

Key:

- Additions and ~~deletions~~

## ARTICLE 2

### COUNTYWIDE PLAN MAP AND CATEGORIES

<b>DIV. 2.1</b>	<b>ADOPTION AND AMENDMENT.</b>
-----------------	--------------------------------

**SEC. 2.1.1**     **COUNTYWIDE PLAN MAP.**

The Countywide Plan Map was originally adopted by Ordinance No. 89-4, as referenced in Exhibits I and II thereof, effective February 6, 1989, and has been repealed and replaced by Ordinance No. 15-30, effective August 7, 2015, as referenced in Exhibit A, Part III thereof.

**SEC. 2.1.2**     **COUNTYWIDE RULES.**

The Countywide Rules were originally adopted by Ordinance No. 89-4, as referenced in Exhibits I and II thereof, effective February 6, 1989, and have been repealed and replaced by Ordinance No. 15-30, effective August 7, 2015, as referenced in Exhibit A, Part II thereof.

<b>DIV. 2.2</b>	<b>COUNTYWIDE PLAN MAP PREPARATION AND MAINTENANCE.</b>
-----------------	---

**SEC. 2.2.1**     **COUNTYWIDE PLAN MAP ORIGIN AND STATUS.**

The Countywide Plan Map has been compiled and stored on the Pinellas County Enterprise Geographic Information System computer system. The computer-generated composite map and map series have been accepted by the Countywide Planning Authority (CPA), upon recommendation by the Pinellas Planning Council (PPC), and filed with the Clerk of the Board of County Commissioners, as the official Countywide Plan Map.

**SEC. 2.2.2**     **COUNTYWIDE PLAN MAP CUSTODY AND MAINTENANCE.**

The Countywide Plan Map is maintained by the PPC. The PPC shall be responsible for the maintenance and distribution of the plan map and shall retain all authority therefor. The Countywide Plan Map will be updated to reflect subsequent amendments on a regular basis, and a current copy of said composite map and map series will be printed and officially accepted by the CPA and filed with the Clerk of the Board of County Commissioners not less than on an annual basis.

**SEC. 2.2.3**     **SUBSEQUENT COUNTYWIDE PLAN MAP AMENDMENTS.**

Amendments to the Countywide Plan Map made subsequent to the effective date of these Countywide Rules shall correspond to and be based on the map legend as set forth in Division 2.3 of these Countywide Rules. All Countywide Plan Map amendments shall be made in accordance with the provisions of these Countywide Rules, as amended.

**DIV. 2.3 COUNTYWIDE PLAN MAP CATEGORIES.**

**SEC. 2.3.1 APPLICABILITY.**

The categories and standards contained in this article shall be applied as set forth in these Countywide Rules. Specific reference to the standards contained in this article and the criteria by which they shall be applied are found in Article 4 and Article 5 of these Countywide Rules.

**SEC. 2.3.2 LEGEND.**

**2.3.2.1** The Countywide Plan Map and the Countywide Rules provide for the categories and symbols applicable to the Countywide Plan Map and Countywide Rules as set forth below:

<u>Plan Categories</u>	<u>Plan Symbols</u>
Residential Very Low	RVL
Residential Low Medium	RLM
Residential Medium	RM
Residential High	RH
Office	O
Resort	R
Retail & Services	R&S
Employment	E
Industrial	I
Public/Semi-Public	P/SP
Recreation/Open Space	R/OS
Preservation	P
Target Employment Center	TEC
Activity Center	AC
Multimodal Corridor	MMC
Scenic/Noncommercial Corridor	SNCC

**SEC. 2.3.3 COUNTYWIDE PLAN MAP CATEGORIES.**

The Countywide Plan Map categories, symbols and the purpose, use characteristics, locational characteristics, traffic generation characteristics, density/intensity standards and other standards shall be as set forth for each of the following categories.

Within the framework provided by these standards, local governments shall have the authority to determine appropriate density and intensity standards for parcels within their jurisdictions. Local plans and regulations may be more restrictive, in accordance with the local government consistency provisions of Article 3, and should be consulted for authorized uses and applicable standards.

### **2.3.3.1 Category/Symbol – Residential Very Low (RVL).**

**Purpose** – It is the purpose of this category to depict those areas of the county that are now developed, or appropriate to be developed, in a rural or large lot, very low density residential manner; and to recognize such areas as primarily well-suited for estate residential uses that are consistent with the rural, exurban, and suburban, nonintensive qualities and natural resources of such areas.

**Use Characteristics** – Those uses appropriate to and consistent with this category include:

- Permitted Uses Not Subject to Acreage Thresholds – Residential; Residential Equivalent; Accessory Dwelling Unit in Compliance with Section 163.31771, F.S.; Public Educational Facility; Recreation/Open Space; Community Garden; Agricultural.
- Permitted Uses Subject to Acreage Thresholds – Any contiguous use or combination of uses subject to the same acreage threshold specified below, alone or when added together, exceeding the applicable acreage maximum shall require a map amendment to another land use category that permits the use(s):
  - Uses Subject to Three Acre Maximum – Ancillary Nonresidential; Transportation/Utility.
  - Uses Subject to Five Acre Maximum – Institutional (except Public Educational Facilities which are not subject to this threshold, pursuant to the provisions of Section 6.5.4.2).
- Locational Characteristics – This category is generally appropriate to locations distant from urban activity centers; in areas where use and development characteristics are rural or estate residential in nature; and ranging from areas where environmental features are linked to the protection of natural resources such as aquifer recharge or groundwater resource areas to areas serving as a transition between more rural and more suburban residential areas.
- Scenic/Noncommercial Corridor (SNCC) – Amendments to Residential Very Low in SNCCs are governed by Section 6.5.4.1.4, which restricts the category to certain SNCC classifications.
- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 6 trips per day per acre.

**Density/Intensity Standards** – Shall include the following:

- Residential Use – Shall not exceed 1 unit per acre (UPA).
- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 1 UPA.
- Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .30, nor an impervious surface ratio (ISR) of .60.
- Mixed-Use – Shall not exceed, in combination, the respective number of UPA and FAR permitted, when allocated in their respective proportion to the net land area of the property.

### **2.3.3.2 Category/Symbol – Residential Low Medium (RLM).**

**Purpose** – This category is intended to depict areas that are now developed, or appropriate to be developed, in a suburban, low density or moderately dense residential manner; and to recognize such areas as primarily well-suited for residential uses that are consistent with the suburban qualities, transportation facilities, including transit, and natural resources of such areas.

**Use Characteristics** – Those uses appropriate to and consistent with this category include:

- Permitted Uses Not Subject to Acreage Thresholds – Residential; Residential Equivalent; Accessory Dwelling Unit in Compliance with Section 163.31771, F.S.; Public Educational Facility; Recreation/Open Space; Community Garden; Agricultural.
- Permitted Uses Subject to Acreage Thresholds – Any contiguous use or combination of uses subject to the same acreage threshold specified below, alone or when added together, exceeding the applicable acreage maximum shall require a map amendment to another land use category that permits the use(s):
  - Uses Subject to One Acre Maximum – Office; Personal Service/Office Support; Retail Commercial.
  - Uses Subject to Three Acre Maximum – Ancillary Nonresidential; Transportation/Utility.
  - Uses Subject to Five Acre Maximum – Institutional (except Public Educational Facilities which are not subject to this threshold, pursuant to the provisions of Section 6.5.4.2).
- Locational Characteristics – This category is generally appropriate to locations ranging from rural areas distant from urban activity centers, to suburban areas near or in proximity to urban activity centers; in close, walkable, or bikeable proximity to low-intensity neighborhood servicing uses and low to mid-intensity and density mixed-use areas; in areas where use and development characteristics are residential in nature; and in areas serving as a transition between rural or suburban to more urban residential areas. These areas are generally served by and accessed from minor and collector roadways which connect to the arterial and highway network.
- Scenic/Noncommercial Corridor (SNCC) – Amendments to Residential Low Medium in SNCCs are governed by Section 6.5.4.1.4, which restricts the category and its permitted uses to certain SNCC classifications.
- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 67 trips per day per acre.

**Density/Intensity Standards** – Shall include the following:

- Residential Use – Shall not exceed 10 units per acre (UPA).

- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 10 UPA.
- Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .50, nor an impervious surface ratio (ISR) of .75.
- Mixed-Use – Shall not exceed, in combination, the respective number of UPA and FAR permitted, when allocated in their respective proportion to the net land area of the property.

### 2.3.3.3 Category/Symbol – Residential Medium (RM).

**Purpose** – It is the purpose of this category to depict those areas of the county that are now developed, or appropriate to be developed, in a medium-density residential manner; and to recognize such areas as primarily well-suited for residential uses that are consistent with the urban qualities, transportation facilities, including transit, and natural resources of such areas.

**Use Characteristics** – Those uses appropriate to and consistent with this category include:

- Permitted Uses Not Subject to Acreage Thresholds – Residential; Residential Equivalent; Accessory Dwelling Unit in Compliance with Section 163.31771, F.S.; Public Educational Facility; Recreation/Open Space; Community Garden.
- Permitted Uses Subject to Acreage Thresholds – Any contiguous use or combination of uses subject to the same acreage threshold specified below, alone or when added together, exceeding the applicable acreage maximum shall require a map amendment to another land use category that permits the use(s):
  - Uses Subject to Three Acre Maximum – Ancillary Nonresidential; Office; Personal Service/Office Support; Retail Commercial; Transportation/Utility.
  - Uses Subject to Five Acre Maximum – Institutional (except Public Educational Facilities which are not subject to this threshold, pursuant to the provisions of Section 6.5.4.2).
- Locational Characteristics – This category is generally appropriate to locations within or in proximity to urban activity centers; in areas where use and development characteristics are medium-density residential in nature; and in areas serving as a transition between less urban and more urban residential and mixed-use areas. These areas are generally served by and accessed from minor and collector roadways, which connect to arterial roadways and/or highways. The higher densities are typically in proximity to, and may have direct access from, the arterial and highway network.

Amendments designating the Residential Medium category on the Countywide Plan Map after August 7, 2015, are most appropriate within ¼ mile of corridors designated as Core, Frequent Local, or Supporting Bus Routes as depicted on the Land Use Strategy Map, ~~the centerlines of Primary Corridors, Secondary Corridors, or Supporting Corridors depicted on the Transit Oriented Land Use Vision Map~~, and shall be discouraged in other locations.

- Scenic/Noncommercial Corridor (SNCC) – Amendments to Residential Medium in SNCCs are governed by Section 6.5.4.1.4, which restricts the category and its permitted uses to certain SNCC classifications.
- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 96 trips per day per acre.

**Density/Intensity Standards** – Shall include the following:

- Residential Use – Shall not exceed 15 units per acre (UPA).
- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 15 UPA.
- Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .50, nor an impervious surface ratio (ISR) of .75.
- Mixed-Use – Shall not exceed, in combination, the respective number of UPA and FAR permitted, when allocated in their respective proportion to the net land area of the property.



#### **2.3.3.4 Category/Symbol – Residential High (RH).**

**Purpose** – It is the purpose of this category to depict those areas of the county that are now developed, or appropriate to be developed, in a high-density residential manner; and to recognize such areas as primarily well-suited for residential uses that are consistent with the urban and intensive qualities, transportation facilities, including transit, and natural resources of such areas.

**Use Characteristics** – Those uses appropriate to and consistent with this category include:

- Permitted Uses Not Subject to Acreage Thresholds – Residential; Residential Equivalent; Accessory Dwelling Unit in Compliance with Section 163.31771, F.S.; Public Educational Facility; Recreation/Open Space; Community Garden.
- Permitted Uses Subject to Acreage Thresholds – Any contiguous use or combination of uses subject to the same acreage threshold specified below, alone or when added together, exceeding the acreage maximum shall require a map amendment to another land use category that permits the use(s):
  - Uses Subject to Three Acre Maximum – Ancillary Nonresidential; Office; Personal Service/Office Support; Retail Commercial; Transportation/Utility.
  - Uses Subject to Five Acre Maximum – Institutional (except Public Educational Facilities which are not subject to this threshold, pursuant to the provisions of Section 6.5.4.2).
- Locational Characteristics – This category is generally appropriate to locations within or in proximity to urban activity centers; often in close, walkable, or bikeable proximity to high-intensity communities and supporting services; or in areas where use and development characteristics are high density residential in nature. These areas are typically in proximity to and may have direct access from the arterial and highway network and are served by transit in a manner that provides an alternative to individual automobile use.

Amendments designating the Residential High category on the Countywide Plan Map ~~after August 7, 2015~~, are most appropriate within ¼ mile of [corridors designated as Premium Transit Routes, Core Bus Routes, or Frequent Local Bus Routes, as depicted on the Land Use Strategy Map](#), ~~the centerlines of Primary Corridors or Secondary Corridors as depicted on the Transit Oriented Land Use Vision Map~~, and shall be discouraged in other locations.

- Scenic/Noncommercial Corridor (SNCC) – Amendments to Residential High in SNCCs are governed by Section 6.5.4.1.4, which restricts the category to certain SNCC classifications.
- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 162 trips per day per acre.

**Density/Intensity Standards** – Shall include the following:

- Residential Use – Shall not exceed 30 units per acre (UPA).

- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 30 UPA.
- Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .60, nor an impervious surface ratio (ISR) of .85.
- Mixed-Use – Shall not exceed, in combination, the respective number of UPA and FAR permitted, when allocated in their respective proportion to the net land area of the property.

### 2.3.3.5 Category/Symbol – Office (O).

**Purpose** – This plan category is intended to accommodate areas developed, or appropriate to be developed, with office uses, low-impact employment uses, and residential uses (subject to an acreage threshold), in areas characterized by a transition between residential and commercial uses and in areas well-suited for community-scale residential/office mixed-use development.

**Use Characteristics** - Those uses appropriate to and consistent with this category include:

- Permitted Uses Not Subject to Acreage Thresholds – Office; [Personal Service/Office Support](#); Residential Equivalent; Research/Development-Light; Public Educational Facility; Recreation/Open Space; Community Garden.
- Permitted Uses Subject to Acreage Thresholds – Any contiguous use or combination of uses subject to the same acreage threshold specified below, alone or when added together, exceeding the acreage maximum shall require a map amendment to another land use category that permits the use(s):
  - Uses Subject to Three Acre Maximum – Ancillary Nonresidential; ~~Personal Service/Office Support~~; Transportation/Utility; Manufacturing-Light.
  - Uses Subject to Five Acre Maximum – Residential; Institutional (except Public Educational Facilities which are not subject to this threshold, pursuant to the provisions of Section 6.5.4.2).
- Locational Characteristics – This category is generally appropriate to locations where it would serve as a transition from an urban activity center or more intensive nonresidential use to low density residential or public/semi-public use; and in areas where the size and scale of office and residential use is appropriate to free standing office, medium density residential or a combination thereof. These areas are typically in proximity to and served by the arterial, collector, and highway network, as well as ~~Multimodal Corridors~~ [Existing/Future Transit Routes](#) depicted on the ~~Transit Oriented~~ Land Use ~~Vision~~ [Strategy](#) Map.
- Scenic/Noncommercial Corridor (SNCC) – Amendments to Office in SNCCs are governed by Section 6.5.4.1.4, which restricts the category to certain SNCC classifications.
- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 89 trips per day per acre. When located in a Target Employment Center, the standard shall be 101 trips per day per acre.

**Density/Intensity Standards** – Shall include the following:

- Residential Use – Shall not exceed 15 units per acre (UPA).
- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 15 UPA.

- Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .50, nor an impervious surface ratio (ISR) of .75.
- Mixed-Use – Shall not exceed, in combination, the respective number of UPA and FAR permitted, when allocated in their respective proportion to the net land area of the property.
- When located in a Target Employment Center – Shall not exceed an FAR of 1.0 for Manufacturing, Office, and Research/Development uses.

### 2.3.3.6 Category/Symbol – Resort (R).

**Purpose** – This plan category is intended to depict areas developed, or appropriate to be developed, in high-density residential and resort use; and to recognize such areas as well-suited for the combination of residential and temporary lodging use consistent with their location, surrounding uses, transportation facilities, and natural resources of such areas.

**Use Characteristics** - Those uses appropriate to and consistent with this category include:

- Permitted Uses Not Subject to Acreage Thresholds – Residential; Residential Equivalent; Temporary Lodging; Recreational Vehicle Parks; Office; Personal Service/Office Support; Retail Commercial; Convention Center; Commercial/Business Service; Commercial Recreation; Recreation/Open Space; Community Garden.
- Permitted Uses Subject to Acreage Thresholds – Any contiguous use or combination of uses subject to the same acreage threshold specified below, alone or when added together, exceeding the acreage maximum shall require a map amendment to another land use category that permits the use(s):
  - Uses Subject to Three Acre Maximum – Ancillary Nonresidential; Transportation/Utility.
  - Uses Subject to Five Acre Maximum – Institutional
- Locational Characteristics – This category is generally appropriate to locations characterized by, and appropriate for, a highly intensive mix of residential and temporary lodging uses; in locations where unique recreational assets warrant the combination of permanent and temporary accommodations in proximity to and served by the arterial and highway network, as well as ~~Multimodal Corridors~~ Existing/Future Transit Routes depicted on the ~~Transit-Oriented~~ Land Use Vision Strategy Map.
- Scenic/Noncommercial Corridor (SNCC) – Amendments to Resort in SNCCs are governed by Section 6.5.4.1.4, which restricts the category to the enhancement connector SNCC classification.
- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 279 trips per day per acre.

**Density/Intensity Standards** – Shall include the following:

- Residential Use – Shall not exceed 30 units per acre (UPA).
- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at thirty (30) UPA.
- Recreational Vehicle Use – Shall not exceed 30 UPA.

- Temporary Lodging Use – Shall not exceed: 1) 50 UPA; or 2) in the alternative, upon adoption of provisions for compliance with Section 5.2.1.3, the density and intensity standards set forth in Table 36 therein.
- Nonresidential Use – Shall not exceed a floor area ratio (FAR) of 1.2, nor an impervious surface ratio (ISR) of .95.
- Mixed-Use – Shall not exceed, in combination, the respective number of UPA and FAR permitted, when allocated in their respective proportion to the net land area of the property.

### **2.3.3.7 Category/Symbol – Retail & Services (R&S).**

**Purpose** – This plan category is intended to depict areas developed with, or appropriate to be developed with, a mix of businesses that provide for the shopping and personal service needs of the community or region, provide for employment opportunities and accommodate target employment uses, and may include residential uses as part of the mix of uses.

**Use Characteristics** - Those uses appropriate to and consistent with this category include:

- Permitted Uses Not Subject to Acreage Thresholds – Office; Personal Service/Office Support; Retail Commercial; Commercial/Business Service; Commercial Recreation, Residential; Residential Equivalent; Recreational Vehicle Park; Temporary Lodging; Research/Development-Light; Storage/Warehouse-Light; Manufacturing-Light; Recreation/Open Space; Community Garden.
- Permitted Uses Subject to Acreage Thresholds – Any contiguous use or combination of uses subject to the same acreage threshold specified below, alone or when added together, exceeding the acreage maximum shall require a map amendment to another land use category that permits the use(s):
  - Uses Subject to Three Acre Maximum – Manufacturing-Medium.
  - Uses Subject to Five Acre Maximum – Institutional; Transportation/Utility; Agricultural; [Ancillary Nonresidential](#).
- Locational Characteristics – This category is generally appropriate to locations in and adjacent to activity centers where surrounding land uses support and are compatible with intensive commercial use; in areas in proximity to and with access to major transportation facilities, including transit; and on ~~Multimodal Corridors~~ [Existing/Future Transit Routes](#) depicted on the ~~Transit-Oriented~~ Land Use ~~Vision~~ [Strategy](#) Map, where its proximity to transit service supports the type and density/intensity of the proposed use characteristics.
- Scenic/Noncommercial Corridor (SNCC) – Amendments to Retail & Services in SNCCs are governed by Section 6.5.4.1.4, which restricts the category and its permitted uses to certain SNCC classifications.
- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 433 trips per day per acre; which impacts may take into account the proximity and availability of transit service.

**Density/Intensity Standards** – Shall include the following:

- Residential Use – Shall not exceed 24 units per acre (UPA).
- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 24 UPA.

- Recreational Vehicle Use – Shall not exceed 24 UPA.
- Temporary Lodging Use – Shall not exceed: 1) 40 UPA; or 2) in the alternative, upon adoption of provisions for compliance with Section 5.2.1.3, the density and intensity standards set forth in Table [36](#) therein.
- Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .55, nor an impervious surface ratio (ISR) of .90.
- Mixed-Use – Shall not exceed, in combination, the respective number of UPA and FAR permitted, when allocated in their respective proportion to the net land area of the property.
- When located in a Target Employment Center – Shall not exceed an FAR of 1.1 for Manufacturing, Office, and Research/Development uses.



### **2.3.3.8. Category/Symbol – Employment (E).**

**Purpose** – This plan category is intended to recognize areas developed with, or appropriate to be developed with, a wide range of employment uses, including primary industries (i.e., those with a customer base that extends beyond Pinellas County), allowing for flex space, and for uses that have minimal external impacts.

**Use Characteristics** - Those uses appropriate to and consistent with this category include:

- Permitted Uses Not Subject to Acreage Thresholds – Office; Research/Development-Light; Research/Development-Heavy; Storage/Warehouse-Light; Storage/Warehouse-Heavy; Manufacturing-Light; Manufacturing-Medium; Incinerator Facility.
- Permitted Uses Subject to Acreage Thresholds – Any contiguous use or combination of uses subject to the respective acreage threshold specified below, alone or when added together within any distinct, separately delineated area designated Employment, exceeding the acreage maximum shall require a map amendment to another category that permits the use(s) where the acreage maximum does not apply:
  - Uses Subject to Three Acre Maximum – Retail Commercial; Personal Service/Office Support; Transfer/Recycling.
  - Uses Subject to Five Acre Maximum – Temporary Lodging; Commercial/Business Service; Commercial Recreation; Institutional; Transportation/Utility; Agricultural.
- Locational Characteristics – This category is generally appropriate to locations with sufficient size to support target employment and other industrial uses, as well as integrated industrial/mixed-use projects, with provision for internal service access and other necessary site improvements in locations suitable for light industrial use with minimal adverse impact on adjoining uses; served by the collector, arterial, and highway network; and on ~~Multimodal Corridors~~ Existing/Future Transit Routes depicted on the ~~Transit-Oriented~~ Land Use ~~Vision~~ Strategy Map, where its proximity to transit service supports the type and density/intensity of the proposed use characteristics.
- Scenic/Noncommercial Corridor (SNCC) – Amendments to Employment in SNCCs are governed by Section 6.5.4.1.4, which restricts the category to the enhancement connector SNCC classification.
- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 206 trips per day per acre; which impacts may take into account the proximity and availability of transit in a designated ~~Multimodal Corridor~~ Existing/Future Transit Route. When located in a Target Employment Center, the standard shall be 236 trips per day per acre.

**Density/Intensity Standards** – Shall include the following:

- Temporary Lodging Use – Shall not exceed: 1) 50 units per acre (UPA); or 2) in the alternative, upon adoption of provisions for compliance with Section 5.2.1.3, the density and intensity standards set forth in Table 36 therein.
- Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .65, nor an impervious surface ratio (ISR) of .85.
- Mixed-Use – Shall not exceed, in combination, the respective number of UPA and FAR permitted, when allocated in their respective proportion to the net land area of the property.
- When located in a Target Employment Center – Shall not exceed an FAR of 1.3 for Manufacturing, Office, and Research/Development uses.

### **2.3.3.9 Category/Symbol – Industrial (I).**

**Purpose** – This plan category is intended to depict areas developed, or appropriate to be developed, in a general industrial manner; and so as to encourage the reservation and use of areas for industrial use in a manner consistent with surrounding use, transportation facilities, other necessary infrastructure, and natural resources.

**Use Characteristics** - Those uses appropriate to and consistent with this category include:

- Permitted Uses Not Subject to Acreage Thresholds or Other Limitations – Research/Development-Light; Research/Development-Heavy; Storage/Warehouse-Light; Storage/Warehouse-Heavy; Manufacturing-Light; Manufacturing-Medium; Manufacturing-Heavy; Agricultural Processing; Vehicular Salvage; Transfer/Recycling; Solid Waste/Refuse Disposal; Electric Power Generation Plant; Incinerator Facility; Commercial Recreation.
- Permitted Uses Subject to Acreage Thresholds – Institutional, Transportation/Utility, and Agricultural uses are subject to a five-acre maximum. Any contiguous use or combination of uses subject to this acreage threshold, alone or when added together, exceeding the acreage maximum shall require a map amendment to another land use category that permits the use(s).
- Permitted Uses Subject to Other Limitations – Office; Retail Commercial; Personal Service/Office Support; Commercial/Business Service are allowed only as accessory to the uses listed under “Permitted Uses Not Subject to Acreage Thresholds or Other Limitations” above; must be located within the structure to which they are accessory; and may not exceed 25% of the floor area of the permitted use to which they are accessory.
- Locational Characteristics – This category is generally appropriate to locations with sufficient size to encourage an industrial park type arrangement with provision for internal service access and adequate buffering of adverse noise, odor, or emissions; with minimal adverse impact on adjoining uses; and served by the arterial and highway network.
- Scenic/Noncommercial Corridor (SNCC) – Amendments to Industrial in SNCCs are governed by Section 6.5.4.1.4, which restricts the category to the enhancement connector SNCC classification.
- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 216 trips per day per acre. When located in a Target Employment Center, the standard shall be 246 trips per day per acre.

**Density/Intensity Standards** – Shall include the following:

- Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .75, nor an impervious surface ratio (ISR) of .95.
- Mixed-Use – Shall not exceed, in combination, the respective number of units per acre and FAR permitted, when allocated in their respective proportion to the net land area of the property.
- When located in a Target Employment Center – Shall not exceed an FAR of 1.5 for Manufacturing, Office, and Research/Development uses.

### **2.3.3.10 Category/Symbol – Public/Semi-Public (P/SP).**

**Purpose** – This plan category is intended to recognize institutional and transportation/utility uses that serve the community or region, especially larger facilities having acreage exceeding the thresholds established in other plan categories, ~~and~~ which are consistent with the need, character, and scale of such uses relative to the surrounding uses, transportation facilities, and natural resource features, and may include residential as part of the mix of uses.

**Use Characteristics** – Those uses appropriate to and consistent with this category include:

- Permitted Uses Not Subject to Acreage Thresholds – Institutional; Transportation/Utility; Residential; Residential Equivalent; Storage/Warehouse-Light; Storage/Warehouse-Heavy; Recreation/Open Space; Community Garden; Ancillary Nonresidential.
- Locational Characteristics – This category is generally appropriate to those locations where institutional uses (such as educational, health, public safety, civic, religious and like uses) and transportation/utility uses (such as air and sea transport terminals, utility installations, major transmission lines, refuse disposal, and public works facilities) are required to serve the community; and to recognize the special needs of these uses relative to their relationship with surrounding uses and transportation access.
- Scenic/Noncommercial Corridor (SNCC) – Amendments to Public/Semi-Public in SNCCs are governed by Section 6.5.4.1.4, which restricts the category to certain SNCC classifications.
- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 192 trips per day per acre for institutional uses, 114 trips per day per acre for educational uses, 173 trips per day per acre for medical uses, 104 trips per day per acre for religious/civic facilities, 835 trips per day per acre for municipal/public facilities, 67 trips per day per acre for other institutional uses, 15 trips per day per acre for transportation uses, 16 trips per day per acre for municipal/public utilities uses, and 79 trips per day per acre for other transportation/utility uses.

**Density/Intensity Standards** – Shall include the following:

- Residential Use – Shall not exceed 12.5 units per acre (UPA).
- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 12.5 UPA.
- Nonresidential Use:
  - Institutional uses shall not exceed a floor area ratio (FAR) of .65, except for hospital use which shall not exceed an FAR of 1.0 within any single jurisdiction, subject to and based on the bonus provision set forth below. Institutional uses shall not exceed an impervious surface ratio (ISR) of .85.

- Transportation/utility uses shall not exceed an FAR of .70, nor an impervious surface ratio (ISR) of .90
- Mixed-Use – Shall not exceed, in combination, the respective number of UPA and FAR permitted, when allocated in their respective proportion to the net land area of the property.

Under the bonus provision, a hospital use may exceed an FAR of .65 provided that it does not exceed an FAR of 1.0 and further provided that conditions 1, 2, 3 and 4, as set forth below are complied with:

1. The hospital use must not exceed an ISR of .85; and
2. The hospital use must be based upon and subject to an approved final master plan or site plan; and
3. The master plan or site plan must include any and all adjacent, contiguous, or touching property, structures, facilities, and uses which are:
  - a. attributable to common ownership; or
  - b. part of a common plan of operation, administration, promotion, advertising, service, or business; or
  - c. voluntarily sharing facilities or infrastructure; or
  - d. used in any way in conjunction with the hospital use; and
4. Where the municipal boundary of any adjoining local government is contiguous to or within one hundred fifty (150) feet of the hospital use, the provisions set forth hereunder shall apply. It is the purpose of this requirement to create a transition area that ensures respect for and compatibility with the physical and visual character, intensity of development, and type, of use in the adjoining jurisdiction(s). In particular, the local government in which jurisdiction the FAR bonus is approved shall review and approve the final master or site plan, or any amendment thereto, subject to the following specific provisions:
  - a. The hospital use shall not exceed an FAR of .65 for the uses located within one hundred fifty (150) feet of a municipal boundary of adjoining local government(s);
  - b. Adjoining local government(s) shall be given an opportunity to review and comment on the master plan or site plan, or any amendment thereto, as it applies to the property within one hundred fifty (150) feet of the municipal boundary. This shall include, at a minimum, the following:
    - 1) Transmittal of two (2) copies of the master plan or site plan, or any amendment thereto, to the adjoining local government(s) not less than thirty (30) days prior to scheduled action by the approving local government;
    - 2) The opportunity and specific process by which to provide comments and recommendations by the adjoining local government(s) so as to be timely and meaningfully considered by the approving local government.
  - c. The final master plan or site plan, or any amendment thereto, will be reviewed and approved only after full and fair consideration of its impact on the adjoining local government(s) with the objective of maintaining the integrity of the land use plan, land development regulations and existing use of land in the adjoining local government(s). In particular any proposed use within one hundred fifty (150) feet shall be so designed and located as to specifically consider each of the following:

- 1) The height of any building or structure in relationship to the distance from adjoining property and buildings in the adjoining jurisdiction(s) to ensure minimum negative visual impact based on the standards for setback, separation distance and buffering in the adjoining local government(s).
- 2) The separation distance and landscape buffer provisions for any vehicular use, storage, or service area or structure, consistent with the character and use of the adjoining property based on the standards for such buffer area in the adjoining local government(s).
- 3) The landscape treatment, including the type, size and intensity of vegetative buffer areas consistent with the character and use of the adjoining property based on the standards for such landscape treatment in the adjoining local government(s).
- 4) That no use shall constitute a nuisance with respect to noise, odor, air quality, fire or explosive hazard, vibration or electromagnetic interference based on the performance standards in the adjoining local government(s).

### **2.3.3.11 Category/Symbol – Recreation/Open Space (R/OS).**

**Purpose** – This plan category is intended to recognize recreation/open space uses that serve the community or region.

**Use Characteristics** – Those uses appropriate to and consistent with this category include:

- Permitted Uses Not Subject to Acreage Thresholds – Recreation/Open Space; Community Garden; Electric substations in compliance with Section 163.3208, F.S.
- Permitted Uses Subject to Acreage Thresholds – Transportation/Utility uses (excluding electric substations) are subject to a five-acre maximum. Any contiguous use or combination of uses subject to this acreage threshold, alone or when added together, exceeding the acreage maximum, shall require a map amendment to another land use category that permits the use(s).
- Locational Characteristics – This category is generally appropriate to those public and private open spaces and recreational facilities dispersed throughout the county; and in recognition of the natural and man-made conditions which contribute to the active and passive open space character and recreation use of such locations.
- Scenic/Noncommercial Corridor (SNCC) – Per the provisions of Section 6.5.4.1.4, this category is permitted in all SNCC classifications.
- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 3 trips per day per acre.

**Density/Intensity Standards** – Shall include the following:

- No use shall exceed a floor area ratio (FAR) of .25 nor an impervious surface ratio (ISR) of .60.
- Transfer of development rights shall be allowed consistent with Section 5.2.1.1.

**Other Standards** – Shall include the following:

- An appropriate buffer, as determined by the local jurisdiction, shall be provided between any electric substation and any other adjoining use.

### **2.3.3.12 Category/Symbol – Preservation (P).**

**Purpose** – This plan category is intended to recognize natural resource features worthy of preservation and those areas of the county that are now used, or are appropriate to be used, for the conservation, production, and management of the regional potable water supply and the supporting infrastructure, consistent with the natural resources of the area.

**Use Characteristics** – Those uses appropriate to and consistent with this category include:

- Permitted Uses Not Subject to Acreage Thresholds – Preservation; Environmental Education/Research; Wellfield Protection, and Groundwater Monitoring and Recharge; Resource-Based Recreation; Replacement/Repair of Water Infrastructure; Site Alterations as Permitted by a Management Plan Approved by a Local Government
- Uses subject to requirements per the local government management plan: Wellfield Development; Water Supply Infrastructure and Facilities
- Locational Characteristics – This category is generally appropriate to those natural resource features it is designed to recognize wherever they may appear and at a size significant to the feature being depicted in relationship to its surroundings. In recognition of the natural conditions which they are intended to preserve, these features will frequently occur in a random and irregular pattern interposed among the other categories. This category is also generally appropriate to those properties that are the assets of a regional, county or municipal utility, held and operated for the provision, operation and delivery of a public water supply system consistent with the natural resource features of the property, pursuant to a management plan approved by the local government.
- Scenic/Noncommercial Corridor (SNCC) – Per the provisions of Section 6.5.4.1.4, this category is permitted in all SNCC classifications.
- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 0.3 trips per day per acre.

**Density/Intensity Standards** – Shall include the following:

- Nonresidential Use:
  - Shall not exceed a floor area ratio (FAR) of .10, nor an impervious surface ratio (ISR) of .20.
  - No public water supply use shall exceed an FAR of .25 nor an ISR of .50.
- Where an entire parcel of property is located seaward of the Coastal Construction Control Line and no transfer of development rights has occurred, the property shall be permitted a minimum beneficial use subject to the various provisions of these Countywide Rules and the Countywide Plan Map, but private property shall not be taken without due process of law and the payment



of just compensation. In particular, any such property shall be permitted, as a minimum, one (1) dwelling unit irrespective of parcel size, and a maximum of one (1) dwelling unit per acre.

**Other Standards** – Shall include the following:

- An appropriate buffer, as determined by the local jurisdiction, shall be provided for wetland Preservation areas.
- Where the mapped delineation of these areas is inconclusive due to the scale of the Countywide Plan Map, or the nature of the environmental feature, a field determination and mapping of the actual boundary at an appropriate scale may be required as part of any amendment or project approval determination. Where determined necessary, such field survey will be conducted by the local government with jurisdiction, or by a qualified Consultant, consistent with the above described purpose and use characteristics and the provisions of Division 7.3, and in particular Section 7.3.8.
- Appropriate height, setback and buffer requirements, as determined by the local jurisdiction in conjunction with the regional, county or municipal facility operator and set forth in the local government management plan shall be provided between any facility located within this category and the adjoining plan category.

### **2.3.3.13 Category/Symbol – Target Employment Center (TEC).**

**Purpose** – It is the purpose of this category to depict, utilizing an overlay, those areas of the county that are now developed, or appropriate to be developed, in a concentrated and cohesive pattern to facilitate employment uses of countywide significance,

#### **Use Characteristics**

- Permitted Uses – See applicable underlying categories.
- Locational Characteristics – This category is generally appropriate to those areas based on their size, concentration of, and potential for, target employment opportunities, i.e., those employers and industries paying above-average wages and producing goods and services for sale and consumption that import revenue to the community.
- Scenic/Noncommercial Corridor (SNCC) – Amendments to Target Employment Center in SNCCs are governed by Section 6.5.4.1.4, which restricts the category to certain SNCC classifications.
- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be: 1) for the Office, Employment, and Industrial categories, the traffic generation rate (trips per day per acre) of the underlying category, multiplied by 114% to account for the higher intensity allowed for Manufacturing, Office, and Research/Development uses when using this overlay; and 2) for all other categories, the traffic generation rate of the underlying category.

**Density/Intensity Standards** – Shall include the following:

- Densities and intensities will be guided per the underlying plan categories, plus a 100% intensity bonus for Manufacturing, Office, and Research/Development uses.

**Other Standards** – Shall include the following:

- Minimum Size – These locations shall be a minimum of ten acres in size.

### 2.3.3.14 Category/Symbol – Activity Center (AC).

**Purpose** – The purpose of this category is to recognize those areas of the county within each local government jurisdiction that have been identified and planned for in a special and detailed manner, based on their unique location, intended use, appropriate density/intensity, and pertinent planning considerations. In particular, it is the intent of this category to recognize those important, identifiable centers of business, public, and residential activity, as may be appropriate to the particular circumstance, that are the focal point of a community, and served by enhanced transit commensurate with the type, scale, and intensity of use. Activity Centers are designed at a size and scale that allows for internal circulation by pedestrians, bicyclists, and transit users, and typically~~intended to~~ encompass areas developed in a radial pattern within walking distance ( $\frac{1}{4}$  to  $\frac{1}{2}$  mile) of a central point or hub served by transit.

[Note: Section B text relocated below.]

**Use Characteristics** – Those uses appropriate to and consistent with this subcategory include:

Permitted Uses – As determined by the local government’s implementing regulations adopted pursuant to Section 6.2.3.2. Amendments to permitted uses shall be pursuant to ~~and per the~~ Planning and Urban Design Principles described in Section ~~6.5.4.6~~ 6.2.6 and Land Use Goal 16.0 of the Countywide Plan Strategies, and the use provisions of Section 6.2.4. [Note: Proposed Section 6.2.4 is in the process of revision.]

- Locational Characteristics – ~~The Transit Oriented Land Use Vision Map (Vision Map) and Table 2a identify locations eligible to be designated as Activity Center utilizing the Major Center subcategory under the Tier II amendment process. These eligible locations include: at the intersection of two Primary Corridors; at the intersection of a Primary and Secondary Corridor; or at the intersection of a Primary Corridor and a Regional Corridor that is also identified by the Pinellas Suncoast Transit Authority as a Regional Express transit stop. The Land Use Strategy Map and Table 2 below identify locations appropriate to be designated as Activity Center utilizing one of four subcategories. Additional locations may be deemed appropriate pursuant to the Countywide Plan Map amendment process for Activity Centers and Multimodal Corridors provided in Division 6.2.~~
- Scenic/Noncommercial Corridor (SNCC) – Amendments ~~to~~ adopting or modifying the Activity Center category within SNCCs are governed by Section 6.5.4.1.4, which restricts the category to certain SNCC classifications. Where an existing Activity Center overlaps a designated SNCC, the local regulatory provisions governing the Activity Center adopted pursuant to Section 6.2.3.2 shall take precedence.

~~Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to a Countywide Plan Map amendment for this subcategory shall be 369 trips per day per acre.~~

**Density/Intensity Standards** – ~~Shall include~~ Maximum permitted density-intensity standards for each

Activity Center subcategory are listed in Table 1 below, and shall be subject to the following:

- Residential Use and Temporary Lodging Use – Local governments can choose to use either the common standard of units per acre (UPA) in determining how many dwelling units or temporary lodging units are allowed on a parcel, or floor area ratio (FAR) can be used as the measure instead, regardless of the number of ~~dwelling~~-units included.
- Mixed-Use – For mixed-use projects, either an all-inclusive FAR or a proportionate share of UPA and FAR can be used. In the alternative, the mixed-use bonus provisions of Section 4.2.3.6 may be used.
- When Located in a Target Employment Center – A 100% intensity bonus may be applied to the applicable nonresidential intensity standard for Manufacturing, Office, and Research/Development.
- Density/Intensity Averaging – Maximum density and/or intensity standards may be calculated on an average areawide basis pursuant to Section 5.2.1.2.
- ~~Maximum Permitted Density Intensity Standards:  
75 UPA or 2.5 FAR or a proportionate share of each~~

~~**Planning Criteria** – The designation of Activity Center utilizing the Major Center subcategory will require the following:~~

- ~~1. Completion of a pre-application conference with PPC Staff~~
- ~~2. Delineation of a parcel specific boundary for the proposed Activity Center~~
- ~~3. Proposed densities/intensities~~
- ~~4. Proposed use types and mix~~
- ~~5. Satisfaction of the Planning and Urban Design Principles purpose and objectives and consideration of best practices, as described in Section 6.5.4.6 and Land Use Goal 16.0 of the Countywide Plan Strategies~~

**Other Standards** – Shall include the following:

- Planning Criteria – The designation of the Activity Center category is subject to the Countywide Plan Map amendment requirements for Activity Centers and Multimodal Corridors provided in Division 6.2.
- ~~Minimum-Size Criteria~~ – ~~A Major Center shall be approximately 200 acres or larger in size. The size of an Activity Center shall be consistent with the acreage range for the applicable subcategory listed in Table 1 below, except as follows:~~
  - If an Activity Center exceeds the applicable maximum acreage, it will be considered consistent if it is organized into one or more smaller subarea(s) that are individually consistent with the applicable size range, and which facilitate internal circulation of pedestrians, bicyclists and transit users within each subarea.

- If an Activity Center is less than the applicable minimum acreage, it will be considered consistent if it is located adjacent to, and functions in concert with, an existing Activity Center; or if geographic constraints of the jurisdiction prevent the minimum size from being achieved.

**Map Delineation**—~~Shall be as follows:~~

- Map Delineation – Amendments to Activity Center utilizing ~~the Major Center~~ one of the four subcategories will be designated as the Activity Center category on the Countywide Plan Map and identified ~~as Major Centers on the Vision Map~~ with the applicable subcategory on the Land Use Strategy Map. Where a more permissive subcategory is depicted on the Land Use Strategy Map than indicated by the locational characteristics of Table 2, the Land Use Strategy Map shall prevail.

**Subcategories**— The Activity Center plan category includes ~~five~~ four subcategories, enumerated in Tables 1 and 2 below. ~~Where two or more subcategories overlap, the subcategory with the most permissive density and intensity standards shall take precedence.~~

**Table 1**  
**Standards Applicable to Activity Center Subcategories**

<u>Activity Center Subcategory</u>	<u>Acreage Range</u>	<u>Maximum Density/Intensity Standard<sup>1</sup></u>		
		<u>Residential Density (Units Per Acre)<sup>3</sup></u>	<u>Temporary Lodging Density (Units Per Acre)<sup>2</sup></u>	<u>Nonresidential or Mixed-Use Intensity (Floor Area Ratio)<sup>3</sup></u>
<u>Urban Center</u>	<u>200 to 500</u>	<u>200</u>	<u>330</u>	<u>8.0</u>
<u>Major Center</u>	<u>100 to 500</u>	<u>150</u>	<u>250</u>	<u>5.0</u>
<u>Community Center</u>	<u>50 to 500</u>	<u>90</u>	<u>150</u>	<u>3.0</u>
<u>Neighborhood Center</u>	<u>20 to 500</u>	<u>60</u>	<u>100</u>	<u>2.0</u>

<sup>1</sup> Maximum density/intensity may be calculated on an average areawide basis pursuant to Section 5.2.1.2.

<sup>2</sup> For residential or temporary lodging units, either the applicable UPA or the nonresidential FAR standard may be used.

<sup>3</sup> For mixed-use projects, either an all-inclusive FAR standard or a proportionate share of residential density and nonresidential intensity may be used.

**Table 2**  
Intersections of Existing/Future Transit Routes Providing Appropriate Locations for Activity Center Subcategories

	<u>Premium Transit Route</u>	<u>Core Bus Route</u>	<u>Frequent Local Bus Routes</u>	<u>Local Bus Routes</u>	<u>Other Arterial Roadway</u>	<u>Other Collector Roadway</u>
<u>Premium Transit Route</u>	<u>Urban Center</u>	<u>Urban Center</u>	<u>Major Center</u>	<u>Major Center</u>	<u>Community Center</u>	<u>Neighborhood Center</u>
<u>Core Bus Route</u>	<u>Urban Center</u>	<u>Major Center</u>	<u>Major Center</u>	<u>Community Center</u>	<u>Community Center</u>	<u>Neighborhood Center</u>
<u>Frequent Local Bus Routes</u>	<u>Major Center</u>	<u>Major Center</u>	<u>Community Center</u>	<u>Community Center</u>	<u>Community Center</u>	<u>Neighborhood Center</u>
<u>Local Bus Routes</u>	<u>Major Center</u>	<u>Community Center</u>	<u>Community Center</u>	<u>Neighborhood Center</u>	<u>Neighborhood Center</u>	<u>Neighborhood Center</u>
<u>Other Arterial Roadway</u>	<u>Community Center</u>	<u>Community Center</u>	<u>Community Center</u>	<u>Neighborhood Center</u>	<u>Neighborhood Center</u>	<u>Neighborhood Center</u>
<u>Other Collector Roadway</u>	<u>Neighborhood Center</u>	<u>Neighborhood Center</u>	<u>Neighborhood Center</u>	<u>Neighborhood Center</u>	<u>Neighborhood Center</u>	<u>Neighborhood Center</u>

**Notes:**

1. Intersections are as depicted on the Land Use Strategy Map. In locations where three or more corridor types intersect, the two corridor types with the most permissive density and intensity standards shall take precedence.
2. Local governments may choose to use more restrictive subcategories; for example, at an intersection deemed appropriate for a Major Center, a Community Center or Neighborhood Center is also considered appropriate.
3. Additional locations appropriate for an Activity Center subcategory may be approved through the Countywide Plan Map amendment process and shall be depicted on the Land Use Strategy Map. Where a more permissive subcategory is depicted on the Land Use Strategy Map, it shall supersede Table 2.

**A. Transit Station Centers**

**Use Characteristics** — Shall include the following:

- ~~Permitted Uses~~ — Those uses allowed in transit station centers must be set forth in the local government’s transit station plan. It is the intent of this category that uses allowed in transit station centers be transit supportive, and not primarily automobile oriented.
- ~~Locational Characteristics~~ — Locations eligible to be designated as Activity Center utilizing the Transit Station Center subcategory under the Tier II amendment process have been identified on the Transit-Oriented Land Use Vision Map (Vision Map) and are based on the adoption of the Locally Preferred Alternative in the Metropolitan Planning Organization’s Long Range Transportation Plan. Final locations may be refined based on the completion of applicable environmental impact studies associated with the federal and local transit planning processes.
- ~~Scenic/Noncommercial Corridor (SNCC)~~ — Amendments to the Activity Center category within SNCCs are governed by Section 6.5.4.1.4, which restricts the category to certain SNCC classifications.

**Density/Intensity Standards** — Shall include the following:

- ~~Local governments can choose to use either the common standard of units per acre (UPA) in determining how many dwellings are allowed on a parcel, or floor area ratio (FAR) can be used as the measure instead, regardless of the number of dwelling units included. For mixed-use projects, either an all-inclusive FAR or a proportionate share of UPA and FAR can be used.~~
- ~~Density and intensity standards for the four transit station center subclassifications are enumerated below:~~

**Table 1**  
**STANDARDS APPLICABLE TO TRANSIT STATION CENTER SUBCLASSIFICATIONS**

<del>Transit Station Area Center Sub-Classification</del>	<del>Maximum Permitted Density-Intensity Standards:</del>
<del>Type I</del>	<del>200 UPA or 7.0 FAR or proportionate share of each</del>
<del>Type II</del>	<del>150 UPA or 5.0 FAR or proportionate share of each</del>
<del>Type III</del>	<del>90 UPA or 3.0 FAR or proportionate share of each</del>
<del>Type IV</del>	<del>60 UPA or 2.0 FAR or proportionate share of each</del>

**Other Standards** — Shall include the following:

- ~~Transit Station Plan — As set forth in Section 6.5.4.4, the utilization of the provisions of this category shall require 1) a transit station plan, which includes the establishment of transit station center subclassification(s) and any changes to the boundaries of this category; and 2) amendment of the Countywide Plan Map to reflect such subclassification(s) and boundary changes.~~
- ~~Size — Transit station centers shall generally encompass areas extending a half-mile from the center of each transit station. Larger or smaller areas may be permitted if justified in an applicable transit station plan.~~

**Map Delineation** — Shall be as follows:

- ~~Amendments to Activity Center utilizing the Transit Station Center subcategory will be designated as the Activity Center category on the Countywide Plan Map and identified as Transit Station Centers on the Vision Map.~~

**B. Major Center**

**C. Community Center**

**Use Characteristics** — Those uses appropriate to and consistent with this subcategory include:

- ~~Permitted Uses — As determined by the local government's implementing regulations and per the Planning and Urban Design Principles described in Section 6.5.4.6 and Land Use Goal 16.0 of the Countywide Plan Strategies.~~
- ~~Locational Characteristics — The Transit Oriented Land Use Vision Map (Vision Map) and Table 2a identify locations eligible to be designated as Activity Center utilizing the Community Center subcategory under the Tier II amendment process. These eligible locations include: at the intersection of two Secondary Corridors; at the intersection of a Secondary Corridor and a Supporting Corridor; at the intersection of a Secondary Corridor and a Regional Corridor that is also identified by the Pinellas Suncoast Transit Authority as a Regional Express transit stop; at the intersection of a Secondary Corridor and any other arterial roadway identified through the roadway classification system of the Metropolitan Planning Organization; and at the intersections identified as Tier II eligible locations for Major Centers in Section 2.3.3.14.B.~~
- ~~Scenic/Noncommercial Corridor (SNCC) — Amendments to the Activity Center category within SNCCs are governed by Section 6.5.4.1.4, which restricts the category to certain SNCC classifications.~~
- ~~Traffic Generation Characteristics — The standard for the purpose of calculating typical traffic impacts relative to a Countywide Plan Map amendment for this subcategory shall be 202 trips per day per acre.~~



**Density/Intensity Standards** — Shall include the following:

- ~~Local governments can choose to use either the common standard of units per acre (UPA) in determining how many dwellings are allowed on a parcel, or floor area ratio (FAR) can be used as the measure instead, regardless of the number of dwelling units included. For mixed-use projects, either an all inclusive FAR or a proportionate share of UPA and FAR can be used.~~
- ~~Maximum Permitted Density Intensity Standards: 50 UPA or 1.5 FAR or a proportionate share of each~~

**Planning Criteria** — ~~The designation of Activity Center utilizing the Community Center subcategory will require the following:~~

- ~~1. Completion of a pre application conference with PPC Staff~~
- ~~2. Delineation of a parcel specific boundary for the proposed Activity Center~~
- ~~3. Proposed densities/intensities~~
- ~~4. Proposed use types and mix~~
- ~~5. Satisfaction of the Planning and Urban Design Principles purpose and objectives and consideration of best practices, as described in Section 6.5.4.6 and Land Use Goal 16.0 of the Countywide Plan Strategies~~

**Other Standards** — Shall include the following:

- ~~Minimum Size — A Community Center shall be approximately 100 acres or larger in size.~~

**Map Delineation** — Shall be as follows:

- ~~Map Delineation — Amendments to Activity Center utilizing the Community Center subcategory will be designated as the Activity Center category on the Countywide Plan Map and identified as Community Centers on the Vision Map.~~

**D. Neighborhood Center**

**Use Characteristics** — Those uses appropriate to and consistent with this subcategory include:

- ~~Permitted Uses — As determined by the local government's implementing regulations and per the Planning and Urban Design Principles described in Section 6.5.4.6 and Land Use Goal 16.0 of the Countywide Plan Strategies.~~

~~Locational Characteristics — The Transit Oriented Land Use Vision Map (Vision Map) and Table 2a identify locations eligible to be designated as Activity Center utilizing the Neighborhood Centers subcategory under the Tier II amendment process. These eligible locations include: at the intersection of two Supporting Corridors; or at the intersection of a Regional Corridor with a Supporting Corridor or any other arterial or collector roadway, which is also identified by the Pinellas Suncoast Transit Authority as a Regional Express transit stop; at the intersection of any~~

~~arterial or collector roadway with any other arterial or collector roadway as identified through the roadway classification system of the Metropolitan Planning Organization; at the intersections identified as Tier II eligible locations for Major Centers in Section 2.3.3.14.B; and at the intersections identified as Tier II eligible locations for Community Centers in Section 2.3.3.14.C.~~

- ~~• Scenic/Noncommercial Corridor (SNCC) — Amendments to the Activity Center category within SNCCs are governed by Section 6.5.4.1.4, which restricts the category to certain SNCC classifications.~~
- ~~• Traffic Generation Characteristics — The standard for the purpose of calculating typical traffic impacts relative to a Countywide Plan Map amendment for this subcategory shall be 81 trips per day per acre.~~

~~**Density/Intensity Standards** — Shall include the following:~~

- ~~• Local governments can choose to use either the common standard of units per acre (UPA) in determining how many dwellings are allowed on a parcel, or floor area ratio (FAR) can be used as the measure instead, regardless of the number of dwelling units included. For mixed-use projects, either an all-inclusive FAR or a proportionate share of UPA and FAR can be used.~~
- ~~• Maximum Permitted Density Intensity Standards:  
15 UPA or 0.75 FAR or a proportionate share of each~~

~~**Planning Criteria** — Amendments to Activity Center utilizing the Neighborhood Center subcategory will require the following:~~

- ~~1. Completion of a pre-application conference with PPC Staff~~
- ~~2. Delineation of a parcel specific boundary for the proposed Activity Center~~
- ~~3. Proposed densities/intensities~~
- ~~4. Proposed use types and mix~~
- ~~5. Satisfaction of the Planning and Urban Design Principles purpose and objectives and consideration of best practices, as described in Section 6.5.4.6 and Land Use Goal 16.0 of the Countywide Plan Strategies~~

~~**Other Standards** — Shall include the following:~~

- ~~• Minimum Size — A Neighborhood Center shall be approximately 25 acres or larger in size.~~

~~**Map Delineation** — Shall be as follows:~~

- ~~• Amendments to Activity Center utilizing the Neighborhood Center subcategory will be designated as the Activity Center category on the Countywide Plan Map and identified as Neighborhood Centers on the Vision Map.~~

## ~~**E. Special Center**~~

**Use Characteristics** — ~~Those uses appropriate to and consistent with this subcategory include:~~

- ~~Permitted Uses — As determined by the applicable special area plan adopted prior to August 7, 2015, or as subsequently amended pursuant to Section 6.5.4.3.~~
- ~~Locational Characteristics — Special Center locations shall be as set forth in the applicable special area plan adopted prior to August 7, 2015, or as subsequently amended pursuant to Section 6.5.4.3.~~
- ~~Scenic/Noncommercial Corridor (SNCC) — Amendments to the Activity Center category within SNCCs are governed by Section 6.5.4.1.4, which restricts the category to certain SNCC classifications.~~
- ~~Traffic Generation Characteristics — The standard for the purpose of calculating typical traffic impacts relative to a Countywide Plan Map amendment for this subcategory shall be based upon the proposed density/intensity of land use proposed.~~

**Density/Intensity Standards** — ~~Shall include the following:~~

- ~~The densities and intensities shall be as set forth for each classification of use and location in the applicable special area plan adopted prior to August 7, 2015, or as subsequently amended pursuant to Section 6.5.4.3.~~

**Other Standards** — ~~Shall include the following:~~

- ~~Amendments to Special Centers are subject to the provisions of Section 6.5.4.3.~~

**Map Delineation** — ~~Shall be as follows:~~

- ~~Instances of Activity Center utilizing the Special Center subcategory are delineated as the Activity Center category on the Countywide Plan Map and identified as Special Centers on the Transit Oriented Land Use Vision Map, with boundaries based on a previously approved special area plan.~~

### 2.3.3.15 Category/Symbol – Multimodal Corridor (MMC).

**Purpose** – This plan category is intended to recognize those corridors of critical importance to the movement of people and goods throughout the county, and that are served by a combination of multiple modes of transport, including automobile, bus, bicycle, rail, and/or pedestrian transportation. This category is ~~intended to include those transportation corridors connecting Activity Centers,~~ characterized by mixed-use development, ~~and in particular,~~ supported by and designed to facilitate transit, and is particularly appropriate for creating transit connections between Activity Centers.

~~The Multimodal Corridor plan category includes five subcategories, enumerated below. Where two or more subcategories overlap, the subcategory with the most permissive density and intensity standards shall take precedence.~~

#### A. Primary Corridor

**Use Characteristics** – Those uses appropriate to and consistent with this ~~sub~~category include:

Permitted Uses – As determined by the local government’s implementing regulations adopted pursuant to Section 6.2.3.2. Amendments to permitted uses shall be pursuant to ~~and per~~ the Planning and Urban Design Principles described in Section ~~6.5.4.6~~ 6.2.6 and Land Use Goal 16.0 of the Countywide Plan Strategies, and the use provisions of Section 6.2.4. [Note: Proposed Section 6.2.4 is in the process of revision.]

- Locational Characteristics – ~~Locations appropriate to be designated as Multimodal Corridor utilizing the Primary Corridor subcategory under the Tier II amendment process are identified on the PPC Transit Oriented Land Use Vision Map (Vision Map), and correspond to the Pinellas Suncoast Transit Authority’s Core Bus Network. The Land Use Strategy Map and Table 4 below identify locations appropriate to be designated as Multimodal Corridor utilizing one of four subcategories. Additional locations may be deemed appropriate pursuant to the Countywide Plan Map amendment process for Activity Centers and Multimodal Corridors provided in Division 6.2.~~
- Scenic/Noncommercial Corridor (SNCC) – Amendments ~~to adopting~~ the Multimodal Corridor category within SNCCs are governed by Section 6.5.4.1.4, which restricts the category to certain SNCC classifications. Where an existing Multimodal Corridor designated on the Countywide Plan Map overlaps a designated SNCC, the local regulatory provisions governing the Multimodal Corridor adopted pursuant to Section 6.2.3.2 shall take precedence.
- ~~Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to a Countywide Plan Map amendment for this subcategory shall be based upon 433 trips per day per acre.~~

**Density/Intensity Standards** – Maximum permitted density-intensity standards for each Multimodal Corridor subcategory are listed in Table 3 below, and shall be subject to the following: ~~Shall be as follows:~~

- Residential Use and Temporary Lodging Use – Local governments can choose to use either the common standard of units per acre (UPA) in determining how many dwelling units or temporary

lodging units are allowed on a parcel, or floor area ratio (FAR) can be used as the measure instead, regardless of the number of ~~dwelling~~ units included.

- Mixed-Use – For mixed-use projects, either an all-inclusive FAR or a proportionate share of UPA and FAR can be used. In the alternative, the mixed-use bonus provisions of Section 4.2.3.6 may be used.
- When located in a Target Employment Center – A 100% intensity bonus may be applied to the applicable nonresidential intensity standard for Manufacturing, Office, and Research/Development.
- Density/Intensity Averaging – Maximum density and/or intensity standards may be calculated on an average areawide basis pursuant to Section 5.2.1.2.
- ~~Maximum Permitted Density-Intensity Standards:  
40 UPA or 1.5 FAR or a proportionate share of each.~~

~~**Planning Criteria** – The designation of Multimodal Corridor utilizing the Primary Corridor subcategory will require the following:~~

- ~~1. Completion of a pre-application conference with PPC Staff~~
- ~~2. Delineation of a parcel specific boundary for the proposed Corridor.~~
- ~~3. Proposed densities/intensities~~
- ~~4. Proposed use types and mix~~
- ~~5. Satisfaction of the Planning and Urban Design Principles purpose and objectives and consideration of best practices, as described in Section 6.5.4.6 and Land Use Goal 16.0 of the Countywide Plan Strategies~~

**Other Standards** – Shall include the following:

- Planning Criteria – The designation of the Multimodal Corridor category is subject to the Countywide Plan Map amendment requirements for Activity Centers and Multimodal Corridors provided in Division 6.2.
- Maximum Size – There is no maximum length for a designated Multimodal Corridor, ~~utilizing the Primary Corridor subcategory,~~ though the width generally should not exceed ¼ mile from the ~~centerline of~~ parcel boundary adjacent to the corridor.

~~**Map Delineation** – Shall be as follows:~~

- Map Delineation – Amendments to Multimodal Corridor utilizing ~~the Primary Corridor~~ one of the four subcategories will be designated as the Multimodal Corridor ~~y~~ are delineated as the Activity Center category on the Countywide Plan Map, and identified as Primary Corridors with the applicable subcategory on the ~~Transit-Oriented~~ Land Use ~~Vision~~ Strategy Map. Where a more permissive subcategory is depicted on the Land Use Strategy Map than indicated by the locational characteristics of Table 4, the Land Use Strategy Map shall prevail.

Subcategories – The Multimodal Corridor plan category includes four subcategories, enumerated in Table 3 below.

**Table 3**  
**Standards Applicable to Multimodal Corridor Subcategories**

<u>Multimodal Corridor Subcategory</u>	<u>Maximum Density/Intensity Standard<sup>1</sup></u>		
	<u>Residential Density (Units Per Acre)<sup>2</sup></u>	<u>Temporary Lodging Density (Units Per Acre)<sup>2</sup></u>	<u>Nonresidential or Mixed-Use Intensity (Floor Area Ratio)<sup>3</sup></u>
<u>Premium Transit Corridor</u>	<u>60</u>	<u>100</u>	<u>4.0</u>
<u>Primary Corridor</u>	<u>50</u>	<u>85</u>	<u>3.0</u>
<u>Secondary Corridor</u>	<u>40</u>	<u>70</u>	<u>2.5</u>
<u>Supporting Corridor</u>	<u>30</u>	<u>50</u>	<u>2.0</u>

<sup>1</sup> Maximum density/intensity may be calculated on an average areawide basis pursuant to Section 5.2.1.2.

<sup>2</sup> For residential or temporary lodging units, either the applicable UPA or the nonresidential FAR standard may be used.

<sup>3</sup> For mixed-use projects, either an all-inclusive FAR standard or a proportionate share of residential density and nonresidential intensity may be used.

**Table 4**  
**Appropriate Locations for Multimodal Corridor Subcategories**

<u>Existing/Future Transit Routes<sup>1</sup></u>	<u>Appropriate Multimodal Corridor Subcategory<sup>2,3</sup></u>
<u>Premium Transit Route or Priority Corridor</u>	<u>Premium Transit Corridor</u>
<u>Core Bus Route or Priority Corridor</u>	<u>Primary Corridor</u>
<u>Frequent Local Bus Route or Priority Corridor</u>	<u>Secondary Corridor</u>
<u>Local Bus Route</u>	<u>Supporting Corridor</u>

**Notes:**

1. Existing/Future Transit Routes are as depicted on the Land Use Strategy Map. In locations where two or more transit routes overlap, the Multimodal Corridor subcategory with the most permissive density and intensity standards shall take precedence.
2. Local governments may choose to use more restrictive subcategories; for example, in a location deemed appropriate for a Primary Corridor, a Secondary Corridor or Supporting Corridor is also considered appropriate.
3. Additional locations appropriate for a Multimodal Corridor subcategory may be approved through the Countywide Plan Map amendment process and shall be depicted on the Land Use Strategy Map. Where a more permissive subcategory is depicted on the Land Use Strategy Map, it shall supersede Table 4.

**B. Secondary Corridor**

**Use Characteristics**—Those uses appropriate to and consistent with this subcategory include:

- ~~● **Permitted Uses**—As determined by the local government’s implementing regulations and per the Planning and Urban Design Principles described in Section 6.5.4.6 and Land Use Goal 16.0 of the Countywide Plan Strategies.~~
- ~~● **Locational Characteristics**—Locations appropriate to be designated as Multimodal Corridor utilizing the Secondary Corridor subcategory are identified on the Transit-Oriented Land Use Vision Map (Vision Map), and correspond to the Pinellas Suncoast Transit Authority’s Frequent Local bus routes.~~
- ~~● **Scenic/Noncommercial Corridor (SNCC)**—Amendments to the Multimodal Corridor category within SNCCs are governed by Section 6.5.4.1.4, which restricts the category to certain SNCC classifications.~~

- ~~Traffic Generation Characteristics~~—The standard for the purpose of calculating typical traffic impacts relative to a Countywide Plan Map amendment for this subcategory shall be based upon 260 trips per day per acre.

**Density/Intensity Standards**— Shall include the following:

- ~~Local governments can choose to use either the common standard of units per acre (UPA) in determining how many dwellings are allowed on a parcel, or floor area ratio (FAR) can be used as the measure instead, regardless of the number of dwelling units included. For mixed-use projects, either an all-inclusive FAR or a proportionate share of UPA and FAR can be used.~~
- ~~Maximum Permitted Density~~—Intensity Standards:  
30 UPA or 1.0 FAR or a proportionate share of each.

**Planning Criteria**—The designation of Multimodal Corridor utilizing the Secondary Corridor subcategory will require the following:

1. ~~Completion of a pre-application conference with PPC Staff~~
2. ~~Delineation of a parcel specific boundary for the proposed Corridor.~~
3. ~~Proposed densities/intensities~~
4. ~~Proposed use types and mix~~
5. ~~Satisfaction of the Planning and Urban Design Principles purpose and objectives and consideration of best practices, as described in Section 6.5.4.6 and Land Use Goal 16.0 of the Countywide Plan Strategies~~

**Other Standards**— Shall include the following:

- ~~Maximum Size~~—There is no maximum length for a designated Multimodal Corridor utilizing the Secondary Corridor subcategory, though the width generally should not exceed ¼ mile from the centerline of the corridor.

**Map Delineation**— Shall be as follows:

- ~~Amendments to Multimodal Corridor utilizing the Secondary Corridor subcategory will be delineated as the Multimodal Corridor category on the Countywide Plan Map and identified as Secondary Corridors on the Vision Map.~~

**C. Supporting Corridor**

**Use Characteristics**— Shall include the following:

- ~~Permitted Uses~~— See applicable underlying categories.
- ~~Locational Characteristics~~— Supporting Corridors are identified on the Transit Oriented Land Use Vision Map (Vision Map) and correspond to the Pinellas Suncoast Transit Authority's Supporting Local corridors and trolley routes providing daily service. Supporting Corridors



are not mapped on the Countywide Plan Map, but as depicted on the Vision Map, serve as a locational criterion enabling adoption of the Residential Medium category as specified in Section 2.3.3.3, and the Activity Center category as specified in Section 2.3.3.14.

- ~~Scenic/Noncommercial Corridor (SNCC)—Amendments within SNCCs are governed by Section 6.5.4.1.4, which restricts certain categories to specified SNCC classifications. Pursuant to these provisions, the locational criteria provisions of Supporting Corridors (i.e., enabling adoption of the Residential Medium and Activity Center categories) are restricted to the mixed use node and enhancement connector SNCC classifications.~~

~~**Density/Intensity Standards**—See applicable underlying categories.~~

~~**Map Delineation**—Shall be as follows:~~

- ~~The Supporting Corridor subcategory is not mapped on the Countywide Plan Map. Supporting Corridors are identified on the Vision Map.~~

#### ~~**D. Regional Corridor**~~

~~**Use Characteristics**—Shall include the following:~~

- ~~Permitted Uses—See applicable underlying categories.~~
- ~~Locational Characteristics—Regional Corridors are identified on the Transit Oriented Land Use Vision Map (Vision Map) and correspond to the Pinellas Suncoast Transit Authority's Regional Express routes and the CSX railway line. Regional Corridors are not mapped on the Countywide Plan Map, but as depicted on the Vision Map, serve as a locational criterion for adoption of the Activity Center category as specified in Section 2.3.3.14.~~
- ~~Scenic/Noncommercial Corridor (SNCC)—Amendments within SNCCs are governed by Section 6.5.4.1.4, which restricts certain categories to specified SNCC classifications. Pursuant to these provisions, the locational criteria provisions of Regional Corridors (i.e., enabling adoption of the Activity Center category) are restricted to the mixed use node and enhancement connector SNCC classifications.~~

~~**Density/Intensity Standards**—See applicable underlying categories.~~

~~**Map Delineation**—Shall be as follows:~~

- ~~The Regional Corridor subcategory is not mapped on the Countywide Plan Map. Regional Corridors are identified on the Vision Map.~~

#### ~~**E. Special Corridor**~~

~~**Use Characteristics**—Those uses appropriate to and consistent with this subcategory include:~~

- ~~Permitted Uses — As determined by the adopted special area plan.~~
- ~~Locational Characteristics — Special Corridors locations shall be as set forth in the applicable special area plan adopted prior to August 7, 2015, or as subsequently amended pursuant to Section 6.5.4.3.~~
- ~~Scenic/Noncommercial Corridor (SNCC) — Amendments to the Multimodal Corridor category within SNCCs are governed by Section 6.5.4.1.4, which restricts the category to certain SNCC classifications.~~
- ~~Traffic Generation Characteristics — The standard for the purpose of calculating typical traffic impacts relative to a Countywide Plan Map amendment for this subcategory shall be based upon the proposed density/intensity of land use proposed.~~

**Density/Intensity Standards** — Shall include the following:

- ~~Shall be as set forth for each classification of use and location in the applicable special area plan adopted prior to August 7, 2015, or as subsequently amended pursuant to Section 6.5.4.3.~~

**Other Standards** — Shall include the following:

- ~~Amendments to Special Corridors are subject to the provisions of Section 6.5.4.3.~~

**Map Delineation** — Shall be as follows:

~~Special Corridors are delineated as the Multimodal Corridor category on the Countywide Plan Map, and identified as Special Corridors on the Transit Oriented Land Use Vision Map, with boundaries based on a previously approved special area plan~~

**2.3.3.16**      **Category/Symbol – Scenic/Noncommercial Corridor (as noted on the Countywide Plan Map).**

**Purpose** – See Section 6.5.4.1, subsections 6.5.4.1.1 and 6.5.4.1.2.

**Use Characteristics**

- Permitted Uses – See applicable underlying categories and Section 6.5.41, Table 49.
- Locational Characteristics – Corridors shall be as set forth herein and depicted on the Countywide Plan Map and accompanying *Countywide Plan Map, Submap No. 1* entitled *Countywide Scenic/Noncommercial Corridor Map*, including:

**“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 Parkway
- 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 U.S. 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

- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to a Countywide Plan Map amendment for this category shall be based upon the respective principal categories.

**Density/Intensity Standards** – See applicable underlying categories.

**Other Standards** – See Section 6.5.4.1.

**Table 2a**  
**MULTIMODAL CORRIDOR SUBCATEGORY INTERSECTIONS<sup>1</sup> PROVIDING**  
**TIER II ELIGIBLE LOCATIONS FOR ACTIVITY CENTER SUBCATEGORIES<sup>2</sup>**

	<b>Primary Corridor</b>	<b>Secondary Corridor</b>	<b>Regional Corridor (at transit stop)</b>	<b>Supporting Corridor</b>	<b>Other Arterial Roadway</b>	<b>Other Collector Roadway</b>
<b>Primary Corridor</b>	Major Center	Major Center	Major Center	Community Center	Community Center	Neighborhood Center
<b>Secondary Corridor</b>	Major Center	Community Center	Community Center	Community Center	Community Center	Neighborhood Center
<b>Regional Corridor (at transit stop)<sup>3</sup></b>	Major Center	Community Center	Neighborhood Center	Neighborhood Center	Neighborhood Center	Neighborhood Center
<b>Supporting Corridor</b>	Community Center	Community Center	Neighborhood Center	Neighborhood Center	Neighborhood Center	Neighborhood Center
<b>Other Arterial Roadway</b>	Community Center	Community Center	Neighborhood Center	Neighborhood Center	Neighborhood Center	Neighborhood Center
<b>Other Collector Roadway</b>	Neighborhood Center	Neighborhood Center	Neighborhood Center	Neighborhood Center	Neighborhood Center	Neighborhood Center

**Table 52b**  
**SUMMARY CATEGORY MATRIX**

CATEGORY/SYMBOL	UPA MAX.	FAR MAX.	ISR MAX.	TRAFFIC GENERATION RATE (ADT/ACRE) <sup>1</sup>
Residential Very Low (RVL)	1.0	.30	.60	6
Residential Low Medium (RLM)	10	.50	.75	67
Residential Medium (RM)	15.0	.50	.75	96
Residential High (RH)	30.0	.60	.85	162
Office (O)	15.0	.50	.75	89
		1.0 (specified uses in TEC)		101 (in TEC)
Resort (R)	30.0	1.2	.95	279
Retail & Services (R&S)	24.0	.55	.90	433
		1.1 (specified uses in TEC)		
Employment (E)	N/A	.65	.85	206
		1.3 (specified uses in TEC)		236 (in TEC)
Industrial (I)	N/A	.75	.95	216
		1.5 (specified uses in TEC)		246 (in TEC)
Public/Semi-Public (P/SP)	12.5	.65 (institutional) .70 (trans./utility) 1.0 (hospital)	.85 (institutional) .90 (trans./utility)	192 (institutional) 114 (educational) 173 (medical) 104 (religious/civic) 835 (municipal/public) 67 (other institutional) 15 (transportation) 16 (municipal/public utility) 79 (other transportation/utility)
Recreation/Open Space (R/OS)	N/A	.25	.60	3
Preservation (P)	N/A	.10 (preservation) .25 (water supply)	.20 (preservation) .50 (water supply)	0.3
Target Employment Center (TEC)	See Otherwise Applicable Category and Multiplier Factor			
Activity Center (AC)				
	<a href="#">Urban Center</a>	<a href="#">200</a>	<a href="#">330</a>	<a href="#">8.0</a>
	<a href="#">Major Center</a>	<a href="#">150</a>	<a href="#">250</a>	<a href="#">5.0</a>
	<a href="#">Community Center</a>	<a href="#">90</a>	<a href="#">150</a>	<a href="#">3.0</a>
	<a href="#">Neighborhood Center</a>	<a href="#">60</a>	<a href="#">100</a>	<a href="#">2.0</a>
	<a href="#">Transit Station Center</a>	See Table 1		
	<a href="#">Major Center</a>	<a href="#">75</a>	<a href="#">2.5</a>	<a href="#">N/A</a>
	<a href="#">Community Center</a>	<a href="#">50</a>	<a href="#">1.5</a>	<a href="#">N/A</a>
	<a href="#">Neighborhood Center</a>	<a href="#">15</a>	<a href="#">.75</a>	<a href="#">N/A</a>
	<a href="#">Special Center</a>	Per Approved Special Area Plan		
Multimodal Corridor (MMC) <sup>2</sup>				
	<a href="#">Premium Transit Corridor</a>	<a href="#">60</a>	<a href="#">100</a>	<a href="#">4.0</a>
	<a href="#">Primary Corridor</a>	<a href="#">50</a>	<a href="#">85</a>	<a href="#">3.0</a>
	<a href="#">Secondary Corridor</a>	<a href="#">40</a>	<a href="#">70</a>	<a href="#">2.5</a>
	<a href="#">Supporting Corridor</a>	<a href="#">30</a>	<a href="#">50</a>	<a href="#">2.0</a>
	<a href="#">Primary Corridor</a>	<a href="#">40</a>	<a href="#">1.5</a>	<a href="#">N/A</a>
	<a href="#">Secondary Corridor</a>	<a href="#">30</a>	<a href="#">1.0</a>	<a href="#">N/A</a>
	<a href="#">Special Corridor</a>	Per Approved Special Area Plan		
Scenic/Noncommercial Corridor	See Otherwise Applicable Category			

<sup>1</sup> Traffic generation characteristics are average daily trips per acre.

<sup>2</sup> Includes only those corridors with associated density, intensity, and/or traffic generation rate standards.

**Key to abbreviations:**

UPA: dwelling units per acre  
FAR: floor area ratio

ISR: impervious surface ratio  
ADT: average daily trips

TEC: Target Employment Center



Key:

- Additions and ~~deletions~~

## ARTICLE 4

### PLAN CRITERIA AND STANDARDS

## **DIV. 4.1 APPLICABILITY.**

All local government future land use plans and land development regulations shall be consistent with the criteria and standards in these Countywide Rules. The parameters for the criteria and standards have been established by category and shall be the basis for the administration of the Countywide Plan Map. . The specific criteria by which consistency of the local future land use plans and land development regulations shall be judged include the following:

- Nomenclature
- Plan Categories
- Density/Intensity Standards
- Use and Locational Characteristics
- Map Delineation
- Acreage Thresholds and Other Standards

## **DIV. 4.2 CRITERIA AND STANDARDS.**

### **SEC. 4.2.1 NOMENCLATURE.**

**4.2.1.1** Local government future land use categories shall be utilized in a manner that is consistent with the criteria and standards hereby established.

While the names or titles of local governments' future land use categories are not required to be precisely the same as the Countywide Plan Map categories, the names shall relate to the primary purposes of the categories as they relate to the Countywide Plan Map categories. For example, a local government category name of "Residential/Office Limited" would be deemed consistent with the Countywide Plan Map category of "Office," and "Planned Redevelopment-Mixed Use," would be deemed consistent with the "Activity Center" or "Multimodal Corridor" Countywide Plan Map category, depending upon intended use as addressed in the local government's amendment that addresses the Planning Criteria found in Article 2 for each respective category, specifically items 2-5.

The local government may, where it determines appropriate, append a local term to such category to tailor same to their local application; e.g., "Commercial General - Tarpon Springs Waterfront" or "Office - Downtown." Such local suffix may also be used to distinguish between the Countywide Plan Map category and its more specific local application.

**4.2.1.2** This shall not be interpreted to mean that a local future land use plan is required to contain all or any specific number of the Countywide Plan Map categories.



**SEC. 4.2.2 PLAN CATEGORIES.**

**4.2.2.1 Categories.** The Countywide Rules hereby establish the following Countywide Plan Map categories:

- Residential Very Low
- Residential Low Medium
- Residential Medium
- Residential High
- Office
- Resort
- Retail & Services
- Employment
- Industrial
- Public/Semi-Public
- Recreation/Open Space
- Preservation
- Target Employment Center
- Activity Center
- Multimodal Corridor
- Scenic/Noncommercial Corridor

Each jurisdiction within Pinellas County must include a table or matrix in the future land use element of its comprehensive plan that shows each local future land use category corresponding to no more than one of these Countywide Plan Map categories.

**4.2.2.2 Continuum.** A local future land use category that reflects a countywide category of equal or lesser density/intensity shall be considered consistent.

**4.2.2.2.1** A local future land use plan designation of Preservation shall be considered less dense/intense than all other Countywide Plan Map designations.

**4.2.2.2.2** A local future land use plan designation of Recreation/Open Space shall be considered less dense/intense than all other Countywide Plan Map designations except Preservation.

**SEC. 4.2.3 DENSITY/INTENSITY AND SPECIAL USE STANDARDS.**

**4.2.3.1 Provision for Comparison.** Each local future land use category shall either:

- Identify specifically the density/intensity standard which shall be applicable to said category, consistent with the applicable standard as set forth in the Countywide Plan Map and these Countywide Rules; or
- Provide a definitive statement that the pertinent density/intensity standard shall comply with the applicable standard as set forth in the Countywide Plan Map and

these Countywide Rules and shall be specifically set forth in the corresponding local land development regulations.

**4.2.3.2** **Required Consistency.** A local future land use plan with no required reference to, or specific standard for density/intensity, and any local land development regulation that does not specifically set forth the required density/intensity standard, shall be inconsistent with the Countywide Plan Map and these Countywide Rules. The local future land use plan and corresponding land development regulation category shall be considered consistent provided the applicable density/intensity is equal to or less than the density/intensity of the corresponding Countywide Plan Map category.

**4.2.3.3** **Measurement of Density/Intensity.** At a minimum, local future land use plan and local development regulation standards will include the following measures of density/intensity:

1. Residential - Dwelling units per net acre (UPA). In determining the maximum number of units to be allowed, any proportional fraction thereof can be rounded up to the nearest whole number.
2. Residential Equivalent - Equivalent beds per dwelling unit.
3. Nonresidential - Impervious surface ratio (ISR) and floor area ratio (FAR).
4. Temporary Lodging – Temporary lodging units per net acre. Where permitted, temporary lodging units are allowed at the rate of 1.67 times the number of allowable dwelling units unless otherwise specified.
5. Mixed Uses - The combination of the applicable above referenced standards, when allocated in their respective proportion of the total lot area; or an all-inclusive FAR where permitted under the provisions of Sections 2.3.3.14 and 2.3.3.15.

Density and intensity standards are expressed as a maximum, with the upper end of any range being the effective maximum for each category as set forth in Article 2 of these Countywide Rules.

**4.2.3.4** **Provision for Adjustment.** Adjustment of intensity standards for floor area ratio (FAR) and impervious surface ratio (ISR) is provided for as set forth in Division 7.4 of these Countywide Rules. The provision for adjustment of intensity standards shall be considered a legitimate means by which to administer these Countywide Rules, but shall not be construed to qualify or in any manner diminish the requirement for definitive intensity standards in the local future land use plan and land development regulations, consistent with the Countywide Plan Map and these Countywide Rules.

4.2.3.5

~~Affordable~~ Housing Density/Intensity Bonus. A density/intensity bonus may be authorized by local government ~~to above~~ the otherwise applicable maximum permitted density/intensity for each category as an incentive to provide affordable or Missing Middle housing. This ~~affordable~~ housing density/intensity bonus may permit an increase in the number of dwelling units and floor area allowed, ~~based on the number of units which qualify and are set aside as affordable housing units~~, as provided for in the local government plan and/or land development regulations. No Countywide Plan Map amendment is required to employ this density/intensity bonus.

A. In order ~~for a local government~~ to utilize this provision for affordable housing, the local government shall approve an affordable housing plan and corresponding land development regulations, which shall be filed with the Council. An affordable housing plan shall contain, at a minimum, the following:

1. Definitions of what qualifies as affordable housing and other terms used within the plan;
2. Maximum dwelling unit and floor area ratio bonuses, in relationship to the number and percentage of affordable units, allowable in the specified zoning districts, future land use plan categories, the local plan and/or code provisions that establish the basis for and are filed of record in support of the AC or MMC plan category, and/or applicable special area plan(s) adopted prior to August 7, 2015;
3. Manner in which affordable housing density and/or intensity bonus units are calculated relative to the otherwise allowable mixed-use density/intensity formula;
4. Provisions that commit the resulting affordable units to a minimum specified period of time; and
5. Provisions for enforcement and monitoring, including any periodic reports required to be submitted to the local government.

B. In order to utilize this provision for Missing Middle housing, as defined within these Countywide Rules, the local government shall adopt applicable land development regulations, which shall be filed with the Council and which shall contain, at a minimum, the following:

1. Definitions of what qualifies as Missing Middle housing and other terms used within the regulations;
2. Identified locations or locational characteristics appropriate for Missing Middle housing, consistent with the Forward Pinellas Finding the Missing Middle study published October 2017, incorporated by reference in Countywide Plan Strategies   ;
3. Methodology for determining dwelling unit and floor area ratio bonuses relative to the underlying zoning district and/or future land use category;

4. Form-based or other land development regulations limiting the size and scale of Missing Middle housing to ensure its compatibility with adjacent neighborhood-scale development; and
5. Design features that encourage walking, biking and transit use, such as lower parking standards, reduced setbacks, required sidewalks, etc.

**4.2.3.6** Mixed Use Density/Intensity Bonus. A local government may authorize a waiver to the proportionate density/intensity allocation requirement of Section 4.2.3.3(5) as an incentive to encourage vertically integrated, transit supportive mixed-use development. This bonus may permit the full allocation of residential density and nonresidential intensity to be used, as provided for in the local government plan and/or land development regulations, for developments containing a mix of residential and nonresidential land uses within the same building. No Countywide Plan Map amendment is required to employ this density/intensity bonus.

In order to utilize this provision, a local government shall adopt applicable land development regulations, which shall be filed with the Council and which shall contain, at a minimum, the following:

1. Definitions of what qualifies as vertically integrated, transit supportive mixed-use development, and other terms used within the regulations;
2. Identified locations or locational characteristics appropriate for such mixed-use development, consistent with the Planning and Urban Design Principles described in Land Use Goal 16.0 of the Countywide Plan Strategies, or other best practices;
3. Form-based or other land development regulations governing the size, scale, and mix of uses; and
4. Design features that encourage walking, biking and transit use, such as lower parking standards, reduced setbacks, required sidewalks, etc.

**4.2.3.7** **Development Impacts.** Density/intensity permitted at the time of application for platting or site plan approval, and subsequently impacted by the dedication of public right-of-way and/or the creation of submerged land as a function of that approval, shall thereafter be deemed to be consistent and conforming as to the maximum permitted density/intensity of the Countywide ~~Plan and~~ Rules.

**4.2.3.8** **Previously Approved Transferable Development Rights and Density/Intensity Averaging.** Density/intensity permitted as a function of transfer of development rights or density/intensity averaging through an approved master plan, planned development, or comparable process, prior to the effective date of this provision (Ordinance No. 10-23, April 15, 2010), including any density/intensity or transfer of development rights process adopted into a special area plan consistent with these Countywide Rules prior to that date, shall be deemed to be consistent and conforming as to the maximum permitted density/intensity requirements of the Countywide ~~Plan and~~ Rules, and any such permitted development that has received the appropriate development order may remain and be rebuilt or reconstructed to the same density or intensity after the effective date of

Ordinance No. 10-23), unless such density or intensity is specifically prohibited by a local government's code or ordinance. Any such permitted development shall be considered consistent with the recording and filing requirements of the Countywide ~~Plan and~~ Rules.

**4.2.3.98**

**Exemptions from Intensity Standards in the Activity Center and Multimodal Corridor Categories.** To assist in achieving redevelopment goals within the Activity Center and Multimodal Corridor categories, exemptions to otherwise applicable intensity standards may be allowed as an incentive for limited uses that implement the Planning and Urban Design Principles described in Section 6.5.4.6 and Land Use Goal 16.0 of the Countywide Plan Strategies, and other local planning priorities (e.g., workforce housing and historic preservation), to a maximum of an additional 10% of the otherwise permitted floor area ratio. In order to utilize this provision, the local government shall adopt corresponding land development regulations which shall be filed with the Council. An FAR exemption subject to an applicable special area plan adopted prior to August 7, 2015, shall be considered to be consistent with the provisions of this section.

**4.2.3.109**

**Temporary Emergency Housing Following a Disaster.** Temporary emergency housing shall be permitted in accordance with the provisions of Pinellas County Code Chapter 34 Article II Division 2, or other applicable local government ordinance that applies to those municipalities that have opted out of the countywide temporary emergency housing ordinance. Such provisions include, but are not limited to, the allowance of temporary emergency housing in certain future land use categories where residential uses are not typically permitted, and the placement of temporary housing units on parcels of land containing uninhabitable permanent dwellings for a length of time as specified in the County Code or applicable municipal ordinance.

**4.2.3.110**

**Submerged Lands.** Submerged lands, as specifically defined within these Countywide Rules, shall have no designation and no associated density/intensity standards. Drainage detention areas created as a function of development that are recorded on an approved final site plan or other authorized development order action of the local government with jurisdiction, and wetlands landward of the mean and/or ordinary high water line, shall not be considered submerged land, and thus may be included in the computation of net land area for the purpose of determining permitted density/intensity. Submerged lands may be added, deleted, or adjusted pursuant to Section 7.3.8.5.

**SEC. 4.2.4 USE/LOCATIONAL CHARACTERISTICS.**

Local future land use categories shall establish a description of appropriate uses and proper locations, in sufficient detail, so as to be determined comparable to, and consistent with, said characteristics for each Countywide Plan Map category as set forth in these Countywide Rules. Each local government designation in the local land development regulations must be consistent with the local future land use category and the corresponding Countywide Plan Map category.

**4.2.4.1**

Locational characteristics as set forth in the local government land use plan or land development regulations shall be consistent with and sufficiently detailed so as to be

comparable to the corresponding Countywide Plan Map category as enumerated in these Countywide Rules.

**4.2.4.2** Use characteristics, as set forth in the local government land use plan or land development regulations, shall be considered consistent where they are comparable to, less extensive than, or more narrowly defined than, the corresponding enumerated list of permitted uses for each category under these Countywide Rules. Such use characteristics in the local plan or regulations shall not exceed the parameters of, or provide for uses not allowed under, the corresponding categories of these Countywide Rules as established under Section 4.2.2.1, except as expressly and specifically provided in Section 4.2.4.3.

Accessory uses normally found in association with, incidental to, and subordinate to the permitted use characteristics of the Countywide Rules, are allowed as provided for by the local jurisdiction and subject to their specific requirements.

**4.2.4.3** Uses in the local government land use plan and land development regulations may provide for use characteristics not normally allowed under the respective category of these Countywide Rules, subject to all of the following criteria:

1. This section shall apply only to the Retail & Services and Office categories and the uses allowed under those categories;
2. This section shall not apply to any property located on a Scenic/Noncommercial Corridor of these Countywide Rules;
3. This section shall not apply to any property which has an area of more than three acres; and
4. Uses in the local government plan and regulations shall be subject to specified provisions of the local plan governing compatible land use relationships, and shall further be subject to all applicable density/intensity standards and traffic generation rates which govern the local plan map category in which the subject use is located, or the Countywide Plan Map category in which the subject use is located, whichever is more restrictive, said determinations to be made as follows:
  - a. The maximum permitted density shall not exceed the maximum number of dwelling units per acre permitted under the land use category of record in the local plan or the Countywide Plan Map, whichever is more restrictive;
  - b. The maximum permitted intensity shall not exceed the maximum floor area ratio or the maximum impervious surface ratio permitted under the land use category of record in the local plan or the Countywide Plan Map, whichever is more restrictive; and
  - c. The maximum permitted density and/or intensity of use shall be further limited such that no additional traffic is generated above that which would have been

produced by the maximum density/intensity of the uses otherwise permitted in the category of record in the local plan or the Countywide Plan Map, whichever is more restrictive. Traffic generation rates shall be calculated based upon the Countywide Plan standard for the land use category of record or as provided for under the local plan and regulations, whichever shall be the more restrictive.

**SEC. 4.2.5 MAP DELINEATION.**

The local future land use plan maps shall be consistent if the local future land use plan designation for each parcel does not exceed the criteria and standards of the corresponding Countywide Plan Map designation.

**SEC. 4.2.6 ACREAGE THRESHOLDS AND OTHER STANDARDS.**

Local future land use plans and development regulations shall include policies and/or standards consistent with the acreage threshold and other standards contained in the description of each Countywide Plan Map category. Where no such standards are in place in the local future land use plan or land development regulations, the local future land use plan or land development regulation shall be amended to provide for same or be found inconsistent. This shall not be interpreted to preclude the local government from having a smaller, more restrictive acreage threshold for amendment.

**SEC. 4.2.7 COASTAL HIGH HAZARD AREAS.**

**4.2.7.1** The Pinellas Planning Council and the Countywide Planning Authority shall deny an amendment to the Countywide Plan Map within the Coastal High Hazard Area (CHHA) which results in an increase of density or intensity; except that they may, at their sole and absolute discretion, consider approving such amendment based upon a balancing of the following criteria, as are determined applicable and significant to the subject amendment:

- A. Access to Emergency Shelter Space and Evacuation Routes – The uses associated with the requested amendment will have access to adequate emergency shelter space as well as evacuation routes with adequate capacities and evacuation clearance times.
- B. Utilization of Existing and Planned Infrastructure – The requested amendment will result in the utilization of existing infrastructure, as opposed to requiring the expenditure of public funds for the construction of new, unplanned infrastructure with the potential to be damaged by coastal storms.
- C. Utilization of Existing Disturbed Areas – The requested amendment will result in the utilization of existing disturbed areas as opposed to natural areas that buffer existing development from coastal storms.
- D. Maintenance of Scenic Qualities and Improvement of Public Access to Water – The requested amendment will result in the maintenance of scenic qualities, and the

improvement of public access, to the Gulf of Mexico, inland waterways (such as Boca Ciega Bay), and Tampa Bay.

- E. Water Dependent Use – The requested amendment is for uses which are water dependent.
- F. Part of Community Redevelopment Plan – The requested amendment is included in a Community Redevelopment Plan, as defined by Florida Statutes for a downtown or other designated redevelopment areas.
- G. Overall Reduction of Density or Intensity –The requested amendment would result in an increase in density or intensity on a single parcel, in concert with corollary amendments which result in the overall reduction of development density or intensity in the surrounding CHHA.
- H. Clustering of Uses – The requested amendment within the CHHA provides for the clustering of uses on a portion of the site outside the CHHA.
- I. Integral Part of Comprehensive Planning Process – The requested amendment has been initiated by the local government as an integral part of its comprehensive planning process, consistent with the local government comprehensive plan.

#### 4.2.7.2

The Pinellas Planning Council and the Countywide Planning Authority shall deny an amendment to the Countywide Plan Map within the CHHA which would permit the siting or expansion of uses that are inconsistent with the CHHA, given their susceptibility to storm damage or special evacuation requirements, including hospitals, nursing homes, convalescent homes, adult living facilities, recreational vehicles, and mobile homes; except that they may, at their sole and absolute discretion, consider approving such amendment based upon a balancing of the criteria in Section 4.2.7.1, A-H, as are determined applicable and significant to the subject amendment.

#### 4.2.7.3

Local government amendments that would result in an increase in density or intensity within the CHHA as discussed in Section 4.2.7.1, or would permit the siting or expansion of uses that are inconsistent with the CHHA as discussed in Section 4.2.7.2, ~~and are classified as Tier I amendments pursuant to Section 6.1.2,~~ must be reviewed against locally-adopted requirements that are consistent with the balancing criteria found in Section 4.2.7.1 A-H. If a local government has not adopted and utilized the balancing criteria in its review process, any such amendments will be found inconsistent with the Countywide Plan pursuant to the provisions of Article 3.

This requirement shall not apply to Tier II or Tier III amendments. Except as part of the Tier I amendment process as specified above, local governments are not required to adopt the balancing criteria to maintain general consistency with the Countywide Plan.



- 4.2.7.4** Nothing in these Countywide Rules shall be construed or applied to preclude a local government with jurisdiction from having requirements in the CHHA that are more restrictive than the terms set forth herein.
- 4.2.7.5** Nothing in these Countywide Rules should be construed as superseding or otherwise modifying the local plan amendment requirements of Section 163.3178(8), Florida Statutes.



Key:

- Additions and ~~deletions~~

## ARTICLE 5

### OPTIONAL PROVISIONS

## **DIV. 5.1 APPLICABILITY.**

The following standards are provisions that local governments may choose to utilize in their local future land use plans and land development regulations:

- Transferable Development Rights
- Density/Intensity Averaging
- Temporary Lodging Use Standards

If a local government chooses to utilize such provisions, they shall be consistent with the applicable plan criteria and standards in this article.

## **DIV. 5.2 CRITERIA AND STANDARDS.**

### **SEC. 5.2.1 SPECIAL RULES.**

#### **5.2.1.1 Transferable Development Rights.**

**5.2.1.1.1** Transfer of development rights shall be as provided for in the applicable local government comprehensive plan, special area plans adopted prior to August 7, 2015, the local plan and/or code provisions that establish the basis for and are filed of record in support of the Activity Center (AC) or Multimodal Corridor (MMC) plan category, and land development regulations, subject to the following:

- A. The land use characteristics within any given Countywide Plan Map category shall be consistent with those land use characteristics enumerated for each Countywide Plan Map category, and no transfer of development rights shall be permitted which is inconsistent with the use characteristics of a given Countywide Plan Map category.
- B. There shall be no transfer of development rights from existing developed property, irrespective of whether or not that property has been developed to the maximum density/intensity permitted under the Countywide Plan and Countywide Rules, or the local future land use plan designation where it may be more restrictive, except for preservation of archaeological, historical, environmental, or architectural sites or features or for Leadership in Energy and Environmental Design (LEED) building certification purposes, [or as adopted into a special area plan consistent with these Countywide Rules prior to April 15, 2010.](#)
- C. Transfer of development rights is permitted between all Countywide Plan Map categories except as follows:
  1. There shall be no transfer to the Recreation/Open Space or Preservation categories.

2. There shall be no transfer from the AC or MMC category [to another category](#), except as may be provided for in the local plan and/or code provisions that establish the basis for and are filed of record in support of the AC or MMC plan category.
- D. The maximum permitted density/intensity of the Countywide Plan Map category, or the local future land use plan designation where it may be more restrictive, for any parcel of land to which development rights are transferred shall not exceed twenty-five percent of the otherwise maximum permitted density/intensity allowed for each respective Countywide Plan Map category, or the local future land use plan designation where it may be more restrictive, applicable to such parcel, except as may be otherwise specifically provided for as follows:
1. Within the AC and MMC categories on the Countywide Plan Map governed by the local plan and/or code provisions that establish the basis for and are filed of record in support of the AC or MMC plan category, the transfer of development rights and permitted increase in maximum density/intensity as a function of such transfer shall be governed by those provisions.
  2. For a parcel of land that provides or contains Manufacturing, Office, or Research/Development uses and to which development rights are transferred, the maximum permitted density/intensity of the Countywide Plan Map category, or the local future land use plan designation where it may be more restrictive, shall not exceed thirty percent of the otherwise maximum permitted density/intensity allowed for each respective Countywide Plan Map category, or the local future land use plan designation where it may be more restrictive, applicable to such parcel.
- E. Where development rights are transferred from a sending parcel, that property shall only be used in a manner and to the extent specified in the transfer and recording mechanism. Any parcel from which development rights are transferred will be limited to the use and density/intensity that remains after the transfer. In particular:
1. The residual development rights on the sending parcel will be limited to the remnant use and density/intensity available under the Countywide Plan Map category, or the local future land use plan designation where it may be more restrictive, and not otherwise transferred.
  2. Determination of available remnant use and density/intensity for any mixed use, or combination of distinct uses, shall be in accord with the consistency criteria as set forth in Sec. 4.2.3 and 4.2.4 of the Countywide Rules.
  3. Neither the use nor density/intensity of a sending parcel shall be double-counted and the transfer of development rights shall not result in any combination of use or density/intensity above that which was otherwise permitted under the applicable Countywide Plan Map category, or the local

future land use plan designation where it may be more restrictive, for each the sending and receiving parcels, when taken together.

4. A sending parcel from which all development rights are transferred shall not thereafter be available for use except consistent with the use characteristics and density/intensity standards of the Recreation/Open Space category, except for sending parcels classified as Preservation or required to be classified as Preservation as a function of the transfer, in which case such parcels shall be limited to the use characteristics and density/intensity standards of the Preservation category.
- F. Where all development rights have previously been transferred from a sending parcel through a local government approved or Countywide Plan Map approved process, no additional development rights shall be transferable from that sending parcel.
- G. There shall be no transfer of development rights from or to submerged land, or from outside the coastal high hazard area into the coastal high hazard area.
- H. Where development rights cannot otherwise be determined for the Preservation or Recreation/Open Space category based on local government provisions for transfer of development rights, such categories shall be assigned a maximum density/intensity of one dwelling unit or five percent floor area ratio per acre, or both, as is applicable based on the use characteristics to be utilized in the receiving parcel for any transfer of development rights under the Countywide Plan Map and these Countywide Rules.
- I. Where an entire parcel of property is located in a Preservation or Recreation/Open Space category, and the development rights of such parcel have not been and cannot be transferred, such property shall be permitted a minimum beneficial use subject to the various provisions of these Countywide Rules and the Countywide Plan Map, but private property shall not be taken without due process of law and the payment of just compensation.
- J. Any project utilizing transfer of development rights shall require the local government having jurisdiction to provide for a recording mechanism, in a form approved by the Countywide Planning Authority, which shall as a minimum, require written evidence of the transfer of development rights in a document to be recorded in the public records with the Clerk of the Circuit Court for Pinellas County, and a record copy of same to be filed with the PPC.

### **5.2.1.2 Density/Intensity Averaging.**

- 5.2.1.2.1** Density/intensity averaging shall be permitted as provided for in the applicable local government comprehensive plan, ~~or special area plans adopted prior to August 7, 2015,~~ the local plan and/or land development code provisions that establish the basis for

and are filed of record in support of the Activity Center (AC) or Multimodal Corridors (MMC) plan category, and in accordance with all applicable provisions of these Rules.

**5.2.1.2.2** Density/intensity averaging may occur from any Countywide Plan Map category to any other Countywide Plan Map category, or the local future land use plan designation where it may be more restrictive, except as follows:

- A. There shall be no density/intensity averaging to the Preservation or Recreation/Open Space Plan categories.
- B. There shall be no density/intensity averaging ~~to or~~ from the AC or MMC category to another category. However, density/intensity averaging is permitted within an individual Activity Center or Multimodal Corridor pursuant to Section 5.2.1.2.4, ~~except as may be provided for in a special area plan adopted prior to August 7, 2015, local plan and/or code provisions that establish the basis for and are filed of record in support of the AC or MMC plan category.~~
- C. There shall be no density/intensity averaging from or to submerged land or from outside the coastal high hazard area into the coastal high hazard area.

**5.2.1.2.3** Density/intensity averaging in categories other than AC or MMC may occur only in accordance with the following:

- A. Aggregation within contiguous property(ies) in the same Countywide Plan Map category, or the local future land use plan designation where it may be more restrictive, based on the maximum density/intensity allowed in that category.
- B. Aggregation within contiguous property(ies) in different Countywide Plan Map categories, or the local future land use plan designations where they may be more restrictive, based on the maximum density/intensity allowed in the combination of applicable categories, provided that the subject area (i.e., the combined area of all sending and receiving parcels) does not exceed a maximum area of five acres.
- C. Such aggregation of density/intensity as provided for in either A. or B. above shall require the property(ies) to be subject to a local government site plan or comparable approval process and a written record of the density/intensity averaging recorded in the public record with the Clerk of the Circuit Court for Pinellas County, and a record copy of same filed with the Pinellas Planning Council.

**5.2.1.2.4** Density/intensity averaging is permitted within an individual Activity Center or Multimodal Corridor, provided that the maximum density or intensity standard for the applicable subcategory classification is not exceeded on an average areawide basis for the Activity Center or Multimodal Corridor category as a whole. Adoption and subsequent amendment of density/intensity standards is subject to the provisions of Division 6.2.

**5.2.1.2.45** Density/intensity averaging as otherwise governed by these Countywide Rules shall be allowed to include any development rights available to, but previously unused by, existing developed property that is being added to or redeveloped using the density/intensity averaging provisions of these Rules.

**5.2.1.3 Temporary Lodging Use Standards.**

**5.2.1.3.1** Alternative Density/Intensity. Local governments may utilize the standard temporary lodging densities and intensities specified within each Countywide Plan Map category that provides for such use; or may, in the alternative, utilize all, or any part of, the higher temporary lodging densities and associated intensities included in the accompanying Table 3, subject to the following:

- A. Amendment of the local government comprehensive plan and land development regulations to provide for all, or any portion of, the alternative densities and intensities in Table 3, based on a Development Agreement prepared and approved pursuant to Chapter 163, Sections.3220-.3243, F.S., as amended.
- B. A Development Agreement proposing to utilize the higher densities and intensities identified in Table 3 and authorized by this Section shall address, at a minimum, the following:
  - 1. The ability of the local government, or the applicable service provider, to meet the concurrency management standards for sanitary sewer, solid waste, drainage, and potable water, as required pursuant to Section 163.3180, F.S., and the applicable local government or service provider plan and regulations.
  - 2. Provision for all temporary lodging uses to comply with all county and local hurricane evacuation plans and procedures to ensure orderly evacuation of guests and visitors pursuant to the Pinellas County Code, Chapter 34, Article III. In particular, all temporary lodging uses which are located in Hurricane Evacuation Level A, as identified by the Pinellas County Comprehensive Emergency Management Plan, shall prepare a legally enforceable mandatory evacuation/closure covenant, stating that the temporary lodging use will be closed as soon as practicable after a hurricane watch is posted for Pinellas County by the National Hurricane Center. Further, a plan implementing the closure and evacuation procedures shall be prepared and submitted to the county or municipal emergency management coordinator, whichever is applicable, within 90 days of the issuance of a certificate of occupancy. This plan will be updated and sent for review when there is a change of ownership or substantive change to the plan or as required by the county or municipal emergency management coordinator, whichever is applicable.
  - 3. Design considerations in Section 5.2.1.3.2, the mobility management provisions in Section 5.2.1.3.3 and the restrictions on temporary lodging use in Section 5.2.1.3.4 set forth following.



- C. A Development Agreement prepared pursuant to this Section shall be approved by the local government governing body, recorded with the Clerk of the Circuit Court pursuant to Section 163.3239, F.S., a copy filed with the Property Appraiser’s Office, and a copy submitted to the PPC and CPA for receipt and filing within fourteen days after recording. The development limitations set forth in the Development Agreement shall be memorialized in a deed restriction, which shall be recorded in the Official Records of Pinellas County prior to the issuance of a building permit for the temporary lodging use.
- D. The alternative densities and intensities set forth in Table 3 are maximums, except as provided for in E. below. A local government may choose to utilize a density and intensity standard equal to or less than the alternative density and intensity standard, when adopted in their comprehensive plan and land development regulations, based on the maximums set forth in Table 3.
- E. Intensity standards governing floor area ratio (FAR) and impervious surface ratio (ISR) may be varied by the local government with jurisdiction pursuant to the provisions of Division 7.4 of these Rules. The FARs in Table 3 apply to the temporary lodging use, residential dwelling uses integrated in the same structure with the temporary lodging use, associated parking structures, and uses accessory to temporary lodging uses (e.g., meeting space, restaurants, spas, clubs, etc.).
- F. For development that includes a combination of temporary lodging and residential dwelling use, each use shall be allowed in proportion to the size of the property and the permitted density and intensity of the respective use.

**Table 36**  
**TEMPORARY LODGING DENSITY AND INTENSITY STANDARDS**

Plan Category	Temporary Lodging On Property That Is:	Maximum Density/Intensity Standards		
		Units/Acre	FAR	ISR
R	Less Than One Acre	75	2.2	0.95
	Between One Acre And Three Acres	100	3.0	0.95
	Greater Than Three Acres	125	4.0	0.95
R&S	No Property Size Limitations	60	1.2	0.90
E	Subject To 5-Acre Property Size Limitation Per Section 2.3.3.8	75	1.5	0.85

**5.2.1.3.2**

Design Considerations. The purpose of the design considerations is to enable the local government to authorize the increased density and intensity provided for in Table 3, subject to a determination that the project is compatible with the size, location, configuration and character of the site, its relationship to the Countywide Plan Map category in which it is located, and to adjoining uses; and that the overall principles of quality urban design as set forth in *Pinellas By Design: An Economic Development and Redevelopment Plan for the Pinellas Community* are furthered.

In particular, design considerations applicable to the proposed use shall address the following in the Development Agreement so as to ensure compatibility in terms of context-sensitive design, and the scale and placement of the proposed use so as to achieve a harmonious relationship and fit relative to its location and surroundings:

- A. Building scale, including height, width, location, alignment, and spacing.
- B. Building design, including elevations, façade treatment, entrance and porch or balcony projections, window patterns and roof forms.
- C. Site improvements, including building and site coverage, accessory structures, service and amenity features, walkway and parking areas, open space, and view corridors.
- D. Adjoining property use, including density/intensity, and building location, setbacks, and height.

**5.2.1.3.3**

Mobility Management. The applicant shall ensure that a project authorized to use the increased density and intensity provided for in Table 3 adequately addresses its impacts on the surrounding road network through the implementation of mobility improvements or strategies consistent with the Pinellas County Mobility Plan, as implemented by the countywide Multimodal Impact Fee Ordinance.

**5.2.1.3.4**

Operating Characteristics and Restrictions. The purpose of this provision is to ensure that a project authorized to use any portion of the increased density and intensity provided for in Table 3 is built, functions, operates, and is occupied exclusively as temporary lodging.

In particular, temporary lodging uses at the densities/intensities in Table 3, or any density higher than the standard density provided for such use in each applicable Countywide Plan Map category, or the local future land use plan designation where it may be more restrictive, shall comply with the following restrictions:

- A. No temporary lodging unit shall be occupied as a residential dwelling unit, and a locally-determined maximum length of stay for any consecutive period of time shall be established by the local government to ensure that any temporary lodging use does not function as a residential use.

- B. Temporary lodging units shall not qualify or be used for homestead or home occupation purposes.
- C. All temporary lodging units must be included in the inventory of units that are available within a temporary lodging use.
- D. No conversion of temporary lodging units to residential dwelling units shall be permitted unless the conversion is in compliance with the Countywide Rules with respect to the permitted residential density and, where applicable, the intensity for associated nonresidential uses.
- E. A temporary lodging use may include accessory uses, such as recreational facilities, restaurants, bars, personal service uses, retail uses, meeting space, fitness centers, spa facilities, parking structures and other uses commonly associated with temporary lodging uses. All such uses shall be included in the calculation of allowable floor area ratio.
- F. Any license required of a temporary lodging use by the local government, county, or state agency shall be obtained and kept current.
- G. Temporary lodging uses shall be subject to all applicable tourist development tax collections.
- H. A reservation system shall be required as an integral part of the temporary lodging use, and there shall be a lobby/front desk area that must be operated as a typical lobby/front desk area for temporary lodging would be operated.
- I. Temporary lodging uses must have sufficient signage that complies with local codes and is viewable by the public designating the use as a temporary lodging use.
- J. The books and records pertaining to use of each temporary lodging unit shall be open for inspection by authorized representatives of the applicable local government, upon reasonable notice, in order to confirm compliance with these regulations as allowed by general law.
- K. The applicable local government may require affidavits of compliance with this Section from each temporary lodging use and/or unit owner.



Key:

- Additions and ~~deletions~~

## ARTICLE 6

### COUNTYWIDE PLAN MAP AMENDMENT

**SEC. 6.1.1 APPLICATION.**

Local governments may initiate Countywide Plan Map amendments only as provided for in this Article in accordance with Section 10(3) of Chapter 2012-245, Laws of Florida, as amended, and the particular procedures established in these Countywide Rules. No amendment to the Countywide Plan Map shall be considered by the PPC until the local government applying for such amendment has established jurisdiction.

Applications for amendment of the Countywide Plan Map shall be preceded by, and based upon, a local ordinance considered at public hearing and authorized by an affirmative vote of the governing body for transmittal of, and concurrence with, the local government future land use map amendment; subject to any requisite determination of compliance by the State Land Planning Agency pursuant to Chapter 163, Part II, Florida Statutes, adoption of an ordinance effectuating a consistent amendment of the Countywide Plan Map by the Countywide Planning Authority pursuant to Chapter 2012-245, Laws of Florida, and final action by the local governing body.

**SEC. 6.1.2 TIERED REVIEW PROCESS.**

Local future land use map amendments shall be evaluated according to the following process, consistent with Chapter 2012-245, Laws of Florida, as amended, [to determine if an amendment to the Countywide Plan Map is required](#).

**6.1.2.1 Tier I.** ~~A~~ local future land use map amendments ~~qualify~~ [is classified](#) as Tier I if the ~~existing current~~ and proposed land use categories fall within the same corresponding designation on the Countywide Plan Map as established pursuant to Section 4.2.2.1, [with the exception of the Activity Center and Multimodal Corridor categories, which are classified subject to the review provisions of Division 6.2](#).

~~Following an initial amendment to designate the AC or MMC plan category on the Countywide Plan Map, subsequent local amendments to the implementing regulations applicable to that AC or MMC category that do not change the boundaries, permitted uses, or density/intensity standards shall also be classified as Tier I map amendments.~~

~~Tier I amendments shall be submitted to the PPC by the local government prior to the initial public hearing by the governing body.~~ Upon determination that an amendment ~~qualifies as a~~ [satisfies the provisions of the](#) Tier I ~~process~~ [amendment](#), an administrative review notice will be forwarded to the local government within ~~five~~ [ten business](#) days, and to the Pinellas Planning Council at their next scheduled meeting, [with a finding that the amendment is consistent with the Countywide Plan](#). A public hearing to amend the Countywide Plan Map shall not be required.

Tier I amendments that increase densities and/or intensities in the Coastal High Hazard Area shall require local adoption of standards consistent with Section 4.2.7. [1 A-H in order to be found consistent.](#)

**6.1.2.2** **Tier II.** ~~A~~ local future land use map amendments ~~is classified as a Tier II amendment if the current and proposed land use categories do not fall within the same corresponding designation on the Countywide Plan Map as established pursuant to Section 4.2.2.1, with the exception of amendments to the Activity Center and Multimodal Corridor categories, which are classified subject to the review provisions of Division 6.2. that are not consistent with the corresponding Countywide Plan Map category are considered Tier II amendments. Amendments adding an AC or MMC plan category to the Countywide Plan Map in a location designated on the Transit Oriented Land Use Vision Map (Vision Map) or identified in Table 2a, or amending the boundaries, permitted uses, or density/intensity standards applicable to an existing AC or MMC plan category, are also considered Tier II amendments, except as provided otherwise in Section 6.5.4.3.4.~~ A public hearing to amend the Countywide Plan Map shall be required.

**6.1.2.3** **Tier III.** ~~A~~ local future land use map amendments ~~to the Activity Center or Multimodal Corridor category may be classified as Tier III subject to the review provisions of Division 6.2. adding an AC or MMC plan category to the Countywide Plan Map in a location not designated on the Vision Map nor identified in Table 2a, or changing the density and/or intensity standards applicable to a Special Center or Special Corridor pursuant to the relevant provisions of Section 6.5.4.3.4, are considered Tier III amendments.~~ A public hearing to amend the Countywide Plan Map shall be required.

[\[Old Section 6.1.3 moved to new Division 6.2.\]](#)

**SEC. 6.1.34 PROCEDURES.**

Countywide Plan Map amendments shall be considered according to the following process, consistent with Chapter 2012-245, Laws of Florida, as amended, and as provided for in each Division in this Article.

**6.1.43.1** **Initiation.** Only the governing body may initiate an amendment to the Countywide Plan Map for a particular parcel of property over which it has jurisdiction. ~~Once a local government receives notice of staff review in accordance with Section 6.1.2, an application for~~ An amendment of the Countywide Plan Map ~~will then~~ shall be transmitted to the PPC subsequent to the initial action by the governing body authorizing the transmittal of and concurrence with the local ordinance, and prior to finalizing adoption of the local ordinance, ~~except where Chapter 163.3187(2), Florida Statutes, provides for~~ [If the local government adopts](#) a small scale map amendment ~~in~~ ~~to be adopted based on~~ a single public hearing [as permitted by Section 163.3187\(2\), Florida Statutes, the amendment shall be transmitted subsequent to that public hearing.](#)

**6.1.43.2** **Submission of Application.** Before an application of a Countywide Plan Map amendment shall be heard by the PPC, a written application shall be submitted in a form established

by the PPC, not later than twenty-eight days prior to the PPC meeting at which it is eligible to be considered.

At submittal, a Countywide Plan Map amendment request must include:

- A completed Countywide Plan Map amendment application form;
- A map or map series sufficient to depict the boundaries, current future land use categories, and proposed future land use categories of the subject property and surrounding area;
- A copy of the ordinance being considered by the governing body;
- If technically feasible, a shapefile of any wetlands or other irregular boundaries included in the amendment; and
- A copy of the local government staff report and any other pertinent information considered during the local public hearing process.

In addition, the following items must be submitted if applicable to the amendment:

- A boundary survey;
- A development agreement;
- If located in the Coastal High Hazard Area (CHHA), review against locally-adopted balancing criteria consistent with Section 4.2.7.1 A-H; and
- If amending the Activity Center or Multimodal Corridor category, additional requirements as outlined in Section 6.2.3.

~~The PPC staff shall review the application and within five days inform the local government whether the proposed map amendment has been classified as a Tier II or Tier III amendment.~~

[Old Section 6.1.4.3 moved to new Division 6.2.]

**6.1.3.3.4-6** **Determination of Completeness.** The Executive Director shall have the authority to make the interpretation as to the completeness of a submitted application to amend the Countywide Plan Map. If the Executive Director determines that the submitted application is not complete, the Executive Director shall provide written notice to the applicant specifying the deficiencies. No action shall be taken on the requested amendment until the Executive Director determines that the deficiencies have been remedied.

**6.1.3.4.7** **Notice and Public Hearing by PPC.** The PPC shall hold a public hearing, advertised and noticed as required by Division 7.8, prior to taking action on a requested amendment of the Countywide Plan Map.

**6.1.3.5.4.8** **Recommendation by PPC.** The PPC shall make a recommendation to the CPA within sixty days of receipt of a complete application for amendment.



**SEC. 6.1.45** **DETERMINATION.**

Amendments to the Countywide Plan Map shall be reviewed by, and require the approval of, the CPA upon recommendation of the PPC. Decisions of the PPC and the CPA, with respect to the disposition of Countywide Plan Map amendments, are considered legislative in nature.

**6.1.54.1** **PPC Action.** The PPC may recommend approval, denial, continuation or alternative action to the CPA; any of which such recommendations shall constitute action by the PPC within the stipulated sixty-day period.

**6.1.54.2** **Notice of Denial.** The PPC shall, within five days, notify the applicant local government in writing of any recommendation by the PPC to deny an amendment eligible for administrative hearing, and shall advise the applicant local government of their right to apply for such administrative hearing and the time limitation applicable thereto.

**6.1.54.3** **Right to Administrative Hearing.** If the PPC recommends denial of an amendment to the Countywide Plan Map relating to the land use designation of a particular parcel of land, any substantially affected person may apply for an administrative hearing within twenty-one days of denial.

**6.1.54.4** **Applications for Administrative Hearing.** All applications for administrative hearing by a substantially affected person will be filed with the office of the PPC within twenty-one days of denial. Said application will be in a form for consideration under, and subject to the procedures of, Chapter 120, Florida Statutes. In the event an application for administrative hearing is filed, the Countywide Plan Map amendment shall not be considered by the CPA pending disposition of the administrative hearing.

**6.1.54.5** **CPA Consideration.** The CPA shall consider an application for amendment of the Countywide Plan Map upon receipt of the recommendation of the PPC.

**6.1.54.6** **Public Hearing by CPA.** The CPA shall hold a public hearing, advertised and noticed as required by Division 7.8, prior to taking action on a requested amendment of the Countywide Plan Map.

**6.1.54.7** **CPA Action.** The CPA may approve or deny the application for amendment upon consideration of the recommendation of the PPC. Any action by the CPA contrary to the PPC recommendation shall require a majority plus one vote of the entire CPA.

**6.1.54.8** **Reconsideration.** The reconsideration of any action on an amendment by the PPC or CPA shall be as otherwise prescribed by the respective operating procedures of each the PPC and the CPA. In the absence of such defined operating procedures, reconsideration shall be by motion of a member of the prevailing side on the applicable amendment vote, and affirmative action on such motion, at the same meeting at which the initial action was taken.

**6.1.54.9** **Right to Administrative Hearing.** If the CPA denies an amendment which was recommended to be approved by the PPC, any substantially affected person may apply for an administrative hearing within twenty-one days of denial.

**6.1.54.10** **Final Action by CPA After Administrative Hearing.** Final action by the CPA subsequent to any administrative hearing shall be limited to the findings of fact of the administrative hearing officer.

**SEC. 6.1.6** **APPLICATIONS CONTAINING DEVELOPMENT AGREEMENTS.**

**6.1.6.1** **Submission of a Development Agreement.** A development agreement is not required to be submitted as part of an application for Countywide Plan Map amendment, however a development agreement may be submitted in support of a Countywide Plan Map amendment. Such submission shall be entirely at the discretion of the local government jurisdiction.

Local governments shall enter into, amend, and revoke a development agreement per the requirements pertaining to development agreements found in Sections 163.3220 - 163.3243, Florida Statutes.

Prior to submission of the Countywide Plan Map amendment for consideration by the Council, any development agreement submitted for consideration as part of an application for Countywide Plan Map amendment shall, at a minimum, be approved by the local jurisdiction after public hearing by the legislative body and be executed by the applicant property owner and other private party(ies) to the agreement.

The amendments to the Rules, as contained in Article 6, Section 6.1.6, subsections 6.1.6.1 through 6.1.6.3, shall not apply retroactively to any development agreement submitted and made a condition of a plan amendment approved by the PPC and CPA prior to the effective date of this provision (Ordinance No. 08-81, December 24, 2008),

**6.1.6.2** **Consideration of Development Agreement by PPC and CPA.** The Council and CPA shall consider a development agreement, submitted by a local government jurisdiction in support of a Plan Map amendment request, in accordance with the consistency criteria and Relevant Countywide Considerations of the Countywide Plan Rules. After all necessary approvals are obtained by the local jurisdiction and the development agreement is fully executed, a true and correct copy of the fully executed development agreement shall be submitted to the Council, to be filed with the corresponding Countywide Plan Map amendment ordinance.

**6.1.6.3** **Change to Development Agreement Subsequent to Countywide Plan Map Approval.** The local government with jurisdiction will make the determination as to whether any change to an approved development agreement constitutes an amendment or revocation of the development agreement, and will make any such amendment or revocation in accordance with Sections 163.3220 – 163.3243, Florida Statutes.

A development agreement submitted and made a condition of a Countywide Plan Map amendment that is approved by the CPA, which development agreement is subsequently amended or revoked by a local government pursuant to the requirements in Sections 163.3220 – 163.3243, Florida Statutes, shall be resubmitted to the PPC and CPA.

The PPC shall recommend, and the CPA shall determine, based on the significance of the amendment or revocation in relation to the consistency criteria and the Relevant Countywide Considerations of the Countywide Rules pertaining to the Plan Map amendment, whether the amendment or revocation of the development agreement requires the Plan Map amendment to which it corresponded to be reconsidered.

If the CPA determines that the amendment or revocation of the development agreement requires the Countywide Plan Map amendment to be reconsidered, the local government jurisdiction will be so notified and may request the Plan Map amendment be reheard, void and amend its local plan consistent with the Countywide Plan Map as it existed prior to the subject Plan Map amendment, resubmit an application for Plan Map amendment, with or without a revised development agreement, or such other action as will result in consistency between the local and Countywide Plan Maps.

A resubmitted Plan Map amendment will be processed as any other application for amendment.

**SEC. 6.1.7 OFFICIAL RECORD.**

Upon approval of a Countywide Plan Map amendment by the CPA, an official record copy of said ordinance will be maintained in the office of the Clerk of the Board. The office of the PPC shall maintain a record copy of all Countywide Plan Map amendments and, upon transmittal of the ordinance amending the Countywide Plan Map by the Clerk of the Board, shall cause such amendment to be properly recorded on the official Countywide Plan Map.

**DIV. 6.2 COUNTYWIDE PLAN MAP AMENDMENTS / ACTIVITY CENTERS AND MULTIMODAL CORRIDORS.**

**SEC. 6.2.1 NEW ACTIVITY CENTERS AND MULTIMODAL CORRIDORS.**

**6.2.1.1** An amendment adopting the Activity Center (AC) plan category in a location that is not adjacent to, and not subject to the same plan/code provisions as, an existing AC designation results in the creation of a new Activity Center. An amendment adopting the Multimodal Corridor (MMC) plan category in a location that is not adjacent to, and not subject to the same plan/code provisions as, an existing MMC designation results in the creation of a new Multimodal Corridor.

Each new Activity Center or Multimodal Corridor shall be classified with a subcategory based on the locational criteria of Sections 2.3.3.14-15, or as otherwise approved through the Countywide Plan Map amendment process. The subcategory shall be depicted on the Land Use Strategy Map.

Such amendments are subject to the tiered amendment review process outlined in Section 6.1.2, as determined by the eligibility criteria shown in Table 7:

**Table 7**  
**Amendments Creating New Activity Centers or Multimodal Corridors**

<b><u>Amendment Type</u></b>	<b><u>Eligibility Criteria</u></b>
<b><u>Tier II</u></b>	<u>Adoption of the AC or MMC category with implementing plan/code provisions that include:</u> <ul style="list-style-type: none"><li><u>• Density/intensity standards at or below the maximum for the applicable AC or MMC subcategory based on the locational criteria of Sections 2.3.3.14-15; and</u></li><li><u>• Permitted uses consistent with the provisions of Section 6.2.4.</u></li></ul>
<b><u>Tier III</u></b>	<u>Adoption of the AC or MMC category with implementing plan/code provisions that include:</u> <ul style="list-style-type: none"><li><u>• Density/intensity standards above the maximum for the applicable AC or MMC subcategory based on the locational criteria of Sections 2.3.3.14-15; or</u></li><li><u>• Permitted uses inconsistent with the provisions of Section 6.2.4.</u></li></ul>

**6.2.1.2** As part of the adoption process, the highest allowable density and/or intensity standard applicable to the Activity Center or Multimodal Corridor shall be filed of record and used in determining the applicable tier for subsequent amendments as set forth in Section

6.2.2. If residential, temporary lodging, nonresidential and/or mixed uses are differentiated with separate standards by the implementing plan/code provisions, these standards shall be recorded separately.

## SEC. 6.2.2 EXISTING ACTIVITY CENTERS AND MULTIMODAL CORRIDORS.

6.2.2.1 An Activity Center or Multimodal Corridor utilizing the Special Center or Special Corridor subcategory prior to DATE shall, on DATE, be reclassified with a subcategory pursuant to Sections 2.3.3.14-15, which shall be depicted on the Land Use Strategy Map. Such subcategory reclassification shall occur in coordination with the local government with jurisdiction, shall be sufficient to accommodate the locally-adopted maximum density and intensity standards governing the Activity Center or Multimodal Corridor as of DATE, and shall not result in any nonconforming standard. Subsequent amendments to this subcategory classification shall be subject to the amendment process for existing Activity Centers and Multimodal Corridors outlined in the remainder of this section.

As part of the reclassification process, the highest allowable density and/or intensity standard applicable to the Activity Center or Multimodal Corridor shall be filed of record and used in determining the applicable tier for subsequent amendments as set forth in Section 6.2.3. If residential, temporary lodging, nonresidential and/or mixed uses are differentiated with separate standards by the implementing plan/code provisions, these standards shall be recorded separately.

6.2.2.2 An amendment to the local future land use map or plan/code provisions governing an existing Activity Center or Multimodal Corridor requires a Countywide Plan Map amendment only if it results in a change to the permitted uses, highest allowable density/intensity standards, or boundaries of the Activity Center or Multimodal Corridor. Such amendments are subject to the tiered amendment review process outlined in Section 6.1.2, as determined by the eligibility criteria shown in Table 8 on the following page.

6.2.2.3 Local map or plan/code amendments governing an existing Activity Center or Multimodal Corridor other than those outlined in Section 6.2.2.2 shall not require a Countywide Plan Map amendment, but shall be submitted to the PPC for receipt and acceptance.

**Table 8**  
**Amendments to Existing Activity Centers or Multimodal Corridors**

<u>Amendment Type</u>	<u>Eligibility Criteria</u>
<u>Tier I</u>	<p><u>Amendment does not increase the highest allowable density or intensity standard of the AC/MMC; and</u></p> <p><u>Amendment does not alter the boundaries of the AC/MMC category on the Countywide Plan Map; and</u></p> <p><u>Amendment allows only permitted uses consistent with the provisions of Section 6.2.4.</u></p>
<u>Tier II</u>	<p><u>Amendment:</u></p> <ul style="list-style-type: none"> <li><u>• Increases the highest allowable density or intensity standard of the AC/MMC, consistent with the locational criteria of the Land Use Strategy Map; or</u></li> <li><u>• Alters the boundaries of the AC/MMC category on the Countywide Plan Map;</u></li> </ul> <p><u>and</u></p> <p><u>Amendment allows only permitted uses consistent with the provisions of Section 6.2.4.</u></p>
<u>Tier III</u>	<p><u>Amendment increases the highest allowable density or intensity standard of the AC/MMC, exceeding the locational criteria of the Land Use Strategy Map; or</u></p> <p><u>Amendment allows permitted uses inconsistent with the provisions of Section 6.2.4.</u></p>

**6.5.4.3 — Amendments to Special Centers and Special Corridors.**

~~**6.5.4.3.1** — The Special Centers and Special Corridors plan subcategories of the Activity Center and Multimodal Corridor plan categories are eligible to be amended per the Tiered Review Process outlined in Section 6.1.2, and as outlined below in Sections 6.5.4.3.2 through 6.5.4.3.4.~~

~~**6.5.4.3.2** — An amendment to a Special Center or Special Corridor, including any locally adopted character district or subcategory within, that does not change the boundaries, permitted uses, or density/intensity standards applicable to the Special Center or Special Corridor shall be classified as a Tier I map amendment.~~

~~**6.5.4.3.3** — An amendment to a Special Center or Special Corridor, including any locally adopted character district or subcategory within, that changes the boundaries, permitted uses, or any other substantive integral component of the plan applicable to the Special Center or Special Corridor shall be classified as a Tier II map amendment, except for amendments~~

~~to density or intensity standards which are governed by the provisions of Section 6.5.4.3.4.~~

~~**6.5.4.3.4** — An amendment that changes the density and/or intensity standards applicable to a Special Center or Special Corridor, including any locally adopted character district or subcategory within, which does not cause the density and/or intensity standards to exceed those of the corresponding Activity Center or Multimodal Corridor subcategory consistent with the locational characteristics provisions of Section 2.3.3.14 and Section 2.3.3.15, shall be classified as a Tier II map amendment.~~

~~An amendment that changes the density and/or intensity standards applicable to a Special Center or Special Corridor, including any locally adopted character district or subcategory within, which causes the density and/or intensity standards to exceed those of the corresponding Activity Center or Multimodal Corridor subcategory consistent with the locational characteristics provisions of Section 2.3.3.14 and Section 2.3.3.15, shall be classified as a Tier III map amendment.~~

### SEC. 6.2.3 ACTIVITY CENTER / MULTIMODAL CORRIDOR AMENDMENT SUBMITTAL REQUIREMENTS.

~~**6.1.4.3** — Amendments to Activity Center or Multimodal Corridor~~

#### 6.2.3.1 Additional Requirements for Tier I, II, and III Amendments

In addition to the general submittal requirements of Section 6.1.3.2, Tier II and Tier III amendments to the Activity Center (AC) or Multimodal Corridor (MMC) plan categories must include and address the items set forth below as part of the application, review, and approval process:

- A. **Boundary Map** – A parcel specific map or map series of sufficient detail to delineate the boundaries of the Activity Center or Multimodal Corridor. If technically feasible, a GIS shapefile of the boundary shall be provided, otherwise a list parcels to be amended shall be included with the submittal.
- B. **Current Land Use Designations** – A list of local future land use map designations that are currently within the proposed boundaries of the AC or MMC category, their acreages, and their associated permitted uses and maximum densities/intensities.
- C. **Proposed Land Use Designations** – A list of proposed future land use map designations within the proposed boundaries of the Activity Center or Multimodal Corridor, their acreages, and their associated permitted uses and maximum density/intensity standards. While more detailed character districts or zoning categories may be provided as supportive documentation, these shall not be used as the sole regulating mechanism for such standards.

If density/intensity averaging is being used pursuant to Section 5.2.1.2.4, provide a calculation of the average areawide density/intensity that could potentially be achieved based on the proposed land use designations, and documentation that it is consistent with the proposed subcategory.

D. **Size (AC Only).** If the acreage of the proposed AC category exceeds the size criteria for the applicable subcategory pursuant to Section 2.3.3.14, demonstrate that the amendment area is organized into one or more subareas meeting the criteria.

E. **Planning and Urban Design Principles** – For amendments affecting more than 10 acres, provide documentation of how the Planning and Urban Design Principles will be addressed, pursuant to Section 6.2.6 and Countywide Planning Strategies Land Use Goal 16.0, together with the purpose, objectives, and professionally established best practices contained therein.

### 6.2.3.2 Additional Requirements for Tier II and Tier III Amendments.

In addition to the submittal requirements of Section 6.1.3.2 and Section 6.2.3.1, Tier II and Tier III amendments to the Activity Center (AC) or Multimodal Corridor (MMC) plan categories must ~~submit~~ include and address the items set forth below as part of the application, review, and approval process:

A. **Pre-Application Meeting** – At least one pre-application coordinating conference with PPC staff will be required. The purpose of this meeting will be to discuss the review and approval process and to review the applicant's proposed implementation plan to ensure that the strategies are met. After the conclusion of the meeting, PPC staff will provide meeting notes documenting topics covered, concerns/issues addressed, and any action steps agreed to with the applicant.

~~B. **Boundary Map** – A parcel specific map of proposed boundaries of the proposed AC or MMC plan category shall be provided. The boundary map shall include the acreage of the area, a list of affected parcels, and if technically feasible, a GIS shapefile of the boundary.~~

~~C. **Existing and Proposed Land Use Designations** – For each proposed AC or MMC designation, identification of local future land use map designations that are currently within the proposed boundaries, their acreages, and their associated maximum densities/intensities shall be provided. Proposed densities/intensities shall be shown within the boundary. If there is local differentiation in land uses within the designated AC or MMC, these proposed land uses must be identified and shown.~~

~~D. **Planning and Urban Design Principles** – For each proposed AC or MMC designation, the applicant will be required to provide substantive documentation that the objectives and strategies associated with the Planning and Urban Design Principles described in Section 6.5.4.6 and Land Use Goal 16.0 of the Countywide Plan Strategies have been examined by the applicant local government and determined~~



~~to be applicable or not, and how they will be addressed using the implementation tools. At a minimum, this documentation will include narrative descriptions of how each of the Planning and Urban Design Principles will be addressed. Graphic illustrations of the implementation tools are strongly encouraged.~~

B. **Transportation Impact Analysis – Amendments affecting more than 10 acres must meet the requirements of Section 6.2.5.**

~~C.E.~~ **Implementation Tools** – For each proposed AC or MMC designation, the applicant will enumerate any existing ~~and~~ proposed ~~comprehensive plan policies and regulatory tools~~ plan/code provisions (e.g., special area plan, current zoning designations, special zoning designations, design overlays, and/or other regulatory tools) that will be used to implement the Planning and Urban Design Principles. In addition, the applicant will be required to submit a proposed adoption schedule for any new policies and/or regulations that will be required for such implementation.

~~D.F.~~ **Subsequent Review of Implementation Tools** – Upon adoption of the provisions identified by the implementation tools (described in subsection ~~EC~~ above) by the local government, the implementation ordinances will be submitted and reviewed under the Tier I amendment process, in fulfillment of and for compliance with the Countywide Plan amendment to which they correspond.

~~6.1.4.4 **Amendments to Activity Center or Multimodal Corridor**~~

6.2.3.3 **Additional Requirements for Tier III Applications.**

~~An additional Justification Narrative will be required in addition to the submission requirement for Tier II applications. This narrative will include justification as to why the proposed Activity Center or Multimodal Corridor should be considered, for inclusion on the Vision Map, a necessary precursor for designating Activity Center or Multimodal Corridor category on the Countywide Plan Map.~~

In addition to the submittal requirements of Section 6.1.3.2, Section 6.2.3.1, and Section 6.2.3.2, Tier III amendments to the Activity Center or Multimodal Corridor plan categories must include a Justification Narrative as to why the proposed amendment should be considered.

The narrative must document the changes in conditions or other factors that warrant the proposed amendment, which ~~the Activity Center or Multimodal Corridor designation. Such changed conditions or other factors justifying the change~~ could potentially include, but are not limited to, the following:

- A. **Improved transit facilities and service to the proposed Activity Center or Multimodal Corridor** – Improvements may include investment by PSTA in premium services that were not planned for during the ~~development~~ most recent amendment of the ~~Transit-Oriented Land Use Strategy~~ Vision Map, or a commitment by the applicant government to invest in multimodal infrastructure in the near term (5 to 15 years) that will quicken the evolution of the area into one that is transit-ready. These types of improvements will be coordinated closely with PSTA to ensure that they are consistent with the required standards for future premium transit.
- B. **Increases in population and/or employment densities not projected in adopted planning documents (MPO Long Range Transportation Plan, local comprehensive plans, etc.)** – These new increases in population and/or employment would need to be documented in an Economic Development Study that compares the new projections of population and/or employment to the projections contained in the MPO’s LRTP and the local comprehensive plans. The economic benefit from the increases in population and of employment would be quantified as well as the ability of the area to attract and absorb the increased population and/or employment over other similar developing areas.
- C. **Local government funding study for public infrastructure within the proposed Activity Center or Multimodal Corridor** – The funding study will include a detailed analysis of multimodal infrastructure needs within the study area, including the improvements identified in A. above and associated funding strategies to develop a financing plan that funds infrastructure projects within specific timeframes. The results of the Economic Development Study from B., if conducted, will be incorporated into the Funding Study.
- D. **Other unique conditions that would allow for consideration** – As an example, these conditions could include unique agreements or development partnerships that would create a significant opportunity for a more diverse development mix resulting in higher taxable values per acre and a more attractive mixed-use multimodal environment. The emphasis should be on getting both local government and development commitments needed to build unfunded multimodal projects build in the short- to mid-term within the subject area.

[Note: Proposed Section 6.2.4 is in the process of revision.]

#### SEC. 6.2.4 USE PROVISIONS FOR ACTIVITY CENTERS AND MULTIMODAL CORRIDORS

The Activity Center and Multimodal Corridor categories are designed to create areas of intensive residential density, nonresidential intensity, and mixed uses in conjunction with urban design that allows and encourages multimodal transportation, including pedestrian/bicycle circulation and transit use. Amendments allowing uses inconsistent with this purpose shall be classified as Tier III amendments.

Such inconsistent uses include:

- Automobile-oriented uses such as drive-through facilities, “big-box” retail uses, gas stations, vehicle repair shops, vehicle sales, and car washes.
- Large buildings with low levels of activity, such as self storage and other warehouse uses.

The above uses are provided as descriptive examples and shall not be construed as an exhaustive list.

[Moved from Section 6.5.3.1.2.]

#### SEC. 6.2.5 TRANSPORTATION IMPACT ANALYSIS FOR ACTIVITY CENTERS AND MULTIMODAL CORRIDORS

For amendments ~~involving~~ adopting or amending the AC and MMC categories and affecting more than 10 acres, ~~instead of consideration of the roadway level of service~~, the amendment shall include the following transportation impact analysis.

- A. Calculate the average daily trips for the current land use category(ies) of the proposed AC or MMC category based on the acreage and traffic generation characteristics for each applicable category described in Section 2.3.3.
- B. Calculate the average daily trips for the proposed AC or MMC category based on the acreage and traffic generation characteristics for each applicable category described in Section 2.3.3, multiplied by 50%.
- C. If the proposed average daily trips calculated in (B) is smaller than the current average daily trips calculated in (A), then only the requirements of Section 6.1.4.3 must be met and no additional transportation assessment is required. If the proposed average daily trips is a larger number than the current average daily trips, then an additional transportation assessment will be required. This assessment will include the following steps:
  1. Safety – Documentation of safety issues and concerns within the proposed AC or MMC category boundary will be required. This documentation will at a minimum include a review and analysis of automobile and bike/pedestrian crashes over the last five years, and a summary of any plans or programs that are being implemented to address safety issues.
  2. Roadway Level of Service – Documentation of existing level of services on roadways within and intersecting with the proposed AC or MMC category boundary.
  3. Net Trips Impact on Level of Service – Completion of a level of service analysis documenting the projected level of service and potential impacts resulting from the difference in trips between the existing land use category(ies) and the AC or MMC designation.

4. Multimodal Facilities and Services – Documentation of existing multimodal facilities and services within and adjacent to the proposed boundary for the AC or MMC category. This includes sidewalks, crosswalks, trails, bike treatments or facilities, bus stops and associated amenities, bus terminals/transfer centers, and bus route services. Other amenities may include, but are not limited to streetscape, landscaping and buffering improvements. The documentation will also identify any gaps in sidewalk, bike lane, or trail networks and areas where bus stop pads are not connected to sidewalks within the AC or MMC.
  5. Planned Improvements – Documentation of planned/programmed multimodal improvements that will serve the purpose of reducing automobile congestion. Documentation shall include estimated reduction in automobile congestion, as well as the funding source and timing of planned/programmed multimodal improvements.
- D. Local governments are strongly encouraged to coordinate fulfillment of the transportation assessment requirement, if applicable, with the provisions of the Pinellas County Mobility Plan, as implemented by the countywide Multimodal Impact Fee ordinance.

~~6.5.4.6 Criteria Applicable to Activity Center and Multimodal Corridor Categories.~~

~~6.5.4.6.1 Planning and Urban Design Principles Evaluation.~~

SEC. 6.2.6 PLANNING AND URBAN DESIGN PRINCIPLES.

For all Tier II and Tier III a amendments to the Activity Center or Multimodal Corridor category, the applicant must provide an ~~must be accompanied by an applicant local government~~ evaluation of Countywide Planning Strategies Land Use Goal 16.0, Planning and Urban Design Principles, together with the purpose, objectives, and professionally established best practices contained therein.

The local government evaluation shall include: 1) documentation that for each Planning and Urban Design Principle, the local government can satisfy the purpose and objectives utilizing associated and necessary implementation initiatives (i.e., comprehensive plan policies, design guidelines, land development code amendments, etc.); and 2) documentation that each best practice was examined and determined to be applicable or not, and if not, demonstration that the purpose and objectives are being achieved through alternative means. At a minimum, this documentation will include narrative descriptions of how each of the Planning and Urban Design Principles will be addressed. Graphic illustrations of the implementation tools are strongly encouraged.

These review criteria addressing Planning and Urban Design Principles are in addition to and supplement the review criteria in Section 6.5.3, the Relevant Countywide Considerations.

Where a local government has made commitments to complete certain plans, programs, and initiatives to prove adherence to the Planning and Urban Design Principles, the commitments identified by the local government must be undertaken within five years of the approval of the plan amendment application. The local government shall request an extension of time if the commitments will not be implemented within the five year period. Such request for time extension shall be submitted to the PPC board who shall act on the local government request for time extension. A local government that does not meet its commitments for implementation within five years and does not obtain an extension will be found inconsistent with the Countywide Plan pursuant to Article 3 of these Countywide Rules.

~~SEC. 6.1.3 — THE TRANSIT-ORIENTED LAND USE VISION MAP (VISION MAP).~~

SEC. 6.2.7 THE LAND USE STRATEGY MAP.

6.2.7.1 Locational Criteria. The ~~Vision~~ Land Use Strategy Map, located in the Countywide Plan Strategies as Figure 1, is an adopted policy document that provides guidance regarding proposed amendments to the Countywide Plan Map by identifying. ~~The Vision Map identifies~~ those areas in the County most able to accommodate higher densities and intensities in coordination with transit service, other multimodal transportation, and other redevelopment factors.

~~The Vision Map identifies Activity Centers and Multimodal Corridors by their sub-categories. Activity Centers include Transit Station Centers, Major Centers, Community Centers, Neighborhood Centers, and Special Centers. Multimodal Corridors include Primary Corridors, Secondary Corridors, Regional Corridors and Supporting Local Corridors.~~

Together with the eligible locations provided in Tables 2 and 4 of these Countywide Rules, the Land Use Strategy Map designates appropriate locations for Activity Center subcategories (including Urban Centers, Major Centers, Community Centers, and Neighborhood Centers) and Multimodal Corridor subcategories (including Premium Transit Corridors, Primary Corridors, Secondary Corridors, and Supporting Corridors).

Additional appropriate locations may be approved through the Countywide Plan Map amendment process, and once approved, shall be depicted on the Land Use Strategy Map. Where a more permissive subcategory is depicted on the Land Use Strategy Map, it shall supersede Tables 2 and 4.

~~6.1.4.5 Amendments to Vision Map. Amendments designating an Activity Center (AC) or Multimodal Corridor (MMC) plan category on the Countywide Plan Map in a location where it is not graphically depicted on the Transit-Oriented Land Use Vision Map (Vision~~

~~Map) together with its applicable subcategory will trigger an amendment to the Vision Map pursuant to the requirements of Section 7.8.3. The amendment to the Vision Map will be processed concurrently with the Countywide Plan Map amendment.~~

6.2.7.2 Amendments to the Land Use Strategy Map. Countywide Plan Map amendments creating a new Activity Center or Multimodal Corridor, or reclassifying an applicable subcategory, will trigger an amendment to the Land Use Strategy Map pursuant to the requirements of Section 7.8.3. The amendment to the Land Use Strategy Map will be processed concurrently with the Countywide Plan Map amendment.

The Land Use Strategy Map will also be amended as necessary following relevant changes to Pinellas Suncoast Transit Authority provision of service, as determined appropriate. The PPC Executive Director may initiate an amendment of the Land Use Strategy Map for this purpose pursuant to the provisions of Section 7.8.3.

<b>DIV. 6.23</b>	<b>COUNTYWIDE PLAN MAP AMENDMENTS / SPECIAL ACTION.</b>
------------------	---

With respect to any recommendation for an alternative compromise recommendation or request to continue, withdraw, resubmit, or modify an amendment to the Countywide Plan Map which has been submitted for consideration, the provisions as set forth following shall govern.

**SEC. 6.23.1 ALTERNATIVE COMPROMISE RECOMMENDATION.**

Pursuant to Section 10(3)(b) of Chapter 2012-245, Laws of Florida, as amended, the PPC shall forward recommendations for Countywide Plan Map amendments to the applicant local government when said action by the PPC constitutes denial with an alternative compromise recommendation. The process for referral to and action by the governing body shall be as hereinafter set forth.

**6.23.1.1** The PPC shall transmit any such denial with an alternative compromise recommendation for amendment to the applicant local government within five days of action by the PPC.

**6.23.1.2** The applicant governing body shall consider the alternative compromise recommendation of the PPC at an official meeting of the governing body and take formal action to accept or reject the PPC recommendation. The governing body action to accept or reject the PPC recommendation shall be as is determined necessary by the governing body to lawfully accomplish such action, and in the form required by the PPC.

**6.23.1.3** The governing body action to accept or reject the PPC recommendation shall be transmitted to the PPC within forty-five days of receipt of the PPC recommendation, except as the governing body may require additional time to lawfully accomplish such action and shall request an extension as set forth below within the forty-five days.

**6.23.1.4**   If the governing body accepts the recommendation of the PPC, and transmits said acceptance in the requisite form within the required forty-five days, or as same may be extended, the PPC staff shall advertise and notice the amended application for Countywide Plan Map amendment in accordance with Section 6.1.5.6 for public hearing by the CPA, and forward the compromise amendment to the CPA with the PPC recommendation for approval.

**6.23.1.5**   Upon approval of the alternative compromise amendment by the CPA, the local governing body shall conform the ordinance amending the local government future land use map with the action of the CPA on the alternative compromise amendment to the Countywide Plan Map.

**6.23.1.6**   If the governing body does not accept the recommendation of the PPC as forwarded, or fails to take action in the requisite form or within the required forty-five days, or as same may be extended, the PPC staff shall advertise and notice the original application for Countywide Plan Map amendment in accordance with Section 6.1.5.6 for public hearing by the CPA, and forward the original application to the CPA with the PPC recommendation for denial.

**SEC. 6.23.2**   **CONTINUATION.**

A request to continue an amendment to the Countywide Plan Map, once formally submitted, shall be in writing by an authorized representative of the local government with jurisdiction. Such request for continuation may be submitted to the PPC at, or prior to, the applicant local government’s opening statement to the PPC, and must state a future date for consideration. The PPC shall review such request for continuation, consistent with the public purpose and intent of these Countywide Rules and their enabling legislation, and if approved, shall reschedule the public hearing on the application for amendment to a specified future date. A request for continuation may also be submitted to the CPA subsequent to the PPC action, at or prior to the applicant local government’s opening statement to the CPA, and must state a future date for consideration. The CPA shall review such request for continuation, consistent with the public purpose and intent of these Countywide Rules and their enabling legislation, and if approved, shall reschedule the application for amendment to a specified future date.

Nothing herein shall be construed to prohibit the PPC or CPA from continuing a public hearing at any time in the course of the proceeding, consistent with the public purpose and intent of these Countywide Rules and their enabling legislation.

Nothing herein shall prevent the CPA from continuing its hearing and requesting the PPC to rehear, clarify, or explain its initial action.

**SEC. 6.23.3**   **WITHDRAWAL.**

A request to withdraw an amendment to the Countywide Plan Map, once formally submitted, shall be in writing by an authorized representative of local government with

jurisdiction. Such request for withdrawal may be submitted to the PPC at, or prior to, the applicant local government's opening statement to the PPC and, upon recommendation to accept the request for withdrawal by the PPC, the request for withdrawal shall be forwarded to the CPA for their consideration. A request for withdrawal may also be submitted to the CPA subsequent to PPC action, at or prior to the applicant local government's opening statement to the CPA. Acceptance of the request for withdrawal by the CPA, shall remove the application for amendment from further consideration.

**SEC. 6.23.4 RESUBMISSION.**

No Countywide Plan Map amendment denied by the CPA shall be resubmitted for consideration by the PPC within six months of the date of denial; except where denial is "without prejudice," which shall allow an application, as previously submitted, to be resubmitted without limitation as to the six month restriction. Any such resubmitted application shall be treated pursuant to, and meet the requirements of, Section 6.1.1.

**SEC. 6.23.5 MODIFICATION.**

Any request by a local government to modify an amendment to the Countywide Plan Map shall require the original amendment to be withdrawn as set forth in Section 6.23.3, and the modified amendment to be submitted as for a new amendment, as required in Section 6.1, including action by the applicant governing body as required in Sections 6.1.1, 6.1.2, and 6.1.34 to initiate the modified amendment, and consideration and recommendation by the PPC after public hearing.

**~~DIV. 6.3 — COUNTYWIDE PLAN MAP AMENDMENTS / SUBTHRESHOLD.~~**

**~~SEC. 6.3.1 — PURPOSE.~~**

~~It is the purpose of this subthreshold process to recognize and provide for Tier II amendments of the Countywide Plan Map that are minor in nature and have relatively minimal intergovernmental impact or affect on the policies and objectives of the Countywide Plan. In particular, this process shall be designed to accomplish the following objectives:~~

- ~~1. Comply with the legal requirements for public notice and hearing under Division 6.8;~~
- ~~2. Provide a fail safe mechanism that preserves the legislative prerogative of the PPC and CPA; and~~
- ~~3. Minimize staff and public time and expense.~~

**~~SEC. 6.3.2 — PROCEDURE.~~**

~~The procedure for subthreshold Countywide Plan Map amendments shall be conducted in accordance with the requirements of Division 6.1 and the process outlined herein.~~



~~6.3.2.1 Official Acceptance.~~ Action by the PPC and CPA for subthreshold amendments shall be considered according to this “official acceptance” process.

~~6.3.2.2 Action by PPC and CPA.~~ Subthreshold amendments shall be separately identified on the public hearing portion of the PPC and CPA agenda. The PPC and CPA may, upon a majority vote of members present and constituting a quorum, remove a subthreshold amendment from the subthreshold portion of the agenda for separate consideration, in which event the amendment may be discussed and acted upon at that same meeting or continued to the next available meeting with an analysis of any issues identified by the PPC or CPA.

~~SEC. 6.3.3 DETERMINATION.~~

~~6.3.3.1 Considerations.~~ In the determination of the type(s) of subthreshold Countywide Plan Map amendment, it is the objective of these Countywide Rules to properly reflect the following considerations:

- ~~1. The appropriate key variables affecting relative impact, including size, intensity, location and aggregation;~~
- ~~2. The relationship and need to coordinate with Chapter 163.3187, Florida Statutes, small-scale amendment factors and process; and~~
- ~~3. The overall purpose and integrity of the Countywide Plan Map and Countywide Rules.~~

~~SEC. 6.3.4 TIER II SUBTHRESHOLD AMENDMENT TYPES~~

<del>Types of Threshold</del>	<del>Maximum Size of Amendment</del>	<del>Category of Amendment</del>
<del>A.</del>	<del>-See Section 6.3.4.1</del>	
<del>B.</del>	<del>No Limit</del>	<del>R/OS &amp; P Categories Only; excluding from P to R/OS</del>
<del>C.</del>	<del>No Limit</del>	<del>Residential Only; Lower Density Category</del>

~~6.3.4.1 Type A.~~ Amendments of 5 acres or less to RVL, RLM, RM, RH, O, R, R&S, P/SP, R/OS, and P; and amendments of 10 acres or less to E, I, AC, MMC, and TEC, shall be considered Subthreshold Type A, subject to meeting the following criteria:

- ~~1. The amendment is consistent with the Purpose and Locational Characteristics of the proposed category as listed in Article 2;~~
- ~~2. The amendment does not involve the contraction of one of the E, I, AC, MMC, or TEC categories;~~

- ~~3. The amendment is adjacent to a roadway segment where the existing Level of Service (LOS) is operating at a LOS "D," or better; or where projected traffic resulting from the amendment would not cause the existing LOS to fall below LOS "D." (This criteria does not apply to amendments to the E, I, AC, MMC, and TEC categories);~~
- ~~4. The amendment is located outside of a designated Scenic/Noncommercial Corridor as delineated on the Countywide Scenic/Noncommercial Corridor Map (Submap No.1.);~~
- ~~5. The amendment is located outside of a designated Coastal High Hazard Area; and~~
- ~~6. The amendment is not located adjacent to another jurisdiction, or has a cooperative agreement with an adjacent jurisdiction that has been received and accepted by the Council or affirmatively agreed upon at the PAC; and does not significantly impact a public education facility.~~

~~**6.3.4.2 Type B.** Amendments of any size to the Recreation/Open Space and Preservation categories are subthreshold, except for amendments from Preservation to Recreation/Open Space.~~

~~**6.3.4.3 Type C.** Amendments irrespective of size, providing they are within one of the four residential categories described within Section 2.3.3.1 through Section 2.3.3.4, and made from a higher density residential category to a lower density residential category (e.g., from Residential High to Residential Medium) are subthreshold. There are no limitations as to location.~~

~~**SEC. 6.3.5 INTERPRETATIONS.**~~

~~Any interpretation or dispute with respect to whether a Countywide Plan Map amendment is subthreshold or not, and the administration of this subthreshold amendment process, shall be as provided for under Article 7, Division 7.3 Interpretations.~~

**DIV. 6.4 COUNTYWIDE PLAN MAP AMENDMENTS / ECONOMIC DEVELOPMENT – EXPEDITED REVIEW.**

**SEC. 6.4.1 PURPOSE.**

It is the purpose of this expedited review process to recognize and provide for amendments of the Countywide Plan Map that result from economic development projects that have been certified by the Governor’s Office of Tourism, Trade, and Economic Development pursuant to Senate Bill 1154.

**SEC. 6.4.2 PROCEDURE.**

The procedure for expedited Countywide Plan Map amendments shall be conducted in accordance with the requirements of Division 6.1 and the process outlined herein.

- 6.4.2.1 **Notice and Public Hearing.** All expedited amendments shall be advertised, noticed and considered at a public hearing as required under Division 67.8. The advertisement, notice and public hearing will identify amendments to be considered under this expedited process. A single published advertisement and requisite personal notice for all expedited amendment actions shall be provided which shall include notice of both the PPC and CPA public hearings.
- 6.4.2.2 **Submission Requirements.** In addition to the application items in Section 6.1.43.2, all local government submittals of an expedited amendment shall include: 1) copy of the recommendation of the governing body for expedited review; 2) copy of the certificate of eligibility from the Governor’s Office of Tourism, Trade and Economic Development; and 3) copy of the finalized 90 day time schedule negotiated between the local government and the state, incorporating all deadlines, including public meetings and notices.
- 6.4.2.3 **Action by PPC and CPA.** The PPC and CPA shall act upon an expedited amendment within the finalized 90 day time schedule established between the local government and the State for the subject property.

**DIV. 6.5      COUNTYWIDE PLAN MAP AMENDMENTS / CRITERIA AND ADDITIONAL PROCEDURES.**

**SEC. 6.5.1      PURPOSE.**

It is the purpose of this amendment review process to recognize and provide for amendments of the Countywide Plan Map that do not otherwise qualify as subthreshold amendments, but that do impact Relevant Countywide Considerations.

**SEC. 6.5.2      PROCEDURE.**

The procedure for Countywide Plan Map amendments shall be conducted in accordance with the requirements of Division 6.1.

**SEC. 6.5.3      REVIEW CRITERIA.**

**6.5.3.1      Relevant Countywide Considerations.** In the consideration of a Countywide Plan Map amendment, it is the objective of these Countywide Rules to evaluate the amendment so as to make a balanced legislative determination based on the following seven Relevant Countywide Considerations, as they pertain to the overall purpose and integrity of the Countywide Plan.

**6.5.3.1.1      Consistency with the Countywide Rules.** The manner in, and extent to, which the amendment is consistent with the Countywide Rules and with the Countywide Plan Strategies as implemented through the Countywide Rules.

**6.5.3.1.2 Transportation Impacts.** For amendments not involving the Activity Center (AC) and Multimodal Corridor (MMC) categories, the manner in, and extent to, which the amendment significantly impacts a roadway segment where the existing Level of Service (LOS) is below LOS “D” or where projected traffic resulting from the amendment would cause the existing LOS to fall below LOS “D.” [Amendments adopting or amending the AC and MMC categories are subject to the requirements of Section 6.2.5.](#)

[\[Remainder of Section 6.5.3.1.2 moved to Division 6.2.\]](#)

**6.5.3.1.3 Scenic/Noncommercial Corridors.** If located within a Scenic/Noncommercial Corridor, the manner in, and extent to, which the amendment conforms to the criteria and standards contained in Section 6.5.4.1 of these Countywide Rules.

**6.5.3.1.4 Coastal High Hazard Areas (CHHA).** If located within a Coastal High Hazard Area, the manner in, and extent to, which the amendment conforms to the terms set forth in Section 4.2.7.

**6.5.3.1.5 Activity Center and Multimodal Corridor Plan Categories.** If the amendment involves the creation, expansion, ~~or~~ contraction of, or substantive change to -an Activity Center (AC) or Multimodal Corridor (MMC) category, the manner in, and extent to, which the amendment conforms to the purpose and requirements of the applicable category, and addresses the relevant Planning and Urban Design Principles described in Section ~~6.5.4.6~~[6.2.6](#) and Land Use Goal 16.0 of the Countywide Plan Strategies.

**6.5.3.1.6 Impact on a Public Educational Facility or an Adjoining Jurisdiction.** The manner in, and extent to, which the amendment significantly impacts a public educational facility or an adjoining jurisdiction.

**6.5.3.1.7 Reservation of Industrial Land.** If the amendment involves the conversion from the Employment (E), Industrial (I), or Target Employment Center (TEC) category, the extent to which the amendment area can continue to provide for target employment opportunities as evaluated and set forth in Section 6.5.4.5.

## **SEC. 6.5.4 SPECIAL RULES.**

### **6.5.4.1 Scenic/Noncommercial Corridors.**

**6.5.4.1.1** Designated Scenic/Noncommercial Corridors, as set forth in these Countywide Rules and depicted on the Countywide Plan Map, shall be deemed to have countywide significance and will be recognized as Scenic/Noncommercial Corridors, consistent with the Scenic/Noncommercial Corridor Plan Element of the Countywide Plan.

**6.5.4.1.2** The intent and purpose of the Scenic/Noncommercial Corridor designation is to guide the preservation and enhancement of scenic qualities, to ensure the integrity of the Countywide Plan Map, and to maintain and enhance the traffic operation of these especially significant roadway corridors in Pinellas County.

The principal objectives of Scenic/Noncommercial Corridor designations are:

- A. To preserve and enhance scenic qualities found along these corridors and to foster community awareness of the scenic nature of these corridors.
- B. To encourage superior community design and enhanced landscape treatment, both outside of and within the public right-of-way.
- C. To encourage land uses along these corridors which contribute to an integrated, well planned and visually pleasing development pattern, while discouraging the proliferation of commercial, office, industrial, or intense residential development beyond areas specifically designated for such uses on the Countywide Plan Map.
- D. To assist in maintaining the traffic operation of roadways within these corridors through land use type and density/intensity controls, and by conformance to access management regulations, by selective transit route location, and by the development of integrated and safe pedestrian and bicycle access systems.
- E. To encourage design standards identified within the Pinellas County Countywide Scenic/Noncommercial Corridor Master Plan, through the adoption of local ordinances and regulations consistent with those standards set forth within the Master Plan.

Amendments to certain Countywide Plan Map categories shall be subject to locational and use limitations as specified in Section 6.5.4.1.4, Table [49](#).

It is the intent of this provision to discourage the proliferation of nonresidential use and to monitor any increase in the density/intensity on a SNCC. Proposed map amendments allowing higher density and/or intensity on a parcel identified as within [an Existing or Planned Transit Multimodal Corridor](#) on the [Vision Land Use Strategy](#) Map, and also within a Scenic/Noncommercial Corridor as indicated on the Scenic/Noncommercial Corridor Map, will be discouraged unless located within either a mixed-use node or an enhancement connector on the Scenic/Noncommercial Corridor Map.

**6.5.4.1.3** Delineation of Scenic/Noncommercial Corridors shall be as follows:

- A. Corridors shall be as set forth herein and as depicted on the Countywide Plan Map and Submap No. 1 entitled Countywide *Scenic/Noncommercial Corridor Map*, including:

“Primary” Scenic/Noncommercial 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 Parkway

- 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 U.S. 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” Scenic/Noncommercial 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

- B. All corridors or portions (segments) thereof shall be classified as either Rural/ Open Space, Residential, Mixed Use, Unique/Scenic View, or Enhancement Connector as identified on the Scenic/Noncommercial Corridor Map, as approved and as it may be subsequently amended. Corridor subclassifications are intended to be consistent with the corresponding approved Countywide Plan Map categories as enumerated in the Scenic/Noncommercial Corridor Plan Element. Upon amendment of the Countywide Plan Map adjacent to a Scenic/Noncommercial Corridor, the Corridor Subclassification (and all standards which apply) shall be changed concurrently to be consistent with the amended Countywide Plan Map categories. Specifically, any amendment of the Countywide Plan Map adjacent to a Scenic/Noncommercial Corridor will include, as a function of that amendment, any requisite change to the Corridor Subclassification and said change will be reflected on Submap No. 1 concurrent with the effective date of the Countywide Plan Map amendment, except as specifically provided for herein.

The PPC and CPA shall have the authority to grant exceptions to the concurrent change to the Corridor Subclassification, as reflected on Submap No. 1, upon

approval of an amendment to the Countywide Plan Map adjacent to a Scenic/Noncommercial Corridor, based upon a finding that:

1. The size and configuration of the amendment is *de minimus* in relationship to its frontage on the affected Scenic/Noncommercial Corridor; or
  2. The size and configuration of the amendment is *de minimus* in relationship to the length of the affected Scenic/Noncommercial Corridor; or
  3. The size and location of the amendment is consistent in relationship to the surrounding existing Countywide Plan Map designations.
- C. Corridor width shall be determined, considering the depth of each land use which abuts or functionally relates to the roadway right-of-way, from a land use, visual or traffic operations standpoint, generally to a depth of 500 feet (measured from the right-of-way that is required to implement the current MPO Long Range Transportation Plan). The 500-foot 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, based upon, but not limited to, the following considerations:
1. The distance to and sight-line for a particular scenic view or visual characteristic;
  2. Access from the property in question to the Scenic/Noncommercial Corridor and its relationship thereto; and
  3. The location and degree to which any man-made structure or natural feature interrupts or precludes a view or visual relationship from the roadway.

**6.5.4.1.4** The following criteria shall be considered by the Pinellas Planning Council and Countywide Planning Authority, in concert with other consistency and amendment criteria, in the review of an application by local government for amendment of the Countywide Plan Map on a Scenic/Noncommercial Corridor:

- A. Countywide Plan Map Consistency - The extent to which the local government request is consistent with the following Table 3, *Countywide Plan Map/SNCC Classification Consistency*. Nothing in these consistency guidelines shall preclude a local government from being more restrictive, i.e., to determine that a particular category shall not be considered consistent with a particular corridor subclassification, irrespective of provision for same in Table 3.
- B. Considerations by Countywide Plan Map Category

1. With respect to a Residential Countywide Plan Map category, the extent to which the local government request discourages the intensification of residential use on a Scenic/Noncommercial Corridor. In particular, an amendment to the Countywide Plan Map to increase residential density shall be discouraged, except where such amendment is determined to be consistent with the existing delineation of Countywide Plan Map categories, adjoining existing use, and the purpose and intent of the Scenic/Noncommercial Corridor Plan Element as applied through these Countywide Rules and the otherwise applicable amendment process.
2. With regard to the Office, Resort, Retail & Services, Employment, or Industrial Countywide Plan Map categories:
  - a. The extent to which the local government request discourages nonresidential uses on a Scenic/Noncommercial Corridor. In particular, amendment to the Countywide Plan Map to allow a new or expanded Office, Resort, Retail & Services, Employment, or Industrial category shall be discouraged, except where such amendment is:
    - i. the logical in-fill, extension or terminus of an existing nonresidential category; and
    - ii. the logical in-fill, extension or terminus of an adjoining existing nonresidential use; and
    - iii. considered in relationship to the existing delineation of surrounding categories on the Countywide Plan Map and Corridor Subclassification(s); and
    - iv. consistent with the purpose and intent of the Scenic/Noncommercial Corridor Plan Element, as applied through these Countywide Rules and the otherwise applicable amendment process.
  - b. The extent to which the local government request minimizes any increase in density/intensity on a Scenic/Noncommercial Corridor. Specifically, in reviewing any application for nonresidential use on a Scenic/Noncommercial Corridor, the proposed density/intensity of use as measured by dwelling units per acre, floor area ratio and impervious surface ratio, as is applicable, shall be considered with the objective of not exceeding the density/intensity of either the adjoining nonresidential uses or the mid-point of the range for the density/intensity standards of the applicable category, whichever is less.



- c. The adoption of local government land development regulations that implement the use restrictions for specified future land use categories as identified in Section 6.5.4.1.4, Table [49](#).
  3. With respect to the Public/Semi-Public, Recreation/Open Space, and Preservation Countywide Plan Map categories, the extent to which the local government request provides for Public/Semi-Public, Recreation/Open Space, and Preservation categories consistent with the character, intensity, and scale of the uses permitted within these respective categories in relation to the existing delineation of Countywide Plan Map categories, adjoining existing use, the need for and service area of the public/semi-public, recreation/open space, and preservation use, and the purpose and intent of the Scenic/Noncommercial Corridor Plan Element, as applied through these Countywide Rules and the otherwise applicable amendment process.
  4. Activity Center and Multimodal Corridor Countywide Plan Map Categories that are required to address the relevant Planning and Urban Design Principles, described in Section [6.2.6](#) ~~6.5.4.6~~ and Land Use Goal 16.0 of the Countywide Plan Strategies, shall be evaluated for how the local government request minimizes any increase in density/intensity on a Scenic/Noncommercial Corridor.
- C. The extent to which the local government request has taken into account the Scenic/Noncommercial Corridor Plan Element, including the goals, objectives, and policies articulated within the Plan Element, as is relevant to the particular amendment under consideration. Consistent with its advisory nature, the Scenic/Noncommercial Corridor Plan Element shall not serve as a basis for denial of an amendment.
- D. The extent to which the local government request has taken into account the current MPO Long Range Transportation Plan, and any enhanced access management standards, as is relevant to the particular roadway under consideration. Particular consideration shall be given to the established policies of the governmental entity having construction and maintenance responsibility over the subject facility.
- ~~E. The extent to which the local government request has taken into account the Countywide Sign Regulations Ordinance, as included in Part III Chapter 162, as amended, of the Pinellas County Land Development Code including provisions which govern the placement of off-premise signs, as is relevant to the particular amendment under consideration.~~

**Table 49**  
**COUNTYWIDE PLAN MAP/SNCC CLASSIFICATION CONSISTENCY<sup>1</sup>**

<del>FUTURE LAND USE</del> COUNTYWIDE PLAN MAP DESIGNATION	RURAL/ OPEN SPACE	RESIDENTIAL	MIXED USE	UNIQUE SCENIC VIEW	ENHANCEMENT CONNECTOR
Residential Very Low (RVL)	C	C	C		C
Residential Low Medium (RLM)		R <sup>2</sup>	C		C
Residential Medium (RM)		R <sup>2</sup>	C		C
Residential High (RH)			C		C
Office (O)			C		C
Resort (R)			C		C
Retail & Services (R&S)			R <sup>3</sup>		C
Employment (E)			R <sup>3</sup>		C
Industrial (I)					C
Public/Semi-Public (P/SP)		C	C		C
Recreation/Open Space (R/OS)	C	C	C	C	C
Preservation (P)	C	C	C	C	C
Target Employment Center (TEC)			C		C
Activity Center (AC)			C		C
Multimodal Corridor (MMC)			C		C

Notes:

- <sup>1</sup> A “C” indicates that an amendment to the Countywide Plan Map category is potentially consistent, subject to all other applicable criteria, with the corresponding SNCC Classification. An “R” indicates that the amendment to the Countywide Plan Map category is potentially consistent subject to specified use restrictions. The absence of either a “C” or an “R” indicates that the Countywide Plan Map category is not considered compatible with the SNCC Classification, unless a specific finding to the contrary is made in accordance with Sec. 6.5.4.1.3 B. Category and/or use restrictions apply only to new Countywide Plan Map amendments after August 7, 2015 and are not retroactive.
- <sup>2</sup> Office, personal service/office support, and retail commercial uses are restricted to the mixed use and enhancement connector SNCC classifications.
- <sup>3</sup> Manufacturing-Medium and Incinerator Facility uses are restricted to the enhancement connector SNCC classification.

**6.5.4.2 Public Educational Facility Siting.**

**6.5.4.2.1** It is the intent and purpose of this section to provide for and encourage compliance with Section 1013.33, Florida Statutes (F.S.), regarding coordination of educational facilities planning with local governing bodies, in a uniform and consistent manner.

**6.5.4.2.2** These Countywide Rules provide for an exception for Public Educational Facilities to the otherwise applicable acreage threshold limitation for Institutional uses in the Residential Very Low, Residential Low Medium, Residential Medium, Residential High, and Office categories.

**6.5.4.2.3** In furtherance of the objectives of Section 1013.33, F.S., a Public Schools Interlocal Agreement has been developed for utilization by the Pinellas County School Board and local governments. This Interlocal Agreement provides for an alternative process as authorized under Section 1013.33, F.S., and locational review criteria that foster a uniform approach to public school siting throughout Pinellas County.

#### ~~6.5.4.4 — Transit Station Plans.~~

~~6.5.4.4.1 — Purpose and Utilization. Transit station plans identify conditions, policies, regulations and incentives encouraging compact, mixed use development within walking distance of a transit station. The utilization of the Activity Center category's Transit Station Center subcategory provisions requires a transit station plan, with such plan boundaries typically extending a half mile from the center of the transit station center, but shorter or longer distances may be permitted if justified by the local government(s) with jurisdiction.~~

~~6.5.4.4.2 — Optional Inclusion of Adjacent Transit Corridors. Transit station plans are encouraged to incorporate planning for the transit corridors connecting the transit station center to other such facilities. Such corridors may be designated with the Multimodal Corridor (MMC) category using the provisions of Section 2.3.3.15, or utilize other appropriate categories.~~

~~6.5.4.4.3 — Applicability. A transit station plan may address one or more transit station centers. At a minimum, transit station plans shall include the contents referenced in, and satisfy the intent of, the Transportation Component, Transit Oriented Development subsection of the Countywide Plan Strategies, and the Tampa Bay Area Regional Transportation Authority (TBARTA) *Transit Oriented Development Guiding Principles*, as relevant and applicable to local conditions.~~

~~6.5.4.4.4 — Advisory Review. The transit station plan, along with the proposed boundaries of the AC category, shall be reviewed with respect to the requirements of subsection 6.5.4.3.3. The PPC staff shall, within twenty eight days of the receipt of such proposed transit station plan, notify the local government of the results of the advisory review, and any corresponding recommendations.~~

~~6.5.4.4.5 — Local Action Required to Initiate Countywide Plan Map Amendment. Following the PPC staff's advisory review, the transit station plan, which shall include the establishment of transit station center subclassification(s) and proposed boundaries of the AC category, shall be approved; and corresponding amendment(s) to the local future land use map shall be made, by official action of the legislative body of the local government, prior to submission to the PPC and CPA for amendment of the Countywide Plan Map.~~

~~6.5.4.4.6 — Consideration of Countywide Plan Map Amendment. Following local approval of the transit station plan and amendment of the local future land use map pursuant to Section 6.5.4.4.5, amendment of the Countywide Plan Map, as set forth in Article 6 of these Countywide Rules, shall be required to establish transit station center subclassification(s) and the boundaries of the AC category.~~

~~————— The transit station plan shall be submitted to the PPC and CPA as a support document for, and as the basis for consideration of, the Countywide Plan Map amendment, and will be received and accepted subject to approval of that Countywide Plan Map amendment.~~

~~6.5.4.4.7 **Relationship to Activity Centers and Multimodal Corridors.** In the event of any inconsistency(ies) between an existing Activity Center or Multimodal Corridor designation and a transit station plan as set forth in Section 6.5.4.4, the transit station plan shall be deemed to be controlling. The implementing regulations for the Activity Center or Multimodal Corridor shall be subsequently revised by the local government with jurisdiction to resolve the inconsistent provisions. This shall be classified as a Tier I amendment pursuant to Section 6.1.2.1.~~

~~6.5.4.4.8 **Subsequent Amendments to Transit Station Plan.** Subsequent amendments to the transit station plan shall be submitted to the PPC and CPA for receipt and acceptance. Any amendment of the transit station plan that proposes changes to the transit station center subclassifications (including densities, intensities, and uses) and/or boundaries of the AC category shall require a Countywide Plan Map amendment, pursuant to the provisions of Section 6.5.4.5.5 and 6.5.4.5.6.~~

**6.5.4.4.5 Conversion Criteria for Employment, Industrial, or Activity Center (Associated with the Employment and/or Industrial Countywide Plan Map Categories on the Local Future Land Use Map) Designated Land.**

Having identified the importance of reserving industrial land in Pinellas County, the Pinellas Planning Council (PPC) and the Countywide Planning Authority (CPA) shall utilize the following criteria to evaluate Countywide Plan Map amendments that would convert land now designated Employment, Industrial, Target Employment Center, or Activity Center (associated with Employment, Industrial, or equivalent category on the local future land use map) to some other Countywide Plan Map category. In conducting this evaluation, the PPC and CPA shall make a determination, based upon a balancing of the following criteria, as to whether or not the amendment area can continue to provide for target employment opportunities, with or without the proposed amendment:

**1. Target Employment Opportunities**

The extent to which the uses within the proposed category can potentially provide target employment opportunities, as compared to those that can potentially be available within the current Employment, Industrial, Target Employment Center, or Activity Center (associated with Employment, Industrial, or equivalent category on the local future land use map) plan category.

**2. Amendment Site Characteristics**

Under the current or proposed category, the extent to which the site can continue to support target employment uses due to the site’s size, configuration, and physical characteristics, and is able to accommodate the provision of site access, loading, and other necessary site improvements.

The extent to which the proposed site will be, or is now, used for unique and high-priority functions, such as water-dependent or working waterfront uses.

### **3. Amendment Area Characteristics**

The extent to which the uses within the current or proposed category relate to surrounding and nearby uses and plan classifications, including their compatibility with such uses and plan classifications.

The extent to which industrial uses can benefit from or provide benefit to, adjoining or nearby properties.

The extent to which the proposed site will be used for unique and high-priority functions, including, but not limited to, transit-oriented uses.

### **4. Supporting Transportation and Infrastructure Characteristics**

The location of the property in relationship to, and the current or proposed uses' need for, access to the arterial and [interstate](#) highway network, transit, [international](#) airport, and [functional](#) rail [line](#), as well as other infrastructure and service facilities, including water, sewer, stormwater, and parking, and their respective capacities.

### **5. Supporting Redevelopment Plans, Special Area Plans, or Planning and Urban Design Principles Implementation Framework**

The extent to which any amendment is included as part of a community redevelopment plan, special area plan, or Planning and Urban Design Principles implementation framework pursuant to Section [6.2.6](#)~~6.5.4.6.1~~ that has evaluated and addressed the potential to support target employment uses in the redevelopment area proposed to be reclassified from an Employment, Industrial, Target Employment Center, or Activity Center (associated with Employment, Industrial, or equivalent category on the local future land use map) designation.



Key:

- Additions and ~~deletions~~

## ARTICLE 8

### TERMS AND DEFINITIONS

## DIV. 8.1 CONSTRUCTION.

The construction and interpretation of all words, terms and provisions contained in these Countywide Rules shall be as set forth under Section 7.3.7 Rules of Interpretation, and as defined hereunder.

## DIV. 8.2 DEFINITIONS.

**Accessory Dwelling Unit** – An ancillary or secondary living unit, in compliance with Section 163.31771, [Florida Statutes](#), that has a separate kitchen, bathroom, and sleeping area, existing either within the same structure, or on the same lot, as the primary dwelling unit. [Accessory dwelling units are not counted against the otherwise applicable maximum dwelling units per acre density standard.](#)

**Activity Center** – [A contiguous area designated with the Activity Center category on the Countywide Plan Map, which is governed by locally-adopted plan or code provisions that identify the area as a unified location, and which serves as an important, identifiable center of business, public, and residential activity that is the focal point of a community, designed to accommodate multiple modes of transportation including enhanced transit.](#)

**Adjustment** – An adjustment is a departure from the literal requirements of the floor area ratio and impervious surface ratio standards as described in these Countywide Rules and made a part of the local land development regulations.

**Agricultural Processing Use** – The processing, preparation, packaging and distribution of agricultural commodities such as livestock or crop products.

**Agricultural Use** – Crop production, including plant nurseries; raising livestock, including horse stables, dog kennels and animal boarding; veterinary clinics; and associated uses as permitted by local plans and regulations.

**Agricultural Use - Light** – [Public or private property devoted to the growing of produce and/or horticultural plants, small-animal husbandry, aquaculture, beekeeping, or related uses, where noise, odor, runoff, insects, pests, and other impacts are contained on-site and do not negatively affect adjacent land uses, consistent with such standards as may be prescribed by the local government with jurisdiction. This use may allow for some exterior storage of equipment or materials, and the incidental processing, preparation, packaging and distribution of non-livestock agricultural products. On-site sales of agricultural products produced on-site are allowed at the discretion of the local government. See also: Community Garden Use.](#)

**Airport, Seaport, Marina Use** – A public or quasi-public facility for air or marine transport respectively, including such terminal, docking, hangar, storage, parking, transient accommodation, office, retail commercial, and eating/drinking facilities as may be directly related or accessory thereto.



**Ancillary Nonresidential Use** – Off-street parking and trash receptacle areas for adjacent, contiguous, nonresidential uses.

**Aquifer Recharge Area** – An area that has soils and geological features that are conducive to allowing significant amounts of surface water to percolate into the underground aquifer.

**Arterial Road** – A roadway providing automobile or multimodal transportation which is relatively continuous and of relatively high traffic volume, long trip length, and high operating speed. Arterial roadways interconnect principal traffic generating activity centers within an urban area with the freeway system.

**Brewpub** – [A restaurant or bar where alcoholic beverages are produced on the premises primarily for on-site consumption, but which may provide for a percentage of the product to be sold and distributed off-site. These uses are considered to be a subset of Retail Commercial, as specifically defined within these Countywide Rules. See also: Microbrewery/winery/distillery.](#)

**Buffer Area** – A natural or landscaped area or strip of land, with or without such physical separation devices as a fence or wall, established to separate and insulate one type of land use from another land use; or to shield or block noise, lights or other nuisances; or to separate development and a natural feature so as to reduce the incompatibility between uses or features and protect the integrity of each.

**Coastal Construction Control Line** – The most recently adopted line established by the Florida Department of Environmental Protection, pursuant to Section 161.053, Florida Statutes, for Pinellas County.

**Coastal High Hazard Areas** – The area below the elevation of the Category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model.

**Collector Road** – A roadway providing service which is of relatively moderate traffic volume, moderate trip length, and moderate operating speed. Collector roads serve internal traffic movements within an urban area, collecting and distributing traffic between the arterial and local road system.

**Commercial/Business Service Use** – An occupation or service involving the sale, storage, repair, service or rental of motor vehicles, water craft, residential machinery or equipment, examples of which include automobile, boat, and household or yard equipment sales, service or repair, and like uses; the production, assembly or dismantling of which shall be clearly secondary and incidental to the primary use characteristics of the Commercial/Business Service Use, as specifically defined within these Countywide Rules.

**Commercial Recreation Use** – A private or quasi-public recreation facility designed for participant or spectator ~~sports activities~~ for a charge, including but not limited to marina, miniature golf, dog race track, horse race track, jai-alai fronton, stock car race track, sports stadium, performance venues, and indoor recreation/entertainment uses such as billiard halls, bowling alleys, movie theatres, and video game arcades. ~~parlors~~.

**Community Garden Use** – A public or private open space use devoted to the growing of produce and/or horticultural plants for off-site sale, personal consumption, enjoyment and/or donation by a group of individuals or a non-profit organization. Occasional on-site sales of produce and horticultural products produced on-site are allowed at the discretion of the local government.  
[See also: Agricultural Use - Light.](#)

**Cone of Influence (Zone of Influence)** – An area around one or more major waterwells, designed to protect groundwater resources, the boundary of which is determined by the government agency having specific statutory authority to make such a determination based on groundwater travel or drawdown depth.

**Contiguous** – For the purpose of determining applicability of acreage thresholds within a given Countywide Plan Map category, “contiguous” means parcels touching along a boundary or directly across roadway with a local or collector functional classification or other right-of-way from each other. For the purpose of calculating density averaging, “contiguous” means parcels touching along a boundary or directly across any roadway or other right-of-way from each other.

**County** – Pinellas County, Florida.

**Countywide Plan** – Materials in such descriptive form, written or graphic, as may be appropriate to the prescription of strategies for the orderly and balanced future development of Pinellas County, pursuant to Chapter 2012-245, Laws of Florida, as amended. The Countywide Plan is comprised of the Countywide Plan Strategies, the Countywide Plan Map, and the Countywide Rules.

**Countywide Plan Map** – The future land use map that designates general categories of land use, including transit-supportive and multimodal-supportive categories, by type and location to guide the future development pattern and use of land throughout the county, as adopted by the Pinellas Planning Council and Countywide Planning Authority pursuant to Chapter 2012-245, Laws of Florida, as amended. The Countywide Plan Map may consist of a single map or map series as approved by the PPC and CPA and filed with the Clerk of the Board of County Commissioners.

**Countywide Plan Map Category** – The name and symbol by which the distinct areas of the Countywide Plan Map are enumerated and administered. Each category is defined in terms of purpose, use, locational characteristics, specific standards for density/intensity of use, and other standards appropriate to each category.

**Countywide Plan Strategies** – An overarching set of policies that identify and set forth a plan of action to address those components set forth in Chapter 2012-245, Laws of Florida, as amended, which are collectively used to administer and guide interpretation of the Countywide Plan Map and Countywide Rules.

**Countywide Planning Authority (CPA)** – The Board of County Commissioners of Pinellas County, acting in its capacity as the Countywide Planning Authority, through the exercise of its power under section 2.04(s) of the Pinellas County Charter and pursuant to Chapter 2012-245, Laws of Florida, as amended.

**Countywide Rules** – Those rules, standards, and procedures that will implement the Countywide Plan, as adopted by the Pinellas Planning Council and Countywide Planning Authority pursuant to Chapter 2012-245, Laws of Florida, as amended.

**Density** – The measure of permitted residential development expressed as a maximum number of dwelling units per net acre of land area.

**Density/Intensity Averaging** – The aggregation of the otherwise permitted density and/or intensity of a parcel or parcels of land in a non-uniform or consolidated manner on a portion of such contiguous parcel(s) in accordance with Sec. ~~4.2.7.3~~ 5.2.1.2 of these Rules as may be authorized by the local government with jurisdiction and otherwise consistent with these Countywide Rules.

**DEO** – The Florida Department of Economic Opportunity.

**Development Rights** – A property owner's entitlement to develop land in accordance with the local jurisdiction's comprehensive plan and land development regulations which have been deemed to be consistent with these Countywide Rules.

**Drainage Detention Areas** – Ponds, basins or other land forms and associated water areas designed for the storage and/or treatment of stormwater runoff.

**Dune** – A mound or ridge of loose sediments, such as sand, deposited and moved around by wind action, as well as by artificial means. Dune systems are usually held in place by vegetation particularly suited to dune system habitat. Dunes are landward of the shoreline and serve as a transition area between the beach and coastal land.

**Dwelling Unit** – One or more rooms, designed, occupied or intended for occupancy as separate living quarters, with cooking, sleeping and sanitary facilities provided within the dwelling unit for the exclusive use of a single family maintaining a household. This term shall include any type of use authorized to be treated as a dwelling unit by Chapter 419, [Florida Statutes](#), [governing](#) Community Residential Homes.

~~**Enhanced Bus Transit** – Bus transit service identified by the Pinellas County Enhanced Bus Network Concept, as identified in the Metropolitan Planning Organization (MPO) Bus Rapid Transit Concept Plan and the Pinellas Suncoast Transit Authority (PSTA) Transit Development Plan. Enhanced bus transit typically provides more frequent service, fewer stops, longer hours of service, and/or greater amenities than the majority of local bus service, and may or may not include fixed guideway transit.~~

**Estuary** – A semi-enclosed, naturally existing coastal body of water in which saltwater is naturally diluted by freshwater and which has an open connection with oceanic waters. Estuaries include bays, embayments, lagoons, sounds and tidal streams.

[Executive Director](#) – A staff member appointed by the Pinellas Planning Council, with sole authority to manage the activities of agency and its staff pursuant to Section 7(1) of Chapter 2012-245, Laws of Florida. The Executive Director may designate a staff member to carry out his/her responsibilities as identified in these Countywide Rules.

**Facility-Based Recreation** – Recreational activities that typically require a built facility to accommodate them for recreational sporting events such as a playfield, paved court, horse stable, or swimming pool. Uses may include but are not limited to softball, baseball, football, tennis, basketball, soccer, playgrounds, fitness trails, and swimming pools. These activities are not natural resource dependent.

**Fixed-Guideway Transit** – A transit mode that uses rails or exclusive or controlled rights-of-way. Examples include light rail, monorail, or bus service operating in a bus-only right-of-way.

**Floodplain, 25-Year** – Areas inundated during a 25-year storm/flood event.

**Family** – One or more individuals occupying a dwelling unit and living as a single household unit.

**Floor Area, Gross** – The sum of the gross horizontal areas of the several floors of a building measured from the exterior face of exterior walls, or from the centerline of a wall separating two buildings, but not including interior parking spaces, parking garages, or loading space for motor vehicles.

**Floor Area Ratio (FAR)** – A measurement of the intensity of building development on a site. A floor area ratio is the relationship between the gross floor area on a site and the net land area. The FAR is calculated by adding together the gross floor areas of all buildings on the site and dividing by the net land area.

**Freeways** – Are devoted entirely to traffic movement with little or no land service function. These facilities have at least some degree of access control, are primarily multi-lane divided roads, with few intersections at grade. These facilities serve large volumes of high speed traffic with extensive trip length and interconnect with the arterial road system.

**Freshwater Marsh** – A wetland having more than 25 percent vegetative cover by terrestrial herbs but 40 percent or less cover by woody plants, occasionally or regularly flooded by freshwater (e.g., sawgrass).

**Freshwater Swamp** – A wetland having more than 40 percent cover by woody plants and that is occasionally or regularly flooded by freshwater (e.g., cypress swamp).

**Governing Body** – The Board of County Commissioners of Pinellas County or the commission or council of an incorporated municipality within Pinellas County.

**Groundwater Resource Area** – Those areas of the County that support municipal/public water wells that supply potable water.

~~**Growth Management Act** – Chapter 163, Part II, FS *The Local Government Comprehensive Planning and Land Development Regulation Act.*~~

**Household** – A family living together in a single dwelling unit, with common access to and use of all living and eating areas.

**Hurricane Evacuation Zone** – Areas delineated by vulnerability to possible storm surge damage. Factors such as land elevation, predicted storm location, direction of storm tract, distance from large bodies of water, and physical features are used in vulnerability determination. The hurricane vulnerability zone includes areas requiring evacuation as follows:

- Zone A: First to evacuate (4-5 ft. storm surge)
- Zone B: Next to evacuate (6-8 ft. storm surge)
- Zone C: Next to evacuate (9-12 ft. storm surge)
- Zone D: Next to evacuate (13-18 ft. storm surge)
- Zone E: Next to evacuate (18+ ft. storm surge)

**Impervious Surface** – A surface that has been compacted or covered with a layer of material so that it is highly resistant or prevents infiltration by stormwater. It includes roofed areas and surfaces such as compacted sand, limerock, or clay, as well as conventionally surfaced streets, sidewalks, parking lots, and other similar surfaces.

**Impervious Surface Ratio (ISR)** – A measure of the intensity of hard surfaced development on a site. An impervious surface ratio is the relationship between the total impervious surface area on a site and the net land area. The ISR is calculated by dividing the square footage of the area of all impervious surfaces on the site by the square footage of the net land area.

**Incinerator Facility** – A place licensed pursuant to state law, where cremation of human or animal remains occurs.

**Institutional Uses** – Those facilities and services of a public, private, or quasi-public nature, including educational, medical, governmental, civic, and religious uses, such as schools, hospitals, courthouses, community centers, and churches.

**Intensity** – The measure of permitted development expressed as a maximum Impervious Surface Ratio and/or Floor Area Ratio per acre of net land area.

**Lacustrine River and Stream** – Pertaining to a lake, river, or stream system.

**Land Use** – The development that has occurred on the land, the development that is proposed on the land, or the use that is permitted or permissible on the land, under an adopted comprehensive plan or element or portion thereof, land development regulations, a land development code, or these Countywide Rules as the context may indicate.

**Like Uses** – Uses that are similar, found in the same Countywide Plan Map category, and which, when contiguous and resulting in an aggregation greater than the applicable acreage thresholds, are required to be designated with a more appropriate plan category. For example, commercial retail uses, such as a convenience store and a restaurant, shall be considered like uses. Commercial office uses, such as a law office and an accounting office, shall be considered like uses. Institutional uses, such as a fire station and a library, shall be considered like uses.

**Local Comprehensive Plan** – A plan prepared by each of the local governments in Pinellas County that meets the requirements of Sections 163.3177 and 163.3171, [Florida Statutes](#), and Chapter 2012-245, Laws of Florida, as amended.

**Local Future Land Use Plan** – The future land use element and future land use plan map for each of the local governments in Pinellas County.

**Local Government** – Pinellas County or any of the twenty-four incorporated municipalities in Pinellas County.

**Local Land Development Regulations** – Land development regulations enacted by each local government, by ordinance, for the regulation of any aspect of development and includes any local government zoning, rezoning, subdivision, building construction, or any other regulations controlling the development of land.

**Local Planning Agency** – The agency designated by each local government to prepare that local government's comprehensive plan as required by Chapter 163 Part II, Florida Statutes.

**Local Street** – A minor roadway designed to provide access to adjacent land. Local streets carry a small percentage of the total vehicle mileage traveled, but make up a large percentage of the total street mileage and serve to interconnect individual properties with the collector road system.

**Major Transportation Facilities** – One or more arterial roadways or highways identified by the roadway classification system of the Metropolitan Planning Organization; and/or transit with headways (i.e., service frequency) of no less than 30 minutes.

**Manufacturing - Light** – A use engaged in the manufacture of products or parts, including processing, fabrication, assembly, treatment, packaging, storage, sales, and distribution of such products, occurring entirely within enclosed buildings. This use shall not include or allow for any exterior storage or processing of equipment or materials of any kind. Noise, odor, smoke, heat, glare, vibration, hazardous chemicals, and other impacts must be entirely contained within enclosed buildings, consistent with such standards as may be prescribed by the local government with jurisdiction.

**Manufacturing - Medium** – A use engaged in the manufacture of products or parts, including processing, fabrication, assembly, treatment, packaging, storage, sales, and distribution of such products. This use may include or allow for exterior storage of equipment or materials, provided that impacts are contained on-site and do not negatively affect adjacent land uses, consistent with such standards as may be prescribed by the local government with jurisdiction.

**Manufacturing - Heavy** – A use engaged in the manufacture of products or parts, including processing, fabrication, assembly, treatment, packaging, storage, sales, and distribution of such products, with potential to produce noise, odor, smoke, heat, glare, vibration, hazardous chemicals, and other impacts that may affect adjacent land uses. Such use may include the exterior storage and processing of materials and equipment to the extent and in such manner as is permitted by the local government with jurisdiction.

[Microbrewery/winery/distillery](#) – [A small-scale, licensed establishment that produces alcoholic beverages primarily for off-site sale and distribution, but which may provide for a percentage of the product to be sold and consumed on-site in a taproom or tasting room. These uses are considered to be a subset of Manufacturing - Light, as specifically defined within these Countywide Rules. See also: Brewpub.](#)

~~**Mini-warehouse Storage** – [An enclosed, indoor facility containing individual compartmentalized storage units for the inside storage of customers' goods or wares. Mini-warehouse Storage uses are considered to be a subset of Storage/Warehouse – Light, as specifically defined within these Countywide Rules.](#)~~

[Missing Middle Housing](#) – [Housing that encompasses a range of smaller, multi-unit or clustered housing types \(such as shotgun, skinny, duplex, triplex, fourplex, courtyard apartment, bungalow court, townhouse, multiplex, and live/work units\), which are compatible in scale and design with single-family homes, and are designed to encourage walking, biking, and transit use.](#)

**Mixed Use** – A combination of uses on a single property.

[Multimodal Corridor](#) – [A contiguous, linear area designated with the Multimodal Corridor category on the Countywide Plan Map, which is governed by locally-adopted plan or code provisions that identify the area as a unified corridor, serves as a corridor of critical importance to the movement of people and goods throughout the county, and is characterized by mixed-use development, supported by and designed to facilitate transit.](#)

**Multimodal Transportation** – A combination of automobile, pedestrian, bicycle, and/or transit travel modes sharing a transportation facility or system. When used alone as an adjective, “multimodal” indicates the presence of characteristics supportive of such transportation (e.g., multimodal infrastructure).

**Municipality** – An incorporated city or town in Pinellas County.

**Net Land Area** – Net land area for the purpose of computing density/intensity shall be that total land area within the property boundaries of the subject parcel, and specifically exclusive of any submerged land or public road right-of-way existing at the time of the most recent future land use map amendment.

**Nonconforming Lot, Use, or Structure** – A lot, use, or structure which was previously legal and at inception conformed to the then-applicable regulations, that subsequently fails to conform to the requirements of the Countywide Plan Map and these Countywide Rules, as either may be amended from time to time.

**Nonresidential Use** – Those uses as provided for under the respective categories, other than residential or residential equivalent use.

**Nontidal Wetlands** – Wetlands that occur further inland, beyond tidal influence. Included, are freshwater marshes and ponds, shrub swamps, bottomland hardwood forests, wooded swamps, and bogs, as well as inland saline and alkaline marshes and ponds.

**Off-Premise Sign** – Any sign identifying or advertising a product, business, person, activity, condition, or service not located or available on the same lot where the sign is installed and maintained.

**Off-Street Parking** – A parking area improved for licensed motor vehicles, temporarily stored in connection with a use requiring same.

**Office Use** – An occupation or service providing primarily an administrative, professional or clerical service and not involving the sale of merchandise; examples of which include medical, legal, real estate, design, and financial services, and like uses. No “Office Use” shall include any Personal Service/Office Support Use, Retail Commercial Use, or Commercial/~~Transportation~~[Business](#) Service Use, as specifically defined within these Countywide Rules.



**Personal Service/Office Support Use** – An occupation or service attending primarily to one’s personal care or apparel; examples of which include hair and beauty care, clothing repair or alteration, dry cleaning/laundry service (collection and distribution only), and like personal service uses; animal grooming; and office equipment or supplies, and like office support uses. Any assembly, sale of merchandise or conveyance of a product in support of a personal service or office support use shall be clearly secondary and incidental to the primary use characteristics of the Personal Service/Office Support Use. No “Personal Service/Office Support Use” shall include any Retail Commercial Use or Commercial/~~Transportation~~Business Service Use, as specifically defined within these Countywide Rules.

**Pinellas County Home Rule Charter** – The Pinellas County Home Rule Charter as it applies to the authority for countywide planning is found in Section 2.04(s) of the Pinellas County Home Rule Charter, Chapter 80-590, Laws of Florida, as amended, which established the legislative authority for the creation, by special law, of a countywide planning authority.

**Pinellas Planning Council (PPC)** – The Pinellas Planning Council is comprised of thirteen (13) elected officials representing their respective governing bodies in Pinellas County. As described in Chapter 2012-245, Laws of Florida, as amended, the membership of the Pinellas Planning Council shall be composed of the voting membership of the Pinellas County Metropolitan Planning Organization (MPO). The terms of office and appointments to fill vacancies shall be consistent with Florida law governing the MPO.

**Planners Advisory Committee (PAC)** – The Planners Advisory Committee is comprised of the directors of individual local government land use and planning departments, or their designees. The PAC may also include a representative from the planning departments maintained by the Pinellas County School Board, the Pinellas Suncoast Transit Authority, the Florida Department of Transportation, and other agencies as the council may determine appropriate. The PAC, at the direction of the Pinellas Planning Council, performs a professional planning review of the PPC staff recommendations of plans that are to be acted upon by the PPC. The PAC may perform other such duties assigned to it by the PPC, but may not be involved in the administrative or executive functions of the PPC.

**[Premium Transit Corridor – A corridor providing transit service with more frequent service, fewer stops, longer hours of service, and/or greater amenities than the majority of local bus service, and which may or may not include fixed-guideway transit. Premium Transit Corridor locations shall be identified by formal action of the Metropolitan Planning Organization in coordination with the Pinellas Suncoast Transit Authority, and depicted on the Land Use Strategy Map.](#)**

**Preservation Uses** – Uses primarily providing passive open space, providing for the conservation and management of natural features, providing for watershed management and designed to recognize and protect open and undeveloped areas, providing habitat for endangered or threatened species, and generally recognizing environmentally significant areas.

**Primary Industry** – A business that imports more than half of its revenue from outside of Pinellas County. May also be referred to as contributory, basic, or traded-sector industries.

**Public Educational Facility** – Elementary schools, special education facilities, alternative education facilities, middle schools, high schools, and area vocational-technical schools of the Pinellas County School District.

**Public Recreation Facility** – A publicly owned or leased recreation site or component thereof, used by the public for active or passive recreational pursuits such as a trail, marina, ball court, athletic field or swimming pool. This term includes both Facility-Based Recreation and Resource-Based Recreation, which terms may be distinguished between as to the use characteristics permitted within a given plan category.

**Quasi-Public Uses** – A noncommercial use, such as a private school or religious institution, which is open to and/or serves an identified membership, group of people (as opposed to the public), and/or partisan cause.

**Recreation/Open Space Uses** – Uses providing recreation facilities, sporting facilities, and open space, such as a park, public recreation facility, public beach/water access, and public or private golf course/clubhouse.

**Recreational Vehicle Park** – A lot or parcel of land upon which spaces are occupied or intended for occupancy on a temporary basis by recreational vehicles designed for travel, recreation, and vacation uses.

**Religious Institution Use** – A site, premise, or location that is used principally, primarily, or exclusively for the purposes of religious exercise as protected by the First Amendment to the U.S. Constitution.

**Research/Development - Light** – A use engaged in the research, testing, and development of goods, materials, or products, occurring entirely within enclosed buildings. Manufacturing uses conducted on the premises shall be limited to those needed for experimental or testing purposes. This use shall not include or allow for any exterior storage or processing of equipment or materials of any kind, and shall be consistent with such standards as may be prescribed by the local government with jurisdiction.

**Research/Development - Heavy** – A use engaged in the research, testing, and development of goods, materials, or products. Manufacturing uses conducted on the premises shall be limited to those needed for experimental or testing purposes. Such use may include the exterior storage and processing of materials and equipment to the extent and in such manner as is permitted by the local government with jurisdiction.

**Residential Equivalent Use** – A residential-like accommodation other than a dwelling unit, including bed and breakfast, [vacation rental as defined by Section 509.242\(1\)\(c\), Florida Statutes](#), group home, congregate care, nursing home and comparable assisted living facilities. No such use shall be required or eligible to employ the residential equivalent standards for density/intensity for any household that qualifies as a dwelling unit. This use shall not include any type of use authorized by Chapter 419, [Florida Statutes](#), Community Residential Homes, which is entitled to be treated as a dwelling unit.

**Residential Use** – A dwelling unit including, single-family, multifamily, and mobile home dwelling unit. This use shall include any type of use authorized by Chapter 419, [Florida Statutes](#), Community Residential Homes, which is entitled to be treated as a residential dwelling unit.

**Resource-Based Recreation** – Recreational activities that typically are dependent on natural resources and a natural outdoor environment. These activities have little, if any, adverse impact on a site and are compatible with natural and/or cultural resource protection. Depending on the site, uses may include picnicking, low-impact camping, educational nature studies, wildlife viewing, horseback riding on trails, fishing, hiking, saltwater beach activities, or freshwater swimming.

**Retail Commercial Use** – An occupation or service providing primarily for the sale of consumer goods, products, merchandise or services from within an enclosed building; examples of which include grocery, pharmacy, apparel, jewelry, electronics, sporting goods, specialty shops, building supplies, convenience goods, restaurant, indoor recreation/entertainment uses (such as billiard halls, bowling alleys, movie theaters, and video game parlors) and like uses. Any exterior storage or facilities in connection with such use shall be clearly secondary and incidental to the primary use characteristics of the Retail Commercial Use. No “Retail Commercial Use” shall include any Commercial/Business Service Use, as specifically defined within these Countywide Rules.

**Saltwater Marsh** – A wetland having saline (including brackish) soils with 40 percent or less cover by woody plants and 25 percent or more cover by terrestrial herbs that is occasionally or regularly flooded by brackish or saline water (e.g., smooth cordgrass marshes).

**Saltwater Swamp** – A wetland having saline (including brackish) soils with 40 percent or more cover by woody plants and occasionally or regularly flooded by brackish or saline water (e.g., mangrove swamps).

**Self Storage** – [An enclosed, indoor facility containing individual compartmentalized storage units for the inside storage of customers’ goods or wares. Self Storage uses are considered to be a subset of Storage/Warehouse - Light, as specifically defined within these Countywide Rules. May also be referred to as Mini Storage or Mini Warehouse Storage.](#)

**Solid Waste/Refuse Disposal Use** – A facility approved for the collection, separation, storage and disposal of waste materials including garbage, trash, building materials and/or yard waste. Such use shall comprise an approved land fill, compost or incineration facility in accord with the otherwise required provisions of law.

**Special Act** – Chapter 2012-245, Laws of Florida, as amended. The Special Act establishes the Pinellas Planning Council and the authority for the Countywide Planning Authority and provides the legal requirements for countywide planning and coordination in Pinellas County.

**Special Area Plan** – A plan adopted by a local government under the provisions of Section 4.2.7.6 of the *Rules Concerning the Administration of the Countywide Future Land Use Plan*, as amended through July 21, 2014, which establishes and governs the density, intensity, use, and other standards for a defined area within the local government’s jurisdiction.

**Storage/Warehouse - Light** – A use devoted primarily to the storage of goods, materials or equipment. Such use shall be located within an enclosed building and any exterior storage shall be incidental to and not exceed twenty (20) percent of the area of the building to which it is accessory.

**Storage/Warehouse - Heavy** – A use devoted primarily to the storage of goods, materials or equipment. Such use may include exterior storage to the extent and in such manner as is permitted by the local government with jurisdiction.

**Submerged Land** – The area situated below the mean high water line or the ordinary high water line of a standing body of water, including ocean, estuary, lake, pond, river, stream, or existing natural and man-made drainage detention areas. For the purpose of this definition, submerged lands created as a function of development that are recorded on an approved final site plan or other authorized development order action of the local government with jurisdiction, and wetlands landward of the mean and/or ordinary high water line, shall not be considered submerged land, and thus may be included in the computation of net land area for the purpose of determining permitted density/intensity.

**TBRPC** – The Tampa Bay Regional Planning Council.

**Target Employment** – High-wage, primary employment, including but not limited to, the fields of aviation/aerospace, financial services, high tech industries, information technology, marine science, medical technology, microelectronics, modeling/simulation, optics/photonics, research/development, and wireless technology.

**Temporary Lodging Unit** – An individual room, rooms or suite within a temporary lodging use designed to be occupied as a single unit for temporary occupancy. [May also be referred to as Transient Accommodation Unit.](#)

**Temporary Lodging Use** – A facility containing one or more temporary lodging units, the occupancy of which occurs, or is offered or advertised as being available, for a term of less than one (1) month, more than three (3) times in any consecutive twelve (12) month period. In determining whether a property is used as a temporary lodging use, such determination shall be made without regard to the form of ownership of the property or unit, or whether the occupant has a direct or indirect ownership interest in the property or unit; and without regard to whether the right of occupancy arises from a rental agreement, other agreement, or the payment of consideration. [May also be referred to as Transient Accommodation Use.](#)

**Tidal Wetlands** – Areas that are comprised of coastal marshes, mudflats and mangrove swamps that are subject to periodic flooding by ocean-driven tides.

**Traffic Generation Characteristics** – The measure of traffic impact expressed as a countywide standard in terms of primary network vehicle trips per day per acre, attributable to each land use category, as determined specifically for the Countywide ~~Future Land Use~~ Plan.

**Transfer of Development Rights** – The conveyance of development rights by deed, easement, or other legal instrument from a parcel or parcels of land to another parcel or parcels, or within the same parcel, where such conveyance is from one Countywide Plan Map category to a similar, but separately located, or a different, Countywide Plan Map category, other than as is permitted by Sec. 5.2.1.1 of these Rules, and as may be authorized by the local government with jurisdiction, and otherwise consistent with these Countywide Rules.

**Transfer/Recycling Use** – A use designed to accommodate the temporary location, sorting and transfer of solid waste. Such use shall be limited as to the type of waste, the time within which it must be transferred from the site and limitations on exterior location by the local government with jurisdiction.

**Transit** – Passenger services provided by public, private or nonprofit entities including the following surface transit modes: commuter rail, rail rapid transit, light rail transit, light guideway transit, express bus, and local fixed route bus.

~~**Transit Center** – A transit stop serving several routes, located on or off street, that facilitates the boarding, alighting and transferring of passengers between transit routes. These may be stand-alone facilities or simply a series of passenger shelters connected by a pedestrian way, and providing an array of passenger amenities. Such facilities may also provide an opportunity for commuter parking and intermodal transfers, in addition to travel ways and storage areas for transit vehicles. Transit centers primarily serve non-fixed guideway modes of transit, and serve fewer routes and offer fewer amenities than transit stations.~~

**Transit Corridor** – A linear area which is served by transit, generally extending a quarter-mile in either direction from the centerline of a transit route, which is outside of a designated transit station area, and where higher densities/intensities and urban design support transit usage and other modes of travel in addition to the private automobile.

**Transit-oriented Use** – A use that benefits from proximity to transit in a built environment characterized by compact, mixed-use, pedestrian-friendly, and higher density/intensity development. This may include target employment uses.

**Transit Route** – A specified path taken by a transit vehicle, along which passengers are picked up or discharged.

**Transit Station** – A transit stop serving ~~several routes~~ [one or more Premium Transit Corridors](#), located on or off-street, that facilitates the boarding, alighting and transferring of passengers between transit routes. These may be stand-alone facilities or a simply a series of passenger shelters connected by a pedestrian way, and providing an array of passenger amenities. Such facilities may also provide an opportunity for commuter parking and intermodal transfers, in addition to travel ways and storage areas for transit vehicles. ~~Transit stations primarily serve fixed-guideway modes of transit, and serve a greater number of routes and offer greater amenities than transit centers.~~

**Transit Station Area** – An area generally encompassing a half-mile radius from the center of a transit station ~~or transit center~~, which serves as a mixed-use activity center, where higher densities/intensities and urban design support transit usage and other modes of travel in addition to the private automobile.

~~**Transit Station Typologies** – A categorical system of transit station area planning that addresses densities, intensities, mix of land uses, and qualitative character of transit-oriented development, which are considered appropriate for different locations based on existing development patterns and modes of transit service.~~

**Transportation/Utility Uses** – Uses including transportation facilities and utilities infrastructure, such as an airport, seaport, marina, electric power generation plant, electric power substation, and telephone switching station.

**Undeveloped Barrier Island** – A land form facing the waters of the Gulf of Mexico and surrounded by water, consisting mainly of quartz sands, limestone, rock, coral and other material, including spoil disposal islands, which features lie above the line of mean high water and which has not been developed.

[\*\*Vertically Integrated Mixed-Use Development\*\* – A single building which accommodates multiple land uses, with more active uses \(e.g., retail commercial\) established at ground level and less active uses \(e.g., residential, office\) on higher floors.](#)

**Vehicular Salvage Use** – A use that provides for the location, storage, dismantling, repair, or salvage of abandoned, derelict or junk vehicles or vehicle parts.

**Water-Dependent Use** – A use that requires a location adjacent to a water body because of the intrinsic nature of its operations, such as seaports, marinas, and marine-related facilities.

**Water Supply Infrastructure and Support Facilities** – Above or below ground structures, including wells, pipes, pumps, buildings, facilities, fixtures, machinery, reservoirs, and appurtenant facilities and structures, required for the provision of high quality potable water.

**Wetlands** – Those areas that are inundated or saturated by ground or surface water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

**Working Waterfront** – Property that provides access for water-dependent commercial activities, or provides public access to the water. Working waterfronts require direct access to or a location on, over, or adjacent to a body of water. The term includes water-dependent facilities that are open to the public and offer public access by vessels to a body of water or that are support facilities for recreational, commercial, research, or governmental vessels. These facilities include docks, wharfs, lifts, wet and dry marinas, boat ramps, boat hauling and repair facilities, commercial fishing facilities, boat construction facilities, and other support structures over water.