



**BOARD OF COMMISSIONERS
SPECIAL MEETING AGENDA**
Wednesday, July 23, 2025 at 5:30 PM
Commission Chambers, 300 Municipal Drive,
Madeira Beach, FL 33708

This Meeting will be televised on Spectrum Channel 640 and YouTube Streamed on the City's Website.

1. CALL TO ORDER

2. ROLL CALL

3. PUBLIC COMMENT

Public participation is encouraged. If you are addressing the Commission, step to the podium and state your name and address for the record, and the organization or group you represent. Please limit your comments to five (5) minutes and do not include any topic on the agenda. Public comment on agenda items will be allowed when they come up.

If you would like someone at the City to follow up on a comment or question made at the meeting, you may fill out a comment card with the contact information and give it to the City Manager. Comment cards are available at the back table in the Commission Chambers. Completing a comment card is not mandatory.

For any quasi-judicial public hearings that might be on the agenda, an affected person may become a party to a quasi-judicial proceeding and can be entitled to present evidence at the hearing, including the sworn testimony of witnesses and relevant exhibits and other documentary evidence and to cross-examine all witnesses by filing a notice of intent to be a party with the Community Development Director not less than five days prior to the hearing.

4. PUBLIC HEARINGS

[A.](#) Ordinance 2025-14, Elevating and Moving Structures - 1st Reading and Public Hearing

5. NEW BUSINESS

[A.](#) Interlocal Agreement with Pinellas County for Multimodal Impact Fees

[B.](#) Resolution 2025-07, One-Year Moratorium on Local Mobility Impact Fees

[C.](#) Forward Pinellas Board Appointment

6. REPORTS/CORRESPONDENCE

7. ADJOURNMENT

One or more Elected or Appointed Officials may be in attendance.

Any person who decides to appeal any decision of the Board of Commissioners with respect to any matter considered at this meeting will need a record of the proceedings and for such purposes may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. The law does not require the minutes to be transcribed verbatim; therefore, the applicant must make the necessary arrangements with a private reporter or private reporting firm and bear the resulting expense. In accordance with the Americans with Disability Act and F.S. 286.26; any person with a disability requiring reasonable accommodation to participate in this meeting should call the City Clerk at 727-391-9951, ext. 231 or 232 or email a written request to cvanblargan@madeirabeachfl.gov.



Memorandum

Meeting Details: July 23, 2025 – Board of Commissioners Special Meeting
Prepared For: Honorable Mayor Brooks and the Board of Commissioners
Staff Contact: Community Development Department
Subject: Ordinance 2025-14: Amendments to Chapter 14., Article IV, Elevation and Relocation of Structures; 1st Reading and Public Hearing

Background:

Since Hurricane Helene, there has been an increase in the number of variances and building permits related to elevating existing residential structures. When a property owner applies for a variance, it is a \$1,800 fee for single family, duplexes, and townhomes and a \$2,000 fee for multifamily, tourist dwellings, and commercial. Completing the variance process can add 30 days or more to the permitting process. Furthermore, variances must meet strict approval criteria and may not be a viable option for all project. Property owners have the right to elevate their existing homes or rebuild after a catastrophic loss (Sec. 110-96); however, many applicants continue to face challenges meeting setback requirements – particularly when rebuilding on nonconforming lots or within existing encroachments.

Discussion:

City staff proposes amendments to Chapter 14, Article IV “Moving of Structures” of the Madeira Beach Code of Ordinances to streamline the permitting process for structure elevation. These amendments are focused on helping property owners elevate their existing homes. The changes clarify definitions, establish consistent treatment of access structures such as stairs and ramps, and allow reasonable encroachments into required yards without triggering a variance. The updates are intended to reduce permitting delays and provide more flexibility to homeowners elevating existing structures.

Fiscal Impact:

Clearer regulations in the Code are expected to reduce staff time spent on interpretation and plan review. They may also result in fewer variance applications, improving efficiency and reducing administrative costs.

Recommendation(s):

Staff recommends approval of Ordinance 2025-14, amending Chapter 14, Article IV – “Elevation and Relocation of Structures.”

Attachments/Corresponding Documents:

- Ordinance 2025-14, amending Chapter 14, Article IV – “Elevation and Relocation of Structures.”
- Ordinance 2025-14, Business Impact Estimate

ORDINANCE 2025-14

AN ORDINANCE OF THE CITY OF MADEIRA BEACH, FLORIDA, AMENDING ARTICLE IV (MOVING OF STRUCTURES) OF CHAPTER 14 (BUILDINGS AND BUILDING REGULATIONS) OF THE CODE OF ORDINANCES TO REVISE THE TITLE OF SAID ARTICLE TO ELEVATION AND RELOCATION OF STRUCTURES; TO ESTABLISH REQUIREMENTS FOR ELEVATION PERMITS, REQUIRE DOCUMENT SUBMITTALS, PROVIDE FOR SETBACKS AND ADDRESS CONDITIONS OF PERMIT ISSUANCE FOR THE ELEVATION OF EXISTING STRUCTURES WHERE THE STRUCTURE REMAINS WITHIN THE ORIGINAL HORIZONTAL FOOTPRINT; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, City staff has reviewed the provisions of Article IV of Chapter 14 of the Code of Ordinances of the City of Madeira Beach and has recommended the addition of language under Division 1 thereof to establish requirements for permit, application, site plan submittal, setbacks and project completion for the elevation of existing structures where the structure remains within the original horizontal footprint; and

WHEREAS, the recommendations of the City staff have been found meritorious by the Board of Commissioners; and

WHEREAS, the Board of Commissioners has received input from the public at two public hearings.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF COMMISSIONERS OF THE CITY OF MADEIRA BEACH, FLORIDA, AS FOLLOWS:

Section 1. That Article IV (Moving of Structures) of Chapter 14 (Buildings and Building Regulations) of the Code of Ordinances of the City of Madeira Beach shall be renamed to “Elevation and Relocation of Structures.”

Section 2. That Division 1 (Generally) of Article IV (Elevation and Relocation of Structures) of Chapter 14 (Buildings and Building Regulations) of the Code of Ordinances of the City of Madeira Beach shall be renamed to “Elevation of Structures Within Existing Footprint” and provisions therefor be added as Sections 14-131 through 14-135 and shall read as follows:

ARTICLE IV. ~~MOVING~~ ELEVATION AND RELOCATION OF STRUCTURES

DIVISION 1. ~~GENERALLY~~ ELEVATION OF STRUCTURES WITHIN EXISTING FOOTPRINT

Sec. 14-131. – Purpose and applicability.

This division applies to the elevation of existing structures above the design flood elevation where the structure remains within the original horizontal footprint. These provisions establish requirements for permit application, site plan submittal, setbacks, and project completion, in accordance with current city codes and floodplain standards. In the event of a conflict between this division and any other section of the City Code, the provisions of Division 1 – Elevation Within Existing Footprint shall prevail to the extent of the inconsistency.

Sec. 14-132. – Elevation permit required.

No person, firm or corporation shall elevate an existing structure without first obtaining an elevation permit from the city. A separate permit is required for each structure. The elevation must maintain the structure within the existing horizontal footprint unless otherwise approved through the appropriate permit review process. The scope of work must be clearly defined at the time of application to indicate whether the project involves elevation only, or includes additional elements such as construction of access stairs or ramps, enclosure, interior remodeling, utility reconfiguration, or other structural, architectural or lot grade modifications. Work beyond elevation only may require separate permits and reviews to ensure compliance with all applicable codes.

Sec. 14-133. –Document Submittals.

An application for an elevation permit must include a drawn to scale site plan and applicable construction documentation prepared by a qualified design professional, including a Florida licensed engineer, architect, or surveyor, based on the defined scope of work. As applicable, the submittal shall include the following:.

(a) Boundary survey signed and sealed by a registered Florida Professional Surveyor showing:

- (1) Existing improvements and topography;
- (2) FEMA NFIP flood map information; and
- (3) Ground elevations on-site, off-site (up to five (5) feet on adjacent properties, and centerline of the roadway).

(b) Site Plan Requirements:

- (1) Existing and proposed finished floor elevations;
- (2) Property lines and the existing and proposed building footprint;
- (3) Location and dimensions of stairs, landings, ramps, decks, and any access structures (If not applicable to scope of work by elevating contractor, label "by others under separate permit");
- (4) Location of mechanical equipment, meters, and utility connections;
- (5) Existing and proposed driveways, curb cuts, and access features (If applicable to scope of work);
- (6) Landscaping plan with restoration (if no disruption is proposed, note "no landscaping disturbance");
- (7) Erosion control measures; and
- (8) Exterior façade modifications or enclosure of previously open areas (If applicable, shown for reference only with note: "by others under separate permit").

(c) Construction Documentation Requirements:

- (1) Structural details, including foundation type, area below elevated structure, and elevated slab systems (as applicable);
- (2) Interior layout or modifications to the elevated structure (If included in the scope of work);
- (3) Florida Product Approvals (as applicable for windows, doors, garage doors, etc.); and
- (4) Energy calculations (required if scope includes new conditioned space or enclosure; not required for elevation-only projects).

(d) Floodplain Compliance Requirements:

- (1) Demonstration of compliance with: FEMA regulations, Florida Building Code (FBC), Madeira Beach Land Development Regulations and floodplain management standards;
- (2) Coastal A and V Zone Design Certificates (as applicable); and
- (3) Signed and county-recorded Non-Conversion Agreement, including right of inspection as a condition of final certificate of occupancy or completion.

Sec. 14-134. – Setbacks and access encroachments.

(a) Definitions:

(1) Access structures are all constructed elements that facilitate pedestrian movement between vertical levels of a building. These structures encompass stairs, ramps, landings, guardrails, handrails, and support posts. These structures are intended to provide compliant ingress, egress, or circulation in accordance with the Florida Building Code and applicable accessibility standards. Access structures are not considered habitable space and may not be roofed.

(2) Elevated Decks are raised, open platforms supported by structural posts or piers. They are attached to or adjacent to a principal structure and are designed for outdoor use. While an elevated deck may have an attached access structure such as stairs or a ramp, such access components are not considered part of the deck for the purposes of this Division. Elevated decks may not be enclosed with solid walls.

Access Structures

	<u>Maximum Distance from Façade</u>	<u>Minimum Distance from Property Line(s)</u>
<u>Front</u>	<u>Eight (8) feet</u>	<u>Zero (0) feet</u>
<u>Side</u>	<u>Four (4) feet</u>	<u>Two (2) feet</u>
<u>Rear</u>	<u>Ten (10) feet</u>	<u>Twelve (12) feet</u>

Elevated Decks

	<u>Maximum Distance from Façade</u>	<u>Minimum Distance from Property Line(s)</u>
<u>Front</u>	<u>Five (5) feet</u>	<u>Ten (10) feet</u>
<u>Side</u>	<u>Zero (0) feet</u>	<u>n/a</u>
<u>Rear</u>	<u>Ten (10) feet</u>	<u>Twelve (12) feet</u>

Sec. 14-135. – Conditions of permit issuance and closeout.

(a) Issuance of an elevation permit is contingent on compliance with current Florida Building Code, floodplain management regulations, and applicable land development regulations.

(b) Separate permits are required for all companion work, if not included in elevation scope, including but not limited to:

(1) At-grade slab construction;

(2) Access structure(s) installation;

- (3) Electrical and utility reconnections;
- (4) Regrading or driveway restoration; and
- (5) Wall infill and garage reconfiguration.

(c) Prior to final inspection and permit closeout, the following must be submitted:

- (1) As-built survey showing post-elevation conditions, including verification of compliance with setbacks, site drainage, and access standards, as applicable to scope;
- (2) Final Elevation certificate utilizing the most current form at the time of preparation;
- (3) Foundation installation as-built showing location, depth and capacity of all deep foundation; and
- (4) Photographic documentation of landscape or frontage restoration, if applicable.

(d) All applicable forms and documentation required by the Building Department, such as the Notice of Commencement, signed checklists, and additional elevation-related certifications, shall be submitted as a condition of final inspection and approval. The Building Official may withhold final approval or the certificate of completion until all required documentation is provided.

~~Secs. 14-131—14-135. Reserved.~~

Section 3. That this Ordinance shall become effective immediately upon its passage and adoption.

Section 4. For purposes of codification of any existing section of the Madeira Beach Code herein amended, words **underlined** represent additions to original text, words **~~stricken~~** are deletions from the original text, and words neither underlined nor stricken remain unchanged.

Section 5. Ordinances or parts of ordinances in conflict herewith to the extent that such conflict exists are hereby repealed.

Section 6. In the event a court of competent jurisdiction finds any part or provision of the Ordinance unconstitutional or unenforceable as a matter of law, the same shall be stricken and the remainder of the Ordinance shall continue in full force and effect.

Section 7. The Codifier shall codify the substantive amendments to the Code of Ordinances of the City of Madeira Beach contained in Sections 1 and 2 of this Ordinance as provided for therein and shall not codify the exordial clauses nor any other sections not designated for codification.

Section 8. Pursuant to Florida Statutes §166.041(4), this Ordinance shall take effect immediately upon adoption.

PASSED AND ADOPTED BY THE BOARD OF COMMISSIONERS OF THE CITY OF MADEIRA BEACH, FLORIDA, THIS _____ day of _____, 2025.

Anne-Marie Brooks, Mayor

ATTEST:

Clara VanBlargan, MMC, MSM, City Clerk

APPROVED AS TO FORM:

Thomas J. Trask, City Attorney

PASSED ON FIRST READING: _____

PUBLISHED: _____

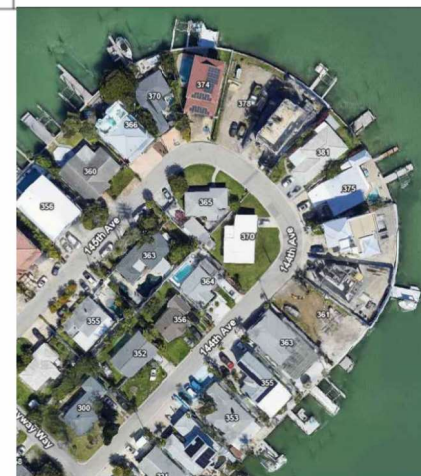
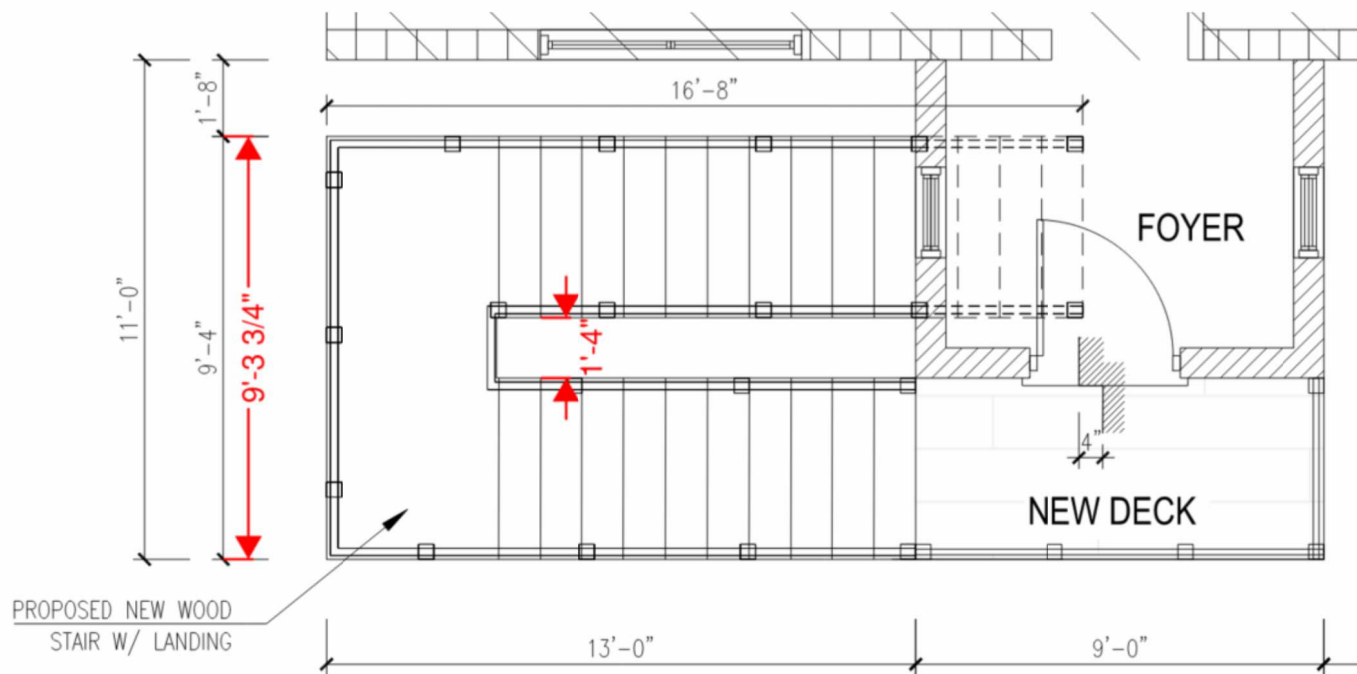
PASSED ON SECOND READING: _____



GOOGLE MAP ELEVATION

NTS

Daniel Diaz



DMD & COMPANY
STRUCTURAL ENGINEERS
2430 Gulf To Bay Blvd, Ste C
Clearwater, FL 33765
727.857.3379
dmd-company.com



CONSULTANT

PROJECT

This item has been digitally signed and sealed by Daniel Diaz, P.E. on the date adjacent to seal. Printed copies of this document are not recommended signed and sealed and the signature must be verified on any electronic copies.

266 145th AVE E,
MADEIRA
BEACH, FL
33708

MARK	DATE	DESCRIP.
CD	02/21/25	PERMIT
Δ	5/23/25	REV-1

SHEET MANAGEMENT

PROJECT NO: 2025014

SHEET TITLE

COVER

SHEET NUMBER

A-0

GENERAL NOTES

1. THE PROJECT CONSISTS OF RAISING THE EXISTING CONCRETE-SLAB RESIDENCE ON MASONRY PLASTER AND STEEL BEAMS, BUILDING TWO WOOD-FRAMED STAIRCASES FOR MAIN AND SECONDARY ACCESS, AND INCLUDING DECKS AS NECESSARY FOR ACCESSIBILITY.
2. ALL NEW WORK IS TO COMPLY WITH THE FLORIDA RESIDENTIAL BUILDING CODE 2023, 8TH EDITION AND WITH ALL APPLICABLE CODES AND LOCAL ORDINANCES.
3. INFORMATION ON SITE PLAN AND LEGAL DESCRIPTION HAVE BEEN PROVIDED BY THE OWNER / CONTRACTOR AND ASSUMED TO BE CORRECT.
4. ALL REINFORCING SHALL BE HELD SECURELY IN PLACE WITH STANDARD ACCESSORIES DURING PLACING OF CONCRETE. IF REQUIRED, ADDITIONAL BARS OR STIRRUPS SHALL BE PROVIDED BY THE CONTRACTOR TO FURNISH ADEQUATE SUPPORT.
5. THE CONTRACTOR SHALL COORDINATE THE SIZE, NUMBER & LOCATION OF ALL ANCHOR BOLTS, INSERTS, WELD PLATES AND OTHER ITEMS TO BE EMBEDDED IN THE CONCRETE AS REQUIRED BY ALL TRADES. THE ACTUAL LENGTH OF THE ANCHOR BOLT REQUIRED SHALL TAKE INTO ACCOUNT THE THICKNESS OF THE ATTACHED PART, THE NUT THICKNESS, ETC.
6. THE CONTRACTOR SHALL PROVIDE ALL SHORING AND BRACING NECESSARY TO MAINTAIN THE STRUCTURAL INTEGRITY OF THE STRUCTURE PERMANENTLY AND / OR DURING THE CONSTRUCTION PROCESS AS MAY BE REQUIRED.
7. ALL CONDITIONS SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. ALL DIMENSIONS AND ELEVATIONS SHALL BE CHECKED BY THE GENERAL CONTRACTOR PRIOR TO CONSTRUCTION, DO NOT SCALE THE DRAWINGS. ANY ADJUSTMENTS AND / OR CORRECTIONS SHALL BE MARKED AND BROUGHT TO THE ATTENTION OF THE OWNER.
8. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR COMPLYING WITH SAFETY PROCEDURES, METHODS AND MEANS OF CONSTRUCTION AND ALL REQUIREMENTS BY APPLICABLE FEDERAL, STATE AND LOCAL LAWS, REGULATIONS AND CODES.
9. ALL WOOD EXPOSED TO WEATHER SHALL BE SMOOTH, CLEAR & FREE OF DEFECTS, CHECKING, ETC.
10. DOOR HARDWARE IS TO BE FIRST GRADE RESIDENTIAL AS SELECTED OR APPROVED BY OWNER.
11. PAINT INTERIOR AND EXTERIOR EXPOSED SURFACES THAT DO NOT RECEIVE PRE-FINISHED MATERIAL (3 COATS) COLOR SELECTED BY OWNER.
12. ALL CONNECTORS TO BE SIMPSON UNLESS NOTED OTHERWISE, WITH NEC.
13. UTILITIES WILL BE MOVED UNDERGROUND IN COMPLIANCE WITH MADEIRA BEACH CODE SEC. 14-121.
14. GUTTERS WITH DOWNSPOUTS POINTED AWAY FROM ADJACENT PROPERTIES ARE REQUIRED.

LEGAL DESCRIPTION:

PROPERTY ADDRESS:
266 145th Ave E, Madeira Beach,
FLORIDA 33708.

DESCRIPTION:
LOT 37, FIRST ADDITION TO MADEIRA SHORES,
AS RECORDED IN PLAT BOOK 25, PAGE 25
OF THE PUBLIC RECORDS OF PINELLAS
COUNTY, FLORIDA.

FLOOD ZONE INFORMATION:
BY PERFORMING A SEARCH WITH THE LOCAL
GOVERNING MUNICIPALITY OR WWW.FEMA.GOV,
THE PROPERTY APPEARS TO BE LOCATED IN
ZONE AE-VI (WITH A BASE FLOOD ELEVATION
OF 11'-12"). THIS PROPERTY WAS FOUND IN
CITY OF MADEIRA BEACH, COMMUNITY NUMBER
125127, DATED 06/24/2021.

SITE DATA TABLE

	EXISTING	PROPOSED	REQUIRED
FAR (FLOOR AREA RATIO)	0.29	0.29	-
STRUCTURE COVERAGE	29%	29%	-
GREENSPACE	40%	37%	-
BUILDING HEIGHT (MEASURED FROM DFE)	1.2'	15.8'	-
LIVING AREA	1426 S.F.	1426 S.F.	-
POOL AREA	383 S.F.	383 S.F.	-
PATIO AREA	595 S.F.	363 S.F.	-
DRIVEWAY AREA	300 S.F.	300 S.F.	-
IRIS%:			
BUILDING FOOTPRINT	1426 S.F.	1805 S.F.	-
PARKING AND DRIVEWAY	300 S.F.	300 S.F.	-
POOL AND/OR PATIO AREAS	978 S.F.	746 S.F.	-
WALKWAYS	309 S.F.	309 S.F.	-
OTHER	-	-	-
SETBACKS:			
FRONT YARD	23.2'	18.8'	20.0'
RIGHT SIDE YARD	7.3'	7.3'	7.0'
LEFT SIDE YARD	7.5'	7.5'	7.0'
REAR YARD	35.3'	25.0'	25.0'

SITE PREPARATION

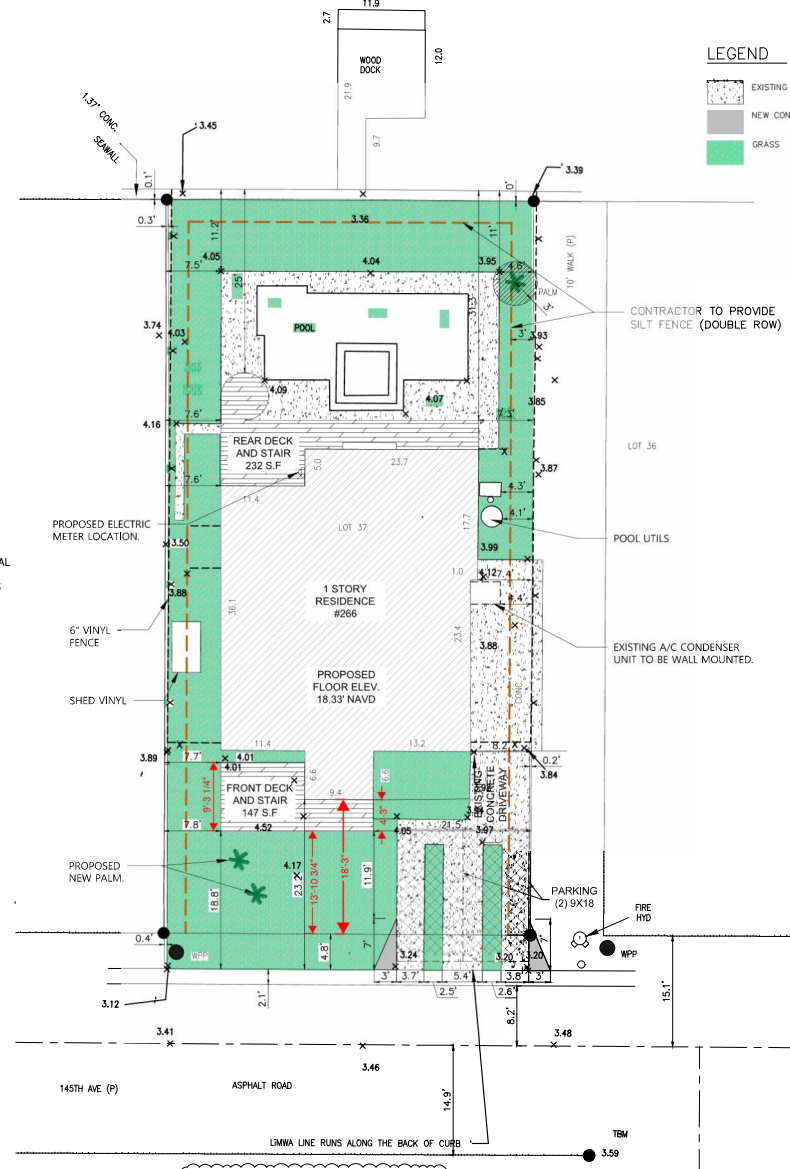
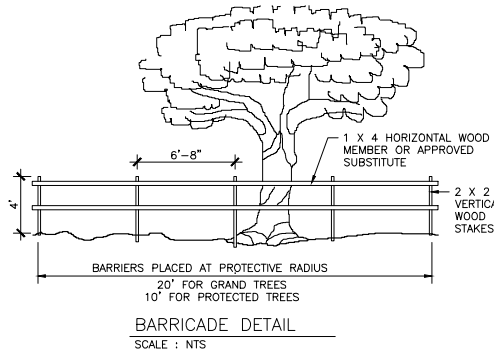
THE RESIDENCE AREA SHOULD BE STRIPPED OF TOPSOIL AND ORGANICS. THEN THE STRIPPED BUILDING SUBGRADE SHOULD BE PROOF-ROLLED WITH A HEAVY DRUM-TYPE VIBRATORY COMPACTOR HAVING A MINIMUM STATIC WEIGHT OF 20,000 POUNDS. PROOF-ROLLING OF THE BUILDING AREA, TO 7 FEET BEYOND CONSTRUCTION LINES, SHOULD CONSIST OF AT LEAST 10 COMPLETE COVERAGES BY THE COMPACTION EQUIPMENT. COMPACTION SHOULD CONTINUE UNTIL THE SOIL 1 FOOT BELOW THE COMPACTION SURFACE ATTAINS A DENSITY OF AT LEAST 98 PERCENT OF THE MAXIMUM DRY DENSITY AS INDICATED BY THE MODIFIED PROCTOR COMPACTION TEST (ASTM METHOD D 1557)

EROSION / SEDIMENTATION CONTROL

CONTRACTOR IS TO PROVIDE EROSION CONTROL / SEDIMENTATION BARRIER (HAY BALES OR SILTATION CURTAIN) TO PREVENT SILTATION OF ADJACENT PROPERTY, STREETS, STORM SEWERS AND WATERWAYS. IN ADDITION, CONTRACTOR SHALL PLACE STRAW, MULCH OR OTHER SUITABLE MATERIAL ON GROUND IN AREAS WHERE CONSTRUCTION RELATED TRAFFIC IS TO ENTER AND EXIT SITE. IF, IN THE OPINION OF THE ENGINEER AND / OR LOCAL AUTHORITIES, EXCESSIVE QUANTITIES OF EARTH ARE TRANSPORTED OFF-SITE EITHER BY NATURAL DRAINAGE OR BY VEHICULAR TRAFFIC, THE CONTRACTOR IS TO REMOVE AND CLEAN SAND EARTH TO THE SATISFACTION OF THE ENGINEER / AND / OR AUTHORITIES.

NOTE:

1. THEY WILL BE CONSTRUCTED IN ACCORDANCE WITH THE ANTICIPATED CODE REVISIONS TO ALLOW FOR ACCESS RELATED ENCROACHMENT.



DMD & COMPANY
STRUCTURAL ENGINEERS



CONSULTANT



PROJECT

This form has been digitally signed and sealed by Daniel Diaz, PE on the date indicated to seal. Printed copies of this document are not considered stamped and sealed and the signature must be verified on any electronic copies.

266 145th AVE E,
MADEIRA
BEACH, FL
33708

MARK	DATE	DESCRIP.
CD	02/21/25	PERMIT
Δ	5/23/25	REV 1.
Δ	07/01/25	REV 2.

SHEET MANAGEMENT
PROJECT NO: 2025014

SHEET TITLE
SITE PLAN

SHEET NUMBER

C-1



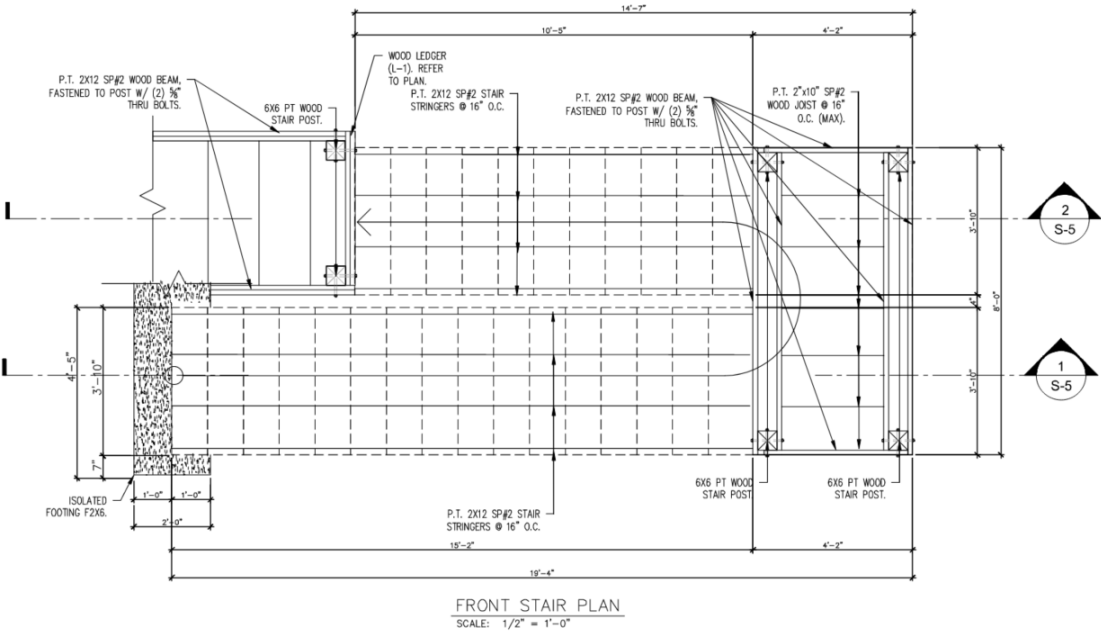
RENDER PROPOSED.
NTS

510 Crystal Drive, Madeira
Beach, FL 33708.

SCOPE OF WORK:
-Lift the existing house

SHEET INDEX	
SHEET NUMBER	SHEET TITLE
A-0	COVER.
N-1	GENERAL NOTES.
C-1	SITE PLAN.
A-1	EXISTING FIRST FLOOR PLAN.
A-2	EXISTING ELEVATIONS.
A-3	NEW FLOOR PLAN.
A-4	NEW ELEVATIONS.
S-1	FOUNDATION PLAN.
S-2	FLOOR FRAMING PLAN.
S-3	ROOF FRAMING
S-4	SECTIONS & DETAILS.
S-5	FRONT STAIR DETAILS.
S-6	REAR STAIR DETAILS.

FLORIDA PRODUCT APPROVAL			
PRODUCT	ITEM	TYPE	APPROVAL NUMBER
WINDOWS	EXTERIOR WINDOWS	STATE	PROVIDED BY CONTRACTOR
DOORS	EXTERIOR DOORS	STATE	PROVIDED BY CONTRACTOR
SIMPSON STRONG-TIE	H1 / H2.5A / SP1 / SP4	STATE	FL10456
SIMPSON STRONG-TIE	LSTA / MSTA	STATE	FL10852 / FL13872
SIMPSON STRONG-TIE	LTS / MTS / HTS	STATE	FL10852 / FL13872
SIMPSON STRONG-TIE	SDWC15600	STATE	FL15895
SIMPSON STRONG-TIE	H10A / H10A-2	STATE	FL11478
SIMPSON STRONG-TIE	HGA10KT	STATE	FL11470 / FL11478
SIMPSON STRONG-TIE	H16 / H16-2 / LGT / MGT	STATE	FL11470
SIMPSON STRONG-TIE	GBC	STATE	FL10861
SIMPSON STRONG-TIE	HH4 / HH6	STATE	FL10446
SIMPSON STRONG-TIE	HGT	STATE	FL10456 / FL10866
J-BOLTS			ASTM F1554
THREADED ROD			ASTM A307 (SAE 1018)
NUTS			ASTM A563
WASHERS			ASTM F463



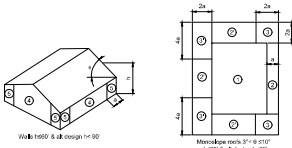
GOOGLE MAPS ELEVATION.
NTS

MARK			DATE	DESCRIP.
CD	03/07/25	PERMIT		
SHEET MANAGEMENT				
PROJECT NO: 2025035				
SHEET TITLE				
COVER				
SHEET NUMBER				
A-0				

STRUCTURAL DATA, MADEIRA BEACH					
PROJECT	SUBSYSTEM: A. DRIVE, MADEIRA BEACH, FL 33708				
DESCRIPTION	B. DRIVE, MADEIRA BEACH, FL 33708				
WIND SPEED (MPH) (V-MF)	147.9				mph
EXPOSURE	B				
RISK CATEGORY	II				
MEAN ROOF HEIGHT (FT)	26.8				ft
INTERNAL PRESSURE COEFFICIENT (C _{pi})	0.2				
Roof					
AREA	10	20	30	50	100
Negative Zone 1	-116.7	-114.7	-43.3	-42.2	-46.6
Negative Zone 2	-154.3	-133.3	-44.2	-64.1	-64.1
Negative Zone 3	-202.4	-172.4	-174.1	-166.0	-166.0
Positive All Zones	-13.6	-38.0	-39.4	-39.4	-25.7
Overlapping Zone 1 & 2	-166.0	-163.1	-182.1	-182.1	-182.9
Overlapping Zone 2 & 3	-203.4	-179.6	-124.0	-124.0	-109.1
Walls					
AREA	10	20	30	50	100
Negative Zone 1	-68.8	-65.7	-41.0	-41.0	-49.1
Negative Zone 2	-84.4	-78.9	-71.4	-71.4	-65.7
Positive Zone 1 & 2	61.2	65.3	38.6	38.6	33.7

Notes:
1) If an effective area between two girders above the load may be interpolated, otherwise use the load associated with the lower effective area.
2) If an effective area is greater than the lower effective area, use the lower effective area.
3) If an effective area is greater than the lower effective area, use the lower effective area.
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LOCATION OF CAC WIND PRESSURE ZONES - ASCE 7-22



STRUCTURAL SPECIFICATIONS

- GENERAL CONTRACTOR (G.C.) IS RESPONSIBLE TO VERIFY AND COORDINATE ALL DIMENSIONS AND DETAILS BEFORE PROCEEDING WITH WORK. ANY DISCREPANCIES MUST BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE ARCHITECT AND ALL ENGINEERS OF RECORD. THE CONTRACTOR IS ALSO SOLELY RESPONSIBLE FOR INTERVIEW, MAINTAINING AND SUPERVISING ALL SAFETY PRECAUTIONS AND PROGRAMS IN CONNECTION WITH THE WORK. DMD & COMPANY, LLC IS NOT RESPONSIBLE FOR THE MEANS AND METHODS OF CONSTRUCTION OR FOR RELATED SAFETY PRECAUTIONS AND PROGRAMS.
- TYPICAL DETAILS AND WALL SECTIONS SHALL APPLY TO ALL SIMILAR SECTIONS AND CONDITIONS UNLESS NOTED OTHERWISE.
- CONTRACTOR MUST FULLY PROTECT AND PROTECT ALL WORK IN PROGRESS UNTIL THE STRUCTURE IS COMPLETED.
- THE STRUCTURE AND ALL APPLICABLE COMPONENTS FOR THIS PROJECT HAVE BEEN DESIGNED IN ACCORDANCE WITH APPROPRIATE PROVISIONS OF EACH OF THE FOLLOWING:
 - THE 2015 EDITION (2020) FLORIDA BUILDING CODE
 - ACI STANDARD 318 BUILDING CODE REQUIREMENTS FOR REINFORCED CONCRETE
 - ACI BUILDING CODE REQUIREMENTS FOR MASONRY STRUCTURES (ACI 530 / ASCE 5)
 - ACI MANUAL OF STEEL CONSTRUCTION, LATEST EDITION.
- THE FOLLOWING STRUCTURAL CONSTRUCTION DOCUMENTS MUST BE USED IN CONJUNCTION WITH ALL APPLICABLE SPECIFICATIONS AND THE ARCHITECTURAL AND MECHANICAL CONSTRUCTION DOCUMENTS. IF THERE IS A DISCREPANCY BETWEEN DOCUMENTS, IT IS THE GENERAL CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE ARCHITECT PRIOR TO PERFORMING ANY AND ALL CONSTRUCTION. IN CASE OF CONFLICT THE MOST STRINGENT CONDITION MUST ALWAYS APPLY.
- IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO FIELD VERIFY ALL DIMENSIONS AND COORDINATE WITH ARCHITECTURAL AND STRUCTURAL CONSTRUCTION DOCUMENTS AND WITH ANY AND ALL APPLICABLE EQUIPMENT MANUFACTURER'S (E.G. WINDOW, DOOR, AIR HANDLER, ETC.) IF THERE ARE ANY CONFLICTS THE GENERAL CONTRACTOR IS REQUIRED TO REQUEST AND RECEIVE AN ARCHITECTURAL DIRECTIVE PRIOR TO PERFORMING WORK.
- IF THERE ARE ANY DIMENSIONS NOT SHOWN ON THE STRUCTURAL CONSTRUCTION DOCUMENTS REQUIRED FOR CONSTRUCTION THE GENERAL CONTRACTOR MAY REFER TO ARCHITECTURAL DRAWINGS FOR DIMENSIONS AND/OR CONTACT THE STRUCTURAL ENGINEER OF RECORD FOR ADDITIONAL INFORMATION.

STRUCTURAL FOUNDATION NOTES

- THE FOUNDATIONS FOR THIS PROJECT HAS BEEN ENGINEERED ASSUMING THE SOIL IS SUITABLE TO SUPPORT 3000 PSF (300 KPa) FOOTING. G.C./OWNER SHOULD OBTAIN A SITE SPECIFIC SOIL REPORT FOR THIS LOCATION. ANY DISCREPANCY, IN ANY SOIL CONDITION, MUST BE INFORMED TO ENGINEER OF RECORD ALONG WITH THE GEOTECHNICAL ENGINEER'S RECOMMENDATIONS. THIS MAY RESULT IN REVISIONS TO THE FOUNDATION PLAN.
- SURFACE PREPARATION MUST BE AS NEEDED TO OBTAIN THE SAFE BEARING PRESSURE DEFINED ABOVE. ALL CHANGES AND UNDESIRABLE SOIL MUST BE REMOVED AND A MINIMUM OF 18" COMPACTED FILL OR EQUIVALENT MUST BE OBTAINED. GEOTECHNICAL ENGINEER RECOMMENDATIONS ALLOW A LOWER PERCENT OF COMPACTION.

CONCRETE MASONRY UNITS (CMU)

- THE DESIGN AND CONSTRUCTION MUST CONFORM TO BUILDING CODE REQUIREMENTS FOR MASONRY STRUCTURES AS 530 / ASCE 5, AND THE SPECIFICATIONS FOR MASONRY STRUCTURES AS 530 / ASCE 6.
- MINIMUM NET COMPRESSIVE STRENGTH OF BLOCK ASSEMBLY MUST BE 1500 P.S.I. (F_m) WORKING FOR MASONRY MUST BE TYPE "N" OR "M".
- FOR ALL EXTERIOR AND INTERIOR BEARING, BED JOINTS ARE TO COVER 100% OF THE MASONRY SURFACES AND ALL HEAD JOINTS ARE TO COVER 100% OF THE PROTECTED AREA OF THE FACE SHELLS.
- CONCRETE FILL FOR ALL CMU CELLS, AS REQUIRED, MUST BE WITH 3000 P.S.I. GROUT WITH A SLUMP BETWEEN 8" AND 11" INCHES. G.C. MUST SUBMIT DESIGN MIX TO STRUCTURAL ENGINEER OF RECORD FOR APPROVAL.
- THE MINIMUM HORIZONTAL REINFORCING FOR ALL CMU WALLS MUST BE 9 GAUGE HOT DIP GALVANIZED TRUSS OR LADDER TYPE JOINT REINFORCING AT 16" O.C., PROVIDE MANUFACTURE "Y" AND "L" SHAPES FOR INTERSECTIONS AND CORNERS, (MINIMUM LAP 8").
- PROVIDE ADDITIONAL VERTICAL REINFORCING BAR AT EVERY CORNER, INTERSECTION, CONTROL JOINT, AND OPENING SIZES (U.S.A.).
- THE MINIMUM SPACING FOR ALL REINFORCING IS TO CONFORM TO THE LATEST ACI CODE ALONG WITH THE DBI SPECIFICATIONS FOR REBAR.
- ALL CMU WALLS HAVE BEEN ENGINEERED TO BE BRACED BY FLOOR/ROOF/BEAM MEMBERS. THEREFORE CONTRACTOR MUST PROVIDE TEMPORARY BRACING DURING CONSTRUCTION.
- ALL CMU BELOW FIRST FLOOR FINISHED ELEVATION MUST BE FULLY DRY RIGID.
- ALL DOCK OUT BLOCK HORIZONTAL BARS MUST HAVE CORNER BARS AT ALL CORNERS AND WALL INTERSECTIONS. SIZE AND NUMBER OF CORNER BARS MUST BE SAME AS HORIZONTAL BARS.
- ALL INTERSECTING WALLS AND CORNER WALLS MUST BE Laid IN AN OVERLAPPING MASONRY BRICKING PATTERN, WITH ALTERNATE UNITS HAVING A BEARING OF NOT LESS THAN 3 INCHES ON EYE BELL.

MISCELLANEOUS

- THE STRUCTURAL SYSTEM IS UNDESIRABLE UNTIL ALL CONNECTIONS HAVE BEEN MADE AND ALL CONCRETE HAS REACHED ITS MINIMUM DESIGN STRENGTH, AS SHOWN IN THE STRUCTURAL DOCUMENTS.
- CONTRACTOR IS RESPONSIBLE FOR MEANS AND METHODS OF CONSTRUCTION TO ENSURE THE SAFETY OF THE BUILDING UNTIL STRUCTURAL SYSTEM IS COMPLETED. THIS INCLUDES, BUT IS NOT LIMITED TO, THE ADDITION OF WHATEVER TEMPORARY BRACING, SHORNS, OR TIE-DOWNS THAT MAY BE NECESSARY. SUCH MATERIAL SHALL BE REMOVED AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR AFTER COMPLETION OF THE PROJECT.
- CONTRACTOR TO SUPPORT, BRACE, AND SECURE EXISTING STRUCTURE AS REQUIRED. CONTRACTOR IS SOLELY RESPONSIBLE FOR THE SAFETY OF THE BUILDING DURING CONSTRUCTION.
- APPLICABLE BUILDING CODE: 2015 EDITION (2014) FLORIDA BUILDING CODE.
- ALL MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE 2015 EDITION (2014) FLORIDA BUILDING CODE.
- DESIGN LOADS FOR PRE-ENGINEERED METAL ROOFING: 20 PSF SUPERIMPOSED LIVE LOAD AND 15 PSF DEAD LOAD.
- COORDINATE ALL DIMENSIONS AND ELEVATIONS WITH THE ARCHITECTURAL DRAWINGS. DO NOT SCALE DRAWINGS.
- CONTACT ENGINEER WITH ANY QUESTIONS OR DISCREPANCIES FOUND ON DRAWINGS.
- SUBMIT SHOP DRAWINGS AS REQUIRED HEREIN. ALLOW FOR TWO WEEKS REVIEW TIME AFTER RECEIPT OF SUBMITTALS BY THIS FIRM. ALL SUBMITTALS SHALL BE CHECKED AND SIGNED BY THE GENERAL CONTRACTOR AND SIGNED/SEALED BY THE SPECIALTY ENGINEER, WHERE SPECIFIED HEREIN.
- CONTRACTOR SHALL NOT BE RELEASED FROM RESPONSIBILITY FOR ERRORS OR OMISSIONS IN SHOP DRAWINGS OR NO DESIGN BY THE ENGINEER'S REVIEW THEREOF.

STRUCTURAL CONCRETE

- ALL STRUCTURAL CONCRETE CONSTRUCTION MUST CONFORM TO THE LATEST ACI "BUILDING CODE REQUIREMENTS FOR REINFORCED CONCRETE, ACI-318".
 - ALL STRUCTURAL CONCRETE FOR THIS PROJECT MUST HAVE A MINIMUM 28-DAY COMPRESSIVE STRENGTH AS INDICATED IN THE TABLE BELOW:
- | CONCRETE | W/C RATIO | AGGREGATE | USE FOR |
|----------|-----------|-----------|----------------|
| 3000 PSI | 0.52 | STONE | FOUNDATIONS |
| 4000 PSI | 0.48 | STONE | SLAB ON GRADE |
| 5000 PSI | 0.42 | STONE | CONCRETE WALLS |
- ALL REINFORCING STEEL (REBAR) MUST BE NEW BILLET STEEL, INTERMEDIATE GRADE DEFORMED BARS, CONFORMING TO ASTM A-615, GRADE 60. ALL REBAR MUST BE SECURELY SUPPORTED AND TIED IN PLACE PRIOR TO CONCRETE PLACEMENT. USE OF CONCRETE BACK TO SUPPORT BARS IS NOT ALLOWED.
 - IF STRUCTURAL CONSTRUCTION DOCUMENTS CALL FOR REBAR TO BE WELDED ALL WELDING MUST CONFORM TO ASTM A-706.
 - ANY WELDED WIRE FABRIC (W.W.F.) DESIGNED IN THE STRUCTURAL CDS MUST BE PROVIDED IN FLAT SHEETS ONLY AND MUST CONFORM TO ASTM A-185.
 - ALL BARS WELDED CONTINUOUS MUST BE SPICED AT ALL LAP POINTS AND CORNERS AND DEVELOPED AT NON-CONTINUOUS ENDS AS PER LAP SPICE LENGTHS DEFINED IN ATTACHED TYPICAL DETAILS (UNLESS OTHERWISE NOTED IN PLANS). IF A SPICE IS REQUIRED, G.C. MUST SPICE CONTINUOUS TOP BARS AT MID-SPAN, BETWEEN SUPPORTS AND MUST SPICE CONTINUOUS BOTTOM BARS OVER SUPPORTS.
 - THE MINIMUM CLEAR COVER FOR REBAR MUST BE A MINIMUM OF THE VALUE INDICATED BELOW:

- | SLABS: | (LIGHTWEIGHT & STONE CONG.) | 1" |
|--|-----------------------------|--------|
| GRIDS & BEAMS: | (TO STRUCTURE) | 1 1/2" |
| JOISTS: | (LIGHTWEIGHT & STONE CONG.) | 1 1/4" |
| COLUMNS AND PIERS: | (TO STRUCTURE) | 2" |
| SURFACES EXPOSED TO EARTH & WEATHER | (TO STRUCTURE) | 2" |
| ALL OTHER SURFACES | (TO STRUCTURE) | 1 1/2" |
| FOUNDATIONS: | | 2" |
| ALL FORMED SURFACES | | 2" |
| ALL SURFACES SOIL DIRECTLY AGAINST THE EARTH | | 3" |
| WELLS: | | 2" |
| ALL SURFACES EXPOSED TO EARTH | | 2" |
| ALL SURFACES EXPOSED TO WEATHER | | 1 1/2" |
| ALL OTHER SURFACES | | 1" |
- UNLESS NOTED, TEMPORARY REINFORCING (ASTM A-615) MUST BE 10#10 X CONCRETE AREA.
 - PROVIDE #4 @ 12" O.C., WITH STANDARD HOOK, TOP BARS IN ALL SLABS AT DISCONTINUOUS ENDS UNLESS OTHERWISE NOTED ON PLANS. LENGTH OF BARS 1/4 OF SPAN, MINIMUM 3'-0". UNLESS OTHERWISE NOTED PROVIDE #4 @ 12" O.C. IN ALL CANTILEVERS. BAR LENGTH MUST BE CANTILEVER SPAN PLUS 15'-0" PLUS STANDARD HOOK AT CANTILEVER ENDS.
 - WHERE PIPE SLEEVES (UP TO 2" IN DIAMETER) PASS THROUGH CONCRETE BEAMS, PROVIDE ADDITIONAL STRIPAP EACH SIDE OF SLEEVES, SLEEVES FOR PIPES 2" IN DIAMETER OR LARGER MUST BE STEEL OR CAST IRON, AND THE LOCATION MUST BE APPROVED BY THE STRUCTURAL ENGINEER.
 - ALL CONSTRUCTION JOINTS MUST BE THOROUGHLY CLEANED JUST BEFORE PLACING NEW CONCRETE IN ACCORDANCE WITH THIS PROJECT.
 - UNDER NO CIRCUMSTANCES MAY CONCRETE BE PUMPED THROUGH ALUMINUM PIPES. CONCRETE MUST NOT BE PLACED IN CONTACT WITH ALUMINUM, ALUMINUM BRASS, BRASS, TRUCK WHEELS, RUBBERS, CHUTES, CONVEYORS, TRUCK PIPES, AND OTHER EQUIPMENT MADE OF ALUMINUM MUST NOT BE USED ON THIS PROJECT.
 - SLUMPS OF OVER 4 INCHES WILL NOT BE PERMITTED UNLESS THE HMM ADMITTURE (SUPER PLASTICIZER) IS USED. MAXIMUM SLUMP WITH HMM IS 8 INCHES - UNLESS OTHERWISE NOTED BY THE STRUCTURAL ENGINEER OF RECORD.
 - NO ADMITTURE MUST BE USED IN CONCRETE EXCEPT WITH THE PERMISSION OF THE STRUCTURAL ENGINEER OF RECORD AND ONLY AFTER LABORATORY DESIGN MIX APPROVAL. ALL ADMITTURES MUST CONTAIN NO MORE CHLORIDE IONS THAN ARE PRESENT IN MUNICIPAL POTABLE DRINKING WATER. ANY WATER REDUCING ADMITTURES MUST CONFORM TO ASTM C-494, TYPE A, AND MUST BE USED IN ALL CONCRETE.
 - ANY AIR ENTRAINING ADMITTURE MUST CONFORM TO ASTM C-260. THE AIR CONTENT OF CONCRETE MUST BE USED AS FOLLOWS:

FOR CONCRETE EXPOSED TO SOIL OR WEATHER:	5%
FOR INTERIOR WALLS, COLUMNS, AND SLABS:	3%
 - ALL FLY ASH USED IN THE CONCRETE MIX DESIGN MUST CONFORM TO ASTM208, TYPE C OR TYPE F AND MUST NOT EXCEED 30% OF THE TOTAL CEMENTitious MAT.
 - ANY EXPOSED CONCRETE SLABS MUST RECEIVE A CURING COMPOUND. THE CURING COMPOUND MUST CONFORM TO ASTM C-209 AND MUST HAVE A MINIMUM OF 30% SOLIDS.

STRUCTURAL STEEL

- ALL STRUCTURAL STEEL ELEMENTS SHALL BE FABRICATED AND SPECIFIED IN ACCORDANCE WITH THE LATEST AISC SPECIFICATIONS FOR STEEL.
- STRUCTURAL STEEL ELEMENTS SHALL CONFORM TO THE FOLLOWING SPECIFICATIONS:

ANCHOR BOLTS	ASTM F1554
FRAMING BOLTS	ASTM A305 OR A307
SHAPES (C, L, PL, T)	ASTM A36
SHAPES (C, L, PL, T)	ASTM A36
STEEL PIPE (HSS)	ASTM A500 (42 KSI)
STRUCTURAL TUBE (HSS)	ASTM A500 (44 KSI)
WELDING ELECTRODES	E70XX
WIDE FLANGES (W)	ASTM A992 (50 KSI)
- SHOP CONNECTIONS MAY BE WELDED OR FASTENED BY HIGH STRENGTH BOLTS. ALL CONNECTIONS SHALL CONFORM TO STANDARD CONNECTION DETAILS ON THE PLANS, UNLESS EXPLICIT APPROVAL FROM THE ENGINEER HAS BEEN OBTAINED. ALL CONNECTIONS TO BE DOUBLE ANGLE FRAMED BEAM CONNECTION PER AISC, UNLESS NOTED OTHERWISE.
- DESIGN CONNECTIONS FOR THE MAIN BEAM (V) IN WPS USED IN THE TABLES FOR "ALLOWABLE UNIFORM LOADS IN WPS FOR BEAMS LATERALLY SUPPORTED", AT THE BOTTOM OF EACH PAGE IN THE "PROPERTIES AND REACTION VALUES", PART TWO OF THE LATEST EDITION OF THE AISC "MANUAL OF STEEL CONSTRUCTION".
- ALL BOLTS SHALL BE A MINIMUM OF 3/4" IN DIAMETER, AND BE PROVIDED WITH HARDENED WASHERS UNDER THE WELDED ELEMENT (BOLT HEAD OR NUT).
- ALL CONNECTIONS PERFORMED IN THE FIELD SHALL BE MADE WITH HIGH STRENGTH BOLTS, SLIP-CRITICAL (FRICTION) TYPE.
- INSTALLATION AND TIGHTENING OF ALL HIGH STRENGTH BOLTS MUST CONFORM TO "SPECIFICATION FOR STRUCTURAL JOINTS USING ASTM A305 OR A307 BOLTS".
- ALL WELDING OPERATIONS MUST CONFORM TO THE AMERICAN WELDING SOCIETY CODE, AWS D1.1, AND ALL WELDS SHALL BE PERFORMED USING E70XX, LARGEST WELLS ARE TO BE EQUAL IN STRENGTH TO SHEAR BOLTED CONNECTIONS.
- WELDING STRUCTURAL STEEL MEMBERS TO EMBED PLATES IN CONCRETE MUST BE PERFORMED WITH EXTREME CARE, OVERHEATING THE EMBED PLATE DURING THE WELDING PROCESS WILL CAUSE SEVERE DEGRADATION OF THE PERFORMANCE OF THE CONNECTION. WELD IN SHORT, SINGLE PASSES (NO MORE THAN 1/2" OF LENGTH FOR 3/4" THICK WELDS) AND ALLOW AMPLIFIED COOLING-OFF TIME BETWEEN EACH WELD. THICKER WELDS SHOULD BE PERFORMED IN MULTIPLE PASSES, WITH A COOLING-OFF PERIOD FOR EACH PASS.
- GAUZZAGE ALL STEEL MEMBERS EXPOSED TO WEATHER (SUCH AS LINTELS, DOW JAMBS, ETC.).
- SEE SPECIFICATIONS FOR PAINTING OR COATING OF STEEL ELEMENTS. ALL FABRICATION AND ERECTION MARKS SHALL BE COVERED DURING FIELD TOUCH-UP PAINTING.
- CUTS, HOLES, CORNERS, AND ALL OTHER MODIFICATIONS REQUIRED TO BE MADE FOR THE WORK OF OTHER TRADES SHALL BE SHOWN IN THE STRUCTURAL STEEL SHOP DRAWINGS, AND SHALL BE PERFORMED ONLY BY THE SHOP ISSUING SUCH DRAWINGS, OR OTHER FACILITY APPROVED BY THE ENGINEER TO PERFORM SHOP WORK. HOLES IN STRUCTURAL ELEMENTS SHALL BE REINFORCED AS REQUIRED BY THE ENGINEER.
- CUTTING, BURNING OF HOLES, OR OTHER MODIFICATIONS TO STEEL MEMBERS IN THE FIELD IS NOT PERMITTED WITHOUT THE EXPLICIT APPROVAL OF THE ENGINEER.
- STEEL MEMBERS REQUIRED BY OTHER TRADES TO SUPPORT THEIR EQUIPMENT, WHICH ARE NOT ALREADY PRESENT ON ARCHITECTURAL OR STRUCTURAL DRAWINGS, SHALL BE PROVIDED BY THE TRADES REQUIRING SUCH WORK.
- FOR MISCELLANEOUS STEEL ELEMENTS, SEE ARCHITECTURAL DRAWINGS.

OPEN WEB STEEL JOISTS

- STEEL JOIST CONSTRUCTION SHALL CONFORM TO THE LATEST SPECIFICATIONS OF THE STEEL JOIST INSTITUTE. ALL STEEL JOISTS MUST BE APPROVED BY THE STEEL JOIST INSTITUTE. MAXIMUM LIVE AND TOTAL DEFLECTION OF JOISTS = L/360.
- JOIST MANUFACTURER MUST SUBMIT THE CHALLOU USED FOR THE MANUFACTURE OF THE JOISTS WITH THE SHOP DRAWINGS, WITH ALL DESIGN SPECIFICATIONS (LOAD TABLES, ETC.) FOR ALL JOIST MEMBERS.
- SHORT-SPAN JOISTS MUST HAVE A MINIMUM BEARING OF 2-1/2" ON STEEL BEAMS. LONG-SPAN JOISTS MUST HAVE A MINIMUM BEARING OF 4" ON STEEL BEAMS. IN CASES WHERE JOISTS BEAR ON STEEL BEAMS ON ONLY ONE SIDE OF THE BEAM, JOISTS SEALS SHALL EXTEND A MINIMUM OF 1" PAST THE CENTERLINE OF THE SUPPORTING BEAM.
- ALL SHORT-SPAN JOISTS, AND DEEP LONG-SPAN JOISTS SHALL HAVE UNIFORM CROSS-SECTIONS, WITH STANDARD DEAD-LOAD CAMBER. ROOF PITCH TO BE ACCOMPLISHED BY SLOPED JOISTS AND SUPPORT BEAMS. ADJUST JOIST SEATING AS SHOWN ON DRAWINGS.
- ALL JOISTS BEARING ON STEEL BEAMS SHALL BE BOLTED OR WELDED TO THOSE BEAMS USING STANDARD CONNECTION PROCEDURES.
- ROOF CONNECTIONS OF BOTTOM CHORDS OF STEEL JOISTS TO COLUMNS SHALL BE PERFORMED ONLY AFTER THE APPLICATION OF ALL DEAD LOADS. CONNECTIONS TO THESE BOTTOM CHORDS SHOULD BE LOOSE DURING ERECTION.
- STEEL JOIST SUPPLIER TO PROVIDE AND INSTALL ALL BRACING WORK, AS SHOWN ON PLAN, BUT NOT LESS THAN AS REQUIRED BY THE STEEL JOIST INSTITUTE OR THE STEEL JOIST DESIGNER. BRACING SHALL CONSIST OF A MINIMUM OF 1-1/4" x 1-1/4" x 1/8" ANGLES, UNLESS NOTED OTHERWISE.
- ALL CUTS AND CONNECTIONS SHALL BE WELDED BY AN APPROVED SHOP.
- NO FIELD WELDING TO BAR JOISTS IS PERMITTED WITHOUT THE EXPLICIT APPROVAL BY THE ENGINEER. JOIST SEALS SHALL BE SPICED IN THE FIELD.
- FOR SPECIFIC JOIST ENDS, SEE THE ROOF SECTION DRAWINGS.
- SEE SPECIFICATIONS FOR PAINTING OR COATING OF STEEL JOISTS.
- TRADES ARE NOT ALLOWED TO HAVE EQUIPMENT EXCEEDING 40 POUNDS FROM JOISTS WITHOUT THE EXPLICIT APPROVAL OF THE ENGINEER. LOADS LESS THAN 40 POUNDS MAY BE HUNG AT PANEL POINTS ONLY. ADDITIONAL COSTS IN REINFORCING JOISTS SHALL BE BORNE BY THE TRADES REQUIRING THE WORK.

GENERAL NOTES

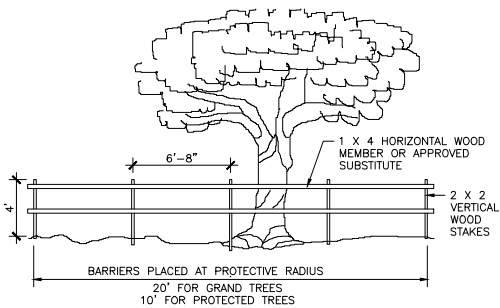
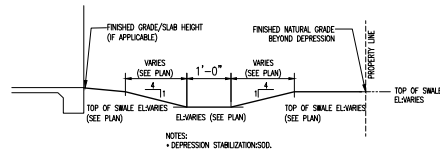
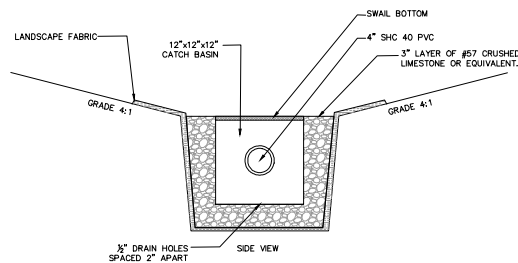
- THE PROJECT CONSISTS OF RAISING THE EXISTING CONCRETE-SLAB RESIDENCE ON MASONRY PILASTERS AND STEEL BEAMS; BUILDING TWO WOOD-FRAMED STAIRCASES FOR MAIN AND SECONDARY ACCESS, AND INCLUDING DECKS AS NECESSARY FOR ACCESSIBILITY.
- ALL NEW WORK IS TO COMPLY WITH THE FLORIDA RESIDENTIAL BUILDING CODE 2023, 8TH EDITION AND WITH ALL APPLICABLE CODES AND LOCAL ORDINANCES.
- INFORMATION ON SITE PLAN AND LEGAL DESCRIPTION HAVE BEEN PROVIDED BY THE OWNER / CONTRACTOR AND ASSUMED TO BE CORRECT.
- FOUNDATION SHALL BEAR ON FIRM STABLE COMPACTED SOIL. IF POOR SOIL CONDITIONS ARE FOUND, CONTACT THE OWNER BEFORE PROCEEDING.
- ALL REINFORCING SHALL BE HELD SECURELY IN PLACE WITH STANDARD ACCESSORIES DURING PLACING OF CONCRETE. IF REQUIRED, ADDITIONAL BARS OR STIRRUPS SHALL BE PROVIDED BY THE CONTRACTOR TO FURNISH ADEQUATE SUPPORT.
- THE CONTRACTOR SHALL COORDINATE THE SIZE, NUMBER & LOCATION OF ALL ANCHOR BOLTS, INSERTS, WELD PLATES AND OTHER ITEMS TO BE EMBEDDED IN THE CONCRETE AS REQUIRED BY ALL TRADES. THE ACTUAL LENGTH OF THE ANCHOR BOLT REQUIRED SHALL TAKE INTO ACCOUNT THE THICKNESS OF THE ATTACHED PART, THE NUT THICKNESS, ETC.
- THE CONTRACTOR SHALL PROVIDE ALL SHORING AND BRACING NECESSARY TO MAINTAIN THE STRUCTURAL INTEGRITY OF THE STRUCTURE PERMANENTLY AND / OR DURING THE CONSTRUCTION PROCESS AS MAY BE REQUIRED.
- ALL CONDITIONS SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. ALL DIMENSIONS AND ELEVATIONS SHALL BE CHECKED BY THE GENERAL CONTRACTOR PRIOR TO CONSTRUCTION. DO NOT SCALE THE DRAWINGS. ANY ADJUSTMENTS AND / OR CORRECTIONS SHALL BE MARKED AND BROUGHT TO THE ATTENTION OF THE OWNER.
- THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR COMPLYING WITH SAFETY PROCEDURES, METHODS AND MEANS OF CONSTRUCTION AND ALL REQUIREMENTS BY APPLICABLE FEDERAL, STATE AND LOCAL LAWS, REGULATIONS AND CODES.
- ALL WOOD EXPOSED TO WEATHER SHALL BE SMOOTH, CLEAR & FREE OF DEFECTS, CHECKING, ETC.
- DOOR HARDWARE IS TO BE FIRST GRADE RESIDENTIAL AS SELECTED OR APPROVED BY OWNER.
- PAINT INTERIOR AND EXTERIOR EXPOSED SURFACES THAT DO NOT RECEIVE PRE-FINISHED MATERIAL. (3 COATS) COLOR SELECTED BY OWNER.
- ALL CONNECTORS TO BE SIMPSON UNLESS NOTED OTHERWISE. WITH NEC.

SITE PREPARATION

THE RESIDENCE AREA SHOULD BE STRIPPED OF TOPSOIL AND ORGANICS. THEN THE STRIPPED BUILDING SUBGRADE SHOULD BE PROOF-ROLLED WITH A HEAVY DRUM-TYPE VIBRATORY COMPACTOR HAVING A MINIMUM STATIC WEIGHT OF 20,000 POUNDS. PROOF-ROLLING OF THE BUILDING AREA, TO 7 FEET BEYOND CONSTRUCTION LINES, SHOULD CONSIST OF AT LEAST 10 COMPLETE COVERAGES BY THE COMPACTION EQUIPMENT. COMPACTION SHOULD CONTINUE UNTIL THE SOIL 1 FOOT BELOW THE COMPACTION SURFACE ATTAINS A DENSITY OF AT LEAST 98 PERCENT OF THE MAXIMUM DRY DENSITY AS INDICATED BY THE MODIFIED PROCTOR COMPACTION TEST (ASTM METHOD D 1557)

EROSION / SEDIMENTATION CONTROL

CONTRACTOR IS TO PROVIDE EROSION CONTROL / SEDIMENTATION BARRIER (HAY BALES OR SILTATION CURTAIN) TO PREVENT SILTATION OF ADJACENT PROPERTY, STREETS, STORM SEWERS AND WATERWAYS. IN ADDITION, CONTRACTOR SHALL PLACE STRAW, MULCH OR OTHER SUITABLE MATERIAL ON GROUND IN AREAS WHERE CONSTRUCTION RELATED TRAFFIC IS TO ENTER AND EXIST SITE. IF, IN THE OPINION OF THE ENGINEER AND / OR LOCAL AUTHORITIES, EXCESSIVE QUANTITIES OF EARTH ARE TRANSPORTED OFF-SITE EITHER BY NATURAL DRAINAGE OR BY VEHICULAR TRAFFIC, THE CONTRACTOR IS TO REMOVE AND CLEAN SAID EARTH TO THE SATISFACTION OF THE ENGINEER / AND / OR AUTHORITIES.

BARRICADE DETAIL
SCALE : NTS① SIDE SWALE SECTIONAL DETAIL
SCALE: 3/4" = 1'-0"② CATCH BASIN SECTIONAL DETAIL
SCALE: 1 1/2" = 1'-0"

LEGAL DESCRIPTION:

PROPERTY ADDRESS:
510 CRYSTAL DRIVE, MADEIRA BEACH,
FL 33708.

DESCRIPTION:

LOT 6, CRYSTAL ISLAND, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46, PAGE 26, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA.

FLOOD ZONE INFORMATION:

FEMA FIRM MAP# 12183C-0195
FLOOD ZONE: AE
REVISION MAP DATE: 8-24-2021
SUFFIX: # H
BASE FLOOD ELEV: 10'

AREA:

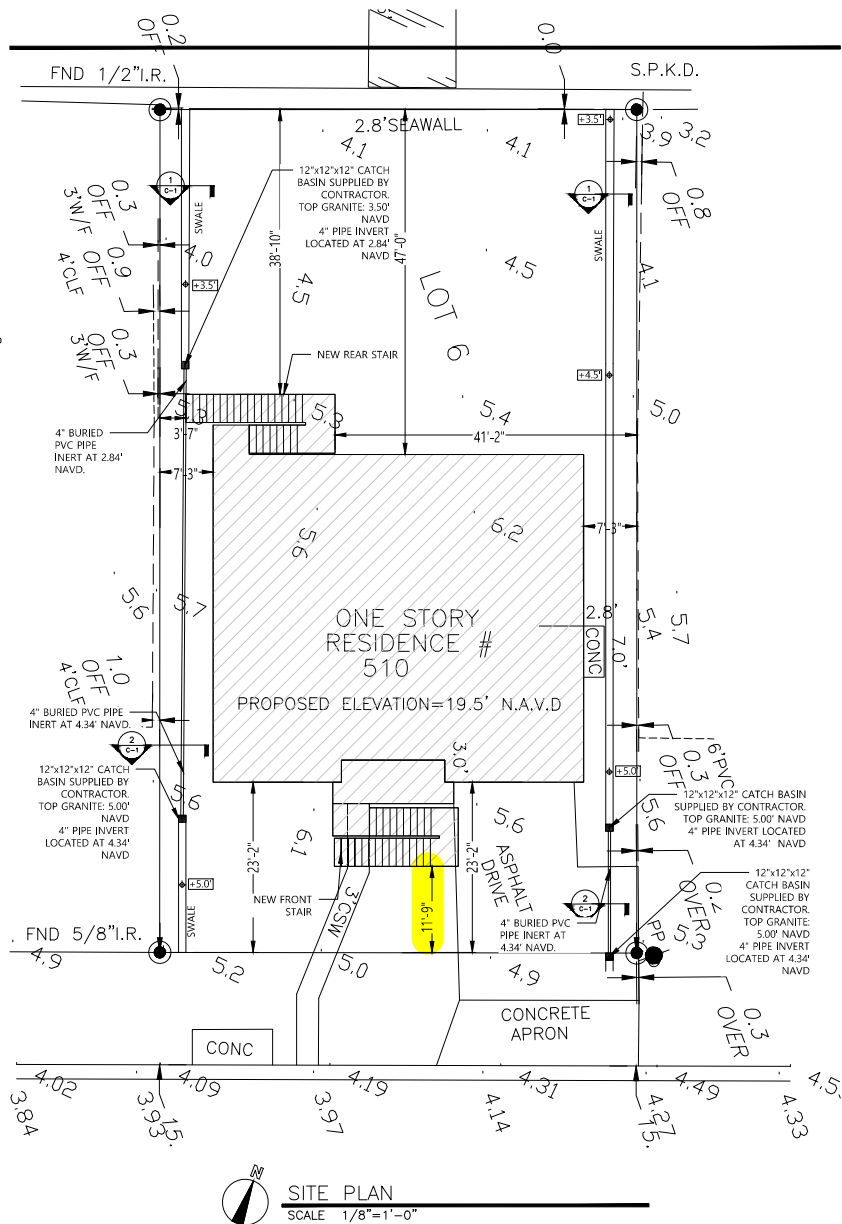
LOT:	7473 S.F.
BUILDING FOOTPRINT:	2236 S.F.
PARKING AND DRIVEWAY:	870 S.F.
POOL AND/OR PATIO AREA:	0 S.F.
WALKWAYS:	111 S.F.
OTHER:	0 S.F.

TOTAL IMPERVIOUS = 3217 S.F.

% IMPERVIOUS-TOTAL IMPERVIOUS/LOT

% IMPERVIOUS=3217/7473= 52 %

GREEN AREA = 43 %



SITE PLAN

SCALE 1/8" = 1'-0"

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STRUCTURAL ENGINEERS



CONSULTANT

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33708.

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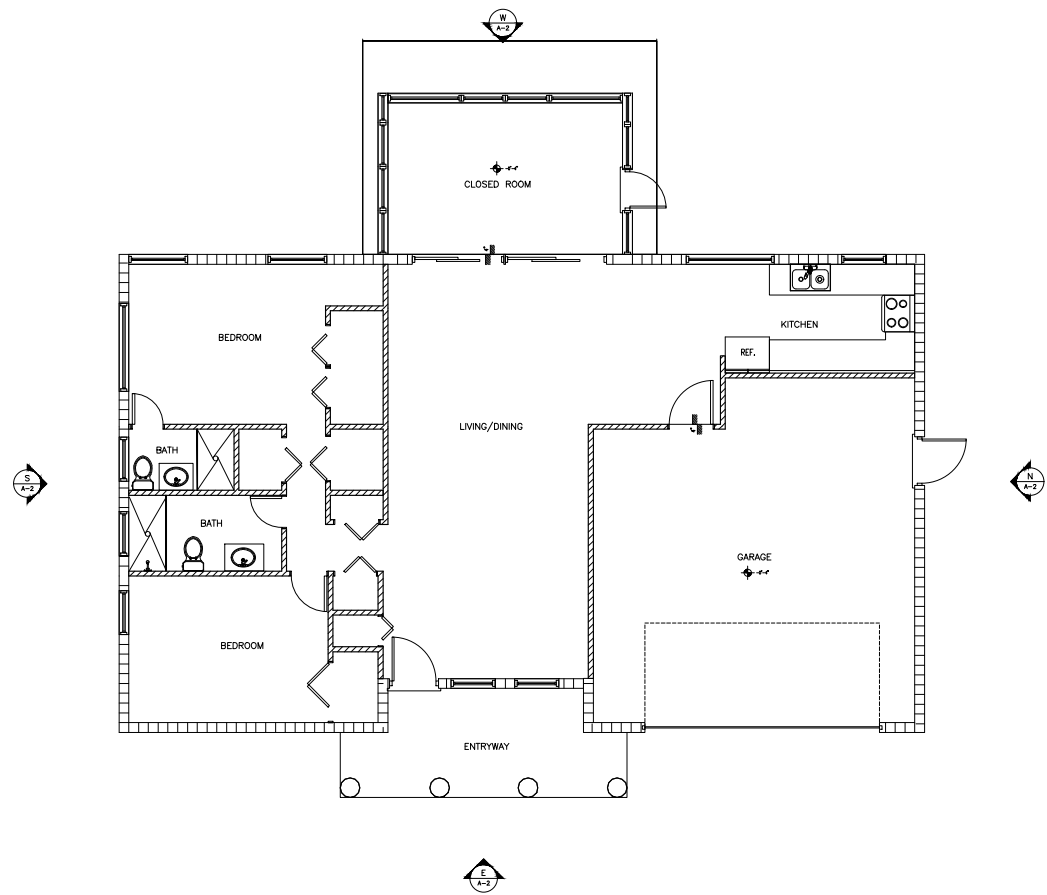
SHEET MANAGEMENT
PROJECT NO: 2025035

SHEET TITLE

SITE PLAN

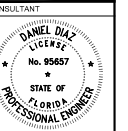
SHEET NUMBER

C-1



EXISTING FIRST FLOOR PLAN
1/4"=1'-0"

DMD & COMPANY
STRUCTURAL ENGINEERS
2403 Gulf To Bay Blvd, Ste C
Clearwater, FL 33765
727.697.0773
dmd-company.com



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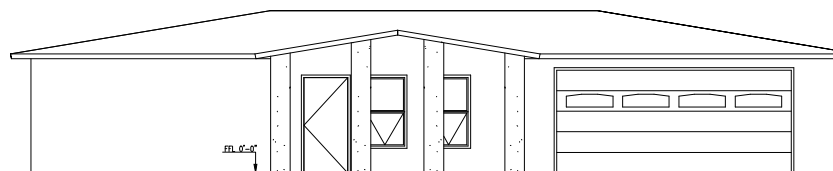
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SHEET MANAGEMENT
PROJECT NO: 2025035

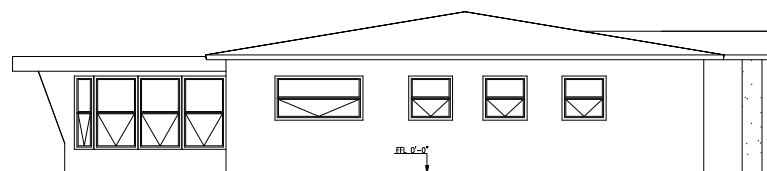
SHEET TITLE
EXISTING
FIRST FLOOR PLAN

SHEET NUMBER

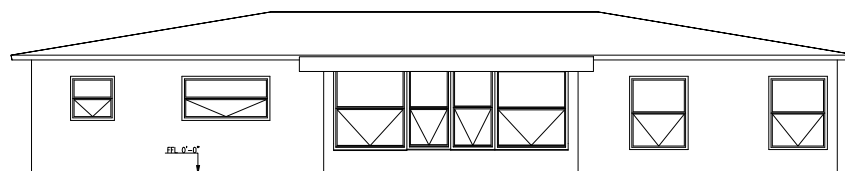
A-1



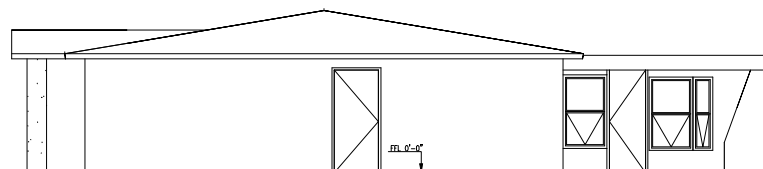
EXISTING EAST ELEVATION
1/4"=1'-0"



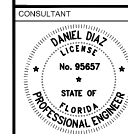
EXISTING SOUTH ELEVATION
1/4"=1'-0"



EXISTING WEST ELEVATION
1/4"=1'-0"



EXISTING NORTH ELEVATION
1/4"=1'-0"



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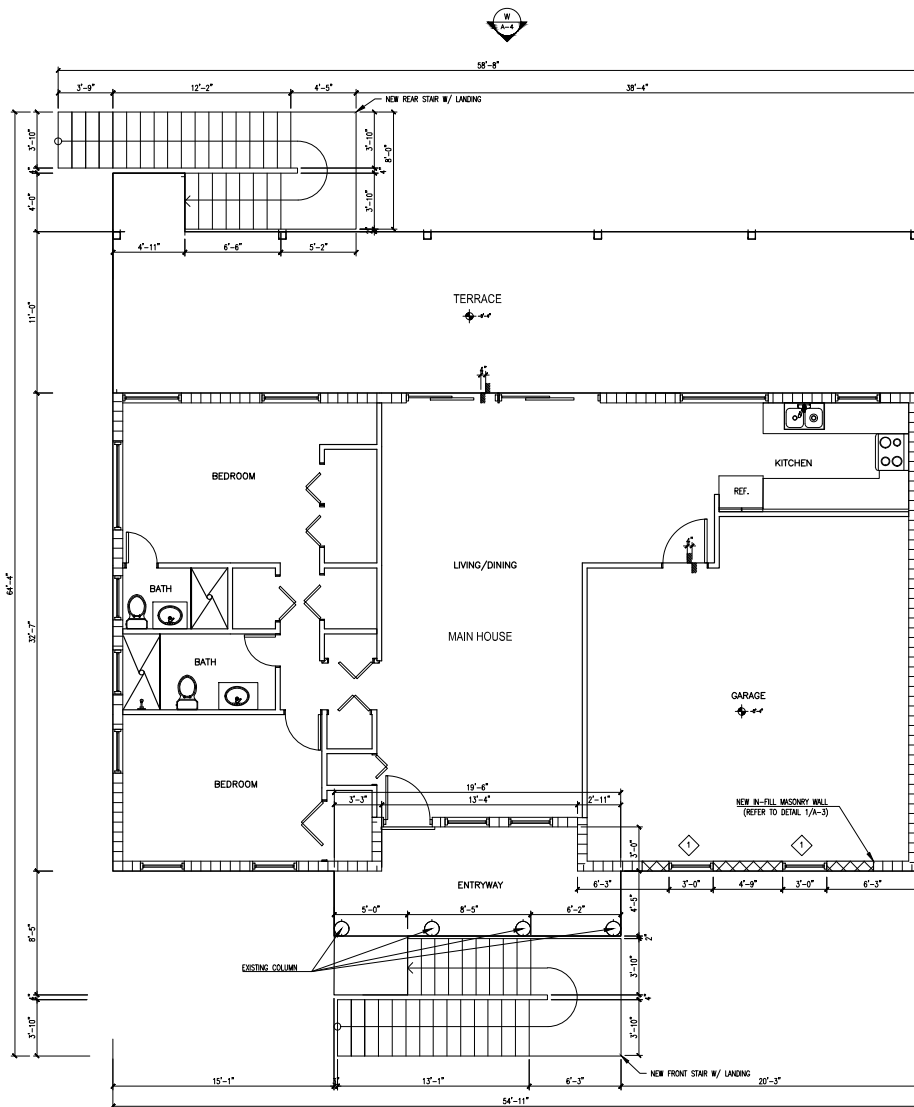
SHEET MANAGEMENT
PROJECT NO: 2025035

SHEET TITLE

EXISTING ELEVATIONS

SHEET NUMBER

A-2



NEW FLOOR PLAN
1/4"=1'-0"

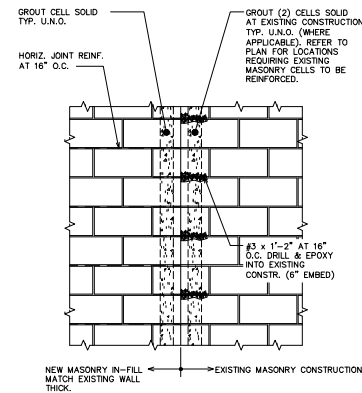
LEGEND

- EXISTING COLUMN TO KEEP
- EXISTING EXTERIOR WALL TO KEEP:
8" CONC. BLOCKWALL
- ▤ NEW EXTERIOR WALL:
8" CONC. (SEE DETAIL O PLAN)

DIMENSION/ELEVATION NOTES:

- ALL DIMENSIONS NEED TO BE FIELD VERIFY PER CONTRACTOR/ERECTOR TO COORDINATE ALL DIMENSIONS AND ELEVATIONS NOTIFY ENGINEER OF ANY DISCREPANCIES.

WINDOW SCHEDULE						
ID	TYPE	CODE	WIDTH	HEIGHT	FRAME FINISH	STOOL
1	SINGLE HUNG	25SH	36"	60"	VINYL/WHITE	MAR



1 TYPICAL MASONRY IN-FILL DETAIL
SCALE: 3/4" = 1'-0"

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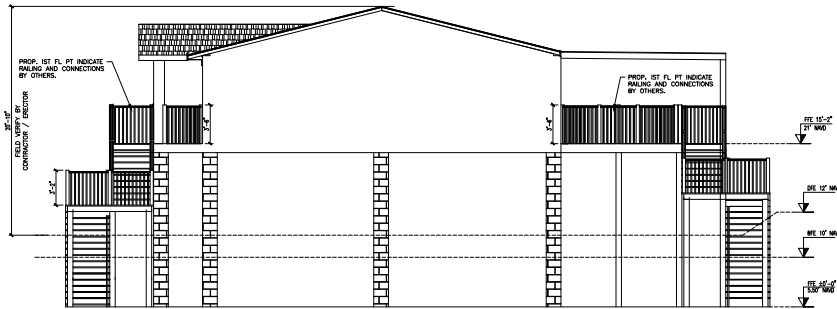
SHEET MANAGEMENT
PROJECT NO: 2025035

SHEET TITLE

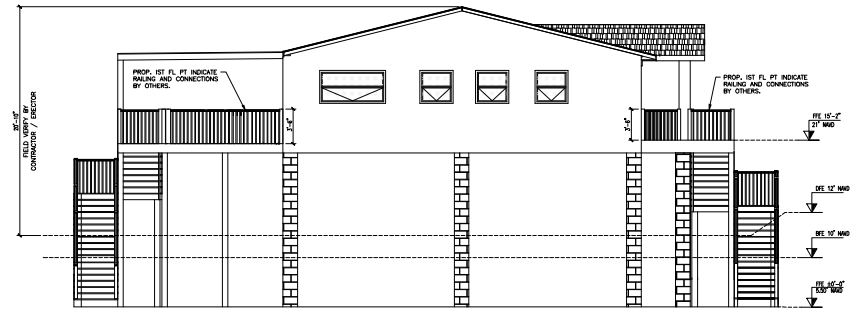
NEW ELEVATIONS

SHEET NUMBER

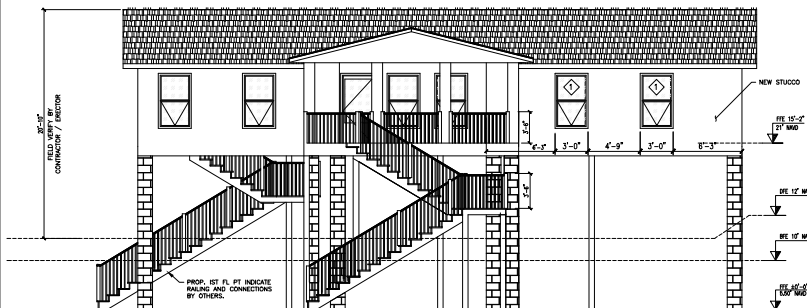
A-4



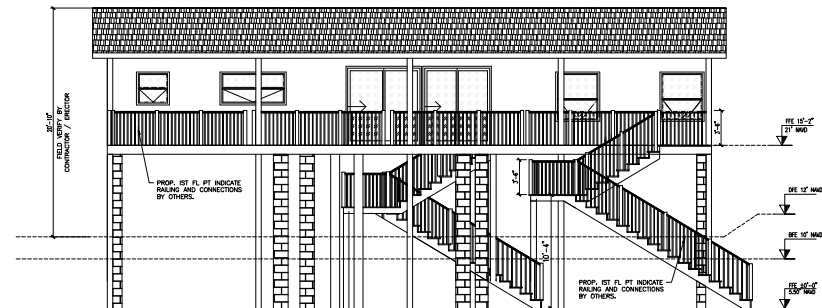
NEW PROPOSED NORTH ELEVATION
3/16"=1'-0"



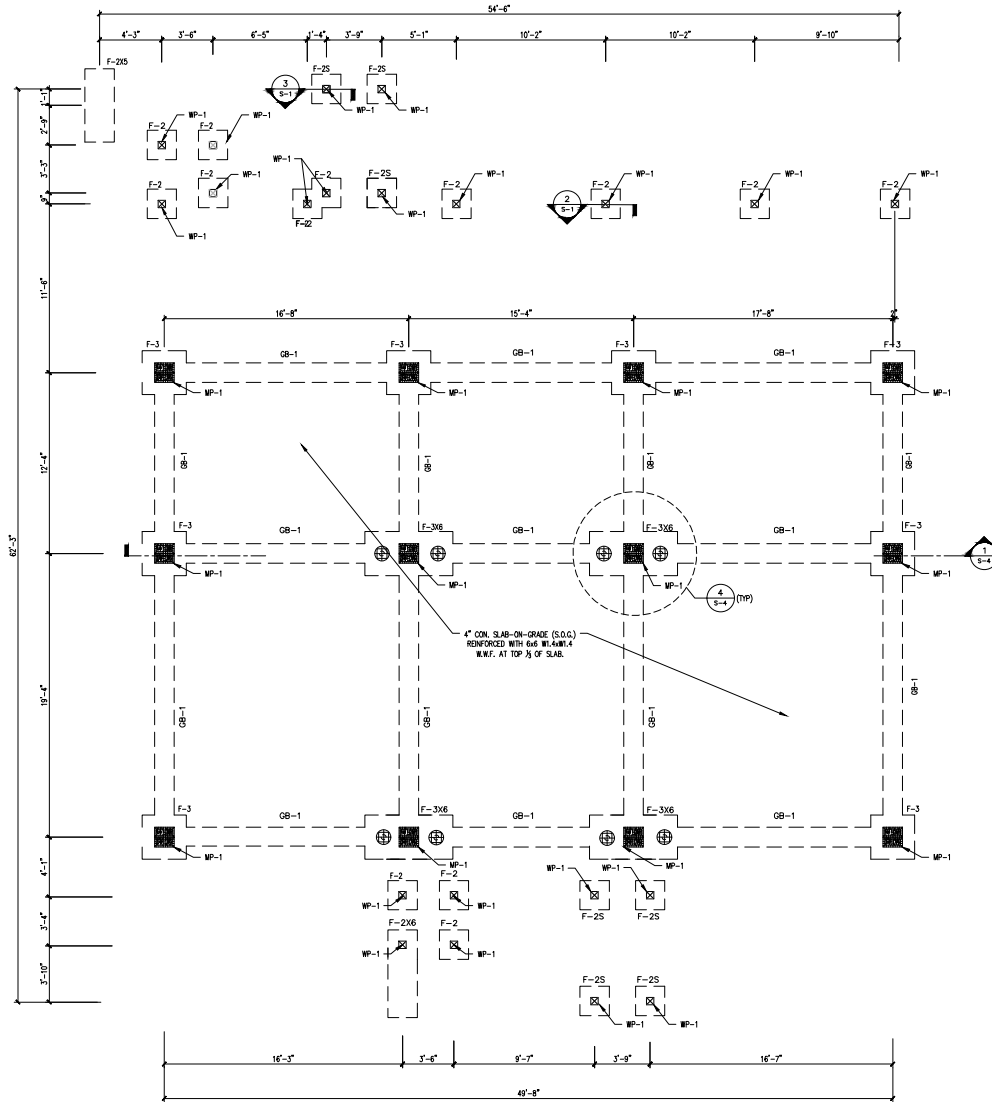
NEW PROPOSED SOUTH ELEVATION
3/16"=1'-0"



NEW PROPOSED EAST ELEVATION
3/16"=1'-0"



NEW PROPOSED WEST ELEVATION
3/16"=1'-0"



FOUNDATION PLAN

1/4"=1'-0"

LEGEND:

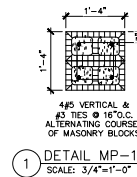
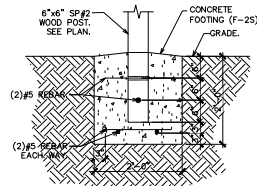
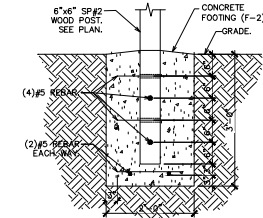
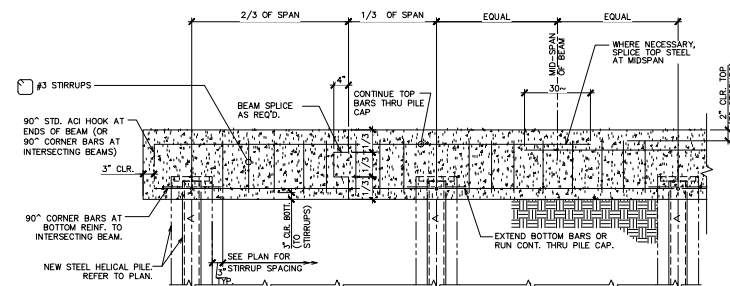
- F-# DENOTES ISOLATED FOOTING. SEE SCHEDULE.
- GB-# DENOTES GRADE BEAM. SEE SCHEDULE.
- MP-1 DENOTES 16"x16" MASONRY PILEASTER. SEE DETAIL 1 ON THIS SHEET.
- WP-1 DENOTES 6"x6" SP#2 WOOD POST.
- ⊕ DENOTES HELICAL PILE. FOUNDATION ANCHOR TORQUED TO 5,000 FT-LBS OR 25,000 LBS WORKING LOAD, LTD. ATTACHED TO TOP OF HELICAL.

FOOTING SCHEDULE

MARK	SIZE	DEPTH	REINFORCING EACH WAY	REMARKS
GB-1	1'-4" x CONT.	1'-4"	(2) #5 TOP & BOTTOM #3 STIRRUPS @ 12" O.C.	GRADE BEAM.
F-2	2'-0" x 2'-0"	3'-0"	(2) #5 EACH WAY BOTTOM.	ISOLATED FOOTING. SEE DETAIL 2 ON THIS SHEET.
F-2S	2'-0" x 2'-0"	2'-0"	(2) #5 EACH WAY BOTTOM.	ISOLATED FOOTING. SEE DETAIL 3 ON THIS SHEET.
F-3	3'-0" x 3'-0"	1'-4"	(4) #5 EACH WAY BOTTOM.	ISOLATED FOOTING.
F-2S	2'-0" x 3'-0"	1'-0"	(3) #5 BOTTOM LW (6) #5 BOTTOM SW	ISOLATED FOOTING.
F-2x6	2'-0" x 6'-0"	1'-0"	(3) #5 BOTTOM LW (7) #5 BOTTOM SW	ISOLATED FOOTING.
F-3x6	3'-0" x 6'-0"	1'-4"	(4) #5 BOTTOM LW (7) #5 BOTTOM SW	ISOLATED FOOTING.

NOTES:

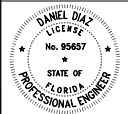
1. CENTER ALL FOOTINGS BELOW WALL OR COLUMN U.N.O.
2. ALL FOOTING REINFORCING TO BE BOTTOM BARS U.N.O.
3. SEE TOP OF FOOTING AT SECTIONS & DETAILS.
4. INCREASE DEPTH OF THICKENED SLAB EDGE AS REQUIRED TO MAINTAIN 1'-0" (MIN.) EMBEDMENT BELOW GRADE (TYP.) U.N.O.

1 DETAIL MP-1
SCALE: 3/4"=1'-0"3 SHORT WOOD POST FOOTING F-2S
SCALE: 3/4"=1'-0"2 LONG WOOD POST FOOTING F-2
SCALE: 3/4"=1'-0"

NOTES:

1. HELICAL PILES NOT TO SCALE.

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PROJECT

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33708.

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SHEET MANAGEMENT
PROJECT NO: 2025035

SHEET TITLE

FOUNDATION PLAN

SHEET NUMBER

S-1



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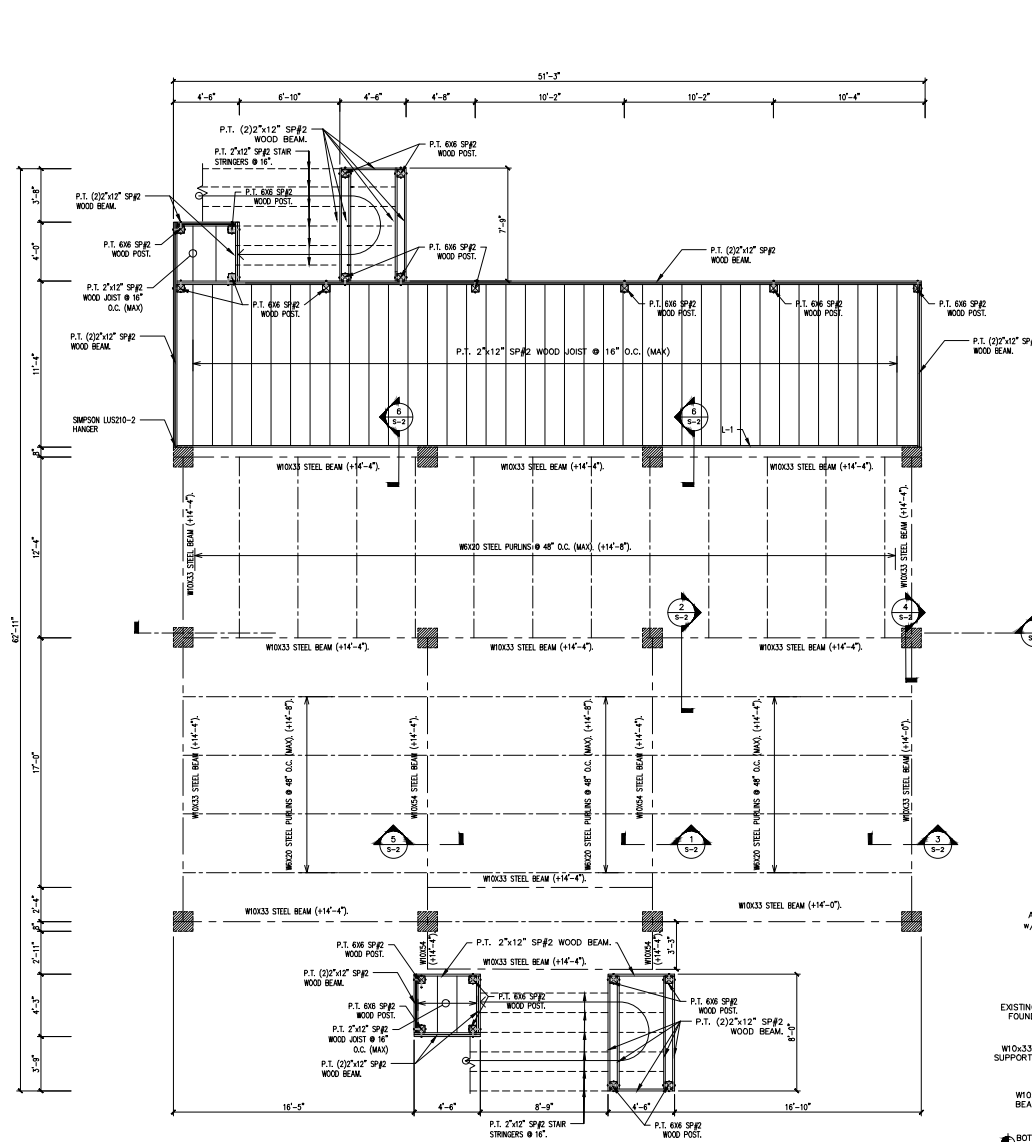
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SHEET MANAGEMENT
PROJECT NO: 2025035

SHEET TITLE
FLOOR FRAMING PLAN

SHEET NUMBER

S-2



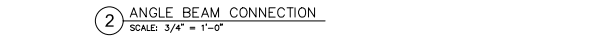
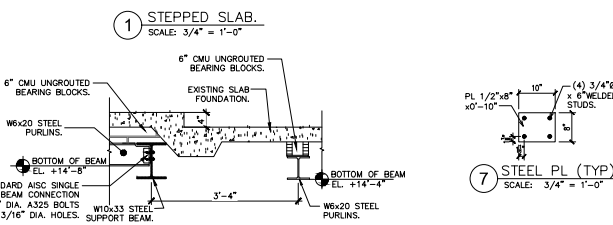
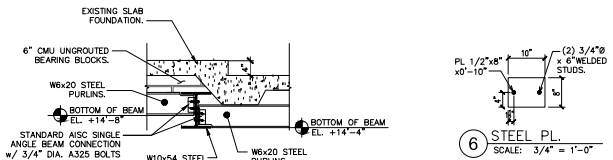
FLOOR FRAMING PLAN
1/4" = 1'-0"

LEGEND:

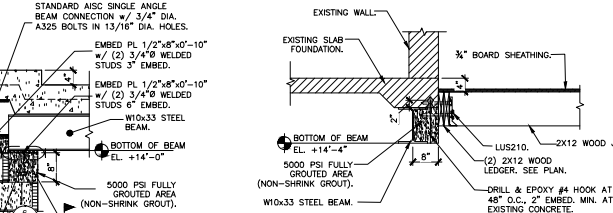
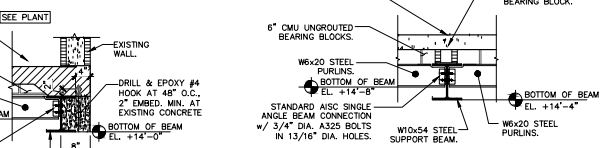
- DENOTES COLUMN SUPPORT BELLOW.
L-1 DENOTES P.T. (2) 2X12 WOOD LEDGER w/ 3/4" x SIMPSON STEEL HD. 6-32 EMBED, AT 8" MAX. FROM EA. END AND 16" O.C. MAX., STAGG. TOP AND BOTTOM.
(+/-) DENOTES BOTTOM OF STEEL BEAM.

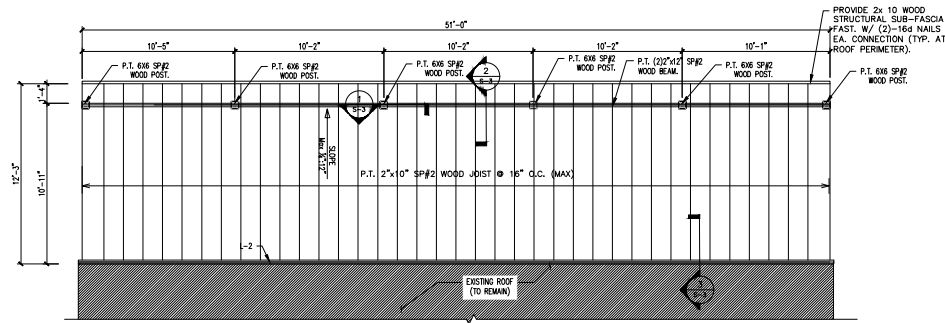
NOTE:
ALL STRUCTURAL STEEL MEMBERS AND CONNECTORS TO BE HOT DIPPED GALVANIZED.

NOTE: PROVIDE HANGER CONNECTOR BY SIMPSON LUS210 AT SIMPLE WOOD JOIST; & HANGER CONNECTOR BY SIMPSON LUS210-2 AT DOUBLE WOOD JOIST. SEE SECTIONS FOR CONNECTOR OF WOOD BEAM TO WOOD POST.



BEAM SIZE	BOLTS
WB, CB, MCB	2 ROWS
W10, C10, M10	2 ROWS
W12, C12, M12	3 ROWS





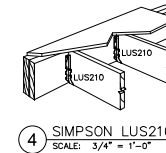
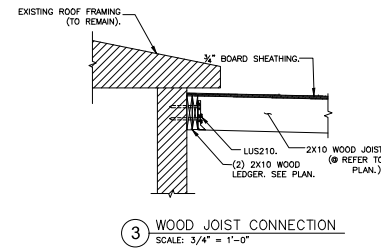
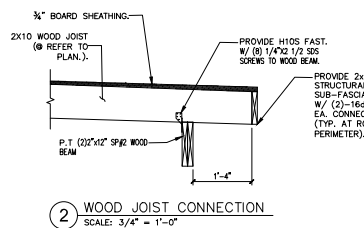
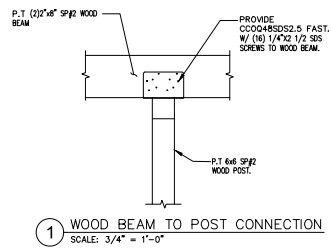
ROOF FRAMING PLAN
1/4"=1'-0"

LEGEND:

L-2-2 DENOTES P.T. (2) 2X10 WOOD LEDGER W/ 3/4" & SIMPSON TITEN HD, 6-1/2" EMBED., AT 8" MAX. FROM E.A. END AND 18" O.C. MAX., STAGG. TOP AND BOTTOM.

(+/-#-#) DENOTES TOP OF STEEL BEAM.

NOTE: PROVIDE HANGER CONNECTOR BY SIMPSON LUS210 AT SIMPLE WOOD JOIST; & HANGER CONNECTOR BY SIMPSON LUS210-2 AT DOUBLE WOOD JOIST. SEE SECTIONS FOR CONNECTOR OF WOOD BEAM TO WOOD POST.

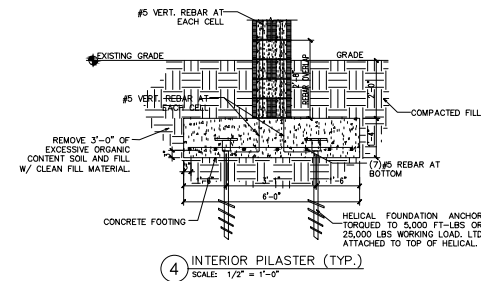
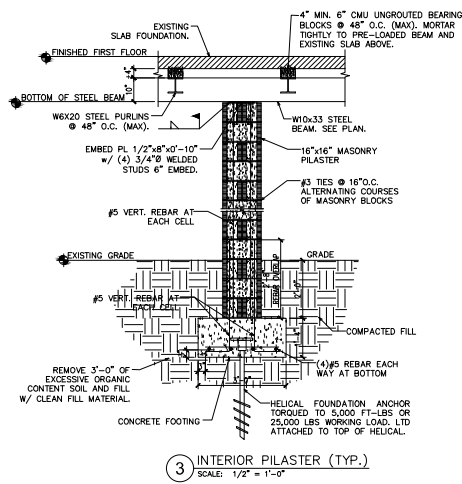
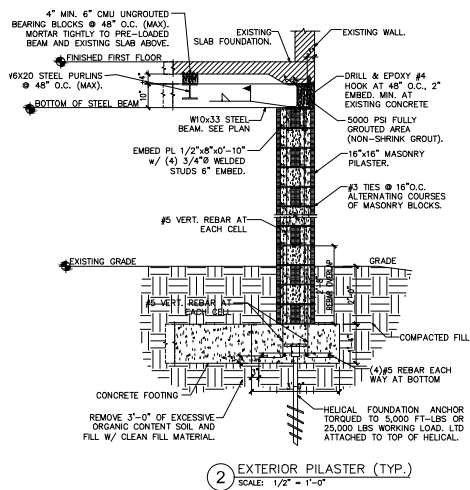
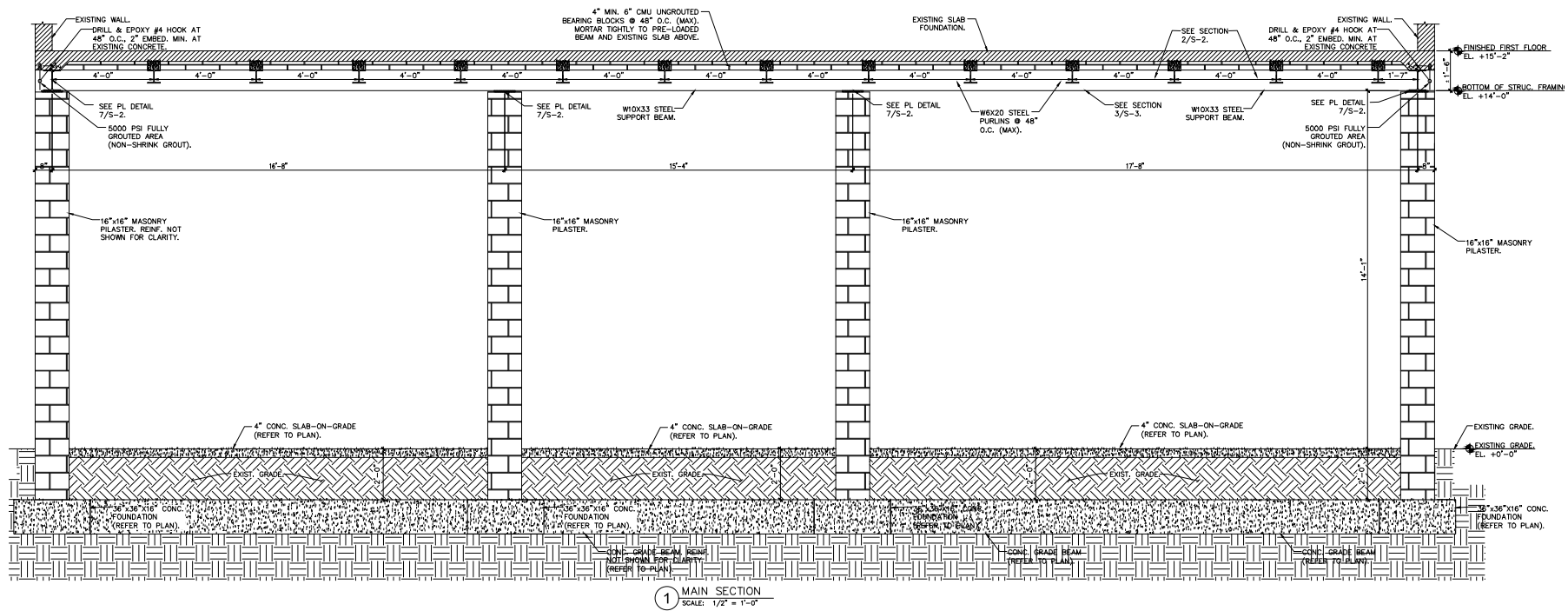


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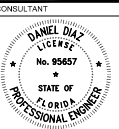
SHEET MANAGEMENT
PROJECT NO: 2025035

SHEET TITLE
ROOF FRAMING

SHEET NUMBER
S-3



DMD & COMPANY
STRUCTURAL ENGINEERS
2403 Gulf Breeze Road, Ste. C
Gulf Breeze, FL 32561
904.277.0773
dmd-company.com



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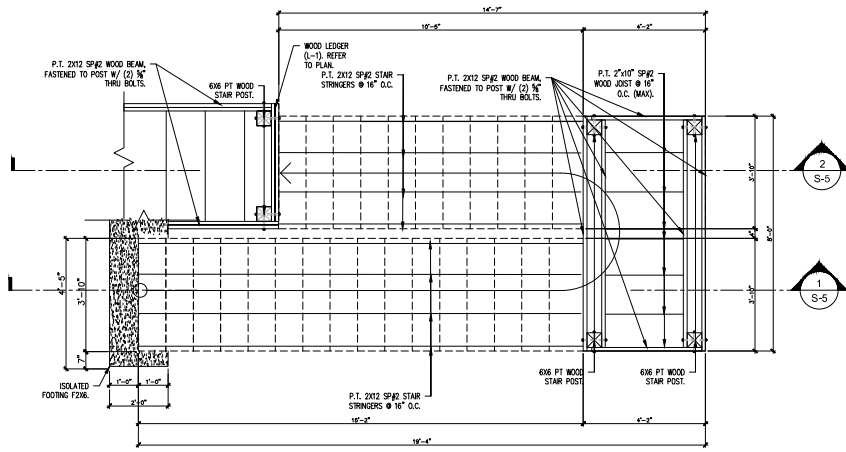
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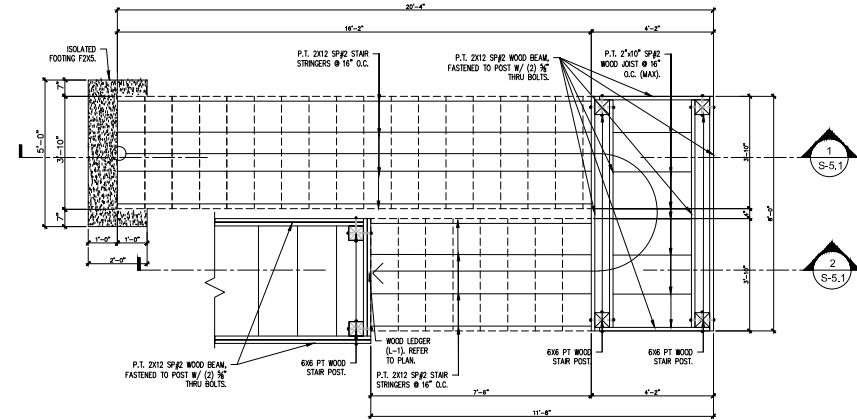
SHEET MANAGEMENT
PROJECT NO: 2025035

SHEET TITLE
SECTIONS & DETAILS

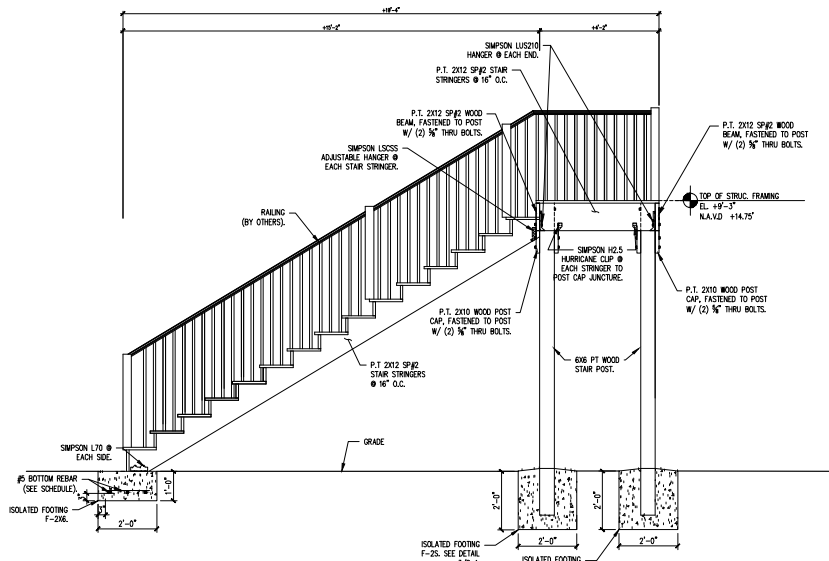
SHEET NUMBER
S-4



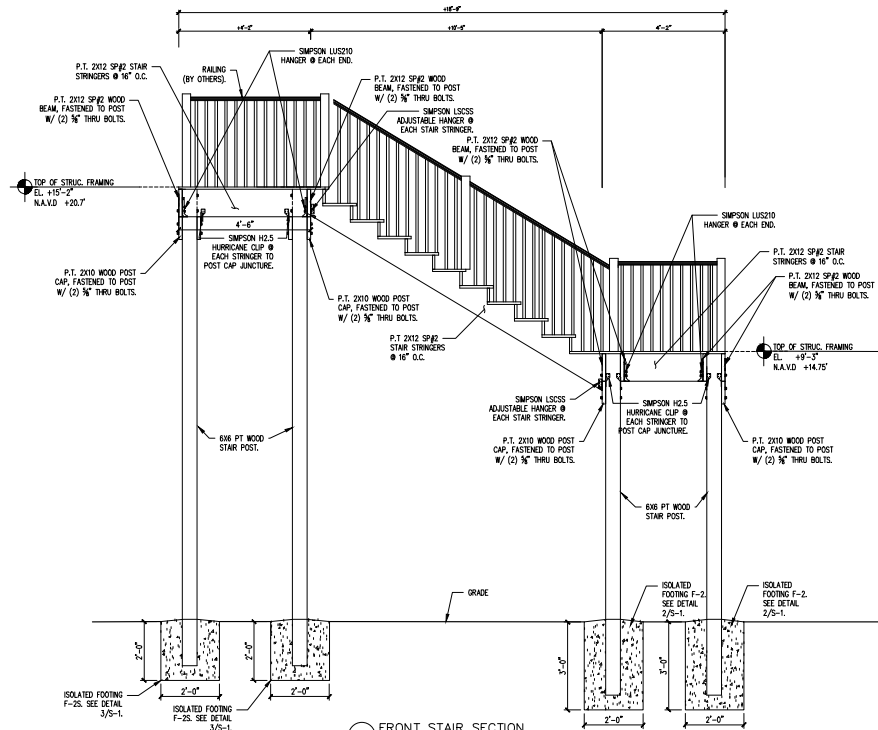
FRONT STAIR PLAN
SCALE: 1/2" = 1'-0"



REAR STAIR PLAN
SCALE: 1/2" = 1'-0"



FRONT STAIR SECTION
SCALE: 1/2" = 1'-0"



FRONT STAIR SECTION
SCALE: 1/2" = 1'-0"

DMD & COMPANY
STRUCTURAL ENGINEERS
2403 Gulf Breeze Road, Suite C
Crestview, FL 33705
922.697.0773
dmd-company.com

CONSULTANT
WILLIAM DIAZ
LICENSE
No. 05657
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

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SHEET MANAGEMENT
PROJECT NO: 2025035

SHEET TITLE
STAIR DETAILS

SHEET NUMBER
S-5



Memorandum

Meeting Details: July 23, 2025 – Board of Commissioners Special Meeting
Prepared For: Honorable Mayor Brooks and the Board of Commissioners
Staff Contact: Community Development Department
Subject: Interlocal Agreement with Pinellas County for Multimodal Impact Fees

Background:

In accordance with the Pinellas County Land Development Code, Chapter 150, Article II, and Florida Statutes §163.3180(5)(j), municipalities and the County are required to coordinate the mitigation of transportation impacts resulting from new development or redevelopment. Pinellas County Ordinance No. 16-21 established a countywide multimodal mobility system and associated impact fees to fund transportation infrastructure improvements that enhance capacity, efficiency, and safety across all modes of travel, including vehicles, transit, bikes, and pedestrians.

Discussion:

The purpose of the proposed Interlocal Agreement (ILA) is to formally recognize the shared responsibility between the County and participating municipalities—including the City of Madeira Beach—for assessing, collecting, managing, and expending multimodal impact fees. The agreement ensures legal compliance with state law and provides a standardized process for mobility fee implementation throughout the County.

Key Provisions

Fee Collection: The City will collect multimodal impact fees at the time of building permit issuance or change of use, as required under Section 150-39 of the County Code.

Revenue Sharing: Each municipality will retain 50% of fees collected for local use on eligible transportation projects. The remaining 50% (less administrative costs) will be remitted to the County at the beginning of each fiscal year to support countywide multimodal improvements.

Trust Accounts: Municipalities must maintain a separate trust account for their portion of collected impact fees and use those funds exclusively for transportation improvements as defined in the Code.

No Double Charging: The agreement affirms that developers will not be assessed duplicative impact fees by both the County and the City for the same transportation capacity impact.

Credits and Independent Calculations: Developers retain the right to propose alternative fee calculations or offer mobility improvements in exchange for credit, per Sections 150-40 and 150-41.

Non-Payment Enforcement: Certificates of occupancy or equivalent permits will not be issued until the appropriate fees are paid in full.

Fiscal Impact:

There is no new fiscal impact, as the city is already collecting multimodal impact fees under the existing ordinance. However, under the interlocal agreement, the City will retain 50% of collected fees for use on eligible local transportation projects, providing a dedicated funding source for multimodal improvements within municipal limits.

Recommendation(s):

Staff recommend approval of the Interlocal Agreement with Pinellas County for multimodal impact fee coordination.

Attachments/Corresponding Documents:

- Multimodal Impact Fee Ordinance Interlocal Agreement
- Interlocal Agreement with Pinellas County for Multimodal Impact Fee Coordination
- MIFO ILA Presentation
- Pinellas County Code of Ordinances, Chapter 150 Impact Fees

**INTERLOCAL AGREEMENT
BETWEEN PINELLAS COUNTY AND LOCAL GOVERNMENTS
FOR
MULTIMODAL IMPACT FEE COORDINATION**

THIS INTERLOCAL AGREEMENT FOR MULTIMODAL IMPACT FEE COORDINATION (“the Agreement”), is made and entered into this ____ day of _____, 2025, by and between Pinellas County, a political subdivision of the State of Florida (the “County”) and the Town of Belleair, the City of Clearwater, the City of Dunedin, the City of Gulfport, the Town of Indian Shores, the City of Largo, the City of Madeira Beach, the Town of North Redington Beach, the City of Pinellas Park, the Town of Redington Beach, the Town of Redington Shores, the City of St. Pete Beach, the City of St. Petersburg, the City of Seminole, the City of South Pasadena, the City of Tarpon Springs, and the City of Treasure Island (individually as the “Municipality,” collectively as the “Municipalities”), and jointly referred to from time to time throughout this Agreement as the “Parties”.

Recitals

WHEREAS, the Parties are authorized to enter into this Agreement pursuant to Florida Statutes § 163.01, also known as the “Florida Interlocal Cooperation Act of 1969”; and

WHEREAS, the County established a countywide mobility management system pursuant to its home rule authority which governs 1) the process of managing transportation impacts of development projects and 2) the assessment, collection, and expenditure of multimodal impact fees, pursuant to Florida Statutes § 163.31801; and

WHEREAS, the countywide multimodal transportation system consists of all transportation facilities and public rights-of-way, including roads, bridges, transit infrastructure, trails, and sidewalks that facilitate the movement of people and goods within the geographic boundaries of Pinellas County and provide connections to the broader region through a variety of travel choices; and

WHEREAS, the County and the Municipalities recognize the importance of developing and maintaining a safe, efficient, and convenient multimodal transportation

system that has adequate capacity to meet the mobility needs of all users and promote and protect public health and safety; and

WHEREAS, the County has established, as provided in Pinellas County Ordinance No. 16-21, that land development activities generate impacts to the multimodal transportation system and new development shall bear a proportionate share of the cost of capital expenditures for new or expanded multimodal transportation facilities required by such development in order to maintain adopted level of service standards and improve capacity of the countywide multimodal transportation system; and

WHEREAS, Forward Pinellas, acting in its capacity as the Pinellas County Metropolitan Planning Organization, has adopted the Pinellas County Mobility Plan to replace local transportation concurrency management programs with a countywide system that provides local governments with the means to manage the traffic impacts of development projects and increase mobility for all roadway users through local site plan review processes and the use of multimodal impact fees to fund mobility improvements; and

WHEREAS, the County has adopted a mobility management system designed to implement the Pinellas County Mobility Plan as outlined in Chapter 150 of the Pinellas County Land Development Code; and

WHEREAS, Chapter 150, Article II of the Pinellas County Land Development Code (the “Multimodal Impact Fee Ordinance”) establishes the processes by which the County and the Municipalities assess, collect, and expend multimodal impact fees (the “Impact Fees”); and

WHEREAS, the County and the Municipalities share responsibility for collection of Impact Fees for developments that will generate additional traffic impacts to the countywide multimodal transportation system; and

WHEREAS, Section 150-39 of the Pinellas County Land Development Code requires that no County or municipal certificate of occupancy, use permit, or occupational license for any activity requiring payment of the Impact Fee shall be issued unless and until the Impact Fee has been paid;

WHEREAS, Florida Statutes § 163.3180(5)(j) requires that counties and municipalities that charge developers of new developments or redevelopments a fee for transportation capacity impacts enter into an interlocal agreement to coordinate the mitigation of their respective transportation capacity impacts; and

WHEREAS, though both the County and the Municipalities operate pursuant to the processes and procedures established by Chapter 150, Article II of the Pinellas County Land Development Code for the assessment, collection, and expenditure of Impact Fees, there is no interlocal agreement in place memorializing the cooperative mitigation of transportation impacts; and

WHEREAS, both the County and the Municipalities wish to enter into this Agreement pursuant to Florida Statutes § 163.3180(5)(j) which will serve to memorialize their cooperative mitigation of transportation impacts.

NOW THEREFORE, in consideration of the recitals above and the mutual covenants, promises, and representations herein contained, and for other good and valuable consideration, receipt and sufficiency of which is hereby acknowledged, the Parties agree as follows:

SECTION 1 RECITALS

The above recitals are hereby incorporated fully into this Agreement as adopted findings of fact and intent.

SECTION 2 IMPOSITION AND COLLECTION OF MULTIMODAL IMPACT FEES

2.1 Pursuant to Florida Statutes § 163.3180(5)(j)(4), Impact Fees are imposed countywide, including in the incorporated and unincorporated areas of the County, as provided in Section 150-49 of the Pinellas County Land Development Code.

2.2 Pursuant to Section 150-39 of the Pinellas County Land Development Code, any person who seeks a certificate of occupancy for land development activity or seeks to change a use by applying for issuance of a local business tax receipt, land use permit, development order or municipal equivalent thereof which will generate additional traffic shall be required to pay a multimodal impact fee in the manner and amount set forth by Chapter 150, Article II of the Pinellas County Land Development Code.

2.3 Pursuant to Florida Statutes § 163.3180(5)(j)(2), the County and the Municipalities agree that payment and collection of Impact Fees shall be collected by each Municipality, as part of the building and permitting processes of each Municipality as provided in Section 150-41 of the Pinellas County Land Development Code. The amount of the required Impact Fees shall be computed in the manner set forth in Section 150-40 of the Pinellas County Land Development Code.

2.4 Pursuant to Section 150-42 of the Pinellas County Land Development Code, each Municipality which collects and administers Impact Fee funds shall establish a trust account which shall be used exclusively for Impact Fees collected under the terms of Chapter 150, Article II of the Pinellas County Land Development Code. Pursuant to Section 150-43(e) of the Pinellas County Land Development Code, the fees shall be held by each Municipality until the end of the fiscal year in which collected. On the beginning of each new fiscal year (October 1), the Municipalities shall transfer one-half of all fees collected, and the interest accrued thereon, less the amount retained by each Municipality for administering the Impact Fee program, to the County for placement in the appropriate County Impact Fee trust account. The remaining one-half shall be deposited in the Municipalities' respective trust accounts.

2.5 The Municipalities and County shall use their respective share of the collected Impact Fees in a manner consistent with the provisions of Chapter 150, Article II of the Pinellas County Land Development Code.

2.6 The Municipalities and County agree that any new development or redevelopment shall not be charged twice for the same transportation capacity impacts.

SECTION 3 NONPAYMENT OF MULTIMODAL IMPACT FEES

The Parties agree that in the event of non-payment of Impact Fees by the feepayer, no certificate of occupancy, or other such license permit, or municipal equivalent requiring payment of an Impact Fee pursuant to Chapter 150, Article II of the Pinellas County Land Development Code shall be issued unless and until the Impact Fee has been paid.

SECTION 4 REFUND

Nothing in this Agreement alters the right of a fee payer to request refunds pursuant to Section 150-44 of the Pinellas County Land Development Code.

SECTION 5 IMPACT FEE CREDITS

Nothing in this Agreement modifies, waives, or alters the method for calculating the required Impact Fees pursuant to section 150-40 of the Pinellas County Land

Development Code, nor does it modify, waive, or alter the authority of each Municipality to approve alternative methods of calculation of Impact Fees and/or accept an offer by the feepayer to construct mobility improvements consistent with the comprehensive plan or other plans of the Municipality, or Forward Pinellas' LRTP, for credit against the assessed Impact Fee pursuant to Section 150-41 of the Pinellas County Land Development Code.

SECTION 6 INDEPENDENT CALCULATION

Nothing in this Agreement modifies or prevents the right of any feepayer to determine their multimodal impact by providing an independent fee calculation study pursuant to the provisions of Section 150-40(d) of the Pinellas County Land Development Code.

SECTION 7 RIGHT-OF-WAY USE PERMITS; RIGHT-OF-WAY PERMITS

Nothing in this Agreement modifies, waives, alters, or transfers County jurisdiction over the County Road System or the Municipalities' jurisdiction over their respective Municipal Road System or the ability to issue right-of-way permits or use permits for improvements to roads.

SECTION 8 ENTIRE AGREEMENT

This Agreement embodies all of the promises, covenants, agreements, conditions, and understandings between the Parties with respect to the subject matter hereof, and supersedes all prior and contemporaneous communications, representations, inducements, and/or agreements, whether written or verbal, expressed or implied, between the Parties hereto, except as herein contained.

SECTION 9 OFFICIAL NOTICE

All notices, consents, approvals, waivers, and elections required by law or by this Agreement to be given by one party to the other shall be in writing and shall be sent to the following respective addresses:

COUNTY: Pinellas County Housing and
Community Development
Glenn Bailey, Interim Director
310 Court Street
Clearwater, FL 33756
gbailey@pinellascounty.org

MUNICIPALITY: See Contact Information on Signature page

SECTION 10 FILING WITH THE CLERK

Prior to its effectiveness, this Agreement and any subsequent amendments thereto must be filed with the Clerk of the Circuit Court of Pinellas County pursuant to Florida Statutes § 163.01. The County shall be responsible for said filing and shall notify the Municipalities of the filing date.

SECTION 11 EXECUTION, EFFECTIVE DATE, TERM AND TERMINATION

11.1 This Agreement may be signed in counterparts and will become effective as to each Municipality after execution and upon filing with the Clerk of the Circuit Court of Pinellas County in accordance with Section 10 and shall continue until terminated by either Party.

11.2 This Agreement may be terminated upon thirty (30) days written notice. In the event this Agreement is terminated, the Parties shall be subject to the requirements of Florida Statutes § 163.3180(5)(j)(4)(b).

SECTION 12 NO WAIVER OF SOVEREIGN IMMUNITY

Both the County and the Municipalities expressly retain all rights, benefits and immunities of sovereign immunity in accordance with Florida Statutes § 768.28, as amended from time to time. Notwithstanding anything set forth in any section of this Agreement to the contrary, nothing in this Agreement shall be deemed as a waiver of immunity or limits of liability beyond any statutory limited waiver of immunity or limits of liability which may have been or may be adopted by the Florida Legislature, and the cap on the amount and liability of the County or the Municipalities for damages, regardless of the number or nature of claims in tort, equity, or contract, shall not exceed the dollar amount set by the legislature for tort. Nothing in this Agreement shall inure to the benefit of any third party for the purpose of allowing any claim against the County or the Municipalities, which would otherwise be barred under the doctrine of sovereign immunity or by operation of law.

SECTION 13 APPLICABLE LAW

This agreement shall be governed by the laws of the State of Florida. The Parties agree that venue of all legal and equitable proceedings related to disputes under this Agreement shall be situated in Pinellas County, Florida.

IN WITNESS WHEREOF, the Parties hereto, governed by the laws of Florida, have caused these presents to be executed by their duly authorized officers and their official seals hereto affixed, with an effective date as set forth in Section 11.1 above.

PINELLAS COUNTY, FLORIDA,
by and through its County Administrator:

By: _____
Barry A. Burton,
County Administrator

CITY OF MADEIRA BEACH

By: _____

Print Name: _____

Title: _____

ATTEST: _____

Legal review: _____

(MUNICIPAL SEAL)

Contact Information for Notification

Name:

Title:

Address:

Phone:

E-mail:

Interlocal Agreement with Pinellas County for Multimodal Impact Fee Coordination

Madeira Beach Board of Commissioners Meeting
July 23, 2025

Overview

1. Background and Purpose of the Interlocal Agreement
 - Statutory requirements of CS/HB 479, as contained within F.S. § 163.3180
2. Overview of the Pinellas County Multimodal Impact Fee Ordinance
 - History
 - Fee payment and collection
 - Fee districts
 - Expenditure of the fee
3. Next Steps

Background and Purpose

- In July 2024, Pinellas County designated responsibility to Forward Pinellas to manage the update to the countywide Multimodal Impact Fee Ordinance (MIFO), as contained within [Chapter 150, Article II of the Pinellas County Land Development Code](#).
- A primary objective of the update is to bring the MIFO into compliance with recent statutory changes to the State's concurrency requirements ([Section 163.3180, Fla. Stat.](#)), as enacted by [CS/HB 479](#) in 2024.
- One of the new statutory requirements is that, where a county and municipality charge a mobility impact fee, they must create and execute an interlocal agreement to coordinate the mitigation of their respective transportation impacts to ensure any new development or redevelopment is not charged twice for the same impacts.

New Statutory Requirements, as provided in F.S. § 163.3180(5)(j)

Item 5A.

1. If a county and municipality charge the developer of a new development or redevelopment a fee for transportation capacity impacts, **the county and municipality must create and execute an interlocal agreement** to coordinate the mitigation of their respective transportation capacity impacts.

New Statutory Requirements, as provided in F.S. § 163.3180(5)(j), continued

2. The interlocal agreement must, at a minimum:

- a. Ensure that any new development or redevelopment is not charged twice for the same transportation capacity impacts.
- b. Establish a plan-based methodology for determining the legally permissible fee to be charged to a new development or redevelopment.
- c. Require the county or municipality issuing the building permit to collect the fee, unless agreed to otherwise.
- d. Provide a method for the proportionate distribution of the revenue collected by the county or municipality to address the transportation capacity impacts of a new development or redevelopment, or provide a method of assigning responsibility for the mitigation of the transportation capacity impacts belonging to the county and the municipality.

New Statutory Requirements, as provided in F.S. § 163.3180(5)(j), continued

3. By October 1, 2025, if an interlocal agreement is not executed pursuant to this paragraph:

- a. The fee charged to a new development or redevelopment shall be based on the transportation capacity impacts apportioned to the county and municipality as identified in the developer's traffic impact study or the mobility plan adopted by the county or municipality.
- b. The developer shall receive a 10 percent reduction in the total fee calculated pursuant to sub-subparagraph a.
- c. The county or municipality issuing the building permit must collect the fee charged pursuant to sub-subparagraphs a. and b. and distribute the proceeds of such fee to the county and municipality within 60 days after the developer's payment.

Background and Purpose

- In Pinellas County, **all 25 local governments follow the process provided in Chapter 150, Article II** to assure new development/ redevelopment bears a proportionate share of the cost necessary to manage transportation impacts and meet mobility needs through the collection and expenditure of multimodal impact fees.
- The MIFO already addresses the requirements provided in F.S. § 163.3180(5)(j)2, but the County Attorney's Office (CAO) determined an interlocal agreement is necessary to ensure compliance with state law.
- **Therefore, the interlocal agreement simply memorializes the existing process the County and its 24 municipalities follow to mitigate their respective transportation impacts, as provided by the Multimodal Impact Fee Ordinance. It does not make any changes to how the County or municipalities collect or spend the fee.**



History of the Pinellas County MIFO

- **1986:** Pinellas County adopted a system for collecting transportation impact fees, pursuant to State concurrency requirements.
- **2011:** The Community Planning Act removed State requirements for local government transportation concurrency management systems.
- **2013:** The Pinellas County Metropolitan Planning Organization (MPO), now known as Forward Pinellas, approved the Pinellas County Mobility Plan, which detailed **a more flexible and efficient alternative to the traditional form of transportation concurrency management** and included the assessment of multimodal impact fees as a central element to its implementation.
- **2016:** The Board of County Commissioners adopted the existing **Multimodal Impact Fee Ordinance** to implement the Pinellas County Mobility Plan and **provide local governments with the means to mitigate transportation capacity impacts and fund multimodal improvements** through the collection of impact fees.



Overview of the Pinellas County Multimodal Impact Fee Ordinance (Chapter 150, Article II, Pinellas County LDC)

Item 5A.

Who pays the fee?

- Developers/property owners who are seeking a permit for any land development activity which will generate additional traffic, including a change of use or expansion.
 - Any alteration, expansion, replacement, or new construction where no additional vehicular trips will be produced does not pay the fee. The construction of publicly-owned facilities for traditional government use are also exempt from fee payment. ([Section 150-45, Pinellas County LDC](#))

Who collects the fee?

- The municipality, as part of its normal building and permitting processes.
- No building permit, certificate of occupancy, local business tax receipt, land use permit, or municipal equivalent can be issued until the fee is paid. ([Sec. 150-39](#))

Overview of the Pinellas County Multimodal Impact Fee Ordinance (Chapter 150, Article II, Pinellas County LDC)

Item 5A.

How is the fee calculated?

- Based on the formula and fee schedules contained within [Section 150-40](#).
 - Considers the proposed land uses, the size of the development, the trip rate and average trip length associated with those uses, cost to construct one-lane mile of roadway, and other factors.
- For a **change of use or redevelopment**, the impact fee is based on the **net increase** for the new use compared to the impact fee for the highest previous use.
- The feepayer may opt to have the fee calculated based on an independent fee calculation study.
- **The city administrator or designee has full discretion for approval of alternative methods for calculation** of impact fees on a case-by-case basis. They may also accept **the construction of a mobility improvement in-lieu of payment** for all or part of the required impact fee. ([Sec. 150-41](#))

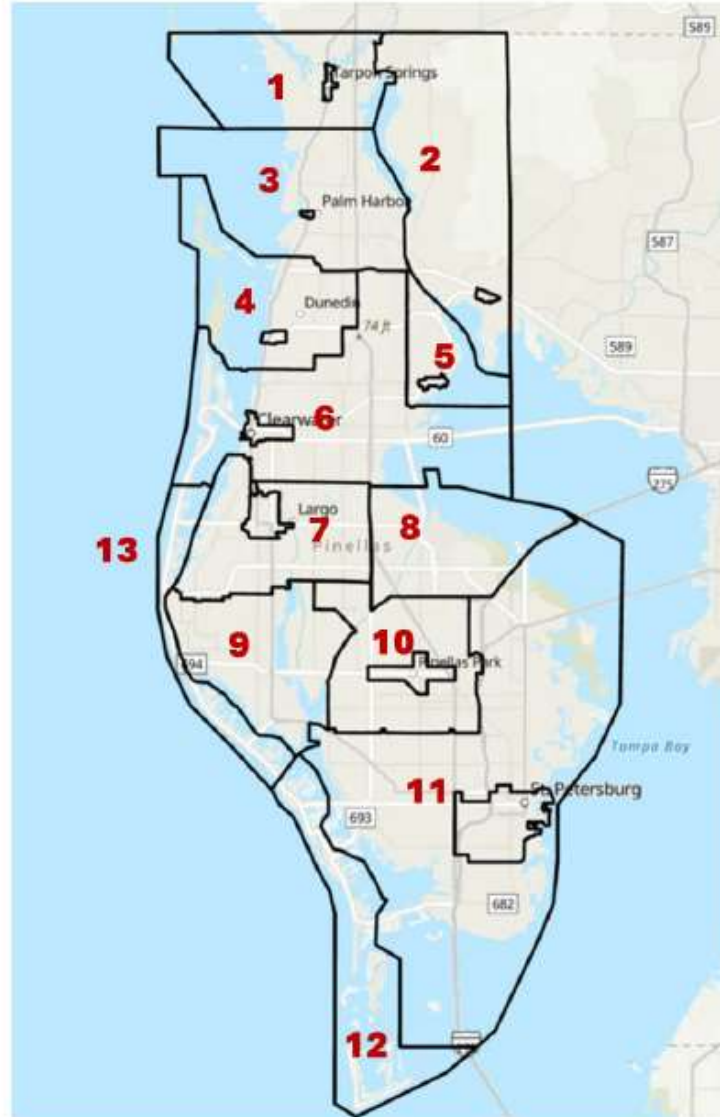
Overview of the Pinellas County Multimodal Impact Fee Ordinance (Chapter 150, Article II, Pinellas County LDC)

Item 5A.

What happens to multimodal impact fees once they are collected?

- The municipality holds the fees collected until the end of the fiscal year.
- At the beginning of the new fiscal year, **the municipality keeps one-half of all fees collected** in the previous year, plus 4% for administrative costs.
- The remaining one-half, plus interest accrued, gets transferred to the County.
- The County deposits the funds received from each municipality into the trust account associated with **the fee district** in which the municipality is a part of.
([Section 150-43, Pinellas County LDC](#))

Fee Districts



- 1. Tarpon Springs**
- 2. East Lake Tarpon / Oldsmar**
- 3. Palm Harbor**
- 4. Dunedin**
- 5. Safety Harbor**
- 6. Clearwater**
- 7. Largo**
- 8. Highpoint**
- 9. Seminole**
- 10. Pinellas Park**
- 11. St. Petersburg**
- 12. South County Beaches**
- 13. Mid County Beaches**

Overview of the Pinellas County Multimodal Impact Fee Ordinance (Chapter 150, Article II, Pinellas County LDC)

Item 5A.

Where can the funds collected from multimodal impact fees be spent?

- **For the municipality's share:** Anywhere within the municipality
- **For the County's share:** Anywhere within the fee district, including portions of the state road network within the district
 - Funds can only be used outside of the fee district in which they were collected with approval from all local governments in the fee district. ([Sec. 150-43](#))

If a municipality identifies a mobility improvement project that will improve capacity for the overall transportation system, the City can ask the County to contribute a portion of the County's impact fee funds to that project.

Overview of the Pinellas County Multimodal Impact Fee Ordinance (Chapter 150, Article II, Pinellas County LDC)

Item 5A.

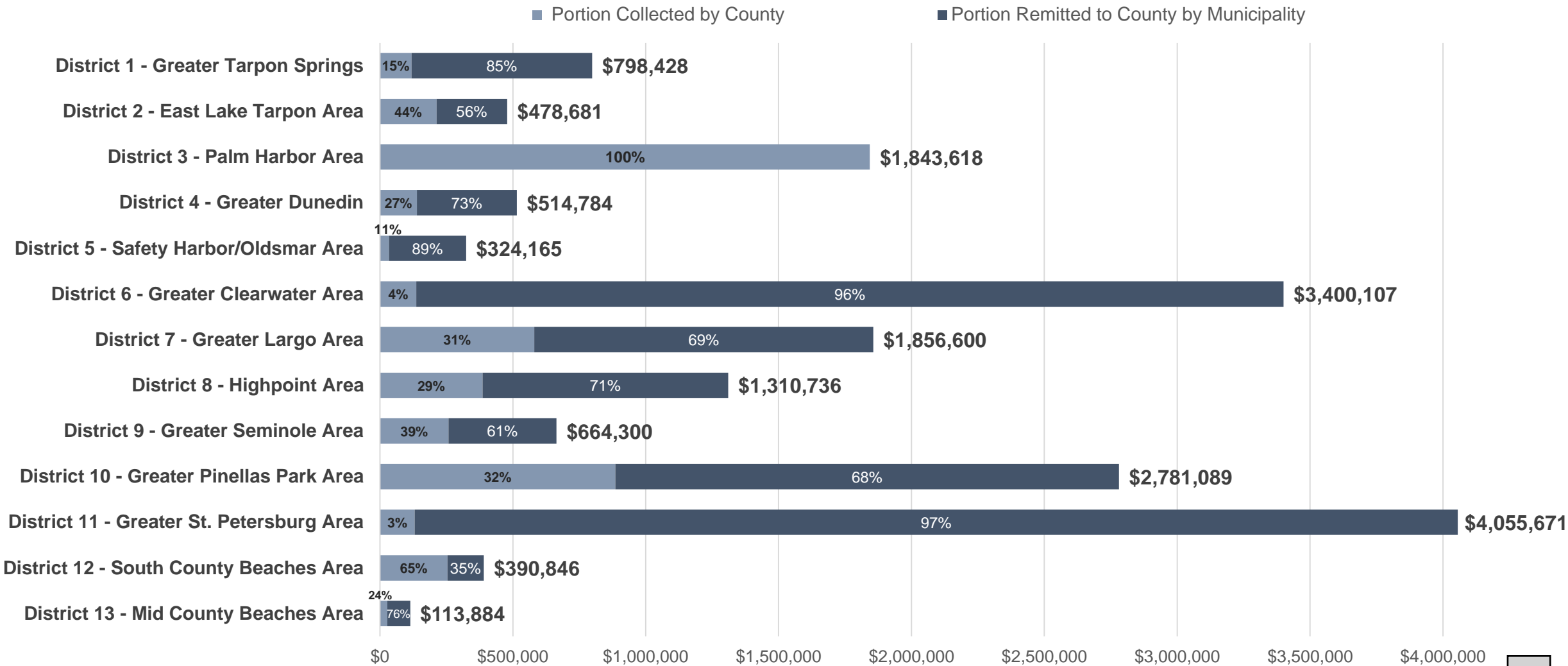
What can the funds collected from multimodal impact fees be spent on?

- To fund **transportation plans and projects** that will “**improve the capacity of the surrounding mobility system**” for any mode of travel. For example, funds can be spent on:
 - Bicycle and pedestrian facilities, public transportation infrastructure, roadway expansion or modification, or technologies that help optimize traffic flow (ATMS/ITS).
 - The preparation of local transportation plans to determine mobility improvement projects, as long as the plan identifies at least one project to be included in the Capital Improvement Program (CIP) within 3 years of the plan’s completion.
- Cannot be used for periodic maintenance or operating costs. ([Section 150-43](#))

Total Multimodal Impact Fee (MMIF) Revenues by District

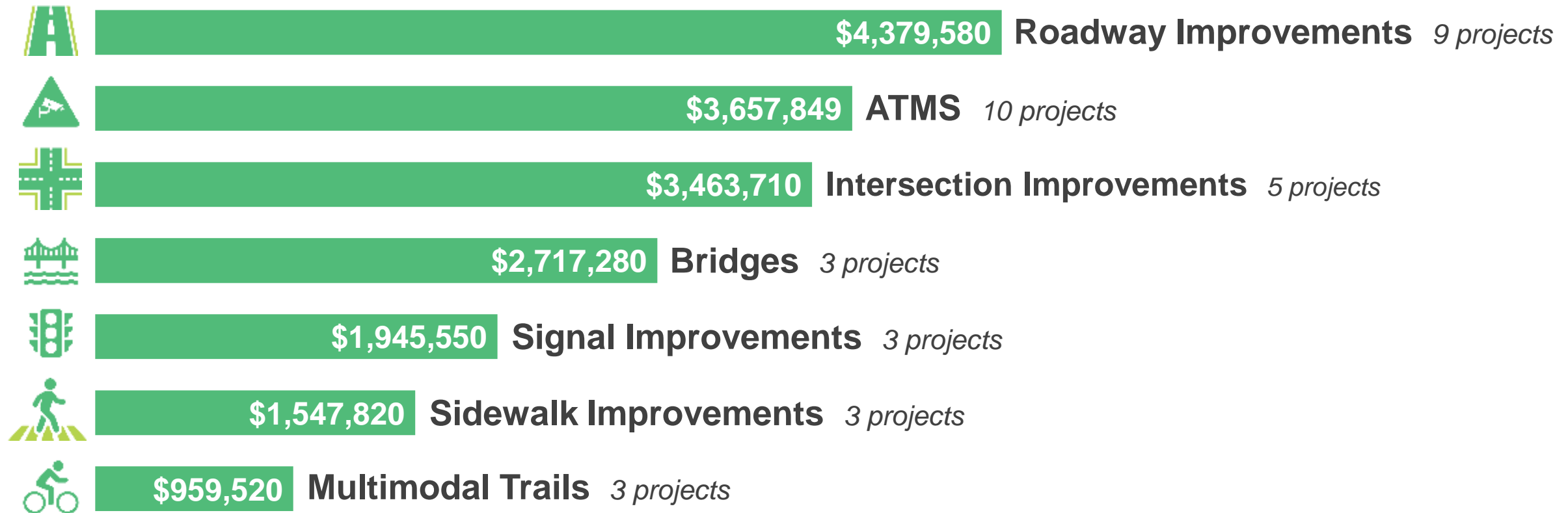
Item 5A.

The County collected a total of \$18,532,909 in MMIF revenues from FY16 – FY24.



County MMIF Revenue Expenditures, FY18 – FY25

The County expended a total of \$18,671,309 in MMIF revenues across 36 projects from FY18 to FY 25.



Multimodal Impact Fee Revenue Expenditures in District 13: Mid-County Beaches

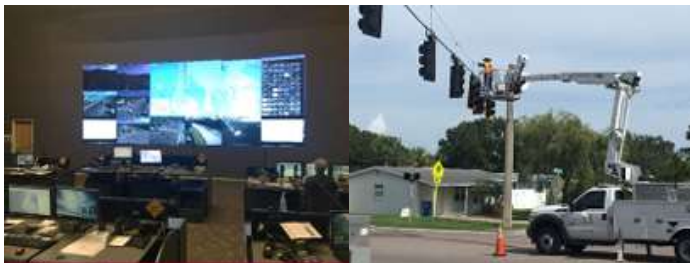
Item 5A.

District 13 includes the cities of Belleair Beach, Belleair Shore, Indian Rocks Beach, Indian Shores, Redington Shores, North Redington Beach, Redington Beach, and Madeira Beach.

- From FY16 – FY24, **the County collected \$113,884** in MMIF revenues in District 13 (0.6% of total across districts).
 - Of the \$113,884, \$27,760 was collected from development in Unincorporated County (25%) and \$86,124 (75%) was remitted to the County by the cities, pursuant to [Section 150-43, Pinellas County LDC](#).
- From FY 18 – FY25, **the County expended \$92,780** in MMIF revenues to close funding gaps for the following projects in District 13:

Gulf Blvd ATMS

Signal timing, video analytics, and message signs to improve traffic flow, safety, and disseminate information to drivers



West Bay Drive Complete Streets



Transfer to adjacent district for roadway improvements west of Indian Rocks Rd

Summary

- The purpose of the Interlocal Agreement for Multimodal Impact Fee Coordination is to comply with statutory requirements enacted by CS/HB 479 to ensure new development/redevelopment is not charged twice for the same transportation impacts.
- Pinellas County and its municipalities currently follow the procedures established by the Multimodal Impact Fee Ordinance for the imposition, collection, and expenditure of impact fees.
- The interlocal agreement does not make any changes to the existing system for collecting and expending multimodal impact fee revenues. The fees would still be collected by the City, shared with the County, and spent within the fee district where they are collected to fund transportation improvements.

Paths Forward

**Approve the ILA
Today (Goes to
BCC on August 5th)**

Continue the existing system
for collecting and expending
multimodal impact fees.

No adjustments to how the
fee is calculated, shared, or
spent.

**No ILA with
Pinellas County by
October 1, 2025**

Procedures for fee collection,
and revenue distribution
default to statutory
guidelines contained in
F.S. § 163.3180(5)(j)3.

Coordination with the County
needed to discuss new
procedures for fee calculation
and revenue sharing under
statutory guidelines.

**Neither option interferes with the City's ability to modify its transportation impact fee program or the County's update to the Multimodal Impact Fee Ordinance.*



Rodney Chatman, AICP

Division Manager

Phone: 727-464-8214

Main: 727-464-8250

Email: rschatman@forwardpinellas.org

Nicole Galasso, AICP

Principal Planner

Phone: 727-464-5643

Main: 727-464-8250

Email: ngalasso@forwardpinellas.org

Chapter 150 IMPACT FEES¹

ARTICLE I. IN GENERAL

Secs. 150-1—150-35. Reserved.

ARTICLE II. MULTIMODAL IMPACT FEES²

Sec. 150-36. Definitions.

The following words, terms and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

City manager means the chief administrative officer of the involved jurisdiction and/or his designee.

County administrator means the county administrator and/or his designee.

Credits means the impact fee deductions allowed a feepayer for eligible off-site transportation improvements funded by the feepayer.

Deficient facility means a road operating at peak hour level of service E or F, and/or a volume-to-capacity (v/c) ratio of 0.9 or higher with no mitigating improvements scheduled within three years.

Expansion of the capacity of a road applies to all road and intersection capacity enhancements and includes but is not limited to extensions, widening, intersection improvements, drainage improvements and upgrading signalization.

External trip means any trip which has either its origin or destination at the development site and which impacts the major road network system.

Fair share fee means the fee required to be paid in accordance with this article.

Feepayer means a person commencing a land development activity which generates traffic and which requires the issuance of a certificate of occupancy, land use permit or occupational license.

Independent fee calculation study means the traffic engineering and/or economic documentation prepared by a feepayer to allow the determination of the impact fee other than by the use of the table in subsection 150-40(c) of this article.

¹Charter reference(s)—General powers of county, § 2.01.

Cross reference(s)—Finance, § 2-141 et seq.; buildings and building regulations, ch. 22; impact fees in Indian Rocks fire district, § 114-54; impact fee in Palm Harbor special fire control district, § 114-93.

State law reference(s)—Impact fees encouraged, F.S. § 163.3202(3).

²Editor's note(s)—Ord. No. 16-21, § 1, adopted March 29, 2016, retitled art. II from "Transportation Impact Fee" to read as herein set out.

Land development activity generating traffic means any construction or expansion of building(s) or structure(s), or any changes in the use of any structure(s) that attracts or produces additional vehicular trips.

Level of service means a qualitative measure that represents the collective factors of speed, travel, time, traffic interruption, freedom to maneuver, safety, driving comfort and convenience, and operating costs provided by a highway facility under a particular volume condition. Levels of service vary from A to F as described in the transportation elements of the local comprehensive plans, the Transportation Research Board's Highway Capacity Manual, and similar documents.

Mobility improvement means and includes construction projects and transportation demand and system management initiatives including but not limited to:

- (1) Construction of new through lanes;
- (2) Construction of new turn lanes;
- (3) Construction of new bridges or grade separations;
- (4) Construction of new or upgrading of existing drainage facilities in conjunction with new roadway construction;
- (5) Purchase and installation of traffic signalization, including new and upgraded signalization;
- (6) Construction of curbs, medians and shoulders;
- (7) Relocating utilities to accommodate new roadway construction;
- (8) Construction of intersection improvements;
- (9) Construction of sidewalks;
- (10) Installation of on-street bicycle lanes and construction of bicycle/pedestrian trails;
- (11) Construction of transit facilities such as shelters and pullout bays;
- (12) Construction of park and ride lots;
- (13) Intelligent transportation system (ITS) projects; and
- (14) Commuter assistance programs.

Mobility management system means the process utilized by Pinellas County to implement the Pinellas County Mobility Plan. This includes the process of managing the transportation impacts of development projects and the assessment, collection and expenditure of multimodal impact fees.

Multimodal impact fee district means areas from which impact fee monies are collected and expended. These districts are defined in exhibit A.

New peak hour trip refers to a vehicle trip added to the major road network from and to a developed parcel of land during the weekday peak hour. This excludes "passerby" or "diverted" trips, whereby the site is accessed as a secondary trip.

Off-site improvements means transportation-related and/or supportive improvements, other than those referenced in the definition of site-related improvements, located outside of the boundaries of the parcel proposed for development, which are required to serve the development's external trips.

Pinellas County Mobility Plan means a countywide approach to managing the transportation impacts of development projects and increasing mobility for pedestrians, bicyclists, transit users and motor vehicles utilizing the multimodal impact fee ordinance and local site plan review processes.

Pre-existing use refers to the land use that occupied a parcel of land prior to the submittal of a permit/site plan application. In accordance with section 150-40, development projects are entitled to a credit equivalent to

the impact fee assessment of any land use activity that existed on the property as of 1986, the original adoption year of the ordinance from which this article is derived. The applicant must provide the necessary documentation to verify a pre-existing use activity not reflected in the current records of the Pinellas County Property Appraiser's Office.

Road means any public way for purposes of travel, including the entire area within the right-of-way.

Site-related improvements means capital improvements necessary for direct access/egress to the development in question. Direct access/egress site-related improvements include but are not limited to the following:

- (1) Site driveways and roads;
- (2) Right and left turn lanes leading to those driveways;
- (3) Traffic control measure for those driveways;
- (4) Acceleration/deceleration lanes;
- (5) Median openings/closing;
- (6) Frontage roads;
- (7) Roads necessary to provide direct access to the development; and
- (8) Pedestrian and other non-motorized transportation improvements such as sidewalks, pathways and bicycle lanes to provide direct access to the development.

Transportation management plan, as developed by an applicant representing a proposed development, is submitted in conjunction with individual site plans seeking to utilize transportation management strategies to address their development impacts, improve the efficiency and safety of the mobility system, and increase the mobility for all users.

Transportation management plan strategies are intended to increase mobility while addressing the transportation impacts of development projects. They include, but are not limited to, density/intensity reductions, project phasing, access controls, capital improvements and/or initiatives encouraging mass transit, bicycle or pedestrian travel, ride-sharing or roadway improvements. They do not include standard requirements necessary for site plan approval or operational improvements.

Volume-to-capacity (v/c) ratio means the rate of traffic flow of an intersection approach or group of lanes during a specific time interval divided by the capacity of the approach or group of lanes.

(Ord. No. 86-43, §§ 3(b)(8), (9), 4, 6-10-86; Ord. No. 98-78, § 1, 9-15-98; Ord. No. 02-98, § 1, 12-3-02; Ord. No. 05-26, § 1, 4-19-05; Ord. No. 16-21, § 2, 3-29-16)

Cross reference(s)—Definitions generally, § 134-2.

Sec. 150-37. Rules of construction.

- (a) The provisions of this article shall be liberally construed so as to effectively carry out its purpose in the interest of the public health, safety and welfare.
- (b) For the purpose of administration and enforcement of this article, unless otherwise stated in this article, the following rules of construction shall apply to the text of this article;
 - (1) Any road right-of-way used to define multimodal impact fee district boundaries, as identified in exhibit A (following section 150-50), shall be considered to be within each district it bounds for purposes of using these funds.

- (2) The land use types listed in section 150-40 shall have the same meaning as under the land use element(s) of the local comprehensive plans.

(Ord. No. 86-43, § 3(a), (b)(10), (11), 6-10-86; Ord. No. 02-98, § 2, 12-3-02; Ord. No. 16-21, § 3, 3-29-16)

Sec. 150-38. Intent, purpose, and legislative findings.

- (a) This article is intended to implement and be consistent with the county comprehensive plan and the plans of the municipalities in the county adopted pursuant to F.S. ch. 163.
- (b) The purpose of this article is to assure that new development bears a proportionate share of the cost of capital expenditures necessary to meet mobility needs as established by the county comprehensive plan, the Metropolitan Planning Organization's long range transportation plan, and the comprehensive plans of the municipalities in the county.
- (c) The legislative findings are as follows:
 - (1) Florida House Bill 7207, the Community Planning Act, was legislated in 2011. The act eliminated state mandated concurrency management requirements related to transportation facilities for local governments;
 - (2) In 2013, the Pinellas County Metropolitan Organization approved the Pinellas County Mobility Plan. The intent of the mobility plan is to replace local transportation concurrency management programs with a system that provides local governments with the means to manage the traffic impacts of development projects;
 - (3) The transportation element of the comprehensive plan identifies a number of highway system facilities operating under deficient level of service conditions. These require the application of mobility plan provisions in order to manage transportation impacts and to increase mobility through the use of multimodal impact fees to fund mobility improvements;
 - (4) Local comprehensive plans provide data, analysis, and policies supporting the management of development impacts on major roads operating with deficient level of service conditions through the application of the Pinellas County Mobility Plan and supporting land use policies;
 - (5) Transportation management plan strategies are important tools for local governments to manage development impacts while maximizing mobility and accessibility consistent with the comprehensive plan and Fix America's Surface Transportation (FAST) Act; and
 - (6) The Community Planning Act encourages the coordination of planning and growth management activities among local governments, the Metropolitan Planning Organization and regional and state government agencies.

(Ord. No. 86-43, § 2, 6-10-86; Ord. No. 02-98, § 3, 12-3-02; Ord. No. 16-21, § 4, 3-29-16)

Editor's note(s)—Ord. No. 16-21, § 4, adopted March 29, 2016, amended the catchline of § 150-38 to read as herein set out. Said catchline formerly read "Intent and purpose."

Sec. 150-39. Fee required.

- (a) Any person who seeks a certificate of occupancy for land development activity or seeks to change a use by applying for issuance of an occupational license, land use permit, or municipal equivalent thereof which will generate additional traffic shall be required to pay a multimodal impact fee in the manner and amount set forth in this article.

- (b) No certificate of occupancy, use permit or occupational license for any activity requiring payment of an impact fee pursuant to section 150-40 shall be issued unless and until the multimodal impact fee hereby required has been paid.
- (c) Any person who has submitted a site plan or building permit application in accordance with local land development codes prior to the effective date of Ord. No. 16-21 will be subject to the terms of the ordinance that was in effect at the time the site plan or building permit application was submitted.

(Ord. No. 86-43, § 5, 6-10-86; Ord. No. 88-50, § 7, 11-8-88, Ord. No. 01-57, § 1, 8-7-01; Ord. No. 02-98, § 4, 12-3-02; Ord. No. 05-26, § 2, 4-19-05; Ord. No. 16-21, § 5, 3-29-16)

Sec. 150-40. Computation of amount.

- (a) The amount of the multimodal impact fees imposed under this article will depend on a number of factors, including the type of land development activity, and several fixed elements, such as the average cost to construct one lane-mile of roadway (\$2,216,466.00) and the average capacity of one lane-mile of roadway (6,900 vehicles per day).
- (b) The following formula shall be used by the county administrator, city manager or functional equivalent to determine the impact fee per unit of development:

$$\frac{TGR \times \%NT \times TL \times CST (RF)}{CAP \times 2}$$

WHERE:

TGR	=	Trip generation rate, as per fee schedule
%NT	=	Percent new trips
TL	=	Average trip length, varies by land use
CST	=	The cost to construct one-lane mile of roadway (\$2,216,466.00)
CAP	=	The capacity of one-lane mile of roadway (6,900 vehicles per lane, per day)
2	=	Allocation of one-half the impact to the origin and one-half to the destination
RF	=	Reduction factor (.268)

- (c) At the option of the feepayer, the amount of the multimodal impact fee may be determined by the following fee schedules (Schedule A contains the impact fee rates for uses outside of designated downtown areas; Schedule B contains rates for downtown areas):

Schedule A. General Fee Schedule

Land Use Type	Unit	Trip Rate	Avg. Trip Length	Percent New Trips	Fee Per Unit
<i>Residential:</i>					
Single-family:					
0—1,500 sq. ft.	du	6.3	5.0	1.00	\$1,356.00
1,501—2,499 sq. ft.	du	7.8	5.0	1.00	\$1,679.00
2,500 sq. ft. and over	du	9.6	5.0	1.00	\$2,066.00

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0-1,500 sq. ft. LIHH	du	4.1	5.0	1.00	\$882.00
Multi-family	du	6.6	5.0	1.00	\$1,420.00
Multi-family LIHH	du	3.5	5.0	1.00	\$753.00
Condominium/Townhome	du	5.8	5.0	1.00	\$1,248.00
Efficiency apt./hotel	room	5.0	3.3	0.59	\$419.00
Mobile home	du	5.0	5.0	1.00	\$1,076.00
Licensed ACLF	bed	2.7	2.8	.74	\$241.00
General Office:					
0—49,999 sq. ft.	1,000 sf	16.3	5.1	0.92	\$3,292.00
50,000—149,999 sq. ft.	1,000 sf	13.7	5.1	0.92	\$2,767.00
150,000—299,999 sq. ft.	1,000 sf	11.5	5.1	0.92	\$2,323.00
300,000—599,999 sq. ft.	1,000 sf	10.4	5.1	0.92	\$2,100.00
600,000—799,999 sq. ft.	1,000 sf	8.4	5.1	0.92	\$1,697.00
Over 800,000 sq. ft.	1,000 sf	8.2	5.1	0.92	\$1,656.00
Research Center:					
Research center	1,000 sf	6.1	5.1	0.92	\$1,232.00
Industrial:					
General industrial	1,000 sf	7.0	5.1	0.92	\$1,414.00
Industrial park	1,000 sf	7.0	5.1	0.92	\$1,414.00
Manufacturing	1,000 sf	3.8	5.1	0.92	\$767.00
Warehousing	1,000 sf	3.6	5.1	0.92	\$727.00
Mini-warehousing	1,000 sf	2.5	3.1	0.92	\$307.00
Medical:					
Hospital	bed	11.8	6.4	0.77	\$2,503.00
Nursing home	bed	2.4	2.8	0.75	\$217.00
Clinic/medical office	1,000 sf	35.2	4.9	0.85	\$6,311.00
Veterinary clinic	1,000 sf	32.8	1.9	0.70	\$1,878.00
Lodging:					
Hotel	room	8.2	6.4	0.71	\$1,604.00
Motel (budget style)	room	5.6	6.4	0.59	\$910.00
Resort hotel	room	18.4	5.4	0.75	\$3,208.00
Recreation:					
General recreation	pkg sp	3.4	6.4	0.90	\$843.00
Marina	boat berth	3.0	7.0	0.90	\$814.00
Dry dock marina	boat slip	2.1	3.6	0.90	\$293.00
Racquet club	1,000 sf	14	3.0	0.75	\$1,356.00
Golf course	acre	5.0	7.1	0.90	\$1,375.00
Fitness center	1,000 sf	27.0	4.0	0.84	\$3,905.00
Retail:					
Quality restaurant	1,000 sf	90.0	2.5	0.82	\$7,942.00
Sit-down restaurant	1,000 sf	127.0	1.9	0.79	\$8,205.00
Drive-in restaurant	1,000 sf	496.0	1.7	0.54	\$19,599.00
Quality drive-in restaurant	1,000 sf	279.7	1.7	0.75	\$15,350.00
Discount store (ind.)	1,000 sf	56.0	1.8	0.61	\$2,647.00
Building materials store	1,000 sf	45.2	1.7	0.61	\$2,018.00
Home improvement superstore	1,000 sf	29.8	2.2	0.83	\$2,342.00
New and used car sales	1,000 sf	33.3	2.4	0.79	\$2,718.00

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Service station w/ conven. market <800 sf	pump	162.8	1.9	0.23	\$3,062.00
Car wash	1,000 sf	151.2	1.6	0.67	\$6,977.00
Supermarket	1,000 sf	102.0	1.7	0.53	\$3,956.00
Convenience market (under 3,000 sf)	store	1762.9	1.5	0.25	\$28,456.00
Convenience market (3,000 sf or over)	1,000 sf	887.1	1.5	0.25	\$14,319.00
Movie theater w/ matinee	screen	132.0	2.3	0.85	\$11,108.00
Auto repair/detailing	1,000 sf	28.4	2.2	0.83	\$2,232.00
Furniture store	1,000 sf	5.1	2.4	0.79	\$351.00
Retail nursery (garden ctr.)	1,000 sf	36.0	1.8	0.61	\$1,701.00
Discount club store	1,000 sf	41.8	4.0	0.89	\$6,405.00
Discount superstore	1,000 sf	65.3	2.2	0.83	\$5,133.00
Video rental store (freestanding)	1,000 sf	13.6	2.3	0.85	\$1,144.00
General Commercial:					
Under 100,000 sq. ft.	1,000 sf	94.7	1.7	0.49	\$3,396.00
100,000—199,999 sq. ft.	1,000 sf	74.3	1.8	0.63	\$3,627.00
200,000—299,999 sq. ft.	1,000 sf	58.9	2.0	0.75	\$3,803.00
300,000—399,999 sq. ft.	1,000 sf	48.3	2.3	0.79	\$3,778.00
400,000—499,999 sq. ft.	1,000 sf	43.0	2.5	0.80	\$3,702.00
500,000—999,999 sq. ft.	1,000 sf	37.7	3.0	0.81	\$3,943.00
Over 1,000,000 sq. ft.	1,000 sf	33.4	3.6	0.81	\$4,192.00
Services:					
Bank	1,000 sf	144.0	1.6	0.30	\$2,975.00
Institutional:					
Church	1,000 sf	9.1	3.9	0.90	\$1,375.00
Library (private)	1,000 sf	56.0	3.9	0.90	\$8,461.00
Day care center	1,000 sf	79.0	2.0	0.74	\$5,033.00
Elementary school	student	1.3	4.3	0.80	\$192.00
High school	student	1.7	4.3	0.90	\$283.00
Junior/community college	student	1.2	7.3	0.90	\$339.00
University	student	2.4	7.3	0.90	\$679.00
Airport	flights	2.0	6.0	0.90	\$465.00
Park	acres	36.5	6.4	0.90	\$9,050.00

Notes: LIHH = Low income household. Fees for LIHH are assessed as a component of affordable housing development incentive programs as certified by the local government. Single-family square footage is the heated living area square footage. General commercial unit is gross leasable area.

Schedule B. Downtown Area Fee Schedule

Land Use Type	Unit	Trip Rate	Avg. Trip Length	Percent New Trips	Fee Per Unit
Residential:					
Single-family:					
0-1,500 sq. ft.	du	6.3	5.0	0.74	\$1,003.00
1,501 - 2,499 sq. ft.	du	7.8	5.0	0.74	\$1,242.00
2,500 sq. ft. and over	du	9.6	5.0	0.74	\$1,529.00
0-1,500 sq. ft. (LIHH)	du	4.1	5.0	0.74	\$653.00

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Multi-family	du	6.6	5.0	0.74	\$972.00
Multi-family (LIHH)	du	3.5	5.0	0.74	\$557.00
Condominium/townhome	du	5.8	5.0	0.74	\$924.00
Efficiency apt./hotel	room	5.0	3.3	0.59	
Mobile home	du	5.0	5.0	0.74	\$796.00
Licensed ACLF	bed	2.7	2.8	0.74	\$241.00
General Office:					
0—49,999 sq. ft.	1,000 sf	16.3	5.1	0.74	\$2,648.00
50,000—149,999 sq. ft.	1,000 sf	13.7	5.1	0.74	\$2,226.00
150,000—299,999 sq. ft.	1,000 sf	11.5	5.1	0.74	\$1,868.00
300,000—599,999 sq. ft.	1,000 sf	10.4	5.1	0.74	\$1,689.00
600,000—799,999 sq. ft.	1,000 sf	8.4	5.1	0.74	\$1,365.00
Over 800,000 sq. ft.	1,000 sf	8.2	5.1	0.74	\$1,332.00
Research Center:					
Research center	1,000 sf	6.1	5.1	0.74	\$991.00
Industrial:					
General industrial	1,000 sf	7.0	5.1	0.74	\$1,137.00
Industrial park	1,000 sf	7.0	5.1	0.74	\$1,137.00
Manufacturing	1,000 sf	3.8	5.1	0.74	\$617.00
Warehousing	1,000 sf	3.6	5.1	0.74	\$585.00
Mini-warehousing	1,000 sf	2.5	3.1	0.74	\$247.00
Medical:					
Hospital	bed	11.8	6.4	0.62	\$2,015.00
Nursing home	bed	2.4	2.8	0.60	\$174.00
Clinic/medical office	1,000 sf	35.2	4.9	0.70	\$5,197.00
Veterinary clinic	1,000 sf	32.8	1.9	0.70	\$1,878.00
Lodging:					
Hotel	room	8.2	6.4	0.61	\$1,378.00
Motel (budget style)	room	5.6	4.0	0.61	\$588.00
Resort hotel	room	18.4	5.4	0.61	\$2,609.00
Recreation:					
General recreation	pkg sp	3.4	6.4	0.32	\$300.00
Marina	boat berth	3.0	7.0	0.32	\$289.00
Dry dock marina	boat slip	2.1	3.6	0.32	\$104.00
Racquet club	1,000 sf	14	3.0	0.32	\$579.00
Fitness center	1,000 sf	27.0	4.0	0.36	\$1,674.00
Retail:					
Quality restaurant	1,000 sf	90.0	2.5	0.21	\$2,034.00
Sit-down restaurant	1,000 sf	127.0	1.9	0.21	\$2,181.00
Drive-in restaurant	1,000 sf	496.0	1.7	0.21	\$7,622.00
Quality drive-in restaurant	1,000 sf	279.7	1.7	0.21	\$4,298.00
Discount store (ind.)	1,000 sf	56.0	1.8	0.34	\$1,475.00
Building materials store	1,000 sf	45.2	1.7	0.34	\$1,125.00
Home improvement superstore	1,000 sf	29.8	2.2	0.34	\$959.00
New and used car sales	1,000 sf	33.3	2.4	0.52	\$1,789.00
Service station w/ conven. market <800 sf	pump	162.8	1.9	0.23	\$3,062.00

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Car wash	1,000 sf	151.2	1.6	0.40	\$4,165.00
Supermarket	1,000 sf	102.0	1.7	0.53	\$3,956.00
Convenience market (under 3,000 sf)	store	1762.9	1.5	0.25	\$28,456.00
Convenience market (3,000 sf or over)	1,000 sf	887.1	1.5	0.25	\$14,319.00
Movie theater w/ matinee	screen	132.0	2.3	0.58	\$7,580.00
Auto repair/detailing	1,000 sf	28.4	2.2	0.56	\$1,506.00
Furniture store	1,000 sf	5.1	2.4	0.52	\$231.00
Retail nursery (garden ctr.)	1,000 sf	36.0	1.8	0.34	\$948.00
Discount club store	1,000 sf	41.8	4.0	0.30	\$2,159.00
Discount superstore	1,000 sf	65.3	2.2	0.30	\$1,855.00
Video rental store (freestanding)	1,000 sf	13.6	2.3	0.32	\$431.00
General Commercial:					
Under 100,000 sq. ft.	1,000 sf	94.7	1.7	0.30	\$2,079.00
100,000—199,999 sq. ft.	1,000 sf	74.3	1.8	0.35	\$2,015.00
200,000—299,999 sq. ft.	1,000 sf	58.9	2.0	0.47	\$2,383.00
300,000—399,999 sq. ft.	1,000 sf	48.3	2.3	0.51	\$2,439.00
400,000—499,999 sq. ft.	1,000 sf	43.0	2.5	0.53	\$2,452.00
500,000—999,999 sq. ft.	1,000 sf	37.7	3.0	0.54	\$2,629.00
Over 1,000,000 sq. ft.	1,000 sf	33.4	3.6	0.54	\$2,795.00
Services:					
Bank	1,000 sf	144.0	1.6	0.30	\$2,975.00
Institutional:					
Church	1,000 sf	9.1	3.9	0.35	\$535.00
Library (private)	1,000 sf	56.0	3.9	0.63	\$5,923.00
Day care center	1,000 sf	79.0	2.0	0.47	\$3,196.00
Elementary school	student	1.3	4.3	0.53	\$128.00
High school	student	1.7	4.3	0.63	\$198.00
Junior/community college	student	1.2	7.3	0.63	\$238.00
University	student	2.4	7.3	0.63	\$475.00
Park	acre	36.5	6.4	0.63	\$6,335.00

Notes: LIHH = Low income household. Fees for LIHH are assessed as a component of affordable housing development incentive programs as certified by the local government. Single-family square footage is the heated living area square footage. General commercial unit is gross leasable area.

The Downtown Area fee schedule applies to existing downtown areas geographically depicted in the attached maps including Exhibit A: Multimodal Impact Fee Districts; Exhibit B: Tarpon Springs Downtown Area District 1A; Exhibit C: Oldsmar Downtown Area District 2A; Exhibit D: Palm Harbor Downtown Area District 3A; Exhibit E: Dunedin Downtown Area District 4A; Exhibit F: Safety Harbor Downtown Area District 5A; Exhibit G: Clearwater Downtown Area District 6A; Exhibit H: Largo Downtown Area District 7A; Exhibit I: Pinellas Park Downtown Area District 10A; and Exhibit J: St. Petersburg Downtown Area District 11A. The 1990 MPO Pinellas County Transportation Impact Fee Study contains technical data indicating there are significantly fewer new vehicle trips generated for each unit of development in these areas as compared to similar land uses outside them. These areas are delineated in locally adopted redevelopment or comprehensive plans with supporting policies designed to encourage infill and redevelopment activity. New areas with similar trip generation characteristics, as described in the 1990 MPO Pinellas County Transportation Impact Fee Study, may be added to the attached exhibits through the amendment of the ordinance pursuant to the submittal of a detailed map and documentation that such areas meet the criteria in the 1990 Pinellas County MPO Transportation Impact Fee Study.

In the case of a change of use, redevelopment, or modification of an existing use, the impact fee shall be based upon the net increase in the impact fee for the new use as compared to the impact fee for the highest previous use in existence on or after the effective date of the ordinance from which this section derives. The county administrator or city manager shall be guided in this determination by the county's transportation impact fee study (February 1990), independent study trip generation data or the Institute of Transportation Engineers' Trip Generation, sixth (or successor) edition.

- (d) If a feepayer shall opt not to have the impact fee determined according to subsections (b) and (c) of this section, then the feepayer shall prepare and submit to the county administrator, city manager or functional equivalent for approval of an independent fee calculation study for the land development activity for which a certificate of occupancy, land use permit or occupational license is sought. The traffic engineering and/or economic documentation submitted, which will require a pre-application meeting with the county administrator, city manager or functional equivalent, shall show the basis upon which the independent fee calculation was made, including but not limited to the following:
 - (1) Trip generation studies:
 - a. Documentation of trip generation rates appropriate for the proposed land development activity.
 - b. Documentation of trip length appropriate for the proposed land development activity.
 - c. Documentation of trip data appropriate for the proposed land development activity.
 - (2) Economic documentation studies:
 - a. Documentation of the cost per lane per mile for roadway construction for the proposed land development activity.
 - b. Documentation of credits attributable to the proposed land development activity which the feepayer will make available to replace the portion of the service volume used by the traffic generated by the proposed land development activity.
- (e) Trip generation data. Trip generation documentation other than traffic engineering or economic documentation described in Subsection 150-40(d)(1) and (2) may be submitted by the applicant in consideration of an independent fee calculation.

(Ord. No. 86-43, § 6, 6-10-86; Ord. No. 88-50, §§ 1—3, 5, 11-8-88; Ord. No. 90-88, § I, 12-4-90; Ord. No. 98-78, § 2, 9-15-98; Ord. No. 02-98, § 5, 12-3-02; Ord. No. 03-80, § 1, 10-21-03; Ord. No. 04-88, § 1, 12-21-04; Ord. No. 05-26, § 3, 4-19-05; Ord. No. 07-29, § 1, 7-10-07; Ord. No. 09-23, § I, 4-21-09; Ord. No. 11-04, § I, 2-22-11; Ord. No. 16-21, § 6, 3-29-16; Ord. No. 19-15, § 1, 7-23-19)

Sec. 150-41. Payment of fee and credits.

- (a) The person applying for the issuance of a certificate of occupancy, land use permit or occupational license shall pay the multimodal impact fee to the county administrator, the city manager, their functional equivalent or their respective designees at the issuance of such permit. Fees for mobile homes shall be payable at the issuance of the permits which allow the mobile home to move on to a lot. The county administrator, city manager, their functional equivalent or their respective designees will have full collection authority as well as full discretion for approval of alternative methods for calculation of impact fees on a case-by-case basis. Fees shall be collected as part of the normal permitting process of each local jurisdiction.
- (b) All funds collected under this article shall be properly identified by the multimodal impact fee district, as identified in exhibit A, and promptly transferred for deposit into the appropriate multimodal impact fee trust account to be held in separate accounts as determined in section 150-42 and used solely for the purposes specified in this article.

- (c) In lieu of all or part of the multimodal impact fee imposed under this article, the county administrator, city manager or functional equivalent may accept the offer by a feepayer to implement all or part of a mobility improvement project consistent with the local government comprehensive plan or plans, or the metropolitan planning organization's long range transportation plan. The project(s) may be for any mode of transportation, including rail, transit, pedestrian or bicycle travel, providing that it serves to add to the capacity of the surrounding transportation circulation system or to increase mobility and reduce the dependence on automobile travel. This offer shall not include site-related improvements. These improvements must be in accordance with city, county and state requirements, whichever are applicable. The feepayer shall submit an offer to make improvements in lieu of a fee payment. The offer shall include a letter detailing the improvements to be made, improvement plans and a construction cost estimate in sufficient detail to allow the county administrator, city manager or functional equivalent to determine consistency with local requirements. If the county administrator, city manager, functional equivalent or their respective designees accept such an offer, the cost of the improvement project, except for the improvements identified in subsections 150-41(h), (i) and (j), shall be credited against the multimodal impact fee assessed on the proposed development. Upon satisfactory completion and construction approval of the transportation improvement made in lieu of all or a portion of the impact fee due, the improvement shall be accepted by the appropriate jurisdiction for future maintenance. If the certificate of occupancy is requested prior to the completion of the approved project, then a performance bond shall be provided to the county administrator, city manager or functional equivalent to cover the balance of all work required following issuance of the certificate of occupancy.
- (d) Construction of on-site trail, pedestrian or bicycle facility if part of trail, bicycle or pedestrian network identified in MPO Long Range Transportation Plan or local comprehensive plan is eligible for credit against impact fee assessment. No credit shall be given for other site-related improvements or land dedicated for related right-of-way.
- (e) All transportation improvements required under a county- or city-approved development order issued for a new development of regional impact approved prior to the effective date of this ordinance, except for those improvements deemed as site-related or on-site, shall be credited against multimodal impact fees up to the total amount of the impact fee.
- (f) Mixed-use developments consisting of complementary land uses that are designed with connectivity to allow for a reduction in trip lengths and/or percent new trips are eligible for an impact fee rate adjustment based on trip generation data for similar uses.
- (g) Commuter assistance programs with long-term contract facilitating ride sharing activity are eligible for an impact fee rate reduction based on the reduction in the number of single-occupant vehicle trips that would otherwise be associated with the project.
- (h) Bus stop shelters, including pads, are eligible for a credit against the impact fee assessment in an amount equal to the cost of the improvement or one percent of the fee, whichever is greater.
- (i) Construction of shared driveway(s) between adjacent properties is eligible for a credit against the impact fee assessment in an amount that is 50 percent of the construction cost for the portion of the driveway that is located off-site.
- (j) Construction of shared inter-connecting parking lots is eligible for a credit against the impact fee assessment in an amount that is 50 percent of the construction cost for the portion of the parking area located off-site.
- (k) Sidewalks constructed for credit against impact fee assessment must provide connection between the site and surrounding sidewalk network and/or major destination point such as a park, shopping center, school, community center, etc.
- (l) Pedestrian and bicycle facilities connecting neighboring properties may be eligible for credit against impact fees for the portion of the construction that is off-site.

- (m) Construction of service roads for vehicular traffic connecting adjacent developments are eligible for credit against impact fee assessment.
- (n) Off-site crosswalk enhancements, including curb bulb-out at intersection, pavement marking, raised crossing are eligible for credit against impact fee assessment.
- (o) Subsections 150-41(c) through (f) do not apply to development projects that are subject to the requirements of subsections 150-48(c), (d) and (f).

(Ord. No. 86-43, § 7, 6-10-86; Ord. No. 01-57, § 2, 8-7-01; Ord. No. 02-98, § 6, 12-3-02; Ord. No. 05-26, § 4, 4-19-05; Ord. No. 16-21, § 7, 3-29-16; Ord. No. 19-15, § 2, 7-23-19)

Sec. 150-42. Trust accounts established.

- (a) Each municipality which collects and administers multimodal impact fee funds shall establish a trust account which shall be used exclusively for funds collected under the terms of this article. Monies collected by or forwarded to the county shall be maintained in 13 separate impact fee trust accounts consistent with the districts shown in exhibit A.
- (b) Funds deposited to the trust accounts established under this section must be used in accordance with the provisions of section 150-43.

(Ord. No. 86-43, § 8, 6-10-86; Ord. No. 02-98, § 7, 12-3-02; Ord. No. 16-21, § 8, 3-29-16)

Sec. 150-43. Disposition of funds.

- (a) Funds collected from multimodal impact fees shall be used for the purpose of preparing and implementing plans and projects that improve the capacity of the surrounding mobility system, including bicycle, pedestrian, transit and automobile uses. Such improvements may be in the form of plans and projects that involve improvements to transportation modes such as transit, pedestrian and bicycle travel as well as roadway expansion or modifications. Such improvements shall be of the type as are made necessary by the new development to support the area mobility network. Plans which are funded from multimodal impact fees shall be prepared by or for a local government and for the purpose of defining appropriate and relevant mobility projects for implementation. A plan must identify at least one project to be included in the local government capital improvement program within three years of completion of the plan, or the funds used for the plan must be returned to the appropriate trust account. Specific projects to receive funds from impact fees collected shall be determined by the elected officials of the jurisdiction from where the funds were collected in accordance with subsection 150-43(e). Priorities for impact fee funded mobility improvements shall be established by the administering jurisdictions' elected officials in compliance with the adopted plans and transportation improvement program of the metropolitan planning organization or local jurisdictions.
- (b) No funds collected under this article shall be used for periodic maintenance, as defined in F.S. ch. 334, as amended.
- (c) Except as provided in subsection (e) of this section, funds shall be used exclusively for mobility improvements or expansions within the multimodal impact fee district from which funds were collected. Funds may also be used for projects located outside the district where they were collected provided the county has notified and received concurrence from all jurisdictions located within the multimodal impact fee district where the funds were collected. Funds shall be deemed expended in the order in which they are collected.

- (d) Fees, both county and municipal share, collected within a community redevelopment or tax increment financing district shall be expended within such district. Parking garages for general public purposes shall be considered eligible transportation improvements within such districts. With the concurrence of the county administrator, appropriate city manager or functional equivalent, the funds collected within a community redevelopment or tax increment financing district may be spent within the primary district.
- (e) Multimodal impact fees collected at the local level shall be held by the collecting jurisdiction until the end of the fiscal year in which collected. At the beginning of each new fiscal year (October 1), one-half of all fees collected, and the accrued interest thereon, less the four percent retained from the total fee collected for administrative costs, shall be forwarded to the board of county commissioners for placement in the appropriate trust account. The remaining one-half shall be deposited in the municipality's multimodal impact fee trust account. All fees must be disbursed, encumbered or refunded by each jurisdiction receiving the fees in a manner consistent with this article.
- (f) Multimodal impact fees collected within each district may be made available for construction of improvements on the state road network in the district.
- (g) Multimodal impact fee funds shall be administered as an independent component of the capital improvement element of the comprehensive plan, as required by F.S. ch. 163. Each fiscal year, the county administrator, respective city managers or functional equivalents shall present to their governing boards the district improvement programs for transportation expenditures. These programs shall assign mobility improvements costs and related expenses to the trust account for specific transportation improvement projects. Monies, including any accrued interest not assigned in any fiscal year, shall be retained in the same multimodal impact fee trust accounts until the next fiscal year, except as provided by the refund provisions of this article. The collecting jurisdiction (either a municipality or the county) shall retain four percent of the fees collected for administrative costs.

(Ord. No. 86-43, § 9, 6-10-86; Ord. No. 88-50, § 6, 11-8-88; Ord. No. 90-88, § II, 12-4-90; Ord. No. 02-98, § 8, 12-3-02; Ord. No. 05-26, § 5, 4-19-05; Ord. No. 16-21, § 9, 3-29-16)

Sec. 150-44. Refund of fee paid.

Any funds not expended or encumbered by the end of the calendar quarter immediately following ten years from the date the multimodal impact fee was paid shall, upon application of the feepayer within 180 days of that date, be returned to the feepayer with interest at a yearly rate to be determined by the Consumer Price Index effective January 1, which is to be applied to the preceding year for each year the deposit is held.

(Ord. No. 86-43, § 10, 6-10-86; Ord. No. 98-78, § 3, 9-15-98; Ord. No. 16-21, § 10, 3-29-16)

Sec. 150-45. Exemptions.

The following shall be exempted from payment of the multimodal impact fee:

- (1) Alteration or expansion of an existing building where no additional units or floor area are created, use is not changed, and where no additional vehicular trips will be produced over and above that produced by the existing use.
- (2) The construction of accessory buildings or structures which will not produce additional vehicular trips over and above that produced by the principal building or use of the land.
- (3) The replacement of a building or structure with a new building or structure of the same use provided that no additional trips will be produced over and above those produced by the original building or structure.

- (4) The construction of publicly-owned facilities used primarily for traditional government uses.

(Ord. No. 86-43, § 11, 6-10-86; Ord. No. 98-78, § 4, 9-15-98; Ord. No. 99-5, § 1, 1-19-99; Ord. No. 99-41, § 1, 4-20-99; Ord. No. 99-93, § 1, 10-26-99; Ord. No. 02-98, § 9, 12-3-02; Ord. No. 03-80, § 2, 10-21-03; Ord. No. 04-28, § 1, 4-13-04; Ord. No. 04-74, § 1, 10-26-04; Ord. No. 05-26, § 6, 4-19-05; Ord. No. 16-21, § 11, 3-29-16)

Sec. 150-46. Review committee.

It is the intention of the board of county commissioners to ensure consistency in administration of the multimodal impact fee ordinance. Therefore, a review committee composed of locally designated administrative officials is created to review matters which may be subject to differing interpretations arising from the administration of the article, and which are not clearly addressed by the provisions of this article. The Metropolitan Planning Organization Technical Coordinating Committee (TCC) shall serve as the review committee. The TCC shall make advisory recommendations to the administering jurisdiction on issues brought before the committee. The county metropolitan planning organization shall maintain the records of the committee and a listing of its membership. The metropolitan planning organization shall also provide staff services to the committee.

(Ord. No. 86-43, § 12, 6-10-86; Ord. No. 90-88, § III, 12-4-90; Ord. No. 02-98, § 10, 12-3-02; Ord. No. 16-21, § 12, 3-29-16)

Cross reference(s)—Boards, commissions, councils and authorities, § 2-226 et seq.

Sec. 150-47. Review of fee structure.

The multimodal impact fee schedule shall be reviewed every two years by the board of county commissioners and the metropolitan planning organization. The review shall consider trip generation rates and the actual construction costs for work contracted by the county and the state department of transportation within the county. The purpose of this review is to analyze the effects of inflation on the actual costs of mobility improvement projects and to ensure the fee charged new land development activity generating traffic will not exceed its fair share.

(Ord. No. 86-43, § 13, 6-10-86; Ord. No. 90-88, § IV, 12-4-90; Ord. No. 02-98, § 11, 12-3-02; Ord. No. 16-21, § 13, 3-29-16)

Sec. 150-48. Mobility management.

- (a) Transportation management plans are required for development applications subject to the provisions in subsections 150-48(c), (d) and (f) utilizing transportation management strategies/improvements included in an approved transportation management plan in terms of the scale of the project(s) and roadway capacity and/or mobility benefits provided shall be based primarily on the projected impact of the development project on the surrounding traffic circulation system. Specific conditions of the deficient road corridor impacted by the development shall also be considered.

Transportation management plan strategies/improvements required in accordance with subsections 150-48(c), (d) and (f) will be determined at the time of site plan review. Transportation management plans must be developed by the applicant and accepted by the applicable local government. If the project impacts a state road, the applicant must also submit the transportation management plan to the Florida Department of Transportation District 7 Office. Transportation management plan strategies/improvements include, but are not limited to, those listed below. Transportation management plans seeking to implement strategies that do not involve structural improvements, such as ride-sharing and transit incentive programs, must include a monitoring program to ensure the strategies

are carried out in accordance with the plan. Site-related improvements are not eligible for inclusion in transportation management plans.

- (1) *Intensity reduction.* The intensity of the proposal may be reduced through an across-the-board reduction of the permitted floor area ratio, as it would otherwise normally apply to the proposal. Other such corrective actions that would reduce the intensity of the proposal may also apply.
 - (2) *Density reduction.* The density of the proposal may be decreased by a reduction in the number of units per acre below that which would otherwise normally apply to the proposal.
 - (3) *Project phasing.* A project may be divided into logical phases of development by area, with later phases of the development proposal's approval withheld until the needed facilities are available.
 - (4) *Outparcel deletion.* Those portions of the proposal characterized as outparcels that create separate and unique impacts may be deleted from the total proposal.
 - (5) *Physical highway improvements.* A project may construct link capacity improvements, acceleration/deceleration lanes, intersection improvements or frontage roads.
 - (6) *Operational improvements (signal).* This includes efforts involving signal removal or signal timing improvements.
 - (7) *Access management strategies.* These include access management controls such as the preclusion of a direct connection to an LOS deficient facility, right-in/right-out driveways, alternative driveway locations, reduction of a driveway, single point access, shared access or the implementation of median controls.
 - (8) *Mass transit initiatives.* A project may implement a plan to encourage transit (e.g., employer-issued bus passes). Other mass transit initiatives may include, but are not limited to, the construction of bus stop amenities, bus pull-off areas and dedication of park and ride parking spaces.
 - (9) *Demand management/commuter assistance.* These include efforts to encourage ride-sharing (e.g., designated parking spaces for carpools, employer-sponsored carpool program, participation in transportation management organization/initiative programs), and implementation of flexible work hours and telecommuting programs.
 - (10) *Bicycle/pedestrian improvements.* These would involve structural improvements or construction of a bikeway or sidewalk connecting an existing bikeway/sidewalk network or providing access to a school, park, shopping center, etc. These improvements may also include pedestrian treatments in parking area, sidewalks connecting developments with adjacent land uses, trail improvements and bicycle rack and on-street bicycle lane installations, and the planting of trees to provide shade canopy along sidewalks.
 - (11) *Intelligent transportation system improvements.* This includes improvements pertaining to computerized traffic signal systems that automatically adjust to maximize traffic flow and to permit emergency vehicles to pass through intersections quickly. It also includes freeway management systems, such as electronic message signs, and electronic fare payment on public buses that reduce passenger boarding time.
 - (12) *Livable community site design features.* These include, but are not limited to, implementation of pedestrian friendly site design features such as orienting buildings toward the street and parking lots to the side or rear of buildings.
- (b) Deficient road corridors include parcels, all or a portion of which lie within a corridor as defined below.
- (1) *Sole direct access.* A condition where the only means of site ingress/egress is directly onto the road facility, regardless of the distance of that site from the facility;

- (2) *Direct access.* A condition in which one or more existing or potential site ingress/egress points makes a direct connection to the road facility and the site is within one-half mile of the road facility; and
 - (3) *Sole indirect access.* A condition where the only point of site ingress/egress is onto a public non-arterial roadway which makes its first and shortest arterial level connection onto a road facility regardless of the distance of that site from the facility.
- (c) Development projects that generate between 51 and 300 new peak hour trips are designated as tier 1.
- (1) Developers of tier 1 projects located within deficient road corridors are required to submit a transportation management plan designed to address their impacts while increasing mobility and reducing the demand for single occupant vehicle travel.
 - (2) The cost of transportation management strategies implemented for tier 1 projects are creditable toward their multimodal impact fee assessment. If the cost of the improvement exceeds the assessment, the development project would not be subject to the payment of a multimodal impact fee per sections 150-39 and 150-40.
- (d) Development projects that generate more than 300 new peak hour trips are designated as tier 2.
- (1) Developers of tier 2 projects within deficient road corridors are required to conduct a traffic study and submit an accompanying report. The report shall include the results of the traffic study and a transportation management plan identifying improvements necessary to address the impacts of the project.
 - (2) The cost of transportation management strategies implemented for tier 2 projects may be applied as credit toward the project's multimodal impact fee assessment or payment of the fee could be included as part of a transportation management plan.
- (e) Development projects that generate less than 51 new peak hour trips are required to pay a multimodal impact fee in accordance with chapter 150. Such development projects are not required to submit a transportation management plan or traffic study, unless otherwise warranted.
- (f) Development projects that generate more than 50 new peak hour trips on non-deficient roads shall be reviewed by Pinellas County or municipal staff to determine if the impacts to the project adversely affect the level of service of the surrounding road network. If it is determined that approval of the development project would diminish the level of service of the adjacent road(s) to peak hour level of service E or F or would cause the volume-to-capacity ratio to reach or exceed 0.9, a transportation management plan would be required. The applicant may submit a traffic study to verify whether their project would affect the level of service of the adjacent road(s). A transportation management plan would be required if the results of the study confirm the findings of the city or county staff. The transportation management plan for such developments shall comply with the requirements of tier 1 or tier 2 projects described in subsections 150-48(c) and (d) as appropriate and as determined by the presiding local government.
- (g) Determination of trip generation associated with an application for development shall be based on impact fee schedule A or B in section 150-40 or the latest edition of the Institute of Transportation Engineers Trip Generation Manual. As an alternative to the fee schedule and trip generation manual, the applicant may submit a trip generation study in accordance with section 150-40(d) and (e).
- (h) Deficient road corridors are identified in the following table and in exhibit K. The table and exhibit K do not include deficient roads with mitigating improvements scheduled within the next three years.

Deficient road corridors include the following:

Road Segment	From	To
102nd Avenue (CR 296)	Ridge Road	131st Street

22nd Avenue North	34th Street (SR 55)	22nd St
38th Avenue North (CR 184)	49th Street North (CR 611)	34th Street North
Alternate US 19 (SR 595)	Main Street (SR 580)	Pinellas/Pasco County Line
Bay Drive (SR 686)	Clwtr Largo Road (CR 321)	US 19 (SR 55)
Bay Pines Blvd (SR 595)	Park Street (CR 1)	East of 94th Street
Belcher Road (CR 501)	Gulf to Bay Blvd (SR 60)	Belleair Road (CR 464)
Belleair Road (CR 464)	MLK Jr. Avenue	US 19 (SR 55)
Belleair Beach Causeway (SR 686)	Indian Rocks Road	Gulf Boulevard
Bryan Dairy Road (CR 296)	Seminole Blvd (SR 595)	98th Street
Court Street (SR 60)	Missouri Avenue (SR 651)	Highland Avenue
Drew Street (CR 528)	US 19 (SR 55)	NE Coachman Road (SR 590)
East Lake Road (CR 611)	Woodlands Parkway	Keystone Road (CR 582)
Forest Lakes Blvd (CR 667)	SR 580	Tampa Road
Ft. Harrison Avenue	Belleair Road (CR 464)	Drew St (SR 590)
Gandy Blvd (SR 694)	US 19 (SR 55)	Interstate 275 (SR 93)
Gandy Blvd (SR 694)	4th Street (SR 687)	Brighton Bay Boulevard NE
Gulf-To-Bay Blvd/Courtney Campbell Cswy (SR 60)	Keene Road (CR 1)	Pinellas/ Hillsborough CL
Gulf Blvd	Belleair Cswy	Walsingham Rd.
Interstate 275 (SR 93)	Gandy Blvd (SR 694)	Interstate 175
Indian Rocks Road (CR 233)	West Bay Drive (CR 416)	Walsingham Road (CR 330)
Keene Road (CR 1)	Druid Road	Belleair Road (CR 464)
Keene Road (CR 1)	Sunset Point Road (CR 576)	SR 580
McMullen-Booth Road (CR 611)	Curlew Road (SR 586)	Gulf-To-Bay Blvd (SR 60)
Memorial Causeway (SR 60)	Coronado Drive	Island Way
Park Blvd (CR/SR 694)	US 19 (SR 55)	49th Street North
Park Blvd (CR/SR 694)	66th Street North	Duhme Road/113th Street North (CR 321)
Roosevelt Blvd (SR 686)	49th Street North (CR 611)	Ulmerton Road (SR 688)
SR 580	Phillipe Parkway (CR 590)	Forest Lakes Blvd (CR 667)
Starkey Road (CR 1)	East Bay Drive (SR 686)	Largo Lakes Blvd
Tampa Road (SR 584)	Curlew Road (SR 586)	SR 580
Tarpon Avenue (SR 582)	Alternate US 19 (SR 595)	US 19 (SR 55)
Ulmerton Road (SR 688)	40th Street	E. Roosevelt Blvd (SR 686)
US 19 (SR 55)	SR 580	Beckett Way
US 19 (SR 55)	Mainlands Boulevard	54th Avenue North (CR 202)
Walsingham Road	Ulmerton Road (SR 688)	Seminole Blvd (SR 595)

- (i) Existing levels of service (LOS) used to identify deficient road corridors are based on the annual Metropolitan Planning Organizations Level of Service Report.

(Ord. No. 16-21, § 14, 3-29-16)

Sec. 150-49. Territory embraced.

This article shall apply to the unincorporated area of the county and to the incorporated areas of the county to the extent permitted by article VIII, section 1(g) of the State Constitution and the County Charter.

(Ord. No. 86-43, § 16, 6-10-86; Ord. No. 90-88, § IV, 12-4-90; Ord. No. 16-21, § 15, 3-29-16)

Charter reference(s)—Conflicts between county and municipal ordinances, §§ 2.01, 2.04.

Sec. 150-50. Repeal of article.

After final adoption of this article by the board of county commissioners, this article shall be transmitted to all municipalities within the county. In the event any one municipality or group of municipalities representing ten percent or more of the total countywide population, based upon the latest population figures published by the county planning department, shall elect to exempt itself or themselves from this article, this article shall be deemed automatically repealed.

(Ord. No. 86-43, § 17, 6-10-86; Ord. No. 90-88, § IV, 12-4-90; Ord. No. 02-98, § 12, 12-3-02; Ord. No. 16-21, § 16, 3-29-16)

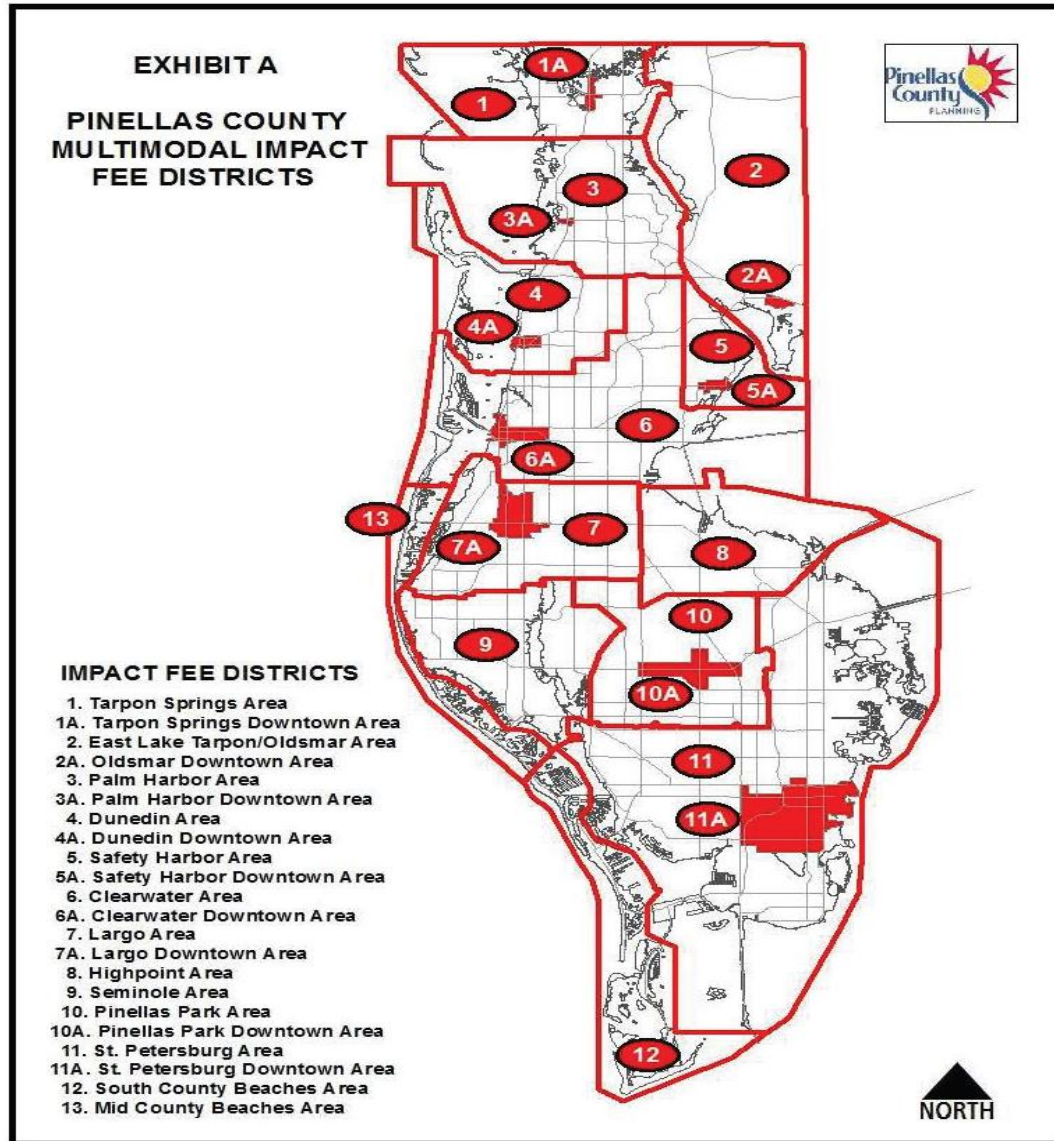
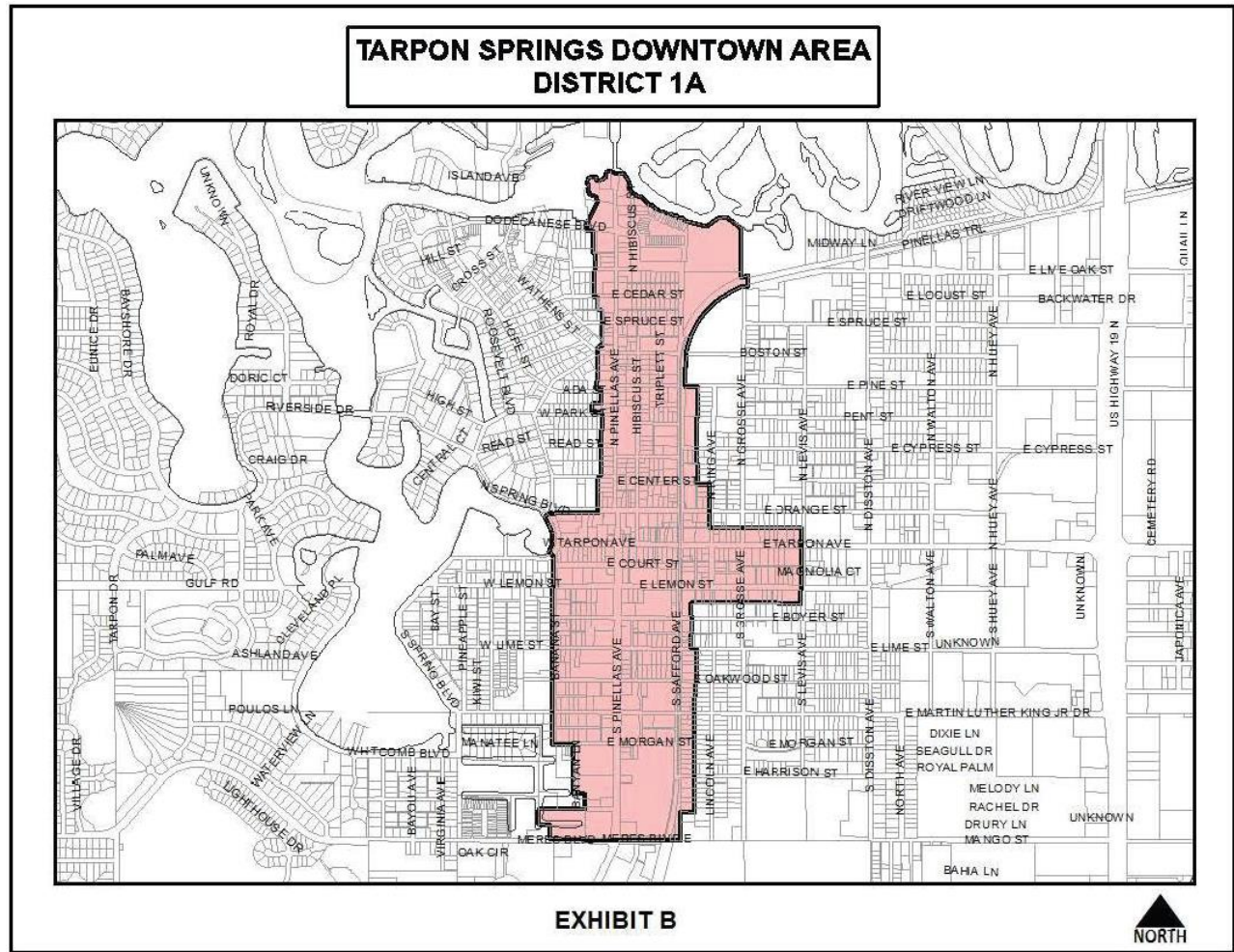


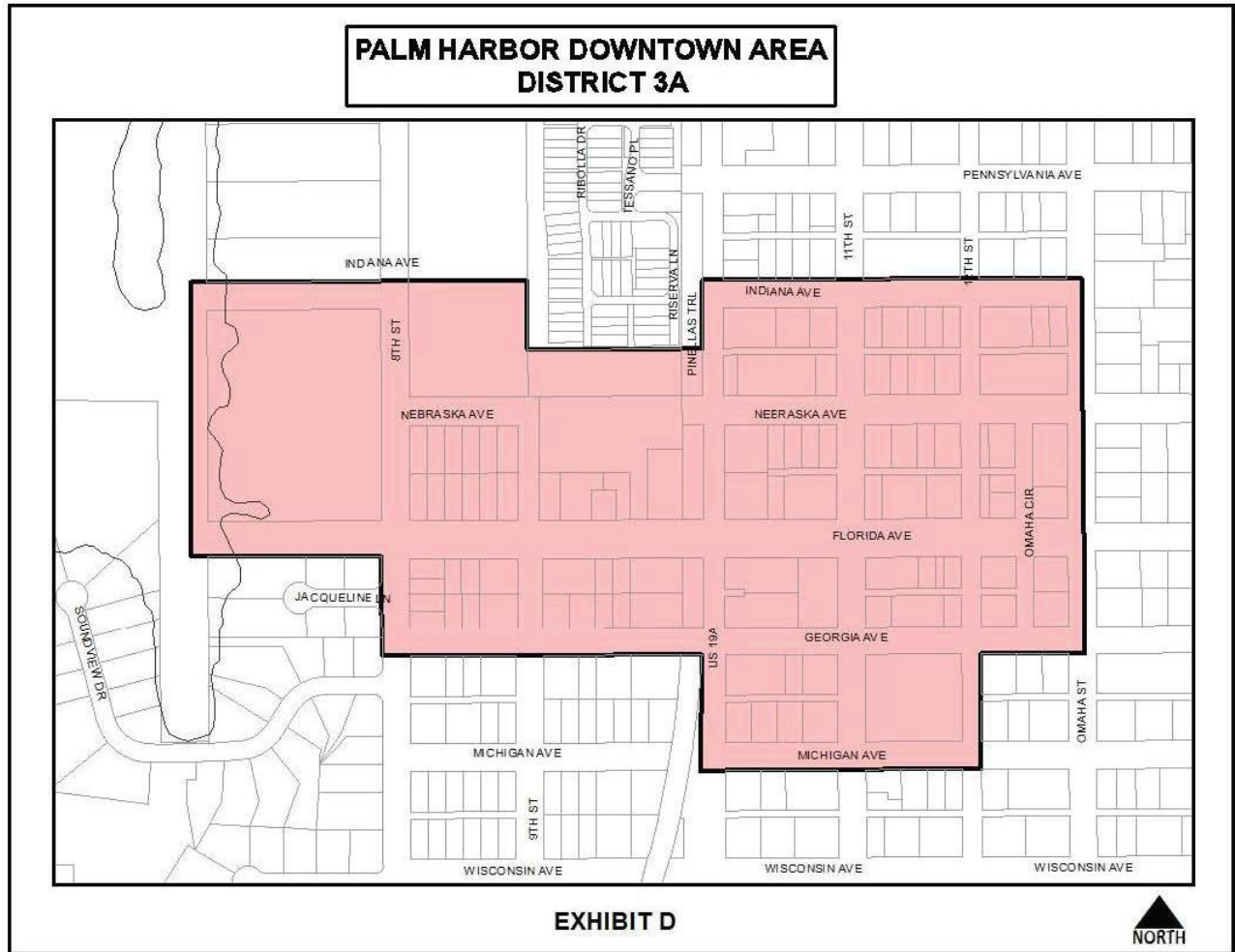
Exhibit A: Multimodal Impact Fee Districts



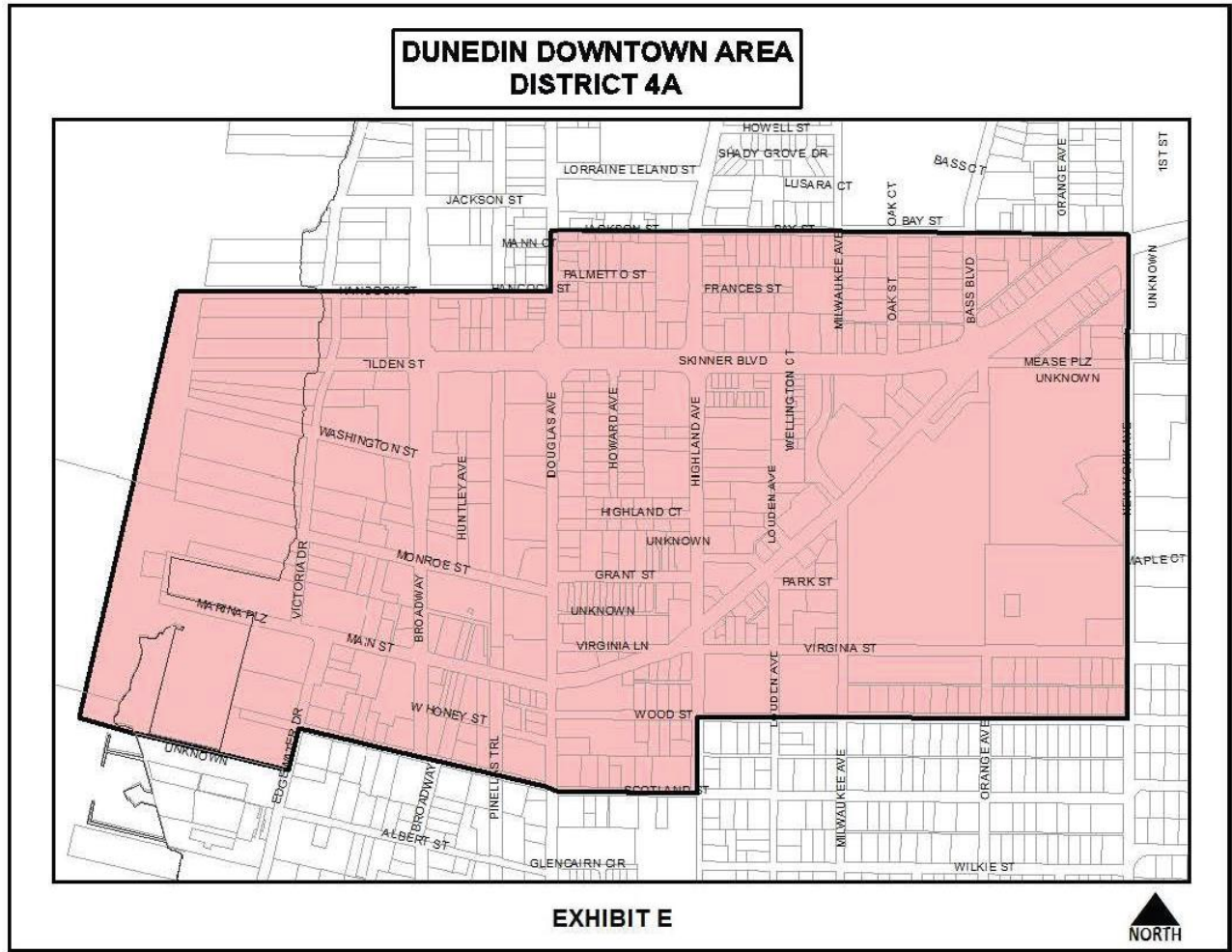
**Exhibit B: Tarpon Springs Downtown Area
District 1A**



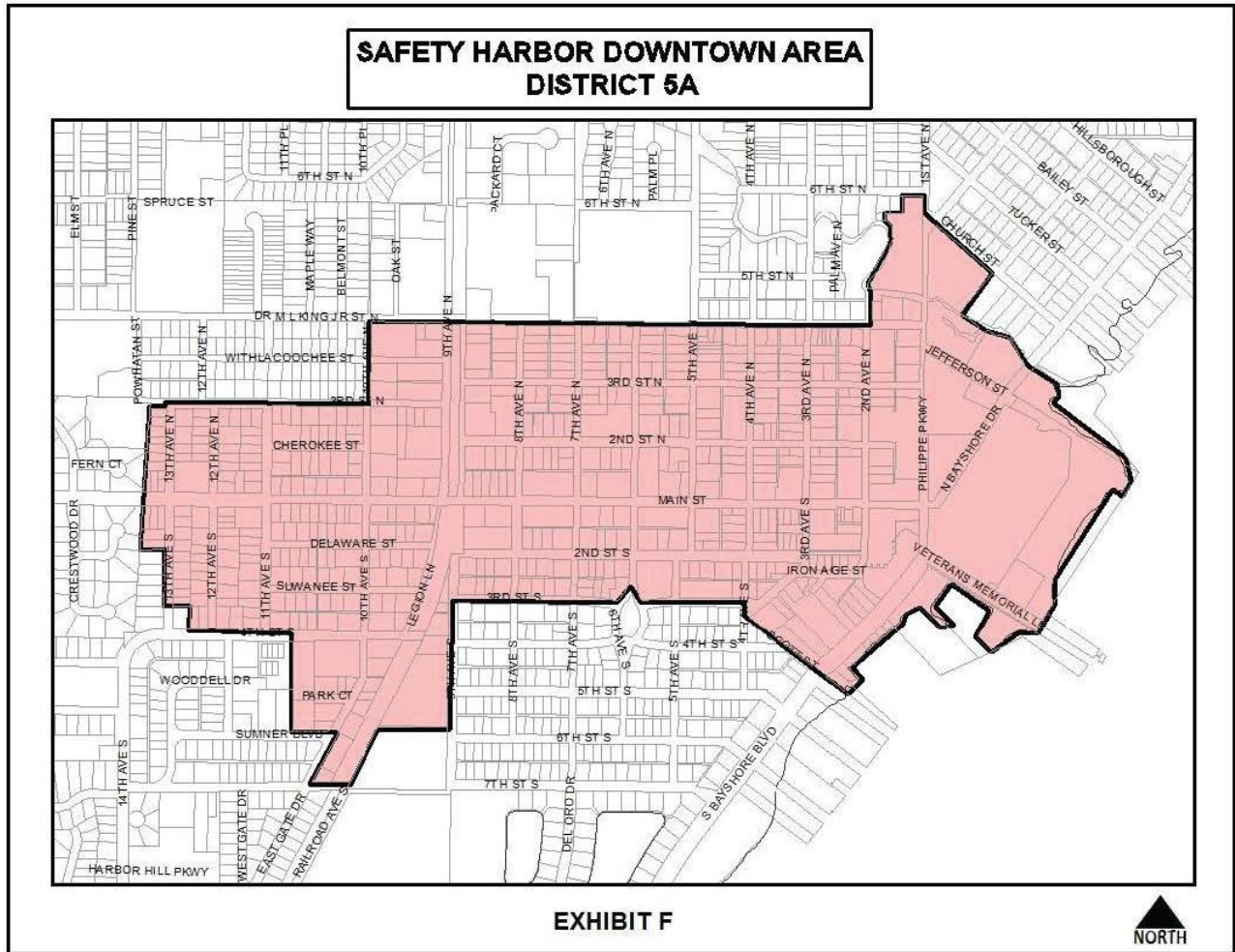
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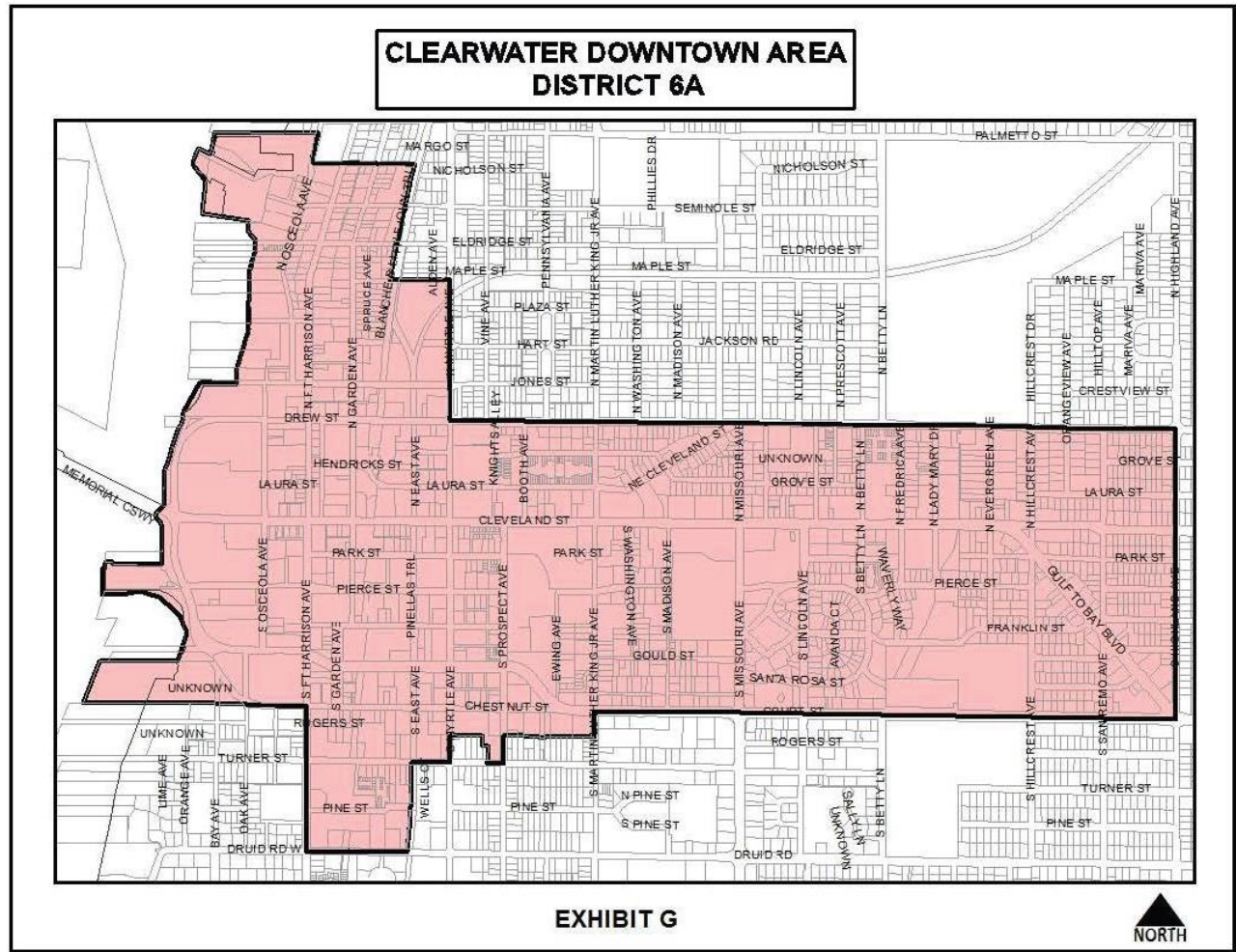
**Exhibit D: Palm Harbor Downtown Area
District 3A**



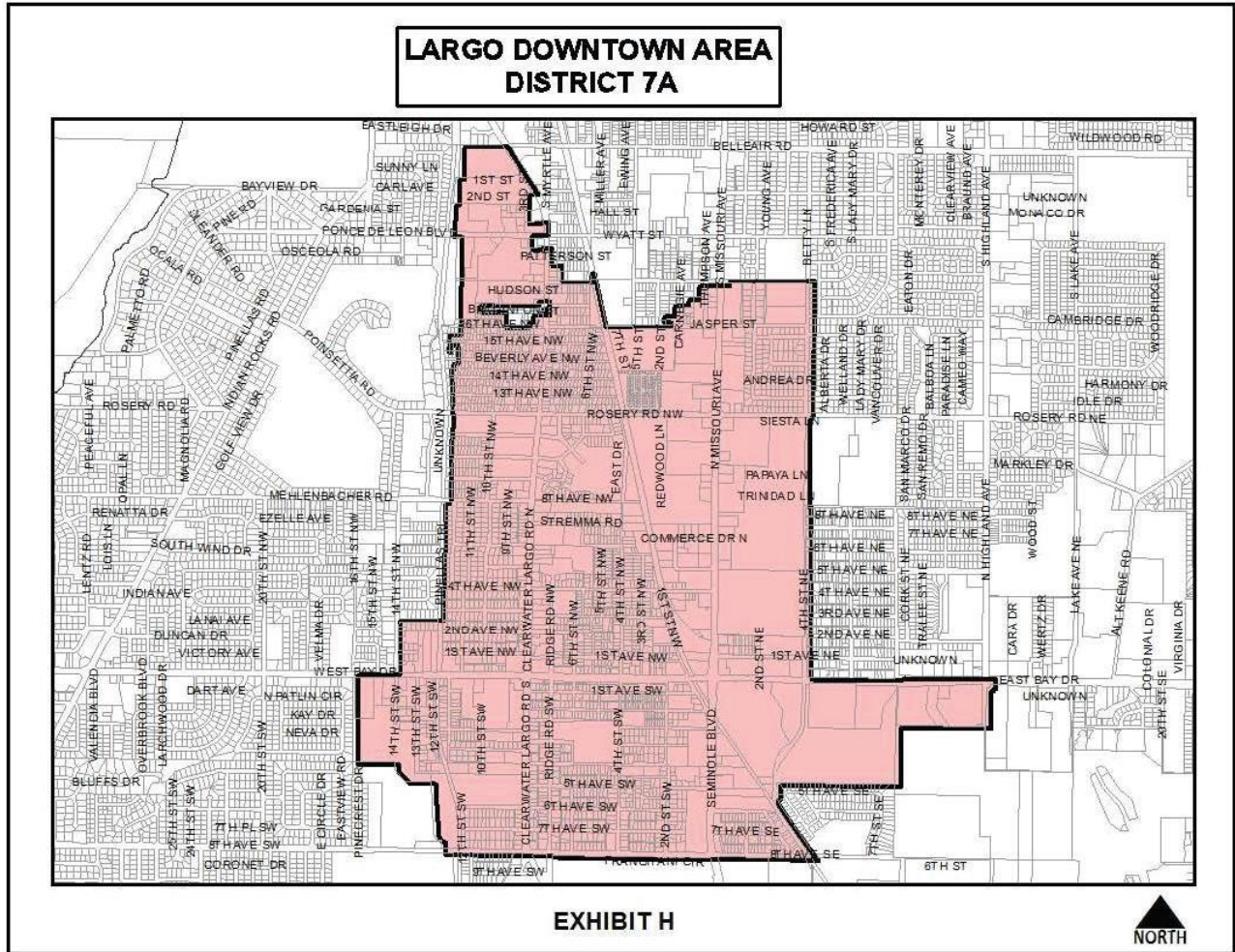
**Exhibit E: Dunedin Downtown Area
District 4A**



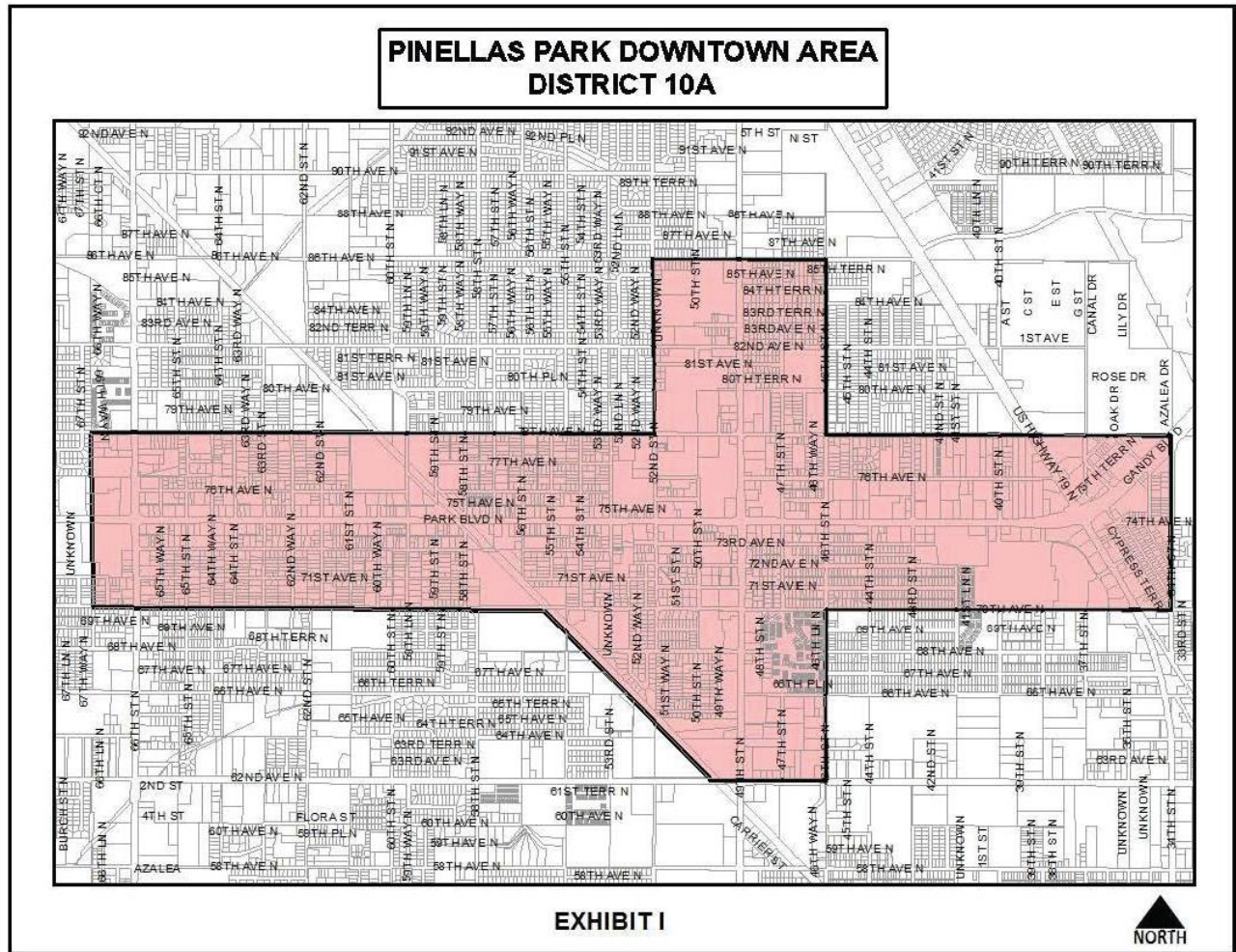
**Exhibit F: Safety Harbor Downtown Area
District 5A**



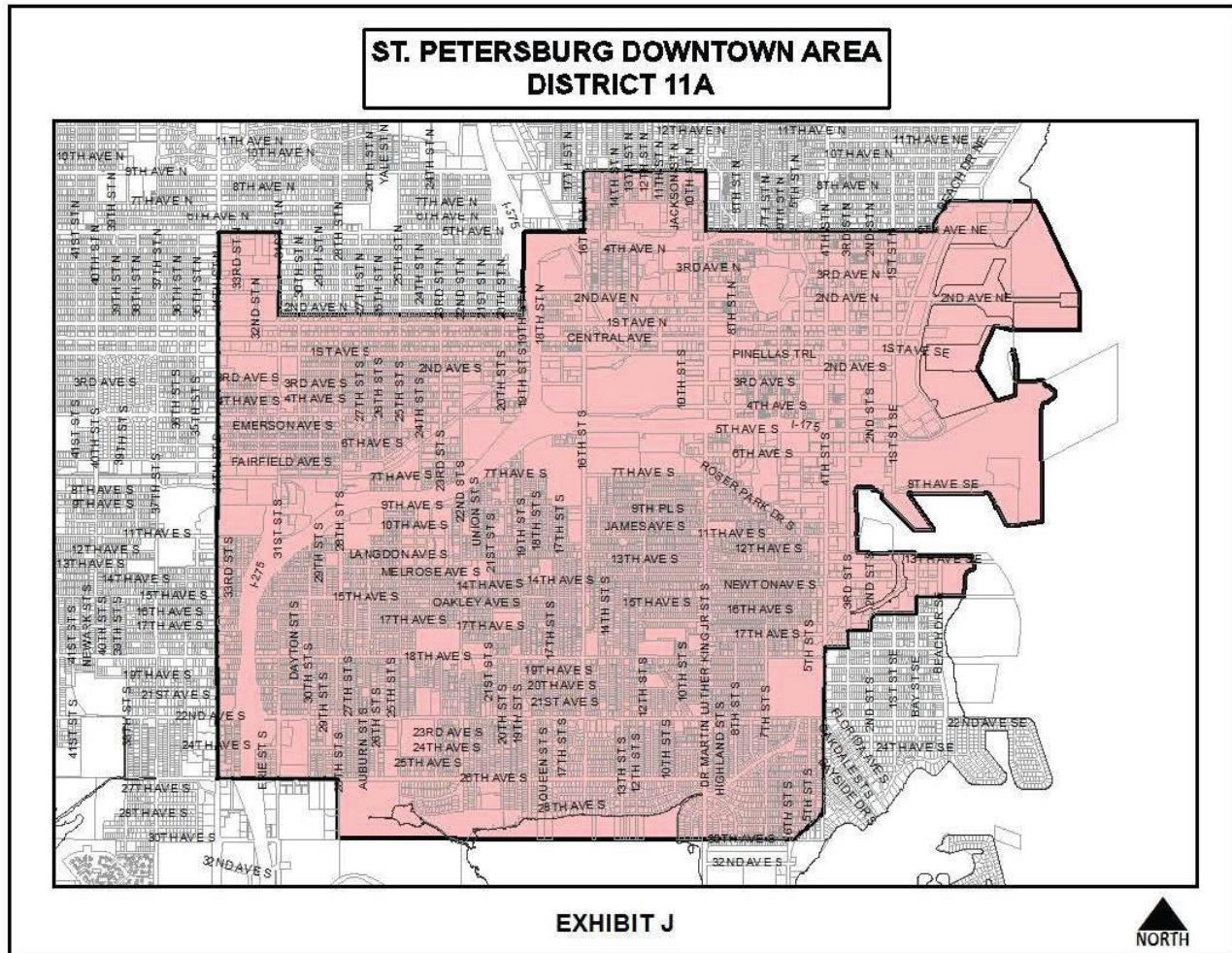
**Exhibit G: Clearwater Downtown Area
District 6A**



**Exhibit H: Largo Downtown Area
District 7A**



**Exhibit I: Pinellas Park Downtown Area
District 10A**



**Exhibit J: St. Petersburg Downtown Area
District 11A**

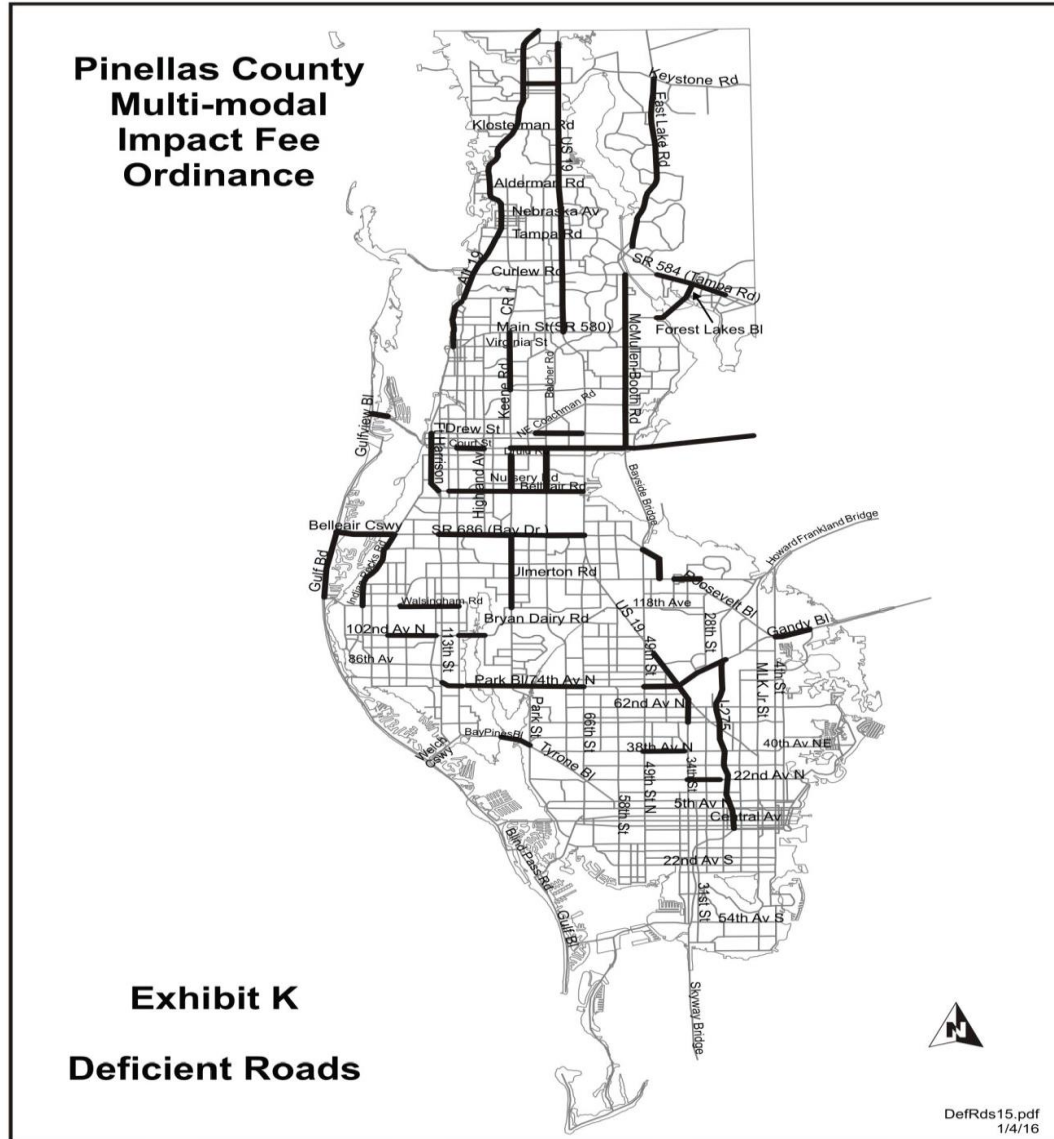


Exhibit K: Deficient Roads

(Ord. No. 16-21, § 17, 3-29-16)



Memorandum

Meeting Details: July 23, 2025 – Board of Commissioners Special Meeting
Prepared For: Honorable Mayor Brooks and the Board of Commissioners
Staff Contact: Community Development Department
Subject: Resolution 2025-07: One-Year Moratorium on Local Mobility Impact Fees

Background:

The purpose of this memo is to recommend a one-year moratorium on the collection of the City's local mobility impact fees. This action is necessary to evaluate the relationship between the City's local mobility impact fee and Pinellas County's multimodal impact fee, and to determine whether current practices may result in impermissible double charging for the same transportation capacity impacts.

The City of Madeira Beach currently imposes a local mobility impact fee on new development to help offset the cost of transportation infrastructure improvements necessitated by growth. Pinellas County also imposes a countywide multimodal impact fee under Chapter 150, Article II of the County Land Development Code.

Per Florida Statutes §163.3180(5)(j), a developer may not be charged twice for the same transportation impact. With the execution of an interlocal agreement between the City and the County to coordinate the administration of the County's multimodal impact fee, it is critical to evaluate whether the continued collection of the City's local mobility impact fee results in an overlapping charge.

Discussion:

Staff recommends enacting a **12-month moratorium** on the collection of the City's **local mobility impact fee**, with a **6-month check-in** to assess progress and identify any preliminary findings. During this time, no local mobility impact fees would be assessed or collected for new development or redevelopment.

Review and Recommendations

During the moratorium period, staff will:

- Conduct a thorough analysis of the City's local mobility impact fee and its potential duplication with the County's multimodal impact fee;

- Review relevant data, fee calculations, legal standards, and recent development activity;
- Recommend updates to the City’s mobility fee policy, including revisions, repeals, or retention with clear differentiation from the County’s fee;
- Prepare for full compliance with State law regarding impact fee collection and use.

If it is determined that double charging has occurred, the City will refund all improperly collected local mobility impact fees.

Fiscal Impact:

While there will be a temporary pause in the collection of the City’s local mobility impact fees, the City will retain 50% of the County’s multimodal impact fees per the interlocal agreement. This will help mitigate the fiscal impact of the moratorium and provide continued funding for eligible transportation improvements during the review period.

Recommendation(s):

Staff recommends approving Resolution 2025-07 which is a one-year moratorium on the collection of the City’s local mobility impact fee, effective upon adoption until July 31, 2026, unless the Board of Commissioners rescind or extend the moratorium by subsequent Resolution.

Attachments/Corresponding Documents:

- Resolution 2025-07: One-Year Moratorium on Local Mobility Impact Fees

RESOLUTION 2025-07

A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE CITY OF MADEIRA BEACH, FLORIDA; IMPOSING A TEMPORARY MORATORIUM ON THE IMPOSITION AND COLLECTION OF THE MOBILITY FEE REQUIRED PURSUANT TO CHAPTER 92 (PROPORTIONATE SHARE DEVELOPMENT FEE) OF THE CITY OF MADEIRA BEACH CODE OF ORDINANCES UNTIL JULY 31, 2026; PROVIDING FOR SEVERABILITY, CONFLICTS AND AN EFFECTIVE DATE.

WHEREAS, on June 25, 2024, Governor Ron DeSantis signed into law an amendment to Florida Statute 163.3180 that provides in part:

(j)1. If a county and municipality charge the developer of a new development or redevelopment a fee for transportation capacity impacts, the county and municipality must create and execute an interlocal agreement to coordinate the mitigation of their respective transportation capacity impacts.

2. The interlocal agreement must, at a minimum:

a. Ensure that any new development or redevelopment is not charged twice for the same transportation capacity impacts; and

WHEREAS, the city adopted in 2020, and then amended in 2021, a proportionate share development fee ordinance which includes a mobility fee; and

WHEREAS, at the time that the mobility fee was adopted the city was not collecting the multimodal impact fee authorized by Pinellas County and therefor there was no offset or credit contemplated in the computation of the city's mobility fee; and

WHEREAS, the city wishes to review its imposition of the mobility fee to confirm that any new development or redevelopment is not charged twice for the same transportation capacity impacts and the Board of Commissioners deems it appropriate to place a moratorium on the imposition and collection of mobility fees on a temporary basis.

NOW THEREFORE BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF THE CITY OF MADEIRA BEACH, FLORIDA, THAT:

Section 1. The above recitals ("Whereas" clauses) are hereby adopted as legislative findings, purpose and intent of the Board of Commissioners.

Section 2. A temporary moratorium is hereby enacted on the imposition and collection of mobility fees within the City of Madeira Beach. While the temporary moratorium is in effect, the City shall not impose or collect the mobility fee.

Section 3. This Resolution shall take effect upon its adoption, shall be reviewed by the Board of Commissioners no later than January 31, 2026 and shall terminate on July 31, 2026, unless the Board of Commissioners rescinds or extends the moratorium by subsequent Resolution.

Section 4. The provisions of this Resolution are declared to be severable and, if in any section, sentence, clause or phrase of this Resolution shall for any reason be held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining section, sentences, clauses and phrases of this Resolution but they shall remain in effect, it being the legislative intent that this Resolution shall stand notwithstanding the invalidity of any part.

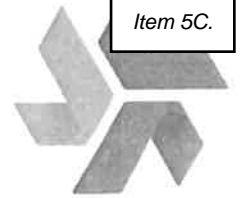
Section 5. This Resolution is to be liberally construed to accomplish its objectives.

**INTRODUCED AND ADOPTED BY THE BOARD OF COMMISSIONERS OF
THE CITY OF MADEIR BEACH, FLORIDA, THIS ____ DAY OF JULY ____, 2025.**

Anne-Marie Brooks
Mayor

ATTEST:

Clara VanBlargan, MMC, MSM,
City Clerk



July 9, 2025

The Honorable Anne-Marie Brooks, Mayor
City of Madeira Beach
300 Municipal Drive
Madeira Beach, FL 33708

RE: Forward Pinellas Board Appointment

Dear Mayor Brooks:

As you are likely aware, the seat on the Forward Pinellas Board representing the beach communities has become vacant due to the resignation of Mayor David Will of Redington Beach. A new appointment will need to be made to fulfill the remainder of the term which ends on December 31, 2026, but allows for reappointment. Mayor Anne-Marie Brooks from the City of Madeira Beach has volunteered to fill the vacancy. That said, the governing documents for the Forward Pinellas Board require that we follow the same procedure to fill a vacancy as was used to make the original appointment.

Therefore, as one of the 10 barrier island communities that share a representative on the board, your local government is being asked to participate in the member appointment process developed by the Barrier Islands Governmental Council (BIG-C) to fill this vacancy as follows:

- Step 1: Each BIG-C municipality (excluding Clearwater) shall take formal action to either nominate one of its own elected officials or support the nomination of an elected official from another community. The name of that individual should then be transmitted to the BIG-C via Adriana Nieves, the Town Clerk for Redington Beach at 105 164th Ave, Redington Beach, FL 33708-1519, by August 15th for inclusion in the August BIG-C meeting agenda packet;
- Step 2: After nominations are received, at its August 27th meeting, the BIG-C, by majority vote, shall recommend an appointment;

- Step 3: The municipal government board on which the recommended elected official serves shall confirm the appointment; and
- Step 4: The municipal government board on which the recommended elected official serves shall transmit the name of the appointee to Forward Pinellas.

Meeting the deadline for submitting nominations will be important to ensure the beach communities are represented on the Forward Pinellas Board again as soon as possible.

Please contact me, or Tina Jablon at 727-464-5307, if more information or clarification is needed.

Sincerely,

A handwritten signature in black ink, appearing to read 'Whit Blanton', with a stylized flourish at the end.

Whit Blanton, FAICP
Executive Director

cc: Mayor David Will, President, BIG-C
Clara VanBlargan, Clerk, City of Madeira Beach