

**PINELLAS PLANNING COUNCIL  
AGENDA MEMORANDUM**

**AGENDA ITEM:** III C-1.

**MEETING DATE:** June 18, 2008

**SUBJECT:**

Proposed Amendments to the Countywide Plan Rules - Traffic Generation Rates Update

**RECOMMENDATION:**

Council Review And Recommend To The Countywide Planning Authority Approval of Countywide Rule Amendments By Adopting Resolution Number 08-2.

**I BACKGROUND**

The Pinellas Planning Council staff has utilized Tindale-Oliver & Associates under our consulting agreement to provide updated trip generation rates used within each Countywide Plan Map category. The rates used in the Countywide Rules were last updated in 1997 and are proposed to be revised to reflect changes that have occurred in the 2005 Pinellas County Impact Fee Study and the Institute of Traffic Engineers Trip Generation Manual, 7<sup>th</sup> Edition.

The 2008 Trip Rates Update report reviewed by the PPC at last month's meeting identified the following:

- The number of trips associated with certain uses of land that are tracked in our trip rates have either increased or decreased;
- The length of the trips associated with two uses of land has increased while two others have decreased; and
- The percent of new trips for some uses of land have changed as well.

All these factors are taken into consideration to develop a blended trip rate associated with each Countywide Plan Map category that are included in the attached draft ordinance (Exhibit 1 to the attached resolution), resulting in trip generation rates for twenty-one Countywide Plan Map categories that have increased, and three that have decreased.

**PINELLAS PLANNING COUNCIL ACTION:**

**COUNTYWIDE PLANNING AUTHORITY ACTION:**

***SUBJECT:*** Proposed Amendments to the Countywide Plan Rules - Traffic Generation Rates Update

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These resulting traffic generation rates provide a basis to compare traffic impacts when comparing one plan category to another during the map amendment process. They are also realistic trip rates, accurately reflecting what is typically found within any given category across the county, as opposed to looking at a “worst-case” scenario during the amendment process.

***II. PLANNERS ADVISORY COMMITTEE (PAC)***

At their meeting on May 12, 2008, the PAC discussed the item relating to the request for advertisement of a public hearing on amending the Countywide Rules and for amendment of the Traffic Characteristics Study, and recommended approval of the staff recommendation to approve both (vote 12-0). They met again on June 9, 2008 to discuss the proposed ordinance and recommended approval of staff’s recommendation (vote 11-0).

***III. RECOMMENDATION***

Council Review And Recommend To The Countywide Planning Authority Approval of Countywide Rule Amendments By Adopting Resolution Number 08-2.

***IV. LIST OF ATTACHMENTS***

Attachment 1            Resolution 08-2, including draft ordinance with strike-through and underline as Exhibit I and clean draft ordinance as Exhibit II

PINELLAS PLANNING COUNCIL RESOLUTION NO. 08-2

A RESOLUTION APPROVING THE AMENDMENT OF THE RULES CONCERNING THE ADMINISTRATION OF THE COUNTYWIDE FUTURE LAND USE PLAN, AS AMENDED; UPDATING THE TRAFFIC GENERATION RATES FOR CERTAIN COUNTYWIDE PLAN MAP CATEGORIES; AND RECOMMENDING THE APPROVAL OF SAID COUNTYWIDE RULE AMENDMENTS BY THE PINELLAS COUNTY BOARD OF COUNTY COMMISSIONERS, ACTING IN THEIR CAPACITY AS THE COUNTYWIDE PLANNING AUTHORITY.

WHEREAS, the Board of County Commissioners, acting in their capacity as the Countywide Planning Authority, has adopted a Countywide Comprehensive Plan by adoption of Ordinance No. 89-4 on January 31, 1989; and

WHEREAS, as part of Ordinance 89-4, the Board also adopted the Rules Concerning the Administration of the Countywide Future Land Use Plan (Countywide Rules) and subsequently amended said Countywide Rules by Ordinance Nos. 89-66A, 91-5, 92-4, 92-51, 93-112, 94-20, 94-55, 95-78, 96-17, 96-32, 96-47, 96-55, 96-87, 97-71, 98-41, 99-22, 99-76, 00-60, 01-16, 03-23, 04-5, 05-49, 06-52, 06-61; 07-13 and 07-50 and

WHEREAS, the Pinellas Planning Council, pursuant to Section 5(7)(b), Chapter 88-464, Laws of Florida, as amended, is authorized to develop rules, standards, policies and objectives that will implement the Countywide Future Land Use Plan; and

WHEREAS, the Pinellas Planning Council pursuant to Section 10(4)(a) of Chapter 88-464, Laws of Florida, as amended, is authorized to initiate amendment to a rule, standard, policy or objective of the Countywide Future Land Use Plan, as determined necessary by the Council to establish effective countywide planning; and

WHEREAS, the requisite procedures concerning notice and public hearing by the Pinellas Planning Council for amendment of the Countywide Rules have been met; and

WHEREAS, after consideration at public hearing, the Pinellas Planning Council has determined that it is necessary and appropriate, in the interest of effective and consistent administration of the Countywide Plan and Rules, to amend the Countywide Rules with respect to updated traffic generation rates used within certain Countywide Plan Map categories.

**NOW, THEREFORE, BE IT RESOLVED** by the Pinellas Planning Council that:

Section I. The Council hereby approves the amendment of the Countywide Rules set forth in Exhibit I (strike-thru and underlined version) and Exhibit II (final version) attached hereto.

Section II. The Council hereby transmits a copy of this Resolution, including Exhibits I and II, to the Pinellas County Board of County Commissioners, acting in their capacity as the Countywide Planning Authority, for consideration and action.

Section III: The Council hereby recommends said Countywide Rule amendments, as set forth in Exhibits I and II, be approved by the Pinellas County Board of County Commissioners, acting in their capacity as the Countywide Planning Authority.

This Resolution offered and adopted at the June 18, 2008, meeting of the Pinellas County Planning Council as hereinafter set forth:

Councilmember \_\_\_\_\_ offered the foregoing Resolution which was seconded by Councilmember \_\_\_\_\_ and the vote was:

AYES:

NAYS:

ABSENT AND NOT VOTING:

ATTEST:

\_\_\_\_\_  
David P. Healey, Executive Director  
Pinellas Planning Council

\_\_\_\_\_  
Mayor Bob Hackworth, Chairman  
Pinellas Planning Council

ORDINANCE NO.

AN ORDINANCE AMENDING PINELLAS COUNTY ORDINANCE NO. 89-4, AS AMENDED, THE COUNTYWIDE PLAN ADOPTION ORDINANCE, BY AMENDING THE "RULES CONCERNING THE ADMINISTRATION OF THE COUNTYWIDE FUTURE LAND USE PLAN," AS AMENDED; AMENDING TRAFFIC GENERATION CHARACTERISTIC TRIP RATES FOR CERTAIN COUNTYWIDE PLAN MAP CATEGORIES; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE; AND PROVIDING FOR MODIFICATION THAT MAY ARISE FROM CONSIDERATION OF THE ORDINANCE AT PUBLIC HEARING.

WHEREAS, the Board of County Commissioners acting as the Countywide Planning Authority has adopted a Countywide Comprehensive Plan by adoption of Ordinance No. 89-4 on January 31, 1989 and subsequently amended said Countywide Plan by Ordinance Nos. 95-55 and 05-32; and

WHEREAS, as part of Ordinance 89-4, the Board also adopted the Rules Concerning the Administration of the Countywide Future Land Use Plan (Countywide Rules) and subsequently amended said Countywide Rules by Ordinances Nos. 89-66A, 91-5, 92-4, 92-51, 93-112, 94-20, 94-55, 95-78, 96-17, 96-32, 96-47, 96-55, 96-87, 97-71, 98-41, 99-22, 99-76, 00-60, 01-16, 03-23, 04-5, 05-49, 06-52, 06-61, 07-13, and 07-50; and

WHEREAS, the Pinellas Planning Council adopted by Resolution 91-3 a report entitled Traffic Characteristics Study – Traffic Generation Rates and Amendment Methodology for the Countywide Future Land Use Plan (Traffic Characteristics Study) as the basis for establishing rules for traffic characteristics in the administration of the Countywide Future Land Use Plan; and

WHEREAS, the Rules Concerning the Administration of the Countywide Future Land Use Plan (Countywide Rules) were amended by Ordinance No. 92-4 to incorporate the traffic generation methodology and rates as set forth in the Traffic Characteristics Study; and

WHEREAS, by Resolution No. 95-4, the Pinellas Planning Council amended the Traffic Characteristics Study to refine the traffic generation rate for the Institutional and Transportation/Utility plan categories as set forth in Addendum No. 1; and

WHEREAS, the refinements set forth in Addendum No. 1 were incorporated in the Countywide Rules by Ordinance No. 96-17; and

WHEREAS, by Resolution No. 97-1, the Pinellas Planning Council amended the Traffic Characteristics Study to further clarify and refine the methodology by which the evaluation of traffic impacts are conducted as set forth in Addendum No. 2; and

WHEREAS, by Resolution No. 08-1, the Pinellas Planning Council amended the Traffic Characteristics Study to refine and update the traffic generation rules for the various plan categories as set forth in Addendum No. 3; and

WHEREAS, the notice of public hearings and advertisements have been accomplished as required by Chapter 88-464, Laws of Florida, as amended; and

WHEREAS, the Board of County Commissioners of Pinellas County, Florida, acting in their capacity as the Countywide Planning Authority, desires to amend the Countywide Rules, as amended, for Pinellas County, Florida, as set forth herein.

NOW THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF PINELLAS COUNTY, FLORIDA:

SECTION 1. The portions of Article 2. Countywide Plan Map Classifications and Categories, are hereby amended as set forth below. All other portions of Article 2 not included in this ordinance are preserved and remain as previously set forth in the Countywide Rules.

**2.3.3.1.2 Category/Symbol - Residential Estate (RE).**

Traffic Generation Characteristics - The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be ~~14~~ 15 trips per day per acre.

**2.3.3.1.4 Category/Symbol - Residential Low (RL).**

Traffic Generation Characteristics - The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be ~~51~~ 50 trips per day per acre.

**2.3.3.1.5 Category/Symbol - Residential Urban (RU).**

Traffic Generation Characteristics - The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be ~~70~~ 68 trips per day per acre.

**2.3.3.2.1 Category/Symbol - Residential Low Medium (RLM).**

Traffic Generation Characteristics - The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be ~~63~~ 67 trips per day per acre.

**2.3.3.2.2 Category/Symbol - Residential Medium (RM).**

Traffic Generation Characteristics - The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be ~~96~~ 102 trips per day per acre.

**2.3.3.3.1 Category/Symbol - Residential High (RH).**

Traffic Generation Characteristics - The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be ~~183~~ 198 trips per day per acre.

**2.3.3.3.2 Category/Symbol - Residential Very High (RVH).**

Traffic Generation Characteristics - The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be ~~304~~ 326 trips per day per acre.

**2.3.3.4.1 Category/Symbol - Residential/Office Limited (R/OL).**

Traffic Generation Characteristics - The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be ~~119~~ 125 trips per day per acre.

**2.3.3.4.2 Category/Symbol - Residential/Office General (R/OG).**

Traffic Generation Characteristics - The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be ~~170~~ 178 trips per day per acre.

**2.3.3.4.3 Category/Symbol - Residential/Office/Retail (R/O/R).**

Traffic Generation Characteristics - The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be ~~336~~ 339 trips per day per acre.

**2.3.3.4.5 Category/Symbol - Resort Facilities Medium (RFM).**

Traffic Generation Characteristics - The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be ~~167~~ 178 trips per day per acre.

**2.3.3.4.6 Category/Symbol - Resort Facilities High (RFH).**

Traffic Generation Characteristics - The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be ~~310~~ 331 trips per day per acre.

**2.3.3.5.1 Category/Symbol - Commercial Neighborhood (CN).**

Traffic Generation Characteristics - The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be ~~350~~ 362 trips per day per acre.

**2.3.3.5.2 Category/Symbol - Commercial Limited (CL).**

Traffic Generation Characteristics - The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be ~~364~~ 398 trips per day per acre.

**2.3.3.5.3 Category/Symbol - Commercial Recreation (CR).**

Traffic Generation Characteristics - The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be ~~546~~ 550 trips per day per acre.

**2.3.3.5.4 Category/Symbol - Commercial General (CG).**

Traffic Generation Characteristics - The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be ~~465~~ 487 trips per day per acre.

**2.3.3.6.1 Category/Symbol - Industrial Limited (IL).**

Traffic Generation Characteristics - The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be ~~170~~ 178 trips per day per acre. Traffic impacts for industrial/mixed use projects shall be determined based on the composition and density/intensity of the specific project.

**2.3.3.6.2 Category/Symbol - Industrial General (IG).**

Traffic Generation Characteristics - The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be ~~199~~ 216 trips per day per acre.

**2.3.3.7.2 Category/Symbol - Recreation/Open Space (R/OS).**

Traffic Generation Characteristics - The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be ~~4~~ 3 trips per day per acre.

**2.3.3.7.3 Category/Symbol - Institutional (I).**

Traffic Generation Characteristics - The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be ~~167~~ 192 trips per day per acre.

Where the specific type of proposed use is known, one of the following subcategories within the Institutional category and their corresponding traffic generation rates may be used to calculate estimated traffic impact:

- Educational Facilities - ~~80~~ 114 vehicle trips per day per acre.
- Medical Facilities - ~~184~~ 173 vehicle trips per day per acre.
- Religious/Civic Facilities - ~~89~~ 104 vehicle trips per day per acre.
- Municipal/Public Facilities - ~~820~~ 835 vehicle trips per day per acre.
- Other - ~~63~~ 67 vehicle trips per day per acre.

**Table 1**  
**SUMMARY CATEGORY MATRIX**

<b>CLASSIFICATION</b>	<b>CATEGORY/SYMBOL</b>	<b>D.U./ACRE</b>	<b>F.A.R.</b>	<b>I.S.R.</b>	<b>TRAFFIC GENERATION RATE (ADT/AC.)</b>
		<b>MAX.</b>	<b>MAX./STD.</b>	<b>MAX./STD.</b>	
<b>RESIDENTIAL:</b>	Residential Rural (RR)	.5	.30/.18	.60/.45	10
	Residential Estate (RE)	1.0	.30/.18	.60/.45	14 <u>15</u>
	Residential Suburban (RS)	2.5	.30/.18	.60/.45	28
	Residential Low (RL)	5.0	.40/.24	.65/.50	51 <u>50</u>
	Residential Urban (RU)	7.5	.40/.24	.65/.50	70 <u>68</u>
	Residential Low Medium (RLM)	10.0	.50/.30	.75/.56	63 <u>67</u>
	Residential Medium (RM)	15.0	.50/.30	.75/.56	96 <u>102</u>
	Residential High (RH)	30.0	.60/.36	.85/.65	183 <u>198</u>
	Residential Very High (RVH)		.60/.36	.85/.65	301 <u>326</u>
<b>MIXED USE:</b>	Residential/Office Limited (R/OL)	7.5	.40/.24	.75/.56	119 <u>125</u>
	Residential/Office General (R/OG)	15.0	.50/.30	.75/.56	170 <u>178</u>
	Residential/Office/Retail (R/O/R)	18.0	.40/.24	.85/.65	336 <u>339</u>
	Resort Facilities Overlay (RFO)			Per Underlying Category	
	Resort Facilities Medium (RFM)	18.0	.65/.39	.85/.65	167 <u>178</u>
	Resort Facilities High (RFH)	30.0	1.2/.72	.95/.72	310 <u>331</u>
<b>COMMERCIAL:</b>	Commercial Neighborhood (CN)	10.0	.40/.24	.80/.60	350 <u>362</u>
	Commercial Limited (CL)	18.0	.45/.27	.85/.65	364 <u>398</u>
	Commercial Recreation (CR)	24.0	.55/.33	.90/.68	546 <u>550</u>
	Commercial General (CG)	24.0	.55/.33	.90/.68	465 <u>487</u>
<b>INDUSTRIAL:</b>	Industrial Limited (IL)		.65/.39	.85/.65	170 <u>178</u>
	Industrial General (IG)		.75/.45	.95/.72	199 <u>216</u>
<b>PUBLIC/SEMI-PUBLIC:</b>	Preservation (P)		.10/.05	.20/.10	0.3
	Recreation/Open Space (R/OS)		.25/.15	.60/.45	4.3
	Institutional (I)	12.5	.65/.39*	.85/.65	167 <u>192</u>
	Transportation/Utility (T/U)		.70/.42	.90/.68	18
<b>PLANNED REDEVELOPMENT</b>	Residential (R)			Per Approved Special Area Plan	
	Mixed Use (MU)			Per Approved Special Area Plan	
	Commercial (C)			Per Approved Special Area Plan	
	Industrial (IND)			Per Approved Special Area Plan	

**SPECIAL  
DESIGNATIONS:**

Water/Drainage Feature

Not Applicable

Scenic/Non-Commercial Corridor

See Otherwise Applicable Category

Activity Center (AC)

See Otherwise Applicable Category and Multiplier Factor

Community Redevelopment District (CRD)

Per Approved Plan

Central Business District (CBD)

Per Approved Plan

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\*Notes: See Bonus Provision, Section 2.3.3.7.3

Traffic Generation Characteristics are Average Daily Trips Per Acre

**SECTION 2. Severability.** It is declared to be the intent of the Board of County Commissioners that if any section, subsection, sentence, clause, phrase, or provision of this ordinance is held invalid or unconstitutional, such invalidity or unconstitutionality shall not be construed as to render invalid or unconstitutional the remaining provisions of this ordinance.

**SECTION 3. Filing of Ordinance; Effective Date.** Pursuant to Section 125.66, Florida Statutes, a certified copy of this Ordinance shall be filed with the Department of State by the Clerk of the Board of County Commissioners within ten (10) days after enactment by the Board of County Commissioners. This Ordinance shall become effective upon filing with the Department of State.

ORDINANCE NO.

AN ORDINANCE AMENDING PINELLAS COUNTY ORDINANCE NO. 89-4, AS AMENDED, THE COUNTYWIDE PLAN ADOPTION ORDINANCE, BY AMENDING THE "RULES CONCERNING THE ADMINISTRATION OF THE COUNTYWIDE FUTURE LAND USE PLAN," AS AMENDED; AMENDING TRAFFIC GENERATION CHARACTERISTIC TRIP RATES FOR CERTAIN COUNTYWIDE PLAN MAP CATEGORIES; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE; AND PROVIDING FOR MODIFICATION THAT MAY ARISE FROM CONSIDERATION OF THE ORDINANCE AT PUBLIC HEARING.

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WHEREAS, the Pinellas Planning Council adopted by Resolution 91-3 a report entitled Traffic Characteristics Study – Traffic Generation Rates and Amendment Methodology for the Countywide Future Land Use Plan (Traffic Characteristics Study) as the basis for establishing rules for traffic characteristics in the administration of the Countywide Future Land Use Plan; and

WHEREAS, the Rules Concerning the Administration of the Countywide Future Land Use Plan (Countywide Rules) were amended by Ordinance No. 92-4 to incorporate the traffic generation methodology and rates as set forth in the Traffic Characteristics Study; and

WHEREAS, by Resolution No. 95-4, the Pinellas Planning Council amended the Traffic Characteristics Study to refine the traffic generation rate for the Institutional and Transportation/Utility plan categories as set forth in Addendum No. 1; and

WHEREAS, the refinements set forth in Addendum No. 1 were incorporated in the Countywide Rules by Ordinance No. 96-17; and

WHEREAS, by Resolution No. 97-1, the Pinellas Planning Council amended the Traffic Characteristics Study to further clarify and refine the methodology by which the evaluation of traffic impacts are conducted as set forth in Addendum No. 2; and

WHEREAS, by Resolution No. 08-1, the Pinellas Planning Council amended the Traffic Characteristics Study to refine and update the traffic generation rules for the various plan categories as set forth in Addendum No. 3; and

WHEREAS, the notice of public hearings and advertisements have been accomplished as required by Chapter 88-464, Laws of Florida, as amended; and

WHEREAS, the Board of County Commissioners of Pinellas County, Florida, acting in their capacity as the Countywide Planning Authority, desires to amend the Countywide Rules, as amended, for Pinellas County, Florida, as set forth herein.

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SECTION 1. The portions of Article 2. Countywide Plan Map Classifications and Categories, are hereby amended as set forth below. All other portions of Article 2 not included in this ordinance are preserved and remain as previously set forth in the Countywide Rules.

**2.3.3.1.2 Category/Symbol - Residential Estate (RE).**

Traffic Generation Characteristics - The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 15 trips per day per acre.

**2.3.3.1.4 Category/Symbol - Residential Low (RL).**

Traffic Generation Characteristics - The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 50 trips per day per acre.

**2.3.3.1.5 Category/Symbol - Residential Urban (RU).**

Traffic Generation Characteristics - The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 68 trips per day per acre.

**2.3.3.2.1 Category/Symbol - Residential Low Medium (RLM).**

Traffic Generation Characteristics - The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 67 trips per day per acre.

**2.3.3.2.2 Category/Symbol - Residential Medium (RM).**

Traffic Generation Characteristics - The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 102 trips per day per acre.

**2.3.3.3.1 Category/Symbol - Residential High (RH).**

Traffic Generation Characteristics - The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 198 trips per day per acre.

**2.3.3.3.2 Category/Symbol - Residential Very High (RVH).**

Traffic Generation Characteristics - The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 326 trips per day per acre.

**2.3.3.4.1 Category/Symbol - Residential/Office Limited (R/OL).**

Traffic Generation Characteristics - The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 125 trips per day per acre.

**2.3.3.4.2 Category/Symbol - Residential/Office General (R/OG).**

Traffic Generation Characteristics - The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 178 trips per day per acre.

**2.3.3.4.3 Category/Symbol - Residential/Office/Retail (R/O/R).**

Traffic Generation Characteristics - The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 339 trips per day per acre.

**2.3.3.4.5 Category/Symbol - Resort Facilities Medium (RFM).**

Traffic Generation Characteristics - The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 178 trips per day per acre.

**2.3.3.4.6 Category/Symbol - Resort Facilities High (RFH).**

Traffic Generation Characteristics - The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 331 trips per day per acre.

**2.3.3.5.1 Category/Symbol - Commercial Neighborhood (CN).**

Traffic Generation Characteristics - The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 362 trips per day per acre.

**2.3.3.5.2 Category/Symbol - Commercial Limited (CL).**

Traffic Generation Characteristics - The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 398 trips per day per acre.

**2.3.3.5.3 Category/Symbol - Commercial Recreation (CR).**

Traffic Generation Characteristics - The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 550 trips per day per acre.

**2.3.3.5.4 Category/Symbol - Commercial General (CG).**

Traffic Generation Characteristics - The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 487 trips per day per acre.

**2.3.3.6.1 Category/Symbol - Industrial Limited (IL).**

Traffic Generation Characteristics - The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 178 trips per day per acre. Traffic impacts for industrial/mixed use projects shall be determined based on the composition and density/intensity of the specific project.

### **2.3.3.6.2 Category/Symbol - Industrial General (IG).**

Traffic Generation Characteristics - The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 216 trips per day per acre.

### **2.3.3.7.2 Category/Symbol - Recreation/Open Space (R/OS).**

Traffic Generation Characteristics - The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 3 trips per day per acre.

### **2.3.3.7.3 Category/Symbol - Institutional (I).**

Traffic Generation Characteristics - The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 192 trips per day per acre.

Where the specific type of proposed use is known, one of the following subcategories within the Institutional category and their corresponding traffic generation rates may be used to calculate estimated traffic impact:

- Educational Facilities - 114 vehicle trips per day per acre.
- Medical Facilities - 173 vehicle trips per day per acre.
- Religious/Civic Facilities - 104 vehicle trips per day per acre.
- Municipal/Public Facilities - 835 vehicle trips per day per acre.
- Other - 67 vehicle trips per day per acre.

**Table 1**  
**SUMMARY CATEGORY MATRIX**

<b><u>CLASSIFICATION</u></b>	<b><u>CATEGORY/SYMBOL</u></b>	<b><u>D.U./ACRE</u></b>	<b><u>F.A.R.</u></b>	<b><u>I.S.R.</u></b>	<b><u>TRAFFIC GENERATION RATE (ADT/AC.)</u></b>
		<b><u>MAX.</u></b>	<b><u>MAX./STD.</u></b>	<b><u>MAX./STD.</u></b>	
<b>RESIDENTIAL:</b>	Residential Rural (RR)	.5	.30/.18	.60/.45	10
	Residential Estate (RE)	1.0	.30/.18	.60/.45	15
	Residential Suburban (RS)	2.5	.30/.18	.60/.45	28
	Residential Low (RL)	5.0	.40/.24	.65/.50	50
	Residential Urban (RU)	7.5	.40/.24	.65/.50	68
	Residential Low Medium (RLM)	10.0	.50/.30	.75/.56	67
	Residential Medium (RM)	15.0	.50/.30	.75/.56	102
	Residential High (RH)	30.0	.60/.36	.85/.65	198
	Residential Very High (RVH)		.60/.36	.85/.65	326
<b>MIXED USE:</b>	Residential/Office Limited (R/OL)	7.5	.40/.24	.75/.56	125
	Residential/Office General (R/OG)	15.0	.50/.30	.75/.56	178
	Residential/Office/Retail (R/O/R)	18.0	.40/.24	.85/.65	339
	Resort Facilities Overlay (RFO)			Per Underlying Category	
	Resort Facilities Medium (RFM)	18.0	.65/.39	.85/.65	178
	Resort Facilities High (RFH)	30.0	1.2/.72	.95/.72	331
<b>COMMERCIAL:</b>	Commercial Neighborhood (CN)	10.0	.40/.24	.80/.60	362
	Commercial Limited (CL)	18.0	.45/.27	.85/.65	398
	Commercial Recreation (CR)	24.0	.55/.33	.90/.68	550
	Commercial General (CG)	24.0	.55/.33	.90/.68	487
<b>INDUSTRIAL:</b>	Industrial Limited (IL)		.65/.39	.85/.65	178
	Industrial General (IG)		.75/.45	.95/.72	216
<b>PUBLIC/SEMI-PUBLIC:</b>	Preservation (P)		.10/.05	.20/.10	0.3
	Recreation/Open Space (R/OS)		.25/.15	.60/.45	4.3
	Institutional (I)	12.5	.65/.39*	.85/.65	192
	Transportation/Utility (T/U)		.70/.42	.90/.68	18
<b>PLANNED REDEVELOPMENT</b>	Residential (R)			Per Approved Special Area Plan	
	Mixed Use (MU)			Per Approved Special Area Plan	
	Commercial (C)			Per Approved Special Area Plan	
	Industrial (IND)			Per Approved Special Area Plan	

**SPECIAL  
DESIGNATIONS:**

Water/Drainage Feature

Not Applicable

Scenic/Non-Commercial Corridor

See Otherwise Applicable Category

Activity Center (AC)

See Otherwise Applicable Category and Multiplier Factor

Community Redevelopment District (CRD)

Per Approved Plan

Central Business District (CBD)

Per Approved Plan

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\*Notes: See Bonus Provision, Section 2.3.3.7.3

Traffic Generation Characteristics are Average Daily Trips Per Acre

**SECTION 2. Severability.** It is declared to be the intent of the Board of County Commissioners that if any section, subsection, sentence, clause, phrase, or provision of this ordinance is held invalid or unconstitutional, such invalidity or unconstitutionality shall not be construed as to render invalid or unconstitutional the remaining provisions of this ordinance.

**SECTION 3. Filing of Ordinance; Effective Date.** Pursuant to Section 125.66, Florida Statutes, a certified copy of this Ordinance shall be filed with the Department of State by the Clerk of the Board of County Commissioners within ten (10) days after enactment by the Board of County Commissioners. This Ordinance shall become effective upon filing with the Department of State.