

PASCO COUNTY, FLORIDA
COMPREHENSIVE PLAN AMENDMENT
PROJECT ARTHUR PD
(PLANNED DEVELOPMENT)
FUTURE LAND USE DESIGNATION

TABLE OF CONTENTS

Introduction – Plan Amendment Structure & Overview for Project Arthur Parcels A and B

Section 1 – Planned Development Entitlements & Subarea Policies for Project Arthur Parcel A/S.R. 52 Interchange Node

Section 2 – Guiding Principles & Planning Intent for Project Arthur Parcel B

Section 3 – Economic Development Goals & Objectives for Project Arthur Parcel B

Section 4 – Land Use & Design Goals & Objectives for Project Arthur Parcel B

Section 5 – Transportation Goals & Objectives for Project Arthur Parcel B

Section 6 – Natural Resources Goals & Objectives for Project Arthur Parcel B

Section 7 – Public Facilities Goals & Objectives for Project Arthur Parcel B

Section 8 – Implementation and Intergovernmental Coordination for Project Arthur Parcel B

Section 9 – Planned Development Entitlements & Subarea Policies for Project Arthur Parcel B

Introduction

Plan Amendment Structure & Overview

PD Plan Amendment Structure

The Project Arthur Planned Development (Project Arthur PD) includes three (3) distinct land ownership areas, as follows: (a) land presently owned by the Bexley family entities that is proposed to consist of a mixed use development project at the interchange of S.R. 52 and the Suncoast Expressway, to include entitlements for 725 residential units and 1,050,000 square feet of non-residential use (designated as Project Arthur Parcel A / S.R. 52 Interchange Node on the attached Subarea map); (b) land owned by Len-Angeline, LLC, which is proposed for an economic development project as described herein and referred to as “Project Arthur Parcel B-1” that includes a large-scale corporate business park (the “Project Arthur Parcel B-1 Corporate Business Park”) and a complementary mixed-use development (designated as Project Arthur Parcel B-1 on the attached Subarea map); and (c) land currently owned by the Bexley family entities, but under contract for purchase by Len-Angeline, LLC (designated as the “Project Arthur Parcel B-2” on the attached Subarea map). Project Arthur Parcel B-1 and Project Arthur Parcel B-2 are collectively referred to hereinafter as “Project Arthur Parcel B.” The PD entitlements and applicable subarea policies are specifically allocated between the Project Arthur Parcel A/S.R. 52 Interchange Node and Project Arthur Parcel B. Although geographically contained within a single, consolidated PD Plan Amendment, the respective allocated entitlements and designated subarea policies shall apply and shall be administered independently between the Project Arthur Parcel A/S.R. 52 Interchange Node and the Project Arthur Parcel B, except only as may be specifically set forth in this PD Plan Amendment or in the companion Master Planned Unit Development (MPUD) rezoning approval (the “MPUD”) for the PD Plan Amendment area.

This PD Plan Amendment also is organized into four (4) primary sections: first, this introduction and overview; second, the specific entitlements and regulatory policies for the Project Arthur Parcel A/S.R. 52 Interchange Node are set forth in Section 1; third, the visionary planning goals and design objectives applicable only to the Project Arthur Parcel B are generally outlined by subject matter in Sections 2 through 8; and fourth, the specific entitlements and regulatory subarea policies for Project Arthur Parcel B are set forth in Section 9. The sections addressing the visionary planning goals and design objectives for the Project Arthur Parcel B (Sections 2 through 8) are intended as the basic, overall planning and design concepts to guide the implementation of this PD Plan Amendment to the Project Arthur Parcel B, and are not specific, regulatory policies. Sections 2 through 9 also are not applicable to the Project Arthur Parcel A/S.R. 52 Interchange Node. The respective entitlement allocations and subarea policies for the Project Arthur Parcel A/S.R. 52 Interchange Node (Section 1) and the Project Arthur Parcel B (Section 9), on the other hand, are regulatory in nature and shall govern the future development of the respective parcels, as applicable to each. In circumstances where the same overriding subarea policy is applicable to both the Project Arthur Parcel B and the Project Arthur Parcel A/S.R. 52 Interchange Node, such subarea policy is included in the subarea policy section for each of the parcels. Finally, it is intended that this PD Plan Amendment, including the respective subarea policies, shall be more general and conceptual in nature and applied as guiding principles, whereas the detailed regulatory structure for both the Project Arthur Parcel B and the Project Arthur Parcel A/S.R. 52 Interchange Node shall be set forth in the companion MPUD Master Plan and conditions of approval.

Introduction

Plan Amendment Structure & Overview

The visionary planning goals, design objectives, and specific regulatory subarea policies set forth in this PD Plan Amendment for the Project Arthur Parcel B are intended to supersede and control over any conflicting provisions in the County's Comprehensive Plan, when such subject is addressed by this PD Plan Amendment or the companion MPUD. However, any matter which is not addressed by this PD Plan Amendment or the companion MPUD for the Project Arthur Parcel B shall remain subject to the applicable requirements provided elsewhere in the County's Comprehensive Plan.

Project Arthur Parcel A Overview

Parcel A (SR 52 Interchange Parcel) is located at the southeast quadrant of the existing Suncoast Expressway interchange at SR 52. This interchange is a key component of the transportation network for Pasco County. SR 52 is a major arterial roadway linking Interstate 75 in the eastern portion of the County with US 19 on the western area of the County. The Suncoast Parkway is a limited access highway stretching from Hillsborough County to Citrus County. The intersection of these two major regional roadways provides a unique location in Pasco County for development with a multi-county impact.

The importance of this node has long been recognized by Pasco County. Prior planning efforts by the County designated this quadrant of the interchange as Mixed Use (MU) on the Pasco County Comprehensive Plan. In 1992 with the adoption of the first Land Use Map, the Board of County Commissioners, on their own initiative, designated 376.6 acres of this property as Mixed Use. The Mixed Use category was the most intensive category in the Comprehensive Plan, anticipating future development with densities up to 32 units per acre and non-residential intensities with Floor Area Ratios (FARs) of up to 3.0. The County encouraged intensive development at this strategic location. Given the existing land use patterns and the environmental constraints at the other three quadrants of the interchange, the southeast quadrant was the only location at this interchange available for large scale planned development. A decision was made by the Board to locate intensive development where County facilities and services would be available as programmed by the future Capital Improvements Program.

Parcel A was also recognized as a key parcel for the economic success of the Central Market Area. The Urban Land Institute's Vision Report emphasized the importance of intensive development at nodes, such as SR 52 and the Suncoast Expressway. Given the existing and planned transportation network improvements, this location was one of the most accessible properties in the Central Market region. This location was available to the neighborhood and community-wide market.

A major portion of Parcel A is located within the Urban Service Expansion Area. Areas within the Expansion Area are priority areas for extension and provision of public facilities and services. Expansion of the Urban Service Area Boundary on this property is consistent with the focus of encouraging and incentivizing intensive development within the Mixed Use node.

To fulfill the long range vision of the County and provide a level of densities and intensities that support the Central Pasco future development, the PD Plan Amendment application for Parcel A proposes a mix of uses that are appropriate at this location. Proposed residential uses include 700 multifamily units and

Introduction

Plan Amendment Structure & Overview

25 single family units. Non-residential uses will consist of 300,000 square feet of office, 300,000 square feet of light industrial and 450,000 square feet of retail. This mix of uses will provide opportunity for major employment centers at a major transportation hub, including office and light industrial development. Complementary uses such as residential housing and retail will support the employment generating uses. Approval of these mixed-use intensities will create a unified, cohesive development within Project Arthur that will be an asset to Pasco County and become one of the focal points of the Central Pasco market, along with the complementary development of Project Arthur Parcel B.

Project Arthur Parcel B Overview

The Project Arthur Parcel B Planned Development future land use designation is intended to provide for a wide variety of land uses and intensities within the Project Arthur Parcel B to encourage flexible and creative site design, all of which will provide an area-wide benefit to the community. The general arrangement of the land uses within the Project Arthur Parcel B shall be set forth in the companion MPUD.

The projected population for Project Arthur at build-out is approximately 30,000 residents, together with a significant daily workforce population, all in the context of a vibrant flexible-use, live, work and play community.

Significantly, the existing future land use classifications for the land area which comprises the overall PD area already authorize substantial development density and intensity. However, the pre-existing mixture of FLUM designations would yield an inefficient development result and would promote low-density sprawl and unnecessary environmental impacts over large expanses of the property. As an example, the existing FLU classifications would require almost 5,000 acres of sprawling 5-acre tracts that could only be served by well and septic utilities; furthermore, such development pattern would preclude introduction of mutually-supportive flex uses such as office and retail in close proximity to the residential uses.

Rather than rely on these limited, pre-existing FLU classifications, this PD Plan Amendment implements the pre-existing FLU densities and intensity through a more efficient and better-planned PD (Planned Development) FLU classification. The result is the transformation of the property into a vibrant, sustainable, flex-use community; a thriving, interconnected community with a balance of large-scale employment uses, retail, and wellness facilities, all of which is focused around its residents' quality of life.

In addition to blending the entitlements allowed by the pre-existing FLU classifications, this PD Plan Amendment creates substantial, additional employment-generating opportunities through the creation of a large-scale corporate business park within the Project Arthur Parcel B (Project Arthur Parcel B Corporate Business Park). **The only requested, new entitlements not already authorized by the pre-existing, blended FLUM designations are for the Project Arthur Parcel B Corporate Business Park.** The Project Arthur Parcel B Corporate Business Park will include a self-sustaining blend of campus uses which are carefully and fully integrated into the fabric of the remainder of the community. The Project Arthur Parcel B Corporate Business Park will create a format that attracts quality employers, such as

Introduction

Plan Amendment Structure & Overview

high-tech companies and/or research and development, and will offer diverse housing options, recreational opportunities and commercial activities for a healthy lifestyle and quality of life for future residents, business owners, and workforce members. The success of Project Arthur Parcel B as a whole is directly related to the success and quality of design for the Project Arthur Parcel B Corporate Business Park.

Through the new PD Plan Amendment context, Project Arthur Parcel B is uniquely poised to create an innovative and sustainable community within the Project Arthur Parcel B which uses the site's strategic location to realize the employment-generating vision set forth in the County's 2008 Urban Land Institute (ULI) Report. For clarification and by way of explanation, the Project Arthur Parcel A/S.R. 52 Interchange Node are specifically allocated their complimentary mix of uses in Section 1, below.

For example, the ULI Report's Vision for the County's Central Market Area, in which most of the Project Arthur PD area is located, is as follows:

The panel's vision for the Central Market Area is one that capitalizes on its distinct ecological role, not just in the county, but in the north Tampa Bay region as a whole. This area should have an ecological development form that reinforces and replicates the unique environment of the water recharge zones that flow through the area. Employment, residential, and retail development all should be concentrated in clusters, or nodes, with a balance of mutually supportive uses. Visual quality and ecological relationships are enhanced with less-intense commercial development in business park settings within these nodes. The desired mix of developable sites varies in size and building types to accommodate small, medium, and larger employers appropriate in this area. These development nodes should be concentrated in identified development corridors that form a crown above, and are linked to, the emerging economic engine of the South Market Area and the established economic hub of Tampa.

The ULI Report also specifically recommends that the economic development centers for the Central Market Area should be located in and around strategic hubs that include clusters of retail which support one another in areas of adequate roads and transit. For that reason, the ULI Report specifically calls for the location of these uses along the Suncoast Parkway and S.R. 52 at major intersections, such as the Project Arthur Parcel B's location at the southeast corner of S.R. 52 and the Suncoast Parkway. The ULI also urges the County to promote higher density, more compact development to preserve open space, enhancement of ecological areas, and a strong mix of uses within large, master-planned communities.

Project Arthur Parcel B therefore exemplifies the County's goals for the Central Market Area. Project Arthur Parcel B will create a thriving, interconnected community where residents can live, work and play within the development. Large-scale employment opportunities (such as the large-scale Project Arthur Parcel B Corporate Business Park) located in strategic locations within Project Arthur Parcel B will provide high-wage jobs for Pasco County residents. All residential and other flex uses will be interconnected through a multi-modal system of walking and bike trails. Multi-modal trails, such as alternative neighborhood vehicle paths, will connect public gathering spaces, activity nodes, large-scale employment opportunities, schools, parks, and residential communities to promote non-vehicular travel

Introduction

Plan Amendment Structure & Overview

within Project Arthur. Moreover, Project Arthur Parcel B will feature permanently-protected and interconnected ecological corridors where nature, technology, health and wellness are not just themes but also guiding principles to the project's success. Proper location of the supportive uses with appropriate densities and intensities will ensure the efficient use of the land, the efficient extension of the facilities needed serve the development, and a sustainable development which caters to the inter-generational needs of its residents.

Section 1

Planned Development Entitlements & Subarea Policies for Project Arthur Parcel A/S.R. 52 Interchange Node

Intent

Identify the Project Arthur PD (Planned Development) Subarea on Future Land Use Subarea Map 2-9. This subarea shall be zoned MPUD Master Planned Unit Development and shall be governed by the terms and conditions of the MPUD Master Planned Unit Development conditions of approval. Any development impacts which would exceed the level of development impacts allowed under this subarea policy shall require an amendment to the policy, and such amendment shall be supported by data and analysis that demonstrate adequate public facilities, services and infrastructure are available to accommodate the proposed density and intensity of development. Such amendment shall also be consistent with the Goals, Objectives and Policies of the Comprehensive Plan; the requirements of Chapter 163, Florida Statutes.

The following levels of development within the SR 52 Interchange Node (Parcel A) are supported by adequate public facilities, services, and infrastructure:

Table of Entitlements for the S.R. 52 Interchange Node Parcels

Type of Development	Approved Entitlements
Parcel A-1	
Multifamily	700 Units
Office	300,000 Square Feet
Light Industrial	300,000 Square Feet
Retail	450,000 Square Feet
Parcel A-2	
Single Family Detached Residential	25 Units

Notes:

- a. The maximum levels of development set forth above are subject to exchanges permitted by the MPUD(s) for Parcel A, including those permitted by the Land Use Equivalency Matrix (LUEM) that is approved with the MPUD(s).

Section 1

Planned Development Entitlements & Subarea Policies for Project Arthur Parcel A/S.R. 52 Interchange Node

PARCEL A DEVELOPMENT POLICIES

POLICY PAD 1.1

Development of a Mixed-Use Project will be allowed on Parcel A1, as depicted on the Subarea Map 2-9(43). Parcel A1 is approximately 275 acres, included in Comprehensive Plan Amendment CPAL19(01). Intensity of individual uses within the Mixed-Use Parcel may deviate from the square footages specified in the land use application, provided that there is no increase to the approved project trip threshold. A Land Use Equivalency Matrix (LUEM) will be provided to allow for trade-offs of existing/approved land uses for additional existing or future land uses, while remaining at or below the existing approved project trip threshold.

POLICY PAD 1.2

Development within Parcel A2, as depicted on Subarea Map 2-9 (43), will be limited to a maximum of 25 single family residential units. Parcel A2 is approximately 460 acres, included in Comprehensive Plan Amendment CPAL19(01).

POLICY PAD 1.3

Development of detached single-family homes shall be permitted to develop as a Rural Enclave. No public water, wastewater, and reclaimed water shall be required for development of the Rural Residential Enclave.

POLICY PAD 1.4

Where practical and applicable, incorporate designs for interconnected roads, alternative vehicle, trail and sidewalk networks to render land uses and amenities accessible by pedestrians, cyclists and neighborhood vehicles.

POLICY PAD 1.5

Encourage alternative transportation modes for multiple travel options.

POLICY PAD 1.6

Encourage a built environment that optimizes the opportunities for walking, biking, and similar outdoor activities which are interconnected with the workplace and living environments.

POLICY PAD 1.7

The Parcel A Master Plan should encourage the location of complementary uses in close proximity to each other, to provide walking, bicycling, neighborhood vehicles and transit opportunities.

Section 1

Planned Development Entitlements & Subarea Policies for Project Arthur Parcel A/S.R. 52 Interchange Node

POLICY PAD 1.8

In order to ensure consistency with the Economic Element of the Comprehensive Plan, the County may upon approval of the Board of County Commissioners, waive or delay any subarea policy, MPUD Master Planned Unit Development, or Preliminary Development Agreement condition for a primary target industry.

Summary Conclusions and Findings

The Project Arthur Parcel A within the overall Project Arthur PD Plan Amendment area shall have the right, pursuant to the terms and conditions of the companion MPUD Master Plan and conditions of approval, to develop the entitlements set forth in this Section 1, within the Project Arthur Parcel A.

Section 2

Guiding Principles & Planning Intent for Project Arthur Parcel B

Vision

The primary vision for the Project Arthur Parcel B is to create an integrated flex-use community with a sustainable balance between residential, commercial and employment-generating opportunities. Project Arthur Parcel B's prime geographic location and site development scheme will leverage the latest in technological offerings, as well as opportunities for social interaction, spurring innovation and creativity (important factors for entrepreneurship and business start-ups). This combined with the opportunity to provide unique transit opportunities sets the stage for Project Arthur Parcel B to become a significant live, work and play destination for Pasco County.

Intent

Consistent with the Pasco County Comprehensive Plan Future Land Use Element for the Planned Development (PD) Future Land Use (FLU) classification, the intent of this PD Plan Amendment for the Project Arthur Parcel B is to provide for the mix of uses and location thereof to be flexible and locally controlled in the corresponding MPUD for the project.

A holistic understanding of how land use, transportation, the natural environment, and economic growth interrelate is important to achieving a sustainable community. As such, the Project Arthur Parcel B shall follow these general, guiding principles:

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

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

Put People First

This principle recognizes that the built environment should focus on the needs of its primary users – People. The built environment should cater to people's movement (above that of the automobile), health and social needs, and live/work needs. Criteria to evaluate development proposals should consider what live, work and play opportunities are provided in Project Arthur Parcel B, and how they

Section 2

Guiding Principles & Planning Intent for Project Arthur Parcel B

move between different uses throughout the day. In addition, criteria should address how People's quality-of-life needs are being met through design and technology.

Encourage flexibility and promote a mix of uses

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

Encourage alternative transportation modes for multiple travel options

Project Arthur Parcel B provides a unique opportunity to transform the urban landscape and built environment in Pasco County. Building cities around cars discourages the use of public transit and encourages urban sprawl. Technology is rapidly expanding transit choices. Project Arthur provides a distinct and forward thinking framework for the next phase of technological development, such as combining commuter rail, express bus, bus rapid transit, ride-hailing, neighborhood vehicles, and autonomous vehicles (AV's), or in other words "shared mobility". For example, using neighborhood vehicles or AV's for the last mile to move people to and from railway stations along the CSX railway or Express Bus/BRT stations along the Suncoast Parkway exits would make public transport more viable. The benefits of shared mobility are numerous including but not limited to, complete streets, reduction of parking needs, and smaller more efficient right-of-ways.

Project Arthur provides for all of these multiple movement opportunities, i.e. shared mobility, for its residents and visitors. While roadway infrastructure will be required to accommodate traditional automobile trips, the potential to provide other means of travel are available to address trips at shorter distances as part of a flex-use community, as well as to minimize the impact of congestion on the roadways. People and businesses desire to be in vibrant and walkable areas. Creating walking, biking, and public transportation options will help the economy grow while meeting the vast need for housing. Better transportation options open economic opportunities for people of all backgrounds and ages and promotes socio-economic equality. The conceptual transportation framework in Project Arthur Parcel B encourages future accommodations for pedestrians, cyclists, transit, autonomous vehicles, and neighborhood vehicles. There is also a unique potential for commuter rail, which would provide for an unprecedented transportation transformation in Pasco County and the region.

Section 2

Guiding Principles & Planning Intent for Project Arthur Parcel B

Rail Opportunity

The CSX Railroad tracks border the entire length of the eastern boundary of Project Arthur PD. This particular line is known as the “Brooksville Line” and connects with other CSX lines in Tampa, goes to central Hernando County and ends approximately where the railroad tracks cross US Highway 98. Toward the end of 2015, CSX indicated it would be open to selling the line which then opened the door to a potential conversion to a commuter rail line. The Hillsborough Area Regional Transit (HART) Authority together with the Florida Department of Transportation (FDOT) commenced the Regional Transit Feasibility Plan in Fall of 2016. The plan’s purpose is to define a regional transit vision and identify a catalyst that has the greatest potential to be built. Conversion of the freight rail to a commuter rail line, rubber tire/rapid transit, dedicated transit lanes, steel wheel/rail transit and combinations thereof are all being considered. The Brooksville line along Project Arthur has huge potential and is uniquely situated to connect to multiple other connections such as to Downtown Tampa, St. Petersburg, and USF. For example, employees can commute from other areas in the region to the Project Arthur Parcel B Corporate Business Park for work. Residents from Project Arthur Parcel B and the surrounding area will be able to take the train to sports, cultural and travel amenities, such as the Florida Aquarium, Port Tampa Bay, and Amalie Arena.

In many large American cities, a trend is emerging where jobs are moving from downtown to the periphery and workers are increasingly commuting from one suburb to another. A recent analysis conducted by an urban studies expert at New York University shows that 75% of jobs in a typical American city are outside the urban center.¹ Traditionally, people used to go where there are jobs. In today’s day and age, people are seeking a standard of living and a lifestyle and then looking for a job. Areas that have public transport networks can cope better with this trend. Additionally, alternative transit options will help mitigate the growing challenge of congestion and will promote transportation safety, community revitalization, and environmental awareness.

Project Arthur is uniquely situated to take advantage of a conversion of an existing rail line to a commuter rail line while providing for multiple modes of transportation to get employers and employees to and from their jobs and homes. Project Arthur’s shared mobility approach, employment generation component and unique access to a potential commuter rail line, provide a truly unique opportunity unprecedented in Pasco County.

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

Project Arthur Parcel B will provide an attractive opportunity for new, expanding or relocating businesses.

¹ A Chance to Transform Urban Planning – Special Report, The Economist March 1, 2018

Section 2

Guiding Principles & Planning Intent for Project Arthur Parcel B

Promote a diversity of housing types in form and size

Project Arthur Parcel B will provide a diversity of housing form and size which increases lifestyle and pricing options for inter-generational residents and meets the needs of the citizens of Pasco County. These varying housing opportunities will help address the needs of differing ages and income levels, from young adults, to families, to seniors.

Create communities that support a healthy lifestyle

Project Arthur Parcel B will promote a healthy lifestyle through planning decisions that support physical activity and movement, as well as access to fresh foods. Project Arthur Parcel B will encourage infrastructure in Parcel B that supports Wellness as part of the daily routine. Wellness includes opportunities for and access to walking and biking to local commercial areas, parks and recreational uses, passive trails for hiking or biking, schools and civic institutions, fresh local grown produce, and clean water and air. Parks that provide physical space and associated public infrastructure to accommodate a range of passive and active physical activities should be an integral part of these communities.

Create authentic social gathering spaces

Providing locations for social interaction is essential to creating vibrant communities. It is well-documented that social networking is a key factor in the success of compact, transit-accessible, technology-wired, flex-use communities that promote innovative thought and economic development. These spaces can take form in parks, coffee houses, libraries and other civic spaces, farmers' markets, community gardens, and so forth. Project Arthur Parcel B will provide a series of social gathering opportunities by encouraging uses that attract people.

Promote planning decisions that protect the natural environment

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

Section 2

Guiding Principles & Planning Intent for Project Arthur Parcel B

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

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

Facilitate rapid permit approval to facilitate implementation of the Project’s vision

To facilitate rapid permit approval, the County shall offer to applicants within Project Arthur Parcel B any of the expedited review processes available pursuant to the Land Development Code, including but not limited to the standard expedited review process and the Green Light Process. Expedited processes should be evaluated over time by the County to determine its efficiency and effectiveness for Project Arthur Parcel B and similar new developments.

Summary

The Project Arthur Parcel B will support development that addresses the primary intentions of the Planned Development Future Land Use classification, while providing creative solutions that implement and leverage advanced technology as well as improving the economic and the personal quality-of-life for the current and future residents, business owners, and workforce members of the County. The policies and objectives which follow in this PD Plan Amendment for the Project Arthur Parcel B seek to achieve an efficient but flexible development form that provides interconnected communities with workplaces, housing, transportation and social options for its users, while remaining sensitive to the natural environment. The implementation of these goals and objectives should ultimately result in a technologically-advanced and employment-generating Project Arthur Parcel B, integrated with a flexible and inter-generational residential community.

Section 3

Economic Development

Goals & Objectives for Project Arthur Parcel B

Introduction

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

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

This Section is intended to serve as a broad decision-making guide to direct the physical planning, programming, infrastructure, and financial resources to support economic development efforts within the Project Arthur Parcel B. The stated Goals and Objectives in this Section 3, and the regulatory policies for the Project Arthur Parcel B established in Section 9, below, promote the County's overriding policies regarding economic development: that continued diversification of the economy is needed; that the County should provide incentives to entice and retain primary and targeted industries to the area; that land should be allocated for economic growth; and that appropriate infrastructure should be available for economic growth.

Goals & Objectives

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

Implementation

Project Arthur Parcel B will provide employment-generating opportunities, including its primary corporate business park component.

Section 3

Economic Development

Goals & Objectives for Project Arthur Parcel B

Project Arthur Parcel B will facilitate the growth of high-technology industry and innovation through partnerships that support research, marketing, workforce, and entrepreneurship to enhance the prospects for the creation of primary and target industry jobs.

Additionally Project Arthur Parcel B will endeavor to accomplish the following:

- Provide access to advanced technology as the catalyst for economic development and entrepreneurship;
- Place a priority on access to technology for its residents and business constituents, encourage entrepreneurship in the field of technology, and seek to facilitate high-wage jobs for its citizens;
- Allow for unique, long-range planning for advanced technology applications in public and private education, library services, health care, law enforcement, life safety and public safety, alternative transportation modes, recreation, and other potential applications; and
- Substantially improve the economic and personal quality of life for the current and future residents, business owners, and workforce members of our County.

The Economic Development policies set forth in Section 9, below, for Project Arthur Parcel B are structured to promote the following planning principles:

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

The Economic Development goals and objectives for Project Arthur Parcel B also incorporate and adopt the County's existing policies to:

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

Section 4

Land Use &

Design Goals & Objectives

for Project Arthur Parcel B

Introduction

Land use allocation and design play a critical role in maximizing the benefits of land and business, increasing resource efficiency, and supporting alternative modes of transportation (e.g., including the feasibility of mass transit – or other efficient means to move large numbers of people). Land use design shapes the form and function and dictates how people experience the built and natural environment. It not only creates an environment that is attractive to residents and businesses, but also protects and enhances natural resources and integrates them into the built environment. Quality design creates neighborhoods and places that are vibrant and accessible to people of all ages and backgrounds. Project Arthur Parcel B intends to create a high-quality built environment that maximizes the advantages of technology such as Gigabit Technology and creates an efficient and innovative development pattern that is necessary to successfully attract tech-savvy companies and entrepreneurs, while also providing for a quality standard of life for its live, work, play residents.

The framework of this Land Use & Design Section includes two main parts: (i) the primary intent of the Land Use and Design policies for Project Arthur Parcel B; and (ii) establishing the framework for the more specific implementation of the goals and objectives for the Project Arthur Parcel B through the companion MPUD. The respective land use entitlements and regulatory sub-area policies applicable to the Project Arthur Parcel A/S.R. 52 Interchange Node and the Project Arthur Parcel B, respectively, are set forth in Section 1 and Section 9.

Planning Principles

The Planning Principles of the Land Use and Design component for Project Arthur Parcel B are as follows:

- Achieve a cleaner, healthier environment;
- Limit urban sprawl by promoting diverse but interconnected communities;
- Provide a range of inter-generational housing
- Protect wildlife and natural areas;
- Assure the efficient use of land and other resources;
- Create quality communities of a design that promotes alternative transportation networks and travel by multiple transportation modes; and
- Enhance the prospects for the creation of jobs

Implementation

The foregoing Planning Principles will be implemented through the companion MPUD, which will include the specific entitlements allocated to the Project Arthur Parcel B. The MPUD Master Plan and conditions of approval will separately identify the land use entitlements applicable to the Project Arthur Parcel A/S.R. 52 Interchange Node, as set forth in Section 1, above, and the conditions of approval applicable to those parcels.

Section 5

Transportation

Goals & Objectives for Project Arthur Parcel B

Introduction

The creation of efficient and effective transportation networks is highly dependent upon the coordination of many factors, including land use, natural resources, population, and the availability of technology, to name a few. The provision of multimodal options in a community helps to meet the needs of its residents and workforce. The primary and secondary roadway network anticipated to support the vehicular need for the Project Arthur Parcel B will be conceptually located on the MPUD Master Plan; however, the more detailed local roadway network necessarily will be dependent upon the specific location of land uses, density and intensity as the Project Arthur Parcel B develops over a long-range buildout. Therefore such local roadway networks will be determined and provided over time as incremental development plans are approved. Substantial consideration also shall be given to reduction of required roadways and traffic lanes where alternative transportation networks, pedestrian and neighborhood vehicle interconnectivity can be provided separately or integrated into the traditional vehicular network. While Project Arthur Parcel B recognizes the importance to facilitate traditional vehicular traffic, the creation of an urban, employment-generating environment which puts people first and seeks to create a sense of place, should not have its main priority focus on the rapid movement of the automobile through the community. This is particularly the case when those traveling greater distances to and from work in Project Arthur Parcel B from outside the community will have the adjacent Suncoast Expressway and S.R. 52 to get to and from work. The specific transportation policies set forth in Section 9 within Project Arthur Parcel B shall supersede any conflicting transportation policies in Pasco County's adopted Comprehensive Plan and Land Development Code, as amended from time-to-time.

Intent

The transportation policies set forth for Project Arthur Parcel B in Section 9, below, are intended to:

- Create quality communities of a design that promote alternative transportation networks and travel by multiple transportation modes;
- Limit urban sprawl by promoting diverse but interconnected communities;
- Encourage the provision of master infrastructure for the Project Arthur Parcel B Corporate Business Park and related community supporting uses to support pad-ready sites and complementary parks, schools, flex-use areas and other community gathering places, through a public-private partnership with appropriate incentives for early construction of master infrastructure for required Project Arthur Parcel B facilities;
- Assure the efficient use of land and resources; and
- Achieve a cleaner, healthier environment.

Section 5

Transportation

Goals & Objectives for Project Arthur Parcel B

Implementation

The transportation policies set forth for Project Arthur Parcel B in Section 9, below, shall be implemented through the MPUD Master Plan for the Project Arthur Parcel B, the related Master Roadway Plan, the incremental development approvals for the various portions of Project Arthur Parcel B.

Section 6

Natural Resources

Goals & Objectives for Project Arthur Parcel B

Introduction

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

Land planning is the primary tool for protecting natural resources. General policies in this Natural Resources Section, and throughout the Project Arthur Parcel B portion of the PD, will address this relationship through emphasizing the protection of sensitive lands, identifying conservation methods, and promoting the co-location of similar uses (thereby minimizing the impact of multiple demands on a finite quantity of land). The natural resource policies addressed in Section 9 for Project Arthur Parcel B are consistent with the other Project Arthur Parcel B planning principles, promoting planning decisions that protect the natural environment and promoting advanced technology for economic development and the quality-of-life for current and future residents, business owners, and workforce members.

The natural resource protection policies outlined in Section 9 for Project Arthur Parcel B also recognize the value in planning for the protection and efficient use of the County's natural resources. These policies are intended to implement the Pasco County's adopted Comprehensive Plan policies, as amended from time-to-time, for Project Arthur Parcel B.

Intent

This Natural Resources and Conservation Section outlines the intent within the Project Arthur Parcel B of the Project Arthur Parcel B PD to:

- Achieve a cleaner, healthier environment;
- Protect Wildlife and Natural Areas;
- Assure the efficient use of land and resources; and
- Where appropriate, to functionally integrate protected natural areas into the live, work and play environment of the people residing and working within Project Arthur Parcel B.

Implementation

Concurrent with this PD Plan Amendment and the companion MPUD Master Plan approval process, the, respective developer/owners of the Project Arthur Parcel A/S.R. 52 Interchange Node and the Project Arthur Parcel B, are working through the County's Ecological Corridor requirements of the Land Development Code for the Project Arthur PD. Dependent upon the outcome of those negotiations, it is anticipated that Len-Angeline, LLC may propose certain provisions to allow the functional integration of certain passive uses and interconnectivity which will enhance the quality of life for the live, work, play community that is envisioned for Project Arthur Parcel B.

Section 7

Public Facilities

Goals & Objectives for Project Arthur Parcel B

Introduction

Public facilities are those facilities required to support the services and functions traditionally provided by the county government, including such facilities as parks, schools, libraries, and emergency services. These facilities are essential to support the community and its continued growth. Moreover, in the circumstance of Project Arthur Parcel B, the primary goal to create a unique community anchored by a large-scale Project Arthur Parcel B Corporate Business Park component and other quality target and other employment users simply cannot be achieved without greater focus and a true commitment to these supporting facilities. High wage-paying employers and other technology-driven businesses simply will not select Pasco County in general, and Project Arthur Parcel B in particular, if they do not have access to a highly-trained professional and technical workforce to perform their jobs. In turn, those educated and well-trained professionals and other technical workforce members simply will not relocate to Pasco County or Project Arthur Parcel B, if such “public facilities” are not available to support their family’s educational, recreational, and wellness needs.

The Historical Issue

While the County and its development community traditionally have focused upon roadways, utilities, economic incentives and more “historical” infrastructure to attract such target employers and qualified employees, that industry marketplace actually is equally or more focused upon these other “public facilities” to support their lifestyle and their families’ needs. Those employers and employees have access to such “public services” in Silicon Valley, Austin, Raleigh, Atlanta, Nashville, and the other markets against whom Pasco County and Project Arthur Parcel B must compete. The planning for and provision of these “public facilities” to provide these “public services” must be given substantially higher priority for Project Arthur Parcel B to succeed, as the efficiency and delivery of these systems significantly contribute to the community’s quality-of-life—perhaps the only way to distinguish Project Arthur Parcel B as all communities have streets, water and sewer services, but not all communities can assure the delivery of these more noticeable and impactful “public facilities” and “public services” to one’s everyday life.

To date even Pasco County’s most innovative, premier long-range planning efforts (e.g., Villages of Pasadena Hills and the Connected City) have not developed a customized approach to address this critical issue. In most circumstances, the planning efforts have relied upon the existing, traditional County funding mechanisms to accumulate future funds to construct such “public facilities” when and as development impact fees generate sufficient funding for them. Because the revenue stream follows the population increase, the demand for such facilities necessarily outpaces the collection of development impact fees from new projects to construct such facilities, which themselves also rarely cover both land and facilities costs. In addition, those public facilities then must accommodate both pre-existing residents when only those new residents are paying the new impact fees.

Section 7

Public Facilities

Goals & Objectives for Project Arthur Parcel B

A New Paradigm

In short, Project Arthur Parcel B recognizes this systemic issue, which if not resolved will paralyze the efforts to create the desired Project Arthur Parcel B Corporate Business Park and to attract target businesses and the skilled employees to perform those jobs. Those prospects simply will elect to go to the other locales which can and do provide those “public facilities” and “public services.” Thus a new paradigm is required to distinguish Project Arthur Parcel B in this critical area of “public facilities” for “public services.”

Public Facilities for potential Public-Private Partnership

Project Arthur Parcel B proposes a unique public-private partnership approach to provide first-class “public facilities” and to deliver the “public services” at an advanced stage of the marketing and development process which incorporates the following basic concepts. First, those public facilities functions which presently have the most efficient and effective funding basis should remain the primary responsibility of the County, such as fire/EMS, police protection and other emergency services. Second, those public facilities which have proven a greater fiscal challenge, such as parks, schools, and libraries, should be the subject of a public-private partnership between the applicable governmental entity (i.e. County government, School District) whereby (i) available public funds are committed to such facilities in Project Arthur Parcel B, and (ii) the Project Arthur Parcel B master developer also commits pre-funding to such facilities, and acts as the construction manager to build them, in exchange for appropriate fee credits, reimbursement agreements, or other financial arrangements which are fair to both the public and private partners. This approach will (i) allow earlier construction of the required public facilities, (ii) insure that not only land is reserved for them but that facilities actually are constructed, and (iii) deliver quality services up-front and of the nature required to attract the specific workforce and resident population envisioned for Project Arthur Parcel B.

With specific reference to schools, Project Arthur Parcel B proposes pre-approval by the School District for charter school options, the co-location of schools, parks and/or libraries where feasible, the horizontal and/or vertical integration of schools into flex-use areas and other facilities, and public-private partnerships for the funding of construction for magnet schools, technology schools, and other innovative educational alternatives to meet the needs of the Project Arthur Parcel B workforce population and their families.

Section 7

Public Facilities

Goals & Objectives for Project Arthur Parcel B

Intent

The Public Facilities Section outlines Project Arthur Parcel B's intent to create communities that:

- Achieve a cleaner, healthier environment;
- Protect wildlife and natural areas while integrating them into the human quality of life, where feasible;
- Assure the efficient use of land and resources;
- Create quality communities of a design that promotes alternative transportation networks and travel by multiple transportation modes; and
- Create a new public-private paradigm for early delivery of critical public facilities for quality public services, including such items as parks, schools, libraries, and emergency services.

Section 8

Implementation and Intergovernmental Coordination for Project Arthur Parcel B

Introduction

The successful implementation of the Project Arthur Parcel B vision requires a unique regulatory structure. The substantial geographic expanse and long-range planning horizon for Project Arthur Parcel B require an implementation strategy that embraces an incremental approach to development where evolving technology would continuously challenge a more typical regulatory scheme. The regulatory structure must work in concert to balance the constantly changing market forces and technological advances that will provide the opportunities within Project Arthur Parcel B for future residents and businesses.

Coordination of Enabling Documents

This Implementation and Intergovernmental Coordination Section outlines the regulatory structure that will combine to provide the framework for the implementation strategy to achieve the vision for Project Arthur Parcel B. The regulatory framework consists of three (3) enabling documents:

- Planned Development (PD) Comprehensive Plan Amendment
- MPUD Master Plan and Conditions of Approval
- Master Roadway Plan

These documents have specific roles and purposes within the regulatory framework. Each component is interrelated and dependent upon the other, and all regulatory documents should be construed in concert based upon the stated vision and purpose of Project Arthur Parcel B.

Section 9

Planned Development Entitlements & Subarea Policies for Project Arthur Parcel B

The County shall identify the Project Arthur Parcel B PD Sub-Area on Future Land Use Subarea Map 2-9.

Table of Entitlements for the Project Arthur Parcel B

Type of Development	Authorized Entitlements
Single Family Residential	7,366 Units
Multifamily/Villas/Townhomes	3,404 Units
Office	2,200,000 Square Feet
Commercial	2,200,000 Square Feet
Project Arthur Parcel B-1 Corporate Business Park	24,000,000 Square Feet

Notes:

- a. Project Arthur Parcel B Corporate Business Park uses are further defined in the companion MPUD conditions of approval.
- b. The maximum levels of development set forth above are subject to exchanges permitted by the MPUD(s) for Parcel B, including those permitted by the Land Use Equivalency Matrix (LUEM) that is approved with the MPUD(s).

Section 9

Planned Development Entitlements & Subarea Policies for Project Arthur Parcel B

Sub-Area Policies Applicable To Project Arthur Parcel B

ECONOMIC DEVELOPMENT POLICIES

GENERAL POLICY:

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

POLICY ED 2.1

PROMOTE AND SUPPORT PLANNING DECISIONS AND PROGRAMS DESIGNED TO ENSURE THE AVAILABILITY OF INFRASTRUCTURE NEEDED FOR ADVANCED TELECOMMUNICATIONS AND HIGH TECHNOLOGY, PRIMARY AND TARGET INDUSTRY OPPORTUNITIES

Related Planning Principle:

A built environment promotes and attracts new, expanding, or relocating businesses.

POLICY ED 2.2

ENCOURAGE PUBLIC-PRIVATE PARTNERSHIPS FOR PROMOTIONAL ACTIVITIES, AND OTHER TECHNIQUES TO ATTRACT NEW TECHNOLOGY-BASED PRIMARY AND TARGET INDUSTRIES

Related Planning Principle:

The success of creating target and primary industry employment opportunities is dependent upon market awareness, and this marketing effort should be undertaken through a public/private partnership approach to achieve maximum success.

POLICY ED 2.3

PROMOTE AND ENCOURAGE THE RECRUITMENT OF NEW PRIMARY AND TARGET INDUSTRIES AS WELL AS THE EXPANSION AND RETENTION OF EXISTING PRIMARY AND TARGET INDUSTRIES WHICH EXPORT THEIR GOODS OR SERVICES OUTSIDE PASCO COUNTY (LOCAL ECONOMY) AND HELP TO DIVERSIFY THE COUNTY'S ECONOMIC BASE

Related Planning Principle:

Project Arthur Parcel B and the County mutually should seek to provide a built environment that targets new, expanding, or relocating businesses, to promote incentives for creative financing of employment projects, and to maintain and expand existing programs that encourage site readiness.

Section 9

Planned Development Entitlements & Subarea Policies for Project Arthur Parcel B

POLICY ED 2.4

ENCOURAGE ACTIVE DEVELOPMENT AND IMPLEMENTATION OF PROGRAMS THAT PROMOTE A DIVERSIFIED ECONOMY THROUGH THE FOLLOWING: INTERGOVERNMENTAL AGENCY COLLABORATION, ATTRACTION AND RETENTION OF TARGETED BUSINESSES AND PRIMARY INDUSTRIES, CREATION OF PUBLIC-PRIVATE PARTNERSHIPS, AND THE EDUCATION OF THE COMMUNITY ON THE VALUE OF ECONOMIC DEVELOPMENT

Related Planning Principle:

There are multiple factors that support a diversified economy, including a multi-disciplinary effort with a unified goal; investment in a unique infrastructure that supports opportunities for growth (such as advanced technology); and an educated business community and workforce.

POLICY ED 2.5

PROMOTE PARTNERSHIPS WITH CAREERSOURCE, THE PASCO COUNTY SCHOOL DISTRICT, LOCAL UNIVERSITIES AND VOCATIONAL TRAINING CENTERS, CHARTER SCHOOLS OR PRIVATE SCHOOLS, LOCAL TARGET INDUSTRIES, AND OTHER AGENCIES; DEVELOP STRATEGIES TO SUPPORT TRAINING FOR, ATTRACTION AND RETENTION OF A QUALIFIED WORKFORCE FOR TARGETED INDUSTRIES; AND BETTER PREPARE LOCAL STUDENTS FOR FUTURE CAREERS RELATING TO EMPLOYMENT WITHIN IDENTIFIED TARGET INDUSTRIES AND BUSINESSES, THROUGH CREATIVE EDUCATIONAL PROGRAMS AND ADDITIONAL QUALITY SCHOOL ALTERNATIVES

Related Planning Principle:

Education and vocational training opportunities, especially those which take advantage of the available advanced technology, are critical to support business development. These opportunities should constantly evolve with market trends so that Pasco County's workforce is prepared for emerging business and employment opportunities.

POLICY ED 2.6

PROMOTE JOINT EFFORTS AND SUPPORT THE EFFORTS OF OTHER AGENCIES AND THE DEVELOPMENT COMMUNITY TO OBTAIN PRIVATE, STATE, AND FEDERAL GRANT MONIES AND ALTERNATIVE FINANCING OPPORTUNITIES DESIGNED TO ASSIST LOCAL ECONOMIC DEVELOPMENT INITIATIVES TO INCREASE TARGET INDUSTRY EMPLOYMENT OPPORTUNITIES

Related Planning Principle:

Optimizing funding opportunities, including leveraging, through partnerships with the development community will encourage primary and target industries to locate and expand in Project Arthur Parcel B. Special attention should be paid to those grants and alternative financing options that may support technology-based businesses.

Section 9

Planned Development Entitlements & Subarea Policies for Project Arthur Parcel B

POLICY ED 2.7

ENCOURAGE THE USE OF INNOVATIVE METHODS OF FINANCING FOR INFRASTRUCTURE (INCLUDING PUBLIC-PRIVATE PARTNERSHIPS) AND POTENTIAL SHELL CLASS A BUILDINGS THAT HAVE LEED (OR SIMILAR) CERTIFICATION, WHILE LEVERAGING PUBLIC AND PRIVATE RESOURCES WHEREVER POSSIBLE TO CREATE JOB-READY AND PAD-READY SITES

Related Planning Principle:

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

LAND USE & DESIGN POLICIES

GENERAL POLICY:

UTILIZE LAND USE & DESIGN PRINCIPLES TO PROMOTE THE USE OF ADVANCED TECHNOLOGY AND INFRASTRUCTURE FOR ECONOMIC DEVELOPMENT AND THE IMPROVED QUALITY OF LIFE FOR CURRENT AND FUTURE RESIDENTS, BUSINESS OWNERS, AND WORKFORCE MEMBERS

POLICY LUD 3.1

PROMOTE AN ADAPTIVE, INNOVATIVE AND CREATIVE MEANS TO TAKE ADVANTAGE OF ADVANCED TECHNOLOGY, SUCH AS GIGABIT TECHNOLOGY AND ASSOCIATED ADVANCEMENTS, IN LAND USE DESIGN AND IMPLEMENTATION.

Related Planning Principles:

Promote Wi-Fi availability in all public areas (e.g., parks, libraries, schools, etc.), amenities which support community and neighborhood information systems, including community maps, community events, nearby destinations, etc. In addition, the built environment should demonstrate the application of advanced technology that reduces energy consumption for new development, increases opportunities for the use of renewable energy sources, recycles waste and reduces life cycle costs. Infrastructure that supports connected vehicles, autonomous vehicles, and transit systems where the vehicle “communicates” with the infrastructure, is encouraged to take advantage of advanced technology.

Section 9

Planned Development Entitlements & Subarea Policies for Project Arthur Parcel B

POLICY LUD 3.2

WHERE PRACTICAL AND APPLICABLE, INCORPORATE DESIGNS FOR INTERCONNECTED ROADS, ALTERNATIVE VEHICLE, TRAIL AND SIDEWALK NETWORKS, AND ENCOURAGE WALKABLE BLOCK SIZES IN FLEX USE AREAS, TO RENDER LAND USES AND AMENITIES ACCESSIBLE BY PEDESTRIANS, CYCLISTS, AND NEIGHBORHOOD VEHICLES.

Related Planning Principles:

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

POLICY LUD 3.3

WHERE FEASIBLE AND PRACTICAL, INCORPORATE THE LOCATION OF PUBLIC SPACES, TRANSIT STOPS, AND OTHER PUBLIC SERVICES WITH PEDESTRIAN, BICYCLE, AND NEIGHBORHOOD VEHICLE NETWORKS (TO CREATE, SAFE AND CONVENIENT ACCESS TO THESE RESOURCES)

Related Planning Principles:

Provision of pedestrian, bicycle, and neighborhood vehicle networks and infrastructure, including such design features as multi-use lanes, multi-use paths and multi-use trails alone is not sufficient to ensure that they serve the users' needs. Equally important is the location of appropriate land uses that serve each of these users' destinations, and coordination of those companion land uses with the location of appropriate infrastructure, amenities, and networks to ensure that they provide each user with multiple options, convenient access and connectivity.

POLICY LUD 3.4

ENCOURAGE A FLEXIBLE MIX OF LAND USES, BUILDING AND SITE DESIGN, LANDSCAPING ELEMENTS, AND PUBLIC ART ELEMENTS THAT FRAME AND ACTIVATE STREETS AND PUBLIC SPACES, ESTABLISH A HUMAN SCALE AND ENSURE A SAFE, ATTRACTIVE PEDESTRIAN ORIENTED ENVIRONMENT WHICH SUPPORTS ALL USERS.

Related Planning Principles:

Land use and design are critical factors that determine whether a pedestrian will feel comfortable or safe in the public realm. Aspects such as the building massing, design of street frontages, sidewalks, and the orientation and treatment of surface parking can create the right enclosure and human scale that makes a pedestrian safe and comfortable. The location of

Section 9

Planned Development Entitlements & Subarea Policies for Project Arthur Parcel B

appropriate uses along complete streets and the design of the street facades and amenities ensure that pedestrians are actively engaged and enjoy the experience of walking.

POLICY LUD 3.5

ADOPT MASTER PLANNED UNIT DEVELOPMENT (MPUD) ZONING FOR THE PROJECT ARTHUR PARCEL B PORTION OF THE PROJECT ARTHUR PD PLAN AMENDMENT AREA

Related Planning Principles:

Policies of this PD Plan Amendment should be implemented through the more detailed, companion MPUD(s) for the Project Arthur Parcel B portion of the Project Arthur PD area. The MPUD(s), however, should preserve and promote development practices within Project Arthur Parcel B which are flexible, creative and innovative in nature. The zoning requirements associated with the Project Arthur Parcel B should reflect that desired creativity and innovation required to attract target industries, tech-savvy companies, and technology-driven entrepreneurship. The distinct, allocated entitlements and zoning conditions applicable to the Project Arthur Parcel B and the Project Arthur Parcel A/S.R. 52 Interchange Node shall be identified separately in the MPUD(s) for the Project Arthur PD.

In addition, the MPUD(s) for the Project Arthur Parcel B should consider how/where new techniques can be implemented, such as form-based zoning, so development can find creative solutions for vibrant and attractive places. Flexible land use configurations that maximize growth opportunities should be incorporated in response to market and population change as well as advancements in Gigabit Technology and other subsequent technological advances. In addition, the MPUD zoning conditions for the Project Arthur Parcel B should provide the flexibility needed for transitional and/or infill opportunities and support Project Arthur Parcel B's intent to address "infrastructure planning for redevelopment."

POLICY LUD 3.6

PROMOTE FLEXIBLE USE (FLEX-USE) AREAS

Related Planning Principles:

Flex-use development offers multiple benefits. It utilizes land more efficiently, provides greater economic value per acre, has lower costs for public services, and helps support future public transit feasibility. Flex-use development expands housing opportunities for people of different income and age groups. The associated policies in this Land Use & Design Section are aimed at capturing the benefits of a compact and flex-use development within the Project Arthur Parcel B. These policies help achieve multiple goals such as limiting sprawl; minimizing the need for vehicular trips; providing a variety of housing and employment options; providing authentic social gathering spaces; and attaining a cleaner environment by reducing auto emissions. Depending upon the needs of specific uses, co-location can minimize the need for excessive

Section 9

Planned Development Entitlements & Subarea Policies for Project Arthur Parcel B

parking spaces and can take advantage of shared parking and reduced parking requirements, thereby potentially reducing the need for paved areas and land disturbance.

POLICY LUD 3.7

WHERE FEASIBLE AND PRACTICAL, ENCOURAGE THE CO-LOCATION OF COMPLIMENTARY USES TOMAXIMIZE THE SOCIAL, ECONOMIC, AND ENVIRONMENTAL BENEFITS

Related Planning Principles:

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

POLICY LUD 3.8

ENCOURAGE THE BENEFICIAL MIX OF USES AT A SCALE THAT IS COMPATIBLE IN FORM AND CHARACTER TO THE SURROUNDING NEIGHBORHOODS OR THE IMMEDIATE CONTEXT

Related Planning Principles:

Flex-use areas play an important role of increasing access to needed resources and services within close proximity. Keeping this in mind, an appropriate mix of uses that complements the needs of the surrounding population whether it be residents, employees, businesses, or institutions is important. Flex-use areas introduce a variety of uses and activities in otherwise predominantly single-use districts. Their location, orientation and design should complement the character and function of a district and add both economic and aesthetic value to its surroundings.

POLICY LUD 3.9

FLEX-USE DEVELOPMENT WITHIN PREDOMINANTLY RESIDENTIAL AREAS SHOULD INCLUDE A BALANCED MIX OF LOCAL-SERVING RETAIL, HEALTHCARE, A VARIETY OF HOUSING TYPES, PUBLIC SERVICES, OR OTHER SIMILAR USES

Related Planning Principles:

Flex-use areas provide opportunities for “local” jobs, and if appropriately placed and designed, are more responsive to the needs of seniors, youths, the disabled, and other people who prefer not to drive. This policy seeks to address these needs. Flex-use areas within the Project Arthur Parcel B neighborhoods should allow for multiple transportation options and provide access to basic amenities and public services within close walking and biking distances, and be accessible along the transportation network. These flex-use areas should be appropriately placed within walkable distances from residences and seek to have convenient access with safe pedestrian and bicycle access. These areas should be easily accessible by people of different mobility levels.

Section 9

Planned Development Entitlements & Subarea Policies for Project Arthur Parcel B

In addition, the form and scale of these flex-use areas should be compatible with that of the surrounding neighborhoods.

POLICY LUD 3.10

ENCOURAGE ALTERNATIVE TRANSPORTATION MODES FOR MULTIPLE TRAVEL OPTIONS

Related Planning Principles:

Residential and other flex uses will be interconnected through a multi-modal system of walking and bike trails. Multi-modal trails, such as alternative neighborhood vehicle paths, will connect public gathering spaces, activity nodes, large-scale employment opportunities, schools, parks, and residential communities to promote non-vehicular travel within Project Arthur. The mix of uses, density and intensity, as well as the scale and design of the public realm, should help support multiple modes of transportation and can help promote the future viability of mass transit, rail, and on-demand mobility systems in appropriate locations. In addition, the relative location of different uses and the design of spaces play critical roles in how people travel and access resources. The location and proximity of different uses and design of the networks connecting these uses facilitate multiple mobility options and determine the ease, comfort, and safety experienced by the users of the space. They also play critical roles in ensuring the financial feasibility of alternate transportation modes, such as mass transit. Additionally, the Project Arthur Parcel B location provides the potential for rail access.

All of the shared mobility options shall collaboratively be explored with the County, such as commuter rail, express bus, bus rapid transit, ride-hailing, neighborhood vehicles, and autonomous vehicles.

POLICY LUD 3.11

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

Related Planning Principles:

The availability of advanced technology within Project Arthur Parcel B will provide more opportunities for technology-based businesses to generate and grow. The land use options and the design of the built environment will help attract business incubators and new industries and will support the opportunities for home-based businesses. To meet these needs, Project Arthur Parcel B will provide compatible non-residential uses in appropriate locations within the Project Arthur Parcel B. All residential uses within Project Arthur Parcel B shall be permitted to have home occupations in accordance with the Project Arthur Parcel B LDC requirements that address potential impacts.

Section 9

Planned Development Entitlements & Subarea Policies for Project Arthur Parcel B

POLICY LUD 3.12

PROMOTE A DIVERSITY OF HOUSING IN FORM AND SIZE

Related Planning Principles:

It should be the goal to strive for livable flex- income neighborhoods at appropriate locations within Project Arthur Parcel B that collectively support a diversity of housing types and income levels by encouraging a mix of housing types, rental, and ownership options, including houses on smaller lots, small houses, duplexes, attached housing, accessory dwelling units, multi-dwelling housing, vertical-flex-use and other flex-use developments, in addition to more traditional estate homesite opportunities. This mix of housing will provide opportunities for the local population to “age in place,” or moving within the community at different stages of one’s lifecycle.

POLICY LUD 3.13

ENCOURAGE THE DEVELOPMENT OF HOUSING AT TRANSIT-SUPPORTIVE HOUSING DENSITIES NEAR TRANSIT CONNECTIONS AND NEAR PARKS, SCHOOLS OR OTHER PUBLIC OR SEMI-PUBLIC FACILITIES

Related Planning Principles:

Provision of housing which incorporates the key components of an interconnected, walkable network is critical to supporting a strong and well-integrated workforce and an associated community conducive to innovation. The exchange of ideas, knowledge, and other resources is strengthened by a community which is generationally and economically diverse. It also is important to provide a mix of housing opportunities near transit connections and to ensure the development of housing is accessible to the elderly, people with physical limitations, and those too young to drive, while recognizing that different populations have different needs.

POLICY LUD 3.14

PROMOTE COMMUNITIES THAT SUPPORT A HEALTHY LIFESTYLE

Related Planning Principles:

Nature plays a significant role in supporting natural habitats, creating a healthy and clean environment, and providing opportunities for education. Land use design strategies should be used not only to protect nature, but also integrate it into the built environment so that it becomes an integral part of the everyday live and work experience within Project Arthur Parcel B. Doing so will enable people to interact with nature, experience and enjoy it as a part of their regular day-to-day working and living environment.

Section 9

Planned Development Entitlements & Subarea Policies for Project Arthur Parcel B

POLICY LUD 3.15

ENCOURAGE THE DESIGN OF THE BUILT ENVIRONMENT THAT COMPLEMENTS THE NATURAL CONTEXT AND INCORPORATES NATURAL ELEMENTS INTO THE NEIGHBORHOODS, EMPLOYMENT AREAS, AND THE PUBLIC REALM

Related Planning Principles:

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

POLICY LUD 3.16

ENCOURAGE IMPLEMENTATION OF LAND DEVELOPMENT REGULATIONS WHICH EXPEDITE REGULATORY REVIEW, ENCOURAGE FLEXIBILITY IN TYPE AND LOCATION OF LAND USES, AND SUPPORT INFRASTRUCTURE TO INCENTIVIZE AND PROMOTE EMPLOYMENT AND RESIDENTIAL WELLNESS THROUGHOUT PROJECT ARTHUR PARCEL B

Related Planning Principles:

As stated in the Urban Land Institute's "Building Healthy Places Toolkit (2015), "what we eat and drink directly affects our well-being." Although there are several factors that impact our dietary habits, the built environment we live in dictates what kind of food is accessible to us, thereby impacting our health. The land uses and design of the built environment should provide multiple options for eating healthy nutritious food. Potential projects within the Project Arthur Parcel B such as community gardens, roof-top greenhouses or gardens, on-site gardening, corner grocery stores, edible landscaping, farmers markets and other strategies that are dedicated to producing healthy local food options, should be encouraged.

POLICY LUD 3.17

ENCOURAGE A BUILT ENVIRONMENT THAT OPTIMIZES THE OPPORTUNITIES FOR WALKING, BIKING, AND SIMILAR OUTDOOR ACTIVITIES WHICH ARE INTERCONNECTED WITH THE WORKPLACE AND LIVING ENVIRONMENTS

Related Planning Principles:

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

Section 9

Planned Development Entitlements & Subarea Policies for Project Arthur Parcel B

built environment are crucial determinants of whether people will have the opportunity to walk or bike.

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

POLICY LUD 3.18

ENCOURAGE AUTHENTIC SOCIAL GATHERING SPACES THAT ARE WELL INTEGRATED INTO NEIGHBORHOODS AND EMPLOYMENT AREAS, STRATEGICALLY LOCATED AT COMFORTABLE WALKING DISTANCES, ARE CONNECTED THROUGH SAFE AND COMFORTABLE PEDESTRIAN, BICYCLE, AND NEIGHBORHOOD VEHICLE LINKS, AND ARE EASILY ACCESSIBLE BY PEOPLE OF DIFFERING ABILITIES

Related Planning Principles:

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

POLICY LUD 3.19

PROVIDE A LAND USE PLAN FOR FLEX-USE AREAS THAT OFFERS A COMBINATION OF LAND USE AND DESIGN STRATEGIES TO CREATE VIBRANT, ATTRACTIVE DESTINATIONS THAT PROVIDE A VARIETY OF SOCIAL GATHERING SPACES

Related Planning Principles:

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

Section 9

Planned Development Entitlements & Subarea Policies for Project Arthur Parcel B

accessible, technically-wired, flex-use communities that promote innovative thought and economic development.

POLICY LUD 3.20

PROMOTE A HARMONIOUS TRANSITION BETWEEN PROPOSED INITIAL DEVELOPMENT AND POTENTIAL FUTURE DEVELOPMENT AND/OR REDEVELOPMENT OVER A LONG-RANGE PLANNING HORIZON

Related Planning Principles:

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

POLICY LUD 3.21

ENCOURAGE USE AND IMPLEMENTATION OF DEVELOPMENT REGULATIONS THAT SUPPORT AND ENCOURAGE THE INTEGRATION OF INFILL AND REDEVELOPMENT OPPORTUNITIES

Related Planning principles:

One of the biggest constraints for redevelopment is the lack of flexibility in regulations for changing land use patterns. This is a critical aspect that limits our ability to efficiently respond to transforming market and demographic trends, and infill opportunities. This policy intends to support this need, enabling Project Arthur Parcel B to fully utilize the redevelopment opportunities that naturally will arise over a long-term project buildout continuum.

POLICY LUD 3.22

THE PROJECT ARTHUR PARCEL B MPUD MASTER PLAN SHOULD ENCOURAGE AND FACILITATE THE NEED TO LOCATE COMPLIMENTARY USES IN CLOSE PROXIMITY TO EACH OTHER, TO PROVIDE WALKING, BICYCLING, NEIGHBORHOOD VEHICLES, AND TRANSIT OPPORTUNITIES

Related Planning Principles:

The Project Arthur Parcel B within the MPUD should create a pedestrian-friendly environment where feasible and practical, while still recognizing the need for a variety of distinct, inter-generational communities with various market-driven products. Creating a community that

Section 9

Planned Development Entitlements & Subarea Policies for Project Arthur Parcel B

supports a healthy lifestyle is a key intent of the Project Arthur Parcel B development and therefore the focus on creating a pedestrian-friendly environment should be a component of the overall project design. Some of the aspects of the built environment, such as a well-connected grid network, walkable block sizes, and a pedestrian-oriented environment should be encouraged, although certain geographic constraints (i.e. wetlands, Ecological Corridors, major transportation corridors, private, gated estate neighborhoods) and other project features or policies may preclude connectivity in certain circumstances.

POLICY LUD 3.23

PASCO COUNTY SHOULD APPLY ITS EXPEDITED AND STREAMLINED REVIEW AND PERMITTING PROCESSES TO PROMOTE THE PLANNING VISION, INTENT AND POLICIES OF PROJECT ARTHUR PARCEL B, BOTH FOR THE EMPLOYMENT OPPORTUNITIES AND THE OTHER FLEX-USE AND RESIDENTIAL COMPONENTS WHICH ARE REQUIRED TO SUPPORT THE EMPLOYMENT USES

Related Planning Principles:

The County previously has adopted certain expedited review processes for preferred employment-generating projects and similar exemplary projects with long-term planning horizons which present unique opportunities for the County, its residents, and future residents and employers. Project Arthur Parcel B shall be allowed expedited review processes currently available within the County, as adopted from time-to-time.)

TRANSPORTATION POLICIES

GENERAL POLICY:

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

POLICY TP 4.1

THE COUNTY SHOULD CONTINUOUSLY ASSESS EMERGING TRANSPORTATION TRENDS RELIANT ON ADVANCED TECHNOLOGY AND PROMOTE DEVELOPMENT THAT LEVERAGES EXISTING AND FUTURE PREMIUM TRANSIT OPPORTUNITIES SUCH AS RAIL, EXPRESS BUS OR BUS RAPID TRANSIT ALONG U.S. 41 AND THE SUNCOAST PARKWAY AND UTILIZES ADVANCED TRANSPORTATION INFRASTRUCTURE

Related Planning Principles:

While trends are constantly changing, the County should plan for and implement emerging transportation advances as they are developed and available for implementation of connected vehicles and autonomous vehicles, where the vehicle “communicates” with the infrastructure,

Section 9

Planned Development Entitlements & Subarea Policies for Project Arthur Parcel B

are anticipated to be commonplace. Project Arthur Parcel B shall encourage standardized infrastructure that supports smart and connected vehicles.

Opportunities for conversion of existing freight lines along U.S. 41 to commuter rail lines will continue to be explored as well as Bus Rapid Transit (BRT) or Express Bus along the Suncoast Parkway.

The County will apply its land development regulations so as to facilitate infrastructure and/or facility needs for electric vehicles. The overriding goal in Project Arthur Parcel B is to create a quality community design that promotes alternative transportation networks and travel by multiple transportation modes, and therefore is not totally dependent upon traditional vehicular roadway lanes. Vehicular travel times should not be the driving force behind the quality of life in the community.

POLICY TP 4.2

PLAN FOR FUTURE TRANSIT SERVICES, WHETHER PROVIDED BY A PUBLIC OR PRIVATE ENTITY, THROUGH AVAILABILITY OF ADVANCED TECHNOLOGY TO DISSEMINATE OR BROADCAST INFORMATION TO CUSTOMERS REGARDING ITS USE. IDENTIFY POTENTIAL RAIL STATIONS ALONG THE CSX RAILROAD LINE AND BRT OR EXPRESS BUS STATIONS ALONG SUNCOAST PARKWAY ON THE MPUD MASTER PLAN AND MASTER ROADWAY PLAN.

Related Planning Principles:

Project Arthur Parcel B should contemplate and plan for a high quality public transit service that will include stations with real time information and complimentary Wi-Fi service. Dedicated transit lanes should be planned for where identified in the Master Roadway Plan and associated cross-sections. Private transit, such as shuttles, taxis, rideshare services (i.e. Uber, Lyft, etc.), should serve the function of connecting destinations, and also provide real time information for the convenience of the rider.

POLICY TP 4.3

PROVIDE STANDARDS FOR CONTEXT-SPECIFIC COMPLETE STREETS

Related Planning Principles:

Complete streets integrate vehicles with other modes of transportation, while prioritizing pedestrian, bicycle, and neighborhood vehicle movement. Design standards for roadways shall be determined based on an evaluation of the location, surrounding uses, and its function, and shall be detailed in the Master Roadway Plan. This basic principle will help create quality communities of a design that promotes alternative transportation networks and travel by multiple transportation mode. It also will limit urban sprawl by promoting diverse but

Section 9

Planned Development Entitlements & Subarea Policies for Project Arthur Parcel B

interconnected communities, through encouragement of alternative transportation modes for multiple travel options.

POLICY TP 4.4

AUTHORIZE TRAFFIC CALMING ON APPROPRIATE LOCAL STREETS AND IN URBAN AREAS

Related Planning Principles:

Traffic calming should be authorized, as deemed appropriate, to effectively reduce traffic speeds, thereby allowing bicyclists and pedestrians to safely share the road with neighborhood vehicles and automobiles. Examples of traffic calming measures include, but are not limited to, roundabouts, on-street parking, narrow streets and travel lanes, speed tables, bulb outs or curb extensions, raised crosswalks, and designated bicycle and multipurpose lanes. Again, the rapid movement of vehicular traffic through the community is not the primary method to achieve a sense of place.

POLICY TP 4.5

CONSIDER A VISION ZERO POLICY AND GUIDELINES FOR PROJECT ARTHUR PARCEL B

Related Planning Principles:

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

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

POLICY TP 4.6

ESTABLISH CRITERIA THAT ALLOW FOR A REDUCED PARKING STANDARD

Related Planning Principles:

Where appropriate, establishing shared parking minimizes the need for a single use to supply parking. Different uses create different parking demands, and a mix of uses proximate to one

Section 9

Planned Development Entitlements & Subarea Policies for Project Arthur Parcel B

another can benefit from shared parking. It is possible for multiple uses to use the same spaces to meet their parking requirement. For example, office users need the parking spaces during the day, while hotel users can use those same spaces in the evening. Site-specific development approvals should identify what uses can share spaces, and what percentage reduction is appropriate. In addition, reduced parking standards should be considered for qualified attainable housing where the parking demand is reduced and impacts are minimal. This approach also encourages people to choose alternative transportation means, whether transit, bicycle, pedestrian, or ride-sharing.

POLICY TP 4.7

CONSIDER AN ALTERNATIVE TRANSPORTATION VISION PLAN AND ASSOCIATED DESIGN GUIDELINES WHICH PROVIDE A CONNECTED NETWORK OF NON-AUTOMOBILE TRAVEL

Related Planning Principles:

A flex-use community with residential, employment, recreation, shopping and transit centers requires a refined system of interconnectivity which is focused at the scale of the pedestrian. Consideration should be given to the typical walking distance for pedestrians of ¼-mile. Other considerations may include, but not be limited to, reduced crossing distances at intersections, pedestrian-only roadways, maximum block sizes, restricting turn lanes to reduce the distance a pedestrian must cross, protected intersections, and bike boxes.

POLICY TP 4.8

PROMOTE EFFICIENT AND COST-EFFECTIVE PREMIUM TRANSIT SERVICE WHEN AVAILABLE, AND DESIGN NEW DEVELOPMENT TO ACCOMMODATE FUTURE TRANSIT SERVICES AND ASSOCIATED AMENITIES IN APPROPRIATE AREAS DESIGNATED FOR TRANSIT

Related Planning Principles:

Future transit connections shall be provided to Park- and-Ride facilities and transit/transfer station(s) at appropriate locations. ADA compliant transit infrastructure, such as bus shelters/stops and other infrastructure as deemed appropriate shall be provided where feasible and practical to support local and regional service within Project Arthur Parcel B. The design of transit facilities shall consider connectivity and convenience.

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

- Transit transfer stations and Park and Ride lots at appropriate locations and size in terms of acres and number of parking spaces;

Section 9

Planned Development Entitlements & Subarea Policies for Project Arthur Parcel B

- Premium transit alignment(s) and road right- of-way locations, and right-of-way width needs for primary transit paths within Project Arthur Parcel B shall be identified. The premium transit alignment(s) and locations within road right- of-way shall ensure efficient and adequate connections to regional transit outside Project Arthur Parcel B; and
- Specifically define the most practical and cost feasible premium transit service(s) based on factors such as, but not limited to cost, ridership, and regional connections inside and outside of the County.
- The potential for rail access.

POLICY TP 4.9

PROMOTE AND ENCOURAGE CONVENIENT AND RELIABLE ALTERNATIVE TRANSPORTATION MODE CHOICES FROM TRANSIT STATIONS TO FINAL DESTINATION

Related Planning Principles:

Project Arthur Parcel B shall provide where feasible and practical alternative mode choices to/from transit station, bus transfer stations, and Park and Ride facilities. Safe and convenient access should be provided to alternative mode choices, which can include biking, walking, neighborhood vehicles, rideshare, bike-share, autonomous vehicles and other forms of travel such as Uber, Lyft, etc.

POLICY TP 4.10

ADOPT A MASTER ROADWAY PLAN FOR ARTERIAL AND MAJOR COLLECTOR ROADWAYS CONSISTENT WITH THE GENERAL TRANSPORTATION POLICIES FOR PROJECT ARTHUR PARCEL B AND REQUIRE ALL FUTURE DEVELOPMENT TO ADHERE TO ITS INCREMENTAL IMPLEMENTATION DURING THE PLANNING HORIZON TO ENSURE CONNECTIVITY

Related Planning Principles:

The Master Roadway Plan should reflect the alignments of the Primary Roadways (Arterials and Major Collectors). The subsequent incremental plans for various developments within Project Arthur Parcel B then should conform to the Master Roadway Plan and also demonstrate the addition of necessary minor collectors and local streets to provide internal connectivity to the Primary Roadways. In addition, the potential addition of Multipurpose Lanes, Multipurpose Paths and Multipurpose Trails, (Neighborhood Vehicles and Transit Corridor) should be considered in the incremental plan approvals to promote community connectivity.

Project Arthur Parcel B policies should focus on retaining the capacity of the Master Roadway Plan. Design standards should be implemented to emphasize internal circulation systems addressing adequate access control. Access controls along a roadway serve to maintain and

Section 9

Planned Development Entitlements & Subarea Policies for Project Arthur Parcel B

enhance the existing quality of the road system, and are particularly important in an area that is targeting new growth to ensure that the roadway system meets the demands of the growing population.

POLICY TP 4.11

DEVELOP AND IMPLEMENT TYPICAL CROSS-SECTIONS FOR VARIOUS ROADWAY TYPES WITHIN PROJECT ARTHUR PARCEL B

Related Planning Principle:

The typical sections should reflect Complete Streets concepts to incorporate strategies for walkability, and pedestrian-friendly and neighborhood vehicle- friendly streetscapes, where appropriate within the community.

POLICY TP 4.12

PROMOTE A CIRCULATION SYSTEM THAT ENCOURAGES THE SEPARATION OF LOCAL AND REGIONAL TRAFFIC, THEREBY MORE EFFICIENTLY SERVING BUSINESSES AND THEIR PATRONS

Related Planning Principle:

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

POLICY TP 4.13

THE TRANSPORTATION NETWORK SHOULD RESPECT THE NATURAL ENVIRONMENT.

Related Planning Principle:

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

POLICY TP 4.14

THE MASTER ROADWAY PLAN SHALL BE INTERCONNECTED, PROVIDING A FRAMEWORK FOR DEVELOPMENT TO GROW AND ADJUST OVER TIME.

Related Planning Principles:

Roadway systems which are not interconnected typically become overburdened and limit opportunities for growth. Multimodal options that include walking, cycling, neighborhood vehicles, as well as the automobile should be addressed as part of an interconnected vehicular roadway network. Complete Streets standards should be applied where feasible and practical. The Primary Roadways identified on the Master Roadway Plan should remain substantially

Section 9

Planned Development Entitlements & Subarea Policies for Project Arthur Parcel B

uninterrupted. Gates should not be allowed on any of the Primary Roadways, and should be limited to minor collectors and local streets

NATURAL RESOURCES POLICIES

GENERAL POLICY:

PROMOTE PLANNING DECISIONS THAT PROTECT THE NATURAL ENVIRONMENT, WHILE FACILITATING THE PLANNING AND DEVELOPMENT OF AN INTEGRATED LIVE, WORK, PLAY COMMUNITY WHICH MAY TAKE ADVANTAGE OF ITS NATURAL ENVIRONMENT

POLICY NRC 5.1

CONSIDER FUTURE WETLAND PROTECTION OPPORTUNITIES/STRATEGIES FOR MEASURING IMPACTS

Related Planning Principles:

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

POLICY NRC 5.2

PROMOTE DEVELOPMENT THAT SUPPORTS SUSTAINABLE DEVELOPMENT PATTERNS BY PROMOTING THE EFFICIENT USE OF LAND, CONSERVATION OF NATURAL RESOURCES, RESOURCE-EFFICIENT DESIGN AND CONSTRUCTION, AND THE USE OF RENEWABLE ENERGY SOURCES.

Related Planning Principles:

Land development design within the Project Arthur Parcel B has the opportunity to efficiently use land and minimize negative effects upon natural resources. Development patterns should be configured in a manner that optimizes the potential for redevelopment while mitigating impacts on the land and the extent of required infrastructure. Building design and construction also should demonstrate conservation strategies for natural resources, optimize the use of renewable energy sources, and encourage the use of sustainable building materials.

Section 9

Planned Development Entitlements & Subarea Policies for Project Arthur Parcel B

POLICY NRC 5.3

ENCOURAGE LOW-IMPACT DEVELOPMENT TECHNIQUES FOR STORMWATER MANAGEMENT.

Related Planning Principles:

Project Arthur Parcel B shall comply with Low-Impact Development (LID) requirements applicable County wide or adopted by South West Florida Water Management District (SWFWMD).

POLICY NRC 5.4

IMPLEMENT PLANNING AND DEVELOPMENT STRATEGIES TO ENHANCE THE COUNTY'S CURRENT WATER CONSERVATION STRATEGY

Related Planning Principles:

Water conservation is essential to establish an economically and environmentally sustainable and resilient community. Existing Land Development Code requirements should be applied to address water conservation techniques in addition to those identified within the 10-year Water Supply Plan to reduce water consumption. Project Arthur Parcel B should consider the following techniques to reduce water consumption:

- All new construction within Project Arthur Parcel B shall encourage the use of water conservation strategies, such as Waterstar program or similar program conservation standards, which include: water efficient appliances, plumbing fixtures, irrigation systems and landscapes, as well as water quality benefits from best management practices in landscapes
- Alternative conservation methods should be considered as new techniques become available that can be supported by available advanced technology.
- Where and when available on a cost-affordable basis, new construction should utilize reclaimed water for irrigation, and other future potential uses (such as toilets), where it is available consistent with Pasco County Utilities Department policy for reclaim water service.
- Where reclaim water service is available, an exterior reclaimed water tap should be provided for general use such as exterior pressure washing, etc.
- New construction should utilize water-conserving alternative landscape design, such as Florida Friendly Landscaping.

Section 9

Planned Development Entitlements & Subarea Policies for Project Arthur Parcel B

POLICY NRC 5.5

THE COUNTY AND PROJECT ARTHUR PARCEL B SHOULD UTILIZE AVAILABLE ADVANCED TECHNOLOGY TO EFFICIENTLY MANAGE WATER SYSTEM DATA

Related Planning Principles:

With respect to external end-of-line consumption facilities, Project Arthur Parcel B shall consider where feasible and practical that new construction utilize fully automated meter infrastructure (AMI) if available. With respect to external-distribution-system facilities, the County should utilize available advanced technologies to minimize non-customer water loss.

POLICY NRC 5.6

PROJECT ARTHUR PARCEL B SHOULD ENDEAVOR TO REDUCE ENERGY CONSUMPTION BASED UPON BEST-AVAILABLE TECHNOLOGY AND SHOULD PROMOTE ALTERNATIVE ENERGY SOURCES

Related Planning Principles:

Energy conservation is essential to establish an economically and environmentally sustainable and resilient community. Project Arthur Parcel B should address energy conservation techniques in new construction to reduce energy consumption. All new construction within Project Arthur Parcel B shall encourage application of Energystar or similar program standards. These standards address energy efficient appliances, lighting fixtures, heating/ cooling systems, tankless water heaters, higher overall insulation rating, and other energy efficient systems and construction techniques.

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

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

POLICY NRC 5.7

PROMOTE RENEWABLE ENERGY USE

Related Planning Principles:

Renewable energy such as wind, solar, geothermal and biomass provide substantial benefits to the climate and to public health. In addition, this is a rapidly growing economic sector within the U.S. which can provide tremendous job opportunities in the future. Project Arthur Parcel B should promote a built environment that capitalizes on these economic opportunities, maximizes energy technologies, and encourages reliance on renewable energy sources. The County should consider incentives to promote the use of advanced technology for economic development and the improved quality-of-life for current and future residents, business owners,

Section 9

Planned Development Entitlements & Subarea Policies for Project Arthur Parcel B

and workforce members, and also should promote planning decisions that protect the natural environment.

PUBLIC FACILITIES POLICIES

GENERAL POLICY FOR PARKS, RECREATION & OPEN SPACE:

PARKS, RECREATION, AND OPEN SPACE ARE SIGNIFICANT ASSETS TO A COMMUNITY. PARKS AND OPEN SPACES TRADITIONALLY ARE PART OF THE COUNTY’S PUBLIC REALM, WHICH GENERALLY REFERS TO A COMMUNITY’S SYSTEM OF PARKS AND CIVIC SPACES, NATURAL AREAS AND TRAILS, CULTURAL AREAS, AND SIDEWALKS WITHIN PARKS AND OPEN SPACE.

THE PUBLIC FACILITIES POLICIES OUTLINED BELOW RECOGNIZES THE VALUE IN PLANNING FOR A PREMIER PARKS, RECREATION AND OPEN SPACE SYSTEM CONSISTENT WITH THE PROJECT ARTHUR PARCEL B PLANNING PRINCIPLES: PROMOTE THE USE OF ADVANCED TECHNOLOGY FOR ECONOMIC DEVELOPMENT AND THE IMPROVED QUALITY OF LIFE FOR CURRENT AND FUTURE RESIDENTS, BUSINESS OWNERS, AND WORKFORCE MEMBERS; PUT PEOPLE FIRST; ENCOURAGE ALTERNATIVE TRANSPORTATION MODES FOR MULTIPLE TRAVEL OPTIONS; CREATE COMMUNITIES THAT SUPPORT A HEALTHY LIFESTYLE; CREATE AUTHENTIC GATHERING SPACES; AND PROMOTE PLANNING DECISIONS THAT PROTECT THE NATURAL ENVIRONMENT.

(PLEASE NOTE THAT REFERENCES TO “DISTRICT PARKS” IN THIS SECTION 6 ADDRESS THE SCALE OR SIZE OF THE PARK AND NOT THOSE PARKS THAT DIRECTLY RELATE TO PROJECT ARTHUR PARCEL B).

POLICY PF 6.1

PARKS AND GATHERING SPACES WITHIN PROJECT ARTHUR PARCEL B SHOULD UTILIZE CREATIVE WAYS TO TAKE ADVANTAGE OF ADVANCED TECHNOLOGY.

Related Planning Principles:

Wi-Fi shall be made available to the extent practical in all parks and designated public gathering spaces. In County owned parks, kiosks should be provided that include charging stations and community information, such as park maps, community events, nearby destinations, etc. Project Arthur Parcel B also should include other resources that utilize advanced technology, such as RFID Chips in trails linked to apps, mobile devices, and outdoor exercise equipment, etc.

Section 9

Planned Development Entitlements & Subarea Policies for Project Arthur Parcel B

POLICY PF 6.2

EXPLORE AND CAPTURE FUNDING SOURCES TO CREATE AN INNOVATIVE, INTERNET ACCESSIBLE, CONNECTED NEIGHBORHOOD AND COMMUNITY PARK SYSTEM FOR PROJECT ARTHUR PARCEL B THAT DEMONSTRATES HOW TECHNOLOGICAL ADVANCES CAN BE USED TO ENHANCE RECREATIONAL ACTIVITIES FOR THE LOCAL COMMUNITY.

Related Planning Principles:

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

Subject to successful funding, parks in Project Arthur Parcel B should pursue and capture opportunities to demonstrate the following criteria:

1. Function as intended and be well-maintained, aesthetically pleasing, safe, and able to demonstrate sustainable techniques;
2. Accommodate a wide variety of uses and maintain a consistently high level of activity while still remaining flexible;
3. Show clear evidence of good design standards, enhancing the quality of passive and active recreational experiences, and embrace heritage resources with innovative educational technology;
4. Provide easy and safe access via sidewalks, multipurpose trails, multipurpose paths, multipurpose lanes, roads, and, wherever feasible, connections to mass transit when and as available;
5. Provide a balance and variety of active and passive recreation opportunities;
6. Be centrally located and easily accessible to population centers;
7. Be located close to and accessible to schools and recreation centers;
8. Offer opportunities for sports and cultural events throughout the year, maximizing economic impact and enabling parks to become a gathering focal point of the community;
9. Be designed with amenities that can become an economic development catalyst for adjacent neighborhoods;
10. Have dedicated funding for operations and maintenance;
11. Offer Public/Private Partnership opportunities to cover expenses and programs;

Section 9

Planned Development Entitlements & Subarea Policies for Project Arthur Parcel B

12. Be designed with high quality amenities and recreation facilities;
13. Encourage a variety of special-use-value facilities, sports activities, jogging, and visually interesting trails along natural features such as lakes, etc.;
14. Be well-marked through high quality place-making signage.

POLICY PF 6.3

THE PROJECT ARTHUR PARCEL B PARK SYSTEM SHOULD UTILIZE TECHNIQUES THAT PROTECT NATURAL RESOURCES, HABITATS, AND BIODIVERSITY

Related Planning Principles:

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

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

POLICY PF 6.4

PROJECT ARTHUR PARCEL B SHOULD PROVIDE FOR CO-LOCATION OF PARKS, SCHOOLS, OTHER PUBLIC FACILITIES, AND NATURAL RESOURCES WHEREVER FEASIBLE.

Related Planning Principles:

Project Arthur Parcel B should provide where practical for parks co-located with schools and natural resources or public facilities to demonstrate and encourage the combined health, environmental, and maintenance cost efficiencies. The County and the School District should cooperate with and facilitate the implementation of this policy by Project Arthur Parcel B.

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

Section 9

Planned Development Entitlements & Subarea Policies for Project Arthur Parcel B

GENERAL POLICY FOR SCHOOLS:

A premier education system is vital to economic development as it provides a highly skilled, technologically capable, creative and rapidly adaptable workforce. Based upon the current student-generation rates provided by the School District, the number and types of schools that are required in the Project Arthur Parcel B are: two (2) elementary schools; one (1) middle school; and one (1) high school (or their equivalents).

Historically, the School District and County collaborate on school planning with the School District supplying facility need forecasting and capacity management and then working with the County on potential facility locations. Within Project Arthur Parcel B, capacity analysis will take into account typical public school facilities and charter schools (including virtual schools), and may include public-private partnership arrangements. As such there may be the potential for significant cost savings. Private, non-charter schools also may be provided, which facilities also will have an impact on facility planning within Project Arthur Parcel B. To the extent that public-private-partnerships can be established to integrate public and private facilities there may be significant opportunities for leveraging of collective financial resources to create enhanced facilities and associated programs beyond those available without such joint-use partnerships.

POLICY PF 6.5

PUBLIC SCHOOLS LOCATED IN PROJECT ARTHUR PARCEL B SHOULD UTILIZE CREATIVE WAYS TO TAKE ADVANTAGE OF ADVANCED TECHNOLOGY

Related Planning Principles:

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

POLICY PF 6.6

ALL PUBLIC SCHOOLS SHOULD BE CO-LOCATED WITH NATURAL RESOURCES, PARKS AND/OR RECREATION CENTERS WITH THE INTENT OF FACILITY JOINT-USE

Related Planning Principles:

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

Section 9

Planned Development Entitlements & Subarea Policies for Project Arthur Parcel B

POLICY PF 6.7

ALL SCHOOLS SHOULD SEEK TO UTILIZE THE MOST STATE-OF-THE-ART FACILITY DESIGN TO REDUCE PHYSICAL FOOTPRINT AND MAXIMIZE FLEXIBLE, ADAPTABLE, AND COLLABORATIVE LEARNING ENVIRONMENTS

Related Planning Principles:

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

GENERAL POLICY FOR LIBRARIES & OTHER PUBLIC FACILITIES:

POLICY PF 6.8

LIBRARIES IN PROJECT ARTHUR PARCEL B SHOULD BE DUAL-USE LIBRARIES AND/OR MULTI-USE COMMUNITY SPACES AS NEEDED FOR THE COMMUNITY.

Related Planning Principles:

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

In addition, multi-use community spaces should be distributed throughout the community, providing spaces to address specified programming needs. Libraries play an important role as an authentic social gathering space, and provide many services to the community, including learning opportunities from story time for children, to classes on the latest software, to painting or carpentry. Multi-use community spaces can cater to the determined needs of the community at hand, whether it is simply a quiet space or a technologically-driven makerspace. Each of the library facilities should have full access to the available advanced technology in Project Arthur Parcel B in order to have flexible program offerings and meet the defined needs.

POLICY PF 6.9

WHERE AVAILABLE AND FEASIBLE, LIBRARY FACILITIES SHOULD BE SERVED BY PUBLIC TRANSIT ROUTES AND/OR ANY AVAILABLE LOCAL ALTERNATIVE TRANSPORTATION NETWORK

Section 9

Planned Development Entitlements & Subarea Policies for Project Arthur Parcel B

Related Planning Principles:

Libraries should be highly accessible to all community members through safe and efficient travel routes. As Project Arthur Parcel B is to be planned as a multi-modal community that caters not only to auto-trips, but also to pedestrians, neighborhood vehicles and transit riders, libraries should be accessible by multiple modes of transportation, including transit routes, alternative transportation vehicles, and pedestrian network facilities.

POLICY PF 6.10

FUNDING OPPORTUNITIES SHOULD BE EXPLORED AND LAND SHOULD BE RESERVED TO ADDRESS PUBLIC SERVICE NEEDS WITHIN PROJECT ARTHUR PARCEL B

Related Planning Principles:

As a project designed to take advantage of advanced technology, Project Arthur Parcel B may support new means of delivering public services, which may also result in additional funding requirements. At a minimum, adequate land should be reserved for library, emergency service, law enforcement buildings, and other general government facilities consistent with the demands of the projected Project Arthur Parcel B population and levels of service identified in the most recently adopted County master plans for such facilities. Such facilities shall be co-located with other public facilities (e.g. libraries with schools or parks; emergency services with law enforcement) to the maximum extent feasible, and the design of such facilities shall consider those opportunities the Project Arthur Parcel B technology infrastructure provides to more efficiently provide these public services.

In addition, Project Arthur Parcel B may consider having the County adopt new funding opportunities and resources, such as the Smart Gigabit Community Infrastructure Development Fee, to help fund technology services within Project Arthur Parcel B.