

# The Countywide Plan

## Appendix

October 24, 2019



**FORWARD  
PINELLAS**  
Integrating Land Use & Transportation

# The Countywide Plan Appendix

This document prepared and maintained

by



in its capacity as the  
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## **Appendix A**

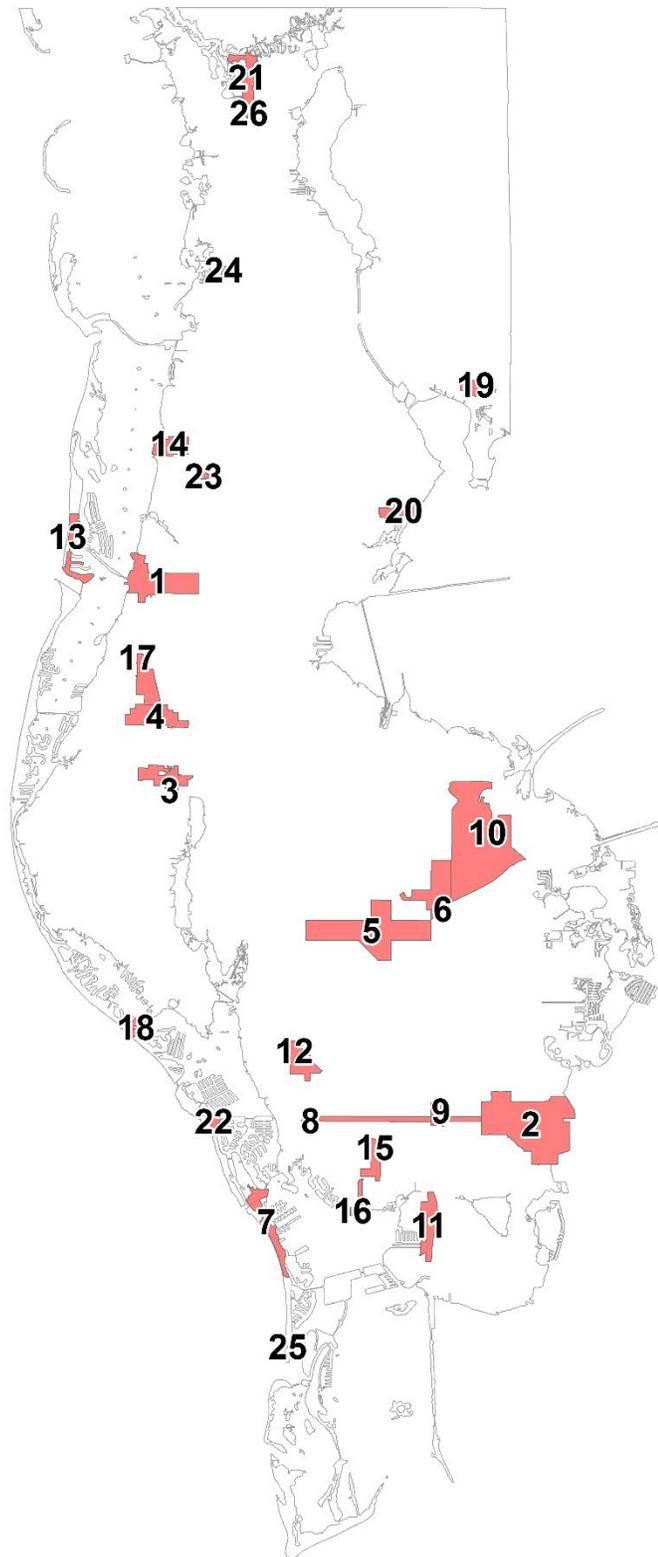
### **Reclassification of Special Centers and Special Corridors**

In the Countywide Plan adopted August 7, 2015, the longstanding Special Area Plan process was retired in favor of new requirements for the utilization of the Activity Center and Multimodal Corridor categories. Subcategories of the Activity Center and Multimodal Corridor categories were created to recognize Special Area Plans adopted prior to that date, respectively known as Special Centers (shown on Map A1) and Special Corridors (shown on Map A2).

In response to local government input, during the next major Countywide Plan update on October 24, 2019, the Activity Center and Multimodal Corridor categories were revised, and the Special Centers and Special Corridors were reclassified to other subcategories consistent with their adopted density/intensity standards, size and locational criteria. Activity Centers and Multimodal Corridors adopted subsequent to August 7, 2015 were not affected by this reclassification and remain designated with their initial adopted subcategories.

The reclassified subcategories for the former Special Centers and Special Corridors are shown in Tables A1 and A2, respectively. Each area designated with one of these subcategories will continue to be governed by the density, intensity, use, and other standards of the applicable special area plan, as amended through the Countywide Plan process by the local government with jurisdiction.

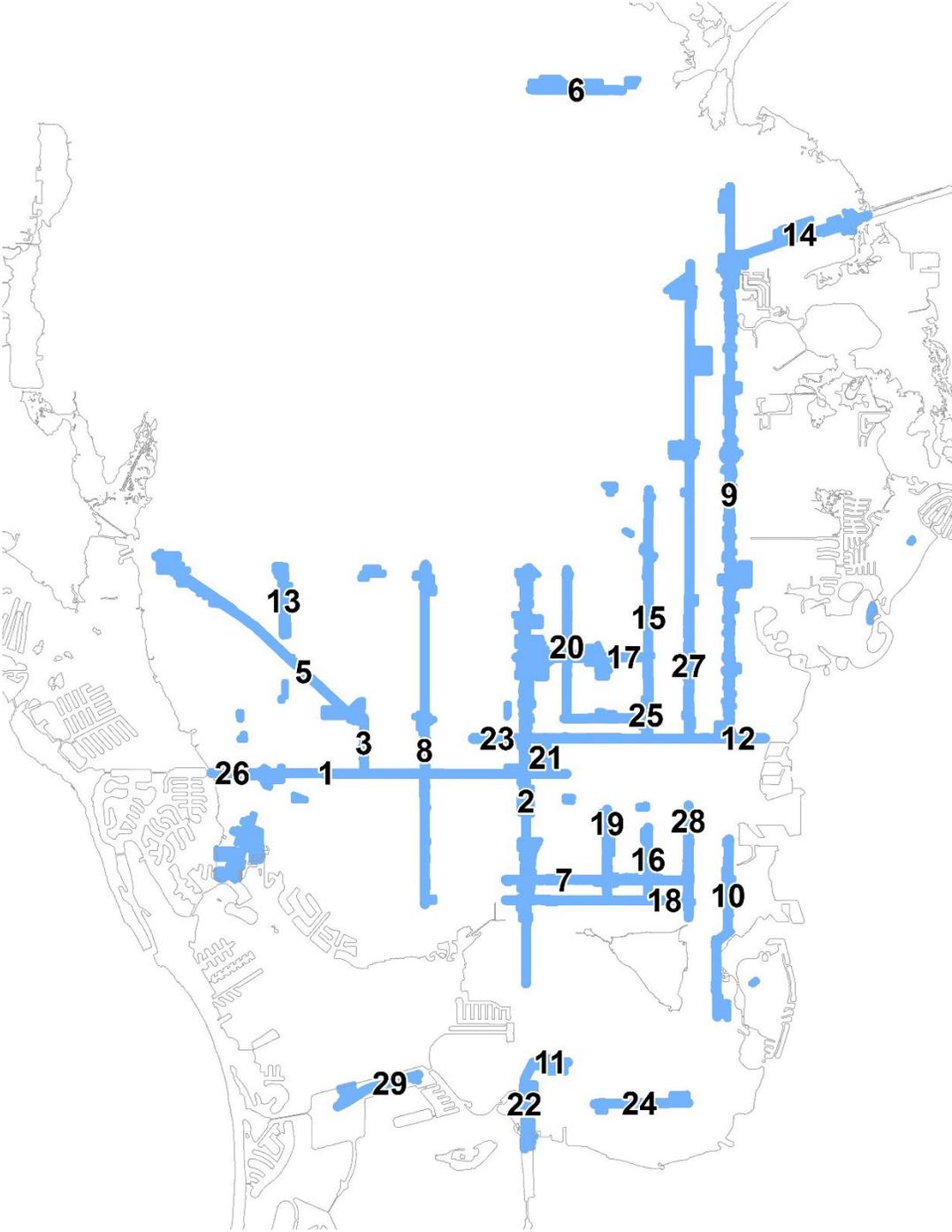
**Map A1**  
**Reclassified Special Centers Location**



**Table A1  
Reclassified Special Centers**

<b>Reclassified Subcategory</b>	<b>Local Government</b>	<b>Activity Center</b>	<b>Map Key</b>
Urban Center	Clearwater	Downtown Redevelopment Plan	1
	St. Petersburg	Intown Redevelopment Plan	2
Major Center	Largo	Largo Mall Activity Center Special Area Plan	3
	Largo	West Bay Drive Community Redevelopment District	4
	Pinellas Park	Community Redevelopment District	5
	Pinellas Park	Gateway Activity Center	6
	St. Pete Beach	Community Redevelopment Plan	7
	St. Petersburg	Central Avenue Revitalization Plan	8
	St. Petersburg	Central Plaza Activity Center	9
	St. Petersburg	Gateway Activity Center	10
	St. Petersburg	Skyway Marina District	11
	St. Petersburg	Tyrone Activity Center	12
Community Center	Clearwater	Beach by Design	13
	Dunedin	Guideways to Downtown's Future	14
	Gulfport	49th Street Redevelopment Plan	15
	Gulfport	Waterfront Area Redevelopment Plan	16
	Largo	Clearwater-Largo Road Community Redevelopment Plan	17
	Madeira Beach	Town Center Special Area Plan	18
	Oldsmar	Town Center Redevelopment Plan	19
	Safety Harbor	Downtown Master Plan	20
	Tarpon Springs	Sponge Docks and CRA Special Area Plan	21
	Treasure Island	Downtown Special Area Plan	22
Neighborhood Center	Dunedin	375 Patricia Avenue	23
	Pinellas County	Downtown Historic Palm Harbor Master Plan	24
	St. Pete Beach	Eighth Avenue Commercial District	25
	Tarpon Springs	Meres Crossing Special Area Plan	26

**Map A2**  
**Reclassified Special Corridors Location**



**Table A2  
Reclassified Special Corridors**

<b>Reclassified Subcategory</b>	<b>Local Government</b>	<b>Multimodal Corridor</b>	<b>Map Key</b>
Premium	St. Petersburg	Central Ave	1
Primary	St. Petersburg	34th St N & S	2
	St. Petersburg	58th St N	3
	St. Petersburg	9th Ave N	4
	St. Petersburg	Tyrone Blvd N	5
	St. Petersburg	Ulmerton Rd	6
Secondary	St. Petersburg	18th Ave S	7
	St. Petersburg	49th St N & S	8
	St. Petersburg	4th St N	9
	St. Petersburg	4th St S	10
	St. Petersburg	54th Ave S	11
	St. Petersburg	5th Ave N	12
	St. Petersburg	66th St N	13
	St. Petersburg	Gandy Blvd	14
Supporting	St. Petersburg	16th St N	15
	St. Petersburg	16th St S	16
	St. Petersburg	22nd Ave N	17
	St. Petersburg	22nd Ave S	18
	St. Petersburg	22nd St S	19
	St. Petersburg	28th St N	20
	St. Petersburg	31st St N	21
	St. Petersburg	34th St S (south of 54th Ave S)	22
	St. Petersburg	5th Ave N	23
	St. Petersburg	62nd Ave S	24
	St. Petersburg	9th Ave N	25
	St. Petersburg	Central Ave (west of 66th St N)	26
	St. Petersburg	Dr. MLK Jr St N	27
	St. Petersburg	Dr. MLK Jr St S	28
	St. Petersburg	Pinellas Bayway	29

## Appendix B

### Tampa Bay Area Regional Transportation Authority Transit-Oriented Development Guiding Principles

The Tampa Bay Area Regional Transportation Authority (TBARTA) urges all planning agencies to consider these guiding principles when adjusting their policies and regulations in order to help our region better compete for federal funds. The guiding principles can also help our region meet certain expectations relating to prioritization, corridor studies and Federal Transit Administration (FTA) land use criteria. These guiding principles are intended to serve as an important step in an evolving process for planning along corridors in the TBARTA Master Plan, resulting in transit-oriented development (TOD) projects that support the goals of the community.

#### Coordination, Economic Development, and Implementation

1. Plan for TOD in accordance with the requirements of the Federal Transit Administration New Starts planning and development process and evaluation criteria.
2. Recognize that each TOD is different, and each development is located within its own unique context and serves a defined purpose in the context of the corridor and the regional system.
3. Strive to make TODs realistic, economically viable, and valuable by conducting a location-based market analysis for development projections to identify land use mix and density/intensity of uses.
4. Consider Tampa Bay area's target industries when planning for the area of influence of the station area development, and create strategies for attracting those employers.
5. Introduce creative parking strategies, account for the actual costs of parking, and reduce parking requirements for most developments with the option of implementing new requirements over time.
6. Identify implementation strategies that include various mechanisms such as regulatory requirements, incentives, funding, public-private partnerships, joint/shared facilities, environmental remediation, and property aggregation.
7. Establish a method for preparing Station Area Plans, coordinated by government agencies, that engages multiple stakeholders including the public.
8. Specify that Station Area Plans will include existing conditions, neighborhood context, station area types, redevelopment vision, concept plan, market research and development projections, land use recommendations, zoning requirements, building design standards, site development standards, street cross sections, streetscape development standards, pedestrian and bicycle access plans, public infrastructure improvements, signage plan, public realm and open space plan, parking accommodations, and implementation plan.
9. Recognize the need for jurisdictions to work together toward common goals, and commit to mutually beneficial partnerships.
10. Convey how TOD benefits citizens, local governments, the environment, and private entities such as employers and developers, and financial institutions.
11. Ensure that the land use impacts of transit routes and station locations are considered throughout all steps in the transit planning process.

## **Land Use**

1. Create compact development areas within a ½-mile walk of public transit and with sufficient density and/or intensity to support ridership.
2. Create easy to implement development zones with greater flexibility for mixing uses and higher density/intensity that are easier to implement than traditional requirements, and are able to respond to changing conditions.
3. Provide a variety of housing types for a wide range of ages and incomes.
4. Identify station area types that address transit technology, community character, density/intensity and mix of land uses, housing mix, and building heights.
5. Provide active uses such as retail and office on the ground floor of buildings, including parking garages.
6. Provide uses that serve the daily needs of residents, commuters, and visitors.

## **Mobility**

1. Make the pedestrian the focus of the development strategy without excluding the automobile.
2. Create continuous, direct, convenient transit and pedestrian linkages, including walkways between principal entrances of buildings and to adjacent lots.
3. Provide park and ride lots where appropriate.
4. Accommodate multimodal local and regional connections for all types of vehicles, including trains, buses, bicycles, cars, ships, boats, aircraft, and taxicabs.
5. Establish thresholds for trade-offs between mobility needs (e.g. frequency, speed) and the desire for economic development with regard to the location and number of stations.

## **Community Design**

1. Use urban design to enhance the community identity of station areas and to make them attractive, safe and convenient places.
2. Create active places and livable communities where people feel a sense of belonging and ownership.
3. Include engaging, high quality public spaces that function as organizing features and gathering places for the neighborhood.
4. Ensure there are appropriate transitions in densities, intensities, and building heights between TODs and surrounding lower-density development (e.g. single-family neighborhoods).
5. Strive to incorporate sustainable technologies in station design and operations, such as in lighting, signage, audio/visual, cooling, waste management, and stormwater systems.
6. Develop graphic wayfinding systems at station areas to assist visitors and tourists with navigation.
7. Make safety, with the emphasis on pedestrian, bicycle, and ADA access, a key focus of the development strategy.

## Appendix C

### Scenic/Noncommercial Corridor Element

#### Part I: Introduction

##### *Background*

Several local governments in Pinellas County have identified one or more roadway corridors as “Scenic/Noncommercial Corridors” dating from 1965. In most cases, this action took the form of a resolution that assigned the “scenic/noncommercial” term to the roadway without the benefit of a definitive plan of action by which to achieve the stated purpose. Over time, eight separate roadways or portions of roadways have been recognized as Scenic/Noncommercial Corridors in some form throughout Pinellas County.

With the adoption of the Countywide Plan in 1989 and the update of the Countywide Rules in 1992, it became apparent that a more explicit enumeration of the purpose, method of selection and guidelines by which to implement Scenic/Noncommercial Corridors was in order. To address these issues in a manner that would build upon the previous efforts of local government and the Pinellas County Planning Council, the Planning Council authorized the preparation of the *Scenic/Noncommercial Corridor Master Plan*. The Council approved the Master Plan as an advisory document to support this Scenic/Noncommercial Corridor Element.

##### *Purpose*

The purpose of this Scenic/Noncommercial Corridor Element is to provide a basis for protecting scenic qualities, ensuring the integrity of the Countywide Plan, discouraging visual clutter, enhancing design considerations and encouraging more efficient traffic operation along selected roadway corridors in the County.

This Scenic/Noncommercial Corridor Element provides data and analysis to support the Scenic/Noncommercial Corridor portion of the Countywide Plan Strategies Transportation Component. The element establishes the rationale, recommended delineation and proposed treatment for a system of especially important Pinellas County roadway corridors. The Scenic/Noncommercial Corridor strategies comprise the adopted policy framework which are implemented in Countywide Rules.

##### *Organization*

The Scenic/Noncommercial Corridor Element is derived from the *Scenic/Noncommercial Corridor Master Plan* approved by the Pinellas Planning Council Resolution No. 94-9 and received by Countywide Planning Authority Resolution No. 94-228. The Master Plan was prepared to establish an advisory document that would both serve as support documentation for this Scenic/Noncommercial Corridor Plan Element and corresponding Countywide Rules and to illustrate potentially useful landscape and streetscape design treatments.

This Countywide Scenic/Noncommercial Corridor Element establishes a common, recognized policy for the selection and treatment of Scenic/Noncommercial Corridors under the Countywide Plan. The Countywide Rules identify the approved Scenic/Noncommercial Corridors and the factors to be considered in amendment of the Countywide Future Land Use Plan along such corridors. The relationship between the various documents and the respective role of each is as follows:

- *The Scenic/Noncommercial Corridor Master Plan* is an approved, non-binding advisory or reference document which supports this Scenic/Noncommercial Corridor Element, the Countywide Plan Strategies, and the Countywide Rules.
- The Scenic/Noncommercial Corridor portion of the adopted Countywide Plan Strategies, together with the data and analysis contained in this Scenic/Noncommercial Corridor Element, establish a formal, rational methodology and recommended means of implementation. The Strategies serve as the basis for amendment to the Countywide Rules and their subsequent administration.
- Section 6.5.4.1 of the Countywide Rules includes the adopted enumeration of corridors and guidelines for the administration of the Scenic/Noncommercial Corridor designation of the Countywide Plan Map.

## **Part II: Corridor Identification and Evaluation**

This Scenic/Noncommercial Corridor Element serves as a basis for identifying and evaluating qualified candidate roadway corridors regarding their scenic characteristics, land use relationships, and traffic operational qualities. Roadway corridors are first qualified based on the criteria identified below. Extensive evaluation is then conducted for each qualified roadway to produce a recommended corridor network.

### *Qualification Criteria*

Ultimate designation of a roadway corridor as a Scenic/Noncommercial Corridor requires consideration of many factors. A corridor, or segment of a corridor, must meet the following criteria to qualify for consideration:

- A-1: The roadway/roadway segment shall either currently, or be proposed to, serve as a significant carrier of vehicular traffic, which shall be defined as having a future functional classification of minor arterial or greater by the Pinellas County Metropolitan Planning Organization (MPO); and
- A-2: The corridor containing the roadway/roadway segment has considerable potential to experience, within the next fifteen years, land use and development pressures that could result in a significant increase in land use intensity/density or altered use characteristics; and

A-3: The roadway/roadway segment within the corridor has, or is projected to have within the next fifteen years, significant traffic volumes based on the planned future capacity of that roadway; and

A-4: The corridor containing the roadway/roadway segment demonstrates the presence of “scenic qualities” of a natural or architectural form, or the potential for enhancement or creation of these “scenic qualities”.

-OR-

B-1: The roadway/roadway segment contains unique scenic, cultural, recreational or historic resources within the corridor, irrespective of that roadway corridor's ability to meet other qualification criteria.

Those roadway corridors meeting criteria A-1 through A-4 are termed “Primary” Corridor candidates. Those meeting only criteria B-1 are identified as “Unique” Corridor candidates.

### *Corridor Evaluation*

Exhibit C1 - Corridor Evaluation & Classification Form identifies the criteria by which to further evaluate those corridors that pass the initial qualification screening process. The form is structured to gather information and rate each qualified corridor to assist in making a determination as to its appropriateness for Scenic/Noncommercial Corridor designation. In order to qualify for recommendation as a Scenic/Noncommercial Corridor, individual segments of a corridor and the corridor as a whole are rated based on existing conditions and potential for enhancement relative to the enumerated factors.

In addition to the numerical rating assigned each evaluated roadway, other factors to be considered in recommending a corridor for classification as a Scenic/Noncommercial Corridor include, but are not limited to, the following:

1. Inclusion of significant “gateway” roadways, or roadway segments, that welcome visitors to Pinellas County;
2. Inclusion, where possible, of roadways that create a network of Scenic/Noncommercial Corridors to permit travel throughout the County; and
3. Inclusion, where possible, of roadways that are principal means of access to tourist/visitor attractions.

## Exhibit C1 - Corridor Evaluation & Classification Form

ROADWAY \_\_\_\_\_

SEGMENT FROM \_\_\_\_\_ to \_\_\_\_\_

<u>SCENIC CRITERIA</u>	<u>RATING</u>				<u>UNIQUE FEATURE</u>
	<u>NEGATIVE</u>	<u>1</u>	<u>2</u>	<u>POSITIVE</u>	
• Upland treed area	0	1	2	3	[ ]
• Environmentally significant area	0	1	2	3	[ ]
• Corridor tree canopy	0	1	2	3	[ ]
• Water views & vistas	0	1	2	3	[ ]
• R.O.W. enhancement potential	0	1	2	3	[ ]
• Absence of above ground utilities	0	1	2	3	[ ]
• Absence of off-premise signs	0	1	2	3	[ ]
• Acceptable treatment of reverse frontage lots	0	1	2	3	[ ]
• High quality landscape and architectural elements	0	1	2	3	[ ]

Comments: \_\_\_\_\_

\_\_\_\_\_

Total

<u>LAND USE CRITERIA</u>	<u>RATING</u>				<u>UNIQUE FEATURE</u>
	<u>NEGATIVE</u>	<u>1</u>	<u>2</u>	<u>POSITIVE</u>	
• Absence of the proliferation of existing or FLUP- designated commercial or intensive residential development	0	1	2	3	[ ]
• Significant public or quasi-public land uses	0	1	2	3	[ ]
• Existing of FLUP-designated open space, recreation or parks	0	1	2	3	[ ]
• Cultural or historic resources	0	1	2	3	[ ]
• Tourist & entertainment facilities	0	1	2	3	[ ]
• Absence of small-lot land uses	0	1	2	3	[ ]
• Consolidated commercial development consistent w/ FLUP	0	1	2	3	[ ]
• Integrated, well-planned community development	0	1	2	3	[ ]
• Community gateway area	0	1	2	3	[ ]

Comments: \_\_\_\_\_

\_\_\_\_\_

Total

<u>TRAFFIC OPERATIONAL CRITERIA</u>	<u>RATING</u>				<u>UNIQUE FEATURE</u>
	<u>NEGATIVE</u>	<u>1</u>	<u>2</u>	<u>POSITIVE</u>	
• Low frequency of driveways	0	1	2	3	[ ]
• Cross-access or frontage road provisions	0	1	2	3	[ ]
• Appropriate frequency of signalization	0	1	2	3	[ ]
• Acceptable traffic volume to capacity ratio (2010)	0	1	2	3	[ ]
• Absence of unnecessary median openings	0	1	2	3	[ ]
• Pedestrian and bike movement facilities	0	1	2	3	[ ]
• Transit routes and shelters	0	1	2	3	[ ]

Comments: \_\_\_\_\_

\_\_\_\_\_

Total

RECOMMENDATION \_\_\_\_\_

\_\_\_\_\_

### **Part III: Corridor Selection and Classification**

#### *Scenic/Noncommercial Corridors*

Based upon the evaluation of qualified corridors, the following roadway corridors are designated Scenic/Noncommercial Corridors, and depicted as part of the Countywide Plan Map series:

##### Primary Corridors:

- Keystone Road from US 19 to Hillsborough County Line
- Alderman Road from US Alternate 19 to Fish Hatchery Road
- Tampa Road from US Alternate 19 to East Lake Woodlands Pkwy.
- Curlew Road from US Alternate 19 to McMullen-Booth Road
- CR-1/Keene Road from Alderman Road to East Bay Drive
- Belcher Road from Klosterman Road to 38th Avenue North
- McMullen-Booth Road/East Lake Road from Pasco County Line to SR-60
- 102nd Avenue North/Bryan Dairy Road from Oakhurst Road to Belcher Road
- Pinellas County Bayway from Gulf Boulevard to US-19/I-275
- 113th Street/Ridge Road from West Bay Drive to Madeira Beach Causeway
- Park Street from Park Boulevard to Central Avenue
- Tyrone Boulevard from 113th Street North to Park Street

##### “Unique” Corridors:

- Edgewater Drive from Scotland Street (Dunedin) to Sunset Point Road
- Bayshore Drive from Main Street (Safety Harbor) to SR-60
- Courtney Campbell Parkway (Causeway) from McMullen-Booth Road/Bayside Bridge (49th Street Bridge) to Hillsborough County Line
- Dunedin Causeway from Honeymoon Island Park to east approach
- Memorial Causeway and its approaches
- Bayside Bridge (49th Street Bridge) and its approaches
- Gandy Bridge approach to Hillsborough County Line
- Howard Frankland Bridge (I-275) approach to Hillsborough County Line
- Belleair Causeway and its approaches
- Park Boulevard Bridge and its approaches
- Treasure Island Causeway and its approaches
- Pinellas Bayway (SR-679) from Fort DeSoto Park to Pinellas County Bayway (SR-682)
- Sunshine Skyway Bridge (I-275) approach to Hillsborough County line

#### *Corridor Subclassification*

To develop standards that will guide the preservation and enhancement of the scenic qualities of roadways recommended for designation as Scenic/Noncommercial Corridors, it is necessary to classify roadway segments of each corridor by their individual characteristics.

- Rural/Open Space - Areas characterized by rural residential and open space uses.
- Residential - Areas characterized by low density residential uses.
- Mixed Use - Areas characterized by medium to high density residential uses.
- Unique/Scenic View - Areas characterized by their unique scenic, cultural, recreational or historic resources.
- Enhancement Connector - Areas characterized by an existing or evolving pattern of land uses that are not exclusively non-commercial. This subclassification may include roadway segments that would not otherwise qualify as a Scenic/Noncommercial Corridor, but where it is appropriate to include such segments in order to provide continuity and interconnection of the corridor designation, as well as to encourage their visual and operational enhancement to compliment the larger corridor.

The classification of individual roadway segments is intended to be consistent with the abutting Countywide Plan Map designation; therefore, if an abutting Countywide Plan Map designation is amended, it is the intent of this element that a corresponding, consistent modification in the Scenic/Noncommercial Corridor subclassification be implemented simultaneously.

The corridor subclassifications are designed to reflect the character of the Countywide Plan Map categories of which they are comprised and as the basis to differentiate between appropriate design guidelines applicable thereto. They are not intended to support, and shall not serve as justification for, amendment of the Countywide Plan Map.

The delineation and subsequent modification of the corridor subclassifications shall be as set forth in the Countywide Rules.

#### *Other Corridor Classifications*

The process to qualify, evaluate and select Scenic/Noncommercial Corridors led to the identification of two other corridor classifications, each of which is described below.

Visual Enhancement Thoroughfare – A roadway corridor not recommended for designation as a Scenic/Noncommercial Corridor, but that warrants consideration of its visual character to recognize the roadway is a significant carrier of vehicular traffic, functions as a “gateway” to the County, or links designated Scenic/Noncommercial Corridors.

Locally Significant Corridor/View – A roadway corridor not recommended for designation as a Scenic/Noncommercial Corridor but that may warrant special consideration and treatment on the local level due to its unique, scenic, cultural or historical character.

Visual Enhancement Thoroughfares and Locally Significant Corridors/Views are identified in the *Scenic/Noncommercial Corridor Master Plan* for consideration by the local government/agency with jurisdiction. The designation and treatment of either of these other types of corridors shall be as determined appropriate by the local government/agency with jurisdiction.

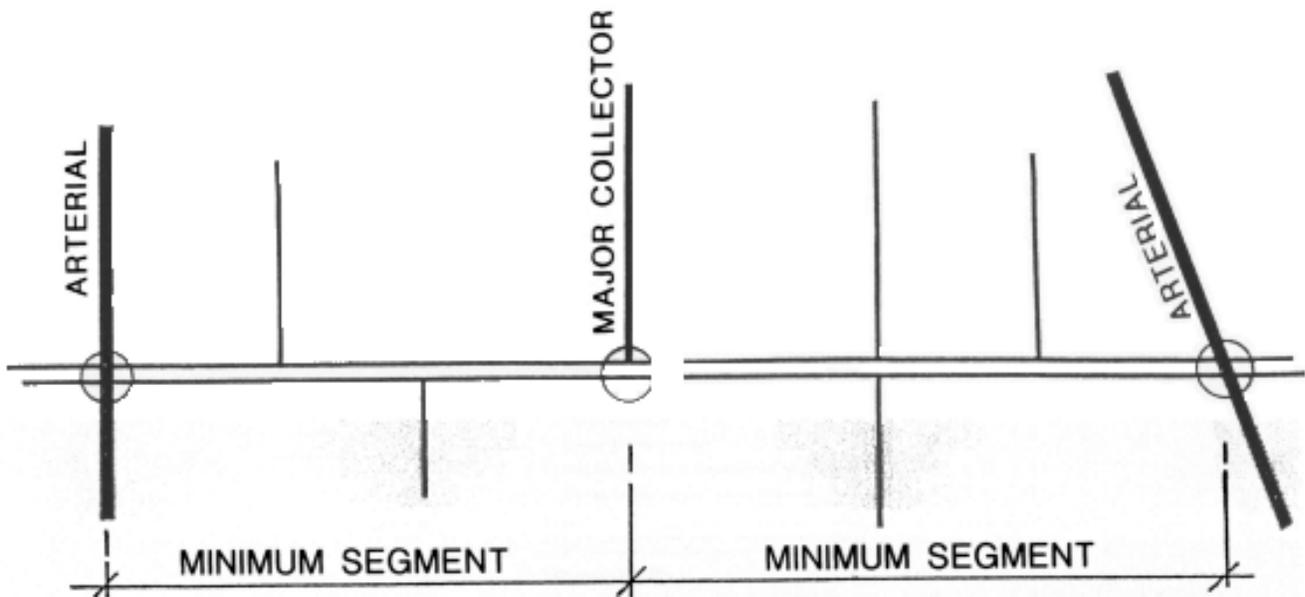
## **Part IV: Corridor Components**

### *Minimum Roadway Segments*

That segment spanning between the corridors intersection with major collector roadways as illustrated in accompanying Exhibit C2 - Minimum Roadway Classification Segment is the minimum roadway segment length that is eligible for separate subclassification.

It is the intent of this provision to encourage continuity of the corridor subclassification between major collector roadways and to discourage a disjointed, non-continuous pattern as to the corridor subclassifications.

### Exhibit C2 - Minimum Roadway Classification Segments

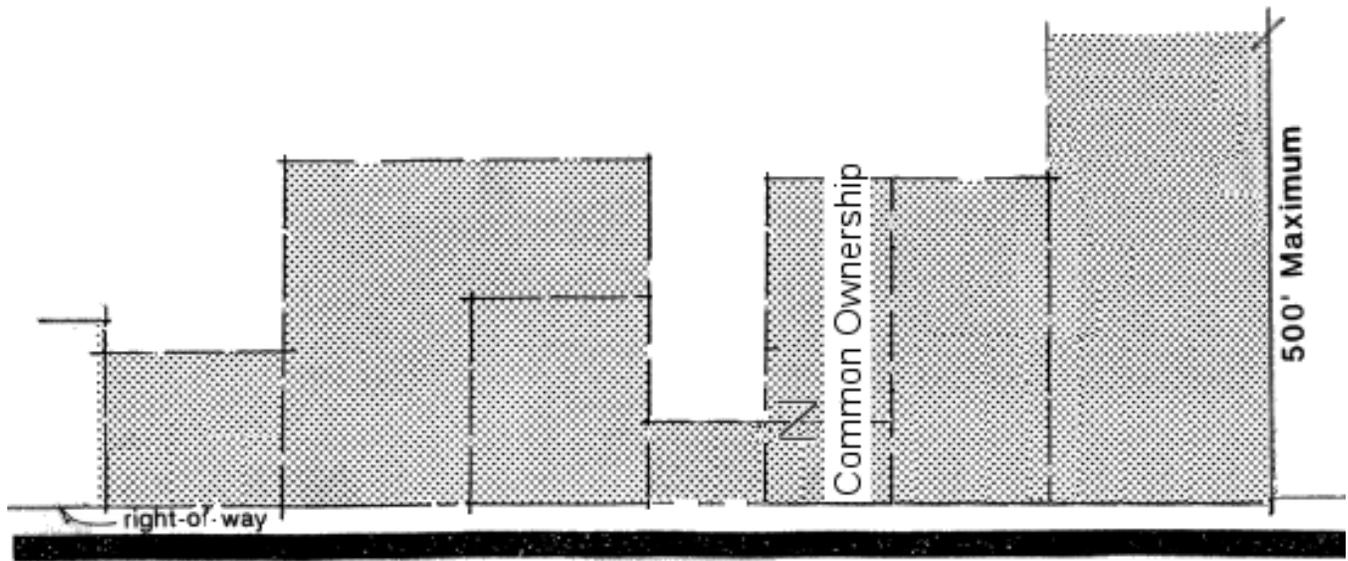


#### *Corridor Width*

Corridor width varies as illustrated in Exhibit C3 - Corridor Width. Width determinations shall consider the depth of each vacant parcel or land use that abuts or functionally relates to the road right-of-way, from a land use, visual or traffic operations standpoint, generally extending to a depth of five hundred (500) feet from the corridor right-of-way.

The five hundred (500) feet distance may be expanded or diminished at the discretion of the Pinellas Planning Council and Countywide Planning Authority, for the purpose of reviewing amendments to the Countywide Plan Map, only where exceptional circumstances warrant and based upon such factors as may be enumerated in the Countywide Rules.

### Exhibit C3 - Corridor Width



#### ***Other Corridor Components***

Other components of a Scenic/Noncommercial Corridor are identified to establish a common terminology among corridors in separate jurisdictions. The terms and their description are illustrative only and nothing herein shall preclude a local jurisdiction from adopting different terms or definitions for these corridor components.

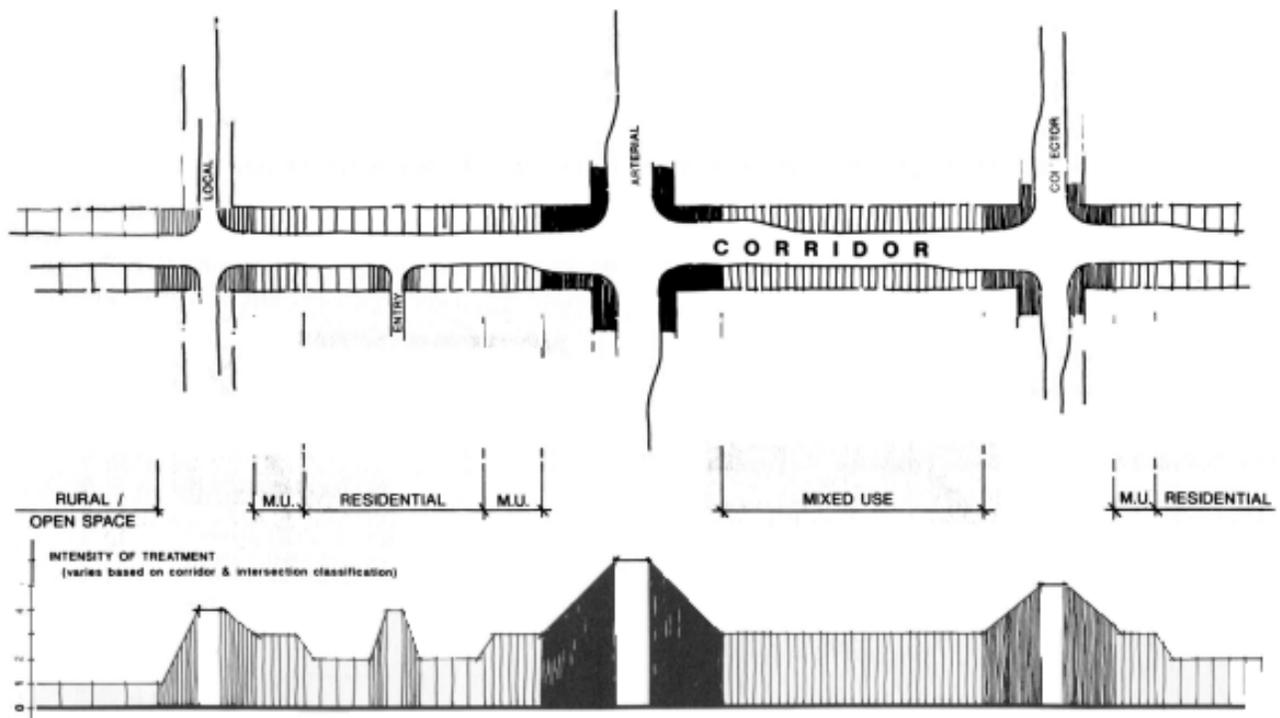
Other components of the Scenic/Noncommercial Corridor are illustrated in Exhibit C4 - Design Intensity and Exhibit C5 - Design Components and include the following:

- Design Intensity -The intensity of landscape/streetscape improvements should vary based upon the specific subclassification of the Corridor (Rural/Open Space, Residential, Mixed Use, Unique/Scenic View, or Enhancement Connector) and proximity to intersections of varying importance (Gateway, Primary, or Secondary). Generally, intensity of corridor landscape/streetscape treatment should increase as land use intensity increases and as intersection importance increases. This concept shall not be construed to mean that land use intensity should increase at intersections or other “nodal” areas.
- Corridor Boundary -The limits of the Scenic/Noncommercial Corridor as defined by land uses which abut or functionally relate to the corridor from a land use, visual or traffic operations standpoint.
- Visual Enhancement Area (VEA) - That area readily visible from a Scenic/Noncommercial Corridor roadway.
- Buffer Zone - That portion of the Visual Enhancement Area located interior to the lot and adjacent to the public right-of-way of a Scenic/Noncommercial Corridor roadway.
- Roadway Edge Treatment - That portion of the Visual Enhancement Area located within the public right-of-way and lying between the property line and edge of pavement.

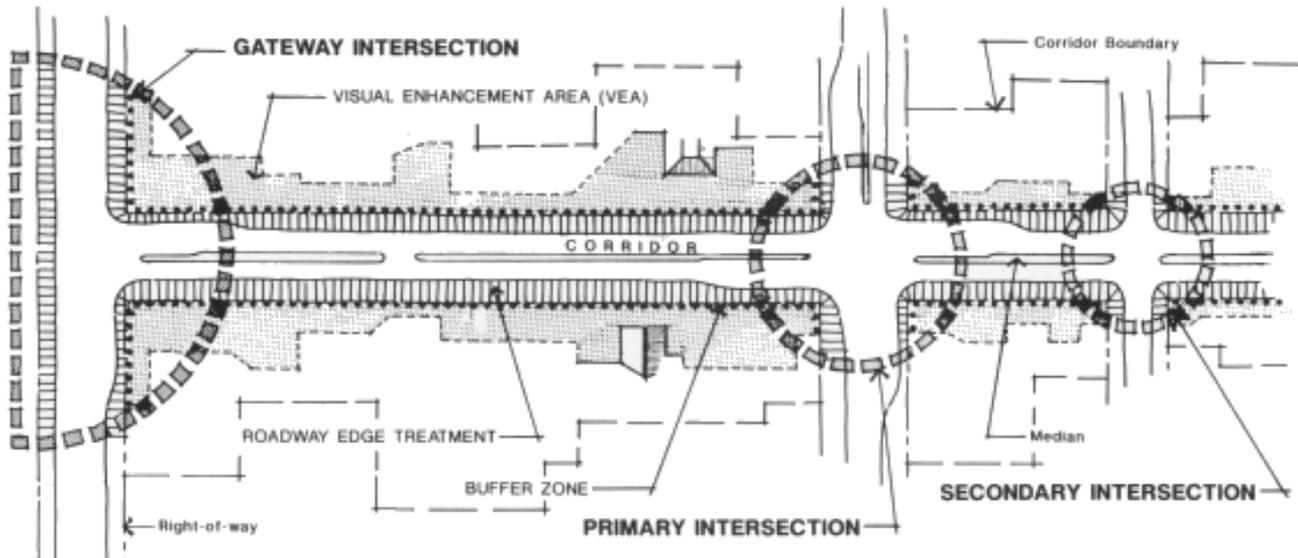
- Median - That portion of the Visual Enhancement Area located within the public right-of-way and serving as a directional divider of traffic flow capable of accommodating landscape enhancement.
- Gateway Intersection - Corridor roadway with a major arterial roadway or the entry or terminus point of a designated Corridor.
- Primary Intersection - The intersection of a designated Scenic/Noncommercial Corridor roadway with a minor arterial or major or minor collector roadway.
- Secondary Intersection - The intersection of a designated Scenic/Noncommercial Corridor roadway with a local street or project entry.

The specific design treatment of these corridor components shall rest with the local government jurisdiction that regulates the use of land through which the corridor traverses outside the public right-of-way and the agency responsible for the road within the public right-of-way. Visual enhancement guidelines have been prepared as set forth in the Scenic/Noncommercial Corridor Master Plan and are recommended to be used as an advisory guide in selecting the appropriate design principles for the respective corridor components.

#### Exhibit C4 – Design Intensity



## Exhibit C5 – Design Components



### Part V: Implementation

The Pinellas Planning Council and Countywide Planning Authority shall implement this Scenic/Noncommercial Corridor Element through the Countywide Rules, and by assisting member local governments in achieving the visual and operational enhancement of the designated corridors, as requested and to the extent possible, consistent with the Countywide Plan Strategies and Countywide Rules.

#### *Countywide Plan Strategies and Countywide Rules*

The adopted Scenic/Noncommercial Corridor portion of the Countywide Plan Strategies provides a policy foundation on which subsequent amendments to the Countywide Rules and Countywide Plan Map will be based. Should the strategies be amended in the future, the Countywide Rules shall be amended as needed to maintain consistency.

It is also essential that local governments review their local plans and development regulations to establish and maintain consistency with the Rules, as amended. Applicable requirements for local government plans or regulations relative to consistency with the Scenic/Noncommercial Corridor provisions shall be as set forth in the Countywide Rules. However, nothing in the adopted strategies nor this Scenic/Noncommercial Corridor Element shall be construed or applied so as to require local government plans or regulations to be amended to address the recommendations set forth herein, beyond the requirements set forth in the Rules.

### *Local Plans, Regulations, and Public Improvements*

Only through a combined public/private effort can the maximum benefit and the full impact of the visual enhancement guidelines be realized. It is recommended that local plans and regulations be compared with the advisory visual enhancement guidelines of the *Scenic/Noncommercial Corridor Master Plan*. Such a review and any adjustment based on the visual enhancement guidelines would be conducted solely at the discretion of the local government.

Separately, local governments or agencies with jurisdiction over roadway design, construction or improvement are encouraged to allocate sufficient funds to adequately landscape and provide street furnishings consistent with the guidelines identified in the advisory *Scenic/Noncommercial Corridor Master Plan*. It is recommended that priorities for improvements within the public rights-of-way be based upon the opportunity to preserve and enhance scenic qualities, achieve maximum visual impact, and recognize economies of scale and timing. The establishment of priorities, the utilization of the advisory visual enhancement guidelines and the funding, construction and maintenance of public improvements in the road right-of-way shall be at the sole discretion of the local government or agency with responsibility for constructing/maintaining the roadway.

### *Review/Update*

It is the intent of the Scenic/Noncommercial Corridor provisions to provide for the periodic evaluation of designated corridors and potential new corridors. The procedure for candidate selection, evaluation and classification, as set forth in this Scenic/Noncommercial Corridor Element, should be applied regularly (at intervals of not greater than five years) in order to insure that all Pinellas County roadways that warrant designation as a Scenic/Noncommercial Corridor are included and that such designations reflect current conditions and policies.