PLANNERS ADVISORY COMMITTEE (PAC) MEETING AGENDA

March 4, 2019 – 1:30 pm
310 Court Street, 1st Floor Conf. Room
Clearwater, FL 33756

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

1. **CALL TO ORDER AND INTRODUCTIONS**

2. **APPROVAL OF MINUTES – February 4, 2019**

3. **REVIEW OF FORWARD PINELLAS AGENDA FOR March 13, 2019**

   PUBLIC HEARINGS
   Subthreshold Countywide Plan Map Amendment(s)
   A. CW 19-05 – Pinellas County
   Regular Countywide Plan Map Amendment(s)
   B. CW 19-06 – City of St. Pete Beach

   REGULAR AGENDA ITEMS
   C. CPA Actions and Tier I Countywide Plan Map Amendments February 2019

4. **PLANNING TOPICS OF INTEREST**
   A. Proposed Amendments to the Countywide Plan
   B. Rule Interpretations Annual Update
   C. Planning & Place-Making Grant Pilot Program Awards Recommendations
   D. Complete Streets Grant Program Awards Recommendations

5. **OTHER PAC BUSINESS/PAC DISCUSSION AND UPCOMING AGENDA**
   A. Pinellas SPOTlight Emphasis Areas Update (Information)
   B. Legislative Update (Information)

6. **UPCOMING EVENTS**

March 8th	Bike Your City – Largo
March 15th	Women in Planning Discussion – Career Advice from STEM Women Leaders in Tampa
March 22nd	The Next Evolution of Public Hearings
March 26th	Tampa Heights Walking Tour
March 26th	Alternate US 19 Cultural Corridor Progress Meeting
March 27th	Tampa Bay Mobility Alliance Meeting (TBMO)
March 29th	Historic Preservation of African American Cemeteries
April 4th	Open House: 34th Street South Lane Repurposing
April 5th	Regulating Historic Signs
April 9th	2019 Innovative Solutions to Attainable Housing Summit
May 7-9th	Transplex (Jacksonville)
Nov 12-14th	National Safe Routes to School Conference in Tampa

7. **ADJOURNMENT**

NEXT PAC MEETING – MONDAY, APRIL 1, 2019

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.

Appeals: Certain public meetings result in actions taken by the public board, commission or agency that may be appealed; in such case persons are advised that, if they decide to appeal any decision made at a public meeting/hearing, they will need a record of the proceedings, and, for such purposes, they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Planners Advisory Committee – March 4, 2019

2. Approval of Minutes – February 4, 2019

SUMMARY

The Summary Agenda Action Sheet for the February 4, 2019 PAC meeting is attached for committee review and approval.

ATTACHMENT(S): PAC Summary Agenda Action Sheet for the February 4, 2019 meeting

ACTION: PAC to approve the Summary Agenda Action Sheet from the February 4, 2019 meeting

PAC AGENDA – SUMMARY AGENDA ACTION SHEET
DATE: FEBRUARY 4, 2019

ITEM	ACTION TAKEN	VOTE
1. CALL TO ORDER AND INTRODUCTIONS	The meeting was called to order at 1:33 p.m.	
2. MINUTES OF REGULAR PAC MEETING OF JANUARY 2, 2019	Motion: Heather Urwiller Second: Marie Dauphinais	14-0
3. REVIEW OF FORWARD PINELLAS AGENDA FOR FEBRUARY 13, 2019 MEETING PUBLIC HEARINGS Subthreshold Countywide Plan Map Amendments A. CW 19-2 – City of St. Petersburg	Motion: Marshall Touchton Second: Marie Dauphinais	14-0
Regular Countywide Plan Map Amendments B. CW 19-3 – City of Largo	Motion: Heather Urwiller Second: Jan Norsoph	14-0
C. CW 19-4 – City of Largo	A motion was made by Heather Urwiller to approve the alternative compromise as recommended by Forward Pinellas staff. The motion was seconded by Michael Schoderbock and carried by a unanimous vote.	14-0
REGULAR AGENDA ITEMS D. CPA Actions and Tier I Countywide Plan Map Amendments January 2019	None required; informational item only	
4. PLANNING TOPICS OF INTEREST A. Forward Pinellas Planning & Place-Making Grant Pilot Program Applications	Rodney Chatman announced that representatives from the City of Largo, City of Oldsmar, City of St. Petersburg and the City of Tarpon Springs were present to give presentations on the projects that were submitted for the Planning & Place-Making Grant Pilot Program. Forward Pinellas asked for volunteers from the PAC who are not submitting applications to participate on a Planning & Place-Making Grant subcommittee to review the applications and develop recommendations for funding. The recommendations will be brought to the Forward Pinellas Board on March 13, 2019 for review and approval.	
B. Forward Pinellas Complete Streets Program Applications	Rodney Chatman announced that representatives from the City of Clearwater, the City of Dunedin and the City of St. Petersburg were present to presentations on their projects and answer any questions, for the Complete Streets Program. The City of Clearwater and the City of St. Petersburg gave presentations on concept planning projects and the City of Dunedin and the City of St. Petersburg gave presentations on construction projects. These projects were previously viewed by the Technical Coordinating Committee (TCC). Forward Pinellas staff will be asking for volunteers for members of both TCC and PAC,	

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	who are not submitting applications, to participate on a Complete Streets subcommittee to review applications and develop recommendations. The recommendations will be brought to the Forward Pinellas Board on March 13, 2019 for review and approval.	
C. Florida Right to Farm Act	Linda Fisher updated the committee on the Florida Right to Farm Act. Forward Pinellas is continuing to partner with the City of St. Petersburg in order to make amendments to the Florida Right to Farm Act. Specifically to create an exemption for urban agriculture and to define urban agriculture in a way that is targeted and specific enough to continue to protect traditional rural agriculture but is also inclusive of all the urban areas of the state. The Florida Farm Bureau, an agricultural lobbyist group, is providing input. Staff hopes to complete the draft amendment this month and bring to the City Council and Forward Pinellas Board for formal endorsement, then will forward to the PAC membership to request local government support.	
D. US 19 Wayfinding	Rodney Chatman introduced Gina Clayton, Clearwater Assistant Planning and Development Director, to present the framework for an exit numbering pilot program to improve the effectiveness of wayfinding that directs motorists to various destinations on US Highway 19 from Gandy Boulevard to State Road 580. Clearwater and FDOT are seeking input and support from the affected local governments and the business community.	
5. <u>OTHER PAC BUSINESS/PAC DISCUSSION AND UPCOMING AGENDA</u> A. Pinellas SPOTlight Emphasis Areas Update	Rodney Chatman suggested the remaining items be deferred to next month as the meeting was already beyond the normal two hours.	
B. Joint Transportation Funding and Coordination Workshop of January 18, 2019 Summary		
C. Proposed Amendments to the Countywide Plan Update		
6. <u>UPCOMING EVENTS</u>	The PAC members received and shared information regarding upcoming events of interest.	
7. <u>ADJOURNMENT</u>	The meeting was adjourned at 4:07 p.m.	

Respectfully Submitted,

PAC Chairman _____ Date _____

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Planners Advisory Committee – March 4, 2019

3A. Case CW 19-05 – Pinellas County

SUMMARY

From: Residential Low Medium
To: Retail and Services
Area: 0.4 acres m.o.l.
Location: 1408 North Betty Lane, Clearwater 33765

This proposed amendment is submitted by Pinellas County and seeks to amend property totaling approximately 0.4 acres from Residential Low Medium (used to depict areas that are primarily well-suited for suburban, low density or moderately dense residential uses at a maximum density of 10 dwelling units per acre) to Retail and Services (used to depict areas 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).

The subject property contains an automobile repair facility and resides on a corridor that is primarily a mix of commercial and residential uses. The intended use of the property will continue to be an automobile repair facility, of which the owner has no immediate plans to redevelop, but would like the ability to redevelop the property in the future to include commercial uses. If approved, this amendment will correct an inconsistency between the zoning and future land use categories and be consistent with Pinellas County's Comprehensive Plan.

FINDINGS

Staff submits the following findings in support of the recommendation for approval:

A. The Retail and Services category is appropriate for the proposed use of the property, and is consistent with the criteria for utilization of this category.
B. The proposed amendment either does not involve, or will not significantly impact, the remaining relevant countywide considerations.

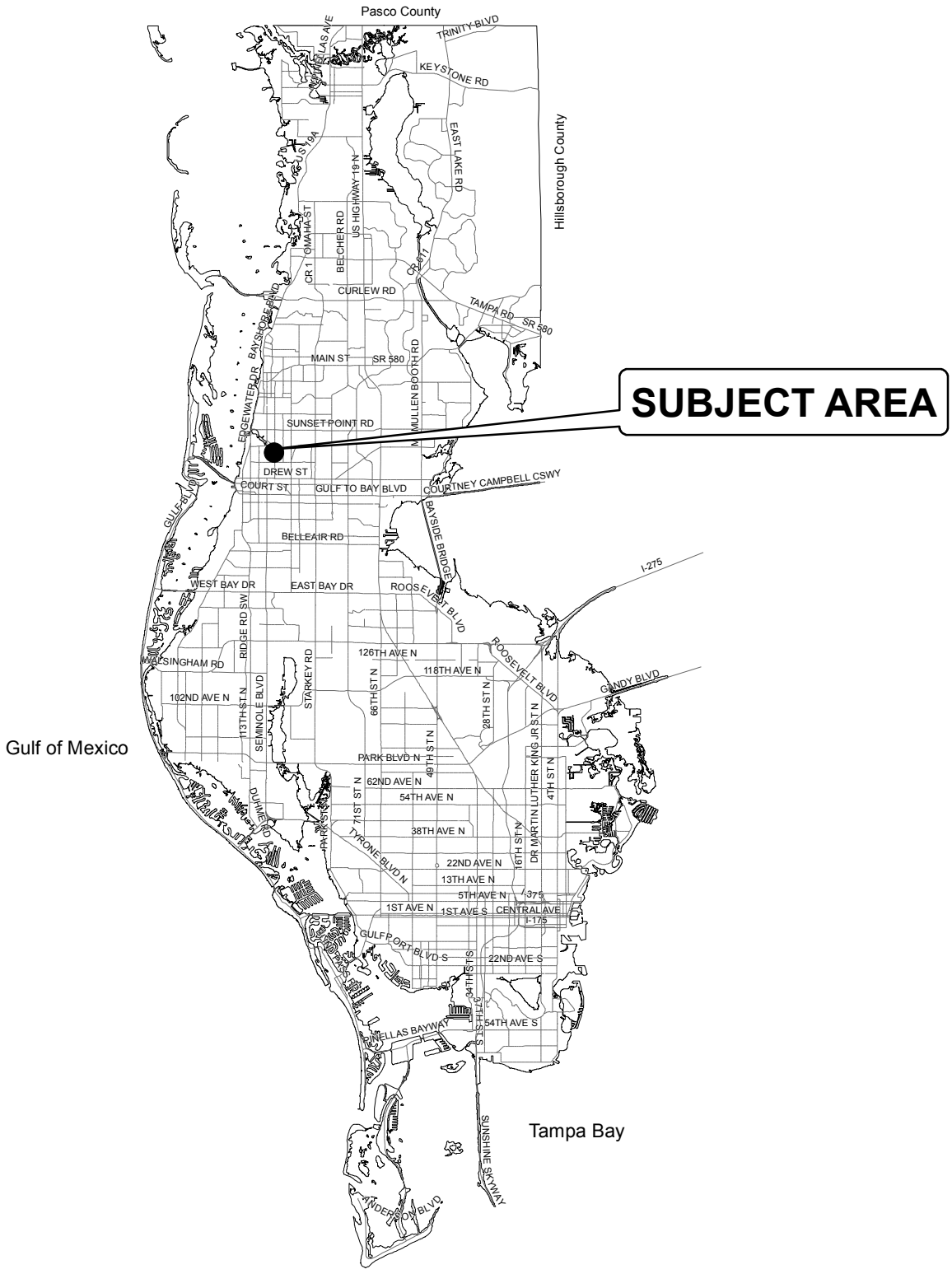
Please see accompanying attachments and documents in explanation and support of these findings.

LIST OF MAPS & ATTACHMENTS:

Map 1 Location Map
Map 2 Current Countywide Plan Map & Jurisdictional Map
Map 3 Aerial Map
Map 4 Current Countywide Plan Map
Map 5 Proposed Countywide Plan Map

MEETING DATES:

Planners Advisory Committee, March 4, 2019 at 1:30 p.m.
Forward Pinellas, March 13, 2019 at 1:00 p.m.
Countywide Planning Authority, April 9, 2019 at 9:30 a.m.



Map 1 - Location

CASE #: CW19-05

FROM: Residential Low Medium

AREA: 0.4 Acres

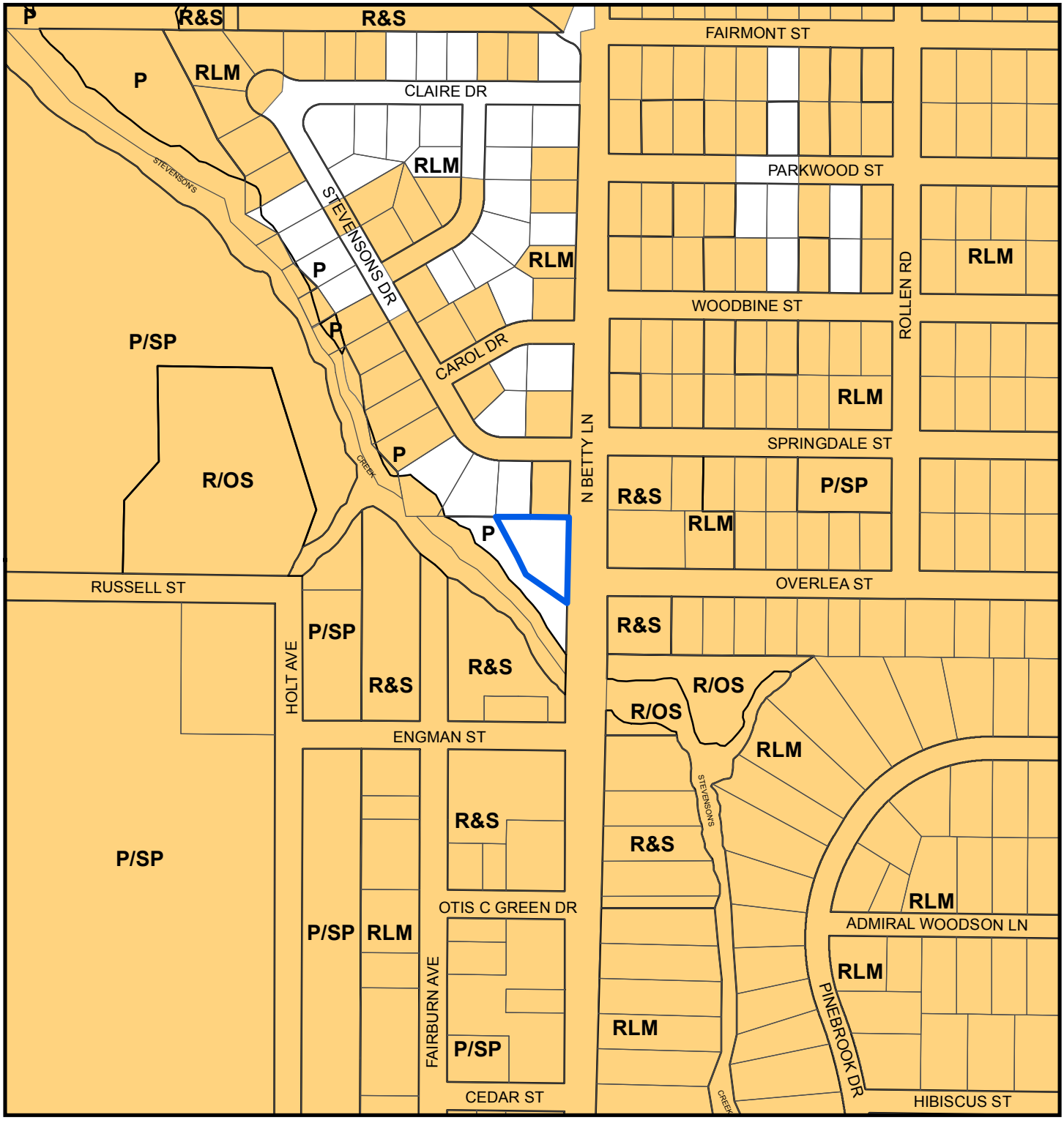
JURISDICTION: Pinellas County

TO: Retail and Services

FORWARD PINELLAS
Integrating Land Use & Transportation

NORTH

0 2 4 8 Miles



Map 2 - Current Countywide Plan Map & Jurisdictional Map

CASE #: CW19-05

JURISDICTION: Pinellas County

FROM: Residential Low Medium

TO: Retail and Services

AREA: 0.4 Acres

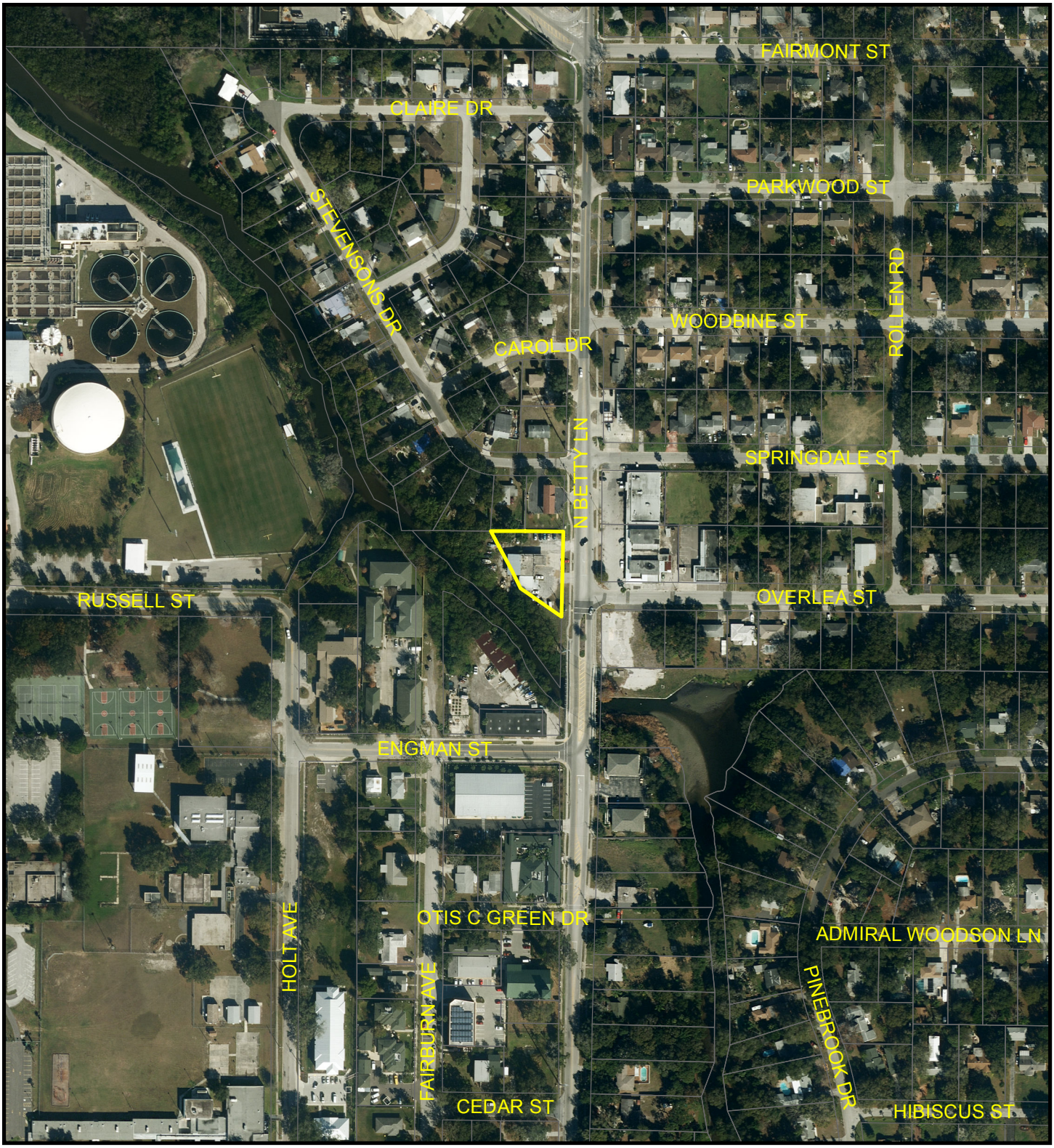
LEGEND:

- Clearwater
- Unincorporated

FORWARD PINELLAS
Integrating Land Use & Transportation

NORTH

0 100 200 400 Feet



Map 3 - Aerial

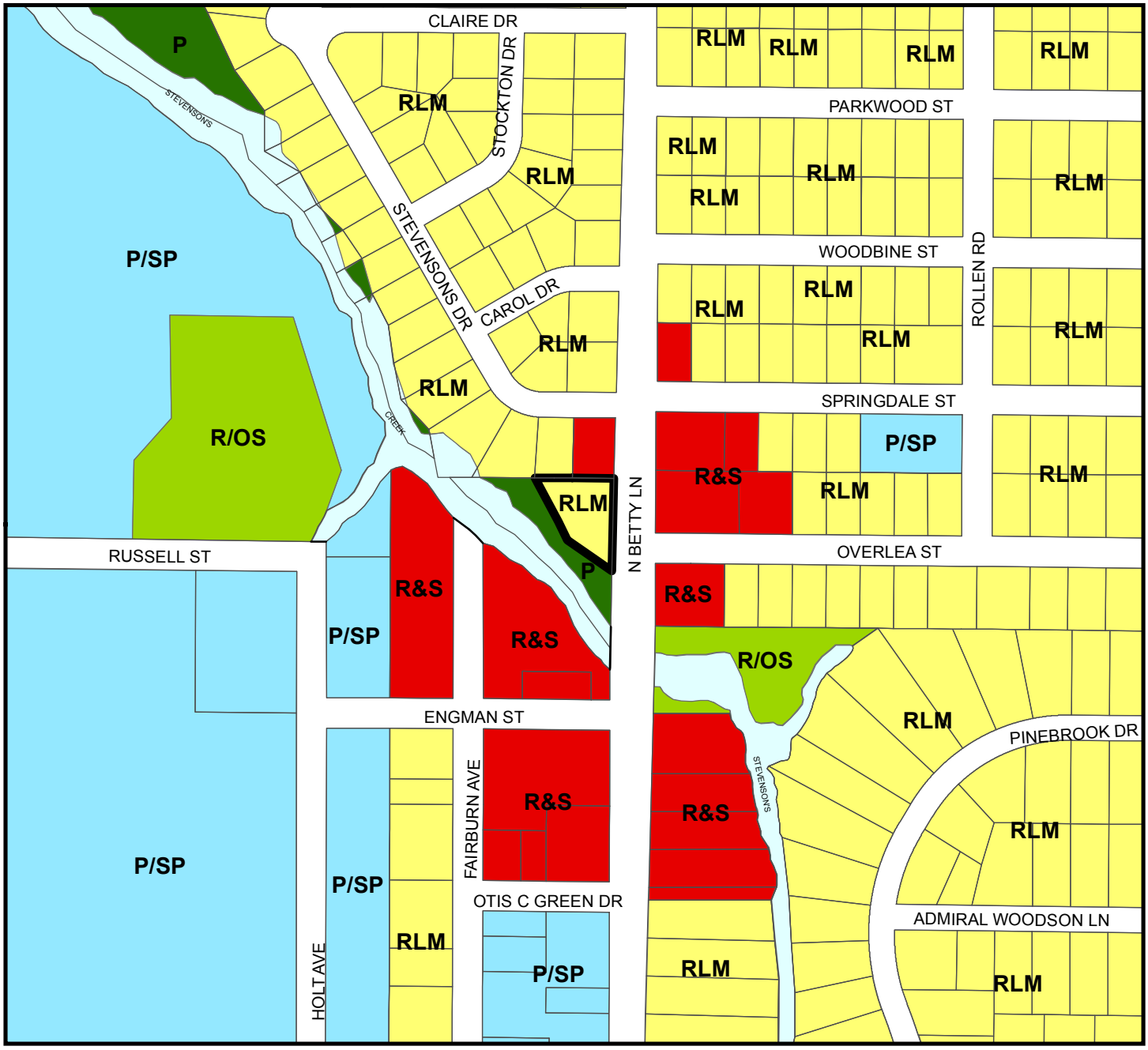
CASE #: CW19-05 **FROM:** Residential Low Medium **AREA:** 0.4 Acres

JURISDICTION: Pinellas County **TO:** Retail and Services

FORWARD PINELLAS
Integrating Land Use & Transportation

NORTH

Feet
0 100 200 400



Countywide Plan Map Categories

- Residential Low Medium
- Recreation/Open Space
- Retail & Services
- Preservation
- Public/Semi-Public

Map 4 - Current Countywide Plan Map

CASE #: CW19-05 **FROM:** Residential Low Medium **AREA:** 0.4 Acres

JURISDICTION: Pinellas County **TO:** Retail and Services

FORWARD PINELLAS
Integrating Land Use & Transportation

NORTH

Feet
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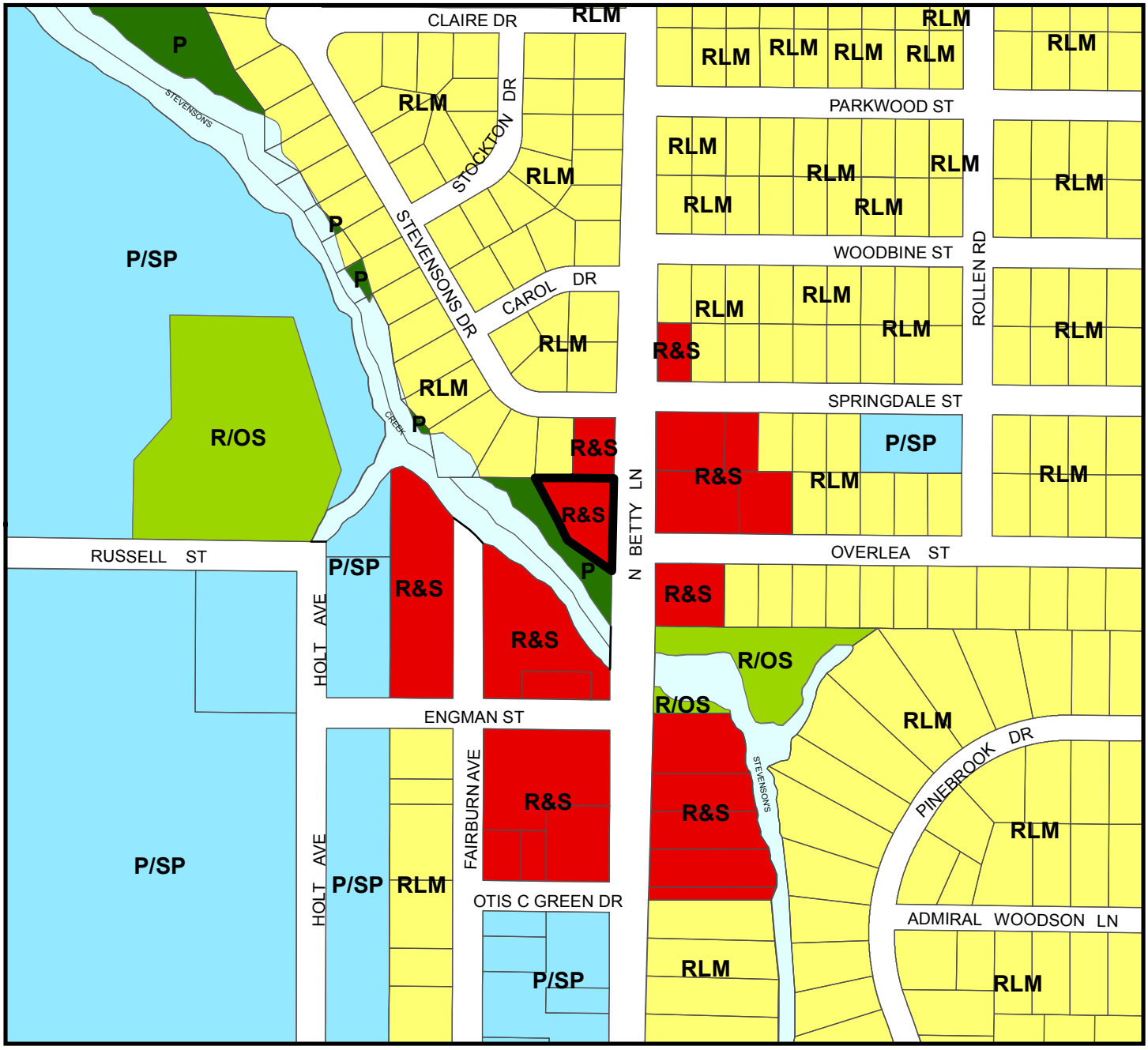


Countywide Plan Map Categories

- Residential Low Medium
- Public/Semi-Public
- Preservation
- Retail & Services
- Recreation/Open Space

Map 5 - Proposed Countywide Plan Map

CASE #: CW19-05 **FROM:** Residential Low Medium **AREA:** 0.4 Acres

JURISDICTION: Pinellas County **TO:** Retail and Services

FORWARD PINELLAS
Integrating Land Use & Transportation

NORTH

0 100 200 400 Feet

Planners Advisory Committee – March 4, 2019

3B. Case CW 19-06 – City of St. Pete Beach

SUMMARY

From: Public/Semi-Public
To: Residential Medium
Area: 0.3 acres m.o.l.
Location: 3101 Pass-A-Grill Way, St. Pete Beach 33706

This proposed amendment is submitted by the City of St. Pete Beach and seeks to amend property totaling approximately 0.3 acres from Public/Semi-Public (used to recognize institutional and transportation/utility uses that serve the community or region, especially larger facilities having acreage exceeding the thresholds established in other plan categories, and which are consistent with the need, character, and scale of such uses relative to the surrounding uses, transportation facilities, and natural resource features) to Residential Medium (used 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).

The subject property currently contains an elevated structure that was formerly used as a private school facility but is now vacant. The property is currently surrounded by residential and multi-family uses, and while there is no redevelopment planned at this time, the property owner intends to convert the structure to a multi-family development with the intended use as residential housing. If approved, this amendment will be consistent with the City of St. Pete Beach's Comprehensive Plan.

FINDINGS

Staff submits the following findings in support of the recommendation for approval:

A. The Residential Medium category is appropriate for the proposed use of the property, and is consistent with the criteria for utilization of this category.
B. The proposed amendment either does not involve, or will not significantly impact, the remaining relevant countywide considerations.

Please see accompanying attachments and documents in explanation and support of these findings.

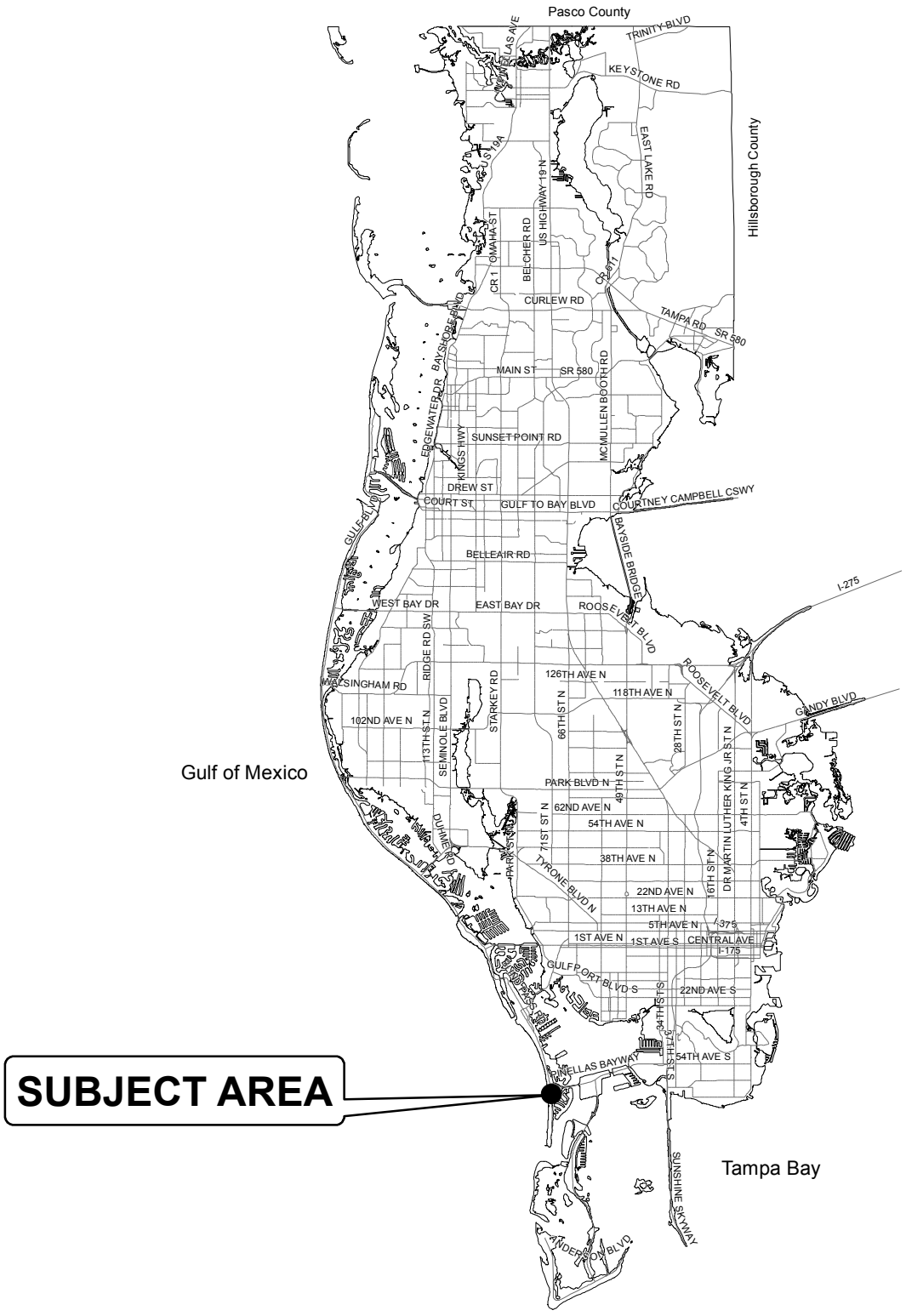
LIST OF MAPS & ATTACHMENTS:

Map 1 Location Map
Map 2 Current Countywide Plan Map & Jurisdictional Map
Map 3 Aerial Map
Map 4 Current Countywide Plan Map
Map 5 Proposed Countywide Plan Map
Map 6 Coastal High Hazard Area (CHHA) Map

Attachment 1 Forward Pinellas Staff Analysis

MEETING DATES:

Planners Advisory Committee, March 4, 2019 at 1:30 p.m.
Forward Pinellas, March 13, 2019 at 1:00 p.m.
Countywide Planning Authority, April 9, 2019 at 9:30 a.m.



Map 1 - Location

CASE #: CW19-06 **FROM: Public/Semi-Public** **AREA: 0.3 Acres**

JURISDICTION: The City of St. Pete Beach **TO: Residential Medium**

FORWARD PINELLAS
Integrating Land Use & Transportation

NORTH

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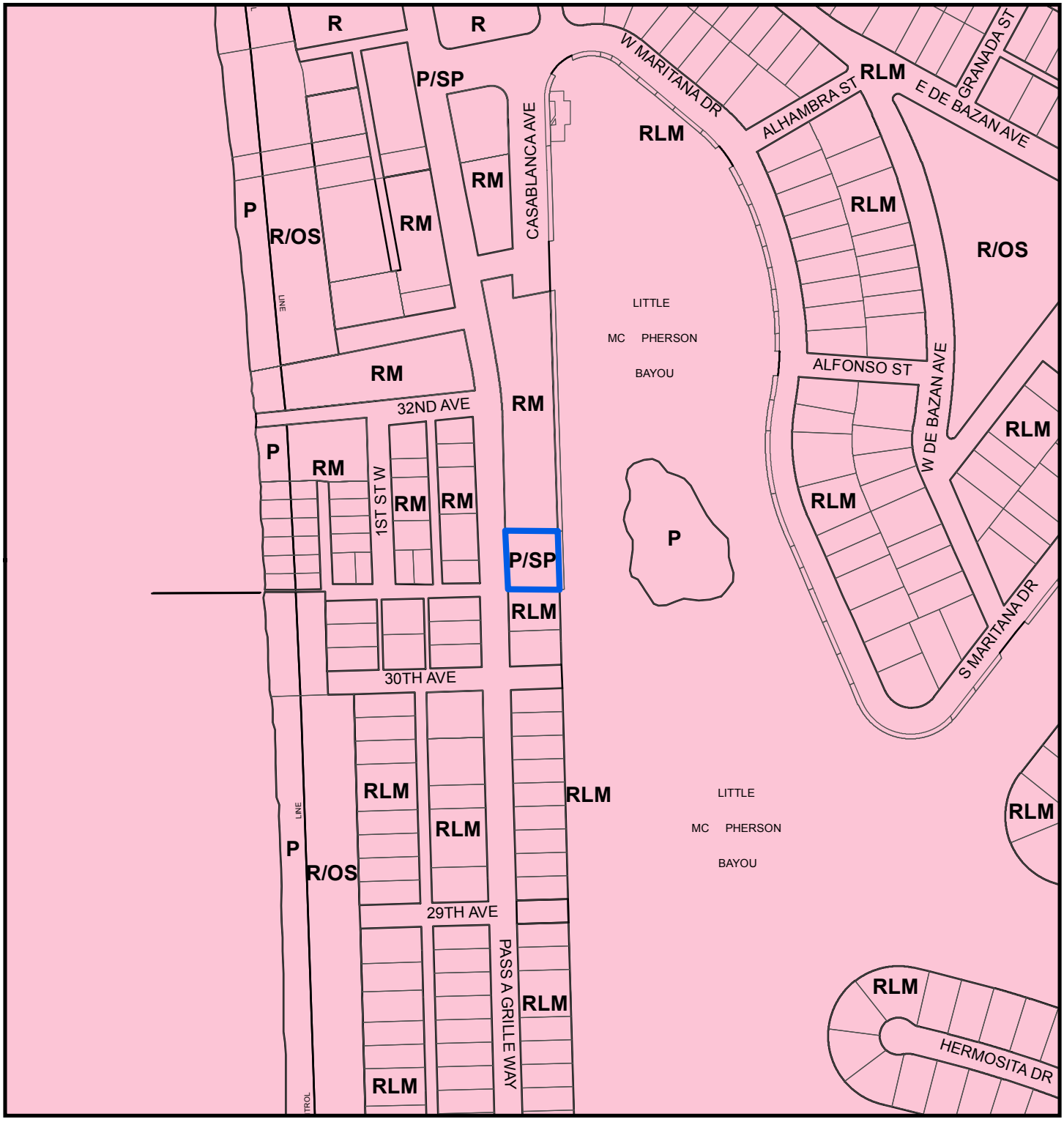


Map 2 - Current Countywide Plan Map & Jurisdictional Map

CASE #: CW19-06 **FROM:** Public/Semi-Public **AREA:** 0.3 Acres

JURISDICTION: The City of St. Pete Beach **TO:** Residential Medium

LEGEND:

St Pete Beach

FORWARD PINELLAS
Integrating Land Use & Transportation

NORTH

0 100 200 400 Feet

Map 3 - Aerial

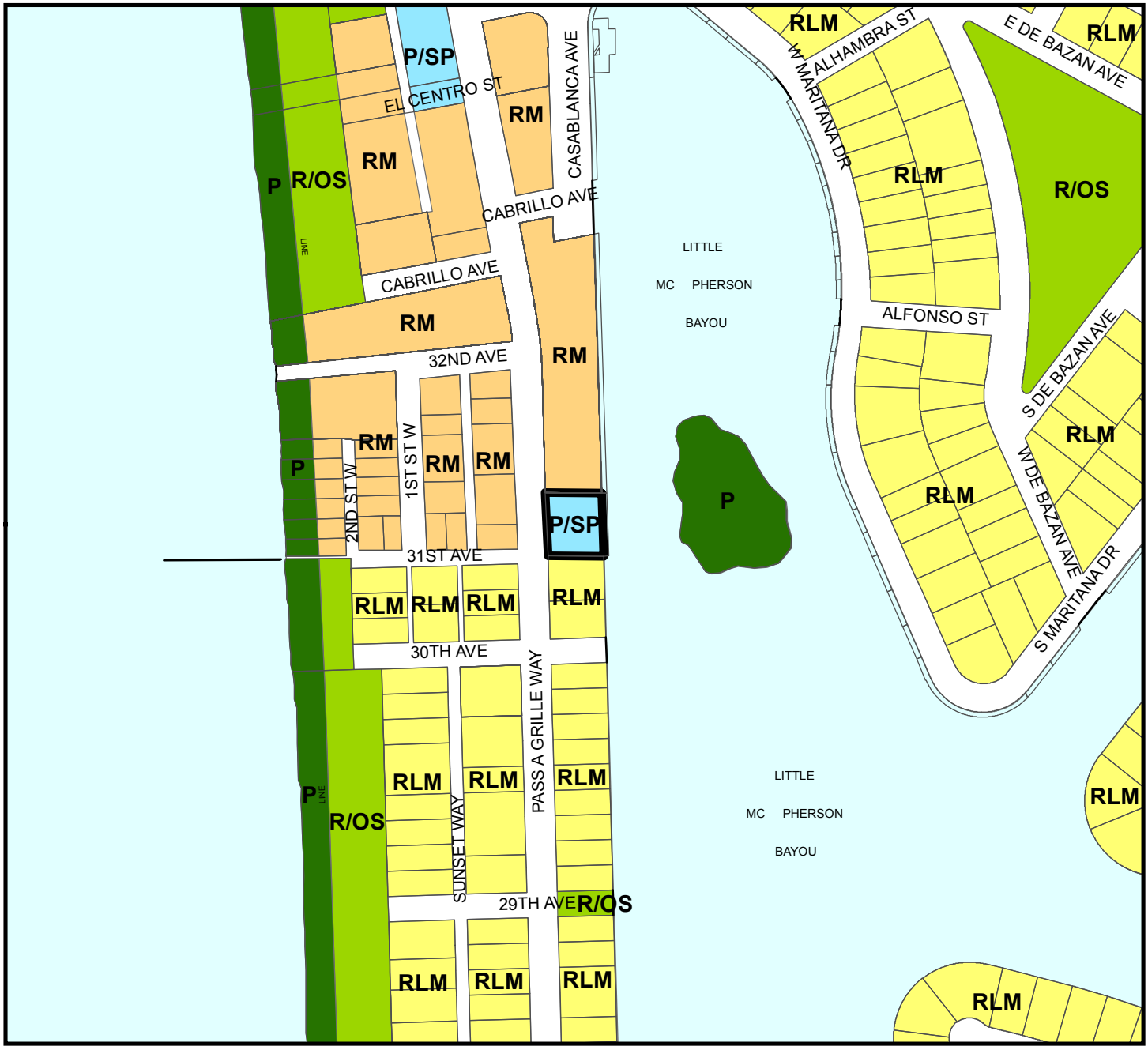
CASE #: CW19-06 **FROM:** Public/Semi-Public **AREA:** 0.3 Acres

JURISDICTION: The City of St. Pete Beach **TO:** Residential Medium

FORWARD PINELLAS
Integrating Land Use & Transportation

NORTH

Feet
0 100 200 400



Countywide Plan Map Categories

- Residential Low Medium
- Residential Medium
- Public/Semi-Public
- Recreation/Open Space
- Preservation

Map 4 - Current Countywide Plan Map

CASE #: CW19-06 **FROM:** Public/Semi-Public **AREA:** 0.3 Acres

JURISDICTION: The City of St. Pete Beach **TO:** Residential Medium

FORWARD PINELLAS
Integrating Land Use & Transportation

NORTH

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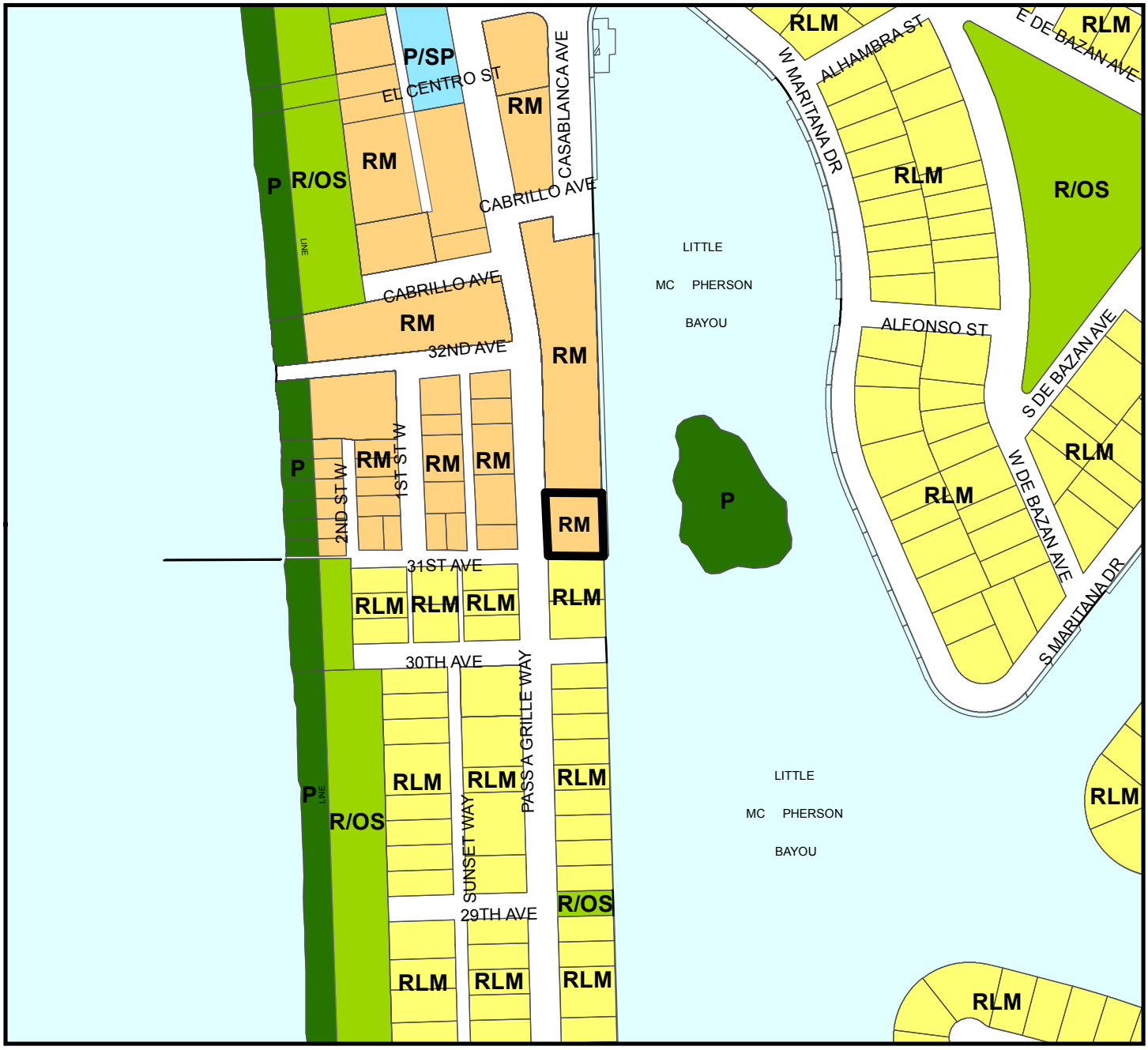


Countywide Plan Map Categories

- Residential Low Medium
- Residential Medium
- Public/Semi-Public
- Recreation/Open Space
- Preservation

Map 5 - Proposed Countywide Plan Map

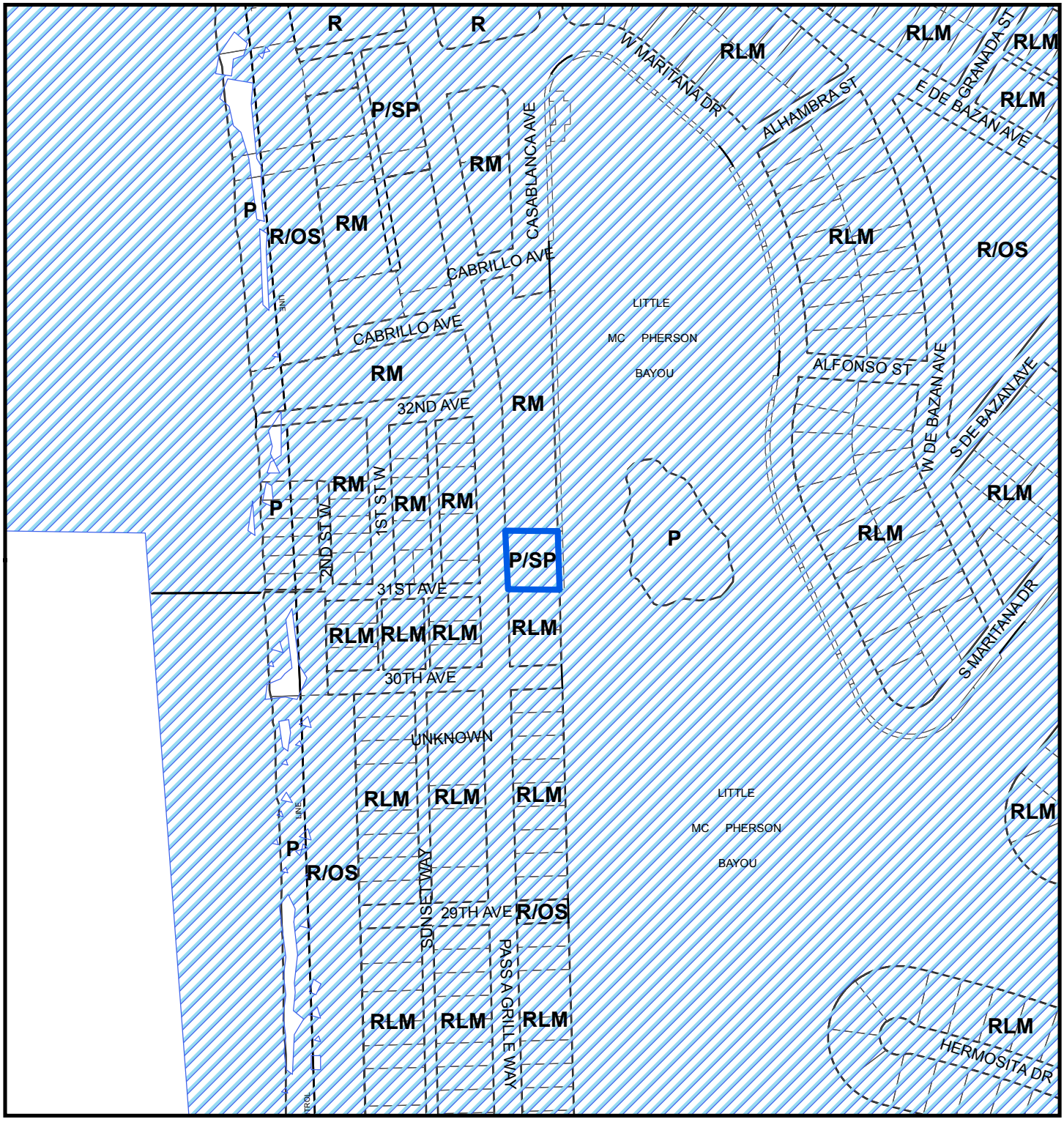
CASE #: CW19-06 **FROM:** Public/Semi-Public **AREA:** 0.3 Acres

JURISDICTION: The City of St. Pete Beach **TO:** Residential Medium

FORWARD PINELLAS
Integrating Land Use & Transportation

NORTH

0 100 200 400 Feet



Map 6 - Coastal High Hazard Area (CHHA)

LEGEND:

CHHA

CASE #: CW19-06 **FROM: Public/Semi-Public**

JURISDICTION: The City of St. Pete Beach **TO: Residential Medium** **AREA: 0.3 Acres**

FORWARD PINELLAS
Integrating Land Use & Transportation

NORTH

Feet
0 100 200 400

CW 19-06
Forward Pinellas Staff Analysis

RELEVANT COUNTYWIDE CONSIDERATIONS:

1) **Consistency with the Countywide Rules** – This proposed amendment is submitted by the City of St. Pete Beach and seeks to amend the designation of approximately 0.3 acres of property from Public/Semi-Public to Residential Medium.

   The Countywide Rules state that the Residential Medium category is *"…*used 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.*"* Maximum residential density is limited to fifteen (15) units per acre and non-residential uses cannot exceed a floor area ratio (FAR) of .50.

   The subject property is located on the east side of Pass-a-Grille Way in St. Pete Beach. The surrounding land uses on the Pass-a-Grille Way corridor primarily consist of residential uses that the subject property would be consistent with. The applicant has stated plans for a prospective redevelopment of the property that would have "four, three bedroom, two bathroom units" and would utilize existing parking. The subject parcel is in an existing disturbed area and no natural areas would be affected by the proposed change.

   While the Countywide Rules do allow for residential development in the Public/Semi-Public category, the current local designation that falls within the Public/Semi-Public category does not allow for residential uses. This has in turn triggered an amendment for the subject property as it pertains to the Countywide Rules. Given that the Residential Medium category is adjacent to a contiguous area of Residential Medium in a predominantly residential area this proposed land-use category is appropriate for the subject area. If approved, this amendment will be consistent with Pinellas County's Comprehensive Plan.

   This amendment can be deemed consistent with this Relevant Countywide Consideration.

2) **Adopted Roadway Level of Service (LOS) Standard** – The amendment area is located on a roadway segment where the existing Level of Service is operating at a LOS "D" or better, therefore those policies are not applicable.

3) **Location on a Scenic/Noncommercial Corridor (SNCC)** – The amendment area is not located on a SNCC, therefore those policies are not applicable.

4) **Coastal High Hazard Areas (CHHA)** – The Countywide Rules require a balancing of several criteria when evaluating increases in density and/or intensity within the CHHA. The intent of this approach is to provide flexibility in regulating coastal development by giving careful consideration of the potential impacts upon vulnerable populations (i.e., hospitals, assisted living facilities, mobile homes, etc.), infrastructure, public access to the water, and other relevant effects.

   The subject property is located within a coastal high hazard area, however only a prospective planned redevelopment has been discussed at this time, which includes "four, three-bedroom, and two bathroom units". In theory, the amendment to Residential Medium would result in a potential slight increase in density, since the current Public/Semi-Public designation for a 0.32 acre parcel would allow for up to 4 units, versus 4.8 units for a 0.32 acre parcel under the Residential Medium category. However, the applicant has indicated that the subject property would only be used for "four, three bedroom, and two bathroom units". In addition, St. Pete Beach staff indicated that

should the property redevelop into any multi-family dwelling, the applicant will need to demonstrate compliance with evacuation provisions established within the St. Pete Beach Land Development Code and Comprehensive Plan, as well as demonstrate at the time of permitting that existing infrastructure meets the capacity needs of any planned redevelopment. The subject parcel is in an existing disturbed area and no natural areas would be affected by the proposed change. Finally, given that the subject parcel is approximately 0.3 acres the proposed designation would result in fewer trips per day then the current land-use designation, thus having a lesser impact on over all traffic stress and congestion, improving evacuation times.

5) **Designated Development/Redevelopment Areas** – The amendment area is not located within a designated development/redevelopment area, so those policies are not applicable.

6) **Adjacent to or Impacting an Adjoining Jurisdiction or Public Educational Facility** – The proposed amendment area is not adjacent to or impacting an adjoining jurisdiction or public educational facility.

7) **Reservation of Industrial Land** – The proposed amendment area does not involve the Employment, Industrial, or Target Employment Center categories, therefore those standards are not applicable.

Conclusion:
On balance, it can be concluded that the proposed amendment is deemed consistent with the Relevant Countywide Considerations found in the Countywide Rules.

Planners Advisory Committee – March 4, 2019

3C. CPA Actions and Tier I Countywide Plan Map Amendments

FORWARD PINELLAS
Integrating Land Use & Transportation

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 that have been administratively reviewed by Forward Pinellas staff.

CPA Actions February 2019:

PUBLIC HEARINGS

Regular Plan Map Amendment(s)

- Case CW 19-01, a Pinellas County case located at 2897 Belcher Road. The Board of County Commissioners, in its role as the Countywide Planning Authority, **approved** the amendment from Residential Low Medium to Public/Semi-Public (vote 7-0).

REGULAR AGENDA ITEMS

There were no regular agenda items in February to report.

Tier I Countywide Plan Map Amendments February 2019:

There were no Tier I Amendments to report.

ATTACHMENT(S): None

ACTION: None required; informational item only

Planners Advisory Committee – March 4, 2019

4A. Proposed Amendments to the Countywide Plan

SUMMARY

At the November and January PAC meetings, Forward Pinellas staff discussed proposed changes to the Countywide Rules, with a focus on the Activity Center (AC) and Multimodal Corridor (MMC) categories. This month, we will continue reviewing the proposed amendments, including updates made following the January discussion.

The discussion will include:

- Proposed revisions to the tiered amendment structure, including:
  - Review of the current Tier I through III amendment process;
  - Potential consolidation of Tier II-Subthreshold and Tier II-Regular into a single Tier II;
  - Changes to Tier II and III thresholds for the AC and MMC categories; and
  - Reorganization of submittal requirements for increased clarity.
- A follow-up discussion on proposed revisions to the AC/MMC categories, including:
  - Density/intensity standards for Multimodal Corridor subcategories;
  - Size ranges for Activity Center subcategories;
  - Use provisions for Activity Centers and Multimodal Corridors; and
  - Creation of a Priority Corridor designation for coordination with MPO transportation planning/funding.

Following this PAC discussion, Forward Pinellas staff will continue its outreach with local government staff to discuss the amendments in greater detail and solicit your input.

ATTACHMENT(S):

- Draft handout summarizing Activity Center and Multimodal Corridor tiered amendment flow chart
- Draft handout summarizing tiered amendment submittal requirements
- Draft handout summarizing proposed changes to Activity Center and Multimodal Corridor Category standards
- Revised draft amendments to Divisions 6.1 and 6.2, Countywide Rules, governing the tiered Countywide Plan Map amendment process

ACTION: As determined appropriate following PAC discussion

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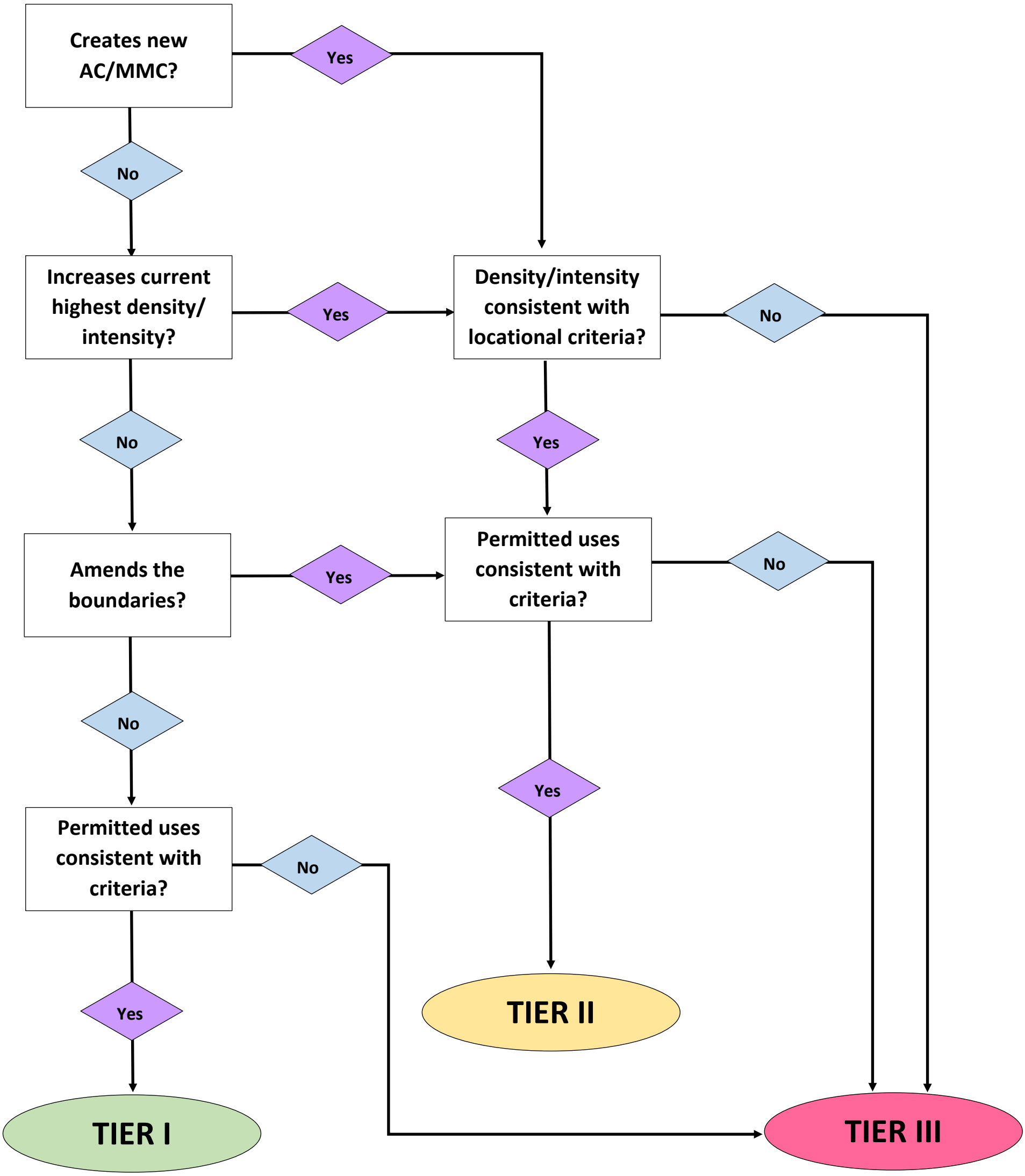
Proposed Tiered Amendment Process Criteria for the Activity Center and Multimodal Corridor Categories



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Summary of Proposed Amendment Submittal Requirements

All Amendments	Activity Centers and Multimodal Corridors		
	Tier I, II and III	**Tier II and III**	**Tier III**
A completed Countywide Plan Map amendment application form A map or map series depicting the current 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 A boundary survey (if applicable) A development agreement (if applicable) A copy of the local government staff report and any other pertinent information considered during the local public hearing process	Parcel specific boundary map(s) of AC or MMC, and shapefile or list of parcels Current future land use designations and their acreages, permitted uses and maximum densities/intensities Proposed future land use designations and their acreages, permitted uses and maximum densities/intensities, including density/intensity averaging if applicable For AC only, documentation of consistency with size criteria For amendments of more than 10 acres, documentation of how the Planning and Urban Design Principles will be addressed	Pre-application meeting Transportation impact analysis (if applicable based on criteria) Enumeration of existing and proposed plan/code provisions, including schedule for proposed adoption Subsequent review of proposed plan/code provisions once they are adopted	Justification narrative demonstrating one or more of these unanticipated changes: - Improvement in transit facilities - Increases in population or employment densities - Local government funding study for public infrastructure - Other unique conditions

Proposed Changes to Activity Center and Multimodal Corridor Category Standards

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

Current Standards

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

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

DRAFT Proposed Standards

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

** Exceptions include:

- If an Activity Center exceeds the applicable maximum acreage, it may be organized into one or more smaller subarea(s) that are consistent with the applicable size range.

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

Key:

- Additions and ~~deletions~~

ARTICLE 6

COUNTYWIDE PLAN MAP AMENDMENT

DIV. 6.1 COUNTYWIDE PLAN MAP AMENDMENTS / GENERAL.

SEC. 6.1.1 APPLICATION.

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

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

SEC. 6.1.2 TIERED REVIEW PROCESS.

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

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

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

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

Tier I amendments that increase densities and/or intensities in the Coastal High Hazard Area shall require local adoption of standards consistent with Section 4.2.7.1 A-H in order to be found consistent.

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

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

[Old Section 6.1.3 moved to new Division 6.2.]

SEC. 6.1.34 PROCEDURES.

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

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

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

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

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

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

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

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

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

[Old Section 6.1.4.3 moved to new Division 6.2.]

6.1.3.3~~4.6~~ **Determination of Completeness.** The Executive Director shall have the authority to make the interpretation as to the completeness of a submitted application to amend the Countywide Plan Map. If the Executive Director determines that the submitted application is not complete, the Executive Director shall provide written notice to the applicant specifying the deficiencies. No action shall be taken on the requested amendment until the Executive Director determines that the deficiencies have been remedied.

6.1.3.4~~.7~~ **Notice and Public Hearing by PPC.** The PPC shall hold a public hearing, advertised and noticed as required by Division 7.8, prior to taking action on a requested amendment of the Countywide Plan Map.

6.1.3.5~~4.8~~ **Recommendation by PPC.** The PPC shall make a recommendation to the CPA within sixty days of receipt of a complete application for amendment.

SEC. 6.1.45 DETERMINATION.

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

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

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

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

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

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

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

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

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

6.1.~~5~~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.~~5~~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. 6.1.6 APPLICATIONS CONTAINING DEVELOPMENT AGREEMENTS.

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

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

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

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

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

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

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

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

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

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

SEC. 6.1.7 OFFICIAL RECORD.

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

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

SEC. 6.2.1 NEW ACTIVITY CENTERS AND MULTIMODAL CORRIDORS.

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

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

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

Table 7
Amendments Creating New Activity Centers or Multimodal Corridors

Amendment Type	Eligibility Criteria
Tier II	Adoption of the AC or MMC category with implementing plan/code provisions that include: • Density/intensity standards at or below the maximum for the applicable AC or MMC subcategory based on the locational criteria of Sections 2.3.3.14-15; and • Permitted uses consistent with the provisions of Section 6.2.4.
Tier III	Adoption of the AC or MMC category with implementing plan/code provisions that include: • Density/intensity standards above the maximum for the applicable AC or MMC subcategory based on the locational criteria of Sections 2.3.3.14-15; or • Permitted uses inconsistent with the provisions of Section 6.2.4.

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

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

SEC. 6.2.2 EXISTING ACTIVITY CENTERS AND MULTIMODAL CORRIDORS.

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

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

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

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

Table 8
Amendments to Existing Activity Centers or Multimodal Corridors

Amendment Type	Eligibility Criteria
Tier I	Amendment does not increase the highest allowable density or intensity standard of the AC/MMC; and Amendment does not alter the boundaries of the AC/MMC category on the Countywide Plan Map; and Amendment allows only permitted uses consistent with the provisions of Section 6.2.4.
Tier II	Amendment: • Increases the highest allowable density or intensity standard of the AC/MMC, consistent with the locational criteria of the Land Use Strategy Map; or • Alters the boundaries of the AC/MMC category on the Countywide Plan Map; and Amendment allows only permitted uses consistent with the provisions of Section 6.2.4.
Tier III	Amendment increases the highest allowable density or intensity standard of the AC/MMC, exceeding the locational criteria of the Land Use Strategy Map; or Amendment allows permitted uses inconsistent with the provisions of Section 6.2.4.

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

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

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

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

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

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

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

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

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

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

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

A. **Boundary Map** – A parcel specific map or map series of sufficient detail to delineate the boundaries of the Activity Center or Multimodal Corridor. If technically feasible, a GIS shapefile of the boundary shall be provided, otherwise a list parcels to be amended shall be included with the submittal.

B. **Current Land Use Designations** – A list of local future land use map designations that are currently within the proposed boundaries of the AC or MMC category, their acreages, and their associated permitted uses and maximum densities/intensities.

C. **Proposed Land Use Designations** – A list of proposed future land use map designations within the proposed boundaries of the Activity Center or Multimodal Corridor, their acreages, and their associated permitted uses and maximum density/intensity standards. While more detailed character districts or zoning categories may be provided as supportive documentation, these shall not be used as the sole regulating mechanism for such standards.

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

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

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

6.2.3.2 Additional Requirements for Tier II and Tier III Amendments.

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

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

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

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

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

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

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

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

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

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

6.2.3.3 Additional Requirements for Tier III Applications.

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

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

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

A. **Improved transit facilities and service to the proposed Activity Center or Multimodal Corridor** – Improvements may include investment by PSTA in premium services that were not planned for during the ~~development~~ most recent amendment of the ~~Transit-Oriented Land Use~~ Strategy ~~Vision~~ Map, or a commitment by the applicant government to invest in multimodal infrastructure in the near term (5 to 15 years) that will quicken the evolution of the area into one that is transit-ready. These types of improvements will be coordinated closely with PSTA to ensure that they are consistent with the required standards for future premium transit.

B. **Increases in population and/or employment densities not projected in adopted planning documents (MPO Long Range Transportation Plan, local comprehensive plans, etc.)** – These new increases in population and/or employment would need to be documented in an Economic Development Study that compares the new projections of population and/or employment to the projections contained in the MPO's LRTP and the local comprehensive plans. The economic benefit from the increases in population and of employment would be quantified as well as the ability of the area to attract and absorb the increased population and/or employment over other similar developing areas.

C. **Local government funding study for public infrastructure within the proposed Activity Center or Multimodal Corridor** – The funding study will include a detailed analysis of multimodal infrastructure needs within the study area, including the improvements identified in A. above and associated funding strategies to develop a financing plan that funds infrastructure projects within specific timeframes. The results of the Economic Development Study from B., if conducted, will be incorporated into the Funding Study.

D. **Other unique conditions that would allow for consideration** – As an example, these conditions could include unique agreements or development partnerships that would create a significant opportunity for a more diverse development mix resulting in higher taxable values per acre and a more attractive mixed-use multimodal environment. The emphasis should be on getting both local government and development commitments needed to build unfunded multimodal projects build in the short- to mid-term within the subject area.

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

SEC. 6.2.4 USE PROVISIONS FOR ACTIVITY CENTERS AND MULTIMODAL CORRIDORS

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

Such inconsistent uses include:

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

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

[Moved from Section 6.5.3.1.2.]

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

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

A. Calculate the average daily trips for the current land use category(ies) of the proposed AC or MMC category based on the acreage and traffic generation characteristics for each applicable category described in Section 2.3.3.

B. Calculate the average daily trips for the proposed AC or MMC category based on the acreage and traffic generation characteristics for each applicable category described in Section 2.3.3, multiplied by 50%.

C. If the proposed average daily trips calculated in (B) is smaller than the current average daily trips calculated in (A), then only the requirements of Section 6.1.4.3 must be met and no additional transportation assessment is required. If the proposed average daily trips is a larger number than the current average daily trips, then an additional transportation assessment will be required. This assessment will include the following steps:

1. Safety – Documentation of safety issues and concerns within the proposed AC or MMC category boundary will be required. This documentation will at a minimum include a review and analysis of automobile and bike/pedestrian crashes over the last five years, and a summary of any plans or programs that are being implemented to address safety issues.

2. Roadway Level of Service – Documentation of existing level of services on roadways within and intersecting with the proposed AC or MMC category boundary.

3. Net Trips Impact on Level of Service – Completion of a level of service analysis documenting the projected level of service and potential impacts resulting from the difference in trips between the existing land use category(ies) and the AC or MMC designation.

4. Multimodal Facilities and Services – Documentation of existing multimodal facilities and services within and adjacent to the proposed boundary for the AC or MMC category. This includes sidewalks, crosswalks, trails, bike treatments or facilities, bus stops and associated amenities, bus terminals/transfer centers, and bus route services. Other amenities may include, but are not limited to streetscape, landscaping and buffering improvements. The documentation will also identify any gaps in sidewalk, bike lane, or trail networks and areas where bus stop pads are not connected to sidewalks within the AC or MMC.

5. Planned Improvements – Documentation of planned/programmed multimodal improvements that will serve the purpose of reducing automobile congestion. Documentation shall include estimated reduction in automobile congestion, as well as the funding source and timing of planned/programmed multimodal improvements.

D. Local governments are strongly encouraged to coordinate fulfillment of the transportation assessment requirement, if applicable, with the provisions of the Pinellas County Mobility Plan, as implemented by the countywide Multimodal Impact Fee ordinance.

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

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

SEC. 6.2.6 PLANNING AND URBAN DESIGN PRINCIPLES.

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

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

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

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

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

SEC. 6.2.7 THE LAND USE STRATEGY MAP.

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

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

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

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

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

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

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

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

Planners Advisory Committee – March 4, 2019

4B. Countywide Rules Interpretations Annual Update

SUMMARY

Section 7.6.1 of the Countywide Rules requires the staff of Forward Pinellas to provide a summary to the board of the official interpretations made during the past calendar year. For 2018, there were fifteen official interpretations of the Countywide Rules that covered various topics including density calculations, classification of uses, clarification of uses subject to acreage thresholds, development rights, etc. Below is a more detailed discussion as to how certain sections of the Countywide Rules were applied in these instances.

- ***Official Interpretation #1 - Can a pond or lake be counted as developable acreage if it was historically created as a function of a development, but currently has no designation?*** No, only if it currently has a designation with development potential and is newly created.

- ***Official Interpretation #2 - For small scale amendments, the statutes allow local governments to adopt FLUM amendments with only one public hearing, but Clearwater requires two. In those cases, the City holds both public hearings, then submits the amendment to Forward Pinellas. Is this the correct process?*** Yes, it's correct. Local governments can optionally submit small scale amendments after the 1st local public hearing and that would also be acceptable.

- ***Official Interpretation #3 - How does the Countywide Plan's temporary lodging standards mesh with the state vacation rentals statute, and which controls?*** This issue was discussed with the Forward Pinellas legal counsel who determined that the state vacation rentals statute applies where applicable. A clarifying Rule amendment is forthcoming.

- ***Official Interpretation #4 - Is a zoning text amendment that affects a local government's SAP area considered a CWP Map amendment or a consistency review?*** Zoning standards were not adopted as part of that particular SAP, and Forward Pinellas treated changes to them as consistency reviews under the old plan. The language of the current plan allows Forward Pinellas to continue doing so.

- ***Official Interpretation #5 - What type of land use is an outdoor performance venue, and is it allowed in the Industrial category?*** An outdoor performance venue is considered commercial recreation, and is allowed in the Industrial category.

- ***Official Interpretation #6 - Can you apply density/intensity averaging from the MMC category?*** Only if provided for in an adopted SAP, or other regulations adopted in support of an AC that we have found consistent.

- ***Official Interpretation #7 - Are accessory dwelling units counted against the density standard for a residential category? Can they be attached as well as detached?*** No and yes. The Countywide Rules don't spell out the first answer explicitly, but we have documentation of this intent from the Countywide Plan update process, and we will update the Rules to make it clear. The Rules do explicitly define accessory units as being either attached or detached.

- ***Official Interpretation #8 - Can duplexes and triplexes be built on single family lots of record meeting minimum lot size requirements, if it exceeds the density of the land use category?*** Duplexes and triplexes cannot be built if the number of dwelling units exceeds the maximum density standards set forth in the Countywide Rules.

- ***Official Interpretation #9 - Can a property caretaker live on site in Industrial Limited?*** This is permitted under Section 4.2.4.2 of the Rules, which allow "accessory uses normally found" in conjunction with permitted uses. We have found caretaker dwellings in industrial uses consistent in the past.

- ***Official Interpretation #10 - Under the new CWP, residential was removed as a permitted use from Employment, but the City has existing residential on IL land in the Gateway Centre. How do we rectify this?*** We researched CWP Map history of those parcels and found that this area was originally designated as an Activity Center Overlay in 1994-95 in conjunction with a DRI. Currently this area is recognized as AC on the CWP Map and we provided the City with language to recognize residential as a permitted use in those locations only, pursuant to Rules provisions for pre-2015 SAPs.

- ***Official Interpretation #11 - Would Forward Pinellas object to a local government offering a bonus allowing full density and full intensity for mixed uses in CG?*** That would be inconsistent with the Rules, which requires a proportionate share of density/ intensity. However, local governments can amend the CWP to AC, Community Center subcategory, while leaving their own map as-is and use the bonus as proposed.

- ***Official Interpretation #12 - If a drainage pond was created as part of a former development and has no CWP Map designation, can the density/intensity still be used if the land is redeveloped?*** Yes, if it was recorded on an approved final site plan or other authorized development order action of the local government with jurisdiction, per Sections 4.2.3.6 and 4.2.3.10 of the Rules.

- ***Official Interpretation #13 - What is the comparable Countywide Plan Map category for a proposed privately operated rehabilitation facility?*** A private rehabilitation facility is consistent with the definition of an institutional use and is permitted in the following categories; Residential Very Low (subject to a five acre maximum), Residential Low Medium (subject to a five acre maximum), Residential Medium (subject to a five acre maximum), Residential High (subject to a five acre maximum), Office (subject to a five acre maximum), Retail & Services (subject to a five acre maximum), Employment (subject to a five acre maximum), Industrial (subject to a five acre maximum), and Public/Semi-Public.

- ***Official Interpretation #14 - Does a proposed daycare center located on a 2.5 acre parcel of land and the adjacent 37.7 acre parcel, which is the location of Dixie Hollins High School in total exceed the maximum acreage threshold for permitted uses under Section 2.3.3.3.?*** In this particular instance, the 37.7 acre parcel is considered a "Public Educational Facility" and is therefore exempt from the acreage threshold calculation. The proposed daycare center is an Institutional use and its expansion (2.5 acres) is well below the 5 acre maximum.

- ***Official Interpretation #15 - Should local governments round up or round down in instances where the density calculation results in a fraction of a whole number?*** After reviewing the Countywide Rules and consulting with the previous Interim Executive Director of our agency, we have determined that the maximum density should be expressed in terms of the number of residential dwelling units per gross residential acre and in determining the maximum number of units to be allowed, any proportional fraction thereof can be rounded up to the nearest whole number.

ATTACHMENT(S): None

ACTION: None; informational item only

Planners Advisory Committee – March 4, 2019

4C. Planning & Place-Making Grant Pilot Program Applications

SUMMARY

Forward Pinellas has made $100,000 available to our local government partners to fund planning projects that advance the goals and objectives of the Countywide Plan. The Planning & Place-Making (PPM) Grant is a two-year pilot program designed to assist Pinellas County local governments in implementing the Planning & Urban Design Principles of the Countywide Plan, positively impacting the built environment in Pinellas County. The application deadline for the PPM grant was December 14, 2018 and we are pleased to announce that we received four applications. A brief summary of the submittals is as follows:

- City of Largo is requesting $50,000 to prepare a Special Area Plan for the US 19 and Roosevelt Blvd./East Bay Drive area
- City of Oldsmar is requesting $25,000 to fund a feasibility study for the "Top of the Bay Innovation Center"
- City of St. Petersburg is requesting $50,000 to update the Downtown Center Streetscape Standards
- City of Tarpon Springs is requesting $50,000 to develop an economic profile/market analysis of the Sponge Docks and Community Redevelopment Area Activity Center and identify a highest and best use redevelopment scenario for a city-owned distressed property

After applicant presentations to the Planners Advisory Committee (PAC) meeting, Forward Pinellas staff convened a subcommittee of PAC members and Forward Pinellas staff who reviewed the project applications and developed a recommendation for funding. The subcommittee recommended awarding $50,000 to the City of Largo, $25,000 to the City of Oldsmar, and $25,000 to the City of Tarpon Springs. These recommendations will be brought to the Forward Pinellas Board at its March 13, 2019 meeting for review and approval, with funding being available on a reimbursement basis once the interlocal agreement is executed by all parties.

Below is a link to copies of each grant application for the FY 2019 cycle.
http://forwardpinellas.org/projects/planning-placemaking-grant-program/

ATTACHMENT(S): Planning & Place-Making Grant Pilot Program Evaluation Subcommittee Summary

ACTION: Recommend approval of Planning & Place-Making Grant Pilot Program funding

Evaluation Committee Meeting Summary
Planning & Place-Making (PPM) Grant Pilot Program - 2019

Date: February 22, 2019
Time: 11:00 a.m.
Location: Forward Pinellas Planning Conference Room

Subcommittee Members:
Michael Schoderbock, AICP, Principal Planner, Pinellas County
Linda Fisher, AICP, Principal Planner, Forward Pinellas
Sarah Caper, AICP, Principal Planner, Forward Pinellas
Lauren Matzke, AICP, Long Range Planning Manager, City of Clearwater
Frances Leong Sharp, AICP, Planner II, City of Dunedin

Recorder: Rodney Chatman, AICP, Planning Division Manager, Forward Pinellas

The purpose of this memorandum is to summarize the Evaluation Committee (Committee) meeting held on February 22, 2019 at 11:00 a.m. for the above referenced grant funding program. A total of four (4) grant applications were received in response to the Planning & Place-Making (PPM) Grant Pilot Program funding availability notice. This notice was distributed on October 22, 2018 to all Mayors and City Managers in Pinellas County. The pilot program was also discussed at various public meetings with the Forward Pinellas Board and the Planners Advisory Committee (PAC) during the spring and summer. A copy of each grant application and the program's evaluation criteria was provided to each member of the Committee in advance of the meeting. The evaluation criteria included a project screening section and a project evaluation section. The project screening section was used to document local government support and to acknowledge any other necessary funds that were dedicated to the project. The project evaluation section outlined the following criteria to assess the potential of each project to implement or advance the purpose and intent of the Planning & Urban Design Principles of the Countywide Plan:

- The relationship of the project area to existing Activity Centers and/or Multimodal Corridors as identified on the Transit-Oriented Land Use Vision Map.
- How well the proposal reflects the purpose, objectives, and best practices of the Planning & Urban Design Principles of the Countywide Plan.
- Relevance of the challenges the proposal is designed to address.
- Demonstration of an approach that will facilitate quality redevelopment or place-making in the project area.
- Consideration of efforts to improve resiliency and/or sustainability.
- The amount of matching local funds.

The local governments that submitted grant applications were as follows:

- City of Largo
- City of Oldsmar
- City of St. Petersburg

- City of Tarpon Springs

The Committee shared the results of their individual reviews and evaluations, and used this information to develop a consensus recommendation for funding. The Committee's recommendation for funding will be considered at the March 2019 meetings of the PAC and Forward Pinellas Board.

Evaluation Committee Comments:

City of Largo: The City of Largo requested $50,000 to develop a Special Area Plan (SAP) for the US 19 and Roosevelt Boulevard/East Bay Drive area. The application included a copy of a signed Resolution from the Largo City Commission which documented local support and a funding commitment for the project. The project area is identified as a "planned" Special Center and is located at the intersection of two primary corridors as identified on the Transit-Oriented Land Use Vision Map. The project addresses the following Planning & Urban Design Principle Strategies: "Connectivity", "Site Orientation", "Public Realm Enhancements", "Ground Floor Design and Use", and "Transition to Neighborhoods". The project would address redevelopment challenges related to a lack of flexibility within the existing "Euclidean" use structure, lack of local connectivity for all modes of transportation, and traffic safety concerns for bicyclists and pedestrians. Other challenges for the area include: small parcel sizes; vacant underutilized parcels; fragmented ownership; environmental vulnerabilities; the need for a wider range of quality housing options; access to recreation; and a lack of identity and sense of place. The development and implementation of a SAP approach has worked in other communities with varying levels of success. This project did not include any efforts to improve environmental resiliency or sustainability. This project included $70,000 in local funding that has been budgeted as match for the SAP.

The Committee then moved on to discuss other thoughts on the project application. The Committee agreed that this project builds upon earlier work along the US 19 corridor and could apply lessons learned by the City of Clearwater during the development and adoption of their US 19 Redevelopment Plan. The Committee felt that this project was a logical extension of the Gateway Master planning process and is a unique opportunity to identify and address needs that would better connect this part of Largo with the rest of the city and surrounding areas. It was also noted that this area is in need of more multimodal transportation options to include transit and bicycle/pedestrian accommodations. The Committee was impressed by the type and number of letters submitted by various agencies in support of the project. The Committee expressed concerns about the large study area, the ambitious nature of the scope of work, and discussed whether the scope should focus on the core areas surrounding the US 19/Roosevelt Boulevard intersection.

City of Oldsmar: The City of Oldsmar requested $25,000 to fund a feasibility study for the Top of the Bay Innovation Center (TOBIC). The application included a signed Resolution from the Oldsmar City Council which documented local support and a funding commitment for the project. The Committee felt that this was a creative and innovative project that demonstrated how a business incubator could stimulate downtown redevelopment efforts. Although this is not a typical "planning" project, the Committee agreed with the strategy of tapping into the "creative class" as a means to advance entrepreneurship and existing business growth in the upper Tampa Bay area. The Committee concluded that the project application framed the challenges associated with having an adopted Activity Center that is not creating

the type of development interest or activity. The application included multiple letters of support including correspondence from St. Petersburg College's Workforce Institute. The Committee acknowledged that while the application does not meet the literal intent of the Planning & Urban Design Principle Strategies, the application does go beyond traditional redevelopment strategies by using a potential business incubator as a development catalyst and a means to better define downtown Oldsmar. This project did not include any efforts to improve environmental resiliency or sustainability. This project included $25,000 in local funding that has been budgeted as match for the feasibility study.

City of St. Petersburg: The City of St. Petersburg requested $50,000 to update the Downtown Center Streetscape Standards. The application included a signed letter from Mayor Kriseman which documented local support and a funding commitment for the project. The project area is identified as downtown St. Petersburg which is identified as an Activity Center on the Transit-Oriented Land Use Vision Map. The project addresses the following Planning & Urban Design Principle Strategies: "Public Realm Enhancements". This project did not include any efforts to improve environmental resiliency or sustainability. This project included $50,000 in local funding that has been budgeted as match to update the streetscape standards.

The Committee then moved on to discuss other thoughts on the project application. The Committee felt that downtown St. Petersburg did not have a streetscape problem. Further, it was agreed that the lack of uniform set of streetscape standards is not a barrier to downtown redevelopment. The Committee felt the project was more of a luxury than a necessity and that other local sources should be available to fund this work. It was also noted that downtown St. Petersburg already has a very strong sense of place and the Committee questioned the project's ability to improve upon existing downtown character. The Committee would have liked to see more project partners and more details on the project schedule.

City of Tarpon Springs: The City of Tarpon Springs requested $50,000 to fund a market analysis, develop a highest and best use scenario for a city-owned distressed property, and develop a business retention/recruitment strategy for the community. The application included a signed copy of a Resolution from the City Commission which documented local support and a funding commitment for the project. The project area is identified as an Activity Center and is located at the intersection of two supporting corridors as identified on the Transit-Oriented Land Use Vision Map. The project addresses the following Planning & Urban Design Principle Strategies: "Public Realm Enhancements", "Ground Floor Design and Use", and "Transition to Neighborhoods". A market-based approach to more effective land use planning is a growing trend. The recruitment and retention of businesses is an ongoing challenge for small cities and scenario planning is also key in generating redevelopment project interest under certain conditions. The findings of this effort could result in a catalytic redevelopment project for the city. This project did not include any efforts to improve environmental resiliency or sustainability. This project included a $5,000 in-kind match from the Tarpon Springs Chamber of Commerce who is a project partner.

The evaluation committee was impressed with the amount of planning work that has been completed within the community redevelopment area and Sponge Docks to date. The city has implemented most of the Planning & Urban Design Principles through past projects and this application is geared towards helping the city better understand their local economic development challenges. Moreover, this type of

"scenario planning" could benefit the city as well as other communities that have challenging sites within their downtowns that are distressed and/or underutilized. The Committee had concerns about the small amount of local match, the lack of regional partners, and got the sense that there are other factors that are influencing the lack of investment in the Activity Center.

Evaluation Committee Recommendation:

The Committee was pleased with the number and types of grant applications received during the second year of this pilot program. The Committee discussed the need to balance the six criteria and not disqualify an application because one or two criteria were not met. There was a strong desire to recommend a project that can address a pressing need and have a positive impact on Activity Centers. The Committee also felt that it was important to support projects that were traditional as well as innovative. The Committee liked the timeliness and strong partnership potential of the City of Largo's application. The Committee thought that this project would build upon the Gateway Master Plan and was most aligned with the grant criteria and guidelines. It was also acknowledged that the Oldsmar and Tarpon Springs applications are similar in that there is a lack of redevelopment activity in each Activity Center and creative approaches have been developed to attempt to address these challenges. The location of each community has resulted in applications that have either a regional or local focus and the Committee understood the reasons behind these decisions. On the other hand, the Committee considered the update of the Downtown Streetscape Standards as a project that did not convey the same sense of urgency or have the potential serve as a catalyst for an increased level of redevelopment interest and activity.

At the conclusion of these deliberations, the Committee recommended that the City of Largo receive $50,000 to prepare a Special Area Plan for the US 19 and Roosevelt Boulevard/East Bay Drive area, the City of Oldsmar receive $25,000 to fund a feasibility study for the "Top of the Bay Innovation Center", and the City of Tarpon Springs receive $25,000 to develop an economic profile/market analysis for the Sponge Docks and Community Redevelopment Area Activity Center.

Adjourn Meeting

The meeting adjourned at 12:18 p.m.

Planners Advisory Committee – March 4, 2019

4D. Complete Streets Grant Awards

SUMMARY

Complete Streets are designed, operated and maintained for all users, regardless of age or ability, based on the context of the roadway and its surrounding area. Created in 2016, the Complete Streets program provides funding for the development of concept plans and for constructing transportation projects that make roadways safer and more accessible for all users. This year, the program will award up to $100,000 for one or more concept planning projects in fiscal year (FY) 2019/20, and up to $1,000,000 for a construction project with funding available beginning in FY 2025/26.

In response to a call for projects issued in September, the City of Clearwater, City of Dunedin and the City of St. Petersburg submitted applications by the December 14th deadline. Those applications are viewable at the links below.

Concept Planning Applications:

- City of Clearwater requests $50k for Ft. Harrison from Belleair Road to the Alt 19 merge
- City of St. Petersburg requests $100k for 18th S. from 35th St. to 14th St.

Construction Applications:

- City of Dunedin requests funding for Skinner Blvd. from Alt 19 to Bass
- The City of St. Petersburg requests funding for complete streets treatments along 22nd S from 15th Ave. S. to 1st Ave. S.

After applicant presentations to both the Technical Coordinating Committee and the Planners Advisory Committee, Forward Pinellas staff convened a subcommittee from members of both committees, who are not representing agencies that submitted applications, to review the applications received and develop recommendations for funding. The subcommittee recommended awarding $50k to each of the concept planning projects and funding the construction application from the City of St. Petersburg. These recommendations will be brought to the Forward Pinellas Board at its March 13, 2019 meeting for review and approval, with funding awarded after July 1, 2019.

ATTACHMENT(S): Complete Streets Subcommittee Review Meeting Summary

ACTION: None required; informational item only

Complete Streets Subcommittee Review Meeting Summary

Date: February 15, 2019

Time: 10:00 a.m.

Location: Forward Pinellas Planning Conference Room

Subcommittee Members:

Marcie Steinmark, AICP, Safety Harbor Planning Director

Marie Dauphinaus, CeCD, AICP, CFM, Director, Oldsmar Planning and Redevelopment

Rick Perez, AICP, MPA, Largo Planning Manager

Barry Westmark, PE, Largo Senior Engineer

Sarah Caper, AICP, Forward Pinellas Principal Planner

Jared Austin, Forward Pinellas Planner

Recorder: Chelsea Favero, AICP, Forward Pinellas Planning Manager

The purpose of this memorandum is to summarize the Subcommittee meeting held on February 15, 2018 at 10:00 a.m. for the Forward Pinellas Complete Streets grant program. A total of four (4) grant applications were received in response to the Complete Streets Call for Projects. This call for projects was issued on September 19, 2018 and distributed to all members of the Technical Coordinating Committee and Planners Advisory Committee, advertised on the Forward Pinellas website and was discussed at various public meetings with the board and other local government officials. A copy of each grant application received was posted to the Forward Pinellas website and provided to each subcommittee member in advance of the meeting.

The grant program is divided into two separate programs with $100,000 available for concept planning applications and $1 million available for construction projects. Two applications were submitted for each program.

With the understanding that complete streets are contextually sensitive and may include varying elements due to a variety of factors, the application criteria for both programs was developed to be intentionally broad. Applicants were asked to provide additional data points in their applications that were not included in years past, in an attempt to help committee members quantify some of the redevelopment potential and low income and minority populations served by the proposed projects. This allows for each project to be evaluated based on its ability to serve as a catalyst for transformational land use change, and not just on its ability to provide a variety of specific accommodations for various modes.

The concept planning application included two required items for an application to be eligible.

- The application must include a letter or resolution from the applicant's elected board, documenting community support for the project.
- The application must demonstrate how the project will be a catalyst for transformative change.

Each applicant was asked to provide a variety of information about the project, including an evaluation of existing conditions, how the project would improve conditions for multiple modes, the presence of any underserved communities, and also how the jurisdiction planned to move the concept plan forward for construction/implementation in the future. The most significant requirement for these applications was that each demonstrate how the project would help to transform the surrounding area, including the percentages of each land use category along the project corridor, percentages of vacant land and descriptions of how the parcels along the corridor are underdeveloped and underutilized and how they would benefit from the treatments.

For the construction applications, the following requirements applied:

1. The application must include a letter or resolution from the applicant's elected board, documenting community support for the project.
2. Project must provide/improve accommodations for multiple modes of travel.
3. Application must demonstrate how the project will be a catalyst for transformative change.
4. Application is Local Agency Program (LAP) certified, or provides documentation of an agreement with a LAP certified agency to complete construction. If the applicant is not currently LAP certified, the applicant must agree to make continued progress towards receiving that certification, or to develop an agreement with a LAP certified agency, immediately following notice of award from this program. The agency must have LAP certification in place at least one year prior to receipt of construction funding.
5. Documentation that 100% of right-of-way has been acquired, or that an agreement is in place with applicable property owners to utilize their property for a portion of the project.

Construction applicants were also asked to provide similar information in their applications for concept planning projects, including an assessment of existing conditions, a description of the proposed improvements, a detailed cost estimate and the identification of any underserved communities along the corridor. The most significant requirement for these applications was that each demonstrate how the project would help to transform the surrounding area, including the percentages of each land use category along the project corridor, percentages of vacant land and descriptions of how the parcels along the corridor are underdeveloped and underutilized and how they would benefit from the treatments.

The concept planning program received applications from both the cities of Clearwater and St. Petersburg, while the cities of Dunedin and St. Petersburg submitted applications for construction funding.

EVALUATION COMMITTEE COMMENTS – CONCEPT PLANNING PROJECTS:

The City of Clearwater requested $50,000 to develop a Complete Streets Concept Plan Fort Harrison Avenue from Belleair Road to Pleasant Street. The corridor links three activity centers (Morton Plant Hospital, Downtown Clearwater and the Old Bay District. The area traverses communities with higher-than-average zero car households and other traditionally underserved populations. Significant existing

transit service traverses the corridor and the Pinellas Trail crosses/runs parallel to it so a primary goal is to enhance multimodal connectivity and cross-mode integration.

The subcommittee noted that this area has a lot of low income and minority transportation disadvantaged populations and that any improvements along the corridor would have a positive impact to the economic potential of the area as there is a strong opportunity for redevelopment, including beyond the project limits. The subcommittee mentioned redevelopment even just beyond the project limits making the need for enhanced bicycle and pedestrian connections that much more important for the corridor. Existing transit service along the corridor with a future redeveloped transit terminal in the downtown, coupled with safety issues and a future connection to Belleair Road complete streets were also identified as positives for this applications.

The City of St. Petersburg requested $100,000 for the development of a complete streets concept plan for 18th Avenue South from Martin Luther King Jr. Boulevard to 37th Street. The concept would identify a suite of safety and operational improvements to improve the environment for non-motorized transportation options by moderating motor vehicle speeds while also maintaining travel time reliability. The roadway has low traffic congestion resulting in high motor vehicle speeds making crossing or traversing the roadway for bicyclists and pedestrians difficult and resulting in a high number of crashes. The corridor traverses a community with high numbers of zero-car households and also has a high percentage of vacant properties within ¼ mile of the corridor. Access to PSTA services along the corridor, which have relatively high ridership numbers, will also be a key component of the study.

The subcommittee noted the high mix of uses along the corridor and the opportunities for redevelopment that would come from any improvements to the corridor. It was discussed that the project would serve all users, including minority and low income populations, but it was also discussed that the application was a bit vague on details and did not include much of a potential cost estimate for how the grant would be spent if awarded (although it was acknowledged that it is still early in the process for this task).

The subcommittee discussed the strong potential for transformative changes along this corridor with the roadway improvements, citing the presence of vacant parcels along the corridor, the emergence of new and successful businesses and the potential for additional economic growth with enhanced bicycle and pedestrian accommodations, given the location of the Pinellas Trail crossing. The subcommittee also discussed the merits of the application taking a corridor-based approach to complete streets and focusing on a small, contained area. Additional discussion was had over the fact that during a planned resurfacing, the City had implemented a temporary lane reduction and observed that there was no significant impact to traffic flow along the roadway and that, pending further analysis, such a treatment may be possible in this location, further enhancing the walkability of the corridor.

Evaluation Subcommittee Recommendation:

The Evaluation subcommittee was happy with quality of the applications received and that there was strong interest in the program as it enters its third year for funding. Given the intent of the program to fund projects that demonstrate a strong potential to serve as a catalyst for economic transformation upon implementation, the subcommittee recommends funding the application from the City of Clearwater. The subcommittee viewed the potential for land use transformation and the mix of uses and activity centers along the corridor as making a stronger case for funding. The group also noted the strong transit service in the area with the downtown Clearwater transit center and the ability of complete streets treatments

to be able to improve the connections from the surrounding communities to that center as being a strong case for award of funds.

After further discussion, the subcommittee also recommended that the remaining $50k in the program budget be offered to St. Petersburg, if the City believed it could still create a quality concept plan for the 18th Avenue South corridor with that level of funding. Forward Pinellas staff has spoken with City staff and St. Petersburg does believe it can still create a quality plan with that level of funding and would accept the lesser-than-requested amount of $100k.

EVALUATION COMMITTEE COMMENTS - CONSTRUCTION PROJECTS:

The City of Dunedin requested $1 million for Skinner Boulevard from U.S. Alternate 19 to Bass Boulevard. The corridor is identified as a Secondary Corridor on the Transit-Oriented Land Use Vision Map, is fronted by a variety of different land uses, is completely within the City's Community Redevelopment District and includes a crossing of the Pinellas Trail. The application documented the need for pedestrian friendly facilities, safety enhancements, bicycle facilities, parking facilities, transit facilities, street lighting, roundabouts and other improvements. The development of a concept plan for the corridor is currently underway, funded in 2018 by a Forward Pinellas Complete Streets grant. With the economic success of downtown Dunedin just to the south of this corridor, the City has seen new activity centers emerge along this roadway as downtown redevelopment activity expands to the north.

The subcommittee discussed the city's commitment to the project, given that concept planning is already underway and the award of a FDOT innovation award is a positive to the project. The ability of the project to improve safety in the area, while also highlighting such innovative transportation improvements like the Trail crossing and roundabouts were also noted as great for the area. The subcommittee also noted that the ability of the project to serve low income, minority, or even aging residents in the surrounding community was not highlighted and little info was given as to the ability of the improvements to bring about potential redevelopment in the area. It was discussed how the project seemed to be more pedestrian/and Trail user focused than a broader array of users. Although the ability of the project to draw the success of the downtown area redevelopment further to the north was discussed, it was felt that the application lacked enough detail to really determine the redevelopment potential of the corridor.

The City of St. Petersburg requested $1 million for the construction of complete streets treatments to 22nd Street South from 5th Avenue South to 11th Avenue South. This corridor connects the Warehouse Arts District and Deuces Live Main Street areas of the City and has been a focus area of the City in past years. With the presence of the interstate, the corridor is one key link from south to north across this portion of the City. The improvements planned will include bike lanes, on street parking addition, streetscape enhancements and intersection reconfigurations, including one intersection where the Pinellas Trail crosses in the northern end of the corridor. The roadway also connects three new parks and provides access to a St. Petersburg College site.

The subcommittee discussed that the biggest strength of this application is that it helps a community in need by providing additional multimodal facilities, improving connections to jobs and also improving a Trail connection. It was also discussed how the City has already invested heavily in the area by completing all of the concept plans themselves without outside funding and appears committed to the project. The

high percentage of vacant properties in the area was also highlighted noting that the redevelopment potential of this area seemed significant.

Evaluation Subcommittee Recommendation:

As with the concept planning projects, the subcommittee was pleased with the quality of these two applications and spent a significant amount of time weighing the merits of each project. Ultimately, the subcommittee recommended that the City of St. Petersburg project receive complete streets construction funding. The consensus was that the presence of significant low income and minority populations in the area, coupled with the understanding that the redevelopment potential of the properties surrounding the project corridor was greater than in the Dunedin applications, made a stronger case for funding. There was significant discussion about how the improvements in St. Petersburg would likely be more impactful on the surrounding community as a whole, specifically the low income and minority populations, than in the other application.

Planners Advisory Committee – March 4, 2019

5A. Pinellas SPOTlight Emphasis Areas Update

SUMMARY

Forward Pinellas staff will provide a brief update on the status of the activities related to the three SPOTlight Emphasis Areas.

ATTACHMENT(S): None

ACTION: None required; informational item only

Planners Advisory Committee – March 4, 2019

5B. Legislative Update

FORWARD PINELLAS
Integrating Land Use & Transportation

SUMMARY

The 2019 Legislative Session begins on March 5. We are tracking a number of bills with relevance to local and regional planning efforts, as listed below. A link to the 2019 session web page maintained by the Florida Chapter of the American Planning Association (APA Florida) is provided at the end of this memo, and a policy position letter from Forward Pinellas to the Pinellas County Legislative Delegation is attached. Bills of interest this session include:

Vacation Rentals

Senate Bill (SB) 824, filed by Senator Diaz, and House Bill (HB) 987, filed by Representative J. Grant, would further preempt local regulation of vacation rentals. Both bills propose:

- Removing the grandfathering for local regulations adopted prior to July 1, 2011;
- Allowing local regulation of impacts created by vacation rentals only if such regulations apply to all residential property; and
- Adding a lengthy statement to the Florida Statutes regarding the constitutionally protected property rights of homeowners, including the right to use their residential property as vacation rentals.

Effective date for both bills: July 1, 2019

A number of other bills address licensing or advertisement requirements for vacation rentals, but bear watching because they could be consolidated with or amended with language similar to the above bills. They include SB 812, SB 814, HB 1129, and SB 1196.

Community Redevelopment Agencies

HB 9, filed by Representative LaMarca, is similar to bills filed in the last two years that would restrict Community Redevelopment Agencies (CRAs). The bill proposes that:

- A new CRA may only be created by a countywide referendum approved by at least two-thirds of the voters.
- Each existing CRA will be terminated on the expiration date stated in the agency's charter, or on September 30, 2039, whichever is earlier, unless overridden by a two-thirds vote of the local governing body that created it.
- New requirements are added for tax increment financing, annual reporting, and ethics training of CRA commissioners.

SB 1054, filed by Senator Lee, has some overlapping provisions but is not an identical companion bill. It requires only a simple majority vote of the governing body to override automatic termination of a CRA, and does not place limitations on new CRA creation. It also limits CRA-related lobbying activities, and specifies that tax increment financing may not be spent on festivals, street parties, tourism promotion, or grants to nonprofit entities that provide socially beneficial programs.

Effective date for both bills: July 1, 2019

Business Regulation

HB 3, filed by Representative M. Grant, would prohibit a local government from adopting any new regulation on a business unless the local government has:

- Determined that the regulation is justified to protect public health, safety and welfare;
- Published a statement of estimated regulatory costs 14 days in advance;
- Passed the regulation by a two-thirds vote of the entire membership of the governing body (zoning and certain other regulations are exempted from this requirement); and
- Provided that the regulation sunsets two years after adoption, at which time it must be readopted meeting the above requirements.

In addition, any regulation of a business adopted before July 1, 2019 would expire on July 1, 2021, and can only be readopted after meeting the above criteria. The bill also preempts the regulation and licensing of occupations to the state, except for certain types of contractors licensed by the Construction Industry Licensing Board. There is no Senate companion bill.

Effective date: July 1, 2019

Comprehensive Planning

HB 6017, filed by Representative Duggan, and SB 1494, filed by Senator Perry, are identical bills that propose to remove the cumulative acreage limitation from the small-scale comprehensive plan amendment process.

HB 291, filed by Representative McClain, and SB 428, filed by Senator Perry, would require each local government comprehensive plan to include a private property rights element. Similar attempts at this legislation have been submitted over the last several years.

Effective date for all four bills: July 1, 2019

Motorized Scooters & Bike Share

SB 542, filed by Representatives Grieco and Eskamani, and HB 453, filed by Senator Toledo, would create a definition for “micromobility devices,” encompassing motorized scooters and bicycles that travel no more than 20 miles per hour and are reserved for use through a website or application. The bill would limit local governments’ ability to regulate the use of such devices, establishing that users are not required to have a driver’s license or carry insurance, and may park micromobility devices on the sidewalk if pedestrian travel is not impeded. Micromobility device users have the same rights and responsibilities as a nonmotorized bicyclist except where specified.

Effective date for both bills: Upon becoming law

Local Tax Referenda

SB 336, filed by Senator Brandes, and HB 5, filed by Representative DiCeglie, would require that a local referendum to adopt or amend a local discretionary sales surtax be held during a general election. HB 5 would also require that the referendum be authorized by two-thirds majority of the governing body and approved by a two-thirds majority of voters.

Effective date for both bills: Upon becoming law

Regulation of Single-Use Plastics

In response to local initiatives to limit single-use plastic items such as straws, grocery bags, and Styrofoam containers, a number of bills have been filed in either support or opposition:

- SB 588 and HB 603 would preempt regulation of plastic straws to the state.
- SB 694 would allow local governments to conduct pilot programs for banning plastic bags.
- SB 88 and HB 6033 would remove an existing preemption of local regulations for Styrofoam products and disposable plastic bags, wrappings, and containers.
- SB 502 would prohibit plastic bags and straws statewide.

Effective date: SB 694 would take effect upon become law; all others July 1, 2019

Coastal Property

SB 54, filed by Senator Rouson, would repeal the controversial "recreational customary use" statute enacted last year (Section 163.035, Florida Statutes), which prohibits local governments from recognizing any portion of the beach above the mean high-water line as accessible for public recreation based on the historic use of the property, absent a judicial finding or a local law adopted prior to July 1, 2016. Shortly after the new law took effect in July 2018, then-Governor Rick Scott enacted a moratorium on state agency rulemaking to enforce its provisions.

Effective date: July 1, 2019

Vegetable Gardens

SB 82, filed by Senator Bradley, and HB 145, filed by Representative Fetterhoff, would preempt local governments from regulating vegetable gardens on residential properties. General regulations governing water use, fertilizer, or control of invasive species are not preempted as long as they are not specifically targeted to vegetable gardens. HB 145 defines a vegetable garden as "a plot of ground where herbs, fruits, flowers, or vegetables are cultivated for human ingestion."

Effective date: July 1, 2019

Proposed Amendments to the Florida Right to Farm Act

As part of the Knowledge Exchange Series, in 2018 Forward Pinellas partnered with the City of St. Petersburg to explore the topic of urban agriculture. One significant factor that discourages local governments from allowing urban agriculture is the Florida Right to Farm Act (Section 823.14, Florida Statutes), which exempts commercial farms from most local land development regulation. The Act was created to protect rural farms from encroaching suburban development, but is so broadly written that it applies to all commercial farms, even new farms in established urban areas, where land development regulations are critical to ensuring compatibility with surrounding uses.

City staff have taken the lead on drafting amendments to the Act to create an exemption for urban agriculture, and in reaching out to state-level stakeholders such as the Florida Farm Bureau Federation, Florida Chapter of the American Planning Association, 1000 Friends of Florida, and others. Forward Pinellas staff have provided input and support throughout the process, and the Board formally endorsed the initiative as part of its legislative policy position statement for this year.

Unfortunately, we have not been able to gain sufficient consensus to proceed with filing a bill this session. Specifically, the Florida Farm Bureau Federation, which serves as an influential voice for the statewide agricultural industry, has decided not to support our initiative. We will continue with our education and outreach efforts with the goal of proposing a bill for next year's session.

ATTACHMENT(S):

- APA Florida's 2019 Legislative Session web page (link)
- Letter to Pinellas County Legislative Delegation on Forward Pinellas Policy Positions

ACTION: None required; informational item only

FORWARD PINELLAS
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February 18, 2019

Senator Darryl Rouson
535 Central Avenue
Suite 302
St. Petersburg, FL 33701

RE: Forward Pinellas Policy Positions

Dear Senator Rouson:

As the countywide land use and transportation planning agency for Pinellas County, Forward Pinellas is acutely aware of the strong relationship that development and mobility decisions have on economic growth, affordability and quality of life. The Forward Pinellas Board adopted the attached policy positions at its meeting on February 13, 2019 with respect to the current state legislative session.

Thank you for your consideration. Please contact me or Forward Pinellas Executive Director Whit Blanton if further information is needed.

Sincerely,

Dave Eggers
Chair

Attachment

cc: Pinellas Delegation Members
Forward Pinellas Board
Brian Lowack, Pinellas County Intergovernmental Liaison
Brad Miller, Pinellas Suncoast Transit Authority CEO
Carl Mikyska, MPOAC Executive Director
Beth Alden, Hillsborough MPO Executive Director
John Villeneuve, Pasco MPO Manager

FORWARD PINELLAS
Integrating Land Use & Transportation

Policy Positions - 2019

Adopted February 13, 2019

Support Urban Agriculture. Local governments are discouraged from allowing urban agriculture because the Florida Right to Farm Act (Section 823.14, Florida Statutes) exempts commercial farms from most local land development regulation. This protects rural farms from encroaching suburban development, a necessary and beneficial purpose. However, the statute is broadly written and so applies to commercial farms in urban areas, which bring value to communities from a health, economic development and affordability standpoint, and where reasonable regulation is required to protect adjacent development. *Forward Pinellas supports proposed bill language amending the Florida Right to Farm Act to define urban agriculture and appropriately exempt it from restrictions on local land development regulation.*

Protect Trust Funds. Trust funds such as the State Housing Trust Fund, the State Transportation Trust Fund and Local Government Housing Trust Fund are established with a clear purpose. These trust funds should be protected and not subject to transfers to the Budget Stabilization Fund and the General Revenue Fund. *Forward Pinellas specifically supports Senate Bill 70, protecting funding intended for affordable housing from being transferred to other sources.*

Support Transportation Funding.

- Taxes on fuel are a primary source of transportation funding for local governments. Increasing fuel efficiency, more electric vehicles in the fleet, and rising roadway maintenance and operating costs are placing pressure on local governments to search for additional funding. Local fuel taxes are not indexed to the Consumer Price Index to account for inflation, as state fuel taxes are, and therefore, revenues are declining at a faster rate. *Forward Pinellas supports the Legislature permitting the indexing of local fuel taxes for inflation to better keep pace with transportation needs like it has done for state fuel tax revenues.*

- The Strategic Intermodal System (SIS) receives the vast majority of state transportation funding. As our highway network continues to mature in urban areas like Pinellas County, and reaches a point where expansion is not a feasible or affordable option, *Forward Pinellas supports increased flexibility for SIS funds for premium or express transit operating on the SIS roadway*, but not necessarily on its own fixed guideway. This is consistent with the legislative position of the Florida Metropolitan Planning Organization Advisory Council.

Stop Distracted Driving. Texting while driving and related distractions pose a threat to the safety of motorists and non-motorized users. Forward Pinellas is committed to a Vision Zero initiative to eliminate fatalities and serious injuries on our roadways. In 2017, there were 106 serious injury and 8 fatal crashes in Pinellas County due to distracted driving (Forward Pinellas 2018 Countywide Trends and Conditions

Report). SB 76 and HB 107 authorize law enforcement officers to stop motor vehicles and issue citations to persons who are using a wireless communications device while driving. *Forward Pinellas supports legislation that prohibits distracted driving by addressing the use of wireless communications devices with clear definitions and clarification on what it means to be stationary and operating.*

Maintain MPO Authority for Apportionment Structure. State-mandated changes to metropolitan planning organizations (MPOs), such as HB 385 this year and HB 575 last year, are a recurring concern to Forward Pinellas and other MPOs statewide. Attempts like HB 385, which is aimed at one county, could easily be revised to apply to other MPOs. *Forward Pinellas opposes one-size-fits all changes that would usurp local authority to determine the most appropriate structure of MPOs consistent with federal law and consultation with the Governor.*

Encourage Transportation Mobility. *Forward Pinellas supports micromobility options, such as electric bicycles and scooters as described in HB 453 and SB 542, and encourages first and last mile transportation options to reduce driving. These new micromobility options should be subject to appropriate and reasonable local regulations to address liability and ensure safety and compatibility with local conditions and procedures.*

Support Home Rule. Florida is a diverse state characterized by unique communities. Pinellas County is an example of that with its many downtowns, beach communities and neighborhoods. Home rule allows local governments to align the values of a community to its ordinances and other governing elements. *Forward Pinellas supports home rule and opposes bills that erode the ability of local governments to reflect the wishes and desires of their communities.* A few examples:

- Many of Florida's local governments, including those in Pinellas County, are still struggling with the effects of previous legislation, such as those amending Section 509.032(7)(b) that limit the ability of local governments to address vacation rentals. The preemption of local laws, ordinances or regulations to regulate the duration or frequency of vacation rentals limits the ability of local governments to respond to the negative impacts that may occur with vacation rentals.
- HB 385 restricts the ability of local governments to use the charter county and regional transportation system surtax on system operations, an ongoing expense.
- SB 588 and HB 603 would preempt regulation of single-use plastic straws to the state.
- SB 336 would require that a referendum to adopt or amend a local discretionary sales surtax be held at a general election, replacing the current ability of governing bodies to set a time at its discretion.