

# The Countywide Plan Strategies

Amended through [Effective Date]



**FORWARD  
PINELLAS**  
Integrating Land Use & Transportation

# The Countywide Plan Strategies

This document prepared and maintained

by



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# Countywide Plan Strategies

## Introduction

In 2012, a revised special act of the Florida Legislature was signed into law (Chapter 2012-245, Laws of Florida) reconstituting the Pinellas Planning Council (PPC) and Countywide Planning Authority (CPA), and enabling unification of the PPC and the Pinellas County Metropolitan Planning Organization (MPO). The Special Act recognizes that individual plans and decisions made by local governments can affect not only neighboring jurisdictions, but the welfare of the entire county, especially when considered cumulatively. As such, the Legislature stated that an important purpose of the Special Act is to provide for “the formulation and execution...of the strategies necessary for the orderly growth, development and environmental protection of Pinellas County as a whole, with the focus on those issues deemed to have an impact countywide.”

To meet the requirements of the revised Special Act, the updated Countywide Plan not only provides for a more streamlined Countywide Plan Map amendment process, but is also broader in nature and future-oriented, integrating both land use and transportation planning, and fairly considering the planning needs of all twenty-five local governments. The updated Countywide Plan also builds upon the foundation created by *Pinellas by Design*, the countywide visioning effort approved in 2005; the *Target Employment and Industrial Land Study* completed in 2008; and other relevant studies and planning guidelines.

The following goals and strategies serve as a rational basis for the Countywide Plan, including the Countywide Plan Map and the implementing Countywide Rules.

## Land Use Component

### Land Use Goal 1.0: Role of Countywide Plan Goals and Strategies

Pursuant to the Special Act, a set of Countywide Plan Goals and Strategies will be maintained to administer and guide interpretation of the Countywide Plan Map and Countywide Rules.

#### Strategies:

- LU 1.1 Formulate and execute strategies necessary for the orderly growth, development, and environmental protection of Pinellas County as a whole, with the focus on those issues deemed to have an impact countywide, whether singly or as a part of cumulative impact.
- LU 1.2 Utilize strategies to support a countywide managed growth perspective that incorporates transit and other transportation modes and facilities, and facilitates enhanced integration of local government land use and transportation planning.

## Land Use Goal 2.0: Areas of Growth and Stability

Effective redevelopment planning will build upon the existing development pattern, preserving the character of established neighborhoods while channeling higher-density and -intensity growth into appropriate centers and corridors where multimodal transportation infrastructure exists or is planned.

### Strategies:

- LU 2.1 Use best available data on land use, economic, transportation, and environmental factors combined with input from local governments to identify areas that are most suitable for higher densities and intensities (“areas of growth”), and those that should be preserved and enhanced at their current development patterns (“areas of stability”).
- LU 2.2 Encourage planned higher-density and -intensity redevelopment in designated areas of growth, while discouraging them in areas of stability.
- LU 2.3 Ensure that areas of growth are designated in coordination with existing or planned multimodal transportation infrastructure.

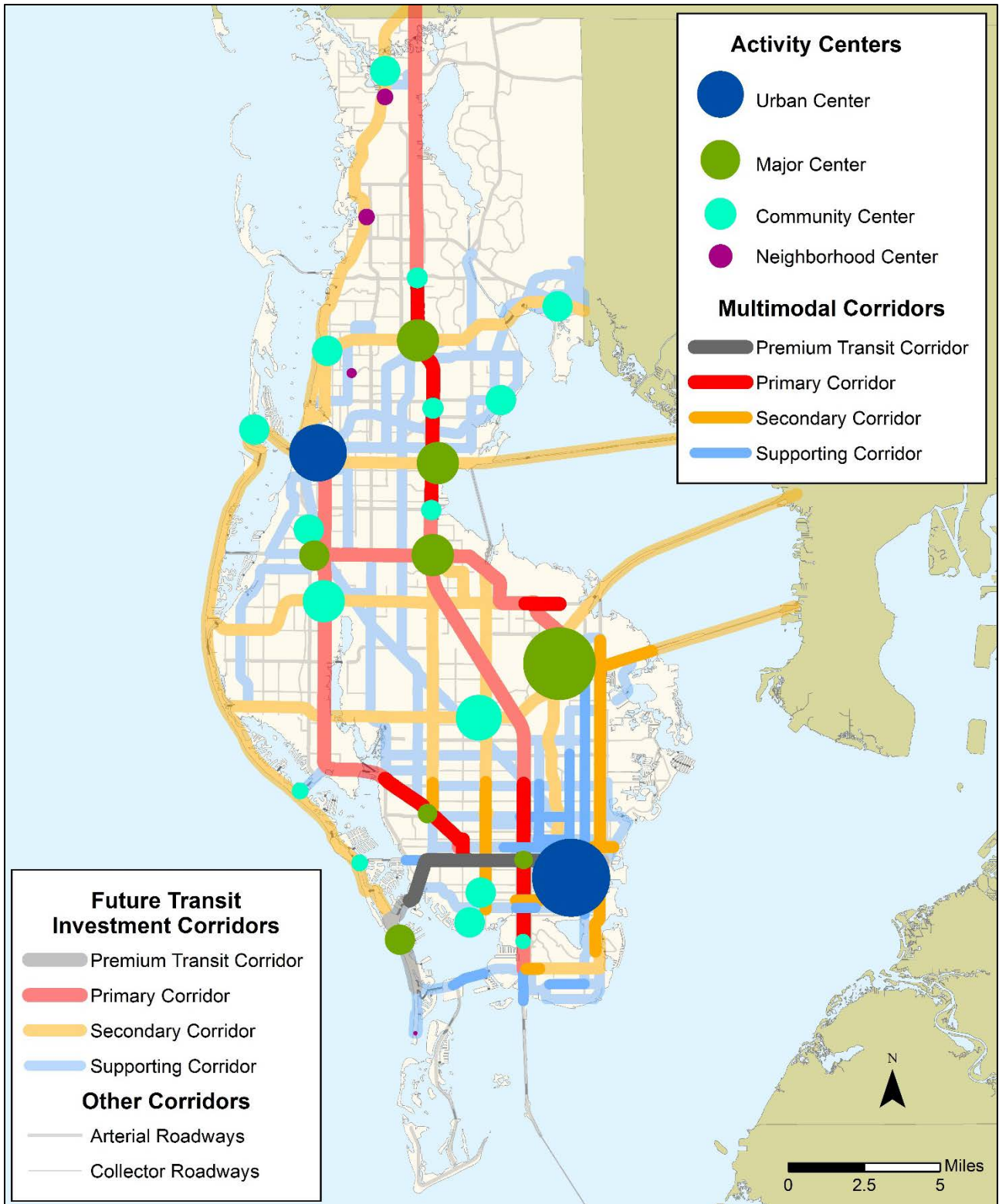
## Land Use Goal 3.0: ~~Transit-Oriented~~ Land Use ~~Vision~~ Strategy Map

The ~~Transit-Oriented~~ Land Use ~~Vision~~ Strategy Map shall guide decisions regarding proposed Countywide Plan Map amendments by directing the future location of transit-oriented densities and intensities in the County.

### Strategies:

- LU 3.1 Adopt and maintain the ~~Transit-Oriented~~ Land Use ~~Vision~~ Strategy Map, shown in Figure 1, to identify those areas of the County most able to accommodate higher densities and intensities in coordination with transit service and other multimodal transportation, ~~including—and to provide locational criteria for the~~ Activity Centers and Multimodal Corridors categories.
- LU 3.2 To maximize the concentration of jobs and population along transit routes, provide for Activity Centers and Multimodal Corridors to be located on roadway corridors where significant future transit investment is planned, as identified by the MPO Long Range Transportation Plan and Pinellas Suncoast Transit Authority Community Bus Plan, and other arterial and collector roadways identified by the MPO Level of Service Database.
- LU 3.3 Maintain a hierarchy of locational criteria to direct the highest-density and -intensity subcategories of the Activity Center and Multimodal Corridor categories to locations where the most significant future transit investments are planned, as shown in Tables 1 and 2.

**Figure 1**  
**The Land Use Strategy Map**



**Table 1**  
**Locational Criteria for Activity Center Subcategories**

<u>Future Transit Investment Corridors<sup>1</sup></u>	<u>Premium Transit Corridors</u>	<u>Primary Corridors</u>	<u>Secondary Corridors</u>	<u>Supporting Corridors</u>	<u>Other Arterials</u>	<u>Other Collectors</u>
<u>Premium Transit Corridors</u>	Urban Center	Urban Center	Major Center	Major Center	Community Center	Neighborhood Center
<u>Primary Corridors</u>	Urban Center	Major Center	Major Center	Community Center	Community Center	Neighborhood Center
<u>Secondary Corridors</u>	Major Center	Major Center	Community Center	Community Center	Community Center	Neighborhood Center
<u>Supporting Corridors</u>	Major Center	Community Center	Community Center	Neighborhood Center	Neighborhood Center	Neighborhood Center
<u>Other Arterials</u>	Community Center	Community Center	Community Center	Neighborhood Center	Neighborhood Center	Neighborhood Center
<u>Other Collectors</u>	Neighborhood Center	Neighborhood Center	Neighborhood Center	Neighborhood Center	Neighborhood Center	Neighborhood Center

**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 this table.

**Table 2**  
**Locational Criteria for Multimodal Corridor Subcategories**

<u>Future Transit Investment Corridors</u> <sup>1</sup>	<u>Appropriate Multimodal Corridor Subcategory</u> <sup>2,3</sup>
<u>Premium Transit Corridors</u>	<u>Premium Transit Corridor</u>
<u>Primary Corridors</u>	<u>Primary Corridor</u>
<u>Secondary Corridors</u>	<u>Secondary Corridor</u>
<u>Supporting Corridors</u>	<u>Supporting Corridor</u>

**Notes:**

1. 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.

~~LU 3.2 — To maximize the concentration of jobs and population along transit routes, identify appropriate locations for Activity Centers at the intersections of two or more Multimodal Corridors or other arterial or collector roadways, with the highest density and intensity Activity Center subcategories located on corridors appropriate for the highest-frequency transit service, as shown in Figure 2.~~

LU 3.43 Use the ~~Transit-Oriented~~ Land Use ~~Vision~~ Strategy Map to indicate where a more streamlined Countywide Plan Map amendment process for the Activity Center and Multimodal Corridor plan categories can be relied upon, and establish this provision in the three-tiered Countywide Plan Map amendment process in the Countywide Rules.

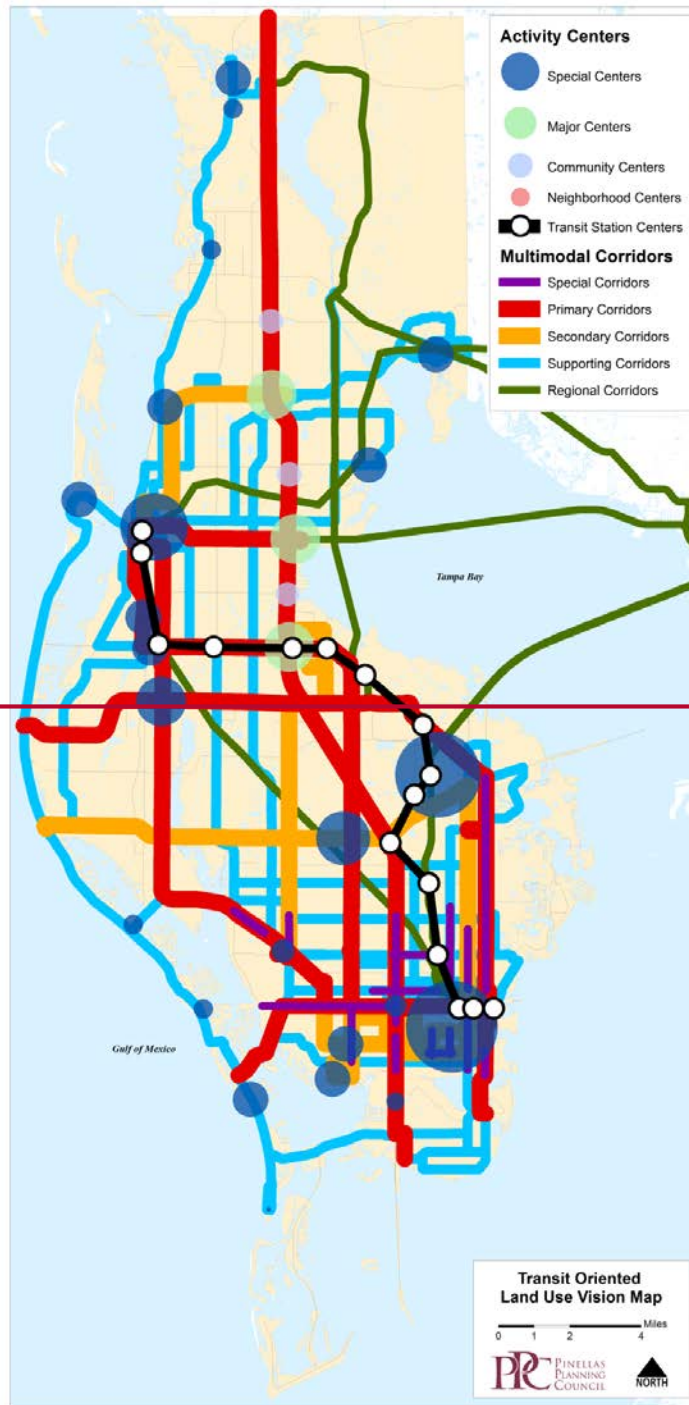
LU 3.54 Provide that where higher density and intensity is permitted, it is accompanied by planning and urban design [practices](#) that are supportive of multimodal transportation.

[LU 3.6](#) Establish a set of transit-oriented land use planning criteria that local governments must satisfy in order for transit corridor funding to be prioritized in the MPO *Transportation Improvement Program*, which may include factors such as:

- [Adoption of the Multimodal Corridor and/or Activity Center category;](#)
- [Adoption of density and intensity standards sufficient to support transit ridership;](#)
- [Implementation of the Planning and Urban Design Principles outlined in Land Use Goal 16.0 and its associated strategies;](#)
- [Regulatory incentives for vertically integrated mixed-use development;](#)
- [A strategy to enable and encourage reduced parking requirements;](#)
- [Implementation of a Complete Streets strategy outlined in Transportation Goal 4.0 and its associated strategies; and](#)
- [A regulatory and investment strategy for attainable housing.](#)



**Figure 1**  
**The Transit-Oriented Land Use Vision Map**



*Note:—The Transit-Oriented Land Use Vision Map shows eligible locations for adoption of the Activity-Center or Multimodal-Corridor category on the Countywide Plan Map under the Tier II amendment process outlined in Article 6 of the Countywide Rules, in conjunction with the table shown in Figure 2 below.*

**Figure 2**  
**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

<sup>1</sup>—As shown on the Transit-Oriented Land Use Vision Map (Figure 1). In locations where two or more Multimodal Corridor subcategories are depicted on the same corridor, the subcategory with the most permissive density and intensity standards shall take precedence.

<sup>2</sup>—Local governments may choose to use more restrictive subcategories; for example, at intersections where Major Centers are eligible for the Tier II amendment process, Community Centers and Neighborhood Centers are also eligible.

<sup>3</sup>—Existing or planned transit stops as identified by the Pinellas County Transit Authority along its Regional Express routes.

## Land Use Goal 4.0: Countywide Plan Map

The Countywide Plan Map shall be broadly-based and future-oriented, and shall integrate land use and transportation planning, where appropriate, by containing a series of categories and designations intended to carry out portions of the Countywide Plan [Strategies](#).

### Strategies:

- LU 4.1 Maintain a set of standard plan map categories including: Residential Very Low; Residential Low Medium; Residential Medium; Residential High; Resort; Office; Retail & Services; Employment; Industrial; Public/Semi-Public; Recreation/Open Space; Preservation; and Target Employment Center.
- LU 4.2 Maintain a set of transit-oriented plan map categories including: Activity Center and Multimodal Corridor, together with their subcategories, and concentrate higher densities and intensities, particularly for employment-related uses, in these categories in a manner that is supportive of transit service.
- LU 4.3 Utilize the Scenic/Noncommercial Corridor overlay to preserve and enhance scenic qualities found along designated corridors and to maintain the noncommercial nature of designated corridors.

## Land Use Goal 5.0: Standard Plan Categories

A set of plan categories shall be maintained, each of which allows specified density, intensity, and use standards by right, with their application subject to specified locational and other qualifying characteristics.

- LU 5.1 Utilize the Residential Very Low plan category to designate predominantly residential areas 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.
- LU 5.2 Utilize the Residential Low Medium plan category to designate predominantly residential areas that are now developed, or appropriate to be developed, with residential density ranging from in a suburban or low density 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.
- LU 5.3 Utilize the Residential Medium plan category to designate predominantly residential areas 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.

- LU 5.4 Utilize the Residential High plan category to designate predominantly residential areas, 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.
- LU 5.5 Utilize the Office plan category 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.
- LU 5.6 Utilize the Resort plan category 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.
- LU 5.7 Utilize the Retail & Services plan category 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.
- LU 5.8 Utilize the Employment plan category to depict 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.
- LU 5.9 Utilize the Industrial plan category 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 uses in a manner consistent with surrounding use, transportation facilities, other necessary infrastructure, and natural resources.
- LU 5.10 Utilize the Public/Semi-Public plan category to recognize institutional and transportation/utility uses that serve the community or region, especially larger facilities having acreage exceeding the thresholds established in other 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.
- LU 5.11 Utilize the Recreation/Open Space plan category to recognize areas appropriate for recreation/open space uses that serve the community or region.
- LU 5.12 Utilize the Preservation plan category to designate areas appropriate for 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.

- LU 5.13 Utilize the Target Employment Center 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.

### Land Use Goal 6.0: Transit-Oriented Plan Categories

A set of transit-oriented plan categories shall be maintained, in which intensive residential densities, nonresidential intensities, and mixed uses are allowed in conjunction with urban design that allows and encourages multimodal transportation, in order to efficiently utilize and support existing and planned public investments in multimodal transportation, including transit infrastructure.

- LU 6.1 Utilize the Activity Center category 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 their uses.

- LU 6.2 Recognize the following subcategories of the Activity Center category:

- ~~Special Centers, used to recognize areas adopted as special area plans prior to August 7, 2015, as enumerated in Appendix A;~~
- ~~Transit Station Centers, used to recognize potential future light rail transit station locations identified in the Metropolitan Planning Organization's Long Range Transportation Plan, and which are further subdivided into Typologies I through IV;~~
- Urban Centers, used to recognize major downtowns or redevelopment districts that serve as the employment, retail, residential and public focal points of Pinellas County and/or the Tampa Bay region, with significant existing and future development potential and capacity for increased density/intensity, and the potential to serve as anchors for premium transit routes;
- Major Centers, used to recognize ~~major urban centers and~~ downtowns, town centers and redevelopment districts that are the employment, retail, residential and public focal points of their communities or the county as a whole, with significant existing and future development potential and capacity for increased density/intensity, but are less intensive than Urban Centers; ~~and~~
- Community Centers, used to recognize areas with notable concentrations of employment, retail, residential and public uses, which serve as focal points for their communities but are less intensive than Major Centers-; and
- Neighborhood Centers, used to recognize smaller areas with concentrations of retail, residential and public uses, which serve as focal points for their immediate communities but are less intensive than Community Centers.

LU 6.3 Utilize the Multimodal Corridor category to designate corridors of critical importance to the movement of people and goods throughout the County, and that are served by 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 enhanced transit, including those corridors proposed to be served by light rail transit and premium bus service.~~ characterized by mixed-use development, supported by and designed to facilitate transit, and is particularly appropriate for creating transit connections between Activity Centers.

LU 6.4 In coordination with the Metropolitan Planning Organization’s Long Range Transportation Plan and the Pinellas Suncoast Transit Authority, recognize the following subcategories of the Multimodal Corridor category:

- ~~Special Corridors, used to recognize areas in a linear configuration adopted as Special Area Plans prior to August 7, 2015, as enumerated in Appendix A;~~
- Premium Transit Corridors, used to recognize corridors identified with existing or potential future high-capacity, high-frequency transit service such as bus rapid transit or light rail;
- ~~Primary Corridors, used to recognize those corridors generally appropriate for existing or planned transit with headways of 15 minutes or less; identified by the Pinellas Suncoast Transit Authority (PSTA) and in the Metropolitan Planning Organization’s Long Range Transportation Plan as “Core” bus routes as of August 7, 2015;~~
- Secondary Corridors, used to recognize ~~those~~ corridors generally appropriate for planned transit with headways of 15 to 30 minutes; and identified by PSTA as “Frequent Local” bus routes as of August 7, 2015;
- Supporting Corridors, used to recognize those corridors generally appropriate for existing or planned transit with headways of 30 to 60 minutes. identified by PSTA as “Supporting Local” corridors and trolley routes providing daily service as of August 7, 2015; and
- ~~Regional Corridors, used to recognize those corridors identified by PSTA as Regional Express routes, and the CSX railway line, as of August 7, 2015. Transit stops along regional corridors shall be as identified by PSTA.~~

LU 6.5 Utilize the Planned Redevelopment District category to designate those areas of the county that are developed with a mix of residential and nonresidential uses, within neighborhoods or distinct areas that are interrelated and complementary, with densities/intensities and urban design that promote walking, biking and transit use. This category is intended for areas that are more dense/intense than typical for the surrounding community but less dense/intense than Activity Centers or Multimodal Corridors, with supportive planning that facilitates infill and redevelopment and may allow for a variety of densities and building styles.

## **Land Use Goal 7.0: Consistency**

All local governments' future land use plans and land development regulations shall be consistent with the Countywide Plan Map and Rules.

### **Strategies:**

- LU 7.1 Maintain a set of parameters that will be used to determine whether local governments' future land use plans and land development regulations are consistent with the Countywide Plan Map and Rules.
- LU 7.2 Recognize that a local future land use category is consistent with the corresponding Countywide Plan Map category if the local jurisdiction's land use categories provide for:
  - Maximum densities and intensities that are equal to or less than the maximum densities and intensities provided by the corresponding Countywide Plan Map categories as set forth in the Countywide Rules;
  - Some or all of the same permitted uses as enumerated in the corresponding Countywide Plan Map categories; and
  - Such other standards, rules, or procedures contained in the Countywide Rules as are applicable.
- LU 7.3 Continue to recognize development rights conferred by local government future land use maps that were adopted prior to August 7, 2015.

## **Land Use Goal 8.0: Land Use Compatibility**

The land uses associated with development shall be compatible and reasonable in terms of the land which they are located on, the surrounding uses and categories (i.e., potential uses), and protection of the public interest.

### **Strategies:**

- LU 8.1 The scale of proposed land development should be compatible with the capacity of existing or planned transportation facilities and infrastructure.
- LU 8.2 Land uses which have special locational requirements, such as access to transportation infrastructure and water, should receive priority in land use planning.
- LU 8.3 Where possible, land development should highlight and maximize scenic amenities and provide for public access.
- LU 8.4 Land use planning should emphasize the preservation of important natural resources, such as wetlands and beaches.

- LU 8.5 Land development should be appropriately limited or regulated in coastal high hazard areas and floodplains.
- LU 8.6 Neighborhoods and other established uses should be buffered from negative impacts of new adjacent land uses.
- LU 8.7 Land use planning should weigh heavily the established character of predominantly developed areas when changes of use or intensity of development are contemplated.

**Land Use Goal 9.0: Promoting Economic Development and Employment Opportunities**

Employment and Industrial parcels, which are critical to accommodating basic industries and providing high-wage employment opportunities, shall be limited from conversion to other designations, and significant concentrations of such uses shall be protected and enhanced.

**Strategies:**

- LU 9.1 Include retention of land designated with the Employment and Industrial plan categories as a criterion to be considered in Countywide Plan Map amendment review procedures.
- LU 9.2 Utilize the criteria specified in the Countywide Rules to evaluate Countywide Plan Map amendments that would convert Employment and Industrial parcels to other categories.
- LU 9.3 Protect employment-related uses from encroachment by nonemployment-related land uses.
- LU 9.4 Continue to require manufacturing and related uses to meet standards for buffering noise, odors, traffic, visual blight, and other negative impacts on surrounding areas.
- LU 9.5 Distinguish between the Employment plan category, which accommodates a wide range of employment uses while prohibiting the most noxious external impacts, and the Industrial plan category, which accommodates employment uses that may produce significant noise, dust, smoke, and other undesirable impacts on surrounding uses.
- LU 9.6 Allow appropriate employment uses in specified plan categories (e.g., Office, Retail & Services), within acreage limitations and meeting other criteria specified in the Countywide Rules.

**Land Use Goal 10.0: Tourism**

In recognition that tourism is, and will remain, a significant component of the local economy, the protection and enhancement of temporary lodging is strongly encouraged.



**Strategies:**

- LU 10.1 Discourage land use plan amendments that convert temporary lodging uses to permanent residential uses, particularly on coastal lands.
- LU 10.2 Provide for the revitalization and retention of temporary lodging in order to support the tourism industry.
- LU 10.3 Provide alternative, higher temporary lodging use densities in the Resort, Retail & Services, and Employment plan categories, subject to specified criteria in the Countywide Rules.

**Land Use Goal 11.0: Attainable ~~Affordable~~ Housing**

An adequate supply and variety of ~~affordable~~ housing for current and future residents shall be maintained, attainable to households with a range of incomes, including affordable and workforce housing.

**Strategies:**

- LU 11.1 Provide for local residential density bonuses for affordable or workforce housing.
- LU 11.2 Allow local jurisdictions to permit accessory apartments in single-family neighborhoods without requiring a land use plan amendment, ~~in compliance with state law and where determined to be appropriate.~~
- LU 11.3 Require transit station area planning to incorporate consideration of affordable or workforce housing.
- LU 11.4 Provide for local residential density bonuses for Missing Middle housing, following best practices described in the Forward Pinellas study *Finding the Missing Middle*, published October 2017.
- LU 11.5 Provide for local density/intensity bonuses for vertically-integrated mixed-use development which has residential use as a component.

**Land Use Goal 12.0: Open Space**

Natural open space, which preserves natural resources and/or provides opportunities for recreation, shall be protected to the maximum extent possible.

**Strategies:**

- LU 12.1 In recognition of the limited amount of available open space remaining within the County, strongly discourage the conversion of Recreation/Open Space and Preservation land to other designations.

- LU 12.2 Require protection of, or mitigation of impacts to, coastal wetlands, freshwater wetlands, sand beaches and associated vegetation, shore corridors of creeks and lakes, lake and bay bottom lands, principal aquifer recharge areas, and unique vegetation and land forms.
- LU 12.3 Implement local or countywide transfer of development rights (TDRs) regulations that apply to open space protection or environmentally sensitive areas and other appropriate properties.
- LU 12.4 Discourage the conversion of golf courses to other land uses without addressing how the loss of open space and recreational opportunities for the community will be mitigated.

**Land Use Goal 13.0: Coastal High Hazard Area**

Risk and potential loss resulting from hurricanes, tropical storms, and other natural hazards shall be mitigated.

**Strategies:**

- LU 13.1 Maintain criteria for evaluating density/intensity increases in the Coastal High Hazard Area.
- LU 13.2 Ensure that density increases to temporary lodging uses on the barrier islands are accompanied by the development of disaster plans pursuant to Pinellas County requirements.
- LU 13.3 Provide criteria to be used during the Countywide Plan Map amendment process that protect life and property, and limit further development within areas subject to damage by hurricanes, tropical storms, and other natural hazards.

**Land Use Goal 14.0 Freshwater Flooding and Water Quality**

Continue to mitigate freshwater flooding risks and protect surface water quality.

**Strategies:**

- LU 14.1 Identify areas subject to flooding and designate with the appropriate Countywide Plan Map categories.
- LU 14.2 Maintain setbacks and vegetative buffers around natural and artificial drainage structures, e.g., lakes, ponds, and canals.
- LU 14.3 Support the creation of regional stormwater drainage facilities as an alternative to individual on-site facilities.

## Land Use Goal 15.0: The Tiered Countywide Plan Map Amendment Process

There shall be a three-tiered Countywide Plan Map amendment process established in the Countywide Rules.

### Strategies:

- LU 15.1 The Countywide Rules shall provide for three levels of Countywide Plan Map amendments and their associated processes, including submission and public hearing requirements.
- LU 15.2 Tier I amendments (which will not technically amend the Countywide Plan Map) shall include amendments to the local jurisdictions' future land use maps that are consistent with the Countywide Plan Map, and minor amendments to the plans associated with Activity Center ~~and~~ Multimodal Corridor and Planned Redevelopment District plan categories already designated on the Countywide Plan Map.
- LU 15.3 Tier II amendments shall amend the Countywide Plan Map by either: a) changing a standard plan category designation; or b) designating or amending an Activity Center ~~or~~ Multimodal Corridor or Planned Redevelopment District category that meets applicable locational criteria and use provisions. ~~in a location identified per Figure 1 (the Transit-Oriented Land Use Vision Map) or Figure 2 (Multimodal Corridor Subcategory Intersections Providing Tier II Eligible Locations for Activity Center Subcategories).~~
- LU 15.4 Tier III amendments shall include Countywide Plan Map amendments designating or amending an Activity Center or Multimodal Corridor category that either: a) does not meet applicable locational criteria; or b) does not meet applicable use provisions. ~~that propose to: Designate an Activity Center or Multimodal Corridor category in a location not identified per Figure 1 (the Transit-Oriented Land Use Vision Map) or Figure 2 (Multimodal Corridor Subcategory Intersections Providing Tier II Eligible Locations for Activity Center Subcategories); or To amend the density and/or intensity standards of a Special Center or Special Corridor in excess of those of the corresponding Activity Center or Multimodal Corridor subcategory based on the applicable locational characteristics shown in Figure 2.~~

## Land Use Goal 16.0: Planning and Urban Design Principles

Amendments to transit-oriented plan categories will be subject to a set of Planning and Urban Design Principles, to provide a basis for evaluating areas to be designated with either an Activity Center or Multimodal Corridor designation.

### Strategies:

- LU 16.1 Evaluate amendments to transit-oriented plan categories subject to the following Planning and Urban Design Principles, which will facilitate the development of transit-supportive mixed-use Activity Centers ~~and~~ Multimodal Corridors and Planned Redevelopment Districts that are located proximate to, depend upon, and support current and future transit service and other multimodal facilities. Document 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 document that each best practice was examined and determined to be applicable or not, and if not, demonstrate that the purpose and objectives are being achieved through alternative means.

1. Location, Size, and ~~Areawide~~-Density/Intensity ~~Ranges~~ Standards

A. Purpose.

The location of Activity Centers, ~~and~~ Multimodal Corridors and Planned Redevelopment Districts should reflect the desire to locate increased densities/intensities in close proximity to ~~existing/future premium~~ planned transit investments ~~service~~. ~~Future potential~~ Appropriate locations ~~for~~ of Activity Centers and Multimodal Corridors are identified on the ~~Vision~~ Land Use Strategy Map, and are generally based on corridors planneds for future transit improvements. Multimodal Corridors are most appropriately designated within ½-mile from the centerline or nearest parcel edge of future transit investment corridors. Activity Centers are most appropriately located at the intersections of two or more ~~Multimodal Corridors~~ future transit investment corridors or other arterial or collector roadways, with the highest-density and -intensity Activity Center subcategories located along corridors appropriate for the highest-frequency transit service. Planned Redevelopment Districts may be used as transitional areas between Activity Centers or Multimodal Corridors and surrounding areas, or for medium-density redevelopment areas that do not rise to the level of Activity Centers or Multimodal Corridors.

The size of future Activity Centers and Multimodal Corridors is important for ensuring the long-term evolution of transit-supportive multimodal neighborhoods. ~~Both~~ Appropriate size ranges ~~inimum and maximum sizes~~ are identified for ~~both~~ Activity Centers and Multimodal Corridors in Countywide Rules Sections 2.3.3.14 and 2.3.3.15 respectively. Minimum sizes, which increase together with the density/intensity of the subcategories, ensure that there is enough area to develop a critical mass of development for transit support and discourage a piecemeal approach to planning for these important areas. Maximum sizes ensure appropriate pedestrian/bicycle circulation within proximity to transit stations or hubs. Similarly, a minimum size is provided for Planned Redevelopment Districts in Countywide Rules Section 2.3.3.16, but since this category is intended to be more flexible than Activity Center or Multimodal Corridor, no maximum size is established.

~~The minimum sizes will ensure that there is enough area to develop a critical mass of density/intensity for transit support, and that will limit a piecemeal approach to planning for these important areas. The maximum sizes identified are designed to ensure that future Activity Centers and Multimodal Corridors focus density/intensity commensurate with existing/planned transit and other multimodal facilities while~~

~~minimizing land use transition conflicts between the designated areas and adjacent low-density residential uses.~~

~~In addition to remaining consistent with the required project-specific maximum density/intensity standards established in the Countywide Rules, it is important for local governments to monitor areawide average densities/intensities within the boundaries of their adopted Activity Centers and Multimodal Corridors, to gauge overall progress towards planning objectives. Because these areas typically include older structures, undeveloped parcels, open space, entirely nonresidential development as well as rights-of-way, areawide densities/intensities are by definition lower than permitted maximums.~~

Density/intensity standards for applicable categories and subcategories are as specified in Countywide Rules Sections 2.3.3.14 through 2.3.3.16. Density/intensity averaging is permitted within an individual Activity Center, Multimodal Corridor or Planned Redevelopment District, provided that the maximum density or intensity standard for the applicable subcategory classification is not exceeded on an average areawide basis for the applicable category as a whole.

#### B. Objectives.

- i. To Focus Density/Intensity Proximate to Transit – By allowing for increased densities/intensities in close proximity to transit, local governments will be increasing the ridership potential by providing easy access to transit service for transit-dependent populations and choice riders alike.
- ii. To Ensure Critical Mass for Transit-Supportive Development – In order to encourage the evolution of transit-supportive neighborhoods, it will be important to include enough area within the designated Activity Center, ~~and~~ Multimodal Corridor or Planned Redevelopment District to allow for a critical mass of development and a mix of uses. This will help to reduce automobile trips by encouraging transit use, use of other transportation modes, and providing a mix of uses within close proximity of residential uses.

~~iii. To Monitor Progress Toward Density/Intensity Goals – Monitoring areawide densities/intensities is important to assist local government planning efforts and gauge the development progress of the Activity Center or Multimodal Corridor at various stages within the plan implementation period.~~

#### C. Best Practices.

~~iv.iii.~~ Activity Centers – Activity Centers ~~will~~ typically have a recognized center, typically such as the location of intersecting Multimodal Corridors and transit routes. 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 (¼ to ½ mile) of a central point or hub served by transit. Activity Centers should

encompass no more than 500 acres (approximately equivalent to a ½-mile radius circle). For Major Centers, the proposed boundary will generally include an area of not less than 200 acres. For Community Centers, the proposed boundary will generally include an area of not less than 100 acres. For Neighborhood Centers, the proposed boundary will generally include an area of not less than 25 acres.

Areawide recommended target ranges for density/intensity applicable to various Activity Center subcategories are provided below, in addition to the permitted maximum density/intensity standards set forth in the Countywide Rules. While applicants may not exceed the permitted maximum density/intensity standards, the target ranges are intended to be used only to gauge overall development within an Activity Center, and are included for optional local government use.

**Activity Centers**

Activity Center Subcategory	Areawide Recommended Target Ranges for Density / Intensity <sup>1</sup>		Project Specific Maximum Permitted Density / Intensity <sup>2</sup>	
	UPA (or Proportionate Share of Each)	or FAR	UPA (or Proportionate Share of Each)	or FAR
TOD I	90–150	3.0–5.0	200	7.0
II	60–90	2.0–3.0	150	5.0
III	45–60	1.5–2.0	90	3.0
IV	30–45	1.0–1.5	60	2.0
Major	40–50	1.25–1.75	75	2.5
Community	15–30	0.5–1.0	50	1.5
Neighborhood	7.5–10	0.4–0.5	15	0.75
Special	Per Approved Special Area Plans			

<sup>1</sup> Target ranges are for each plan map area as classified by plan category and subcategory.

<sup>2</sup> Permitted Maximums are for any individual project within the plan map area as classified by plan category and subcategory.

- ii. Multimodal Corridors – The width of a designated Multimodal Corridor shall not exceed ½ mile from the parcel boundary adjacent to the corridor. The length shall not be less than ½ mile, although longer lengths are encouraged. There is no maximum length for a designated Multimodal Corridor. ~~The proposed corridor will generally extend no more than a quarter mile from the centerline of the right of way. For Primary Corridors, the proposed boundary should include an area of not less than 200 acres. For Secondary Corridors, the proposed boundaries should include an area not less than 100 acres. These corridors should connect to Activity Centers.~~

Areawide recommended target ranges for density/intensity applicable to various Multimodal Corridor subcategories are provided below, in addition to the permitted maximum density/intensity standards set forth in the Countywide Rules. While applicants may not exceed the permitted maximum density/intensity standards, the

~~target ranges are intended to be used only to gauge overall development within a Multimodal Corridor, and are included for optional local government use.~~

### Multimodal Corridors<sup>1</sup>

Multimodal Corridor Subcategory	Areawide Recommended Target Ranges for Density / Intensity <sup>2</sup>		Project Specific Maximum Permitted Density / Intensity <sup>3</sup>	
	UPA (or Proportionate Share of Each)	or FAR	UPA (or Proportionate Share of Each)	or FAR
Primary	15–30	0.5–1.0	40	1.5
Secondary	10–20	0.5–0.75	30	1.0
Special	Per Approved Special Area Plans			

<sup>1</sup>—Includes only those subcategories of the Multimodal Corridor category that have associated density/intensity standards.

<sup>2</sup>—Target ranges are for each plan map area as classified by plan category and subcategory.

<sup>3</sup>—Permitted maximums are for any individual project within the plan map area as classified by plan category and subcategory.

## 2. Connectivity

### A. Purpose.

Connectivity is an urban design term that refers to the degree to which streets, roads, and pedestrian routes are joined together to provide a continuous, convenient system for travel within any given area. The more connected the street network through an area, the more access and circulation options are provided. If an area has a high degree of connectivity, it provides many ways to navigate the environment and, in the process, reduces the extent to which all travelers must rely on one route. This has the potential to alleviate automobile congestion by providing navigational choices to users to reach destinations more efficiently, allow the corridors to maintain their current width or be narrowed or retrofitted to accommodate multimodal forms of transportation, and create a physical environment that is conducive to mixed-use development and increase transit ridership. Additionally, increasing the number of multimodal routes that connect with a designated Activity Center, ~~or~~ Multimodal Corridor or Planned Redevelopment District will allow pedestrians who live within the immediate area to efficiently access transit stops/stations and surrounding transit supportive land uses.

### B. Objectives.

- i. To Reduce Automobile Congestion – The more connected the roadway network and bike/pedestrian infrastructure through an area, the more access and circulation options are provided reducing automobile dependence on a limited number of routes and providing viable transportation alternatives.
- ii. To Maintain or Reduce Roadway Corridor Size – Increasing the number of multimodal routes that connect with Activity Centers, ~~or~~ Multimodal Corridors or

[Planned Redevelopment Districts](#) will allow corridors to maintain their current size or potentially be retrofitted over time because additional routes for circulation will be provided.

- iii. To Provide Urban Environment Conducive to Mixed-Use Development – Providing opportunities for employment, residential, mixed-use and commercial development near transit stops/stations, will provide potential riders for transit.
- iv. To Emphasize Connection to Transit – Design the Activity Center ~~or~~ Multimodal Corridor [or Planned Redevelopment District](#) in recognition of the availability, location, type of public transit in a manner that maximizes its potential utilization.

#### C. Best Practices.

- i. Restore/Preserve/Develop Circulation Grid – The plan should include provisions to restore/preserve/develop a street and pathway grid within the proposed boundary. Where an existing/historical block structure doesn't exist, a conceptual connectivity plan should be provided identifying the proposed locations for new roadway and pathway connections within the area. This plan will be designed to increase the number of publicly accessible pathways, roadways and intersections within the plan area in order to enhance overall connectivity. The applicant should provide a statement that indicates the type of and number or percent increase in public access points within the area.
- ii. Create Quality Connecting Streets – Connecting streets that intersect with arterial or collector corridors within the plan area should provide access for all users, including but not limited to pedestrians and bicyclists, and street lighting to ensure safe access to transit facilities and commercial uses located within plan area. Where new or restored roads are built per Strategy 1 above, sidewalks and bikeways should be provided on both sides of the road, and street lighting should be provided.
- iii. Prohibit Gated/Walled Developments – New development that utilizes walls and/or gates to limit automobile and/or bicycle and pedestrian access should be prohibited.
- iv. Prohibit Dead-End Streets and Cul-de-Sacs – No new dead-end streets or cul-de-sacs should be permitted except in cases where there is no possible through-way as a result of an interstate highway or other infrastructure, or natural element, such as preserved land or water body.
- v. Orient Redevelopment To Public Transit – Ensure that plans for redevelopment establish as a key and explicit component their relationship to public transit, including the basis for the types and intensity of use in relationship to accessibility, type, and location of transit, and the vehicular and pedestrian means of access and connection to such transit.



### 3. Site Orientation

#### A. Purpose.

Site orientation is how buildings are located on a site in relationship to the street or pathway. A building's relationship to the public realm (typically the street) is important because it creates an enclosure along the street, resulting in a comfortable, human-scaled built environment. When buildings are located directly adjacent to the public realm, instead of a parking lot next to the street, for example, walking distances between transit stops/stations and destinations are shorter and the pedestrian environment is more pleasant than if bordered with surface parking lots. Additionally, parking lots located between a sidewalk and a building often provide little/no internal circulation infrastructure for pedestrians or bicyclists. This can contribute to lack of safety and comfort along the corridor.

#### B. Objectives.

- i. Create Enclosure on the Street – Increasing the building height to right-of-way width ratio will help create a human-scaled built environment that will support and enhance pedestrian experience.
- ii. Increase Efficiency for Transit Users – If buildings are located closer to the public right-of-way, the distance required to access transit stops/stations will be reduced, which improves access to transit.
- iii. Increase Safety for Pedestrians Along Corridors – The location of parking lots behind buildings with access off side roads will dramatically decrease the number of driveways along the corridor. The decrease in interruption of pedestrian and other mode infrastructure will improve safety along corridors.
- iv. Reduce Parking Requirements – As more public transit options are provided, the need to ensure that vehicular parking is accommodated in a manner that enriches and supports, rather than diminishes, the pedestrian and bicycling environment. Provisions to require shared parking arrangements should be developed.

#### C. Best Practices.

- i. Building Location – Buildings should be located with their primary façade facing the corridor. On corner lots, buildings should face both corridors, but the primary façade should be facing the more the dominant road, as specified by local transportation planning designations.
- ii. Building Setback – Commercial, mixed-use, and office buildings should have a small setback from the right-of-way line along roadway corridors. Minimum and

maximum setbacks should be established. Setbacks larger than the allowed maximum should be permitted only for enhancing the public realm with pedestrian, bicycling, or public space uses. Building setbacks to accommodate parking and other auto-oriented uses are discouraged.

- iii. Parking Location – If off-street parking requirements cannot be satisfied on-street or in parking garages, surface parking lots should be permitted within the plan area only if they are located behind buildings, or beside buildings in instances where there is shared access between adjacent buildings.
- iv. Parking requirements – Minimum parking requirements should either be reduced or abolished and additional bicycle racks/storage facilities (e.g., reduce one vehicular parking space for every five bicycle spaces provided) should be provided.

#### 4. Public Realm Enhancements

##### A. Purpose.

The “public realm” typically refers to space that is publicly owned, accessible, and maintained and includes streets, sidewalks/trails, pathways, and parks. The term can also refer to privately owned space between the right-of-way and the building frontage. Design enhancements to the public realm along corridors provide more comfortable areas for pedestrians (including transit users), and appropriate spaces for transit stops/stations. Routes to these facilities should be numerous, safe and comfortable, which can be achieved by providing a physical buffer between automobile traffic and the pedestrian and/or other corridor users. This can be achieved by allowing for parallel parking, a large sidewalk, and/or a tree/landscape planting strip. The latter will also provide a shade canopy, which is important in creating comfort on corridors in Florida’s sunny and hot climate.

##### B. Objectives.

- i. Encourage Multimodal Users on Corridors – For people to reach transit stops/stations efficiently and safely, facilities for bicycles and pedestrians must be provided.
- ii. Provide “Placemaking” Opportunities to Encourage Economic Development – Providing space for the many pedestrian uses and the appropriate buffers between the corridor and building entrances will create places that contribute to the identity of neighborhoods and surrounding areas.
- iii. Accommodate Transit Facilities – Permanent transit facilities are hubs for economic development and attract commercial, office, and mixed-use development. Providing public realm right of way to support these uses will create areas of activity.

C. Best Practices.

- i. Designate Multimodal Travel/Transit Lanes – Minimize the number/size of travel lanes so that the design-speed of the road is consistent with posted speed. Additional pavement should be dedicated to cyclists and/or transit facilities. Wherever feasible, local governments should work with Pinellas Suncoast Transit Authority to develop dedicated transit lanes.
- ii. On-Street Parking – Wherever possible, on street parking should be allowed for quick turnover of 2 hours or less, and provisions to support shared parking arrangements between developments and different land uses should be provided.
- iii. Pedestrian and Related Buffers – A physical buffer with vegetation or shade trees should be placed between travel lanes and pedestrians to make the public realm a more comfortable space that people choose to be in. In the case where on-street parking is available, an additional buffer need not be provided.
- iv. Sidewalks – Public realm space should be provided for street furniture, lighting, outdoor seating, and other facilities that increase the comfort and safety along roadway corridors. Additionally, a minimum sidewalk width dimension of 6 feet for residential areas and 10 feet for commercial areas should be provided on both sides of the street throughout the plan area.
- v. Public Space – Providing public space consistently within designated Activity Centers, ~~and~~ Multimodal Corridors or Planned Redevelopment Districts will enhance the pedestrian environment required of premium transit by creating focal points for everyday social life.

5. Ground Floor Design and Use

A. Purpose.

Regulating the design and use of the ground floor of buildings adjacent to pedestrian space and transit facilities can have a significant effect on the safety, comfort, and success of businesses along roadway corridors. To achieve this, the interior building space adjacent to the public realm should be inhabited by an active use, and a majority of the façade should be transparent to allow maximum interaction between public and private spaces. Interaction between interior and exterior spaces along roadway corridors will have a contribution to placemaking, and therefore will attract users and consumers. When transit is integrated into an area where people spend time, ridership will likely increase.

B. Objectives.

- i. Create Active and Safe Environment for Pedestrians – One of the most influential factors in creating an actual and perceived safe place is by making sure buildings overlook public spaces. People will choose to spend time in a place that is full of activity.
- ii. Create a Mixed-Use Commercial Market-Base for Pedestrians – Active public spaces along corridors will provide a market-base for mixed-use, commercial, and neighborhood uses. This will help transform roadway corridors from an auto-oriented market to a more pedestrian-oriented market.
- iii. Prohibit Pedestrian Dead-Zones – To create an active and safe public realm along a corridor, pedestrian dead-zones, or places lacking activity, should be minimized. Spots of inactivity can thwart the progression of economic development and dissuade pedestrians from fully using the corridor.

C. Best Practices.

- i. Ground Floor Use – Use should be regulated to pedestrian-oriented commercial and office uses. Auto-oriented and industrial use should not be located on corridors. Wherever possible, buildings should have the most utilized rooms along the front of the building lining the corridor. These include retail areas, living areas, reception areas, offices, and conference rooms. Parking garages should not inhabit ground floor space, and should be wrapped with liner buildings to emphasize active uses.
- ii. Façade Design – The design of the building façade fronting the corridor should have a maximum amount of transparency through fenestration and window glazing to allow interaction between indoor and outdoor activity.
- iii. Building Entrances – The main entrance to buildings should always be facing the corridor. While secondary entrances off parking lots are permitted, the interior floor plan design of the building should orient activity towards the corridor.

6. Transition to Neighborhoods

A. Purpose.

As the designated Activity Centers, ~~and~~ Multimodal Corridors and Planned Redevelopment Districts become developed over time, it will be important to protect the character of adjacent neighborhoods by regulating the transition from higher densities and more intense land use to less intense and lower-density and often single-use residential development. While a positive characteristic of mixed-use development provides a wide variety of uses along a corridor, it is important that land adjacent to private residential property be protected from unnecessary odors, noise, or light pollution. Additionally, a gradual increase in residential density around and behind mixed-use/nonresidential uses along the corridor will buffer the neighborhood edges.

While people enjoy living near retail uses, it is common that they want to preserve the existing natural environment that is found in many urban neighborhoods, and they do not wish to be abutting loading, trash, and storage areas.

B. Objectives.

- i. Preserve Residential Character of Neighborhoods – Residential character commonly defined by calm traffic, walkable routes, landscaping, quiet atmosphere, etc. should be preserved in established neighborhoods.
- ii. Prohibit Encroaching Redevelopment – As redevelopment occurs and the intensity of the built environment increases, the scale of structures should be sensitive to the scale of adjacent neighborhoods.

C. Best Practices.

- i. Density/Intensity – The proposed densities/intensities should demonstrate a reduction in allowable density/intensity from the center of the proposed Activity Center, ~~or~~ Multimodal Corridor [or Planned Redevelopment District](#) to the edges where land use transitions to less intense uses are likely to occur. This reduction in allowable density/intensity can occur either within the designated Activity Center, ~~or~~ Multimodal Corridor [or Planned Redevelopment District](#), or in the areas adjacent to it depending upon the existing conditions. The applicant should document the proposed transition of density/intensity from the core of the Activity Center, [Multimodal Corridor or Planned Redevelopment District](#) to the edge ~~of the Activity Center~~ [of the designated category](#) and adjacent areas.
- ii. Detailed Regulation of Land Use – Nonresidential or mixed-use properties that are adjacent to residential-only areas should be regulated to avoid noise, odor, or debris that might constitute a nuisance.
- iii. Transitional Change in Use – Wrap commercial, office, mixed-use, and parking facilities with a variety of housing products such as townhomes, live/work units, and apartments which can achieve high densities required of transit-supportive development while helping with the transition from commercial/mixed-use development to lower-density and single-family development.
- iv. Reduced Building Scale – An increase in density and intensity adjacent to protected neighborhoods should be buffered by an appropriately-scaled building and a residential building type. Existing single-family houses should be buffered with townhouses, duplexes, or courtyard apartments as a transition from more intensive and commercial uses.
- v. Green/Open Space Transition – Public spaces and natural features can be used to provide a seamless buffer/transition from varying development activities and intensities, and maintaining an attractive streetscape by providing community

gathering spaces (e.g., parks, courtyards, plazas, etc.) and natural features (e.g., topography, water bodies, existing trees, etc.).

- LU 16.2 Require local governments seeking amendments to transit-oriented plan categories to demonstrate that the Planning and Urban Design Principles have been addressed (i.e., examined by the applicant local government and determined to be applicable or not), and identify the means for implementing them.
- LU 16.3 Permit each local government to use its own unique and appropriate tools (e.g., comprehensive plan policies, local government design guidelines, land development code amendments, etc.) to demonstrate how the Planning and Urban Design Principles will be implemented, provided that such implementation is clearly demonstrated.
- LU 16.4 Evaluate amendments to Special Centers using the Planning and Urban Design Principles, while acknowledging that not all of the principles may apply in every instance.

## Transportation Component

### *Transit-Oriented Development*

#### Transportation Goal 1.0: General Guidelines for Transit-Oriented Development

Transit-oriented areas (i.e., areas within the adopted boundaries of the Activity Center, ~~and~~ Multimodal Corridor or Planned Redevelopment District categories, ~~particularly Transit Station Centers,~~ particularly those with the highest densities/intensities) shall be developed according to the principles of transit-oriented development encouraged by the Federal Transit Administration, and by the Tampa Bay Area Regional Transportation Authority's *Transit-Oriented Development Guiding Principles*, shown in Appendix B.

#### Strategies:

- TR 1.1 Concentrate a mix of complementary, well-integrated land uses within transit-oriented areas, particularly within walking distance (approximately ½ mile) of transit stations and in an area of influence up to one mile around the stations.
- TR 1.2 Promote a range of higher-density and -intensity uses, including residential, office, service-oriented retail, and civic uses, that supports transit ridership and takes advantage of major public investments in transit.
- TR 1.3 Limit automobile-oriented uses, such as drive-through facilities, “big-box” retail uses, or gas stations, in transit-oriented areas, where appropriate.
- TR 1.4 Require that permitted land uses in transit-oriented areas include those that attract and generate pedestrian activity, particularly at ground floor level.
- TR 1.5 Promote the clustering of cultural, educational, entertainment, and recreational amenities in selected transit-oriented areas designed to enhance and promote those uses.
- TR 1.6 Promote mixed-use developments, with more than one use on site and within buildings, in transit-oriented areas.
- TR 1.7 Promote a mixture of housing types affordable to households with a range of incomes, including workforce housing, in transit-oriented areas.
- TR 1.8 Provide basic goods and services that meet the daily living needs of residents, commuters, and visitors (such as grocery, laundry, banking, fitness centers, and parks) in transit-oriented areas.

- TR 1.9 When planning for the establishment or relocation of government services, assign priority to locations served by transit, both when new public buildings are constructed and when existing buildings are used.
- TR 1.10 Use the principles of mixed-income transit-oriented development (MITOD) as guidelines for limiting the displacement of existing residents, promoting affordable housing opportunities, and siting public facility investments in transit-oriented areas.

**Transportation Goal 2.0: Densities and Intensities to Support Transit**

Encourage higher residential densities and nonresidential intensities for new development in transit-oriented areas, concentrating the highest densities and intensities closest to transit facilities, and transitioning to lower densities and intensities at the edges of the planning area, especially when adjacent to existing lower-density and lower-scale development such as single-family neighborhoods.

**Strategies:**

- TR 2.1 Provide for higher densities and establish target density ranges for new residential development in transit-oriented areas, in accordance with applicable adopted station typologies and station area plans.
- TR 2.2 Provide for higher intensities and target intensity ranges for new nonresidential or mixed-use development or redevelopment in transit-oriented areas, in accordance with applicable adopted station typologies and station area plans.
- TR 2.3 Encourage minimum or target employee-to-housing ratios in transit-oriented areas, in accordance with applicable adopted station typologies and station area plans.
- TR 2.4 Encourage compact development around established activity centers, redevelopment areas, and other transit-oriented locations.
- TR 2.5 Protect existing stable neighborhoods and designated historic structures and resources, and foster transition areas between these uses and transit-oriented areas.
- TR 2.6 Direct growth to areas where investment in regional and local transit improvements has occurred or is planned.
- TR 2.7 Ensure that there is appropriate transition in densities, intensities, and building scales between transit-oriented development and surrounding lower-density and -scale development (e.g. single-family neighborhoods).
- TR 2.8 Promote active uses such as retail and office on the ground floor of buildings in transit-oriented areas.



### Transportation Goal 3.0: Transit-Oriented Pedestrian/Bicycle Planning

Enhance the existing transportation network to provide functional and effective pedestrian, bicycle, and transit connections in transit-oriented areas.

#### Strategies:

- TR 3.1 Promote an extensive pedestrian system in each transit-oriented area, which minimizes obstacles for pedestrians, provides connectivity with more direct and shorter walking distances, and provides protection from the elements where appropriate.
- TR 3.2 Minimize gaps in pedestrian networks accessing transit-oriented areas.
- TR 3.3 Establish pedestrian and bicycle connections between transit-oriented areas and surrounding neighborhoods.
- TR 3.4 Design pedestrian systems to be Americans with Disabilities Act-compliant, safe, attractive, and comfortable for all users in transit-oriented areas.
- TR 3.5 Design pedestrian networks to accommodate large groups of pedestrians, by the provision of wide sidewalks and unencumbered walkways in transit-oriented areas.
- TR 3.6 Use planting strips/street trees, on-street parking, and/or bicycle lanes to separate pedestrians from vehicles in transit-oriented areas.
- TR 3.7 Promote bicycle parking, and encourage other bicycle amenities, such as bicycle repair, rental, and cyclist comfort stations, in transit-oriented areas.
- TR 3.8 Ensure the conversion of drainage swales to curb and gutter systems for stormwater management around transit-oriented areas, to create a more pedestrian-friendly environment.

### Transportation Goal 4.0: ~~Multimodal~~ Complete Street Design

Design streets to be multimodal “Complete Streets,” with an emphasis on safety, access and circulation for all ~~modes of travel, including pedestrians, bicyclists, and transit as well as for automobiles.~~ users, regardless of age or ability, based on the context of the roadway and its surrounding area.

#### Strategies:

- TR 4.1 Set vehicular levels of service to reflect an emphasis on all modes of travel, including pedestrians and bicyclists.
- TR 4.2 Relax vehicular levels of service in Activity Centers, ~~and~~ Multimodal Corridors and Planned Redevelopment Districts.

- TR 4.3 Redesign existing street intersections with a greater emphasis on safe pedestrian and bicycle usage.
- TR 4.4 Design an interconnected street network based upon a block system, with blocks at the appropriate maximum length for the appropriate transit station type when located in a station area.
- TR 4.5 Provide mid-block street crosswalks in urban, congested areas where there are long distances between signalized crossings.
- TR 4.6 Incorporate traffic calming measures, context-sensitive design, and access management for pedestrian and bicycle travel in transit-oriented areas, using current best practices.
- TR 4.7 Accommodate multimodal local and regional connections for all types of vehicles, including trains, buses, bicycles, cars, ships, boats, aircraft, and vehicles for hire, where applicable.

### **Transportation Goal 5.0: Parking in Transit-Oriented Areas**

A coordinated approach to vehicular parking for all developments within one mile of transit station locations, within ½ mile of other Activity Centers, and within ¼ mile of Multimodal Corridors, [and within Planned Redevelopment Districts](#) shall be promoted.

#### **Strategies:**

- TR 5.1 Require large scale site plans and planned unit developments in transit-oriented areas to include a master plan for parking to reduce the number of spaces over time as transit system evolves.
- TR 5.2 Discourage large surface parking lots within transit-oriented areas, especially those greater than two acres.
- TR 5.3 Require well-designed structured parking decks in transit-oriented areas, when and where appropriate.
- TR 5.4 Promote shared parking facilities in transit-oriented areas.
- TR 5.5 Establish maximum parking standards for new developments and redevelopments in transit-oriented areas, as appropriate.
- TR 5.6 Allow reduced parking standards in appropriate locations where transit availability makes such reduction feasible and to help encourage use of transit.

## Transportation Goal 6.0: Transit-Oriented Building and Site Design

Transit-oriented urban design is needed to enhance the community identity of transit-oriented areas, and to make them attractive, safe, environmentally sustainable, and convenient places.

### Strategies:

- TR 6.1 Adopt building design guidelines, applicable to transit-oriented areas, that identify pedestrian priority streets (emphasizing fronts of buildings, doors, and windows), and secondary streets (where some backs of buildings and service areas may be tolerated).
- TR 6.2 Design buildings with frontage on public streets or on open spaces, with minimal setbacks in transit-oriented areas.
- TR 6.3 Design commercial buildings with windows and doors at street level, creating opportunities for pedestrians to interact with commercial uses in transit-oriented areas.
- TR 6.4 Design building entrances in a manner that minimizes the walking distance to the transit station or other transit facility in transit-oriented areas.
- TR 6.5 Design surface parking in locations other than in front of buildings, with the exception of on-street parking in transit-oriented areas.
- TR 6.6 Establish clearly delineated pedestrian paths through surface parking to transit stations or other transit facilities.
- TR 6.7 Design parking structures include active uses on the ground floor street frontage in transit-oriented areas.
- TR 6.8 Encourage the tallest, larger-scale, and most intensely developed structures to be located nearest transit stations or other transit facilities, with gradual transitions to lower density/intensity areas.
- TR 6.9 Encourage unsightly elements associated with development, such as dumpsters, loading docks, service entrances, and outdoor storage, to be screened from pedestrian pathways and transit routes.
- TR 6.10 Encourage the use of Crime Prevention Through Environmental Design principles in transit station areas, or current best practices serving a comparable purpose.
- TR 6.11 Encourage the use of Leadership in Energy and Environmental Design and other sustainable design principles in transit-oriented areas, or current best practices serving a comparable purpose.

- TR 6.12 Incorporate current best practices for sustainable technologies for transit facility operations, such as in power generation, lighting, signage, audio/visual, cooling, waste management, and stormwater systems.

### **Transportation Goal 7.0: Streetscapes in Transit-Oriented Areas**

To facilitate and encourage transit use, streetscapes in transit-oriented areas must be designed to provide a safe and attractive environment so as to encourage pedestrian activity.

#### **Strategies:**

- TR 7.1 Develop graphic wayfinding systems in transit-oriented areas to assist visitors and tourists with navigating the area.
- TR 7.2 Encourage streetscape design in transit-oriented areas to contain elements such as street trees, pedestrian scale lighting, awnings, arcades, and benches.
- TR 7.3 Encourage utilities in transit-oriented areas to be buried underground whenever possible.

### **Transportation Goal 8.0: Open Space in Transit-Oriented Areas**

Open spaces around transit stations and in other transit-oriented areas act as development catalysts and serve as gathering spaces and focal points for the public.

#### **Strategies:**

- TR 8.1 Encourage transit-oriented areas to include open spaces, designed as centers of activity that include items such as benches, interactive fountains, and public art.
- TR 8.2 Encourage outdoor cafés and outdoor entertainment venues to locate in transit-oriented areas.
- TR 8.3 Encourage buildings surrounding open spaces in transit-oriented areas to be oriented toward those open spaces, in addition to fronting on streets.

## ***Scenic/Noncommercial Corridors***

### **Transportation Goal 9.0: Designation of Scenic/Noncommercial Corridors**

Provide a basis within the Countywide Plan for protecting scenic qualities, discouraging visual clutter, enhancing design considerations and encouraging more efficient traffic operation along selected roadway corridors in Pinellas County.

#### **Strategies:**

- TR 9.1 Utilize the Scenic/Noncommercial Corridor designation to preserve and enhance the scenic qualities and noncommercial nature of designated corridors, and preserve and enhance their traffic operation.
- TR 9.2 Adopt and maintain an list of designated Scenic/Noncommercial Corridor roadways within the Countywide Rules, and a map of such corridors as part of the Countywide Plan Map series, together with applicable classifications thereof.
- TR 9.3 Utilize the Scenic/Noncommercial Corridor Element (included as Appendix C) to guide designation and amendment of Scenic/Noncommercial Corridors.

**Transportation Goal 10.0: Scenic Qualities**

Preserve and enhance the scenic qualities found along Scenic/Noncommercial Corridors.

**Strategies:**

- TR 10.1 Encourage the preservation and use of existing natural landscape features, where appropriate, within required landscape buffers of Scenic/Noncommercial Corridor roadways.
- TR 10.2 Encourage the preservation of views or vistas of particular scenic or unique features, such as waterbodies, significant wetland preserves, or parks and open space areas along designated Scenic/Noncommercial Corridor roadways.

**Transportation Goal 11.0: Design and Landscape**

Encourage superior community design and enhanced landscape treatment, both outside of and within the public right-of-way, and foster community awareness of the scenic nature of these corridors.

**Strategies:**

- TR 11.1 Encourage the establishment of standards requiring minimum landscape buffers or green space areas (varying in width based upon land use and proposed buffer landscaping) adjacent to Scenic/Noncommercial Corridor roadways.
- TR 11.2 Recommend landscaping within the public right-of-way meet all safety and design (clear recovery and sight distance) standards to ensure roadway safety along Scenic/Noncommercial Corridor roadways.
- TR 11.3 Recommend landscape design standards (including plant materials, walls or fencing, and landscape appurtenances) as set forth in the *Scenic/Noncommercial Corridor Master Plan* consistent with the various corridor classifications.
- TR 11.4 Encourage the use of low maintenance and low water demand (xeriscape) plant materials within both the public right-of-way and within on-site buffer and landscape areas of Scenic/Noncommercial Corridor roadways.

- TR 11.5 Encourage the installation of landscaping within the public right-of-way, in accordance with the design standards identified within the *Scenic/Noncommercial Corridor Master Plan* to the maximum extent possible, providing that it does not impede the flow or safe movement of traffic and there is a mechanism for adequate maintenance.
- TR 11.6 Recommend that proper landscape maintenance of on-site buffer areas along Scenic/Noncommercial Corridor roadways be the responsibility of the property owner.
- TR 11.7 Recommend that public signs be coordinated as to method of display and multiple signs be placed on a single stanchion, where appropriate, and graphic content (similar size, color, font) for similar signs be coordinated along Scenic/Noncommercial Corridor roadways.
- TR 11.8 Encourage on-site pedestrian and on-site bikeway facilities to connect with any existing or planned system along Scenic/Noncommercial Corridor rights-of-way.
- TR 11.9 Encourage stormwater management detention/retention areas within, and adjacent to, a Scenic/Noncommercial Corridor right-of-way to be designed to blend with the overall landscape theme established for the corridor.
- TR 11.10 Encourage, where appropriate, the replacement of traffic signals on wires with freestanding single fixtures which also provide space for public directional signage along Scenic/Noncommercial Corridor roadways.
- TR 11.11 Encourage the identification and use of standard guidelines for the location and design of street lighting fixtures along Scenic/Noncommercial Corridor roadways.
- TR 11.12 Encourage the consolidation and coordination of street furnishings as listed within the *Scenic/Noncommercial Corridor Master Plan* and the prioritization of upgraded furnishings along designated along Scenic/Noncommercial Corridor roadways.
- TR 11.13 Encourage, where appropriate and economically feasible, the installation or relocation of utilities underground, such as power lines, transformers, utility easement/right-of-way markers, utility meters and traffic control devices, in order to minimize visual clutter along Scenic/Noncommercial Corridor roadways.

### **Transportation Goal 12.0: Development Pattern**

Encourage land uses that contribute to an integrated, well-planned and visually pleasing development pattern along Scenic/Noncommercial Corridors, while discouraging the proliferation of commercial, office, industrial or intense residential development in these areas.

#### **Strategies:**

- TR 12.1 Encourage development that is compatible in scale and intensity with the intent of the Scenic/Noncommercial Corridor designation.

- TR 12.2 Guide land use types and densities/intensities adjacent to a designated Scenic/Noncommercial Corridor roadway in a manner consistent with the Countywide Plan and the specific objectives of the *Scenic/Noncommercial Corridor Master Plan*.
- TR 12.3 Encourage the establishment of standards by local governments regulating setbacks for buildings, accessory structures and parking areas, such that the recommendations contained within the *Scenic/Noncommercial Corridor Master Plan* may be implemented.
- TR 12.4 Encourage consolidation of small lots to create better quality of development along Scenic/Noncommercial Corridor roadways.
- TR 12.5 Encourage the prohibition of free-standing, off premises signs (billboards) within a specified distance of the right-of-way of a Scenic/Noncommercial Corridor roadway.
- TR 12.6 Encourage all new and existing development along Scenic/Noncommercial Corridor roadways to, at a minimum, comply with the provisions of the Countywide Sign Ordinance.
- TR 12.7 Respect established policies by local governments as they relate to Scenic/Noncommercial Corridors where those policies further the applicable provisions of the Countywide Plan Strategies and Countywide Rules.
- TR 12.8 Recommend that public signs of a directional, informational and advisory nature be limited to those required to adequately inform the public and to those required by law along Scenic/Noncommercial Corridor roadways.
- TR 12.9 Encourage the connection of adjacent commercial, office, industrial and multi-family parking and internal access or interior frontage road facilities, and the granting of appropriate cross-access easements, to permit access between compatible uses and limit unnecessary access conflicts on Scenic/Noncommercial Corridor roadways.
- TR 12.10 Encourage the identification of heightened access management standards that address the special importance of and opportunities to enhance access management on Scenic/Noncommercial Corridors.

## Intergovernmental Coordination Component

### Intergovernmental Coordination Goal 1.0: Coordination of Countywide Land Use and Transportation Planning

It is critical to the success of countywide land use and transportation strategies that coordinated and complementary approaches between local, countywide, and regional planning is established.

#### Strategies:

- IC 1.1 Ensure that local, countywide, and regional transit-related land use planning efforts support and further one another, including those of the Pinellas County Metropolitan Planning Organization (MPO), the Pinellas Suncoast Transit Authority (PSTA), and the Tampa Bay Area Regional Transportation Authority (TBARTA).
- IC 1.2 Ensure that the Transit-Oriented Land Use Vision Map is coordinated with proposed transit corridors and station locations identified by the MPO and PSTA.
- IC 1.3 Provide a framework for transit-related land use planning through the Countywide Future Plan Map and Rules, which recognizes and guides planning efforts at the local government level, the MPO, the PSTA, and TBARTA.
- IC 1.4 Encourage the preparation of local government redevelopment plans for designated areas that further the goals and strategies of the Countywide Plan, while allowing for local flexibility in developing those plans.
- IC 1.5 Provide technical assistance with coordinating local redevelopment initiatives with approved countywide land use and transportation plans, where feasible.

### Intergovernmental Coordination Goal 2.0: *Pinellas by Design*

A coordinated approach and clearly articulated end objectives are essential for achieving the maximum benefit from redevelopment, thus enabling Pinellas County to achieve the goal of becoming a “community of quality communities” as outlined in the *Pinellas by Design* plan.

#### Strategies:

- IC 2.1 Monitor the fundamental land development, transportation, and economic issues that will influence redevelopment and affect countywide economic vitality and quality of life.
- IC 2.2 Maintain clear and comprehensive countywide objectives and strategies that will provide a framework and serve to guide the overall redevelopment efforts of the many jurisdictions within the county.
- IC 2.3 Encourage an ongoing assessment, reporting, and feedback process, including periodic summits as feasible, to monitor and guide land use, transportation, and economic development strategies to improve their effectiveness.



### **Intergovernmental Coordination Goal 3.0: Education and Communication**

Education, communication, and consensus are required to realize the benefits of coordinated land use and transportation planning in maintaining and improving the economic vitality and quality of life of the county as a whole.

#### **Strategies:**

- IC 3.1 Make available, through a variety of means, information regarding the relationship between land use and transportation planning, and the benefits of coordinated planning.
- IC 3.2 Maintain a coordinated effort intended to enhance intergovernmental cooperation to further the goals of approved redevelopment plans and strategies.

### **Intergovernmental Coordination Goal 4.0: Coordination of Transit Planning**

In order to be successful, transit planning efforts must be coordinated among relevant local governments and agencies in Pinellas County, in adjacent counties, and at the regional, statewide, and federal levels.

#### **Strategies:**

- IC 4.1 Participate in coordinated planning for transit-oriented areas in accordance with the requirements of the Federal Transit Administration New Starts Planning and Development Process and evaluation criteria.
- IC 4.2 Participate in assessing economic development needs in local communities when planning for the number and locations of future transit stations, while providing for countywide mobility needs (e.g., frequency, speed).
- IC 4.3 Work with local jurisdictions to develop a common methodology for assessing the role of land use when evaluating transit corridor and technology alternatives.
- IC 4.4 Engage local jurisdictions, other government agencies, the development community, citizens, and other stakeholders in planning for transit-oriented areas.
- IC 4.5 Participate in promoting the implementation of transit-oriented area development through regulatory and financial incentives, as appropriate.
- IC 4.6 Participate in promoting public-private partnerships and joint development opportunities through transit-oriented area development.
- IC 4.7 Participate in developing and implementing a coordinated countywide economic development and marketing strategy for transit-oriented areas.
- IC 4.8 Work with the private sector to identify land use policies that encourage the consolidation of small and/or fragmented lots to promote redevelopment.

- IC 4.9 Work with local jurisdictions to develop a common format for transit station area plans, which includes existing conditions, neighborhood context, station area types, redevelopment vision, concept plans, market research and development projections, land use recommendations, zoning requirements, building design standards, site development standards, street cross sections, streetscape development standards, pedestrian and bicycle access plans, public infrastructure improvements, signage plans, public realm and open space plans, parking accommodations, and implementation plans.
- IC 4.10 Encourage local jurisdictions to maximize the economic potential of historic preservation, publicly-owned land, and public buildings in transit-oriented area planning.
- IC 4.11 Participate in creating a mechanism to work together with local jurisdictions towards common goals, and commit to mutually beneficial partnerships while planning for transit-oriented areas.
- IC 4.12 Participate in creating a mechanism to coordinate with all agencies, including transit agencies, and the various governmental entities that can affect the success of transit-oriented area plans.
- IC 4.13 Participate in identifying target industries when planning for the area of influence of transit-oriented areas, and create strategies for attracting those employers.