



AGENDA

April 12, 2023 - 1:00 p.m.

333 Chestnut Street
Clearwater, FL 33756
The Palm Room

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

1. **CALL TO ORDER** (1:00)
2. **INVOCATION AND PLEDGE**
3. **CITIZENS TO BE HEARD**
Citizen comments to the board are invited on items or concerns not already scheduled for public hearing on today's agenda. Please limit comments to three minutes.
4. **CONSENT AGENDA** (1:15)
 - A. Approval of Minutes of the March 8, 2023 Meeting
 - B. Approval of Committee Appointments
 - C. Acceptance of Quarter One Financial Report
 - D. Approval of Cancellation of the June Forward Pinellas Board Meeting
5. **PRESENTATION AND/OR ACTION ITEMS** (1:20)
 - A. PSTA Activities Report
 - B. Regional Activities Report
 - C. Proposed Countywide Plan Amendments (Jared Austin)
 - D. Advantage Pinellas Housing Action Plan Resolution (Whit Blanton) – Action
 - E. Draft Transportation Priorities (Chelsea Favero)
 - F. SunRunner Update (Heather Sobush – PSTA)
 - G. Draft Memorandum of Understanding for Regional MPO (Whit Blanton)
6. **DIRECTOR'S REPORT** (2:40)
 - A. SPOTlight Update
 - B. Forward Pinellas Legislative Committee Update
 - C. School Transportation Safety Committee Recommendation - Action
 - D. Drew Street Update
7. **INFORMATIONAL ITEMS** (3:10)
 - A. CPA Actions and Forward Pinellas Administrative Review Items
 - B. Fatalities Map
 - C. Pinellas Trail Data
 - D. Draft PAC Action Sheet
 - E. Committee Vacancies
 - F. Correspondence of Interest

8. **UPCOMING EVENTS**

April 14-15 th	MPOAC Weekend Institute – Florida Hotel Orlando
April 27 th	MPOAC Meetings – Florida Hotel Orlando
April 28 th	Homes for Pinellas Summit 2023
May 4-5 th	The Leadership Summit – Tampa Bay Regional Resiliency Coalition
May 5-6 th	MPOAC Weekend Institute – Marriott Tampa Airport
June 23 rd	TMA & SCTPA Meetings – TBRPC

9. **ADJOURNMENT**

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact the Office of Human Rights, 400 South Fort Harrison Avenue, Suite 300, Clearwater, Florida 33756; [(727) 464-4062 (V/TDD)] at least seven days prior to the meeting.

Persons are advised that, if they decide to appeal any decision made at this meeting/hearing, they will need a record of the proceedings and, for such purpose, they may need to ensure that a verbatim record of the proceedings is made, which record includes testimony and evidence upon which the appeal is to be based.

SUMMARY

It is approved board procedure to place routine items under the Consent Agenda for approval with no discussion.

The Consent Agenda has been expanded to include those routine report items identified below. If an item requires discussion, that item may be removed from the Consent Agenda at the request of any member of the board, discussed, and acted upon separately.

- A. Approval of Minutes of the March 8, 2023 Meeting
- B. Approval of Committee Appointments
- C. Acceptance of Quarter One Financial Report
- D. Approval of Cancellation of the June Forward Pinellas Board Meeting

April 12, 2023

4A. Approval of Minutes of the March 8, 2023 Meeting



SUMMARY

The minutes from the March 8, 2023 meeting are attached for the board's review and approval.

ATTACHMENT(S): Minutes of the March 8, 2023 Forward Pinellas meeting

ACTION: Board to review and approve the March 8, 2023 meeting minutes.



Board Meeting Minutes MARCH 8, 2023

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

The Forward Pinellas Board held this public meeting in person on March 8, 2023 at the Pinellas County Communications Building in the Palm Room. The meeting was called to order at 1:01 p.m. by Commissioner Michael Smith, Forward Pinellas Vice Chair.

The following members were present:

Janet C. Long, Chair, Pinellas County Commissioner (late arrival 1:09 p.m.)
Michael Smith, Vice-Chair, City of Largo Commissioner (chaired this meeting)
David Allbritton, Treasurer, City of Clearwater Councilmember
Julie Ward Bujalski, Secretary, City of Dunedin Mayor
Jarrod Buchman, City of Oldsmar Councilmember
Representing Oldsmar, Safety Harbor and Tarpon Springs
Chris Burke, City of Seminole Councilor
Representing Inland Communities
Gina Driscoll, City of St. Petersburg Councilmember
Representing Pinellas Suncoast Transit Authority (PSTA)
Richie Floyd, City of St. Petersburg Councilmember
Alan Johnson, City of St. Pete Beach Mayor
Representing Beach Communities
John Muhammad, City of St. Petersburg Councilmember
Patti Reed, City of Pinellas Park Vice Mayor
Brian Scott, Pinellas County Commissioner

Absent

Dave Eggers, Pinellas County Commissioner

Also Present

Whit Blanton, Executive Director, Forward Pinellas
Joe Morrissey, Assistant County Attorney
Forward Pinellas Staff
Other Interested Individuals

The board unanimously approved the Complete Streets Funding Recommendations.

The Complete Streets Grant Program provides annual allocations of up to \$100,000 for concept planning projects and up to \$1 million for construction projects. Following a call for projects, Forward Pinellas reviewed three applications for concept planning funding and one application for construction funding. Upon review of the applications, three recommendations for funding were developed.

- \$65,000 to the City of Largo for the Clearwater-Largo Road Multimodal Safety Improvements Project.
- \$37,500 to the City of Pinellas Park for the 60th Street North Complete Street Concept Plan Project.

- \$460,755.17 to the City of St. Petersburg for construction of the 1st Avenue South Bikeway Improvements Project.

Kyle Simpson of Forward Pinellas presented the funding recommendations to the board and requested approval of the Complete Streets Grant Awards.

- Councilmember Floyd requested additional information on the \$1 million available for construction projects. Councilmember Floyd inquired as to what happens to the balance of the million dollars if not all is requested. Mr. Simpson responded that St. Petersburg was the only construction application with a specific amount requested and unused funds would later fund another project on the priority list. He said the money is not actually in an account, but is for future funding through the FDOT work program. Councilmember Floyd inquired as to why there were not more applications for this available funding, with Whit Blanton responding that the available funding does not cover much when it comes to constructing a project, and a local government must have local funding to construct a typical project. Councilmember Floyd shared that St. Petersburg did not request the full amount in order to allow for other local governments to also receive funding.

The board approved the Forward Pinellas Apportionment Plan.

Chelsea Favero presented recommended changes to the Forward Pinellas Apportionment Plan.

Per Section 339.175, F.S., in its capacity as the Metropolitan Planning Organization, Forward Pinellas staff recommended changing the voting structure of the board to account for the latest population data from the 2020 Census.

Based on the discussion following the presentation of this item in February, Forward Pinellas staff has modified the proposed changes to retain the single Dunedin seat and the seat shared by Oldsmar, Safety Harbor and Tarpon Springs. This proposal increases the number of seats on the Forward Pinellas Board from 13 to 15 voting members and restructures the shared seats to allow rotating members to have three-year terms.

- The motion passed for approval of the Forward Pinellas Apportionment Plan with a 7 -5 vote, with Councilmember Buchmann, Commissioner Scott, Councilmember Muhammad, Councilmember Reed, and Councilor Burke dissenting.
- Tarpon Springs Mayor Costa Vatikiotis provided public comment requesting consideration for Tarpon Springs to have its own seat on the Forward Pinellas Board.
- Tarpon Springs Vice Mayor Craig Lunt provided public comment with general comments and sharing that waiting six years for a seat on the board is not adequate.
- Commissioner Panagiotis “Peter” Koulias provided public comment noting that a representative from another city may not understand the issues happening in Tarpon Springs and advocated for the city to have its own seat.
- Commissioner Brian Scott noted he is in favor of staff recommendations to the Apportionment Plan and suggested that Forward Pinellas consider increasing the number of seats to 16 to allow Tarpon Springs to have its own seat.

- Councilmember Jarrod Buchman inquired if Forward Pinellas Board ever had an impasse. Whit Blanton shared that the Board has not experienced an impasse, however, the nominating committee has. The best practice would be to have an odd number of members on the board.
- Councilor Burke inquired as to whether non-voting members can be added to the board.
- Commissioner Janet Long suggested that since the conversations have begun regarding having one regional MPO, the board should accept the staff recommendations on the Apportionment Plan and look forward to what will happen with creating one regional MPO.
- A motion was made by Commissioner Long that the board accept the recommendations of the staff. This motion was seconded by Councilmember Driscoll. Mayor Bujalski mentioned a scrivener's error that omitted Dunedin from a section of the draft Apportionment Plan. Commissioner Long accepted the change in the motion to include the correction to the scrivener's error.

Appointment of Auditor Selection Committee Chair

The board appointed Councilor Chris Burke as the Auditor Selection Committee Chair.

Florida Department of Transportation (FDOT) staff presented the Gandy Project Development & Environment Study.

Craig Fox, FDOT, shared a presentation with the board on the Gandy Boulevard (US 92/SR 600) Project Development & Environment (PD&E) Study, evaluating capacity, bicycle, and pedestrian improvements along the study corridor. The study limits are from 4th St. North in Pinellas County to West Shore Blvd (CR 587) in Hillsborough County. The purpose of this project is to reduce traffic congestion and improve bicycle and pedestrian accommodations by reconstructing Gandy Boulevard to provide an elevated controlled access 4-lane to 6-lane roadway mainline separated from local traffic with frontage roads and multiuse trails on both sides of the corridor for bicyclists and pedestrians. The proposed project will also widen the existing westbound Gandy Bridge to accommodate a third travel lane and construct a new bridge to provide a wider structure for three travel lanes and a multi-use trail. The study is divided into three segments: 1) the Pinellas segment from 4th Street to the west end of the Gandy Bridge; 2) the Bay segment includes both Gandy Bridges over Old Tampa Bay and 3) the final segment is in Hillsborough County. Mr. Fox reviewed the preferred typical sections, the project schedule and the project cost with the board. An Open House was held on February 28, 2023, at the Pinellas Park Performing Arts Center. Questions were taken and appropriately answered.

- Councilmember Floyd shared a concern with the traffic flow at 4th Street and the increasing capacity on Gandy Blvd. FDOT assured that the changes would allow a free flow of traffic at this location.

Forward Pinellas staff updated the board on the Advantage Alt. 19: Investing in People and Places Project.

Christina Mendoza of Forward Pinellas presented Advantage Alt. 19: Investing in People and Places, which is evaluating the corridor along Alternate US 19 (SR 595) from SR 60 to 58th Street North at 5th Avenue North, and 58th Street North from 5th Avenue North to Central Avenue. The project goal is to provide people with better access from housing that is affordable to jobs and job training opportunities, as well as other desired destinations via safe and reliable transportation options. A broad overview of the findings included in the corridor characteristics and opportunities analysis and a brief update on the next steps were provided.

- Mayor Bujalski suggested adding tourism considered in the statistics used to determine the location of new station areas.
- Mr. Blanton shared that this is a detailed study about redevelopment and how affordable housing can be a part of the redevelopment strategies. The Long Range Transportation Plan will include a Transit System Plan that will analyze the frequency of the Jolly Trolley and other transit services in key corridors and identify improvements to increase ridership.

SPOTlight Updates

- Executive Director Whit Blanton provided updates on
 - The Waterborne Transportation Committee will meet on March 15, 2023, at 1:00 pm in the Palm Room. This meeting is open to anyone who has an interest in waterborne transportation.
 - The Downtown St. Petersburg Mobility Study was completed last year, and Forward Pinellas has been working with FDOT on a conceptual analysis of the I-175 corridor to include possible modifications. A short memo was produced with an outline of the potential alternatives that could be evaluated as part of a PD&E study. A recommendation for adding this to the priority list of projects will be brought to the board later in the spring.

Other Items

- PSTA Report
 - The Board approved the extension of free fares on the SunRunner for an additional six-month period so that new users can continue to try the service without any barriers while the agency can obtain a full year of data for comparison.
 - The Board voted to approve a contract with Jarrett Walker and Associates to develop the Community Bus Plan, which forms the foundation of the Transit Development Plan and the transit component for the Forward Pinellas Long Range Transportation Plan.
 - The Board received a presentation on Spring Break services which have begun and includes the Clearwater Beach Park and Ride.
 - For next month's Forward Pinellas Board meeting, PSTA will give a comprehensive presentation on the first six months of the SunRunner.
- Regional Activities Report
 - The next meeting of the Transportation Management Area (TMA) Leadership Group will be on March 24, 2023, at 9:30 am, at the Starkey Ranch Theater Library. This meeting will consist of the Hillsborough, Pasco, and Pinellas County MPOs to discuss a possible consolidation or merger of the three MPOs.

- The Tampa Bay Regional Planning Council Resiliency Summit will be held on May 4th & 5th, 2023.
- Commission Janet Long shared that she recently returned from Washington DC and had a conversation with the USDOT Government Relations group. They shared that they have money to spend, and are interested in the types of projects we have that are potentially ready to go.
- Brightline is currently under construction with high-speed rail from West Palm Beach to Orlando. They will be operating in September 2023, on the Florida East Coast Railroad and will tie into the Orlando International Airport in September. Brightline has committed to coming to Tampa in about four or five years at Union Station in Ybor City. Currently, there is no connection to Pinellas County; however, the St. Petersburg Chamber of Commerce Transportation Committee has taken action to request for FDOT to work with Forward Pinellas and all the stakeholders in Pinellas County to identify and fund a project that will make that connection to Pinellas County.
- Legislative Committee Update
 - Due to a lack of a quorum, the Legislative Committee did not meet.
 - Proposed House Bill 1397 addresses regional transportation planning. This bill focuses on whether to merge or dissolve the Hillsborough Area Regional Transit Authority (HART) and PSTA. The House Bill directs FDOT to study whether both agencies should be dissolved, and the Senate Bill only directs FDOT to study the potential merger and focus on HART.
 - Proposed Senate Bill 588 and House Bill 657, filed by Representative Costar in the Oldsmar area would allow school districts to use speed enforcement mechanisms to ticket and warn drivers who are speeding through school zones.
 - An update on proposed Senate Bill 64, the cap placed on the number of public transportation dollars that could be spent from the state's public transportation trust fund has been removed.
 - Proposed Senate Bill 102 & House Bill 627, a preemption bill for housing, which would expand affordable housing funding while it would also restrict local government's ability to regulate density and height of buildings in the community. This is a priority of the senate president, and no amendments will be considered to this bill
 - Proposed Senate Bill 882 & House Bill 885 would broaden the local government infrastructure surtax, such as the Penny for Pinellas, and would allow funds to be spent on operations and maintenance costs instead of just capital costs.
 - Proposed Senate Bill 740 would create a Blue-Ribbon task force to look at county boundaries and potentially realign county boundaries statewide.
- Advantage Pinellas Housing Action Plan Summit to be held on April 28th
- Potential MPO Consolidation Legislation
- Forward Pinellas is hosting Bike Your City 2023 in Oldsmar for Florida Bicycle Month on March 10, 2023

- Forward Pinellas presented highlights from Community In-Service Day which was held on February 20, 2023.
- Citizen Comments:
There were no citizen comments

**Action Sheet
March 8, 2023**

At its March meeting, the Forward Pinellas Board took the following official actions:

- **Consent Agenda** (vote: 11-0; Commissioner Long had not yet arrived)
Approved to include the following:
 - A. Approval of Minutes of the February 8, 2023 Meeting
 - B. Approval of Committee Appointments
 - C. Acceptance of Community Transportation Coordinator Annual Evaluation
- **Complete Streets Funding Recommendations**
Following a presentation by Kyle Simpson, Forward Pinellas staff, the board approved the funding recommendations for the Complete Streets grants funding. (vote: 12-0)
- **Draft Forward Pinellas Apportionment Plan**
Following a presentation by Chelsea Favero, Forward Pinellas staff, the board approved the Draft Apportionment Plan. (vote: 7-5; Vice Mayor Buchman, Commissioner Brian Scott, Councilmember John Muhammad, Vice Mayor Patti Reed and Councilor Chris Burke dissenting)
- **Appointment of Auditor Selection Committee Chair**
Following an explanation by Whit Blanton, Forward Pinellas Executive Director, of the need for a board member volunteer to serve on the Auditor Selection Committee as Chair, Councilor Chris Burke volunteered. The board then approved his appointment to the committee. (vote: 10-0; Commissioners Long and Scott had stepped out of the meeting.)

Chair

April 12, 2023

4B. Approval of Committee Appointments



SUMMARY

- **BPAC**

Pinellas County Public Works has submitted a request to replace Casey Morse with John Rieman as the alternate representative for Pinellas County Public Works Traffic to the BPAC. **Mr. Gordon Brown** has submitted an application for an open St. Petersburg seat on the BPAC. Mr. Brown was a member of the Bonita Estero Safe Trailways group and the Lee County MPO Biking and Pedestrian Advisory Committee, as the representative for the Village of Esterno. He would like very much to continue advocating for bike and pedestrian safety with the BPAC.

- **CAC**

Ms. Haley Busch has submitted an application for an open St. Petersburg seat on the CAC. She is currently a graduate student in UF Urban and Regional Planning program and has a great interest in holistic, regional transportation planning. She hopes to bring a perspective as a younger Pinellas County resident interested in promoting more car-free trips in our region. **Mr. Kai Rush** has submitted an application for an open At Large seat on the CAC. Mr. Rush would like to advocate for the residents of Central Pinellas County. He feels there needs to be more careful planning of future needs to make sure our youngest to our most senior citizens can prosper for the future. **Ms. Josette Green** has submitted an application for an open St. Petersburg seat on the CAC. Ms. Green is an ally and activist in my Black community of Campbell Park and have resolved and/or addressed many issues. She deeply cares about her community, St. Petersburg, and Pinellas County.

- **TCC**

Pinellas County Public Works has submitted a request to replace Erin Lawson with Ann Venables as the alternate representative for Pinellas County Public Works Engineering to the TCC. The City of Dunedin has submitted a request to replace James Cunningham with Kathy Gademer as the alternate representative for Dunedin. The City of St. Petersburg has submitted a request to replace Lucas Cruse with Rebecca Moistner to serve as alternate representative for the City of St. Petersburg on the TCC.

ATTACHMENT(S):

- BPAC Membership Listing
- Member application for Gordon Brown

- CAC Membership Listing
- Member application for Haley Busch
- Member application for Kai Rush
- Member application for Josette Green
- TCC Membership Listing

ACTION: Board, in its role as the metropolitan planning organization, to approve Gordon Brown as a City of St. Petersburg representative to the BPAC; Haley Busch and Josette Green as City of St. Petersburg representatives and Kai Rush as an At Large representative to the CAC and Ann Venables with Pinellas County Public Works and Rebecca Moistner with the City of St. Petersburg as alternate representatives to the TCC.

STAFF RECOMMENDATION: Staff recommends the board approve the appointments as outlined above.

BICYCLE PEDESTRIAN ADVISORY COMMITTEE MEMBERSHIP LIST**Voting****St. Petersburg Area (St. Pete/Gulfport/So Pasadena/Tierra Verde)**

1. Stuart Schwartzreich (05/11/22)
2. Keely Murphy (03/08/23)
3. Gordon Brown (04/12/23)
4. Charlie Guy (01/12/22)

Clearwater Area

5. Gloria Lepik-Corrigan (09/08/21)
6. Fernando Gutierrez (01/12/22)
7. William "Avera" Wynne (06/08/22)

Dunedin Area

8. Ron Englert (02/08/23)
9. Vacant

Pinellas Park and Mid-County

10. David Chase (03/09/22)
11. Vacant

Largo Area

12. Daniel Alejandro (10/12/16)
13. Vacant

North County Area (Tarpon Springs/Palm Harbor/Ozona/Oldsmar/Safety Harbor)

14. Heather Vernillo (08/10/22)
15. Brian Smith (Chairman) (12/12/12)

At Large Area

16. Vacant
17. Todd Bogner (11/10/21) (St. Petersburg)
18. Vacant
19. Lara Wojahn (02/08/23) (Treasure Island)
20. Eric Sorenson (09/14/22) (Clearwater)
21. Vacant
22. Annette Sala (03/12/14) (St. Petersburg)

Seminole Area

23. Donovan Nickell (01/11/23)

Beach Communities

24. Peter Wray (02/08/23)
25. Paul Zagami (01/12/22)

Technical Support

1. County Traffic Department (Joan Rice – representative; Gina Harvey and John Rieman – alternates)
2. Pinellas County Planning Department (Scott Swearingen – representative)
3. PSTA (Devan Deal – representative; Heather Sobush and Reid Powers – alternates)
4. City of Clearwater (Jayme Lopko - representative, Lauren Matzke - representative)
5. City of St. Petersburg (Elisabeth Staten – representative; Cheryl Stacks - alternate)
6. City of Largo (Whitney Clark – representative; Diane Friel - alternate)
7. City of Oldsmar (Ronnie Blackshear – representative, Tatiana Childress – alternate)
8. City of Pinellas Park (Darby Bryant – representative, Derek Reeves – alternate)
9. City of Dunedin (Kathy Gademer – representative, James Cunningham – alternate)
10. City of Tarpon Springs (Caroline Lanford – representative)
11. Pinellas County School System (Joseph Camera- representative, Autumn Westermann- alternate)
12. Friends of the Pinellas Trails (Scott Daniels – representative)
13. CUTR (Julie Bond - representative)

Sheriff's Office /Police/Law Enforcement Representatives

1. Pinellas Park Police Dept.
2. St Petersburg Police Dept.
3. Largo Police Dept.
4. Sheriff's Office – Deputy Eric Brown
5. Clearwater Police Dept.

Non-Voting Technical Support

14. FDOT (Jensen Hackett - representative)
15. County Parks and Conservation Resources (Lyle Fowler – representative; Spencer Curtis – alternate)

*Dates signify appointment

Applicant Information

First Name Gordon

Last Name Brown

Home Address 930 Central Ave. , Apartment #239

City St Petersburg

State FL

Work Address 930 Central Ave. , Apartment #239

Email gsbrowjr@gmail.com

Home phone number 2392336626

Work phone number 2392336626

Mobile phone number 2392336626

Date of Birth Sep 20, 1950

Gender Male

Ethnicity Caucasian

Education & Experience

What is your highest level of education? Master's Degree or above

What was your Major/Subjects of Study in school?

Biology / Engineering Analysis

About the Committee

Advisory committee you're interested in serving on (check all that apply):

Bicycle Pedestrian Advisory Committee (BPAC)
Citizens Advisory Committee (CAC)

Why are you interested in serving on this committee(s)?

I have been an active walker and cyclist for many years and have encountered the hazards our roads and sidewalks, or lack of, creates for those users. While a resident of Lee County for 22 years, I advocated for safer infrastructure locally as a member of the Bonita Estero Safe Trailways group and as the Village of Estero's representative on the county MPO Biking and Pedestrian Advisory Committee. My 30 year career in Automotive Engineering and Product Development gave me an appreciation of designing safety into a product and has translated into the application of Complete Streets designs for safer infrastructure. I am a new resident to Pinellas County and would greatly appreciate continuing my involvement here.

If you are appointed, do you know of any reason whatsoever why you will not be able to physically attend regularly scheduled meetings or otherwise fulfill the duties of the membership

No

**to which you have been
appointed?**

CITIZENS ADVISORY COMMITTEE MEMBERSHIP LIST

St. Petersburg Area

1. Willard Wynn (03/08/23)
2. Chris Griffin (03/09/22)
3. Haley Busch (04/12/23)
4. Josette Green (04/12/23)

Clearwater Area

5. Luis Serna (06/14/17)
6. Bill Jonson (06/13/18)

Dunedin Area

7. Vacant
8. Bob Henion (02/12/20)

Pinellas Park and Mid-County Area

9. Vacant
10. Vacant

Largo Area

11. Paul Wallace (03/14/18)
12. Loretta Statsick (05/13/20)

Beaches Area

13. Tristan Brockwell (05/11/22)
14. Lara Wojahn (03/08/23)

Gulfport, Kenneth city, Seminole, Belleair, So. Pasadena, Belleair Bluffs Area

15. Caron Schwartz (02/14/18) (Gulfport)

Tarpon Springs, Oldsmar, Safety Harbor Area

16. Tammy Vrana (Chair) (05/13/15)
17. Kathleen Smith (04/14/21)

At Large

18. Vacant
19. Jeremy Heckler (02/08/23) (Gulfport)
20. Joan Walko (02/08/23) (Safety Harbor)
21. Bledar Prifti (03/08/23) (Clearwater)
22. Brian Kelly (04/13/22) (Seminole)
23. Starr Amey (03/08/23) (Palm Harbor)
24. Kai Rush (04/12/23) (Largo)
25. Marita Lynch (05/11/22) (Clearwater)
26. Mark Birenbaum (10/12/22) (Clearwater)

TRAC

27. Duncan Kovar (Vice-Chair) (07/12/17) (Safety Harbor)

Applicant Information

First Name Haley

Last Name Busch

Home Address 1415 29 Ave N

City St. Petersburg

State FL

Work Address Same as home (work from home)

Email haleyburger228@gmail.com

Home phone number NA

Work phone number NA

Mobile phone number (850) 264-4949

Preferred method of contact Email

Date of Birth Feb 28, 1994

Gender Female

Ethnicity Caucasian

Education & Experience

What is your highest level of education?

Master's Degree or above

What was your Major/Subjects of Study in school?

Master's of Public Policy, current Urban Planning graduate student at University of Florida

About the Committee

Advisory committee you're interested in serving on (check all that apply):

Citizens Advisory Committee (CAC)

Why are you interested in serving on this committee(s)?

I am interested in serving on the Citizens Advisory Committee because of my interest in holistic, regional transportation planning. I am currently a graduate student in the UF Urban and Regional Planning program and work for a statewide growth management nonprofit organization. I am acutely aware of the implications of population growth on our transportation system, and particularly in a dense peninsula like Pinellas County. I am a resident of St. Petersburg, my neighborhood is located off a Complete Street (MLK North), and while I am able to use my bike to access a variety of destinations, I also desire to reach different parts of our county without using a car and am interested in the flow of

people across the different municipalities as commuters, tourists, shoppers, and other trip purposes. I hope to bring perspective as a younger Pinellas County resident interested in promoting more car-free trips in our region.

If you are appointed, do you know of any reason whatsoever why you will not be able to physically attend regularly scheduled meetings or otherwise fulfill the duties of the membership to which you have been appointed?

No

Applicant Information

First Name Josette
Last Name Green
Home Address josetteg@hotmail.com
City St. Petersburg
State FL
Work Address none
Email josetteg@hotmail.com
Home phone number 727-503-4736
Work phone number same
Mobile phone number 727-503-4736
Preferred method of contact Home Mail
Date of Birth Sep 08, 1956
Gender Female
Ethnicity Caucasian

Education & Experience

What is your highest level of education? Master's Degree or above
What was your Major/Subjects of Study in school? Business, Finance, Fashion Buying and Merchandising, Nutrition
Please list any specialize training, licenses or certificates you'd like us to know about. USF - DE&I, Cornell University- Plant Based Nutrition Certification, Harvard - Nutrition Certification,

About the Committee

Advisory committee you're interested in Bicycle Pedestrian Advisory Committee (BPAC)
Citizens Advisory Committee (CAC)

-serving on (check all that apply):

Why are you interested in serving on this committee(s)?

For BPAC - I have created a personal lifestyle of biking and walking and founded the St. Petersburg Black History Bike Tour. Everyday I am on our sidewalks, trails and streets and see first hand what works and where there are issues. The bike tour allows me to engage with bike companies and biking stakeholders let alone individual bikers on my frequent and packed tours. I would be an informed contributor to the BPAC. For CAC - I'm an ally and activist in my Black community of Campbell Park and have resolved and/or addressed many issues. I deeply care about my community and I dearly love my city of St. Petersburg. I teach local Black history and bring with me cross cultural understanding because of where I live and my historic research. Transportation is a vital issue in marginalized communities. I've attached a list of community issues I've addressed and the outcomes. While some may not relate to Forward Pinellas, it does demonstrate my skills in change management and the courage to stand up and speak to issues if that is of concern to this CAC. If the CAC is meant to be a rubber stamp, then I am not a good candidate. In 2022 I was awarded "Neighbor with Heart" by Mayor Welch and the City of St. Petersburg and the Community Services Award from Leadership St. Pete. If you do not receive my attachment, it's because I've not yet figured out how to attach it.

If you are appointed, do you know of any reason whatsoever why you will not be able to physically attend regularly scheduled meetings or otherwise fulfill the duties of the membership to which you have been appointed?

No

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Neighborhood Actions and Activities

1. Led the effort to vacate an unusable, overgrown alley in Campbell Park accessed by 42 properties. Met with all property owners to explain the project and gain their support by signing. Completed all necessary paperwork, actions, obtained funding and submitted to begin the process. The vacation was denied by the city so then.....
2.Then I worked with the city on another option presented by the city for the alley. This project took almost 2 years and I followed it through to the end. I worked with Zoning and primarily Water Resources from the city.
3. Created St. Petersburg Black History Bike Tour to educate and enhance racial equity in a transitioning neighborhood. Now completed 35 tours with 500 people as of Jan. 2023. It is now a popular bike tour throughout Tampa Bay. I do this for free as my volunteer work for St. Pete.
4. Originator of Alley Clean Up in Campbell Park resulting in a cleaner community, a model program and award winning. We received awards from the city, a county award from Keep Pinellas Beautiful and in Oct. 2022, a statewide award from Keep Florida Beautiful. The Alley Clean Up has become a model program for the city and I consult with many neighborhoods on this project.
5. I meet with various neighborhoods upon request to share success stories and inspire other neighborhoods to act.
6. Initiated and administered the FB page: Campbell Park Neighborhood. It received accolades and an award for its content of "everything Campbell Park."
7. Identified missing resources in Campbell Park and advocate with community organizations to fill voids. One example: There had been no graduates of Leadership St. Pete from Campbell Park. I approached LSPAA and requested and they granted a Campbell Park Scholarship. I had to raise half of the money and did. Recruited candidates. Candidate found, applied and we now have a graduate in our neighborhood from LSP. He brings resources and knowledge back to the community along with enhancement to his career.
8. Inspire residents to get involved. Identified people with leadership skills in the community and supported them in leadership roles. Such as the lead for Alley Clean Up and officers of the neighborhood association.
9. Utilize my connections in various city organizations to support efforts of Campbell Park.
10. Heavily involved in events and organizations throughout the city. Volunteered with the city and the background check is now complete.
11. Observed that Campbell Park residents have a barrier to homestead exemption and CRA funds because their home was never probated. I approached the city and discussed using CRA funds for probate costs. The city agreed and it's now In the approval process. Soon my neighbors can receive probate relief and now have access to CRA money to maintain their homes and obtain a homestead exemption to keep their taxes low. The city said there are 730 homes needing probate.
12. Advocated for Reach St. Pete to make Campbell Park one of the stops of their new Pop Up Pantry (free groceries). Recruited a team of volunteers to take flyers to all homes announcing this opportunity and provide neighbors with transportation to and from the bus on the days it is here.
13. Worked closely with police on crime and drug issues. At least 2 drug houses have been removed.
14. Consistently go out into the community and pick up trash aside from our normal monthly events.
15. Identified neighbor in desperate need of clothes, put out the call to neighbors and we delivered a new wardrobe to him.
16. Honored with "Neighbor with Heart" award by Mayor Welch in May 2022.
17. The community put out a call for 50 people to be trained for World Cafe (a model for meaningful conversation), I applied and became 1 of 38 people that completed training. I advocated for Campbell Park to be one of three communities to receive a World Cafe through a grant and we were selected.
18. I was awarded the Community Services Award in Dec. 2022 by Leadership St. Pete.

Josette Green
February 2023

Applicant Information

First Name Kai
Last Name Rush
Home Address 1449 Regina Drive West
City Largo
State Florida
Email Disneyfunteacher@gmail.com
Home phone number 7274796969
Preferred method of contact Home Phone
Date of Birth Oct 08, 1977
Gender Male
Ethnicity African American

Education & Experience

What is your highest level of education? Master's Degree or above
What was your Major/Subjects of Study in school? Instructional Technology, Education
Please list any specialize training, licenses or certificates you'd like us to know about. FL & IL Teaching Certified, Social Science, PK-12 Library science, Technology

About the Committee

Advisory committee you're interested in serving on (check all that apply): Citizens Advisory Committee (CAC)

Why are you interested in serving on this committee(s)? I would like to advocate for the residents of central Pinellas County. As more and more areas of developed, many times, it it is done without future planning of biking lanes, pedestrians, roadway impact, parks, recreation and the overall quality of life.

There is only so much land in Pinellas County and we must careful plan so our youngest to our most senior citizen can prosper for the future. We must honor the historical past, think for the present and build for the future.

If you are appointed, do you know of any reason whatsoever why you will not be able to physically attend regularly scheduled meetings or otherwise fulfill the duties of the membership to which you have been appointed? No

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TECHNICAL COORDINATING COMMITTEE MEMBERSHIP LIST

Pinellas County Public Works (Traffic)

Joan Rice (Chair)
Alternates: Tom Washburn & Gina Harvey

Pinellas County Planning

Scott Swearengen
Alternate: Evan Johnson

Pinellas County School Board

Autumn Westermann
Alternate: Joseph Camera

Department of Environmental Protection

Vacant
Alternate: Vacant

Clearwater Planning Department

Jayne Lopko
Alternate: Lauren Matzke

Clearwater Traffic Operations

Cory Martens
Alternate: Vacant

Dunedin Traffic Engineering

Sue Bartlett
Alternate: Vacant

Indian Rocks Beach

Hetty Harmon
Alternate: Vacant

Largo Community Development –Engineering

Barry Westmark
Alternate: Rafal Cieslak/Megan Dion, PE

Pinellas Park Planning Department

Erica Lindquist
Alternate: Derek Reeves

Safety Harbor

Cecilia Chen
Alternate: Marcie Stenmark

Pinellas County Public Works (Eng.)

Brent Hall
Alternate: Mona Gabriel / Ann Venables

Pinellas County Environmental Mgmt.

Sheila Schneider
Alternate: Vacant

Pinellas Suncoast Transit Authority

Jacob Labutka
Alternate: Nicole Dufva

Tampa Bay Regional Planning Council

Brian Ellis
Alternate: Vacant

Beach Communities

Vacant

Clearwater Engineering

Vacant
Alternate: Vacant

Dunedin Planning

Frances Leong Sharp
Alternate: Kathy Gademer / George Kinney

Gulfport

Mark Griffin
Alternate: Mike Taylor

Largo Community Development

Taylor Hague
Alternate: Alicia Parinello

Oldsmar

Jacob Marchand
Alternate: Vacant

Pinellas Pk. Storm Water & Transportation

Dan Hubbard
Alternate: David Chase

St. Petersburg/Clearwater Int'l Airport

Vacant

St. Petersburg Engineer & Capital Improve Dept.

Evan Birk
Alternate: Kevin Jackson

St. Petersburg Transport. & Parking Mgmt. Dept.

Cheryl Stacks
Alternate: Elisabeth Staten

Seminole

Wesley Wright
Alternate: Vacant

Treasure Island

Katheryn Younkin
Alternate: Vacant

St. Petersburg Plan & Econo. Develop. Dept.

Tom Whalen
Alternate: Rebecca Moistner

St. Pete Beach

Michelle Gonzales
Alternate: Brandon Berry & Alaina Grundy

Tarpon Springs Planning

Caroline Lanford
Alternate: Pat McNeese

FDOT (technical support)

Jensen Hackett

April 12, 2023

4C. Acceptance of Quarter One Financial Report



SUMMARY

The first quarter of FY23 ended December 31, 2022. The unaudited financial report through the end of that period is attached for the board's review.

ATTACHMENT(S):

- Unaudited Financial Report through Quarter One FY23

ACTION: Board to receive and accept the financial report.

Pinellas Planning Council
 Financial Report (unaudited)
 October - December 2022
 (Q1)



**FORWARD
 PINELLAS**
 Integrating Land Use & Transportation

REVENUES	<u>FY23 YTD</u>	<u>FY23 BUDGET</u>	<u>VARIANCE</u>	<u>% Of Anticipated REVENUES Received</u>
Interest	642	290	(352)	221%
Other Income	15,914			
Tax Revenue	1,930,028	2,211,780	281,752	87%
Local Assistance Contract Services	750	19,000	18,250	4%
MPO Charges for Services (Revenue)	303,341	1,443,260	1,139,919	21%
TOTALS	2,250,676	3,674,330	1,423,654	61%

EXPENDITURES	<u>FY23 YTD</u>	<u>FY23 BUDGET</u>	<u>VARIANCE</u>	<u>% OF BUDGETED Expenses Allocated</u>
Salaries & Wages	331,257	1,570,750	1,239,493	21%
FICA & Benefits	143,472	735,190	591,718	20%
One Time Cola Wage		22,840	22,840	0%
<i>Personal Services</i>	475,529	2,328,780	1,854,051	20%
Contractual Support Services	139,535	287,000	147,465	49%
Rent	29,518	89,880	60,362	33%
Equip. & Furn.	-	10,520	10,520	0%
Telephone <i>(Comm Svcs)</i>	600	4,220	3,620	14%
Mail (Postage)	387	3,160	2,773	12%
Advertising Notice <i>(Otr Chgs Legal Adv)</i>	2,052	30,000	27,948	7%
Printing/Reproduction	1,049	5,470	4,421	19%
Office Supplies	1,076	33,150	32,074	3%
PAO/Tax Coll Commissions	41,437	43,360	1,923	96%
Intergovernmental Services	-	372,050	372,050	0%
Risk Management	3,553	14,210	10,657	25%
Travel	24	10,520	10,496	0%
Communications, Advocacy, & Educ	2,312	20,000	17,688	12%
Audit	-	26,880	26,880	0%
Council Activities	200	9,470	9,270	2%
Contingency <i>(Otr Current Chgs & Obligations)</i>	657	600,000	599,343	0%
TOTALS	697,928	3,888,670	3,190,742	18%

April 13, 2023

4D. Approval of Cancellation of the June Forward Pinellas Board Meeting



SUMMARY

It was recently brought to the attention of Forward Pinellas staff that previously unforeseen conflicts exist with the Board of County Commissioners for the June 14, 2023 Forward Pinellas Board meeting. After investigating and discussing available alternatives for holding the meeting, and considering items with deadlines to be met, Forward Pinellas has concluded it would be best to cancel the meeting. All items currently scheduled for the June meeting will be appropriately moved to May or July. The August Forward Pinellas Board meeting, which was previously deemed subject to cancellation, will remain on the calendar and be considered for cancellation by the board at a future meeting.

ATTACHMENT(S): None

ACTION: Board to approve the cancellation of the June 2023 Forward Pinellas Board meeting.

April 12, 2023

5A. PSTA Activities Report



SUMMARY

This item includes a report from the board member representing the Pinellas Suncoast Transit Authority (PSTA). This report will provide an opportunity for the PSTA representative to share information concerning planning initiatives, partnerships and collaboration and other relevant matters with the board.

ATTACHMENT(S): None

ACTION: None required; informational item only.

April 12, 2023

5B. Regional Activities Report



SUMMARY

This report will include any relevant information or action items to share with the board from the Sun Coast Transportation Planning Alliance and its subcommittee, the Transportation Management Area (TMA) Leadership Group, and other regional transportation agencies and authorities. This item will include a report from appropriate agency staff and/or board members regarding regional transportation planning and development activities. The report will provide an opportunity to share information concerning planning initiatives, partnerships, collaboration and other relevant matters.

ATTACHMENT(S): None

ACTION: None required; informational item only.

April 12, 2023



5C. Proposed Countywide Rules Amendments – Target Employment and Industrial Land Study (TEILS) Update

SUMMARY

In follow-up to the January 2023 presentation on the Target Employment and Industrial Land Study (TEILS) Update, staff is preparing a package of amendments to the Countywide Rules for the board's consideration. Staff will present an informational summary of the proposed TEILS amendments at the April meeting, with the goal of scheduling a public hearing of the board in June.

At the May board meeting, staff will present a second set of proposed amendments to address and clarify other planning topics that have been discussed with our member local governments since the last Countywide Rules amendment in 2019, for the board to consider including in the June amendment package.

Target Employment and Industrial Land Study (TEILS) Update

A major focus of the Countywide Plan for Pinellas County is the retention and attraction of companies providing high-wage primary employment opportunities, known as target employers. Target employers are vital to the economic health of Pinellas County because these businesses and industries produce goods or services for statewide, national, or international markets, bringing dollars into the county.

Due to the lack of vacant greenfield land in Pinellas County, market forces have made the development of residential and commercial property more lucrative to the landowner/developer than industrial development, creating pressure to convert industrial parcels to other uses. At the same time, there is not enough developable target employment land to accommodate many of the target employers who wish to move into the county. This has been a challenge for Pinellas County since the 2008 Target Employment and Industrial Lands Study (TEILS) was commissioned. However, those challenges have been exacerbated by the recent passage of Senate Bill 962, which allows the governing body of a county or municipality to approve a residential development on any parcel designated for residential, commercial, or industrial use if at least 10 percent of the residential units built are designated for affordable housing.

In 2022, Forward Pinellas, in partnership with Pinellas County Economic Development, Pinellas County Housing and Community Development, Renaissance Planning Group, and SB Friedman Development Advisors, worked to update the TEILS to address many of these countywide land-use challenges.

The TEILS work identified several key findings and recommendations including, but not limited to, the following:

- The expansion of identified target industry clusters throughout the county and their various space needs.

- Areas of high desirability for these target industry clusters countywide.
- The need to distinguish between Target Employment Centers (TECs) based on their location, surrounding uses, and suitability for office and/or industrial uses.
- The need for greater density, intensity, and flexibility within certain TEC's to facilitate target industry growth.

Given the recent adoption of the TEILS 2023 report, Forward Pinellas has been working to update the Countywide Plan Rules based on the TEILS report recommendations. These updates will help to facilitate greater target industry growth by providing distinction between key employment centers throughout the county, allow for greater density and intensity within these employment centers where appropriate and allow for a greater mix of uses to be developed concurrently with target employment uses moving forward. Staff will provide an overview of these proposed updates, as well as next steps for local governments.

ATTACHMENT(S):

- DRAFT Countywide Rules Amendments
- [Presentation](#)

ACTION: None required; informational item only.

ARTICLE 2

COUNTYWIDE PLAN MAP AND CATEGORIES

DIV. 2.1 ADOPTION AND AMENDMENT.

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.

DIV. 2.2 COUNTYWIDE PLAN MAP PREPARATION AND MAINTENANCE.

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. While only a local government may initiate an amendment to the Countywide Plan Map for a particular parcel of property over which it has jurisdiction, the PPC may initiate adoption of a submap or supplementary map providing locational criteria to guide such locally initiated amendments.

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 Rural	RR
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
Planned Redevelopment District	PRD
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 Rural (RR).

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, very low density residential manner; and to recognize such areas as primarily well-suited for residential and agricultural uses that are consistent with the rural, exurban, non-intensive 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; Vacation Rental pursuant to the provisions of Section 509.242(1)(c), Florida Statutes; Accessory Dwelling Unit; Public Educational Facility; Recreation/Open Space; Community Garden; Agricultural-Light; Agricultural.
- Permitted Uses Subject to Acreage Thresholds – Any contiguous use or combination of uses subject to the same acreage threshold as specified below, alone or when added together, exceeding the applicable total acreage maximum shall require a Countywide Plan Map amendment to another land use category that permits the use(s) where the acreage maximum does not apply:
 - 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 in nature; and in areas where environmental features are linked to the protection of natural resources such as aquifer recharge and groundwater resource areas.
- Scenic/Noncommercial Corridor (SNCC) – Amendments to Residential Rural 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 5 trips per day per acre.

Density/Intensity Standards – Shall include the following:

- Residential and Vacation Rental Use – Shall not exceed .5 dwelling unit per acre.
- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at .5 dwelling unit per acre.
- 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. In the alternative, the mixed-use bonus provisions of Section 4.2.3.6 may be used.

2.3.3.2 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 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 suburban, non-intensive 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; Vacation Rental pursuant to the provisions of Section 509.242(1)(c), Florida Statutes; Accessory Dwelling Unit; Public Educational Facility; Recreation/Open Space; Community Garden; Agricultural-Light; 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 Countywide Plan Map amendment to another land use category that permits the use(s) where the acreage maximum does not apply:
 - 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 8 trips per day per acre.

Density/Intensity Standards – Shall include the following:

- Residential and Vacation Rental 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. In the alternative, the mixed-use bonus provisions of Section 4.2.3.6 may be used.

2.3.3.3 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; Vacation Rental pursuant to the provisions of Section 509.242(1)(c), Florida Statutes; Accessory Dwelling Unit; Public Educational Facility; Recreation/Open Space; Community Garden; Agricultural-Light; 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 Countywide Plan Map amendment to another land use category that permits the use(s) where the acreage maximum does not apply:
 - 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 and Vacation Rental 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. In the alternative, the mixed-use bonus provisions of Section 4.2.3.6 may be used.

2.3.3.4 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; Vacation Rental pursuant to the provisions of Section 509.242(1)(c), Florida Statutes; Accessory Dwelling Unit; Public Educational Facility; Recreation/Open Space; Community Garden; Agricultural-Light.
- 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 Countywide Plan Map amendment to another land use category that permits the use(s) where the acreage maximum does not apply:
 - 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.
- 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 and Vacation Rental 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. In the alternative, the mixed-use bonus provisions of Section 4.2.3.6 may be used.

2.3.3.5 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; Vacation Rental pursuant to the provisions of Section 509.242(1)(c), Florida Statutes; Accessory Dwelling Unit; Public Educational Facility; Recreation/Open Space; Community Garden; Agricultural-Light.
- 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 Countywide Plan Map amendment to another land use category that permits the use(s) where the acreage maximum does not apply:
 - 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 are most appropriate within ½ mile of Multimodal Corridors or Future Transit Corridors depicted on the Land Use Strategy 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 and Vacation Rental 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. In the alternative, the mixed-use bonus provisions of Section 4.2.3.6 may be used.

2.3.3.6 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; Agricultural-Light.
- 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 Countywide Plan Map amendment to another land use category that permits the use(s) where the acreage maximum does not apply:
 - Uses Subject to Three Acre Maximum – Ancillary Nonresidential; Transportation/Utility; Manufacturing-Light.
 - Uses Subject to Five Acre Maximum – Residential; Vacation Rental pursuant to the provisions of Section 509.242(1)(c), Florida Statutes; 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 and Future Transit Corridors depicted on the Land Use 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 and Vacation Rental 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. In the alternative, the mixed-use bonus provisions of Section 4.2.3.6 may be used.
- When located in a Target Employment Center – See Section 2.3.3.14, Table 2-2.

2.3.3.7 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; Vacation Rental pursuant to the provisions of Section 509.242(1)(c), Florida Statutes; Temporary Lodging; Recreational Vehicle Parks; Office; Personal Service/Office Support; Retail Commercial; Convention Center; Commercial/Business Service; Commercial Recreation; Recreation/Open Space; Community Garden; Agricultural-Light.
- 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 Countywide Plan Map amendment to another land use category that permits the use(s) where the acreage maximum does not apply:
 - 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 and Future Transit Corridors depicted on the Land Use 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 and Vacation Rental 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.
- 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 5.2.2., the density and intensity standards set forth in Table 5-1 therein; or 3) in the alternative, the nonresidential intensity standards may be used.
- 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. In the alternative, the mixed-use bonus provisions of Section 4.2.3.6 may be used.

2.3.3.8 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; Vacation Rental pursuant to the provisions of Section 509.242(1)(c), Florida Statutes; Recreational Vehicle Park; Temporary Lodging; Research/Development- Light; Storage/Warehouse/Distribution-Light; Manufacturing-Light; Recreation/Open Space; Community Garden; Agricultural-Light.
- 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 Countywide Plan Map amendment to another land use category that permits the use(s) where the acreage maximum does not apply:
 - 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 and Future Transit Corridors depicted on the Land Use 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 and Vacation Rental 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 5.2.2, the density and intensity standards set forth in Table 5-1 therein; or 3) in the alternative, the nonresidential intensity standards may be used.
- 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. In the alternative, the mixed-use bonus provisions of Section 4.2.3.6 may be used.
- When located in a Target Employment Center – See Section 2.3.3.14, Table 2-2.

2.3.3.9. 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 Target 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/Distribution-Light; Storage/Warehouse/Distribution-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 Countywide Plan 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; Community Garden; Agricultural-Light; 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 and Future Transit Corridors depicted on the Land Use 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 or Future Transit Corridor. 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 5.2.2, the density and intensity standards set forth in Table 5-1 therein; or 3) in the alternative, the nonresidential intensity standards may be used.
- 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 – See Section 2.3.3.14, Table 2-2.

2.3.3.10 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/Distribution-Light; Storage/Warehouse/Distribution-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, Community Garden, Agricultural-Light, 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 Countywide Plan Map amendment to another land use category that permits the use(s) where the acreage maximum does not apply.
- 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.
- When located in a Target Employment Center – See Section 2.3.3.14, Table 2-2.

2.3.3.11 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, 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; Vacation Rental pursuant to the provisions of Section 509.242(1)(c), Florida Statutes; Storage/Warehouse/Distribution-Light; Storage/Warehouse/Distribution-Heavy; Recreation/Open Space; Community Garden; Agricultural-Light; 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 and Vacation Rental 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. In the alternative, the mixed-use bonus provisions of Section 4.2.3.6 may be used.

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).

2.3.3.12 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; Agricultural-Light; 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 Countywide Plan Map amendment to another land use category that permits the use(s) where the acreage maximum does not apply.
- 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 5.2.2.

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.

2.3.3.13 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.

2.3.3.14 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. Per the completion of the 2023 Target Employment and Industrial Lands Study (TEILS) Update, the TEC category and its associated sub-categories are intended to reflect the unique location, intended use, appropriate density/intensity, and pertinent planning considerations associated with each TEC overlay boundary that is unique to each jurisdiction.

Use Characteristics

- Permitted Uses – See applicable underlying categories and Table 2-2. For uses permitted by Table 2-2 that are not otherwise permitted by the underlying category, Target Employment uses are required to be developed concurrently with or before all other non-Target Employment uses.
- 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.

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, consistent with the locational criteria identified in the 2023 TEILS update and in Table 2-1 below, and depicted on Submap No. 2, entitled *Target Employment Centers Map*. The North American Industry Classification System (NAICS) codes for associated Target Employment clusters can be found in the Countywide Plan Appendix.

**Table 2-1
Locational Characteristics for Target Employment Centers**

Target Employment Center Subcategory	Description	Typical Target Employment Clusters
TEC - Urban	These are the existing and emerging urban areas of the county with larger scale target employment uses with denser, vertically mixed-use character . These are areas where the highest value Class A Office users seek to be. These locations also have high quality placemaking attributes that enable walk, bike and transit access with nearby amenities. Examples of these areas include Downtown St. Petersburg and Downtown Clearwater.	Business Services, Financial Services, Information Technology, and Marketing, Design & Publishing.
TEC – Suburban Office	These areas are where suburban office, retail and residential already exists in a campus-style character. These are areas with the most potential for infill and redevelopment in more urban patterns with a greater vertical mix of uses . These are areas also in need of the strongest placemaking enhancements to improve the sense of place, walkability and other amenities needed to attract more Class A Office users and create new ‘centers’ of mixed-use activity. An example of this type of place is Northern Gateway (Bay Vista).	Business Services, Financial Services, Information Technology, and Marketing, Design & Publishing.
TEC – Suburban Industrial	These are areas characterized by lower densities, large building footprints, suburban character and high auto-access . These areas would encourage a mix of industrial and commercial uses, with an emphasis on industrial use preservation for target industries. An example of the Suburban Industrial designation would be the Central Gateway TEC.	Medical Technologies/Life & Marine Sciences, Micro-Electronics Manufacturing, Aviation/Aerospace/Defense.
TEC - Local	These areas that house smaller scale manufacturers and artisan users with industrial and warehouse space needs . The TEC Local designation would allow for flex-space and mixed use in conjunction with local sub-area planning efforts (visioning studies, special area plans, etc.). An example of a TEC Local area would be the Warehouse Arts District in Downtown St. Petersburg.	See Local Special Area Plan

Density/Intensity Standards – Maximum permitted density-intensity standards for each TEC subcategory are listed in Table 2-2 below, provided that the applicable uses are permitted by the underlying category and subject to the following:

- Residential Use – 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.
- 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.
- Density/Intensity Averaging – If the underlying category is Activity Center, Multimodal Corridor, or Planned Redevelopment District, maximum density and/or intensity standards may be calculated on an average areawide basis pursuant to Section 5.2.1.3.

Other Standards – Shall include the following:

- Amendment Process – Adoption or amendment of the Target Employment Center category is subject to the tiered review process provided in Section 6.5.4.4.2.
- Size Criteria – The size of a Target Employment Center shall be consistent with the acreage range for the applicable subcategory listed in Table 2-2 below, except as follows:
 - If a Target Employment 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 Target Employment Center; or if geographic constraints of the jurisdiction prevent the minimum size from being achieved.
- Employment-Related Land Use Categories – Adoption or amendment of the Target Employment Center category is subject to the provisions of Section 6.5.4.4.
- Map Delineation – Amendments to Target Employment Center utilizing one of the four subcategories will be designated as the Target Employment Center category on the Countywide Plan Map and identified with the applicable subcategory on Submap No. 2 entitled *Target Employment Centers Map*.
- Subcategories – The Target Employment Center category includes four subcategories, enumerated in Table 2-2 below. All incentives associated with Target Employment subcategories listed in Table 2-2 below are dependent upon Target Employment uses being developed concurrently with or before all other non-Target Employment uses.

Table 2-2
Standards Applicable to Target Employment Center Subcategories

Target Employment Center Subcategory	Minimum Acreage	Maximum Allowable Density and Intensity		Intensity Bonus	Additional Incentives
		Residential Density (Units Per Acre) ³	Nonresidential or Mixed-Use Intensity (Floor Area Ratio) ³		
TEC - Urban	10	As permitted by the underlying category or 100 UPA, whichever is greater	8.0	100% intensity bonus for Office, and Research/ Development uses	For properties 15,000sqft or greater: Class A Office Units will not count towards maximum allowable FAR.
TEC – Suburban Office	10	As permitted by the underlying category or 50 UPA, whichever is greater	5.0	100% intensity bonus for Manufacturing, Office, and Research/ Development uses.	For properties 25,000sqft or greater: Class A Office Units will not count towards maximum allowable FAR.
TEC – Suburban Industrial	10	As permitted by the underlying category	3.0	100% intensity bonus for Manufacturing, Office, and Research/ Development uses.	For properties 25,000sqft or greater: Industrial and Manufacturing space will not count towards maximum allowable FAR.
TEC - Local	10	Determined by local Special Area Plan	Determined by local Special Area Plan	100% intensity bonus for Manufacturing, Office, and Research/ Development uses.	Additional Incentives reflected in local Special Area Plan per section 6.5.4.4.1 guidelines

2.3.3.15 **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 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.

Use Characteristics – Those uses appropriate to and consistent with this 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 Planning and Urban Design Principles described in Section 6.2.6 and Land Use Goal 16.0 of the Countywide Plan Strategies, and the use provisions of Section 6.2.4.
- Locational Characteristics – The Land Use Strategy Map and Table 2-4 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 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 each Activity Center subcategory are listed in Table 2-3 below.

Density/Intensity Standards – Maximum permitted density-intensity standards for each Activity Center subcategory are listed in Table 2-3 below, and shall be subject to the following:

- Residential Use – 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. Vacation Rentals pursuant to the provisions of Section 509.242(1)(c), Florida Statutes are subject to the residential density/intensity standard.

- Temporary Lodging Use – Local governments can choose to use either the temporary lodging UPA standard in determining how many temporary lodging units are allowed on a parcel, or FAR can be used as the measure instead, regardless of the number of units included. In the alternative, upon adoption of provisions for compliance with Section 5.2.2, the density and intensity standards set forth in Table 5-1 may be used.
- 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 – See Section 2.3.3.14, Table 2-2.
- Density/Intensity Averaging – Maximum density and/or intensity standards may be calculated on an average areawide basis pursuant to Section 5.2.1.3.

Other Standards – Shall include the following:

- Amendment Process – Adoption or amendment of the Activity Center category is subject to the tiered review process provided in Division 6.2.
- Size Criteria – The size of an Activity Center shall be consistent with the acreage range for the applicable subcategory listed in Table 2-3 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.
- Employment-Related Land Use Categories – Adoption or amendment of the Activity Center category is subject to the provisions of Section 6.5.4.4.
- Map Delineation – Amendments to Activity Center utilizing one of the four subcategories will be designated as the Activity Center category on the Countywide Plan Map and identified 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 2-4, the Land Use Strategy Map shall prevail.
- Subcategories – The Activity Center plan category includes four subcategories, enumerated in Tables 2-3 and 2-4 below.

**Table 2-3
Standards Applicable to Activity Center Subcategories**

Activity Center Subcategory	Acreage Range	Maximum Density/Intensity Standard ¹			Traffic Generation Rate (Average Daily Trips Per Acre)
		Residential Density (Units Per Acre) ³	Temporary Lodging Density (Units Per Acre) ²	Nonresidential or Mixed-Use Intensity (Floor Area Ratio) ³	
Urban Center	200 to 500	200	330	8.0	724
Major Center	100 to 500	150	250	5.0	542
Community Center	50 to 500	90	150	3.0	325
Neighborhood Center	20 to 500	60	100	2.0	216

Notes:

- ¹ Maximum density/intensity may be calculated on an average areawide basis pursuant to Section 5.2.1.3.
- ² For residential or temporary lodging units, either the applicable UPA or the nonresidential FAR standard may be used. In the alternative, upon adoption of provisions for compliance with Section 5.2.2, the density and intensity standards set forth in Table 5-1 may be used.
- ³ For mixed-use projects, either an all-inclusive FAR standard or a proportionate share of residential density and nonresidential intensity may be used. In the alternative, the mixed-use bonus provisions of Section 4.2.3.6 may be used.

**Table 2-4
Locational Criteria for Activity Center Subcategories**

Appropriate Intersections ^{1, 2, 3}		Multimodal Corridor or Future Transit Corridor					
		Premium Transit Corridors	Primary Corridors	Secondary Corridors	Supporting Corridors	Other Arterials	Other Collectors
Multimodal Corridor or Future Transit Corridor	Premium Transit Corridors	Urban Center	Urban Center	Major Center	Major Center	Community Center	Neighborhood Center
	Primary Corridors	Urban Center	Major Center	Major Center	Community Center	Community Center	Neighborhood Center
	Secondary Corridors	Major Center	Major Center	Community Center	Community Center	Community Center	Neighborhood Center
	Supporting Corridors	Major Center	Community Center	Community Center	Neighborhood Center	Neighborhood Center	Neighborhood Center
	Other Arterials	Community Center	Community Center	Community Center	Neighborhood Center	Neighborhood Center	Neighborhood Center
	Other Collectors	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 Table 2-4.

2.3.3.16 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 automobile, bus, bicycle, rail, and/or pedestrian transportation. This category is characterized by mixed-use development, supported by and designed to facilitate transit, and is particularly appropriate for creating transit connections between Activity Centers.

Use Characteristics – Those uses appropriate to and consistent with this 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 the Planning and Urban Design Principles described in Section 6.2.6 and Land Use Goal 16.0 of the Countywide Plan Strategies, and the use provisions of Section 6.2.4.
- Locational Characteristics – The Land Use Strategy Map and Table 2-6 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 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 each Multimodal Corridor subcategory is listed in Table 2-5 below.

Density/Intensity Standards – Maximum permitted density-intensity standards for each Multimodal Corridor subcategory are listed in Table 2-5 below, and shall be subject to the following:

- Residential Use – 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. Vacation Rentals pursuant to the provisions of Section 509.242(1)(c), Florida Statutes are subject to the residential density/intensity standard.
- Temporary Lodging Use – Local governments can choose to use either the temporary lodging UPA standard in determining how many temporary lodging units are allowed on a parcel, or FAR can be used as the measure instead, regardless of the number of units included. In the alternative, upon adoption of provisions for compliance with Section 5.2.2, the density and intensity standards set forth in Table 5-1 may be used.

- 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 – See Section 2.3.3.14, Table 2-2.
- Density/Intensity Averaging – Maximum density and/or intensity standards may be calculated on an average areawide basis pursuant to Section 5.2.1.3.

Other Standards – Shall include the following:

- Amendment Process – Adoption or amendment of the Multimodal Corridor category is subject to the tiered review process provided in Division 6.2.
- Size Criteria – The width of a designated Multimodal Corridor may extend up to ½ mile from the parcel boundary adjacent to the corridor on either side. The length shall not be less than ½ mile, although longer lengths are encouraged. There is no maximum length for a designated Multimodal Corridor.
- Employment-Related Land Use Categories – Adoption or amendment of the Activity Center category is subject to the provisions of Section 6.5.4.4.
- Map Delineation – Amendments to Multimodal Corridor utilizing one of the four subcategories will be designated as the Multimodal Corridor category on the Countywide Plan Map, and identified 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 2-6, the Land Use Strategy Map shall prevail.
- Subcategories – The Multimodal Corridor plan category includes four subcategories, enumerated in Table 2-5 below.

**Table 2-5
Standards Applicable to Multimodal Corridor Subcategories**

Multimodal Corridor Subcategory	Maximum Density/Intensity Standard ¹			Traffic Generation Rate (Average Daily Trips Per Acre)
	Residential Density (Units Per Acre) ²	Temporary Lodging Density (Units Per Acre) ²	Nonresidential or Mixed-Use Intensity (Floor Area Ratio) ³	
Premium Transit Corridor	60	100	4.0	600
Primary Corridor	55	90	3.5	533
Secondary Corridor	50	85	3.0	467
Supporting Corridor	45	75	2.5	400

¹ Maximum density/intensity may be calculated on an average areawide basis pursuant to Section 5.2.1.3.

² For residential or temporary lodging units, either the applicable UPA or the nonresidential FAR standard may be used. In the alternative, upon adoption of provisions for compliance with Section 5.2.2., the density and intensity standards set forth in Table 5-1 may be used.

³ For mixed-use projects, either an all-inclusive FAR standard or a proportionate share of residential density and nonresidential intensity may be used. In the alternative, the mixed-use bonus provisions of Section 4.2.3.6 may be used.

**Table 2-6
Locational Criteria for Multimodal Corridor Subcategories**

Future Transit Corridors ¹	Appropriate Multimodal Corridor Subcategory ^{2,3}
Premium Transit Corridor	Premium Transit Corridor
Primary Corridor	Primary Corridor
Secondary Corridor	Secondary Corridor
Supporting Corridor	Supporting Corridor

Notes:

1. Future Transit Corridors are as depicted on the Land Use Strategy Map. In locations where two or more corridors 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 2-6.

2.3.3.17 Category/Symbol – Planned Redevelopment District (PRD).

Purpose – It is the purpose of this category to depict 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.

Use Characteristics – Those uses appropriate to and consistent with this 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 the Planning and Urban Design Principles described in Section 6.2.6 and Land Use Goal 16.0 of the Countywide Plan Strategies, and the use provisions of Section 6.2.4.
- Locational Characteristics – This category is generally appropriate to locations in close, walkable, or bikeable proximity to Activity Centers and Multimodal Corridors, and may serve as a buffer between those categories and surrounding uses; or in other areas where use and development characteristics include higher densities and intensities than the surrounding community. 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.
- Scenic/Noncommercial Corridor (SNCC) – Amendments adopting or modifying the Planned Redevelopment District category within SNCCs are governed by Section 6.5.4.1.4, which restricts the category to certain SNCC classifications. Where an existing Planned Redevelopment District overlaps a designated SNCC, the local regulatory provisions governing the Planned Redevelopment District adopted pursuant to Section 6.2.1.2 shall take precedence.

Density/Intensity Standards – Shall include 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 regardless of the number of units included, subject to the following:
 - Residential use shall not exceed 45 UPA or 2.0 FAR; and
 - Temporary lodging use shall not exceed 75 UPA or 2.0 FAR. In the alternative, upon adoption of provisions for compliance with Section 5.2.2, the density and intensity standards set forth in Table 5-1 may be used.

Vacation Rentals pursuant to the provisions of Section 509.242(1)(c), Florida Statutes are subject to the residential density/intensity standard.

- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 45 UPA.
- Nonresidential Use – Shall not exceed an FAR of 2.0.
- 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 – See Section 2.3.3.14, Table 2-2.
- Density/Intensity Averaging – Maximum density and/or intensity standards may be calculated on an average areawide basis pursuant to Section 5.2.1.3.

Other Standards – Shall include the following:

- Amendment Process – Adoption or amendment of the Planned Redevelopment District category is subject to the tiered review process provided in Division 6.2.
- Size Criteria – The minimum size of a Planned Redevelopment District shall be ten acres in size, except as follows:
 - If it is located adjacent to, and functions in concert with, an existing Planned Redevelopment District; or
 - If geographic constraints of the jurisdiction prevent the minimum size from being achieved.

2.3.3.18 **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 10.
- 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 2-7
Summary Category Matrix**

CATEGORY/SYMBOL	UPA MAX.	FAR MAX.	ISR MAX.	TRAFFIC GENERATION RATE (ADT/ACRE)
Residential Rural (RR)	0.5	.30	.60	5
Residential Very Low (RVL)	1.0	.30	.60	8
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
Resort (R)	30.0	1.2	.95	279
Retail & Services (R&S)	24.0	.55	.90	433
Employment (E)	N/A	.65	.85	206
Industrial (I)	N/A	.75	.95	216
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			
TEC - Urban	100*	8.0	N/A	469
TEC – Suburban Office	50*	5.0	N/A	424
TEC – Suburban Industrial	N/A	3.0	N/A	396
TEC - Local	N/A*	Determined by Local Special Area Plan	N/A	216
Activity Center (AC)				
Urban Center	200	8.0	N/A	724
Major Center	150	5.0	N/A	542
Community Center	90	3.0	N/A	325
Neighborhood Center	60	2.0	N/A	216
Multimodal Corridor (MMC)				
Premium Transit Corridor	60	4.0	N/A	600
Primary Corridor	55	3.5	N/A	533
Secondary Corridor	50	3.0	N/A	467
Supporting Corridor	45	2.5	N/A	400
Planned Redevelopment District (PRD)	45	2.0	N/A	364
Scenic/Noncommercial Corridor (SNCC)	See Otherwise Applicable Category			

Key to abbreviations:

UPA: dwelling units per acre
FAR: floor area ratio

ISR: impervious surface ratio
ADT: average daily trips

TEC: Target Employment Center

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 and other requests to amend the Countywide Plan Map 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, and if so, to determine the applicable review standards. The PPC Executive Director will make a determination whether the local future land use map amendment is subject to review under the Tier I, II or III process. Boundary interpretations addressed by Section 7.3.8 shall not be subject to the tiered review process.

6.1.2.1 **Tier I.** A local future land use map amendment is classified as Tier I if the 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, Multimodal Corridor and Planned Redevelopment District categories, which are classified subject to the review provisions of Division 6.2.

Upon determination that an amendment is subject to the Tier I process, an administrative review notice will be forwarded to the local government within ten business days, and to the Pinellas Planning Council at their next scheduled meeting, with a finding that the amendment is subject to a Tier I review and did not require a Tier II or III amendment. As a Tier I amendment will not alter the Countywide Plan Map, a public hearing to amend the Countywide Plan Map is not 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 amendment 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, Multimodal Corridor and Planned Redevelopment District categories, which are classified subject to the review provisions of Division 6.2. A public hearing to amend the Countywide Plan Map shall be required.

A request to amend the Countywide Plan Map without a corresponding amendment to a local future land use map may be initiated to correct a documented inconsistency between the local future land use map and the Countywide Plan Map; as part of a multi-jurisdictional agreement pursuant to Section 6.2.8; to implement a Rule amendment pursuant to Section 7.8.5; or in other circumstances as determined applicable by the PPC Executive Director. The amendment may be initiated only by the local government with jurisdiction, pursuant to a formal resolution adopted by its governing body requesting and setting forth the specifics of the amendment, and shall be classified as a Tier II amendment.

6.1.2.3 **Tier III.** A local future land use map amendment to the Activity Center or Multimodal Corridor category is classified as Tier III subject to the review provisions of Division 6.2. A public hearing to amend the Countywide Plan Map shall be required.

SEC. 6.1.3 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.

6.1.3.1 **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. An amendment of the Countywide Plan Map 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 Section 163.3187(2), Florida Statutes, provides for a small-scale map amendment, which may be submitted subsequent to final adoption.

6.1.3.2 **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.

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

SEC. 6.1.4 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.

- 6.1.4.1** **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.
- 6.1.4.2** **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.
- 6.1.4.3** **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.
- 6.1.4.4** **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.
- 6.1.4.5** **CPA Consideration.** The CPA shall consider an application for amendment of the Countywide Plan Map upon receipt of the recommendation of the PPC.
- 6.1.4.6** **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.
- 6.1.4.7** **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.
- 6.1.4.8** **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.
- 6.1.4.9** **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.
- 6.1.4.10** **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. 6.1.5 APPLICATIONS CONTAINING DEVELOPMENT AGREEMENTS.

6.1.5.1 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),

6.1.5.2 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.

6.1.5.3 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.

If PPC staff 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 Countywide Plan Map amendment will be processed as any other application for amendment.

SEC. 6.1.6 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, MULTIMODAL CORRIDORS AND PLANNED REDEVELOPMENT DISTRICTS.
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SEC. 6.2.1 NEW ADOPTIONS.

6.2.1.1 Adoption of New Activity Centers and Multimodal Corridors. An amendment adopting the Activity Center (AC) plan category that is not contiguous to, and 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 contiguous to, and 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 2.3.3.15-16, 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 set forth in Section 6.1.2, as determined by the eligibility criteria shown in Table 6-1. 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 6.2.2.1. 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.

**Table 6-1
Amendments Creating New Activity Centers or Multimodal Corridors**

Amendment Type	Eligibility Criteria
Tier II	Adoption of the AC or MMC category with implementing plan/code provisions that: <ul style="list-style-type: none"> • Include density/intensity standards at or below the maximum for the applicable AC or MMC subcategory based on the locational criteria of Sections 2.3.3.15-16; and • Do not permit uses enumerated in Section 6.2.4.1; and • Do not eliminate permitted uses enumerated in Section 6.2.4.2; and • Do not increase densities or intensities in the Coastal High Hazard Area (CHHA).
Tier III	Adoption of the AC or MMC category with implementing plan/code provisions that: <ul style="list-style-type: none"> • Include density/intensity standards above the maximum for the applicable AC or MMC subcategory based on the locational criteria of Sections 2.3.3.15-16; or • Permit uses enumerated in Section 6.2.4.1; or • Eliminate permitted uses enumerated in Section 6.2.4.2; or • Increase densities or intensities in the CHHA.

6.2.1.2 **Adoption of New Planned Redevelopment Districts.** An amendment adopting the Planned Redevelopment District (PRD) plan category in a location that is not contiguous to, and subject to the same plan/code provisions as, an existing PRD designation results in the creation of a new Planned Redevelopment District. Such amendments are subject to the Tier II amendment review process set forth in Section 6.1.2.2.

SEC. 6.2.2 SUBSEQUENT AMENDMENTS.

6.2.2.1 **Amendment of Existing Activity Centers or Multimodal Corridors.** An amendment to the local future land use map or plan/code provisions governing an existing Activity Center or Multimodal Corridor that results in a change to the permitted uses, density/intensity standards, or category boundaries on the Countywide Plan Map are subject to the tiered amendment review process set forth in Section 6.1.2, as determined by the eligibility criteria shown in Table 6-2.

**Table 6-2
Amendments to Existing Activity Centers and Multimodal Corridors**

Amendment Type	Eligibility Criteria
Tier I	<p>Amendment does not exceed the highest allowable density or intensity standard filed of record; and</p> <p>Amendment does not alter the boundaries of the AC or MMC category on the Countywide Plan Map; and</p> <p>Amendment does not add permitted uses enumerated in Section 6.2.4.1 nor eliminate permitted uses enumerated in Section 6.2.4.2; and</p> <p>Amendment does not eliminate local future land use map categories enumerated in Section 6.5.4.4; and</p> <p>Amendment does not increase densities or intensities in the Coastal High Hazard Area (CHHA); and</p> <p>Planning and Urban Design Principles have previously been addressed and filed of record under the Tier II or Tier III process.</p>
Tier II	<p>Amendment proposes one or more of the following:</p> <ul style="list-style-type: none"> • Increases the highest allowable density or intensity standard consistent with the locational criteria of the Land Use Strategy Map as specified in Section 2.3.3.15-16; or • Alters the boundaries of the AC/MMC category on the Countywide Plan Map; or • Eliminates permitted uses enumerated in Section 6.2.4.2; or • Eliminates local future land use map categories enumerated in Section 6.5.4.4; or • Amendment increases densities or intensities in the CHHA; or • Planning and Urban Design Principles have not previously been addressed and filed of record under the Tier II or Tier III process. <p>and</p> <p>Amendment does not add permitted uses enumerated in Section 6.2.4.1.</p>
Tier III	<p>Amendment increases the highest allowable density or intensity standard exceeding the locational criteria of the Land Use Strategy Map as specified in Section 2.3.3.15-16; or</p> <p>Amendment adds permitted uses enumerated in Section 6.2.4.1.</p>

6.2.2.2

Amendment of Existing Planned Redevelopment Districts. An amendment to the local future land use map or plan/code provisions governing an existing Planned Redevelopment District that results in a change to the permitted uses, density/intensity standards, or category boundaries are subject to the tiered amendment review process set forth in Section 6.1.2, as determined by the eligibility criteria shown in Table 6-3.

**Table 6-3
Amendments to Existing Planned Redevelopment Districts**

Amendment Type	Eligibility Criteria
Tier I	<p>Amendment does not alter the boundaries of the PRD category on the Countywide Plan Map; and</p> <p>Amendment does not add permitted uses enumerated in Section 6.2.4.1 nor eliminate permitted uses enumerated in Section 6.2.4.2; and</p> <p>Amendment does not eliminate local future land use map categories enumerated in Section 6.5.4.4; and</p> <p>Planning and Urban Design Principles have previously been addressed and filed of record under the Tier II or Tier III process.</p>
Tier II	<p>Amendment proposes one or more of the following:</p> <ul style="list-style-type: none"> • Alters the boundaries of the PRD category on the Countywide Plan Map; or • Adds permitted uses enumerated in Section 6.2.4.1; or • Eliminates permitted uses enumerated in Section 6.2.4.2; or • Eliminates local future land use map categories enumerated in Section 6.5.4.4; or • Planning and Urban Design Principles have not previously been addressed and filed of record under the Tier II or Tier III process.

A local map or plan/code amendment governing an existing Activity Center, Multimodal Corridor or Planned Redevelopment District that does not change the permitted uses, density/intensity standards, or category boundaries on the Countywide Plan Map is classified as Tier I.

6.2.2.3

Reclassification of Special Centers and Special Corridors. An Activity Center or Multimodal Corridor utilizing the Special Center or Special Corridor subcategory prior to October 24, 2019 shall, on October 24, 2019, be reclassified with a subcategory pursuant to Sections 2.3.3.15-16, 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 October 24, 2019, 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.

The highest allowable density and/or intensity standard filed of record for each reclassified Activity Center or Multimodal Corridor shall be used in determining the applicable tier for subsequent amendments as set forth in Section 6.2.2.1. If residential, temporary lodging, nonresidential and/or mixed uses are differentiated with separate standards by the implementing plan/code provisions, these standards shall be considered separately.

SEC. 6.2.3 SUBMITTAL REQUIREMENTS.

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 I, II and III amendments to the Activity Center (AC), Multimodal Corridor (MMC), or Planned Redevelopment District (PRD) 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 AC, MMC or PRD category. 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, MMC or PRD 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, character districts, zoning districts or subdistricts within the proposed boundaries of the AC, MMC or PRD category, their acreages, and their associated permitted uses and maximum density/intensity standards.

If density/intensity averaging is being used pursuant to Section 5.2.1.3, 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 2.3.3.15, demonstrate that the amendment area is organized into one or more subareas meeting the criteria.

- E. **Planning and Urban Design Principles** – For amendments affecting 10 acres or more, 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), Multimodal Corridor (MMC) or Planned Redevelopment District (PRD) plan categories must 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. **Transportation Impact Analysis** – Amendments affecting 10 acres or more must meet the requirements of Section 6.2.5. Amendments of any size located in the Coastal High Hazard Area, in addition to meeting the requirements of Section 4.2.7, must demonstrate that the uses associated with the requested amendment will have access to evacuation routes with adequate capacities and evacuation clearance times.
- C. **Implementation Tools** – For each proposed AC, MMC or PRD designation, the applicant will enumerate any existing and proposed 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. **Subsequent Review of Implementation Tools** – Upon initial adoption of the provisions identified by the implementation tools (described in subsection C above) by the local government, the implementation ordinances will be submitted and reviewed under the provisions of Section 6.2.2, in fulfillment of and for compliance with the Countywide Plan Map amendment to which they correspond. Addition or elimination of permitted uses consistent with the corresponding Countywide Plan Map amendment shall not be considered new changes under the provisions of Section 6.2.2.

6.2.3.3 Additional Requirements for Tier III Applications.

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 is consistent with the Countywide Plan.

The narrative must document the changes in conditions or other factors that warrant the proposed amendment, which 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 most recent amendment of the Land Use Strategy 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. **Opportunities for increased resiliency** – An analysis showing that the amendment will create increase resiliency to hurricanes, flooding and sea level rise while not placing an undue burden on evacuation routes and shelter capacity. Examples could include building to more stringent wind standards, increasing building elevation, providing an independent source of electricity, funding improvements to make public infrastructure more resilient, and/or shifting density or intensity outside of the Coastal High Hazard Area.

- E. **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.

SEC. 6.2.4 USE PROVISIONS.

6.2.4.1 The purpose of the Activity Center and Multimodal Corridor categories is 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. Uses that do not support this purpose, as defined in Article 8 of these Countywide Rules, include:

- Storage/Warehouse/Distribution-Light and -Heavy;
- Commercial/Business Service Use; and
- Automobile-Oriented Retail Commercial Use.

An amendment adding one or more of these enumerated uses as a permitted use within an Activity Center or Multimodal Corridor, or within a character district, zoning district or subdistrict thereof, shall be classified as a Tier III amendment.

The enumerated uses may be permitted in the Planned Redevelopment District category in accordance with the Planning and Urban Design Principles. An amendment allowing one or more of these uses as a permitted use within a Planned Redevelopment District, or within a character district, zoning district or subdistrict thereof, shall be classified as a Tier II amendment.

6.2.4.2 An amendment eliminating any of the following uses as a permitted use from an Activity Center, Multimodal Corridor, or Planned Redevelopment District, or from a character district, zoning district or subdistrict thereof, shall be classified as a Tier II amendment and reviewed against the provisions of Section 6.5.4.4:

- Manufacturing-Light, -Medium or -Heavy;
- Office; or
- Research/Development-Light or -Heavy.

SEC. 6.2.5 TRANSPORTATION IMPACT ANALYSIS FOR THE ACTIVITY CENTERS (AC), MULTIMODAL CORRIDOR (MMC), OR PLANNED REDEVELOPMENT DISTRICT (PRD) CATEGORY.

An amendment adopting or amending the AC, MMC or PRD category and affecting fewer than 10 acres shall be subject to the Multimodal Accessibility Index (MAX Index) provisions of Section 6.5.5. An amendment adopting or amending the AC, MMC or PRD

category and affecting 10 acres or more shall include the following transportation impact analysis:

- A. Calculate the average daily trips for the current land use category(ies) of the proposed AC, MMC or PRD 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, MMC or PRD 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 6.2.3 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, MMC or PRD 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, MMC or PRD 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, MMC or PRD designation.
 4. Multimodal Facilities and Services – Documentation of existing multimodal facilities and services within and adjacent to the proposed boundary for the AC, MMC or PRD 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, MMC or PRD category.
 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.

SEC. 6.2.6 PLANNING AND URBAN DESIGN PRINCIPLES.

For all Tier II and Tier III amendments to the Activity Center (AC), Multimodal Corridor (MMC) or Planned Redevelopment District (PRD) category, the applicant must provide an 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.

Documentation that the Planning and Urban Design Principles have been addressed shall be filed of record and used in determining the applicable tier for subsequent amendments to the AC, MMC, or PRD category as set forth in Section 6.2.2.

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. 6.2.7 THE LAND USE STRATEGY MAP.

6.2.7.1 Locational Criteria. The 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 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, in concert with the MPO Long Range Transportation Plan.

Together with the eligible locations provided in Tables 2-4 and 2-6 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 2-4 and 2-6.

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 the long range transportation plan adopted by the Metropolitan Planning Organization, or 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.

SEC. 6.2.8 MULTI-JURISDICTIONAL ACTIVITY CENTERS, MULTIMODAL CORRIDORS, AND PLANNED REDEVELOPMENT DISTRICTS.

6.2.8.1 Unincorporated Parcels in a Planning Area Boundary. A municipality that adopts an Activity Center, Multimodal Corridor, and/or Planned Redevelopment District may include unincorporated parcels within its planning area boundary in order to identify and plan for parcels to be annexed in the future, but may not amend the Countywide Plan Map designations of those parcels, since they are not within the municipality's jurisdiction.

6.2.8.2 Agreements with Pinellas County. At the option of both parties, a municipality meeting the conditions of Section 6.2.8.1 may enter into an agreement with Pinellas County, in which the County submits a complementary application to amend the Countywide Plan Map designations of the unincorporated parcels within the Activity Center (AC),

Multimodal Corridor (MMC), and/or Planned Redevelopment District (PRD) planning area boundary identified by the municipality. The County may use the same application materials and support documents as the municipal amendment.

The County is not required to amend its local future land use map nor adopt implementing regulations pursuant to Section 6.2.3.2, in which case the amendment to the Countywide Plan Map must be initiated by a County resolution as outlined in Section 6.1.2.2 and shall be classified as a Tier II amendment. The resolution shall serve to memorialize the agreement between the municipality and County.

Pursuant to Section 171.062(2), Florida Statutes (F.S.), the unincorporated County future land use map designation shall remain in effect until the municipality annexes a parcel and amends its own future land use map. The densities/intensities, permitted uses, and other standards of the new designation will not be applicable to the parcel until the municipality amends its local future land use map with a designation corresponding to the AC, MMC, or PRD category. Such municipal future land use map amendments shall be processed as Tier I amendments as outlined in Section 6.1.2.1.

This process is intended to facilitate the orderly annexation of unincorporated parcels within an AC, MMC, and/or PRD by amending their Countywide Plan Map designations as a group in advance of their individual annexation and amendment on the municipality's local future land use map. It does not replace the municipal future land use map amendment process.

The Countywide Plan Map is distinct from the County's future land use map and does not serve as the "county land use plan" referenced in Section 171.062(2), F.S, nor the "county comprehensive plan" referenced in the interlocal service boundary agreement provisions of Section 171.203, F.S.

DIV. 6.3	COUNTYWIDE PLAN MAP AMENDMENTS / SPECIAL ACTION.
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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. 6.3.1 **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.

- 6.3.1.1** 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.
- 6.3.1.2** 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.
- 6.3.1.3** 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.
- 6.3.1.4** 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 6.1.4.6 for public hearing by the CPA, and forward the compromise amendment to the CPA with the PPC recommendation for approval.
- 6.3.1.5** 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.
- 6.3.1.6** 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 6.1.4.6 for public hearing by the CPA, and forward the original application to the CPA with the PPC recommendation for denial.

SEC. 6.3.2 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. 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, may 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. 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, may reschedule

the public hearing on the application for amendment to a specified future date. If not rescheduled to a specified future date, the public hearing must be readvertised pursuant to the requirements of Section 7.8.4.

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. 6.3.3 WITHDRAWAL.

Withdrawal of an application for an amendment to the Countywide Plan Map, once formally submitted, shall be in writing by an authorized representative of the local government with jurisdiction. The withdrawal shall be reported to the PPC at, or prior to, the applicant local government's opening statement to the PPC, and shall be forwarded to the CPA. A 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. Withdrawal of an application for amendment shall remove the application for amendment from further consideration.

SEC. 6.3.4 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. 6.3.5 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 6.3.3, 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 6.1.3 to initiate the modified amendment, and consideration and recommendation by the PPC after public hearing.

DIV. 6.4	COUNTYWIDE PLAN MAP AMENDMENTS / ECONOMIC DEVELOPMENT – EXPEDITED REVIEW.
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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 (1997).

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 7.8. 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 6.1.3.2, 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.
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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.** An amendment adopting or amending the Activity Center (AC), Multimodal Corridor (MMC) or Planned Redevelopment District (PRD) category and affecting 10 acres or more is subject to the requirements of Section 6.2.5. All other amendments are subject to the Multimodal Accessibility Index (MAX Index) provisions of Section 6.5.5.
- 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, Multimodal Corridor, and Planned Redevelopment District Plan Categories.** If the amendment involves the creation, expansion, contraction of, or substantive change to the Activity Center, Multimodal Corridor, or Planned Redevelopment District 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 6.2.6 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 of land now designated Target Employment Center, or Employment, Industrial, or Office within a Target Employment Center, to some other Countywide Plan Map category, the extent to which the amendment area can continue to provide for Target Employment opportunities as evaluated and set forth in Section 6.5.4.4.

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 6-4.

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 a Future Transit Corridor on the 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 6-4, *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 6-4.

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 6-4.

**Table 6-4
Countywide Plan Map/SNCC Classification Consistency¹**

Countywide Plan Map Designation	Rural/Open Space	Residential	Mixed Use	Unique Scenic View	Enhancement Connector
Residential Rural (RR)	C	C	C		C
Residential Very Low (RVL)	C	C	C		C
Residential Low Medium (RLM)		R ²	C		C
Residential Medium (RM)		R ²	C		C
Residential High (RH)			C		C
Office (O)			C		C
Resort (R)			C		C
Retail & Services (R&S)			R ³		C
Employment (E)			R ³		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
Planned Redevelopment District (PRD)			C		C

Notes:

- ¹ 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.
 - ² Office, personal service/office support, and retail commercial uses are restricted to the mixed use and enhancement connector SNCC classifications.
 - ³ Manufacturing-Medium and Incinerator Facility uses are restricted to the enhancement connector SNCC classification.
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 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.

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 Rural, 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 Amendments to Target Employment Centers

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:

- A. A Countywide Plan Map amendment that converts land now designated Target Employment Center, or Office, Employment or Industrial within a Target Employment Center, to some other Countywide Plan Map category; or

- B. For lands designated as Activity Center, Multimodal Corridor, or Planned Redevelopment District within a Target Employment Center on the Countywide Plan Map:
1. A local future land use map (FLUM) amendment that converts a category corresponding to Office, Employment, or Industrial as determined pursuant to Section 4.2.2.1, to some other local FLUM category; or
 2. An amendment to the implementing plan/code provisions, adopted pursuant to Section 6.2.3.2, that eliminates Manufacturing, Office, or Research/Development as a permitted use.

In the consideration of such amendments, the PPC and CPA shall make a determination, based upon a balancing of the following criteria, as they pertain to the overall purpose and integrity of the Countywide Plan:

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, or Target Employment Center Subcategory per Section 2.3.3.14.

Target Employment clusters identified in the 2023 Target Employment and Industrial Lands Study (TEILS) pay an average wage that is greater than the median for Pinellas County. Average wage is defined as the total amount of wages, either self-reported, reported to a third-party vendor, or reported to the State of Florida divided by the total number of self-reported full-time employees and full-time equivalent employees by the company.

Any future proposed designation to the site shall remain consistent with the average annual wages for Target Industries as documented by Florida Department of Economic Opportunity Quarterly Census of Employment, and Pinellas County Economic Development. NAICS Codes associated with TEILS identified Target Employment categories can be found in the Countywide Plan Appendix.

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, as outlined in Table 2-1.

For Office Oriented Target Employment Uses:

- Urban:

Site Characteristics – Dense office space with the potential for a vertical mixed-use character.

Associated Target Employment Clusters – Business Services, Financial Services, Information Technology, and Marketing, Design & Publishing.

- Suburban:

Site Characteristics – Campus style office space with the potential for a horizontal or vertical mixed-use character depending on surrounding area characteristics.

Associated Target Employment Clusters – Business Services, Financial Services, Information Technology and Marketing, Design & Publishing.

For Industrial/Manufacturing Target Employment Uses:

Site Characteristics – Lower density, large building footprints, and suburban character which requires high auto-access.

Associated Target Employment Clusters – Medical Technologies/Life & Marine Sciences, Micro-Electronics Manufacturing, Aviation/Aerospace/Defense.

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 relevant to their associated Target Employment Center subcategory as outlined in Table 2-1 in Section 2.3.3.14.

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.

For Office Oriented Target Employment Uses:

- Urban:

Area Characteristics – Existing and/or emerging urban areas of the county with the presence of other larger scale target employment, as well as dense residential uses, and commercial uses. These are areas where the highest value Class A Office users seek to be. These locations also have high quality placemaking attributes that enable walk, bike, and transit access with nearby amenities.

Commonly Associated Target Employment Categories – Business Services, Financial Services, Information Technology, and Marketing, Design & Publishing.

- Suburban:

Area Characteristics – Areas where office, retail, commercial and residential already exist together. These are areas with the most potential for infill and redevelopment in more urban patterns with a greater vertical mix of uses overtime. These are areas that with proper placemaking enhancements can improve the sense of place, walkability to other amenities and create new ‘centers’ of mixed-use activity whether horizontal or vertical.

Commonly Associated Target Employment Categories – Business Services, Financial Services, Information Technology and Marketing, Design & Publishing.

For Industrial/Manufacturing Target Employment Uses:

Area Characteristics – Areas surrounded by other large industrial and manufacturing employers with minimal other surrounding uses. These areas have the potential to encourage a mix of industrial and commercial uses, with an emphasis on industrial use preservation for target industries.

Associated Target Employment Categories – Medical Technologies/Life & Marine Sciences, Micro-Electronics Manufacturing, Aviation/Aerospace/Defense.

4. Supporting Transportation and Infrastructure Characteristics

The location of the property in relationship to the description of the corresponding Target Employment Center subcategory per Section 2.3.4.14, and the need for the access to the following transportation and infrastructure characteristics:

For Office Oriented Target Employment Uses:

- Urban:

Supporting Transportation and Infrastructure Characteristics– Access to transit and an international airport, as well as other infrastructure and service facilities including pedestrian oriented infrastructure.

Associated Target Employment Categories – Business Services, Financial Services, Information Technology, and Marketing, Design & Publishing.

- Suburban:

Supporting Transportation and Infrastructure Characteristics– Access to the arterial and interstate highway network, transit, international airport, as well as other infrastructure and service facilities, including parking, and pedestrian oriented infrastructure.

Associated Target Employment Categories – Business Services, Financial Services, Information Technology and Marketing, Design & Publishing.

For Industrial/Manufacturing Target Employment Uses:

Supporting Transportation and Infrastructure Characteristics– 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.

Associated Target Employment Categories – Medical Technologies/Life & Marine Sciences, Micro-Electronics Manufacturing, Aviation/Aerospace/Defense.

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 that has evaluated and addressed the potential to support target employment uses in the redevelopment area proposed to be reclassified from Target Employment Center, or Office, Employment or Industrial within a Target Employment Center or corresponding FLUM designation.

6.5.4.4.1 Target Employment Center – Local Subcategory Special Area Plan Guidelines

This subcategory is designed to allow greater flexibility within TECs that have warehouse and industrial footprints, but often do not fit within many of the traditional “Target Industry” categories. Allowable uses, density and intensity standards, and other relevant land use regulations and development requirements will be developed by the local government in accordance with the following Special Area Plan (SAP) guidelines. The goal of this process is to enable projects that are consistent with the goals, objectives, and vision of the TEC – Local SAP.

For those areas with an adopted TEC – Local category and no corresponding local SAP, the TEC – Local will provide a 100% intensity bonus for Manufacturing, Office, and Research/Development uses only, and will be subject to the conversion criteria standards for the Industrial/Manufacturing Target Employment Uses outlined in section 6.5.4.4.

Special Area Plan Requirements for the TEC - Local subcategory are as follows:

- **Existing Conditions** - Assessment of the existing conditions that impact the area's redevelopment vision (i.e., area history, urban form, public realm, existing land uses and open space, zoning, area mobility networks, demographic profile, housing and jobs profile, opportunities, constraints and focus areas, equity assessment, infrastructure assessment, etc.).
- **District/Area Framework** - Development of district/area goals and master plan framework centered around the area's vision (recommend the development of a subset of themes or guiding principles).
- **Framework Analysis** - should include:
 - o Urban Form (building character, development types)
 - o Public Realm (pedestrian experience, street typology, walkshed analysis)
 - o Diversity & Equity (demographic context, land uses)
 - o Employment Capacity and Economic Development (land uses, zoning, current & ongoing development)
 - o Connectivity (parking, safety, multimodal connectivity)
- **Vision Map** - A clearly defined vision map and area boundary with applicable GIS data of the area boundary.
- **District Master Plan** - Strategies, interventions, and recommendations organized into the layers of the framework and collectively represent the actions necessary to achieve district/area goals.
- **Action Plan**-High-level Road map for implementing the District Master Plan Framework centered around the vision (subset of themes or guiding principles), infrastructure analysis, buildout analysis/projections, and categorized by an estimated time horizon.

- Other Action Plan Considerations
 - **Community Involvement** - Clear documentation of charrettes or community open houses that allow for public engagement and participation of impacted communities to help guide the plan development.
 - **Resiliency** - Coastal High Hazard Area (CHHA) population projections and evacuation route capacity.
 - **Utility Constraints** – Clear documentation of utility constraints within the SAP boundary and how the local government plans to address those so that the SAP vision and framework can be achieved.

In addition to what is listed above we strongly recommend the following items:

- **Local Implementing Regulations** - An update to LDC and Zoning requirements in conjunction with SAP development to ensure the vision and framework is immediately implementable upon adoption.
- **Transportation Analysis** – A transportation analysis is strongly encouraged to better understand existing traffic patterns and constraints, as well as where improvements can be made to better coincide with the SAP vision and framework.

6.5.4.4.2 Tiered Amendment Process for Target Employment Centers. A local future land use map or special area plan amendment that does not change the boundaries of an existing Target Employment Center (TEC), and is consistent with the standards of the subcategory depicted on Submap No. 2, the *Target Employment Centers Map*, is classified as a Tier I amendment.

A local future land use map or special area plan amendment that adopts a new TEC, changes the boundaries of an existing TEC, or results in an amendment of the subcategory depicted on Submap No. 2, the *Target Employment Centers Map*, is classified as a Tier II amendment. An approved change to the subcategory will be reflected on Submap No. 2 concurrent with the effective date of the Countywide Plan Map amendment.

SEC. 6.5.5 MULTIMODAL ACCESSIBILITY OF COUNTYWIDE PLAN MAP AMENDMENTS

6.5.5.1 The Multimodal Accessibility Index, or MAX Index, is a GIS based tool that scores an area based on the presence of a variety of multimodal factors (see Table 6-5). MAX scores are assigned to individual grid cells that are a quarter mile in size, given the walkability of a quarter mile travel shed. Grid cells with greater multimodal features in turn generate a

greater MAX score. For more details on the MAX Index and how it was developed, see the Countywide Plan Appendix.

6.5.5.2

A quarter-mile grid cell identified in the MAX Index that does not maintain a score that meets or exceeds the MAX Index Countywide Average is classified as underperforming. An amendment to the Countywide Plan Map that results in an increase of density or intensity within an underperforming grid cell must be evaluated by the applicable criteria set forth in (A)-(E) below. The Pinellas Planning Council and the Countywide Planning Authority may, at their sole and absolute discretion, approve the subject amendment if the MAX Index Countywide Average is not met based upon a balancing of the following criteria, as are determined to be applicable to the subject amendment:

- A. **Located Within a Community Redevelopment Area (CRA)** – The proposed amendment area is located within an identified CRA, as outlined by the local Community Redevelopment Plan, as defined by Florida Statutes for a downtown or other designated redevelopment area and contributes to the economic growth and redevelopment of the CRA as demonstrated by local comprehensive planning efforts.
- B. **Identification of Planned Infrastructure** – The requested amendment will result in the development of multimodal infrastructure relevant to the MAX Index scoring criteria that can be identified in the form of a local government action that obtains a commitment from the applicant, such as a development agreement, or other binding action by the local government, and will increase the MAX Index score of the proposed amendment area. See Table 6-5 for reference.
- C. **Amending an AC, MMC, or PRD Category** – An amendment to the AC, MMC, or PRD category affecting 10 or more acres is subject to Section 6.2.5 of the Countywide Rules.
- D. **Proposed Area Includes Parcel(s) that Intersect Multiple Max Index Grid Cells** – The proposed amendment area includes parcel(s) that intersect multiple MAX Index Grid Cells that fall below the MAX Index Countywide Average, however, the average score of all intersected MAX Index Grid Cells is greater than or equal to the Max Index Countywide Average. The average score shall not be rounded.
- E. **Consistency with Multimodal Plans** – The requested amendment contributes to the multimodal advancement of the proposed amendment area and surrounding areas, as outlined by the locally adopted Multimodal Plan, or Land Development Regulations.

Table 6.5
MAX Index Scoring Criteria

Criteria	Points
Walkability Score at the Countywide Average or Better	2
Separated Bike Lane	3
Sharrow	1
Micromobility Access (Bike Share, Scooters, Etc.)	1
Trail Access	3
TIP Funded Improvement (Roads, Trails, Sidewalks, Pedestrian Overpass)	1
Bus Rapid Transit	3
Bus Headways of 30 Minutes or Less	3
Transit Access (Bus Stop)	1
Level of Service (LOS) D or Better	1.5
Volume/Capacity (V/C) Ratio at the Countywide Average or Better	1.5

For Tier II and III amendments, an evaluation of these criteria must be included with a Countywide Plan Map submittal pursuant to Section 6.1.3.2. For Tier I amendments, 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 of the Countywide Rules.

6.5.5.3 Nothing in these Countywide Rules shall be construed or applied to preclude a local government with jurisdiction from having transportation requirements that are more restrictive than set forth herein.

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 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 – 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 - Light – A 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; the incidental processing, preparation, packaging and distribution of non-livestock agricultural products; and horse stables, dog kennels, animal boarding and veterinary clinics. 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.

Automobile-Oriented Retail Commercial Use – A Retail Commercial Use that services motor vehicles as a primary use, or is designed to provide for the sale of consumer goods, products, merchandise or services to patrons in motor vehicles, examples of which include gas stations, car washes, and businesses with drive-throughs. See also: Retail Commercial Use.

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.

Average Wage – The total amount of wages either self-reported, reported to a third-party vendor, or reported to the State of Florida divided by the total number of self-reported full-time employees and full-time equivalent employees by the company.

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. Brewpubs are considered to be a subset of Retail Commercial Use, 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 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.

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.

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 – Parcels are considered contiguous if they are touching along a boundary or directly across any roadway or other right-of-way from each other.

Continuing Care Retirement Communities – A residential or residential-like accommodation which provides long-term care options for older individuals who wish to stay in the same accommodation through different phases of the aging process.

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. 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.

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 Forward Pinellas, with sole authority to manage the activities of the 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.

Forward Pinellas – Agency serving as the Pinellas Planning Council and Pinellas County Metropolitan Planning Organization. See also: Pinellas Planning Council.

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.

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. Microbrewery/Winery/Distillery uses are permitted in Countywide Plan Map categories that permit Manufacturing - Light, and in the Activity Center and Multimodal Corridor categories as permitted by the local government with jurisdiction. See also: Brewpub.

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/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/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. See also: Forward Pinellas.

Planned Redevelopment District – A contiguous area designated with the Planned Redevelopment District 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 provides for a mix of uses, densities/intensities, and urban design that promote walking, biking and transit use.

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, 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/Distribution - Light, as defined within these Countywide Rules. May also be referred to as Mini Storage or Mini Warehouse Storage.

Senior Housing – A residential or residential-like accommodation suitable for the needs of an aging population, such as a group home, congregate care facility, nursing home, assisted living facility, or Continuing Care Retirement Community.

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 that establishes the density, intensity, use, and other standards for a defined area within the local government’s jurisdiction. A special area plan may be an adopted regulatory document that governs these standards, or a guiding plan that is implemented through adopted comprehensive plan and/or land development code provisions.

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

Storage/Warehouse/Distribution - Heavy – A use devoted primarily to the storage or distribution of goods, materials or equipment. Such use may include exterior storage and distribution 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 pursuant to subsection 4.2.3.11.

TBRPC – The Tampa Bay Regional Planning Council.

Target Employment – Target Employment is defined as employment by a business that imports more than half of its revenue from outside of Pinellas County, with an average wage that is greater than the median for Pinellas County as determined by the Florida Department of Economic Opportunity’s Quarterly Census of Employment, and Pinellas County Economic Development. See also: Target Industry, Average Wage and Primary Industry.

Target Industry - Those industries that provide Target Employment opportunities and are consistent with the Business Services, Financial Services, Information Technology, Microelectronics, Medical Technologies/Life & Marine Sciences, Aviation/Aerospace/Defense, and Marketing, Design & Publishing Target Employment Clusters as identified in the 2023 Target Employment and Industrial Lands Study (TEILS) Update. Individual NAICS codes associated with these target industry clusters can be found in the Countywide Plan Appendix. See also: Target Employment and Primary Industry.

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 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 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 transit 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 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 Station Area – An area generally encompassing a half-mile radius from the center of a transit station, 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.

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.

Vacation Rental Use – A residential dwelling unit used as a temporary lodging use, as defined by Section 509.242(1)(c), Florida Statutes, subject to regulation by the local government with jurisdiction.

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.

April 12, 2023

5D. Advantage Pinellas Housing Action Plan



SUMMARY

In February 2022, Pinellas County, Forward Pinellas and the cities of Clearwater, Largo, Pinellas Park and St. Petersburg launched a new partnership aimed at increasing the affordability of housing in the county. The partners have committed to developing a common set of policies and resources to make it easier to create both traditional affordable housing and diverse market-rate housing that is affordable to households with a range of incomes. In the past year, the cities of Gulfport, Treasure Island, and Oldsmar have also signed on to the compact.

A “Tactical Team” of staff from the four initial partner municipalities and the Tampa Bay Regional Planning Council has assisted Pinellas County and Forward Pinellas staff with drafting a Housing Action Plan to begin implementation of the compact. The plan creates a general policy framework that will guide the efforts of the participating local governments for the next 10 years.

Since the Forward Pinellas board already coordinates land use and transportation planning among all 25 local governments, it is the best entity to serve as the ongoing forum for coordination and communication of the implementation activities of the Action Plan. A joint resolution of Forward Pinellas and the Countywide Planning Authority (CPA) is proposed for execution at both entities’ April meetings, in advance of the April 28th Housing Summit where the Action Plan will be officially released.

ATTACHMENT(S): Draft Joint Forward Pinellas/CPA Resolution

ACTION: Board adopt Joint Resolution No. 23-01, designating Forward Pinellas as the forum to guide implementation of the Advantage Pinellas Housing Action Plan.

JOINT FORWARD PINELLAS/CPA RESOLUTION NO.

**DESIGNATING FORWARD PINELLAS AS THE FORUM TO GUIDE
IMPLEMENTATION OF THE ADVANTAGE PINELLAS HOUSING ACTION PLAN**

**A JOINT RESOLUTION OF
FORWARD PINELLAS AND
THE BOARD OF COUNTY COMMISSIONERS,
IN THEIR CAPACITY AS
THE COUNTYWIDE PLANNING AUTHORITY**

WHEREAS, Forward Pinellas and Pinellas County have collaborated to develop the Advantage Pinellas Housing Compact, an agreement among local governments across the county to work together to address the critical need for housing affordability, coordinated with jobs and transportation; and

WHEREAS, local governments within Pinellas County have signed on as partners to the Housing Compact; and

WHEREAS, the Housing Compact will be implemented through the Housing Action Plan, which will serve as a long-term policy framework to guide countywide and local government decision-making; and

WHEREAS, each local government retains its own authority over local regulatory and financial decision-making to implement the policies of the Action Plan; and

WHEREAS, there is a need for a formal means of coordinating and guiding local implementation of the Action Plan, and making future amendments to the Action Plan as may periodically be needed; and

WHEREAS, Forward Pinellas provides a forum for intergovernmental coordination of land use and transportation planning, with representation by all 25 local governments on its board.

NOW THEREFORE, BE IT RESOLVED, that Forward Pinellas and the Countywide Planning Authority do mutually agree as follows:

- 1. The Forward Pinellas board shall serve as the ongoing forum for coordination, communication and collaborative planning and implementation activities of the Housing Action Plan.**
- 2. The Forward Pinellas board shall work together with the Housing Compact Partners in furtherance of the strategies and recommended actions set forth in the Housing Action Plan.**
- 3. The Forward Pinellas board shall initiate and approve any future amendments to the Housing Action Plan in coordination with the Countywide Planning Authority.**

AS TO THE COUNTYWIDE PLANNING AUTHORITY:

At the April 11, 2023 meeting of the Countywide Planning Authority, Commissioner _____ offered the foregoing Resolution and moved its adoption, which was seconded by Commissioner _____, and the vote was:

AYES:

NAYS:

ABSENT AND NOT VOTING:

ATTEST: Ken Burke, Clerk

Deputy Clerk

Commissioner Janet Long, Chair
Pinellas County Board of Commissioners,
in their capacity as the Countywide Planning
Authority

AS TO FORWARD PINELLAS:

At the April 12, 2023 meeting of Forward Pinellas, _____ offered the foregoing Resolution and moved its adoption, which was seconded by _____, and the vote was:

AYES:

NAYS:

ABSENT AND NOT VOTING:

ATTEST:

Whit Blanton, Executive Director
Forward Pinellas

Commissioner Janet Long, Chair
Forward Pinellas

April 13, 2023

5E. Draft Transportation Priorities

SUMMARY

Forward Pinellas adopts project priority lists for its Transportation Improvement Program (TIP) on an annual basis. These lists are used for the allocation of federal funding. These lists include Multimodal Transportation Priority, Transportation Alternatives (TA) Program projects, and Regional Transportation Priority projects. The approved priority lists are used by the Florida Department of Transportation (FDOT) in the development of its Five-Year Work Program. A description of these lists and proposed changes to each are provided in the discussions that follow. These lists are presented as drafts for review and comment only. Final lists will be brought back to the board for final action in June.

A. Multimodal Priority List

Since the last update of this list in 2022, 12 projects were allocated funding for implementation and are being moved from the 'Unfunded' section of the list and three funded projects have been completed and are being removed from the list. Staff is also proposing to add several projects, including one complete streets project and three projects that local governments applied for funding through the annual call for projects. Several project descriptions of existing priorities are also being updated. Projects shaded in gray on the table indicate a change to the status or details of the project. Forward Pinellas staff will provide an overview of proposed changes to the list.

B. Transportation Alternatives (TA) Program Priority List

Since the last update to this list in 2022, three projects were allocated full funding and were moved from the 'unfunded' portion of the list to the 'programmed' portion. Staff is proposing to add five new projects for which applications were received during the Call for Projects issued in 2022. These project applications were evaluated and scored using a set of criteria approved by the Forward Pinellas Board. These projects are proposed to be added to the TA priority list according to the number of points they each received. These projects are being added to the bottom of the list, not to supersede the projects already on the list. Forward Pinellas will provide an overview of the proposed changes to the list.

ATTACHMENTS:

- Draft 2023 Multimodal Transportation Project Priorities
- Draft 2023 Transportation Alternatives Program Priority List
- [Presentation](#)

ACTION: Board, in its role as the metropolitan planning organization, review and provide comment on the Draft 2023 Multimodal Transportation Project Priorities and Draft 2023 Transportation Alternatives Program Priority List.

DRAFT 2023 FORWARD PINELLAS MULTIMODAL TRANSPORTATION PROJECT PRIORITIES

Approved by the Forward Pinellas Board on **DATE**

Proposed Priority	FPN	Responsible Agency	Project	From	To	Description	Funded Phase	Year Funded	Status	Project is on High Injury Network or an Identified Hot Spot	Source of the Project
PRIORITY PROJECTS UNDER CONSTRUCTION OR FUNDED FOR CONSTRUCTION/IMPLEMENTATION											
P	433880-1	FDOT	SR 686/Roosevelt Boulevard (CR 296 Connector)	49th Street North	I-275/SR 93	Construction of grade separated toll facility linking US 19 and the Bayside Bridge with I-275	CST	2017/18	Underway	X	Long Range Transportation Plan
			CR 296 (Future SR 690)/East-West 118th Avenue Expressway/Gateway Express	US 19 SR55	East of 40th Street						
P	256774-2	FDOT	US 19/SR 55 (including Republic Dr Overpass and Curlew Road Interchanges)			Construction of grade separated roadway improvements	CST	2021/22		X	Long Range Transportation Plan
	256774-3		Phase I – Boy Scout Overpass	North of SR 580	Northside Drive						
			Phase II – Curlew Road Interchange	Northside Drive	North of CR 95		CST	2021/22			
P	422904-2	FDOT	I-275/SR 93/Howard Frankland Bridge Replacement	North of SR 687 (4th St. N.)	North of Howard Frankland Bridge	Bridge Replacement, addition of express lanes, and a multiuse trail.	Design-Build	2019/20	Underway		Long Range Transportation Plan
P	424501-2	FDOT	I-275 Express Lanes	South of SR 694/Gandy Boulevard	North of 4th Street North	Construction of one managed lane in each direction providing interregional connectivity from Gateway Expy and south of Gandy Blvd to Howard Frankland Bridge	Design-Build	2017/18	Underway		Long Range Transportation Plan
P	4377362	Pinellas County	Phase II - Park/Starkey Sidewalks	Ulmerton Road	East Bay Drive	Construction of continuous sidewalks along both sides of corridor	PE	2019/20	Underway		Pinellas County
								CST			
P	4400931	Pinellas County	Pinellas Trail Loop, Phase 2 North Gap (partially on Duke Energy ROW)	Enterprise Road	John Chesnut Sr. Park	Construction of Phase 2 of the Pinellas Trail Loop	Design-Build	2016/17	Underway		Pinellas County
P	437498-1	FDOT	Courtney Campbell Causeway Trail Overpass	SR 60/Gulf-to-Bay Boulevard at Bayshore Boulevard	N/A	Construction of a bicycle/pedestrian overpass over SR 60 near Bayshore.	CST	2023/24	Design underway	X	Advantage Pinellas Active Transportation Plan
P	440246-1	FDOT	U.S. 19	54th Avenue South	22nd Avenue North	\$1 million Complete Streets upgrade to FDOT resurfacing project to construct a wide sidewalk on west side of roadway	CST	2021/2022	Construction Underway	X	Forward Pinellas Complete Streets Program
P	443928-1	Oldsmar	St. Petersburg Drive	Dartmouth Avenue	Bayview Boulevard	\$1 million to supplement a City of Oldsmar Complete Streets project.	CST	2023/24			Forward Pinellas Complete Streets Program
P	443929-1	Largo	Rosery Road	Missouri Avenue	Eagle Lake Park	\$1 million to supplement a City of Largo Complete Streets project.	CST	2023/24			Forward Pinellas Complete Streets Program
P	437710-1	FDOT	Alt. US 19	South of Curlew Place	North of Country Club	Add SB left turn lane	CST	2023/24			Forward Pinellas Congestion Management Process
P	256881-5	FDOT	Harn Boulevard Overpass	Harn Boulevard	North of 1st Street	Construction of a pedestrian overpass across US 19	CST	2020/21	Construction Underway		Long Range Transportation Plan
P	440093-2	Pinellas County	Pinellas Trail Loop	Ulmerton Road	Belleair Road	South Gap - Phase 2, 3, 4	CST	2023/24			Pinellas County
P	440093-3	Pinellas County	Pinellas Trail Loop	126th Ave N	Ulmerton Road	South Gap - Phase 1	CST	2023/24			Pinellas County
P	437807-2	FDOT	4th Street North and South	5th Avenue S	5th Avenue N	Urban corridor improvements including sidewalks, pedestrian signal modification and high emphasis crosswalks	CST	2022/2023		X	Forward Pinellas Active Transportation Plan
P	445649-1	St. Petersburg	22nd Street South	9th Avenue S	5th Avenue South	\$1 million for St. Petersburg Complete Streets Project	CST	2027/28	Construction funding deferred by request from City		Forward Pinellas Complete Streets Program
P	446142-1	PSTA	Bus Replacement Capital Funding	N/A	N/A	Up to \$1.5 million of capital funding for PSTA Bus Replacements	Capital	2024/25			PSTA
P	437636-1	FDOT	Alt. US 19	at Florida Avenue	N/A	Roundabout to improve intersection safety	PE	Complete			Alt 19 Corridor Study
						ROW	Complete				
						CST	Underway				

DRAFT 2023 FORWARD PINELLAS MULTIMODAL TRANSPORTATION PROJECT PRIORITIES
Approved by the Forward Pinellas Board on DATE

Proposed Priority	FPN	Responsible Agency	Project	From	To	Description	Funded Phase	Year Funded	Status	Project is on High Injury Network or an Identified Hot Spot	Source of the Project
P	447535-1	Dunedin	Skinner Boulevard Complete Streets	Alt US 19	SR 580	\$1 million for complete streets project	CST	2024/25			Forward Pinellas Complete Streets Program
P	437245-2	PSTA	Central Ave Bus Rapid Transit	N/A	N/A	Limited stop transit service from downtown St. Petersburg to the beaches	CST	Underway	Complete		PSTA
P	448486-1	FDOT	Alt US 19 and Bayshore Boulevard @ SR 536/Curlew/Causeway			Intersection improvements	DSB	2023			Alt 19 Corridor Study
P	445681-1	FDOT	Drew Street Complete Streets	Osceola Avenue	E. of US 19	Operational and safety improvements along the corridor.	PE CST	2022 2024	Design underway	X	Forward Pinellas Complete Streets
P	449099-1	St. Petersburg	St. Pete Complete Streets project on 22nd St S	18th Ave S	11th Ave S	\$1 million for complete streets project	CST	2027/28	Construction funding deferred by request from City		Forward Pinellas Complete Streets Program
P	440254-1	FDOT	SR 693/Pasadena Ave/66th St N	Central Ave	N Tyrone Blvd	Operational improvements along the corridor	CST	2022	Underway		FDOT Pasadena Ave Corridor Study
P	440254-2	FDOT	SR 693/Pasadena Ave/66th St N	Park St	Central Ave	Operational improvements along the corridor	CST	2022	Complete		FDOT Pasadena Ave Corridor Study
P	440254-3	FDOT	SR 693/Pasadena Ave/66th St N	Matthews Rd	Park St	Operational improvements along the corridor	CST	2022	Complete		FDOT Pasadena Ave Corridor Study
P	451073-1	FDOT	Alt 19 Median Modifications	Wilson Rd.	Curlew Rd.	Construction of concrete medians and pedestrian crossings.	PE CST	23/24 25/26	N/A	X	FDOT Alt 19 Corridor Study
P	451097-1	FDOT	Alt 19 Intersection Improvements	Rosery Road	N/A	Intersection modifications to improve safety.	PE CST	23/24 25/26	N/A	X	FDOT Alt 19 Corridor Study
P	451096-1	FDOT	Alt 19 Intersection Improvements	East Bay	N/A	Intersection modifications to improve safety.	PE CST	25/26 27/28	N/A	X	FDOT Alt 19 Corridor Study
P	451098-1	FDOT	Alt 19 Intersection Improvements	Walsingham	N/A	Intersection modifications to improve safety.	PE CST	24/25 27/28	N/A	X	FDOT Alt 19 Corridor Study
P	450689-1	Pinellas County	62nd Ave Complete Streets	49th Street	34th Street	Up to \$1M for the Pinellas County 62nd Ave N Complete Streets Project	CST	27/28	N/A		Forward Pinellas Complete Streets Grant Program
P	449125-1	St. Petersburg	18th Ave S	37th St	16th Street	Construction of separated bicycle lanes, trail, bike boulevard and pedestrian crossings	PE CST	2023 27/28			Forward Pinellas Active Transportation Plan
P	449853-1	TBARTA	TBARTA Vanpools	N/A	N/A	\$250,000 for additional vanpool services (not to fund existing services)	Operations	27/28	N/A		Forward Pinellas Call for Projects
P	444244-1	FDOT	4th Street Trail Connection	Gandy Boulevard	Big Island Gap Bridge	Trail connection to the Howard Frankland Bridge	CST	22/26	N/A		Forward Pinellas Active Transportation Plan
P	444243-1	FDOT	Ulmerton Trail Connection	Fountain Parkway North	I-275	Trail connection to the Howard Frankland Bridge	CST	24/25	N/A	X	Forward Pinellas Active Transportation Plan
P	448807-1	PSTA	Downtown Clearwater Intermodal Center	N/A	N/A	PSTA Intermodal Center for the downtown Clearwater area.	Capital	23/24	Planning estimate cost of \$29M		PSTA
P	444064-1	FDOT	SR 580 Corridor Study	Alt US 19	SR 584	Operational and safety improvements along the corridor.	Planning	2019/20	Corridor study underway. Recommendations will be programmed once identified.	X	FDOT SR 580 Corridor Study
P	449398-1	Pinellas County	Duke Energy Trail SR 60 Crossing	SR 60	N/A	Construction of a bicycle/pedestrian overpass or enhanced trail crossing.	CST	Underway	N/A	X	Forward Pinellas Active Transportation Plan

DRAFT 2023 FORWARD PINELLAS MULTIMODAL TRANSPORTATION PROJECT PRIORITIES

Approved by the Forward Pinellas Board on **DATE**

Proposed Priority	FPN	Responsible Agency	Project	From	To	Description	Funded Phase	Year Funded	Status	Project is on High Injury Network or an Identified Hot Spot	Source of the Project
UNFUNDED MULTIMODAL TRANSPORTATION PRIORITY PROJECTS											
1	439338-3	Forward Pinellas	Systems and Operations Planning Funds	N/A	N/A	\$600,000 annually for planning activities	N/A	N/A	Annual request		N/A
2	438747-2	FDOT	Pinellas County Model Studies	N/A	N/A	\$148,000 annually to conduct surveys to update planning models	N/A	N/A	Annual request		N/A
3	446142-1	PSTA	Bus Replacement Capital Funding, including Associated Charging Infrastructure	N/A	N/A	Up to \$1.5 million of capital funding for PSTA Bus Replacements and associated charging infrastructure, including Solar PV, battery storage and chargers.	N/A	N/A	Annual Request		PSTA
4	N/A	St. Petersburg	1st Avenue South Intersection Improvements	7th St	2nd St	Bicycle/pedestrian safety intersection modifications at the intersections of 1st Ave S and 7th, 5th and 2nd Sts in Downtown St. Petersburg	N/A	N/A	New Priority		Forward Pinellas Complete Streets Program
5	N/A	St. Petersburg	Salt Creek Trail Ext	18th Ave S	26th Ave S	Construction of separated bike lanes, trail, bike boulevard and pedestrian crossings	N/A	N/A	N/A		Forward Pinellas Active Transportation Plan
6	N/A	FDOT	Sidewalk Gaps on State Roadways	Countywide	Countywide	Construction of sidewalks to fill gaps along the State roadways	N/A	N/A	New Priority	X	FDOT Sidewalk Gap Analysis Program
7	N/A	PSTA	34th St Transit Capital	N/A	N/A	Capital funding for transit station enhancements			N/A	X	34th St Corridor Study
8	N/A	Pinellas County	28th Street North	30th Ave N	Roosevelt Boulevard	Construction of a separated multiuse trail, in conjunction with a section of bike boulevard.	N/A	N/A	Initial funding needed for alignment study		Forward Pinellas Active Transportation Plan
9	N/A	St. Petersburg	Duke Energy Trail Roosevelt Overpass	Roosevelt Blvd./Carillon	N/A	Construction of a bicycle/pedestrian overpass at Roosevelt Blvd near Carillon	N/A	N/A	Initial funding needed for alignment study		Forward Pinellas Active Transportation Plan
10	424501-7	FDOT	I-275	South of 54th Avenue South	I-375	Lane continuity improvements throughout the corridor.	ROW	2020/21	Project being divided into segments to align with state funding.		Long Range Transportation Plan
	449109-2			I-375	S of 38th Ave N	Add one express lane in each direction and lane continuity improvements.	Design	Underway			
	449109-7			S of 38th Ave N	North of 4th St N	Add two express lanes in each direction.	Design	Underway			
11	448513-1	FDEP	Dunedin Causeway Operational Improvements	Honeymoon Island State Park	Alt US 19	Operational improvements to mitigate congestion on the Dunedin Causeway	N/A	N/A	Funding for improvements at park entrance needed		Congestion Management Process
12	N/A	FDOT	Gulf Boulevard Sidewalk Improvements	195th Street	Walsingham Road	Construction of sidewalk with drainage improvements	PE	23/24			Town of Indian Shores
13	N/A	Pinellas County/Safety Harbor	Sunset Point Rd./Main St	Alt US 19	Phillippe Parkway	Construction of a separated multiuse trail, in conjunction with a section of bike boulevard.	N/A	N/A	Initial funding needed for alignment study		Forward Pinellas Active Transportation Plan
14	N/A	Pinellas County	Duke Energy Trail Gandy/4th St Overpass	4th Street	Gandy Blvd	Construction of a bicycle/pedestrian overpass at 4th/Gandy to connect to Gandy Bridge/Loop.	N/A	N/A	Initial funding needed for alignment study	X	Forward Pinellas Active Transportation Plan
15	256931-4	FDOT	SR 694/ Gandy Boulevard	East of 4th Street	West of Gandy Bridge	Construction of grade separated overpass at Brighton Bay Blvd. and a trail facility crossing Tampa Bay in the corridor.	PE	2024/25	ROW and CST unfunded	X	Long Range Transportation Plan
	441250-2										

DRAFT 2023 FORWARD PINELLAS MULTIMODAL TRANSPORTATION PROJECT PRIORITIES

Approved by the Forward Pinellas Board on **DATE**

Proposed Priority	FPN	Responsible Agency	Project	From	To	Description	Funded Phase	Year Funded	Status	Project is on High Injury Network or an Identified Hot Spot	Source of the Project
16		FDOT	I-175	I-275/SR 93	4th Street	PDE Study of corridor alternatives.	N/A	N/A	New Priority		Downtown St. Petersburg Network Mobility Analysis
17	433799-1	FDOT	US 19/SR 55 (including Tampa and Nebraska Interchanges)	South of CR 95	South of Pine Ridge Way West	Construction of grade separated roadway interchanges with frontage roads and pedestrian crossings every 1/4 mile.	Design	Underway	CST unfunded	X	Long Range Transportation Plan
							ROW	2026			
18	256998-1	FDOT	SR 686/Roosevelt Boulevard	I-275/SR 93	West of 9 th Street North/Dr Martin Luther King Jr Street North	Construction of a connection between the Gateway Express and Roosevelt Blvd.	Design	Underway	CST unfunded	X	Long Range Transportation Plan
19	257086-1	FDOT	SR 694/Gandy Boulevard	40th Street	East of I-275 (SR 93)	Construction of frontage roads and a ramp from NB I-275 to WB Gandy Blvd.	ENV	2021/22	CST unfunded	X	Long Range Transportation Plan
20	440093-4	Pinellas County	Pinellas Trail Loop- San Martin Segment	83rd Ave N	Gandy Blvd	Shared Use Bike Path/Trail	PE	24/25			Pinellas County
21	445376-1	Pinellas County	126th Avenue North	US 19/SR 55	34th Street	Construction of 2 lane divided continuous roadway	N/A	N/A	PDE Underway		Pinellas County
22	N/A	Pinellas County	Duke Energy Trail SR 580 Crossing	SR 580	N/A	Construction of a bicycle/pedestrian overpass or enhanced trail crossing.	N/A	N/A	N/A	X	Forward Pinellas Active Transportation Plan
23	433797-1	FDOT	US 19/SR 55 (including Alderman Interchange)	North of Nebraska Avenue	South of Timberlane Road	Capacity, operational and safety improvements with pedestrian crossings every 1/4 mile.	Design	Underway	CST unfunded	X	Long Range Transportation Plan
							ROW	2026			
24	433796-1	FDOT	US 19/SR 55 (including Klosterman Interchange)	South of Timberlane Road	South of Lake Street	Capacity, operational and safety improvements with pedestrian crossings every 1/4 mile.	Design	Underway	ROW and CST unfunded	X	Long Range Transportation Plan
25	435914-2	FDOT	U.S. 19	66th Avenue North	118th Avenue North	Operational improvements along the corridor	ROW	2023/24	Corridor study underway; partial ROW funding in work program	X	FDOT US 19 SEIS
26	445650-1	FDOT	SR 60 Multiuse Accommodations	Courtney Campbell Causeway Trail	Druid Road Trail	Multiuse accommodations connecting the Courtney Campbell Causeway Trail to the Druid Road Trail per the SR 60 Multimodal Implementation Plan	N/A	N/A		X	Forward Pinellas SR 60 Mobility Study
27	N/A	FDOT	Gateway Intermodal Center	Gateway Area of Pinellas County	N/A	ROW acquisition	N/A	N/A			Forward Pinellas Gateway Master Plan
28	N/A	St. Petersburg	Cross Bay Ferry	N/A	N/A	Capital funding for Cross Bay Ferry services	N/A	N/A	N/A		Forward Pinellas Call for Projects
29	N/A	St. Petersburg	Martin Luther King Jr St S	30th Ave S	7th Ave S	Multimodal corridor improvements to moderate traffic speeds and provide a separated bike lane	N/A	N/A	N/A	X	Forward Pinellas Call for Projects
30	N/A	PSTA	Integrated Waterborne Transportation System - Phase 1	Clearwater Beach Maria	Dunedin Marina	NEPA Assessment, design and construction of 5 dock facilities and the acquisition of 5 vessels.	N/A	N/A	N/A		Forward Pinellas Waterborne Transportation Subcommittee
31	N/A	Pinellas Park	78th Avenue	49th Street	US 19	Multimodal corridor improvements	N/A	N/A	New Priority		Forward Pinellas Call for Projects
32	N/A	St. Petersburg	22nd Ave N.	58th Street	4th Street	Intersection modifications and signal timing enhancements	N/A	N/A	New Priority		Forward Pinellas Call for Projects
33	N/A	Pinellas County	Belleair Rd	Kenne Road	US 19	Multimodal corridor improvements	N/A	N/A	New Priority		Forward Pinellas Call for Projects

1) Project #1 is intended for recurring annual funding of \$600,000. This includes \$100,000 for Complete Streets planning projects. This annual allotment will be set aside as higher priority projects are considered in the development of the annual FDOT Work Program. A portion of this funding is intended to support annual survey efforts to support the regional travel demand model and other transportation planning initiatives.

DRAFT 2023 FORWARD PINELLAS MULTIMODAL TRANSPORTATION PROJECT PRIORITIES

Approved by the Forward Pinellas Board on **DATE**

Proposed Priority	FPN	Responsible Agency	Project	From	To	Description	Funded Phase	Year Funded	Status	Project is on High Injury Network or an Identified Hot Spot	Source of the Project
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2) DSB = Design-Build (combines construction and design/preliminary engineering phases to reduce costs and expedite construction); PD&E-Project Development and Environment; DGN-Design; ROW-Right of Way; CST-Construction; ENV-Environmental; FY-Fiscal Year; TIP-Transportation Improvement Program; LRTP-Long Range Transportation Plan; CMAQ-Congestion Mitigation and Air Quality Improvement Program; NEPA - National Environmental Policy Act

3) Projects on this priority list need not be limited to STP funds and may be funded by other available funding sources.

4) Future priorities may be drawn from the following completed corridor studies: SR 60, Alt US 19, Pasadena Ave and US 19 Frontage Roads. Corridor studies along Drew St, SR 580 and 5th Ave/Alt 19 are currently underway.

DRAFT 2023 FORWARD PINELLAS TRANSPORTATION ALTERNATIVES PROGRAM PRIORITY PROJECTS

Approved by the Forward Pinellas Board on DATE

Priority	Project Number	Responsible Agency	Project	From	To	Description	Funded Phase	Year Funded	Status
PRIORITY PROJECTS UNDER CONSTRUCTION OR FUNDED FOR CONSTRUCTION/IMPLEMENTATION									
P	4245647/2686A	Pinellas County	Hercules Ave/Greenbriar Blvd Sidewalk – Phase II	Sherwood St	Sunset Point Rd	Sidewalk	Construction	FY 2017/18	Completed
P	4457387	City of Oldemar	Oldemar Trail Phase 6 Extension	along Douglas Rd between Racetrack Rd and Tampa Rd	N/A	Shared Use Bike Path/Trail	Construction	FY 2018/19	Completed
P	4407552	City of St. Petersburg	Bayway South Trail Connection (Phase II) on the Pinellas Bayway South (SR 679)	South end of Boca Ciega Bridge	City limits south of Madonna Blvd	Shared Use Bike Path/Trail	Design-Build	FY 2021/22	Completed
P	4377362	Pinellas County	Starkey Rd Corridor Sidewalk Project	Bryan Dairy Rd	East Bay Dr	Sidewalk	Construction	FY 2021/22	Completed
P	4374981	City of Clearwater/FDOT SUNTrail	Courtney Campbell Causeway Recreational Trail Overpass	SR 60/Gulf-to-Bay Blvd at Bayshore Blvd	N/A	Pedestrian/Trail Overpass	Construction	FY 2023/24	Construction in FY 2023/24
P	4400932	Pinellas County	Pinellas Trail Loop (South Gap)	Ulmerton Rd	Belleair Rd	Shared Use Bike Path/Trail	CST	FY 2023/24	Construction in FY 2023/24
P	4400933	Pinellas County	Pinellas Trail Loop (South Gap)	126th Ave N	Ulmerton Rd	Shared Use Bike Path/Trail	CST	FY 2023/24	Construction in FY 2023/24
P	4429551	Pinellas County	42nd Ave N Sidewalk Project	35th St N	46th St N	Sidewalk	N/A	FY 2022/23	Construction in FY 2022/23
P	4412151	City of St. Petersburg	71st St N Trail - Pinellas Trail Connector	Fred Marquis Pinellas Trail	38th Ave N	Shared Use Bike Path/Trail	Design	FY 2023/24	Construction in FY 2023/24
P	4473741	City of St. Petersburg	28th St Complete Streets	Fred Marquis Pinellas Trail	1st Ave N	Complete Streets Treatments	CST	FY 2025/26	Construction in FY 2025/26
P	447375-1	City of St. Petersburg	Central Ave Complete Streets	34th St	31st St	Complete Streets Treatments	N/A	N/A	Construction in FY 2025/26
P	447376-1	City of St. Petersburg	22nd St S. Complete Streets	5th Ave S	1st Ave N	Complete Streets Treatments	N/A	N/A	Construction in FY 2024/25
P	449037-1	Pinellas Park	North side of 118th Ave N	Belcher Rd	62nd St N	1.6 mile long 8 foot wide trail	N/A	N/A	Construction in FY 2024/25
P	449035-1	City of St. Petersburg	28th St.	1st Ave N	13th Ave N	0.9 mile long separated bike lanes	N/A	N/A	Construction in FY 2025/26
P	449036-1	City of St. Petersburg	62nd Av S	22nd St S	Dr. MLK Jr St	1 mile long bike lanes	N/A	N/A	Construction in FY 2026/27
P	451520-1	Pinellas County	46th St N	54th Ave N	38th Ave N	1 mile long sidewalks	N/A	N/A	Design in FY 2026/27
P	450602-1	City of St. Petersburg	6th St	4th Ave S	Mirror Lake Dr	0.42 mile separated bike lane	N/A	N/A	Construction in FY 2027/28
P	450601-1	City of St. Petersburg	28th St. S.	5th Ave S.	18th Ave. S.	1 mile separated bike lane	N/A	N/A	Construction in FY 2027/28

DRAFT 2023 FORWARD PINELLAS TRANSPORTATION ALTERNATIVES PROGRAM PRIORITY PROJECTS

Approved by the Forward Pinellas Board on **DATE**

Priority	Project Number	Responsible Agency	Project	From	To	Description	Funded Phase	Year Funded	Status
UNFUNDED TRANSPORTATION ALTERNATIVES PROGRAM PRIORITY PROJECTS									
1	N/A	Pinellas County	Joe's Creek Trail	46 th Ave./Duval Park Blvd./ Main St./50 th Ave.	Joe's Creek Trail in Lealman	0.9 mile trail 0.64 mile ADA compliant sidewalks and bike lanes	N/A	N/A	N/A
2	N/A	St Pete Beach	Sunset Way and Beach Plaza	Corey Ave. 71st Ave .	67th Ave.		N/A	N/A	N/A
3	N/A	City of St. Petersburg	Pinellas Trail Neighborhood Connections project	various locations	various locations	varies	N/A	N/A	<i>New Priority</i>
4	N/A	City of Tarpon Springs	Sunset Connector W Klosterman Rd, Carlton Rd, W. Curlew PL., Florida Ave., Gulf Rd., Sunset Dr., Fred Howard Causeway	CR 880 at Alt US 19	CR 880, CR 896, CR 369	4.4 mile bike/pedestrian infrastructure improvements	N/A	N/A	<i>New Priority</i>
5	N/A	City of Tarpon Springs	Disston Ave. Complete Stgrets (Phase 1)	Klosterman Rd	Live Oak Blvd	2.1 mile sidewalk & intersection improvements	N/A	N/A	<i>New Priority</i>
6	N/A	City of St. Petersburg	26th Ave S Trail	Skyway Trail at 38th St/Perry Bayou	21st St	1.45 mile shared use trail	N/A	N/A	<i>New Priority</i>
7	N/A	City of St. Petersburg	Grand Central District Crossings (citywide at various intersections: 1st Ave N & S at 18th St; 1st Ave N, 1st Ave S...)	citywide	citywide	citywide	N/A	N/A	<i>New Priority</i>

FY = fiscal year; P = programmed

April 13, 2023

5F. SunRunner Update



SUMMARY

Since October 2022, the Pinellas Suncoast Transit Authority (PSTA) has been operating the SunRunner Bus Rapid Transit service. The SunRunner connects downtown St. Petersburg to St. Pete Beach, via South Pasadena, traveling in dedicated bus and turn only lanes for most of its route. This service is the first of its kind in the Tampa Bay region, and after nearly six months in operation, has been providing tens of thousands of rides each week. Currently fare-free, the SunRunner vehicles operate on 15-minute intervals from 6 am until 8 pm, and every 30 minutes until midnight, along a 10 mile, 16 stop route. A representative from PSTA will provide an update on how the SunRunner service is functioning, including its ridership characteristics, safety record and other relevant details.

ATTACHMENT(S): [Presentation](#)

ACTION: None required; informational item only.

April 12, 2023



5G. Draft Memorandum of Understanding for a Regional MPO

SUMMARY

For about 30 years there has been a periodic discussion about forming a regional metropolitan planning organization (MPO) to serve the Tampa-St. Petersburg urbanized area that comprises most of Pinellas, Pasco and Hillsborough Counties. Whether stemming from the Governor of Florida, the business community, or local elected officials, the impetus for creating a single regional transportation planning body for the Tampa Bay area is to better harness the collective strength of the region to garner more funding from federal, state and local sources advance significant transportation projects to better support the region's growth and sustain its quality of life. That notion is often countered by the different needs for transportation based on geography, land use patterns and trends, and distinct socioeconomic considerations among the three counties.

With the demise of the Tampa Bay Area Regional Transit Authority (TBARTA) and a sense that the Tampa Bay area is not competing effectively for funding with other regions in Florida and elsewhere, there continues to be a push to form a regional planning and decision-making body for transportation. To finally resolve this matter, the staff directors of the three MPOs have worked in partnership to draft a Memorandum of Understanding that sets forth a framework and necessary steps for the creation of a regional MPO. The draft MOU puts key provisions and considerations in writing to advance the conversation toward achieving this objective in a reasonable time frame.

The Tampa Bay Transportation Management Area (TMA) Leadership Group considered this draft MOU at its meeting on March 24th, and demonstrated consensus in advancing the MOU, with a few revisions, to the respective MPOs and local governments for their consideration. This draft MOU reflects edits from that meeting and will be the basis for ongoing discussions with local government partners in each county. A formal adoption of the MOU will be considered by each MPO in the fall following the September meeting of the TMA Leadership Group.

ATTACHMENT(S):

- Draft Memorandum of Understanding for Creation of a Regional MPO
- Potential Timeline
- [Presentation](#)

ACTION: None required; informational item only.

Creating a Tampa Bay Metropolitan Planning Organization

Memorandum of Understanding

Among

The Hillsborough Transportation Planning Organization, The Pasco Transportation Planning Organization and Forward Pinellas

Updated Working Draft

March 27, 2023

Whereas, the Hillsborough Transportation Planning Organization (TPO), the Pasco County TPO and Forward Pinellas (the “Parties”) collectively desire to create a Tampa Bay Metropolitan Planning Organization (MPO) to improve regional transportation planning and define regional transportation priorities by entering into the Memorandum of Understanding (MOU);

Whereas, the Tampa Bay metropolitan area of Pasco, Pinellas and Hillsborough County has a combined population of 3.5 million and is projected to grow by more than one million people over the next 20 years;

Whereas, the Pasco, Pinellas and Hillsborough County MPOs or TPOs all function within the single Tampa-St. Petersburg Urban Area that covers much of the population within all three counties;

Whereas, since 1990 the State of Florida has requested that the three MPOs in the urban area consolidate into a single MPO unless they can sufficiently justify why they need to remain separate due to their complexity, unique conditions, and diversity within the region while also fostering a strong cooperative regional transportation planning process that addresses shared data, identifying regional needs, coordinated project development, and establishment of regional transportation priorities;

Whereas, the West Central Florida Chairs Coordinating Committee is established in state statutes (now Sun Coast Transportation Planning Alliance or SCTPA) and has interlocal agreements among the six MPOs serving the broader West Central Florida region and a subcommittee known as the Tampa Bay Transportation Management Area Leadership Group (TMA LG) serving the Pasco, Pinellas and Hillsborough MPOs that establish such a regional coordination and prioritization process;

Whereas, the pending sunset of the Tampa Bay Area Regional Transit Authority (TBARTA) will leave a void in regional transportation planning and project development, without dedicated staff and a governing board assigned to advance regional transportation activities and priorities;

Whereas, the process for forming a new regional MPO involved a number of steps to create required establishing planning documents as well as changing the hosting arrangements and MPO boundaries. As there is little precedent in Florida to rely on for guidance regarding de-designating an MPO, it will be important from a federal transportation funding cashflow to have a new MPO fully up and running at such time as existing MPOs are de-designated;

Whereas, MPOs receive federal planning funds through quarterly reimbursement that come with federal and state restrictions on how those funds may be used, there will need to be a substantial and long-term local commitment to provide sustainable and flexible funding for a regional MPO to be effective;

Whereas, the Florida Department of Transportation has committed through its approved Planning Funds (PL) distribution formula in 2014 that any MPOs in Florida that merge will continue to receive the base amount of PL due to each MPO prior to the merger.

NOW, THEREFORE, IN RECOGNITION OF THE FOREGOING, the involved MPOs hereby jointly understand, agree and commit as follows:

ARTICLE 1. PURPOSE

The purpose of this MOU is to document the mutual understanding between the Parties and to set forth the terms for their cooperation.

ARTICLE 2. AGREEMENTS AND OBLIGATIONS OF THE PARTIES

- A. The Pasco, Pinellas and Hillsborough County MPOs agree to investigate the formation, organizational and governance structure of a new regional MPO to serve the urban area of Pasco, Pinellas and Hillsborough Counties as reflected by the 2020 Census, with the goal of certifying the MPO by July 1, 2027. Other key steps toward formation may occur sooner than that date.
- B. A regional MPO serving these counties will augment and enhance the current functions of the existing MPOs in the urban area as currently represented by the Pasco MPO, Forward Pinellas and the Hillsborough TPO. It is important that while a regional MPO may provide a stronger and more collaborative regional focus and planning process that at the same time the existing long range transportation planning responsibilities be maintained at the county level for sub-regional, jurisdiction focused projects to avoid creating a local void in planning and technical assistance activities.
- C. A regional MPO must reflect proportional representation on its governing board based on the population of local governments within the MPO planning boundary, consistent with Florida Statutes that place requirements on the total number of voting members and the percentage that must represent the respective Boards of County Commissioners.
- D. The governance structure of a regional MPO may include representatives of transportation agencies as voting members, but their inclusion will reduce the number of local government elected officials as voting members on the governing board.
- E. Outreach to all local governments in the Metropolitan Planning Area is an important step in the regional MPO formation process and individual MPOs will develop a coordinated presentation and engagement strategy to fully inform and seek input from all affected local governments.

- F. The formation and certification of a new regional MPO will require the creation and adoption of multiple planning, development and policy documents for the region that are consistent with federal and state laws and regulations, including:
 - a. Apportionment Plan that describes to voting representation of the MPO's regional planning boundary and member local governments
 - b. Unified Planning Work Program (a two-year budget of planning activities)
 - c. Long Range Transportation Plan (20-25 year financially feasible plan for transportation)
 - d. Public Participation Plan (how it will involve the public in decision-making)
 - e. Transportation Improvement Program (a five-year work plan for transportation projects with funding by phase)
 - f. Congestion Management Process (a strategic means of evaluating the causes and strategies for improving traffic congestion)
 - g. Title VI process and Continuity of Operations Plan (addressing ADA complaints and emergency operations)
 - h. Interlocal agreements and/or staff services agreements with one or more host agencies (if the MPO is not fully independent), and interlocal agreements to receive funding and provide planning services to any number of local governments in the region.

- G. Those planning products shall reflect the work of the individual MPOs currently in place but will need to be substantially revised and restructured to reflect the new planning boundaries of the MPO as a truly regional entity covering the tri-county urban area.

- H. The MPOs in their current formation have demonstrated competent leadership and effectiveness in planning for countywide and local transportation needs and priorities in their respective planning areas, building trust and collaborative partnerships with local community stakeholders and land use planning agencies that will need to be sustained with the formation of a regional MPO. Therefore, the regional MPO will consider staff services agreements with the planning agency in each county to support outreach and engagement as well as coordination on land use, transportation operations and safety.

- I. As each existing MPO is currently hosted by another agency, the impacts to those agencies and their staffs should be considered; the interlocal agreements with those organizations will need to be updated. Those existing host agencies may present an opportunity for continuing long range transportation planning at a county or jurisdictional level.

- J. There will be substantial start-up costs to form a regional MPO based on case study examples elsewhere in the United States requiring funding to hire staff, secure office space, purchase equipment and produce necessary planning products and administrative documents.

- K. A regional MPO will need a recurring local funding source from member agencies or the host local government to develop a budget pay for staff salaries, planning activities, facilities and other related administration costs to augment federal and state funds that are paid on a quarterly reimbursement.

- L. To retain and continue to attract quality staff for transportation planning through what may be a multi-year transition period, existing staff at the time of formation of a regional MPO will be offered positions with the new MPO and with their county governments/planning agencies.

ARTICLE 3. TERM

The term of this MOU shall commence on the date the last signature is obtained (“Effective Date”) and shall continue in effect until one or more parties terminates the MOU or a new MPO interlocal agreement is in place.

ARTICLE 4. TERMINATION

This MOU may be terminated upon written agreement by the Parties with a 30-day notice.

ARTICLE 5. AMENDMENTS

This MOU may be amended, in writing, at any time if the Parties agree.

ARTICLE 6. NOTICES

If to Hillsborough TPO:

Beth Alden
601 E Kennedy Blvd, 18th Floor
Tampa, FL 33602

If to Pasco TPO:

Carl Mikyska
8731 Citizens Drive, Suite 360
New Port Richey, FL 34654

If to Forward Pinellas:

Whit Blanton
310 Court Street, 2nd Floor
Clearwater, FL 33756

ARTICLE 7. GOVERNING LAW, JURISDICTION AND VENUE

This MOU shall be governed by the laws of the State of Florida. Any action filed regarding this MOU shall be filed in the county of one of the Parties, or if in Federal Court, the Middle District of Florida, Tampa Division.

IN WITNESS WHEREOF AND AS APPROVED BY EACH MPO on the date shown below:

HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION

BY: _____

Commissioner Gwen Myers, Chair

Date: _____

PASCO TRANSPORTATION PLANNING ORGANIZATION

BY: _____

Councilmember Matthew Murphy, Chair

Date: _____

FORWARD PINELLAS

BY: _____

Commissioner Janet Long, Chair

Date: _____

Potential Timeline

Year 1	Year 2	Year 3	Year 4
<ul style="list-style-type: none">✓ Outreach to all governments in the planning area✓ Apportionment Plan✓ Business model & typical budget	<ul style="list-style-type: none">✓ Bylaws & Structure✓ Operating Procedures & Financial Controls✓ HR Procedures & Organizational Chart✓ Coordination with FHWA/FTA re: how to maintain TMA certification	<ul style="list-style-type: none">✓ Interlocal agreement approvals✓ Office space & equipment✓ Staff services agreement(s)✓ Draft UPWP, PPP, TIP, and LRTP	<ul style="list-style-type: none">✓ Governor approval of de/designation✓ Grant agreements & financial accounts✓ Begin operations, convene board and committees✓ Adopt UPWP, PPP, TIP and LRTP

April 12, 2023
6. Director's Report



The Executive Director will update and/or seek input from board members on the following items:

- A. SPOTlight Update
- B. Forward Pinellas Legislative Committee Update
- C. School Transportation Safety Committee Recommendation – Action
- D. Drew Street Update

ATTACHMENT(S): None

April 12, 2023



6A. SPOTlight Emphasis Areas Update

SUMMARY

The Executive Director will provide an update on the status of the activities related to the adopted SPOTlight Emphasis Areas, which include Enhancing Beach Community Access, a Vision for the US 19 Corridor, the Gateway/Mid-County Area Master Plan (now reduced in emphasis), and Innovations in Target Employment and Jobs Access.

Updates will be provided on follow-up activities to the recent Waterborne Transportation Committee held in March, US 19 corridor activities, and other relevant topics.

ATTACHMENT(S): None

ACTION: None required; informational item only.

April 12, 2023



6B. Forward Pinellas Legislative Committee Update

SUMMARY

The 2023 Florida Legislative Session began on March 7, with 1,760 bills filed, notably fewer than the 3,000+ filed in a typical year. Forward Pinellas staff has continued tracking several key bills with implications for local and regional planning efforts, including those summarized below.

- **SB 102 – Housing (signed into law)**

A successor to HB 1339 from 2020 and SB 962 from 2022, this law preempts local zoning regulation for residential and mixed-use developments on industrial or commercial land if at least 40% of the units are affordable for at least 30 years. Unlike the previous legislation, these provisions are not optional for the local government. The preemptions include:

- Density may not be restricted below the maximum permitted standard within the jurisdiction.
- Building heights may not be restricted below the tallest permitted building height within one mile within the jurisdiction, or three stories, whichever is greater.
- The local government may not require a zoning or land use change, special exception, conditional use approval, variance, or comprehensive plan amendment for height and density.
- The development must be administratively approved if requirements for multifamily developments other than height or density are satisfied.

The omnibus housing law also directs new funding to various existing affordable housing programs, creates a tax credit program for corporations to donate to affordable housing, and deletes statutes enabling rent control.

SB 102 was signed by the governor on March 29. It takes effect on July 1, 2023.

- **HB 439 and SB 1604 – Land Use and Development Regulations**

The bills revise applicable guidance for comprehensive plans and land development regulations (LDRs), including:

- Allows comprehensive plan population projections to be based on a source other than the official State of Florida projections only if the other source shows higher population growth.
- Removes virtually all provisions related to urban sprawl. The term is redefined to merely “an unplanned and uncontrolled development pattern.”
- Allows privately initiated comprehensive plan amendments to be processed even if a local government has not met its requirement for adopting Evaluation and Appraisal Review-based amendments.

- Requires LDRs to establish minimum lot sizes for single-family, two-family, and fee-simple townhomes that are consistent with the maximum densities authorized by the comprehensive plan.
- Requires each local government to establish an administrative approval process for infill of single-family, two-family, and fee-simple townhome development.
- Prohibits level-of-service standards from being used as a basis for the denial of a development order or permit.

The House bill has passed one of its three committees, and the Senate bill has not yet passed any. Effective date: July 1, 2023.

- **[SB 170](#) and [HB 1515](#) – Local Ordinances**

Similar to unsuccessful legislation proposed in previous years, the bills would require local governments to prepare a “business impact estimate” before enacting most ordinances, although those enacted to implement comprehensive plan amendments and land development regulations would be exempt. The bill also requires a local government to suspend enforcement of a legally challenged ordinance until the matter is resolved; and plaintiffs who successfully challenge ordinances could receive up to \$50,000 for attorney fees and costs.

The Senate bill has passed a Senate floor vote and is en route to the House. The House bill is awaiting a House floor vote. Effective date: October 1, 2023.

- **[SB 882](#) and [HB 885](#) – Local Government Infrastructure Surtax**

The bills would amend the statute governing the local government infrastructure surtax, which governs the Penny for Pinellas program. While the surtax is currently limited to funding capital expenditures for infrastructure, that allowance would be expanded to include infrastructure maintenance and operational costs. Each bill has been referred to three committees, but neither has been heard yet. Effective date: Upon becoming law.

- **[HB 155](#) and [SB 198](#) – Tampa Bay Area Regional Transit Authority (TBARTA)**

The bills dissolve TBARTA and provide for the agency’s assets to be distributed to the member entities in proportion to their contribution. The House bill has passed a House floor vote and has been received by the Senate, The Senate bill has passed two of its three committees. Effective date: July 1, 2023.

- **[HB 1397](#) and [SB 1532](#) – Regional Transportation Planning**

The bills direct the Florida Department of Transportation (FDOT) to explore whether the dissolution of the Hillsborough Area Regional Transit Authority (HART) would create “operational efficiencies” and “further a regional approach to transit.” The initial version of the bills directed FDOT to study whether HART should be merged with the Pinellas Suncoast Transit Authority (PSTA), but all mentions of PSTA have been dropped from the current version. Each bill has passed one of its three committees. Effective Date: July 1, 2023

- **[SB 740](#) by Senator Brodeur – County Realignment**

The bill would create a Statewide Blue Ribbon Task Force on County Realignment within the Department of Economic Opportunity. The purpose of the task force would be to “review whether changing county boundaries to address population shifts would help local governments provide more efficient local services and more effective public administration.” The bill has not yet been heard by any of its three committees, and there is no House companion. Effective Date: July 1, 2023

The Forward Pinellas Legislative Committee will meet again on April 12th prior to the board meeting. The Executive Director will update the board on the most recent legislative activities.

ATTACHMENT(S): None

ACTION: None required; informational item only.

April 13, 2023

**6C. School Transportation Safety Committee
Recommendation**



SUMMARY

The School Transportation Safety Committee (STSC) has been meeting since the early 2000s to collaborate, and provide insight to the Forward Pinellas Board, on issues related to the transportation of students to and from schools. The committee is comprised of elected officials and technical representatives from the School District, Forward Pinellas, Pinellas County, and the various jurisdictions that have public schools within their boundaries.

Having coordinated on challenges related to the consistency of school zone speed limits and vehicles passing stopped school buses, the STSC discussed a few pieces of pending legislation before the Florida Legislature this session that directly relate to the mission of the committee. SB 588 will allow for enforcement of speed limits within school zones using automated technology, while SB 766 will permit another type of automated technology to issue traffic citations for vehicles passing stopped school buses.

The STSC, in its role as an advisory committee to Forward Pinellas, has requested that the board send a letter to the Legislative Delegation supporting these two pieces of legislation related to student safety as they access public school facilities.

ATTACHMENT(S): Draft letter to the Pinellas Legislative Delegation

ACTION: Board to authorize the letter to the Pinellas Legislative Delegation be sent as requested by the School Transportation Safety Committee.



April 12,2023

Pinellas Legislative Delegation
Representative Linda Chaney, Delegation Chair
200 House Office Building
402 South Monroe Street
Tallahassee, FL 32399-1300

Dear Chair Chaney and Pinellas Legislative Delegates:

This letter is to express support for SB 588 and SB 766, legislation intended to improve school transportation safety in our communities. As the metropolitan planning organization for Pinellas County, Forward Pinellas believes that ensuring the safety of our students while they travel to and from school is of utmost importance.

Each day, approximately two people are killed or severely injured on our roadways in Pinellas County, and some of those individuals are children attempting to access their schools and bus stops. This is a disturbing reality that we must make every effort to remedy. We need to take proactive measures to ensure the safety of our children and make transportation in our communities safer.

The proposed school transportation safety legislation is an important step in this direction. SB 588 will allow School Districts the option to install automatic speed enforcement equipment in designated school zones, where thousands of children are present on any given day, while SB 766 will permit the photographic enforcement of vehicles that pass stopped school buses, an occurrence all too common on our roadways.

Since 2021, the Forward Pinellas Board, Pinellas County and 23 of our 24 municipal jurisdictions, have adopted the Safe Streets Pinellas Resolution. This Resolution commits us all to advocate for, and advance, strategies that will improve the safety of our transportation network. These Senate bills align with the mission of our agency and with the policy direction set by our governing board, while providing another tool for our implementing agencies to utilize to ensure the safe travel of students.

While these two pieces of legislation will not solve all our school transportation challenges, they will assist us all in making the trip to school as safe as possible for our students, whether they arrive in a bus, car, bicycle or by walking.

As our elected representatives, we urge you to support this important legislation and do everything in your power to ensure its passage. We owe it to our children to provide them with the safest possible means of transportation to and from school, and these pieces of legislation are a critical part of that effort.

Thank you for your tireless efforts in Tallahassee to represent your constituents and for your consideration of this important legislation.

Sincerely,

Janet Long, Pinellas County Commissioner
Forward Pinellas Chair

CC: Pinellas Legislative Delegates
School Transportation Safety Committee Members

April 12, 2023



6D. Drew Street Project Update

SUMMARY

In 2016 the City of Clearwater applied for a Complete Streets Program grant from Forward Pinellas to prepare a plan to develop a concept for Drew Street to improve safety, access and mobility. Forward Pinellas awarded the grant in 2017 and the City completed the planning effort in 2018 with extensive public input.

The concept plan divided the corridor between Osceola Avenue and US 19 into three segments, each reflecting their distinct context of land uses and traffic characteristics. From Osceola Ave to Myrtle Ave, the road is maintained by the City. From Myrtle to NE Coachman Road, Drew Street is SR 590, maintained by the state. East of NE Coachman, the road is maintained by the County. The segments from Osceola Avenue to Keene Road entail a lane repurposing to convert the roadway from 4 undivided substandard lanes into a 3-lane road with two through travel lanes and a 15' center turn lane with medians. From Keene to the east, the roadway configuration will largely remain as is today, with some additional medians and a slightly wider bike lane. The City of Clearwater approved the concept in 2018.

Drew Street is on the county's High Injury Network, as defined in the Safe Streets Pinellas Vision Zero Action Plan, meaning it is one of the major hot spots for serious injuries and fatalities due to traffic crashes.

Based on Forward Pinellas making this project a priority since 2020, the Florida Department of Transportation has advanced funding into design and construction for the entire length of the corridor, with construction funded in FY24 of the state's five-year work program. Almost all the funding is federal, which is controlled by the MPO. No city or county funds are needed. The executive director will provide a brief update.

ATTACHMENT(S):

- [Forward Pinellas blog post](#)
- [Tampa Bay Times news story from April 5, 2023](#)
- Forward Pinellas Letter of Support
- City of Clearwater Letter of Support

ACTION: None required; informational item only.

FORWARD PINELLAS

P: (727) 464.8250

F: (727) 464.8212

forwardpinellas.org

310 Court Street

Clearwater, FL 33756



March 8, 2023

Brian L. Shroyer
Multimodal Project Manager
Florida Department of Transportation, District Seven
11201 North McKinley Drive
Tampa, FL 33612

RE: Support for Drew Street/SR 590 Lane Repurposing and Complete Street Design

Dear Mr. Shroyer:

Forward Pinellas, in its role as the Pinellas County Metropolitan Planning Organization, is proud to offer this letter of support for the Florida Department of Transportation's Lane Repurposing Report for the Drew Street Complete Street Design. The project is a Forward Pinellas priority resulting from its Complete Streets Program and supports the Safe Streets Pinellas Vision Zero Action Plan. The concept plan and proposed design is consistent with the Advantage Pinellas 2045 Long Range Transportation Plan (LRTP).

The western portion of Drew Street designated as State Road 590 from N. Osceola Avenue to Keene Road is a substandard, unsafe, inefficient roadway that divides residential neighborhoods and is a barrier to accessing destinations in downtown Clearwater and along the roadway itself. From 2020 through 2022, this section had more than 500 crashes, averaging about 170 per year, with more than 60 crashes involving injury, many severe, and one fatality. A safety analysis revealed that average travel speeds are well above the posted 35 and 40 mph limits.

As a result of a request from surrounding neighborhoods, the City of Clearwater applied for and received a grant from Forward Pinellas in 2017 for funding to develop a concept plan for the roadway with extensive public engagement. Upon completion of the planning effort, the Clearwater City Council approved the concept plan and Forward Pinellas placed the project on its priority list and secured funding from the Department to conduct a feasibility study and advance project design and construction phases into the State's Five-Year Work Program. We are excited to see this safe, accessible roadway transformation occur.

The proposed lane repurposing would bring the roadway up to a functional standard consistent with its land use context, accommodating the needs of all users to travel along and across the roadway. Going from a 4-lane undivided roadway to a 2-lane divided roadway with dedicated left turn lanes, additional protected crosswalks, bike lanes and wide sidewalks, depending on the section, will result in safer multimodal access, fewer crashes, and reduced speeding. With the addition of coordinated signal timing through the Advanced Traffic Management System, we are confident that Drew Street will move traffic more efficiently and safely after lane repurposing.

This is a well-conceived multimodal transportation safety project that demonstrates our shared commitment to complete streets, safety and mobility on our transportation network. Thank you for your partnership and commitment to the needs of our Pinellas County communities.

Sincerely,

Whit Blanton, FAICP

A handwritten signature in blue ink, appearing to read 'Whit Blanton', is written over a light blue rectangular background.

Executive Director

cc: Forward Pinellas Board



CITY OF CLEARWATER

POST OFFICE BOX 4748, CLEARWATER, FLORIDA 33758-4748
MUNICIPAL SERVICES BUILDING, 100 SOUTH MYRTLE AVENUE, CLEARWATER, FLORIDA 33756
TELEPHONE (727) 562-4750 FAX (727) 562-4755

PUBLIC WORKS

April 4, 2023

David Gwynn
Florida Department of Transportation, District Seven
11201 N McKinley Drive
Tampa, Florida 33612-6403

Subject: Lane repurposing on Drew Street

As Mayor and on behalf of the City of Clearwater, I respectfully submit this letter in support of lane repurposing on Drew Street, from N. Osceola Avenue to N. Keene Road. The lane repurposing, as part of the proposed improvements, is designed to improve safety in the Drew Street corridor. We look forward to next steps in the project, including review of design concepts and participating in public meetings to further gauge community support and concerns with the proposed design.

I expect your planning process will include a robust public participation component. It is important that our citizens are aware of and have the opportunity to provide input on such a critical project.

The City of Clearwater strongly supports regional transportation and mobility as critical to its preeminent position as an international tourist destination and fundamental to our economic success and quality of life. Therefore, the City of Clearwater supports the lane repurposing on Drew Street, from N. Osceola Avenue to N. Keene Road and looks forward to continued collaboration with FDOT on this priority project and other District Seven projects.

Sincerely,
XX, Mayor

Frank V. Hibbard, Mayor

Mark Bunker, Councilmember
Kathleen Beckman, Councilmember



David Allbritton, Councilmember
Lina Teixeira, Councilmember

“Equal Employment and Affirmative Action Employer”

April 12, 2023
7. Informational Items



Staff and/or board members will provide information and updates on the following items as deemed appropriate:

INFORMATIONAL ITEMS

- A. CPA Actions and Forward Pinellas Administrative Review Items
- B. Fatalities Map
- C. Pinellas Trail Data
- D. Draft PAC Action Sheet
- E. Committee Vacancies
- F. Correspondence of Interest

ATTACHMENT(S):

- Fatalities Map
- Pinellas Trail Data
- Letter dated 3/9/2023 to the City of Tarpon Springs RE: Apportionment Plan
- Letter dated 3/23/23 from Mayor Vatikiotis, City of Tarpon Springs RE: Apportionment Plan
- Letter dated 3/29/23 from the City of Tarpon Springs Requesting Reconsideration of Apportionment Plan Action

April 12, 2023

**7A. CPA Actions and Forward Pinellas Administrative Review
Items**



SUMMARY

This information is presented in order to better, and more systematically, apprise the Forward Pinellas Board of final action(s) by the Board of County Commissioners, in their role as the Countywide Planning Authority (CPA) on matters that have been previously considered. This summary also includes the Tier I Countywide Plan Map Amendments and Map Adjustments that have been administratively reviewed by Forward Pinellas staff.

CPA Actions February and March 2023:

The Board of County Commissioners, acting according to its Countywide Planning Authority, held public hearings on February 14, 2023 and February 28, 2023, to consider the following amendments to the Countywide Plan Map:

- CW 23-01, a City of St. Petersburg case located at located 2624, 2642, 2702, 2710, 2714, 2720 & 2730 Union St. and Lakewood Estates Section H, Block B, Lots 6-11 and Block C Lots 6-12 and Lots 20-26, was **approved** for an amendment from Public/Semi-Public to Residential Low Medium. (vote: 7-0)
- CW 23-02, a Pinellas County case located at 2669 St. Andrews Blvd., was **approved** for an amendment from Public/Semi-Public to Residential Rural. (vote: 6-0)

Tier I Countywide Plan Map Amendments February and March 2023:

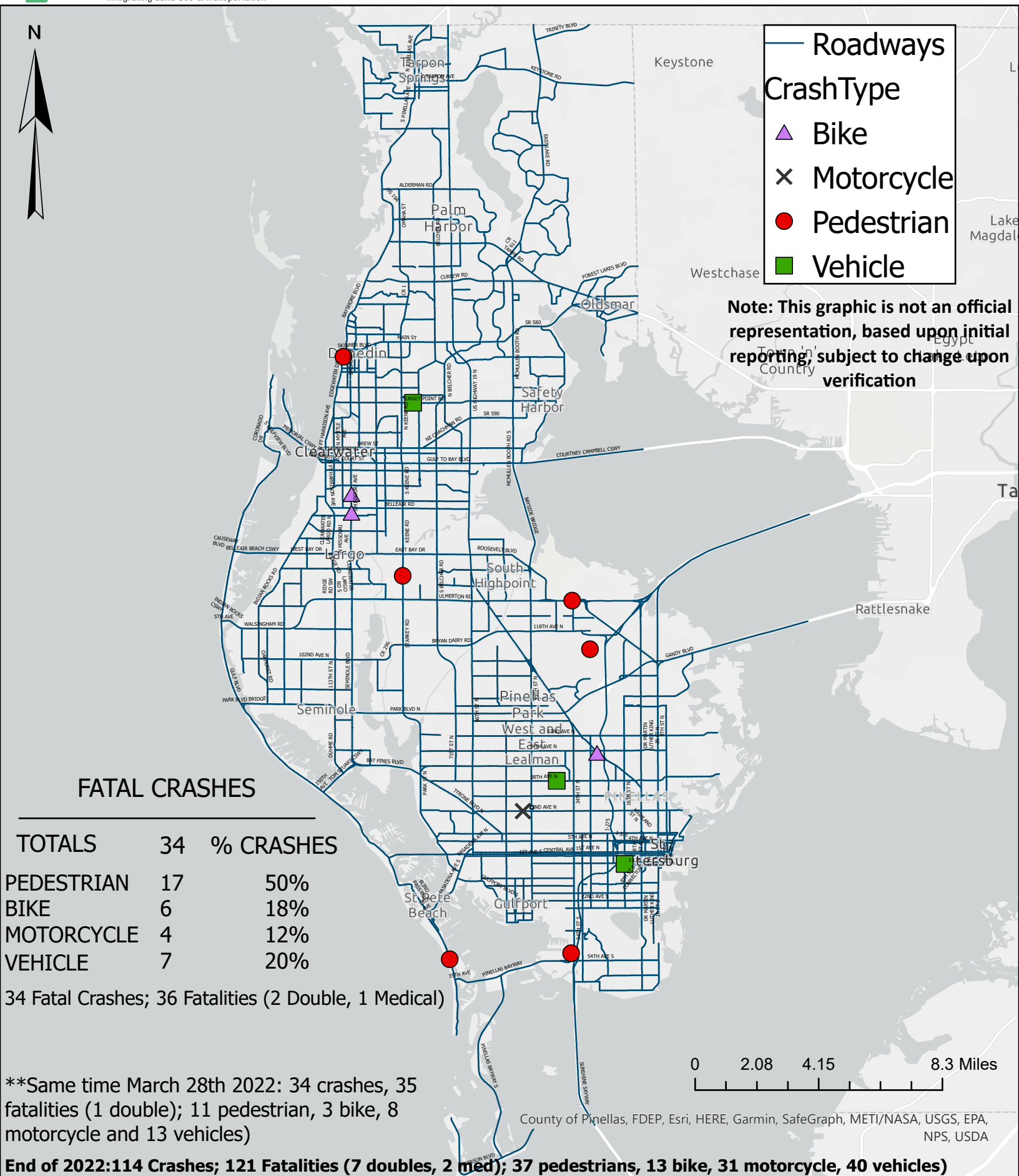
- FLUM 23-01, Pinellas County, satisfies the Tier I provisions of Section 6.1.2.1 of the Countywide Rules
- FLUM 23-02, City of Dunedin, satisfies the Tier I provisions of Section 6.1.2.1 of the Countywide Rules

Map Adjustments February and March 2023:

- MA 23-01, City of Dunedin, located at Indigo Drive & Weathersfield Drive, satisfies the Map Adjustment provisions of Section 7.3.8.5 of the Countywide Rules.

ATTACHMENT(S): None

ACTION: None required; informational item only.



Roadways

CrashType

- ▲ Bike
- ✕ Motorcycle
- Pedestrian
- Vehicle

Note: This graphic is not an official representation, based upon initial reporting, subject to change upon verification

FATAL CRASHES

TOTALS	34	% CRASHES
PEDESTRIAN	17	50%
BIKE	6	18%
MOTORCYCLE	4	12%
VEHICLE	7	20%

34 Fatal Crashes; 36 Fatalities (2 Double, 1 Medical)

**Same time March 28th 2022: 34 crashes, 35 fatalities (1 double); 11 pedestrian, 3 bike, 8 motorcycle and 13 vehicles)

End of 2022:114 Crashes; 121 Fatalities (7 doubles, 2 med); 37 pedestrians, 13 bike, 31 motorcycle, 40 vehicles)

# CRASHES	ON STREET	CROSS STREET	MODE	DATE	# FATAL	APPROX TIME	DHSMV	LEO	SEX/AGE
1	GULF BLVD	45TH ST	2 PEDS	1/3/2023	2	6:13PM	89363225	PC SHERIFFS OFFICE	M/61 F/63
1	EDGEWATER DR	MAIN ST	PED/DELAY	1/7/2023	1	6:49PM	89363249	PC SHERIFFS OFFICE	F/79
1	ULMERTON RD	FOUNTAIN WAY	PED/DELAY	1/9/2023	1	7:05PM			F/?
1	3695 37TH ST S	50TH AVE S	PED/PARKING LOT	1/10/2023	1	3:09PM	25121505	ST PETERSBURG PD	F/67
1	28TH ST N	110TH AVE N	PED	1/29/2023	1	12:35AM	25121999	ST PETERSBURG PD	M/13
1	DR MARTIN LUTHER KING JR ST		PED/DELAY	2/1/2023	1	7:17AM	25122007	ST PETERSBURG PD	M/41
1	STARKEY RD	12TH AVE SE	PED	2/4/2023	1	6:19PM	25493627	LARGO PD	
1	GULF TO BAY BLVD	BELCHER ROAD	PED/DELAY	2/7/2023	1	9:15PM		CLEARWATER	M/50
1	ULMERTON RD	34TH ST	PED	2/11/2023	1	9:45PM	25062604	FLORIDA HWY PATROL	M/38
1	FEATHER SOUND DRIVE	ULMERTON RD	PED	2/13/2023	1	7:50PM		FLORIDA HWY PATROL	M/70
1	2024 SEMINOLE BLVD		PED	2/15/2023	1	10:41PM		LARGO PD	
1	GULF TO BAY BLVD	OLD COACHMAN RD	PEDESTRIAN	2/17/2023	1	7:30AM		CLEARWATER	M/19
1	JUDY LEE DRIVE	LAKE JUDY LEE DRIVE	PEDESTRIAN	3/14/2023	1	8:25AM		LARGO PD	M/80
1	118TH STREET N	43RD STREET N	PEDESTRIAN	3/16/2023	1	10:09PM		FLORIDA HWY PATROL	M/55
1	MIRROR LAKE DR N	5TH ST N	PEDESTRIAN	3/20/2023	1	08:17AM	89385756	ST PETERSBURG PD	M/88
1	US 19	KLOSTERMAN RD	PEDESTRIAN	3/28/2023	1	10:07AM		TARPON SPRINGS PD	F/17
1	SUNSET POINT RD	KINGS HIGHWAY	PEDESTRIAN	3/28/2023	1	5:10AM		CLEARWATER PD	M/32
1	5TH AVE N		BIKE	1/1/2023	1				
1	MISSOURI AVE	KINGSLEY ST	BIKE/DELAY	1/19/2023	1	4:30PM	25433239	CLEARWATER PD	M/77
1	22ND AVENUE NORTH	52ND STREET NORTH	BIKE	1/30/2023	1	6:32PM	25122000	ST PETERSBURG PD	M/38
1	1800 BLOCK OF 18TH AVE S	19TH STREET	BIKE/DELAY	2/28/2023	1	7:03PM	25122714	ST PETERSBURG PD	M/66
1	PALM HARBOUR BLVD	OHIO AVENUE	BIKE	3/9/2023	1	10:50AM		FLORIDA HWY PATROL	M/55
1	3180 ENTERPRISE RD		BIKE/DELAY	3/9/2023	1	9:14PM		PC SHERIFFS OFFICE	F/36
1	MISSOURI AVE	BAYVIEW DR	MOTORCYCLE/PASS/DELAY	1/19/2023	1	6:20PM	25493525	LARGO PD	M/?
1	ROOSEVELT BLVD EXIT RAMP	ULMERTON RD	MOTORCYCLE/DELAY	1/26/2023	1	9:00PM			M/19
1	CENTRAL AVENUE	20TH STREET	MOTORCYCLE/DELAY	3/12/2023	1	03:46PM	25122951	ST PETERSBURG PD	M/49
1	2200 BLOCK OF GULF TO BAY BLVD		MOTORCYCLE	3/22/2023	1	6:30PM		CLEARWATER PD	M/22
1	38TH AVE	40TH ST	VEHICLE/DRIVER	1/16/2023	1	7:29PM	25121683	ST PETERSBURG PD	M/62
0	SUNSET POINT RD	NEAR HERCULES AVE	MEDICAL? VEH/DR/DELAY	1/30/2023	0	8:20AM	25433330	CLEARWATER PD	F/47
1	I-175 ENTRANCE RAMP	I-275	VEHICLE/PASSENGER	2/16/2023	1	3:15AM	25073441	FLORIDA HWY PATROL	M/36
1	I-275 NEAR MILEPOST 36		VEHICLE/PASSENGER	2/26/2023	1	2:45AM		FLORIDA HWY PATROL	M/41
1	43380 US 19 N		VEHICLE/DRIVER	3/6/2023	1	5:00PM		TARPON SPRINGS PD	M/44
1	WHITNEY RD	US-19	VEHICLE/DRIVER	3/9/2023	1	5:36PM		LARGO PD	
1	I-275 NEAR MILEPOST 20	28TH STREET	VEHICLE/DRIVER	3/12/2023	1	8:30PM		FLORIDA HWY PATROL	F/22
1	US 19	GATEWAY CENTRE BLVD	VEHICLE/DRIVER	3/26/2023	2	7:39PM		PINELLAS PARK PD	M/25 F/66

34					36				
# CRASHES	2023 (1 double, 1 medical)	REPORTS NEED VERIFIED			# FATALS				

NOTES:
2022 114 Crashes; 121 Fatalities (7 doubles, 2 med); 37 peds, 13 bike, 31 motorcycle, 40 vehicles)
2021 156 Crashes; 166 Fatalities (10 doubles; 64 Peds, 18 Bike, 31 Motorcycle, 53 Vehicles)
2020 108 crashes; 114 fatalities (1 triple 4 doubles/ 32 Peds, 10 bike, 21 motorcycle, 47 vehicle, 4 other)
2019 105 crashes; 106 fatalities (1 double/ 39 peds, 9 Bikes, 22 mc, 31 veh, 5 others)
2018 115 crashes 120 fatalities (5 doubles/ 39 peds, 8 Bikes, 31 mc, 44 veh)
2017 110 crashes 116 fatalities (4 doubles and 1 triple/ 37 peds, 6 bikes, 30 mc, and 43 veh)
2016 110 crashes 117 fatalities (3 triples and 1 double)

Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection Period:
February 1st-28th (28 days)

February 2023*

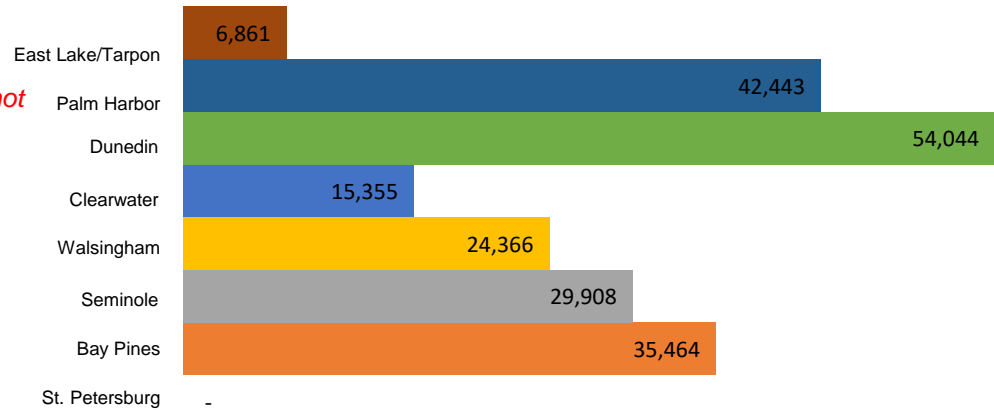
28-Day Count Total: 208,441
Daily Average Users: 7,444

**Due to technical issues, data from the St. Petersburg counter is not included.*

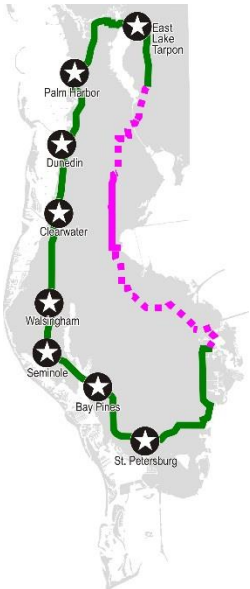
Highest Daily Totals:

- #1 – Saturday, February 25th (Dunedin – 2,916)
- #2 – Saturday, February 25th (Palm Harbor – 2,067)
- #3 – Sunday, February 5th (Bay Pines – 1,517)

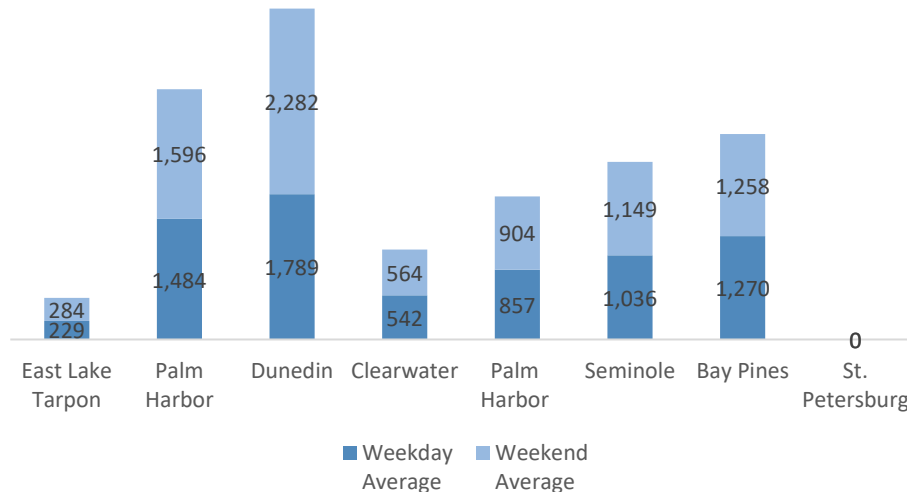
February Trail Users by Counter Location



Counter Locations



Weekday & Weekend Profile



Trail User Mode Split

Counter Location	Walking (Pedestrian Icon)	Bicycling (Bicycle Icon)
Palm Harbor	18%	82%
Dunedin	15%	85%
Clearwater	34%	66%
Walsingham	16%	84%
Seminole	28%	72%
Bay Pines	21%	79%
St. Petersburg	N/A	N/A
East Lake/Tarpon	14%	86%

Source: Forward Pinellas February 2023

Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection

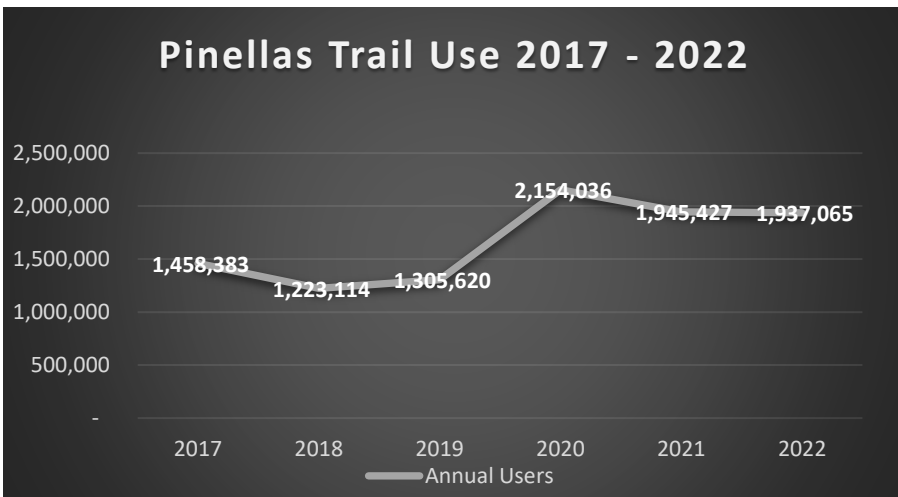
Period: February 2017 - February 2023 Data*



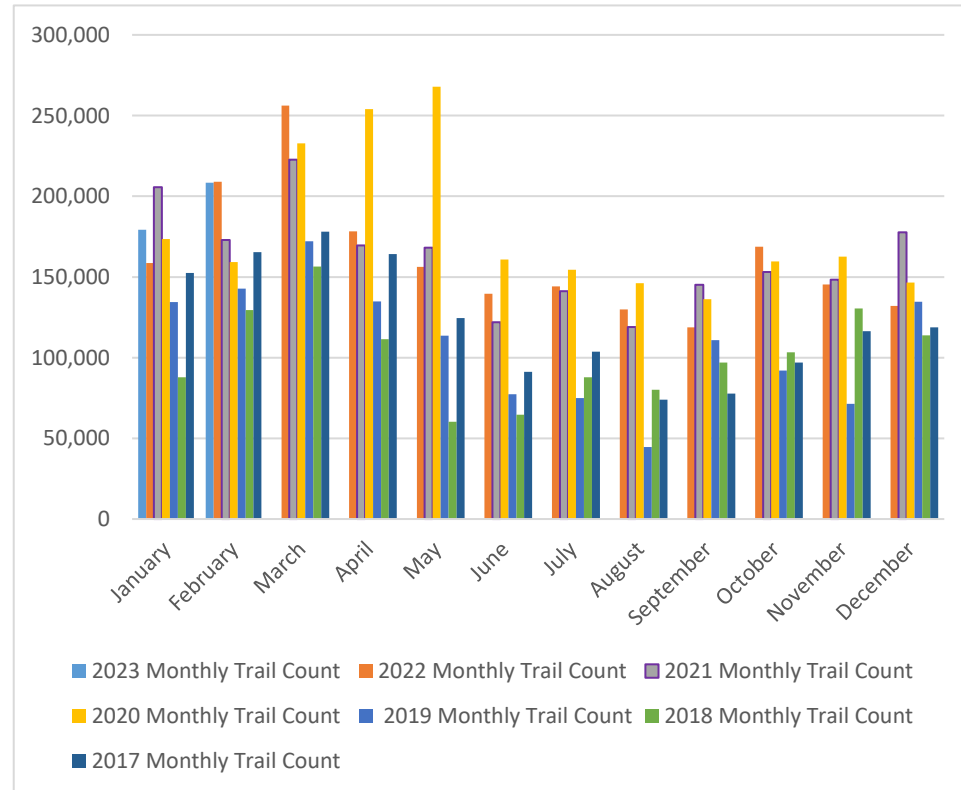
**February 2023 Total Count:
387,671***

**Due to technical issues, data from the St. Petersburg counter from 1/28 – 2/28 and the Palm Harbor counter from 1/1 – 1/17 and 1/30 – 1/31 is not included.*

Pinellas Trail Use 2017 - 2022



Monthly Trail Counts 2017 - 2023



**Technical issues with counters result in periods of missing data. Numbers presented in this report are the raw data and have not been adjusted to account for missing data segments.*

PAC AGENDA – SUMMARY AGENDA ACTION SHEET
DATE: APRIL 3, 2023

ITEM	ACTION TAKEN	VOTE
1. <u>CALL TO ORDER AND ROLL CALL</u>	<p>The PAC held its April 3, 2023 meeting in the Palm Room at 333 Chestnut Street, Clearwater.</p> <p>The Chair, Brandon Berry, called the meeting to order at 1:30 p.m. and the members introduced themselves.</p> <p>Committee members in attendance included: Marcie Stenmark, Fred Metcalf, Derek Reeves, Andrew Morris, Kimberly Mejia, Frances Leong Sharp, Brandon Berry, Kyle Brotherton, Ryan Brinson, Wesley Wright, Allie Keen, Kathryn Younkin (late arrival), Marshall Touchton and Nicole Dufva.</p> <p>Others in attendance: Jayme Lopko, City of Clearwater and Kathy Gademer, City of Dunedin.</p> <p>Forward Pinellas staff included: Rodney Chatman, Linda Fisher, Tina Jablon, Kaitlyn Nieman (intern) and Jared Austin.</p>	
2. <u>APPROVAL OF MINUTES FROM THE JANUARY 30, 2023 PAC MEETING</u>	<p>Motion: Marcie Stenmark Second: Frances Leong Sharp</p>	12-0
3. <u>REVIEW OF FORWARD PINELLAS AGENDA FOR APRIL 12, 2023 MEETING</u> A. CPA Actions and Forward Pinellas Administrative Review Items	<p>Rodney Chatman advised the committee members that the Countywide Planning Authority approved two land use cases in February and March. Additionally, Forward Pinellas staff administratively approved two Tier I amendments and one map adjustment over the last two months.</p>	
4. <u>PLANNING TOPICS OF INTEREST</u> A1. Proposed Countywide Rules Amendments – Target Employment and Industrial Land Study (TEILS)	<p>Jared Austin introduced this item by providing an overview of the Countywide Plan and its intended purpose. He then discussed the former and recent Target Employment and Industrial Land Studies. He outlined the existing policies and incentives and the proposed changes to policies and incentives. Proposed amendments will increase flexibility and create Target Employment Center (TEC) subcategories. Mr. Austin also outlined changes to the tiered amendment process for TECs.</p> <p>A TEILS Advisory Group comprised of staff from Countywide Planning and Economic Development is being considered, and if created will guide the</p>	

	<p>implementation process and tackle any issues that may arise.</p> <p>Following the TEILS discussion, Mr. Austin updated the committee on proposed amendments to the Relevant Countywide Considerations. He outlined a shift away from Roadway Level of Service (LOS) to the implementation of the Multimodal Accessibility Index (MAX Index) as a means of accessing roadway performance. He explained the rationale for the change by outlining several drawbacks to LOS. He further explained how the MAX Index will work in more detail.</p>	
<p>A2. Other Proposed Amendments</p>	<p>Linda Fisher outlined the other proposed amendments to the Countywide Rules to include the following items:</p> <p>Transfers of Density/Intensity which includes Density/Intensity Averaging, Transferable Development Rights and Density/Intensity Pools. The proposed amendments would create the new umbrella term of “Transfers of Density/Intensity” to include all of the aforementioned terms. This would reorganize and clarify the current Rules to consolidate duplicative provisions and formalize staff interpretations. The amendments would be more permissive containing few substantive changes and creating no new restrictions.</p> <p>Multi-jurisdictional Activity Centers (ACs), Multimodal Corridors (MMCs) and Planned Redevelopment Districts (PRDs) proposed amendments would streamline the process for unincorporated parcels in ACs, MMCs and PRDs.</p> <p>Coastal High Hazard Area (CHHA) proposed amendments to this section are intended to address amendments in the ACs, MMCs and PRDs that are also in a CHHA to allow for greater resiliency efforts.</p> <p>Housekeeping proposed amendments regarding legal advertisement requirements, standardizing administrative review deadlines and reports to the Countywide Planning Authority, codifying the purpose of sub-maps, clarifying the amendment process for development agreement changes, and codifying interpretations of definitions will also be included in this amendment package.</p>	

B. Legislative Update

Linda Fisher began by reminding the members of the start and end dates for this year's legislative session. She stated that less than half the typical amount of bills were filed this year for an unknown reason. She then reviewed the bills of interest that staff have been following to include:

SB 102 on Housing which has already been signed into law and will become effective on July 1, 2023. This bill states that if at least 40% of the units on a development project are affordable, the local government of jurisdiction must allow density up to the maximum permitted standard within the jurisdiction; must allow height up to the tallest permitted building height within one mile (or three stories if greater); may not require a zoning or land use change, special exception, conditional use approval, variance, or comprehensive plan amendment for height and density; and must administratively approve the project.

HB 439 and SB 1604 on Land Use Regulation which states that comprehensive plans must use official State of Florida population projections unless another source is higher, are no longer required to address most urban sprawl provisions, and can approve "privately-initiated" amendments regardless of Evaluation and Appraisal Review (EAR) status. The bills further state that land development regulations must establish minimum lot sizes consistent with maximum densities, must establish an administrative approval process for infill and may not use level-of-service standards as a basis for the denial of a development order or permit.

SB 170 and HB 151 on Local Ordinances which would require local government to prepare a "business impact estimate" before enacting most ordinances with exemptions for comprehensive plan amendments and land development regulations, suspend enforcement of a legally challenged ordinance until the matter is resolved, and pay successful plaintiffs up to \$50,000 for attorney fees and costs.

SB 882 and HB 885 on Infrastructure Surtax which amends stature for local option surtax (IE: Penny for Pinellas) which are currently limited to funding capital expenditures for infrastructure, but would expand to include infrastructure maintenance and operational costs.

	<p>Regional Transportation Planning bills to dissolve the Tampa Bay Area Regional Transit Authority (HB 155 and SB 198), directing the Florida Department of Transportation to explore the dissolution of the Hillsborough Area Regional Transit Authority (HB 1397 and SB 1532); and expected forthcoming language directing the exploration of a merger between the metropolitan planning organizations in Pinellas, Pasco and Hillsborough Counties (SB 64 and/or HB 425).</p> <p>Other preemption bills that would prohibit local governments from requiring local referendums to amend land development regulations (HB 41 and SB 586) and requiring that nonconforming structures in the Coastal High Hazard Area (CHHA) must be allowed to be demolished and rebuilt to current zoning standards (HB 1317 and SB 1346).</p> <p>SB 740 on County Realignment would create a “Statewide Blue Ribbon Task Force on County Realignment” within the Department of Economic Opportunity to “review whether changing county boundaries to address population shifts would help local governments provide more efficient local services and more effective public administration.”</p> <p>Ms. Fisher offered the latest status of each of the bills outlined.</p>	
<p>C. Pinellas Planning Council Potential FY 24 Work Plan Activities</p>	<p>Rodney Chatman described for the committee members benefit, the fiscal relationship that exists between the Pinellas Planning Council and the Pinellas County Metropolitan Planning Organization, the two legal entities that make up Forward Pinellas. He subsequently outlined the budget development strategy used by the agency in developing its annual budget. He outlined FY 23 current projects and FY 24 potential future projects based on the budget.</p>	
<p>D. Planning Support Services Procurement Update</p>	<p>Rodney Chatman updated the PAC members on the status of the Planning Support Services procurement that is currently underway. He reminded the members of the areas and sub-areas of expertise that were required of the submitting firm teams. He highlighted the list of firm teams that submitted proposals and outlined the next steps, reminding the committee members that other local governments would be permitted to piggyback on the contracts once executed.</p>	

E. Updated PAO Parcel Split and Parcel Combination Forms	Rodney Chatman alerted the PAC members that the Pinellas County Property Appraiser’s Office has updated its online forms for requesting a parcel split or parcel combination. He provided links to the forms for reference.	
<p>5. <u>OTHER PAC BUSINESS/PAC DISCUSSION AND UPCOMING AGENDA</u></p> <p>A. Pinellas SPOTlight Emphasis Areas Update (Information)</p>	<p>Rodney Chatman updated the committee on the recent activities related to the SPOTlight Emphasis Areas as follows:</p> <p>Enhancing Beach Community Access – The Waterborne Transportation Committee met on March 12th and reviewed the cost assumptions associated with the Clearwater Ferry Restart Plan and was provided an update on the other activities that staff has completed to date. After a lot of discussion, the committee committed to future meetings where consensus can be reached that implement an approach modeled after the Jolley Trolley where PSTA issues an RFP and awards a contract to the selected operator.</p> <p>Vision for US 19 – We are working on a socioeconomic analysis of the US 19 corridor in southern Pasco and northern Pinellas. The goal is to identify data points that demonstrate a growing market for future enhanced transit service and infrastructure along this segment of US 19. This information will be part of a broader discussion with residents and the business community that we plan to hold in the summer or fall of this year.</p> <p>Innovations in Target Employment and Jobs Access – We will be providing a presentation on the TEILS Update at the May 18th Board of County Commissioners Work Session in partnership with Pinellas County Economic Development.</p>	
B. Upcoming Land Use Cases & Pre-App Meetings	Upon call by the chair for any land use cases or pre-app meetings to make Forward Pinellas staff aware of, the cities of St. Pete Beach and Largo indicated they would be scheduling meetings with Forward Pinellas soon.	
6. <u>ADJOURNMENT</u>	There being no further business, the meeting was adjourned at 2:45 p.m.	

Respectfully Submitted,

PAC Chair

Date

April 12, 2023

7E. Committee Vacancies



SUMMARY

- **Bicycle Pedestrian Advisory Committee (BPAC)**

The BPAC currently has six openings, one for Dunedin, one for Pinellas Park/Mid County area, one for the Largo area, three for At Large seats.

- **Citizens Advisory Committee (CAC)**

The CAC currently has four openings: one for a Dunedin, two for Pinellas Park/Mid-County and one At Large.

- **Local Coordinating Board (LCB)**

The LCB currently has three openings, one for Department of Veteran Services, one for a Health Department representative and one for a Community Action Agency representative.

- **School Transportation Safety Committee (STSC)**

The STSC currently has two openings, one for Gulfport and one for Largo.

ATTACHMENT(S):

- BPAC Membership Listing ([4Ba](#))
- CAC Membership Listing ([4Bc](#))
- LCB Membership Listing
- STSC Membership Listing

ACTION: None required; informational item only.

**LOCAL COORDINATING BOARD
FOR THE TRANSPORTATION DISADVANTAGED**

Chairman

Councilmember Patti Reed (06/08/22)

Agency for Health Care Administration – Area 5 Medicaid Office

Emily Hughart (01/08/2020) Ian Martin (Alternate- 10/09/2016)

Citizens

Gloria Lepic-Corrigan – Citizen TD Rider

Loretta Statsick – Citizen Rep

FL Dept. of Elder Affairs

Michelle Tavares (04/13/2022) Jason Martino (Alternate - appointed 04/13/2022)

Persons with Disabilities

Jody Armstrong (Reappointed 04/13/2022) Jody Armstrong (Alternate –)

Pinellas County Dept. of Veterans Services

Vacant

Pinellas Suncoast Transit Authority (Non-Voting)

Ross Silvers (Alternate: Vacant)

Transportation Provider for Profit

Brian Scott (Vice Chair - 03/10/2010) (reappointed 11/17/2020)

Community Action Agency

Vacant

Over 60

Duncan Kovar (01/13/2021)

Public Education

Joseph Camera (10/14/20) (Alternate: Autumn Westermann (10/14/20)

Department of Children and Families

Ivonne Carmona (Reconfirmed March 2021) Kitty Kelleher (Alternate: 02/8/2017)

Children at Risk

Yaridis Garcia (08/10/22)

Division of Blind Services

Amanda Honingford (Reappointed 04/13/2022) Mark Harshbarger (alternate: Reappointed 04/13/2022)

Career Source Pinellas (Regional Work Force Development)

Shawna Peer (10/14/2021) Jennifer Brackney (Alternate - 05/12/2017)

Local Medical Community

Vacant

Regional Agency for Persons with Disabilities

Michael Taylor (Reappointed 04/13/2022) (Alternates: Debra Noel and Brett Gottschalk Reappointed 04/13/2022)

Technical Support – Florida Department of Transportation (FDOT)

Tracy Noyes (Alternate: Dave Newell (03/11/2020)

SCHOOL TRANSPORTATION SAFETY COMMITTEE MEMBERS

School Board

Stephanie Meyer - Chair
Carol Cook- Vice Chair

Pinellas County

Commissioner Chris Latvala

Clearwater

Councilmember Mark Bunker

Citizen

Doug Mullis

Dunedin

Commissioner Jeff Gow

PSTA

Josh Shulman

Gulfport

Vacant

Largo

Vacant

Oldsmar

Councilmember Katie Gannon

Gulf Beaches

Mayor Cookie Kennedy

Pinellas Park

Councilmember Keith V. Sabiel

Tarpon Springs

Commissioner Mike Eisner

Seminole

Councilor Roger Edelman

Safety Harbor

Commissioner Cliff Merz
Vice Mayor Nancy Besore (alternate)

St. Petersburg

Councilmember Lisset Hanewicz

Non-Voting Tech Support Members

Pinellas County School Board/Transportation

Matthew Atwell
T. Mark Hagewood, Transportation

Pinellas County Long Range Planning

Scott Swearingen

Pinellas County Public Works

Casey Morse / Joan Rice

Pinellas County School Board

Marshall Touchton, Demographic Specialist

Pinellas County School Board

Joseph Camera, Customer Service Analyst
Autumn, Westermann, Customer Service Analyst (Alt.)

FORWARD PINELLAS

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310 Court Street

Clearwater, FL 33756



March 9, 2023

Mayor Costa Vatikiotis
City Hall
City of Tarpon Springs
324 East Pine Street
Tarpon Springs, FL 34689

RE: Forward Pinellas Apportionment Plan

Honorable Mayor Vatikiotis:

Thank you and your fellow City Commission members for joining us at the March Forward Pinellas board meeting. I believe you made several strong points about why Tarpon Springs deserves a seat at the table on matters relating to transportation and land use in Pinellas County. While the board did not endorse that proposal with its vote to authorize distributing resolutions to all 25 local governments for the new Census-based apportionment plan, there will be a final vote later this year to transmit the plan to the governor for review and concurrence. We expect that action to take place in October, when it will require a 75 percent affirmative vote of the board.

In the meantime, I wanted to affirm my sentiment at last week's meeting that the City of Tarpon Springs, and every community in Pinellas County, has an opportunity to shape countywide and local transportation and land use decision-making through Forward Pinellas. Even without a designated City of Tarpon Springs seat on the board, our staff is happy to work with you, the Board of City Commissioners, your staff and the public to identify needs and advance transportation projects that make sense for the community.

As we develop the new Advantage Pinellas Long Range Transportation Plan over the next 18 months and implement Countywide Plan policy changes for Target Employment Centers, we look forward to working with you to determine how best to address needs and define priorities that best serve the City. In the coming months, we will be working closely with FDOT, Pinellas County and Pasco County to define transportation projects for the US 19 corridor, evaluate the potential replacement of the Anclote River Bridge, and addressing the environmental issues associated with the erosion of the Elfers Spur trail.

Our staff would be happy to meet with you at your convenience to discuss those issues and opportunities. In addition, I encourage your continued participation in Forward Pinellas board meetings, our Technical Coordinating Committee, Planners Advisory Committee, Bicycle/Pedestrian Advisory Committee, and Citizens Advisory Committee to share ideas and advocate for community needs and priorities.

We value the City's partnership and commitment to addressing the planning and development issues in our community.

Sincerely,

Whit Blanton, FAICP

A handwritten signature in blue ink, appearing to read 'Whit Blanton', is written over a light blue rectangular background.

Executive Director

cc: Tarpon Springs Board of Commissioners
Mark LeCouris, City Manager
Forward Pinellas Board



OFFICE OF
MAYOR AND COMMISSIONERS

City of Tarpon Springs, Florida

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FAX (727) 937-8199

March 23, 2023

Mr. Whit Blanton
Executive Director
Forward Pinellas
310 Court Street
Clearwater, FL 33756

Mr. Blanton:

Thank you for your letter concerning the decision on the reapportionment of seats, and your sentiments of how the Forward Pinellas staff can continue working with the City of Tarpon Springs.

By this letter, I wish to also thank those Forward Pinellas Board Council Members who supported our request for an individual seat. The reapportionment was based on regulatory decile review. Consequently, the City of Tarpon Springs does not take this process lightly.

My comments here are my own and do not necessarily reflect the sentiments of the Commission. The fundamental problem for us with your reapportionment process is that the City of Tarpon Springs was not consulted nor were we explained the process. At the meeting, there did not seem to be an issue with that fact which is equally troubling. Again, it was a decile review, not an annual or biannual one.

Your rationale for the need to maintain an odd number of seats to break a tie may offer a convenient reason to vote against our request, but in practice, it is a weak argument. I should point out that the vote for your apportionment plan on that day was 7 "yes" to 5 "no." That is an even number.

Not all deliberative bodies have an odd number of members for the purposes of voting. Their size is based on having the number required to represent its members' needs equally and fairly. For example, our Florida Legislature (120 Representatives, and 40 Senators) is not based on an odd number. Lastly, any measure that needs an odd vote to break a tie in a collegial body such as Forward Pinellas representing one million residents is problematic in and of itself. The measure should be reworked and brought back with greater support. In effect, the message from your comments and that of some of the council members was that about 2.6 percent of the county population (i.e., Tarpon Springs) was not worth the effort of revisiting this matter, even with a close vote. Again, we were not notified, asked, briefed, or consulted, in this matter prior to your vote. All we were told by Vice Mayor Buchman was that Tarpon Springs was being considered for its own seat.

Nevertheless, we came to you asking for help for better representation. We have a population now that rates its own seat based on your staff's analysis of about a 2.5 percent population threshold. We are isolated at the north end of Pinellas County. We are facing unique challenges like those that the southern Pinellas County beach communities faced two decades ago. We are about 90 percent built-out. We believe a focused planning/transportation dialogue within an organization that serves that purpose is by far superior to my discussing matters informally with my colleagues at the Mayors' Council of Pinellas County.

As such, I would like to know whether the Forward Pinellas Council has a process for requesting a reconsideration of this matter? I consulted with city staff as to the benefits of having our own seat before my decision to make this request. The city staff believes we would benefit. However, I do not know without being a council member whether that is allowed under your rules of procedure. I would suspect, as with Robert's Rules of Order, it would require a council member on the prevailing side of the vote to make such a motion and it be passed by a majority. If that is the case, I am requesting a formal agenda item either through you or our representative, Vice Mayor Buchman, at your next meeting to make such a request of the Council Members on the prevailing side. I will also obtain the consent of our City Commission to proceed in this manner.

Please share this letter with the Forward Pinellas Council Members.

Sincerely,



Costa S. Vatikiotis

Mayor

Cc: City of Tarpon Springs Board of Commissioners
Vice Mayor Jarrod Buchman, Oldsmar
City Manager Mark LeCouris, Tarpon Springs



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City of Tarpon Springs, Florida

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FAX (727) 937-8199

March 29, 2023

Mr. Whit Blanton
Executive Director
Forward Pinellas
310 Court Street
Clearwater, FL 33756

Mr. Blanton:

This letter confirms that the City Commission voted last night to formally request reconsideration of Forward Pinellas' reapportionment plan for Tarpon Springs to have its own seat on the council.

Thank you.

Sincerely,

Costa S. Vatikiotis
Mayor

Cc: City of Tarpon Springs Board of Commissioners
Vice Mayor Jarrod Buchman, Oldsmar
City Manager Mark LeCouris, Tarpon Springs

April 12, 2023

8. Upcoming Events



Staff and/or board members will provide information on the following upcoming events as needed:

UPCOMING EVENTS

April 14-15 th	MPOAC Weekend Institute – Florida Hotel Orlando
April 27 th	MPOAC Meetings – Florida Hotel Orlando
April 28 th	Homes for Pinellas Summit 2023
May 4-5 th	The Leadership Summit – Tampa Bay Regional Resiliency Coalition
May 5-6 th	MPOAC Weekend Institute – Marriott Tampa Airport
June 23 rd	TMA & SCTPA Meetings – TBRPC

ATTACHMENT(S): None

ACTION: None required; informational item only.