to the local comprehensive plan that integrates the airport master plan, the comprehensive plan amendment shall address land use compatibility consistent with chapter 333 regarding airport zoning; the provision of regional transportation facilities for the efficient use and operation of the transportation system and airport; consistency with the local government transportation circulation element and applicable M.P.O. long-range transportation plans; the execution of any necessary interlocal agreements for the purposes of the provision of public facilities and services to maintain the adopted level-of-service standards for facilities subject to concurrency; and may address airport-related or aviation-related development. Development or expansion of an airport consistent with the adopted airport master plan that has been incorporated into the local comprehensive plan in compliance with this part, and airport-related or aviation-related development that has been addressed in the comprehensive plan amendment that incorporates the airport master plan, do not constitute a development of regional impact. Notwithstanding any other general law, an airport that has received a development-of-regional-impact development order pursuant to s. 380.06, but which is no longer required to undergo development-of-regional-impact review pursuant to this subsection, may rescind its development-of-regional-impact order upon written notification to the applicable local government. Upon receipt by the local government, the development-of-regional-impact development order shall be deemed rescinded.</p>	<p>Not applicable.</p>

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