

APPLICATION 2. TRAFFIC CIRCULATION ELEMENT AMENDMENTS

Amend the Traffic Circulation Element as follows. Additions are denoted by underline; deletions by ~~strikethrough~~.

CHAPTER 2: ~~TRAFFIC CIRCULATION~~ TRANSPORTATION ELEMENT

(Reference ~~§9J-5.007(3), F.A.C.~~)

Reason for Amendment: To rename the Element from “Traffic Circulation” to “Transportation” in accordance with Florida Statutes.

§2-1: ~~TRAFFIC CIRCULATION~~ TRANSPORTATION GOALS, OBJECTIVES, AND IMPLEMENTING POLICIES. This section stipulates goals, objectives, and implementing policies for the ~~Traffic Circulation~~ Transportation Element pursuant to §163.3177(6)(b), F.S., and ~~§93-5.007(3), F.A.C.~~

Reason for Amendment: To reflect the name change.

GOAL 2-1: ~~TRAFFIC CIRCULATION~~ TRANSPORTATION. Plan for a safe, convenient, and efficient motorized and non-motorized transportation system to include a systematic approach to capital planning which shall be available for existing and anticipated future users of the system.

Reason for Amendment: To reflect the name change and address community comments.

OBJECTIVE 2-1.1: SAFE, CONVENIENT, AND EFFICIENT TRANSPORTATION SYSTEM. Establish a safe, convenient, and efficient motorized and non-motorized transportation system in the City through development and implementation of level of service (LOS) standards and identified roadway and multi-modal transportation improvements, ~~as shown in the Future Traffic Circulation Transportation Map (Map II-8) and Schedule of Improvements (Table II-1), to meet said levels of service standards.~~

Monitoring Measure: Achievement of Level of Service standards and strategies to increase multi-modalism.

Reason for Amendment: To increase the emphasis on the multi-modal transportation system.

Policy 2-1.1.1: Level of Service Standards. The Level of Service (LOS) determination of thresholds shall be calculated using the best available methodology ~~F-DOT software such as ART PLAN that incorporates the speed based methodology described in the data and analysis.~~ The City hereby adopts the following peak hour roadway level of service standards based on functional classification (for U.S. 1, the LOS shall be assessed based on a peak direction

analysis of the highest 15 minute period of the 100th highest hourly volume of the year, or K100):

Roadway Facilities	Segment	Min LOS Standard Peak Hour
State Urban Principal Arterials		C (1)
U.S. 1	N. Roosevelt Blvd.	C (1)
	Truman Ave	Physically Constrained (1)
	Whitehead St.	Physically Constrained (1)
County Urban Minor Arterials		D
County Urban Collectors		D
City Urban Collectors		D

(1) Due to physical constraints that would make U.S. 1 improvements cost prohibitive, the segments from Eisenhower Drive to Whitehead Street and from Truman Avenue to Fleming Street, are designated as constrained. These segments have an existing operating condition below the LOS C standard. Constrained facilities level of service shall be C plus five (5) percent.

Reason for Amendment: Update.

Policy 2-1.1.2: Maintenance Plan for Constrained Segments of U.S. 1. The City shall monitor development activity to continue the operating condition such that significant degradation does not occur on the constrained segments of U.S. 1. In the case of Key West, "significant degradation" shall mean an average annual daily traffic increase in two-way traffic volume of five percent.

Policy 2-1.1.3: Dense Urban Land Area Possible Changes in Level of Service Standard. ~~The City will continue to explore the applicability and utility of designating Old Town as a Transportation Concurrency Management Area (TCMA), as a means of ensuring an adequate level of mobility that is sensitive to the City's historic character. If pursued, the TCMA will promote the use of public transit and other non-automobile modes, such as bicycling and walking, while discouraging the proliferation of urban sprawl and protecting natural resources. The City of Key West is designated as a Dense Urban Land Area and is thereby exempted from transportation concurrency requirements for roadways. The City recognizes that its development characteristics make substantive expansion of capacity of the roadway system prohibitive. The City will therefore prioritize improving the safety and function of existing roads and multi-modal transportation improvements (i.e. transit, air, boat, bicycles, pedestrianism, mixed-use development) as its primary strategies for addressing current and projected transportation needs.~~

Reason for Amendment: To reflect the City's designation as a Dense Urban Land Area and constraints to capacity improvements to the roadway system.

Policy 2-1.1.4: Criteria for Evaluating Proposed Roadway Improvement.

Future roadway improvement proposals shall be evaluated and assigned a relative priority based on specific criteria below cited:

1. Whether the project is needed to:
 - Protect public health and safety;
 - Fulfill the City's legal commitment to provide facilities and services; or
 - Preserve or achieve full use of existing facilities.

2. Whether the project:
 - Ameliorates a deficient level of service on existing facilities;
 - Increases efficiency of use of existing facilities;
 - Prevents or reduces future improvement cost;
 - Provides service to developed areas lacking full service; or
 - Promotes in-fill development.

Policy 2-1.1.5: Review of Proposed Developments. The City shall review all proposed development and redevelopment for consistency with adopted LOS standards. ~~No development shall be approved that is projected to generate a traffic volume which would decrease the existing LOS below the adopted standard, or degrade the operating condition on the constrained segments of U.S. 1 below the five percent (5%) threshold stated in Policy 2-1.12, unless those impacts are mitigated by the developer. Developers shall be required to address transportation impacts as a condition for development approval.~~

Reason for Amendment: To reflect the City's designation as a Dense Urban Land Area and constraints to capacity improvements to the roadway system.

Policy 2-1.1.6: Monitor and Evaluate Impact Fee. The City shall monitor and evaluate the City transportation impact fee ordinance based on a continuing assessment of traffic circulation improvement needs and public and private funding resources required to accommodate those needs.

Policy 2-1.1.7: Adequate Facilities Ordinance. The City shall ~~amend~~ continue to enforce the land development regulations to require that physical improvements required to provide adequate roadway and multi-modal transportation capacity and access be in place prior to the issuance of a development order/permit. In addition, prior to approval of a site plan the developer/applicant shall demonstrate to the City's satisfaction that required ~~on- and off-site roadway and traffic~~ road and multi-modal transportation improvements shall be in place concurrent with the impacts of development. ~~Also, the developer shall demonstrate to the City's satisfaction that the proposed development shall not cause the level of service on adjacent public~~

~~roads to decline below level of service standards cited in Policy 2-L1.1.~~

Reason for Amendment: To reflect the City's designation as a Dense Urban Land Area and constraints to capacity improvements to the roadway system.

Policy 2-1.1.8: On-Site Transportation Improvements and Safe Traffic Flow. ~~Upon plan adoption the~~ The City shall ~~amend~~ continue to enforce its land development regulations to include performance standards which require that all developments provide safe and convenient on-site traffic flow considering motorized and non-motorized vehicle parking and internal circulation needs.

Reason for Amendment: Update.

Policy 2-1.1.9: Controlled Access. ~~Upon plan adoption t~~The City shall adopt land development regulations which incorporate standards for:

- o Controlling connections and access points of driveways and roadways to existing roadways, and which conform to the standards outlined in the State's Access Management Rule for state facilities;
- o Preventing conflicts between vehicular, pedestrian and bicycle traffic; and
- o Providing a traffic circulation system which is designed to accommodate the demands of emergency service delivery systems.

~~— **Policy 2-1.1.10: Comprehensive Traffic Circulation Study.** Within the next two years the City of Key West will conduct a comprehensive traffic circulation study that considers current traffic volumes, recent and planned development projects, street circulation, parking, public transportation, ports, aviation facilities, level of service and potential needed improvements and changes in traffic circulation. This study should result in a comprehensive listing of needed transportation improvements and an identification of short term and long term implementation and financing strategies. Special efforts will be made to maximize the utilization of mass transit systems and other alternative modes. Needed improvements and financing strategies to address, among others, the impacts from the Chapter 288 Military Base Reuse Plan will also be incorporated in the Capital Improvement Element of the City's comprehensive plan by June 30, 2001 as applicable.~~

Reason for Amendment: Update.

~~**Policy 2-1.1.11: Concurrency Management Study.** Within the next two years the City of Key West will conduct a study to evaluate concurrency management options that may include reducing level of service standards, concurrency exception areas, and other options as appropriate. The recommendations of this study will be used to update the City of Key West's concurrency management system.~~

Reason for Amendment: Update.

Policy 2-1.1.10: Bicycle Level of Service Standards. The City shall seek to maintain a bicycle Level of Service Standard of C or better on all roadways with designated bicycle lanes in accordance with the flowing definitions:

LOS A – On and off street facilities, low level of interaction with motor vehicles, appropriate for all riders;

LOS B –Low level of interaction with motor vehicles, appropriate for all riders;

LOS C - Appropriate for most riders, some supervision may be required, moderate interaction with motor vehicles;

LOS D – Appropriate for advanced adult bicyclists, moderate to high interactions with motor vehicles;

LOS E – Cautious use by advanced adult riders, high interactions with motor vehicles;

LOS F- Generally not safe for bicycle use, high level of interactions with motor vehicles.

Reason for Amendment: To reflect emphasis on multi-modal transportation improvements to address transportation needs.

Policy 2-1.1.11: Pedestrian Level of Service Standards. The City shall seek to maintain a pedestrian Level of Service Standard of C or better on all roadways with designated pedestrian facilities in accordance with the flowing definitions:

LOS A – Highly pedestrian oriented and attractive for pedestrian trips, with sidewalks, pedestrian friendly intersection design, low vehicular traffic volume, and ample pedestrian amenities;

LOS B – Similar to A but with fewer amenities and low to moderate level of interaction with motor vehicles;

LOS C - Adequate for pedestrians, some deficiencies in intersection design, moderate interactions with motor vehicles;

LOS D – Adequate for pedestrians but with deficiencies in intersection design and pedestrian safety and comfort features, may be some gaps in the sidewalk system, moderate to high interactions with motor vehicles;

LOS E – Inadequate for pedestrian use, deficient pedestrian facilities, high interactions with motor vehicles;

LOS F- Inadequate for pedestrian use, no pedestrian facilities, high interactions with motor vehicles.

Reason for Amendment: To reflect emphasis on multi-modal transportation improvements to address transportation needs.

Policy 2-1.1.12: Reduction of Greenhouse Gas Emissions. The City shall employ best management practices to reduce vehicular emissions. By 2015, the City shall create a Level of Service (LOS) standard for greenhouse gas emissions. The City shall set energy, water, transportation and solid waste efficiency

standards to support the greenhouse gas LOS. By 2015, the City shall achieve Commission goals of 15% reduction of greenhouse gas emissions from 2005 base year per actions including but not limited to the City's Climate Action Plan. (See Resolution 08-067). City shall enact or support certification programs which encourage environmentally responsible practices by businesses.

Reason for Amendment: To address the Climate Change Action Plan.

OBJECTIVE 2-1.2: RIGHT-OF-WAY ACQUISITION. The City shall protect existing and future right-of-way from building encroachment. ~~Following the completion of the countywide transportation plan update identified in Objective 2-1.8, the City shall program any additional transportation system right-of-way acquisition needs identified in the countywide transportation system plan update.~~

Monitoring Measure: Inclusion of protection standards in the Land Development Regulations.

Reason for Amendment: Update.

Policy 2-1.2.2: ~~Standards For Road R/W Acquisition Rights-of-Ways.~~ The City hereby adopts the following minimum standards for road rights-of-way:

Arterial Roadways:	80' – 90' R/W
Collector Streets:	
Major	60' – 80' R/W
Minor	50' – 60' R/W
Local Streets:	40' – 60' R/W (if curb and gutter)

The City shall preserve existing rights-of-way and shall enforce standards requiring dedication of roadways for which the need is generated by new development.

Reason for Amendment: To reflect the constraints of the roadway system.

Policy 2-1.2.3: Mandatory R/W Dedication/Fees in Lieu. The City shall implement a program for mandatory dedication or fees in lieu thereof as a condition of development approval associated with plats, replats, PUDs, or site plans where such developments generate a need for new or improved roadways. The purpose and intent of such program shall be to ensure that: 1) adequate road ROW and necessary roadway improvements are dedicated and developed concurrent with the impacts of new development; and 2) the cost of such improvements shall be borne by the developer generating the need for the facilities.

OBJECTIVE 2-1.3: FUTURE ROADWAY IMPROVEMENTS. The City shall continue

to coordinate with the FDOT and with Monroe County to attain improvements to State and County roadways required to accommodate future traffic circulation system demands through the short ~~(1995)~~ 2015 and long term ~~(2010)~~ 2030 timeframe planning horizons.

Monitoring Measure: Number of roadway improvement projects and achievement of Level of Service standards.

Reason for Amendment: Update.

Policy 2-1.3.1: Specific FDOT Planned Roadway Improvements. ~~No FDOT traffic circulation improvements are scheduled for the City of Key West within the FDOT 5-Year Road Improvement Program.~~ Planned FDOT roadway improvements that impact Levels of Service or otherwise further the achievement of the Comprehensive Plan shall be included in the Five Year Capital Improvements Schedule as appropriate.

Reason for Amendment: To address statutory requirements.

Policy 2-1.3.2: Coordinate Engineered Traffic Circulation Master Plan with FDOT and Monroe County. Since most of the principal arterial, minor arterial and urban collector streets are either County or State facilities, the City of Key West shall coordinate improvement strategies outlined in the Future Traffic Circulation Map with the State DOT and Monroe County.

Policy 2-1.3.3: Monitor Future Capacity of Roadways. The City shall continue to coordinate with FDOT and Monroe County in order to ~~develop~~ maintain a model for continuing monitoring of traffic circulation system needs. ~~Furthermore, the City shall attempt to ensure that FDOT traffic counts include all facilities on the state map of the City's major thoroughfares by functional classification. The improved data base shall be a major component of the continuing monitoring and evaluation system.~~

Reason for Amendment: Update.

Policy 2-1.3.4: Jose Marti Parking Facility. ~~The City has received an Urban Mass Transit Assistance (UMTA) grant to construct the proposed Jose Marti parking facility in FY 1991-92. The facility improvements will be undertaken in two phases FY 1991-92 through 1992-93. The second phase is contingent on the success of phase one according to terms of the UMTA grant.~~

Policy 2-1.3.4: Climate Change Preparedness. The City shall consider current science and predictions for sea level rise and other climate change issues in planning future roadway improvements.

Reason for Amendment: To address the Climate Change Action Plan.

Policy 2-1.3.5: Reduction of Urban Heat Island Effect. The City shall utilize best management practices to reduce and use the heat island effect of roads, parking lots, bike lanes and sidewalks.

Reason for Amendment: To address the Climate Change Action Plan.

OBJECTIVE 2-1.4: FACILITIES FOR BICYCLE AND PEDESTRIAN WAYS. ~~By December 1991 the City shall file a grant application with the State to assist implementation of City's plan for bicycle and pedestrian ways. The City shall continue to utilize opportunities for funding sources such as State and Federal grants to continue to improve bicycle and pedestrian facilities throughout the City.~~

Monitoring Measure: Miles of bicycle paths and sidewalks in the City.

Reason for Amendment: To reflect emphasis on multi-modal transportation improvements to address transportation needs.

Policy 2-1.4.1: Planning for Bicycle and Pedestrian Ways. ~~The City shall by the end of 1991 continue to seek state funds to implement the adopted plan for developing continually improve bicycle and pedestrian ways which connect residential areas to recreational areas and major activity centers. The plan shall include programs for implementation and anticipated funding sources and shall be consistent with roadway improvement plans identified in the engineered transportation master plan.~~

Reason for Amendment: Update and reflect emphasis on multi-modal transportation improvements to address transportation needs.

Policy 2-1.4.2: Bicycle and Pedestrian Facilities Required for New Development. ~~Upon plan adoption the The City's amended shall continue to enforce land development regulations shall incorporate provisions requiring that new subdivisions, replats, planned unit developments, and site plans accommodate bicycle and pedestrian traffic needs. Similarly, multiple family residences as well as shopping facilities, recreational areas, schools, and other public uses shall provide storage areas for bicycles.~~

Reason for Amendment: To reflect emphasis on multi-modal transportation improvements to address transportation needs.

Policy 2-1.4.3: Infrastructure to Support Bicycle Facilities. ~~Upon plan adoption the The City shall continue to analyze the feasibility of requiring bicycle facility improvements whenever major roadway construction, street resurfacing or restriping occurs, or when shoulder or drainage improvements are made.~~

Reason for Amendment: To reflect emphasis on multi-modal transportation improvements to address transportation needs.

Policy 2-1.4.4: Bicycle Parking Facilities. ~~Upon plan adoption the~~ The City shall continue to work with major employers and tourist destinations to establish long-term bicycle parking facilities designed to provide protection for bicycles at convenient locations. Such facilities may be considered as a pro-rata portion of traffic impact fees for new developments.

Reason for Amendment: To reflect emphasis on multi-modal transportation improvements to address transportation needs.

OBJECTIVE 2.1.5: COORDINATING ~~TRAFFIC~~ CIRCULATION ~~TRANSPORTATION~~ PLANNING. The City shall coordinate ~~traffic circulation~~ transportation system planning with the plans and programs of Monroe County and the FDOT Five (5) Year Transportation Improvement Plan, ~~and the South Florida Regional Planning Council (SFRPC).~~

Monitoring Measure: Achievement of Level of Service standards and strategies to increase multi-modalism.

Reason for Amendment: Participation in County, regional and State transportation plans.

Policy 2-1.5.1: Implementing ~~Traffic Circulation~~ Transportation Planning and Coordination. The City shall initiate reciprocal review of present and future ~~traffic circulation~~ transportation plans and programs of FDOT and Monroe County, ~~and the South Florida Regional Planning Council~~ as appropriate in order to establish consistency in area-wide ~~traffic circulation~~ transportation planning.

Reason for Amendment: Update and reflect name change.

OBJECTIVE 2-1.6: MANAGING ~~TRAFFIC CIRCULATION~~ TRANSPORTATION AND LAND USE. The City shall coordinate ~~traffic circulation~~ transportation system improvements and implementing programs with documented shifts in socio-economic conditions, demographic changes, and implications of the goals, objectives, and policies of the Land Use Element, including the Future Land Use Plan Map.

Monitoring Measure: Assessment of transportation needs in the Evaluation and Appraisal Report.

Reason for Amendment: Update and reflect name change.

Policy 2-1.6.1: Integrated ~~Traffic Circulation~~ Transportation and Land Use Planning. The City shall continually monitor and evaluate the impacts of existing and proposed future land development on the transportation system in order to

achieve integrated management of the land use decisions and ~~traffic circulation~~ transportation impacts.

Reason for Amendment: Update and reflect name change.

Policy 2-1.6.2: ~~Traffic Circulation~~ Transportation Performance Criteria. ~~Upon plan adoption the~~ The City of Key West shall adopt amended continue to enforce land development regulations which require that future land development comply with traffic circulation level of service standards cited herein. Performance criteria shall require that new development bear an equitable share of costs for ~~traffic circulation~~ transportation system improvements necessary to accommodate traffic generated by proposed new development.

Reason for Amendment: Update and reflect name change.

Policy 2-1.6.3: ~~Traffic Circulation~~ Transportation Site Plan Review Criteria. ~~Upon plan adoption the~~ The City of Key West shall adopt amended continue to enforce land development regulations which include performance criteria designed to manage issues surrounding trip generation; design of efficient internal traffic circulation and parking facilities, including minimizing pedestrian and vehicular conflict, off-street parking, as well as safe and convenient circulation and maneuverability; control of access points; potential need for acceleration/deceleration lanes; adequate surface water management and drainage; and landscaping.

Reason for Amendment: Update and reflect name change.

Policy 2.16.4: Transportation Concurrency Exception Area. As a result of the completion of the State mandated hurricane evacuation modeling workshops and amendments to the Comprehensive Plan, the City will be allocated 91 new BPAS units annually starting in 2012. Due to the City's designation as a Dense Urban Land Area, the development or redevelopment of these units shall not be subject to roadway concurrency requirements.

Reason for Amendment: To address the 2012 Hurricane Evacuation Modeling Workshops and resulting Memorandum of Understanding.

OBJECTIVE 2.1.7: ~~TRAFFIC CIRCULATION~~ TRANSPORTATION AND HURRICANE EVACUATION. ~~Upon completion of the comprehensive plans of the County and incorporated municipalities, the City shall participate in a County technical coordinating committee which shall convene to evaluate issues relates to updating the County hurricane evacuation model. The model shall be updated to accommodate new data provided in the completed comprehensive plans of the County and all municipalities within the County. Following the update of the model, the County and its municipalities shall develop a hurricane evacuation plan which shall include reconciling comprehensive plan and hurricane evacuation issues~~

~~identified during the update of the model and through operations research and analysis of land use, population, and transportation. Upon adoption of the Comprehensive Plan, the City shall participate in the County's technical coordination committee convened to update and implement planning and management activities.~~

~~Within one year after plan adoption, the City will develop an operational policy for managing transportation, in the event of a major hurricane. The operational policy will identify a strategy for ensuring a safe and efficient post-disaster management plan. In addition, the City will participate in Monroe County's detailed study of the impact of continuing development in the Keys on evacuation clearance times. It is imperative not only that such coordination take place, but that the study be performed after the City and County have completed their capital improvements element during the plan update process. The result will be a clear assessment of clearance times in light of specific transportation-related improvements. The policy below stipulates specific traffic circulation activities that shall be directed in order to maintain existing clearance times until a more detailed countywide study of hurricane evacuation and peacetime emergency management of public facilities can be undertaken in concert with Monroe County. The City shall coordinate with the State, South Florida Regional Planning Council, County and other local governments to seek to maintain and improve hurricane evacuation clearance times and coordinated emergency response efforts in accordance with Memorandums of Understanding, interlocal agreements, and other implementation mechanisms based on agreed upon variables and assumptions.~~

Monitoring Measure: Participation in hurricane evacuation planning processes, and resulting memorandums of understanding and interlocal agreements.

Reason for Amendment: To address the 2012 Hurricane Evacuation Modeling Workshops and resulting Memorandum of Understanding.

Policy 2-1.7.1: Specific Hurricane Evacuation Traffic Circulation Improvement Strategies. ~~Upon plan adoption t~~The City shall direct the following transportation policies in order to enhance hurricane evacuation in coordination with the County and the Peacetime Emergency Plan accordance with the appropriate evacuation and emergency management plans.

- ~~1. Designate North Roosevelt Boulevard as the primary evacuation route out of Key West. Orient three lanes northbound and one lane southbound from Eisenhower Drive (beginning of four lane section) to Stock Island. The southbound lane is necessary for emergency vehicle access.~~
- ~~2. Designate Flagler Avenue as the secondary evacuation route. Three lanes will carry traffic northbound and one lane for southbound emergency vehicle traffic.~~
- ~~3. Implement the following specific traffic circulation improvements within its~~

five year planning horizon that will facilitate traffic flow out of the downtown employment and tourist areas. Improvements include:

- ~~Adding lanes to White Street, First Street, and Palm Avenue;~~
- ~~Designating South Street and United Streets, and Caroline and Eaton Streets as one-way pairs;~~
- ~~Making geometric improvements at critical intersections to reduce congestion and delay along the North Roosevelt Boulevard corridor; and~~
- ~~Upgrade North Roosevelt Boulevard to standards prescribed by the Florida Department of Transportation.~~

~~These improvements are designed to spread out traffic by giving motorists additional corridors as options to North Roosevelt Boulevard. A bridge linking Flagler Avenue with Stock Island has been identified as a long term improvement (2000). These improvements together with the reorientation of traffic on North Roosevelt and Flagler Avenue shall maintain existing clearance times until a more detailed countywide study of hurricane evacuation and peacetime emergency management of public facilities can be undertaken in concert with Monroe County.~~

Reason for Amendment: Update.

~~**OBJECTIVE 2-1.8: COUNTYWIDE TRANSPORTATION FOLLOW-UP STUDY AND TRAFFIC CIRCULATION COORDINATING ACTIVITIES.** Upon plan adoption the City of Key West shall participate in Monroe County's update of the transportation element which shall integrate the transportation plans of Monroe County with plan of all incorporated areas elaborated as below. The City shall also coordinate with DOT, DCA, SFRPC, and other state and regional agencies concerned with assessing traffic impacts of proposed development.~~

Reason for Amendment: No longer applicable.

~~**Policy 2-1.8.1: Implementing Coordination of Traffic Circulation Issues.** As stated in Objective 2-1.7, the City shall participate in the County update of transportation system improvements for the County and all incorporated areas within the County. A part of the County study an urban area model shall be developed and the implications of scheduled improvement plans within unincorporated and incorporated areas shall be assessed. The study shall yield a "cost feasible" transportation plan for the year 2010. This planning process will include a technical coordinating committee on which the City of Key West shall serve. New development proposals are received by the City, the traffic circulation impacts shall be coordinated through a multi-agency development review committee that shall be established by the City upon adoption of the Comprehensive Plan.~~

~~The City shall implement the hurricane and transportation conclusions and policies relative to residential units allocation which are adopted by Monroe County and all municipalities. The City shall amend its comprehensive plan to include policies~~

~~related to permanent and non-permanent residential allocations, requisite density restrictions, and other measures necessary to avoid a taking of private property without just compensation. Finally, the City shall exercise grantsmanship functions to attract federal and state funds required to purchase private property for purposes of responding in a lawful manner to growth management issues impacting an area of state and national critical concern.~~

Reason for Amendment: No longer applicable.