

# Proposed Changes to the Countywide Plan

## Activity Centers

*What are they?*

An Activity Center is a focal point of activity in a community, such as a downtown or planned redevelopment district, with a mix of residential, retail and employment. Development is designed to be safe and convenient for pedestrians, bicyclists, and transit users as well as automobiles, and densities/intensities are high enough to support enhanced transit service.

*How are they governed in the current Countywide Plan?*

- The Activity Center category currently differentiates between 1) grandfathered centers adopted before 2015; 2) newer centers adopted after August 2015; and 3) future centers with truly transit-supportive density/intensity standards that can't be adopted without a major transit commitment such as Greenlight Pinellas.
- Some of these also have subcategories, resulting in a total of eight possible types of Activity Center. Each of these has different Countywide Plan Map amendment procedures.
- Appropriate locations for the various Activity Center subcategories are governed by the Transit-Oriented Land Use Vision Map, which is tied to the planned bus corridors of the Greenlight Pinellas plan.
- Any change to densities, intensities or permitted uses in an Activity Center, even for a zoning change on a single parcel, may require public hearings before the Forward Pinellas Board and Countywide Planning Authority.

*What's changing in the update?*

- The three classes and eight subcategories of Activity Center will be streamlined into a single set of four, with a common, more clearly outlined Countywide Plan Map amendment process.
- Truly transit-supportive density/intensity standards will be made available in all Activity Centers as long as best practices for transit-oriented development are followed. This will allow us to lay the land use groundwork for a future transit system rather than only reacting to transit plans once they are underway.
- The Transit-Oriented Land Use Vision Map will be replaced by a new, streamlined Land Use Strategy Map, which will incorporate additional factors besides planned bus routes and will be more closely aligned with the Forward Pinellas *Long Range Transportation Plan*.
- The amendment process will be streamlined to allow for more flexibility without requiring countywide public hearings for every local land use decision.

## Multimodal Corridors

*What are they?*

A Multimodal Corridor is a linear area surrounding a roadway that serves an important role moving people and goods throughout the county, and may provide multimodal connections between Activity Centers. These corridors also have a mix of residential, retail and employment, and are designed to be safe and convenient for pedestrians, bicyclists, and transit users. Although they are not as dense/intense as Activity Centers, Multimodal Corridors have higher densities and intensities than other areas of the county.

*How are they governed in the current Countywide Plan?*

- The Multimodal Corridor category is currently governed by a process similar to Activity Centers, although somewhat less complex. There are currently five subcategories, including grandfathered corridors adopted prior to 2015, with adoption and amendment governed by the Transit-Oriented Land Use Vision Map.
- Density/intensity standards are somewhat transit-supportive.
- Any change to densities, intensities or permitted uses in a Multimodal Corridor may require public hearings before the Forward Pinellas Board and Countywide Planning Authority.

*What's changing in the update?*

- The five subcategories of Multimodal Corridor will be reduced to four, and will accommodate more robust transit-supportive densities/intensities (although still less than Activity Centers).
- Adoption and amendment will be governed by the same streamlined process as Activity Centers, with appropriate locations governed by the new Land Use Strategy Map, and will have increased flexibility for local density/intensity changes.

### **Housing Affordability**

*How is it addressed in the current Countywide Plan?*

Local governments have the option to adopt a locally-determined density/intensity bonus for affordable housing projects if certain requirements are met.

*What's changing in the update?*

Local governments will have the option to adopt additional local bonuses for Missing Middle housing and vertically-integrated mixed-use development.

### **Transportation Funding Priority**

*How is it addressed in the current Countywide Plan?*

The Forward Pinellas *Five-Year Work Program* assigns priority for directing State transportation funding, but there is no current relationship between that program and the Countywide Plan.

*What's changing in the update?*

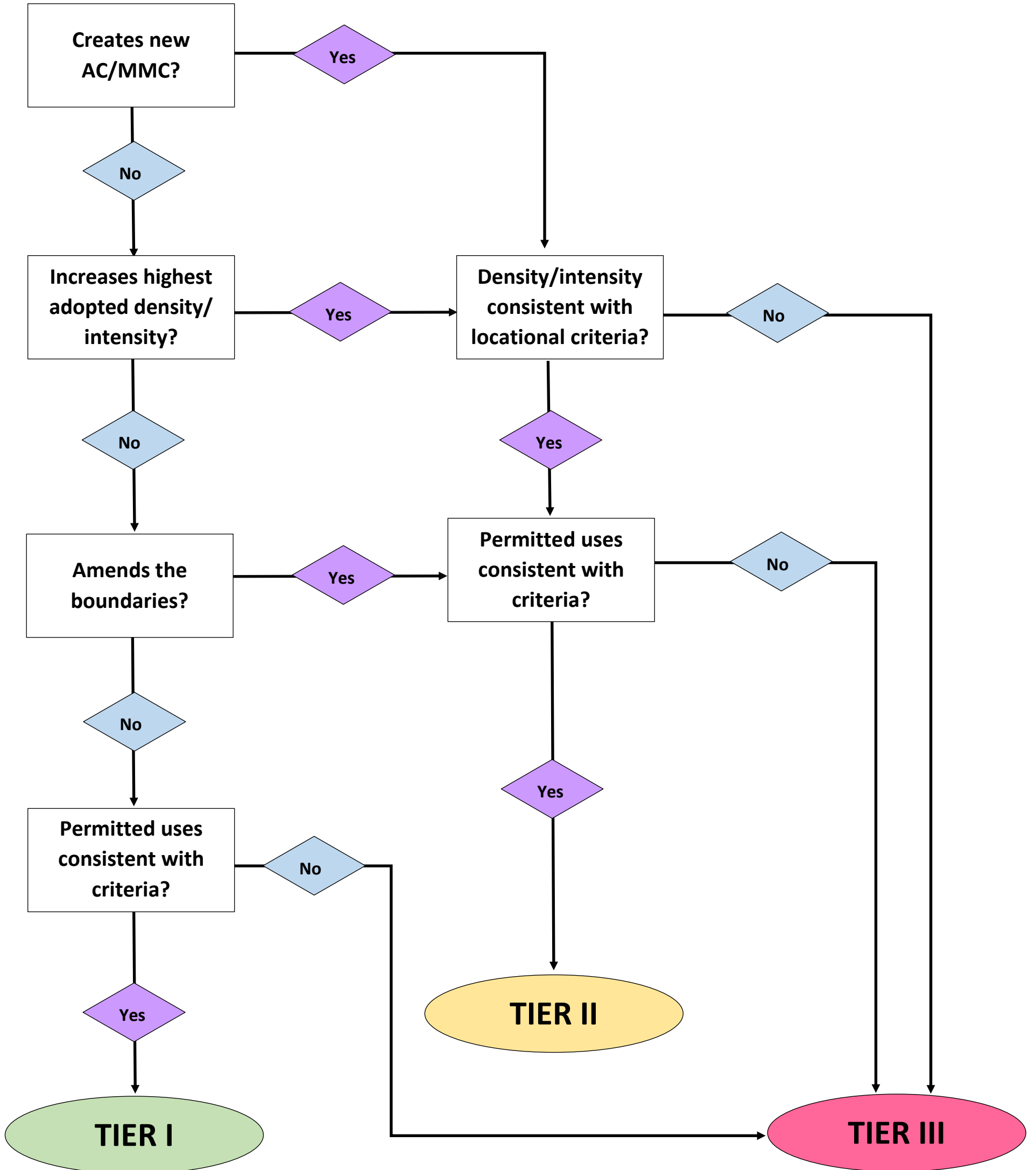
The new Land Use Strategy Map will include an overlay designation for Priority Corridors, which are Multimodal Corridors meeting additional requirements for transit-oriented development, reduced need for parking, and housing affordability. These corridors will receive priority for funding in the *Five-Year Work Program*.

### **Other**

The update will include other housekeeping changes, including updated definitions, deletion of obsolete language relating to the one-time repeal and replacement of the Countywide Plan Map in 2015, elimination of acreage threshold inconsistencies that were inadvertently created with the 2015 update, and edits for clarity based on interpretations requested by local governments.

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**Proposed Tiered Amendment Process Criteria for the Activity Center and Multimodal Corridor Categories**



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### Summary of Proposed Amendment Submittal Requirements

All Amendments	Activity Centers and Multimodal Corridors		
	Tier I, II and III	Tier II and III	Tier III
<p>A completed Countywide Plan Map amendment application form</p> <p>A map or map series depicting the current and proposed future land use categories of the subject property and surrounding area</p> <p>A copy of the ordinance being considered by the governing body</p> <p>If technically feasible, a shapefile of any wetlands or other irregular boundaries included in the amendment</p> <p>A boundary survey (if applicable)</p> <p>A development agreement (if applicable)</p> <p>A copy of the local government staff report and any other pertinent information considered during the local public hearing process</p>	<p>Parcel specific boundary map(s) of AC or MMC, and shapefile or list of parcels</p> <p>Current future land use designations and their acreages, permitted uses and maximum densities/intensities</p> <p>Proposed future land use designations and their acreages, permitted uses and maximum densities/intensities, including density/intensity averaging if applicable</p> <p>For AC only, documentation of consistency with size criteria</p> <p>For amendments of more than 10 acres, documentation of how the Planning and Urban Design Principles will be addressed</p>	<p>Pre-application meeting</p> <p>Transportation impact analysis (if applicable based on criteria)</p> <p>Enumeration of existing and proposed plan/code provisions, including schedule for proposed adoption</p> <p>Subsequent review of proposed plan/code provisions once they are adopted</p>	<p>Justification narrative demonstrating one or more of these unanticipated changes:</p> <ul style="list-style-type: none"> <li>- Improvement in transit facilities</li> <li>- Increases in population or employment densities</li> <li>- Local government funding study for public infrastructure</li> <li>- Other unique conditions</li> </ul>

## Proposed Changes to Activity Center and Multimodal Corridor Categories – Thresholds for Tier II Review

Key: UPA = Units Per Acre, FAR = Floor Area Ratio

### Current Standards

Activity Center		Residential/Temp Density (UPA)	Residential/Temp Intensity (FAR)
	Special Center	Per Approved Special Area Plan	
	Major Center	75	2.5
	Community Center	50	1.5
	Neighborhood Center	15	.75
	Transit Station Center – I*	200	7.0
	Transit Station Center – II*	150	5.0
	Transit Station Center – III*	90	3.0
	Transit Station Center – IV*	60	2.0
Multimodal Corridor		Density (UPA)	Intensity (FAR)
	Special Corridor	Per Approved Special Area Plan	
	Primary Corridor	40	1.5
	Secondary Corridor	30	1.0
	Supporting Corridor	No associated standards; provides locational criteria for Activity Centers	
	Regional Corridor		

\* Requires adoption of the Locally Preferred Alternative in the Metropolitan Planning Organization's Long Range Transportation Plan.

### DRAFT Proposed Standards

Activity Center		Residential Density (UPA)	Temporary Lodging Density (UPA)	Intensity (FAR)	Size (Acres)**
	Urban Center	200	330	8.0	200 to 500
	Major Center	150	250	5.0	100 to 500
	Community Center	90	150	3.0	50 to 500
	Neighborhood Center	60	100	2.0	20 to 500
Multimodal Corridor		Residential Density (UPA)	Temporary Lodging Density (UPA)	Intensity (FAR)	Size
	Premium Transit Corridor	60	100	4.0	Generally not to exceed ¼ mile from the parcel boundary adjacent to the corridor
	Primary Corridor	50	85	3.0	
	Secondary Corridor	40	70	2.5	
	Supporting Corridor	30	50	2.0	

\*\* Exceptions include:

- If an Activity Center exceeds the applicable maximum acreage, it may be organized into one or more smaller subarea(s) that are consistent with the applicable size range.
- If an Activity Center is less than the applicable minimum acreage, it will be considered consistent if it is located adjacent to an existing Activity Center; or if geographic constraints of the jurisdiction prevent the minimum size from being achieved.

## Proposed Reclassification of Existing Special Centers

Based on a combination of current allowable density/intensity standards, location, and size, a preliminary classification of existing Special Centers into the proposed new Activity Center subcategories is provided below.

<b>Subcategory</b>	<b>Local Government</b>	<b>Activity Center</b>
Urban	Clearwater	Downtown Redevelopment Plan
	St. Petersburg	Intown Redevelopment Plan
Major	Largo	West Bay Drive Community Redevelopment District
	St. Pete Beach	Community Redevelopment Plan
	St. Petersburg	Central Avenue Revitalization Plan
	St. Petersburg	Central Avenue Tomorrow Special Area Plan
	St. Petersburg	Gateway Activity Center
	St. Petersburg	Port of St. Petersburg Master Plan
	St. Petersburg	Tyrone Activity Center
Community	Clearwater	Beach by Design
	Dunedin	Guideways to Downtown's Future
	Gulfport	49th Street Redevelopment Plan
	Gulfport	Waterfront Area Redevelopment Plan
	Largo	Clearwater-Largo Road Community Redevelopment Plan
	Largo	Largo Mall Activity Center Special Area Plan
	Madeira Beach	Town Center Special Area Plan
	Oldsmar	Town Center Redevelopment Plan
	Pinellas Park	Community Redevelopment Plan
	Pinellas Park	Gateway Activity Center
	Safety Harbor	Downtown Master Plan
	South Pasadena	Corridor Redevelopment Plan
	St. Petersburg	Bayboro Harbor Redevelopment Plan
	St. Petersburg	Central Plaza Activity Center
	St. Petersburg	Skyway Marina District
	Tarpon Springs	Sponge Docks and CRA Special Area Plan
	Treasure Island	Downtown Special Area Plan
Neighborhood	Dunedin	375 Patricia Avenue
	Pinellas County	Downtown Historic Palm Harbor Master Plan
	St. Pete Beach	Eighth Avenue Commercial District
	Tarpon Springs	Meres Crossings Special Area Plan