



**PLANNERS ADVISORY COMMITTEE  
(PAC) MEETING AGENDA**

June 1, 2020 – 1:30 p.m.

[Virtual Meeting](#)

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

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[Zoom Meeting Information](#)

1. **CALL TO ORDER AND INTRODUCTIONS**
2. **APPROVAL OF MINUTES – May 4, 2020**
3. **REVIEW OF FORWARD PINELLAS AGENDA FOR JUNE 10, 2020**

**PUBLIC HEARINGS**

**Countywide Plan Map Amendment(s)**

- A. Case CW 20-10 – City of Clearwater
- B. Case CW 20-11 – City of Largo
- C. Case CW 20-12 – City of Largo

**REGULAR AGENDA ITEMS**

- D. CPA Actions and Tier I Countywide Plan Map Amendments May 2020

4. **PLANNING TOPICS OF INTEREST**
  - A. Restaurant Re-Opening Guidelines Discussion
  - B. Countywide Rules Amendment Update
  - C. Draft Pinellas Planning Council Work Plan
5. **OTHER PAC BUSINESS/PAC DISCUSSION AND UPCOMING AGENDA**
  - A. Pinellas SPOTlight Emphasis Areas Update (Information)
6. **ADJOURNMENT**

**NEXT PAC MEETING – MONDAY, JUNE 29, 2020**

*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 – June 1, 2020**

### **2. Approval of Minutes – May 4, 2020**

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#### **SUMMARY**

The Summary Agenda Action Sheet for the May 4, 2020 PAC meeting is attached for committee review and approval.

**ATTACHMENT(S):** PAC Summary Agenda Action Sheet for the May 4, 2020 meeting

**ACTION:** PAC to approve the Summary Agenda Action Sheet from the May 4, 2020 meeting.

**PAC AGENDA – SUMMARY AGENDA ACTION SHEET**  
**DATE: MAY 4, 2020**

ITEM	ACTION TAKEN	VOTE
1. <u>CALL TO ORDER AND ROLL CALL</u>	The meeting was called to order at 1:34 p.m. and roll call was taken of the members present. Those committee members in virtual attendance included: Kyle Brotherton, Derek Reeves, Michael Schoderbock, Heather Sobush, Felicia Donnelly, Marshall Touchton, Marie Dauphinais, Rick Perez, Brandon Henry, Pat McNeese, Jan Norsoph, Britton Wilson, and Frances Leong-Sharp.	
2. <u>MINUTES OF REGULAR PAC MEETING OF MARCH 2, 2020</u>	Motion: Frances Leong-Sharp Second: Michael Schoderbock	13-0
3. <u>REVIEW OF FORWARD PINELLAS AGENDA FOR MAY 13, 2020 MEETING</u> <u>PUBLIC HEARINGS</u> <u>Countywide Plan Map Amendment(s)</u> A. CW 20-08 – City of Clearwater	Motion: Michael Schoderbock Second: Frances Leong-Sharp	13-0
B. CW 20-09 – City of Safety Harbor	Motion: Marie Dauphinais Second: Rick Perez	13-0
<u>REGULAR AGENDA ITEMS</u> C. CPA Actions and Tier, I Countywide Plan Map Amendments	None required; informational item only	
4. <u>PLANNING TOPICS OF INTEREST</u> A. Countywide Rules Amendment – Residential Rural	Linda Fisher provided historical context for and reviewed the proposed amendment, which was requested by Pinellas County. The amendment would add the Residential Rural category to the Countywide Rules.  Motion: Marie Dauphinais Second: Rick Perez	13-0
B. Legislative Update	Linda Fisher reviewed the bills of interest that had been followed through the legislative session. She updated the PAC members on the outcomes pending the governor's approval that would have local impacts on planning.	
5. <u>OTHER PAC BUSINESS/PAC DISCUSSION AND UPCOMING AGENDA</u>	There was no additional PAC business or discussion.	
7. <u>ADJOURNMENT</u>	The meeting was adjourned at 2:07 p.m.	

Respectfully Submitted,

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PAC Chairman

Date

## Planners Advisory Committee – June 1, 2020

### 3A. Case CW 20-10 – City of Clearwater



#### SUMMARY

From: Residential Low Medium, Retail & Services, Recreation/Open Space, Preservation  
To: Multimodal Corridor & Preservation  
Area: 26.3 acres m.o.l.  
Location: 24323 & 24479 US Highway 19 N.

This proposed amendment is submitted by the City of Clearwater to amend a property totaling approximately 26.3 acres from Residential Low Medium (intended to depict areas that are now developed, or appropriate to be developed, in a suburban, low density or moderately dense residential manner; and to recognize such areas as primarily well-suited for residential uses that are consistent with the suburban qualities, transportation facilities, including transit, and natural resources of such areas), Retail & Services (intended to depict areas developed with, or appropriate to be developed with, a mix of businesses that provide for the shopping and personal service needs of the community or region, provide for employment opportunities and accommodate target employment uses, and may include residential uses as part of the mix of uses), Recreation/Open Space (intended to recognize recreation/open space uses that serve the community or region), and Preservation (intended to recognize natural resource features worthy of preservation and those areas of the county that are now used, or are appropriate to be used, for the conservation, production, and management of the regional potable water supply and the supporting infrastructure, consistent with the natural resources of the area) to Multimodal Corridor (intended to recognize those corridors of critical importance to the movement of people and goods throughout the county, and that are served by a combination of automobile, bus, bicycle, rail, and/or pedestrian transportation) and Preservation (intended to recognize natural resource features worthy of preservation and those areas of the county that are now used, or are appropriate to be used, for the conservation, production, and management of the regional potable water supply and the supporting infrastructure, consistent with the natural resources of the area).

The amendment area is part of an enclave of unincorporated properties which were identified as those to be annexed into the City as part of the US 19 Corridor Redevelopment Plan. The subject property was annexed into the city in April 2020. It is directly abutting US Highway 19 and located on the southern end of the existing Multimodal Corridor category to the north. The amendment area contains a mix of uses including a closed mobile home park, indoor recreation and vehicle storage. The amendment area will become a redevelopment site in the US 19 District, while maintaining the Preservation designated land within the amendment area.

#### FINDINGS

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

- A. The Multimodal Corridor and Preservation categories are appropriate for the proposed use of the property and is consistent with the criteria for utilization of these categories.
- 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        Jurisdictional Map  
Map 3        Aerial Map  
Map 4        Current Countywide Plan Map  
Map 5        Proposed Countywide Plan Map  
Map 6        Current Multimodal Corridor Category

Attachment 1    Forward Pinellas Staff Analysis  
Attachment 2    City of Clearwater Staff Report  
Attachment 3    [US 19 Zoning District and Development Standards](#)

## **MEETING DATES:**

Planners Advisory Committee, June 1, 2020 at 1:30 p.m.  
Forward Pinellas, June 10, 2020 at 1:00 p.m.  
Countywide Planning Authority, July 21, 2020 at 9:30 a.m.

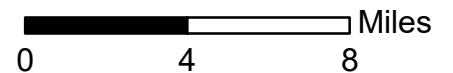
# Case CW20-10

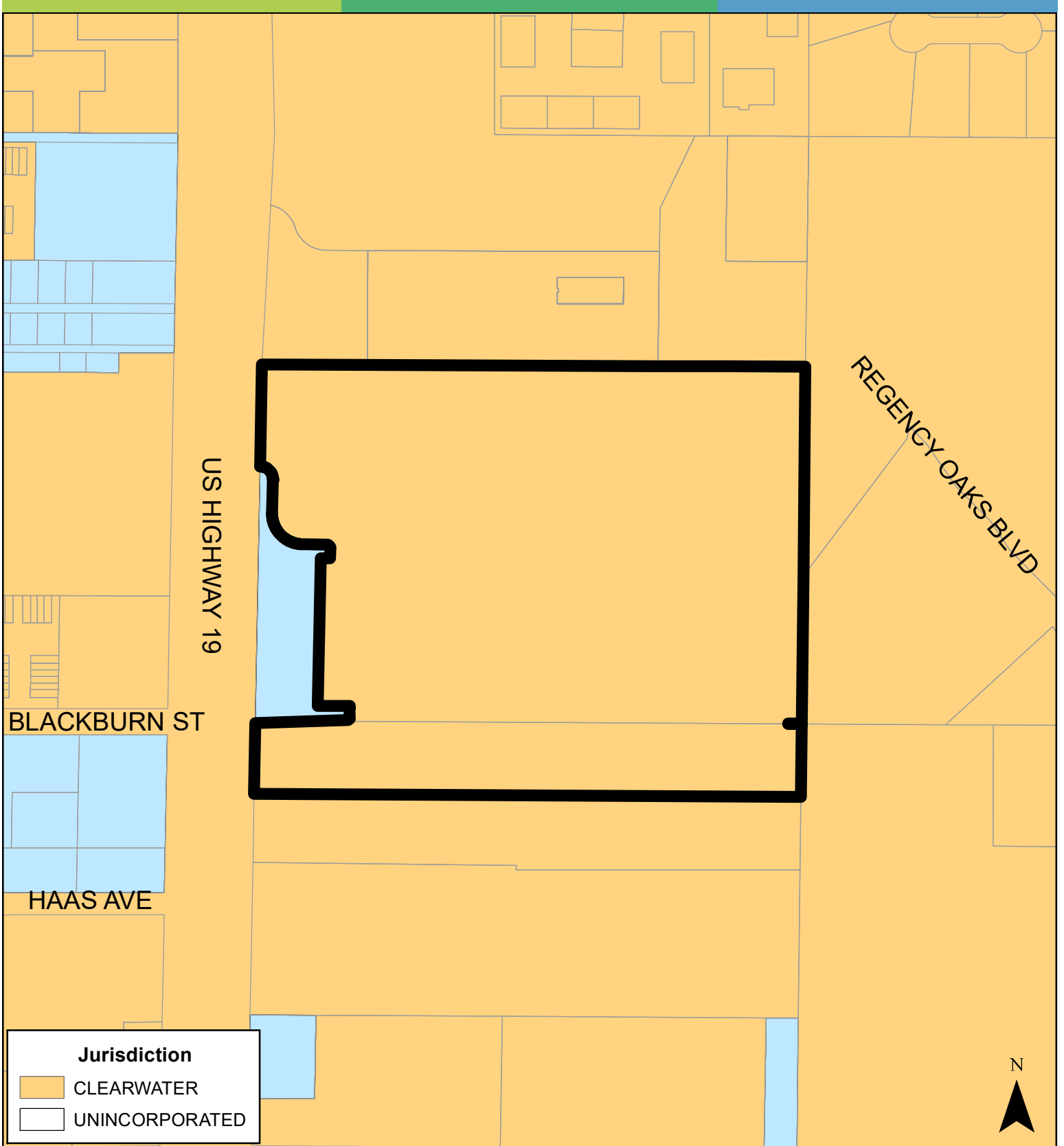
## Map 1: Location Map




**JURISDICTION:** Clearwater  
**AREA:** 26.314 Acres

**FROM:** Retail & Services, Residential Low Medium, Preservation, Recreation/Open Space  
**TO:** Multimodal Corridor, Preservation





<b>JURISDICTION:</b> Clearwater	<b>FROM:</b> Retail & Services, Residential Low Medium, Preservation, Recreation/Open Space
<b>AREA:</b> 26.314 Acres	<b>TO:</b> Multimodal Corridor, Preservation
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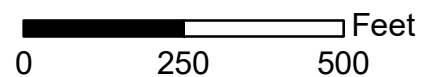
# Case CW20-10

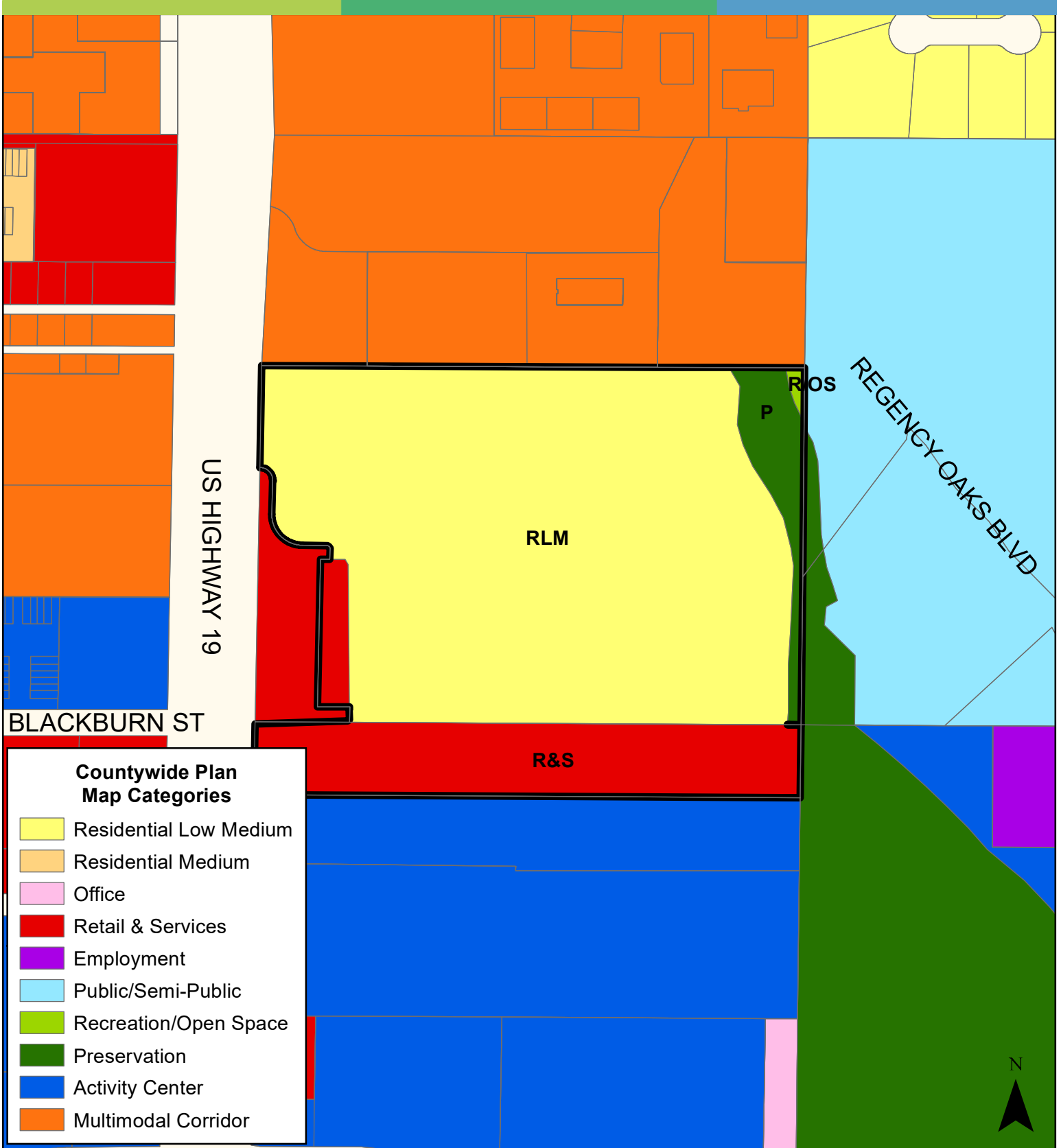
## Map 3: Aerial Map



**JURISDICTION:** Clearwater  
**AREA:** 26.314 Acres

**FROM:** Retail & Services, Residential Low Medium, Preservation, Recreation/Open Space  
**TO:** Multimodal Corridor, Preservation



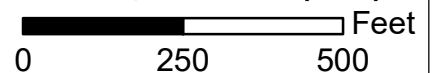


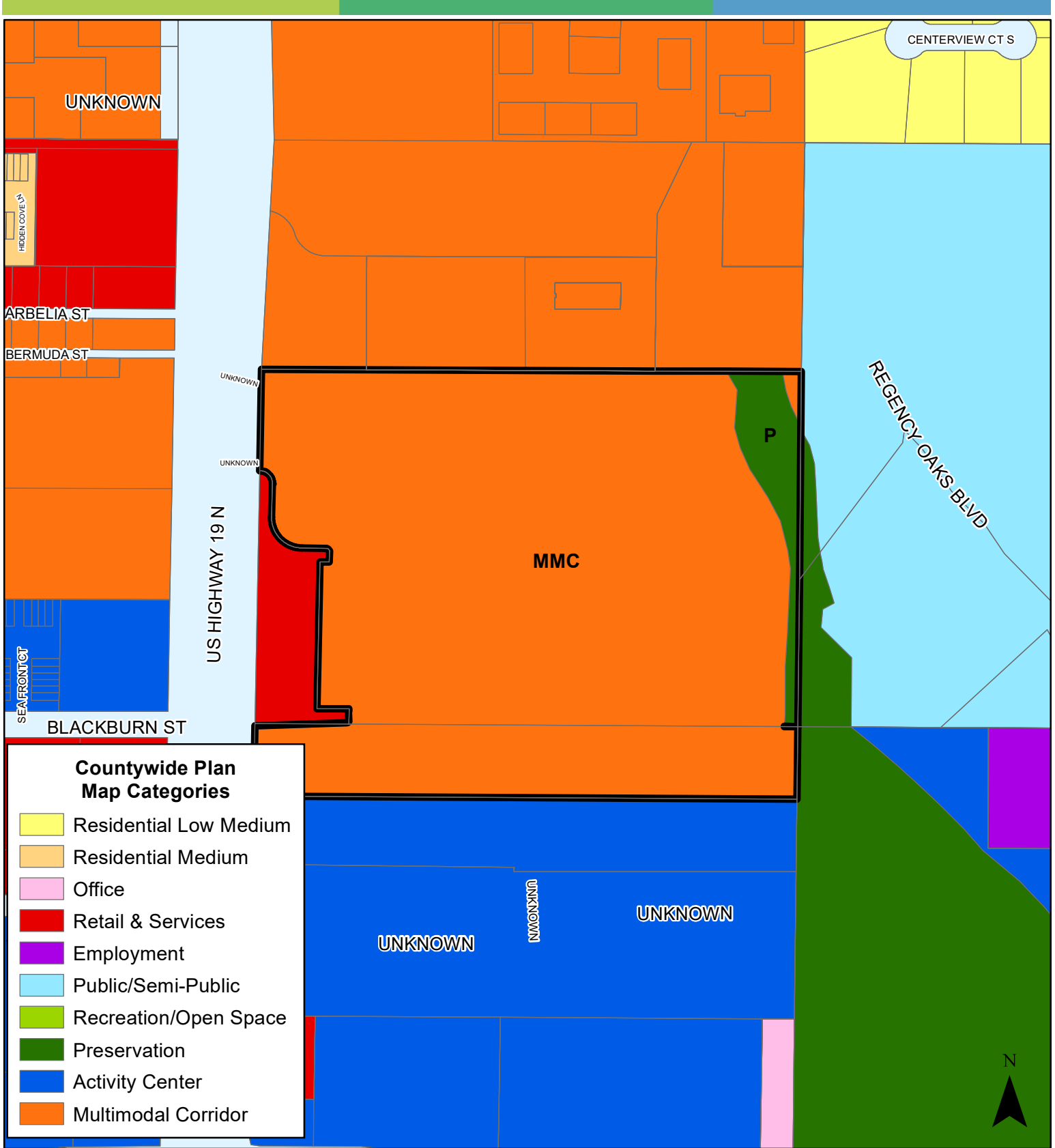
**JURISDICTION:** Clearwater

**FROM:** Retail & Services, Residential Low Medium, Preservation, Recreation/Open Space

**AREA:** 26.314 Acres

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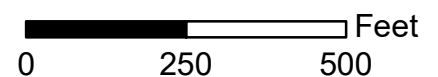


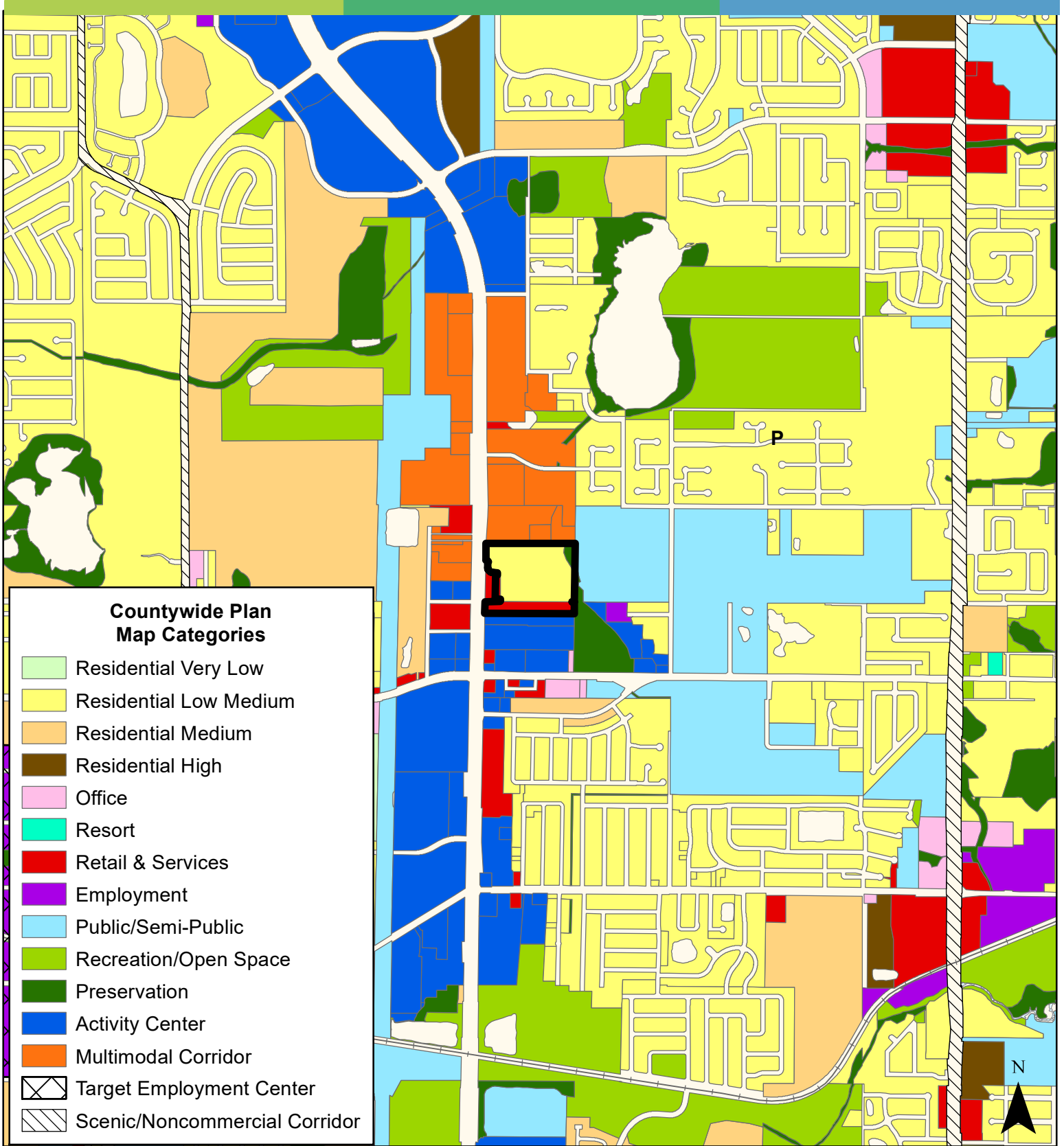
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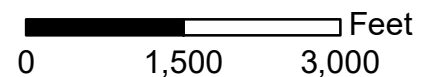


**JURISDICTION:** Clearwater

**FROM:** Retail & Services, Residential Low Medium, Preservation, Recreation/Open Space

**AREA:** 26.314 Acres

**TO:** Multimodal Corridor, Preservation



**CW 20-10**  
**Forward Pinellas Staff Analysis**

**RELEVANT COUNTYWIDE CONSIDERATIONS:**

- 1) **Consistency with the Countywide Rules** – The proposed amendment is submitted by the City of Clearwater and seeks to amend the designation of approximately 26.3 acres of property from Residential Low Medium, Retail & Services, Recreation/Open Space, and Preservation to Multimodal Corridor.

The Countywide Rules state that the Multimodal Corridor category is "... intended to recognize those corridors of critical importance to the movement of people and goods throughout the county, and that are served by a combination of automobile, bus, bicycle, rail, and/or pedestrian transportation." The Countywide Rules further state that the Preservation Category is "... intended to recognize natural resource features worthy of preservation and those areas of the county that are now used, or are appropriate to be used, for the conservation, production, and management of the regional potable water supply and the supporting infrastructure, consistent with the natural resources of the area."

The amendment area is part of an enclave of unincorporated properties which were identified as those to be annexed into the City as part of the US 19 Corridor Redevelopment Plan. The subject property was annexed into the city in April 2020. It is directly abutting US Highway 19 and located on the southern end of the existing Multimodal Corridor category to the north. The amendment area contains a mix of uses including a closed mobile home park, indoor recreation and vehicle storage. The amendment area will become a redevelopment site in the US 19 District, while maintaining the Preservation designated land within the amendment area.

The City addresses how the US 19 Zoning District and Development Standards will implement the Planning and Urban Design Principles, which is required for amendments affecting 10 acres or more, pursuant to the Countywide Plan Rules and Countywide Plan Strategies. For example, the amendment area meets "Site Orientation" objectives by requiring 30-foot front setbacks along US Highway 19 and prohibiting parking in front of the building. Furthermore, the principles require "Public Realm Enhancements", and the US 19 Development Standards address this objective through open space requirements for properties more than 15 acres in size, such as landscaping buffers and requiring the establishment of new drives.

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, US Highway 19, where the existing Level of Service is operating at a LOS "F". However, the expected increase of average daily trips is less than 3 percent of current traffic, therefore, the redevelopment of this site is projected to have a de minimus impact on this segment of US Highway 19. Furthermore, the US 19 Zoning District & Development Standards would alleviate trips from the frontage road by enhancing connectivity by establishing a street network within the subject property.
- 3) **Location on a Scenic/Noncommercial Corridor (SNCC)** – The amendment area is not located within a SNCC; therefore, those policies are not applicable.
- 4) **Coastal High Hazard Areas (CHHA)** – The amendment area is not located within a CHHA; therefore, those policies are not applicable.

- 5) **Designated Development/Redevelopment Areas** – The amendment area involves the expansion of the Multimodal Corridor category. The amendment conforms to the purpose, locational characteristics, and other requirements of the proposed category and addresses the relevant Planning and Urban Design Principles; therefore, the amendment can be deemed consistent with this Relevant Countywide Consideration.
- 6) **Adjacent to or Impacting an Adjoining Jurisdiction or Public Educational Facility** – The amendment area is not adjacent to a public educational facility; therefore those policies are not applicable. The proposed amendment area is adjacent to Unincorporated Pinellas County, however, the subject property is part of an enclave of properties which were recently annexed into the City of Clearwater.
- 7) **Reservation of Industrial Land** – The proposed amendment area does not involve the reduction of land designated as Industrial or Employment; therefore, those policies 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.



**PLANNING & DEVELOPMENT DEPARTMENT**  
**Supplemental Information for Large Scale Future Land Use Map & Countywide Plan**  
**Map Amendments for Property Annexed into City of Clearwater's US 19 District**

**CASE:** ANX2019-11026

**FUTURE LAND USE**  
**ORDINANCE NO.:** 9367-20

**REQUEST:** To amend the City of Clearwater's Future Land Use Map upon Annexation, to designate a 26.317-acre property located at 24323 and 24479 US Highway 19 North as US 19 – Corridor and Preservation, and to amend the Countywide Plan Map to designate the same property as Multimodal Corridor - Primary and Preservation

## **Background**

The City of Clearwater's planning efforts for the US 19 Corridor span almost a decade, and the City is currently seeing an increase in redevelopment as a result of this work. The US 19 Corridor Redevelopment Plan (Corridor Plan), adopted by City Council in 2012, established a vision of intense, transit-supportive centers located at major cross streets with cohesively developed areas in-between these centers. The Corridor Plan was based on a market analysis and land use and mobility assessment and offered general guidance on the appropriate intensity, form and character of development for each development area.

To achieve this vision, in 2016/17, the City took four key actions, all of which were deemed consistent with the Countywide Plan:

- Amended the Clearwater Comprehensive Plan to establish three new future land use categories and associated intensities for new development, as well as to add policies to further support the implementation of the Corridor Plan [required DEO review]
- Amended the City's Future Land Use Map to designate properties within the City's jurisdiction along the corridor and major cross streets with the new future land use categories [required DEO review]
- Amended the Community Development Code to establish the US 19 Zoning District and Development Standards, consistent with the Countywide Plan
- Amended the Zoning Atlas to designate properties with the new US 19 Zoning District

There are several enclaves of unincorporated property located along US Highway 19 and within the City’s utilities service area. The Corridor Plan discussed these properties being annexed to create a unified development pattern, and the City later identified what future land use category should be designated upon annexation in Comprehensive Plan Map A-17 US 19 Corridor Redevelopment Area. The City’s data analysis for the future land use and zoning amendments addressed impacts that future development would have on public facilities and their levels of service. This analysis factored in this presumed growth through future annexations as well. The City worked closely with Forward Pinellas, which continues to identify the corridor as one of its Strategic Planning & Operations Topics, or SPOTLight emphasis areas, and has accounted for significant increases of development along the entire corridor through its Long Range Transportation Plan and in the Countywide Rules.

Because of the significant planning effort undertaken at the time, the City streamlined the local process for property owners requesting to annex into the City within the US 19 Corridor Redevelopment Area by adopting Policy A.7.2.5 in the Comprehensive Plan which establishes that “Unincorporated property within the Clearwater Planning Area located within the US 19 Corridor redevelopment area shall be designated through an amendment to the Future Land Use Map with the appropriate future land use category upon annexation, consistent with the US 19 Regional Center, US 19 Neighborhood Center and US 19 Corridor future boundaries depicted on Map A-17.”

This Policy does not exempt the City from the requirements of the Countywide Plan pertaining to amendments to the Countywide Plan Map, nor to State Statutes governing amendments to Future Land Use Maps, in particular those that are “Large Scale” which must be reviewed by various state agencies. The proposed changes to the City’s Future Land Use Map will not become effective until after the Board of County Commissioners, acting as the Countywide Planning Authority, approves an amendment to the Countywide Plan Map, thereby ensuring the City’s map is consistent with the Countywide designation. Additionally, this application shall be submitted to the Department of Economic Opportunity and other review agencies as required by the Expedited State Review process.

The review and findings of consistency with the City’s Comprehensive Plan and Community Development Code are found within the City Council Cover Memo which is provided as part of the City’s submittal. The remainder of this report addresses the data and analysis required for the Countywide Plan amendment and Large Scale Map amendment processes. The impacts to public facilities analysis compares maximum development potential allowed based on the Pinellas County Future Land Use Map (pre-annexation designations) and using the County’s density and intensity standards to the maximum development potential allowed under the proposed City categories (post-annexation designations). Any assumptions are documented within.



## Review of Current and Proposed Land Use Designations (City / Countywide)

*Table 1. Densities and Intensities Allowed by Present Designations*

Present Designations Pinellas County <sup>1</sup> / Countywide Plan	Residential Urban (RU) / Residential Low Medium (RLM)	Residential/Office/Retail (R/O/R) / Retail & Services (R&S)	Recreation/Open Space (R/OS) / Recreation/Open Space (R/OS)	Preservation (P) / Preservation (P)
<b>Acreage:</b>	19.78 ac	5.26 ac	.084 ac	1.193 ac
<b>Maximum Density:</b>	7.55 upa / 10 upa	15 upa / 24 upa	0 upa / 0 upa	0 upa / 0 upa
<b>Maximum Intensity:</b>	FAR 0.40; ISR 0.65/ FAR 0.50; ISR 0.75	FAR 0.30-0.40; ISR 0.75 / FAR 0.55; ISR 0.90	FAR 0.25; ISR 0.60 / FAR 0.25; ISR 0.60	FAR 0.10; ISR 0.20 / FAR 0.10; ISR 0.20
<b>Zoning District (County):</b>	Residential Mobile/ Manufactured Home (RMH)	Residential Mobile/ Manufactured Home (RMH); Commercial Parkway (CP)	Residential Mobile/ Manufactured Home (RMH)	Residential Mobile/ Manufactured Home (RMH)
<b>Permitted Uses (County)<sup>2</sup>:</b>	Mobile home parks, Mobile home subdivisions, single family detached, accessory uses	Mobile home parks, Mobile home subdivisions, single family detached, accessory uses; Retail, restaurants, hotels, residential, offices, research/development, institutions, etc.	public/private open space; public/private park	Open and undeveloped consistent with the following natural resource features and considerations: natural drainageways and such additional areas determined to have environmental significance
<p>Notes:</p> <ol style="list-style-type: none"> <li>The City's Comprehensive Plan includes the same future land use categories and establishes the same density/intensity standards, with the exception of R/O/R (City allows 18 upa, 0.40 FAR, 0.85 ISR) and Preservation (City allows 0.10 FAR and 0.20 ISR).</li> <li>Permitted uses listed are those allowed by the zoning district and/or the underlying future land use category if more restrictive.</li> </ol>				

*Table 2. Densities and Intensities Allowed by Proposed Designations*

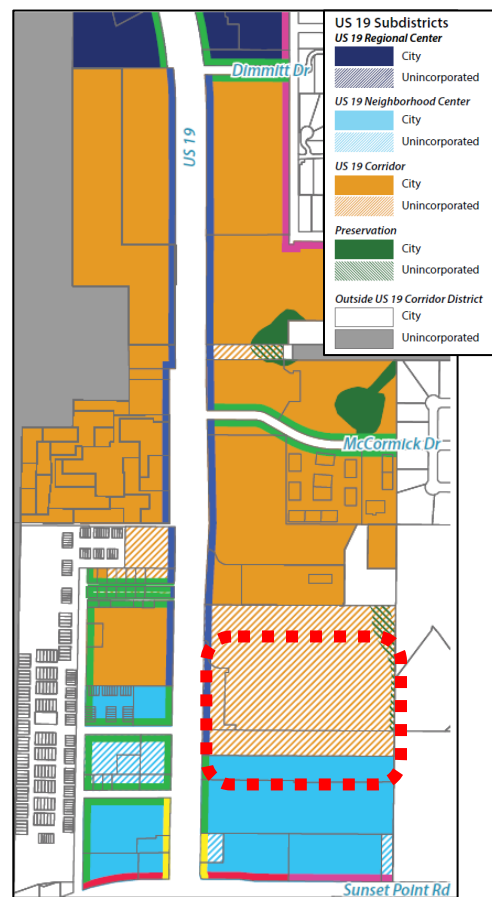
Proposed Designations City / Countywide Plan*	US 19 Corridor (US19-C) / Multimodal Corridor - Primary (MMC)	Preservation (P) / Preservation (P)
<b>Acreage:</b>	25.124 ac	1.193 ac
<b>Maximum Density:</b>	N/A (FAR only used) / 55 upa 90 temp lodging units/ac	0 upa / 0 upa
<b>Maximum Intensity:</b>	FAR 1.50; ISR N/A FAR 3.50; ISR N/A	FAR 0.10; ISR 0.20 / FAR 0.10; ISR 0.20
<b>Consistent Zoning Districts (City):</b>	US 19 (Corridor Subdistrict)	Preservation
<b>Permitted Uses (City):</b>	Office; High Density Residential; Residential Equivalent; Institutional; Warehouse; Light Manufacturing; Research/Development	Natural/Undeveloped Water Features; Beaches and Dunes; Environmental Parks
<p>Notes: Areawide density/intensity averaging is not proposed</p>		

## Review of Other Countywide Rule Standards

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

**Multimodal Corridor Size Criteria** – The width of a designated Multimodal Corridor may extend up to ½ mile from the parcel boundary adjacent to the corridor on either side. The length shall not be less than ½ mile, although longer lengths are encouraged. There is no maximum length for a designated Multimodal Corridor.

The proposed amendment area is directly abutting US Highway 19. It is located at the southern end of one of the City of Clearwater’s areas designated as US 19 Corridor (City) / Multimodal Corridor (Countywide Plan), which is located generally between the Westfield Countryside Mall Area Regional Center to the north and the Sunset Point Road / SR 590 Neighborhood Center to the south (see map inset with proposed amendment area circled; from US 19 District Regulating Plan). One parcel in this southernmost area is excluded from the proposed amendment as it is under separate ownership and the owner has not requested annexation into the City of Clearwater at this time.



### 6.2.3.2 Additional Requirements for Tier II and Tier III Amendments. [addressed due to property size exceeding 10 acres]

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

The City annexed this property into the City of Clearwater on April 16, 2020. As discussed in the background information, the City has always planned for unincorporated enclaves located along US Highway 19 and within the City’s service area to be integrated into its US 19 District and therefore subject to the US 19 Zoning District & Development Standards. In 2015, Forward Pinellas adopted a new Countywide Plan which established the Planning and Urban Design Principles (contained within the Countywide Plan Strategies), as well as the new Activity Center and Multimodal Corridor categories. The City coordinated with Forward Pinellas and these designations were placed on the Countywide Map at the time of its adoption. The City’s work

was handled as a “plan in transition” and certain information that is now required for such map amendments was not necessary at that time.

The following summarizes how the US 19 Zoning District and Development Standards (adopted February 2, 2017, as amended) implement the six Planning and Urban Design Principles found in Land Use Goal 16.0 of the Countywide Plan Strategies. There are no changes to the District proposed in conjunction with this amendment; therefore, the proposed amendment will implement the principles.

*1. Location, Size, and Areawide Density/Intensity Ranges:* The City’s US 19 Zoning District & Development Standards govern areas that are identified on the Countywide Land Use Strategy Map as Major Center, Community Center, and Primary Corridor, and meet the Objectives and Best Practices for size, location, and intensity standards (adopted Appendix B, Division 2. Regulating Plan and Division 3. Subdistrict Standards). ***The proposed amendment is located within an area identified as Primary Corridor on the Land Use Strategy Map.***

*2. Connectivity:* The US 19 Zoning District and Development Standards preserves and enhances the existing circulation grid through the requirements in Appendix B. Division 5. Site Design Standards, which establish an urban development pattern, including certain block and drive standards for parcels 10+ acres in size, and require access and driveway consolidation, cross parcel connections, and connections to the Duke Energy Trail. This Division also implements the Best Practices by limiting gated/walled developments, prohibiting dead end streets and cul-de-sacs, creating quality connected streets through enhanced and reconstructed walkways, and orienting redevelopment to public transit by requiring coordination with PSTA and reserving space for shelters as deemed necessary. ***The proposed amendment area would need to meet these standards, as applicable to its location.***

*3. Site Orientation:* The US 19 Zoning District & Development Standards utilize a Regulating Plan to identify five different Street Frontage Types. The standards for these are located in Appendix B. Division 4. Street Frontage Types, and address building setbacks, including minimum and maximum front setbacks in certain areas, parking location (prohibiting front parking in several areas), and requiring buildings be oriented to the street with primary entries facing the street and a certain percentage of the façade having transparent windows in many instances. ***The proposed amendment is designated as Street Frontage Type E which requires 30 ft front setbacks along US 19. New Primary Drives will be designated as Street Frontage Type A, which establishes 15-20 foot setbacks and does not allow parking in front of the building.***

*4. Public Realm Enhancements:* Various enhancements of the public realm in support of pedestrian-oriented uses are required within the adopted standards, including establishing standards for new Primary and Secondary Drives (Table 5) which are required for sites 10+ acres

in size, and establishing Open Space requirements for sites 15+ acres in size which are located in the Centers. The Code does not establish District-specific requirements for on-site landscaping along the street frontage; generally, properties are required to plant 1 tree every 35 feet in the perimeter landscaping buffers, in addition to other plants. There is very limited right-of-way, so the City continues to discuss future opportunities to improve the public realm with FDOT, but does not currently require the applicant install any street furniture or other enhancements within the right-of-way or immediately onsite. ***The proposed amendment is more than 10 acres in size and located in the Corridor and will require new drives be established.***

5. ***Ground Floor Design and Use:*** Implementing regulations address ground level design by Street Frontage Type (Division 4). Additionally, Division 6. Building Design Standards limit blank facades, require façade bays, and require pedestrian-oriented design for structured parking that faces pedestrian ways or public sidewalks. ***The proposed amendment area will need to meet the applicable frontage and building design standards which are established to create pedestrian-friendly environments.***

6. ***Transition to Neighborhoods:*** Building height and setbacks are tiered within certain distances from adjacent properties in the City’s Low Density Residential (LDR), Low Medium Density Residential (LMRD) or Medium Density Residential (MDR) Districts (Section B-302.B). ***The proposed amendment is not adjacent to any of these zoning districts.***

## Impacts to Public Facilities, Including Transportation

To assess the sufficiency of public facilities needed to support potential development on the proposed amendment area, the maximum development potential of the property under the present and requested City Future Land Use Map designations were analyzed (see Table 3).

*Table 3. Maximum Development Potential for Existing & Proposed Designations*

	Present Designations (County) RU + R/O/R + R/OS + P	Requested Designations (City) US 19-C + P	Net Change
Site Area	26.317 acres (1,146,368.52 SF)	26.317 acres (1,146,368.52 SF)	
Maximum Development Potential	227 DUs <sup>1</sup> 82,537 SF <sup>2</sup> 0.40 FAR	1,641,602 SF <sup>3</sup> 1.50 FAR	+1,559,065 SF 1.10 FAR

Notes:

1. Maximum residential development possible in portions of the site designated as RU and R/O/R only.
2. Nonresidential uses are not permitted in County’s Residential Mobile/Manufactured Home (RMH) zoning district which is designated on the northern (mobile home park) parcel (21.58 acres); therefore, this portion of the site was excluded, and the development potential reflects the acreage of the portion of the southern parcel only designated with R/O/R future land use (4.737 acres) and zoned Commercial Parkway (CP) in the County.
3. Maximum development potential in US 19 future land use categories utilizes a Floor Area Ratio (FAR) only, regardless of the number of dwelling units provided, consistent with the density and intensity standards for Multimodal Corridors found in Section 2.3.3.15 of the Countywide Rules. The City’s Preservation (P) District, which is consistent with the underlying Preservation future land use category, limits nonresidential development to marina use which would not be located in this area (1.193 acres); therefore, this portion of the property was excluded from the determination of maximum development potential (proposed).

The City of Clearwater utilizes Floor Area Ratio (FAR) for all development within the US 19 Corridor future land use category; therefore, it is difficult to determine exact changes to residential development potential associated with this amendment.

The following analysis makes certain assumptions about the development of this site as mixed-use. Because the current future land use designations cross parcel lines, this analysis utilizes the maximum development potential for residential development on the northern parcel (156 units, based on 19.78 acres designated as RU, 0.523 acres designated as R/O/R, and 0.084 acres designated as R/OS) and the maximum development potential for nonresidential development on the southern parcel (82,537 SF, based on 4.737 acres designated as R/O/R). This is compared to the maximum potential development of the proposed US 19 Corridor (US19-C) future land use developed with 50% nonresidential uses (820,801 SF office) and 50% residential uses (638 units<sup>1</sup>). The 1.193-acre area proposed to remain designated with Preservation (P) was excluded from this analysis because of the limitations as to how it can be used.

*Table 4. Public Facilities Level of Service Analysis*

Public Facility/Service	Maximum Potential Impact to Public Facilities/Services		Net Change	Capacity Available?
	Present Designations (County) RU + R/O/R + R/OS [156 units + 82,537 SF]	Proposed Designation (City) US 19 – Corridor [638 units + 820,801 SF]		
Potable Water	52,246 gal/day	261,996 gal/day	+209,750	Yes
Wastewater	46,196 gal/day	227,588 gal/day	+181,392	Yes
Solid Waste	618 tons/year	3,833 Tons/Year	+3,215	Yes
Parkland	1.5 Acres <sup>1</sup>	6.124 Acres <sup>1</sup>	+4.624	Yes
Transportation	3,603 trips per day <sup>2</sup>	6,696 trips per day <sup>3</sup>	+3,093	Yes
<b>Notes:</b>				
1. Based on 4.0 acres of parkland per 1,000 persons and 2.4 persons per unit [source: Census Quick Facts, City of Clearwater, 2014-2018].				
2. Based on traffic generation characteristics (average daily trips per day per acre) for the consistent Countywide Plan Category in the Countywide Rules. <ul style="list-style-type: none"> <li>• Residential Low Medium (RLM) [consistent with Residential Urban (RU)] – 67 vehicle trips per day per acre</li> <li>• Retail &amp; Services (R&amp;S) [consistent with Residential/Office/Retail (R/O/R)] – 433 vehicle trips per day per acre</li> </ul>				
3. Based on Traffic Generation Rate for Multimodal Corridor – Primary Corridor (533 Average Daily Trips Per Acre; 25.124 acres) [Source: Table 3 Standards Applicable to Multimodal Corridor Subcategories] at a factor of 50%, pursuant to Section 6.2.5, Countywide Rules				

### *Potable Water*

The change in development potential from this amendment would result in an increase in potable water use of up to 209,750 gallons per day.

<sup>1</sup> To convert a portion of the maximum square feet of development permitted under the US 19-Corridor category to dwelling units, a factor of 1,118 SF per unit, which is an average size for newly constructed condominiums, plus an additional 15% to account for shared or common spaces, was used for a total equivalent factor of 1,286 SF per unit [source: Pinellas County Workforce Housing Market Assessment, Draft Date April 23, 2019].

The City's current potable water demand is 11.096 million gallons per day (2018 Annual Water Report). The City's adopted level of service (LOS) standard for potable water service is 120 gallons per day per capita, while the actual usage is estimated at 76 gallons per day per capita (2018 Annual Water Report). The City's 10-year Water Supply Facilities Work Plan (2016-2026 Planning Period), completed October 2017, indicates that based on the updated water demand projections and other factors, **the City has adequate water supply and potable water capacity for the 10-year planning horizon.**

#### *Wastewater*

The change in development potential from this amendment would result in an increase in wastewater use of up to 181,392 gallons per day.

The subject property is served by the Northeast Water Reclamation Facility, which presently has excess permitted capacity estimated to be 8.97 million gallons per day [based on March 2020 data]. **Therefore, there is excess sanitary sewer capacity to serve the amendment area.** Additionally, the City is currently preparing a Water Supply and Treatment Master Plan, and growth forecasts within the US 19 Corridor were incorporated into that analysis.

#### *Solid Waste*

The change in development potential from this amendment would result in an increase of up to 3,215 tons per year of solid waste generated daily.

Pinellas County handles all solid waste disposal at the Pinellas County Waste-to-Energy Plant and the Bridgeway Acres Sanitary Landfill which has significant capacity. Additionally, the City provides a full-service citywide recycling program which diverts waste from the landfill, helping to extend the lifespan of Bridgeway Acres. **There is an excess solid waste capacity to serve the amendment area.**

#### *Parkland*

**Under both the existing and proposed land use, the LOS citywide will continue to exceed the adopted LOS of 4 acres per 1,000 residents.** The City is currently providing 7.98 acres of parkland per 1,000 residents, which would potentially be reduced to 7.79 acres per 1,000 residents based on this impacts analysis [Source: Draft Parks and Recreation Facilities Impact Fee Study, prepared by Tindale Oliver Draft Date March 18, 2020].

Annexations of property into the City of Clearwater or amending a property's future land use or zoning designation does not have an immediate impact on the City's Parks and Recreation system and parkland requirements. Impacts are felt when development occurs. This annexation will have no additional impact on parkland. However, Parks and Recreation Impact fees required to provide new recreation facilities and services will be assessed at the time of development and will be based on the maximum increase of residents.

### *Stormwater*

Site plan approval will be required before the property can be redeveloped. At that time, the stormwater management system for the site will be required to meet all City and Southwest Florida Water Management District (SWFWMD) stormwater management criteria.

### *Transportation*

The parcels are located on the east side of US Highway 19 North approximately 1,315 feet north of Sunset Point Road. To evaluate potential impacts on streets, the typical traffic impacts figure (trips per day per acre) in the Countywide Rules for the corresponding Countywide Plan Map categories (current and proposed) are compared. The proposed Countrywide Plan Map category of Multimodal Corridor - Primary (533 trips per day per acre, with a 50% reduction factor) would increase the number by just over 3,000 trips to the number of trips if built out with a mix of uses as previously stated in the assumptions for this analysis. That is a small percent of the average number of daily trips for this segment, as explained in more detail below. It is also reasonable to assume very few parcels will realize the maximum permissible FAR. Therefore, the following analysis addresses a “worst-case” scenario for transportation impacts.

#### *1. Safety*

In the past five years (January 2015 to December 2019), the segment of US Highway 19 between Sunset Point Road and Enterprise Road had 401 crashes (Source: Crash Data Management System for areas within 500 feet of selected segment). The overwhelming majority of crashes (239, or almost 60%) were located at the Sunset Point Road intersection. That intersection is also the location for 2 of the 4 crashes involving pedestrians and 4 of the 5 crashes involving bicycles. Enterprise Road saw the second highest number of crashes (63 total). The number of crashes per year in this segment ranges from a low of 68 crashes in 2019 to a high of 92 crashes in 2018. The rate of crashes is higher on weekdays (Monday through Friday) compared to weekends, and crashes are more common during typical AM and PM commuting hours, and lunchtime. Based on the data, more crashes happen where “vehicle 1” is headed southbound (159 of crashes) or northbound (124 crashes), as opposed to those where the vehicle was traveling east or west, presumably through an intersection (43 and 37 crashes, respectively). Regardless of direction of travel, most are rear-end collisions (171), with the second highest being sideswipes (87 crashes). The vast majority were in dry conditions (317) during daylight hours (280) with no other road obstruction attributed to the cause of crash.

FDOT District 7 is conducting a safety action plan along the US 19 frontage roads which begin north of 49th Street and end north of SR 580. This project is being undertaken to objectively evaluate possible changes to improve multimodal safety, operations, and connectivity. This effort will build upon recently completed and ongoing planning efforts including the 2016 US 19 Pedestrian and Bicycle Safe Access to Transit Corridor Study and Pinellas Gateway/Mid-County Area Master Plan, **the City of Clearwater’s land development code update**, and FDOT’s US

19 Project Development and Environment (PD&E) Study [Source: FDOT’s project website, emphasis added]. The City has emphasized the heavy utilization of this segment of the corridor by people walking and riding bikes, and seeks to work with FDOT to determine what safety measures can be taken to improve the safety for these users in this area, as well as along all of the frontage roads.

## *2. Level of Service*

The City does not have an adopted LOS standard for major roads. The City eliminated the LOS standard of “D” in 2016, following the adoption of the Pinellas County Mobility Plan. Roadways with high LOS can be considered overbuilt and can invite negative consequences such as speed and safety issues. Transportation planners in Pinellas County developed the Mobility Plan after the elimination of state-mandated transportation concurrency management systems in 2009. Under transportation concurrency management, land development projects were not supposed to be approved if they significantly degraded congested roadways that did not have a programmed capacity project. The intention of the Mobility Plan is to focus less on roadway capacity deficiencies and more on providing multi-modal transportation improvements.

While the City no longer has a roadway LOS standard, Forward Pinellas continues to produce their annual roadway LOS report so that local governments can assess the potential impact of land use changes and developments on roadway operating conditions. City staff utilized LOS data from the “2019 Annual Level of Service Report” to assess roadway operating conditions in the segment of US Highway 19 between Sunset Point Road and SR 580.

This segment of US Highway 19 is currently operating at a LOS of F and has a volume to capacity (v/c) ratio of 0.869. It is nearing “deficient” status, which are roads, as identified in the Mobility Plan, which are operating at peak hour level of service E or F and/or volume to capacity ratios of 0.9 or greater.

There are two corridors which serve as alternate routes for north/southbound travels in this area. McMullen Booth Road, approximately 1.26 miles east of US Highway 19, is a deficient roadway with LOS F and a v/c ratio of 1.155. To the west approximately 0.954 miles, Belcher Road between Sunset Point Road and Countryside Boulevard has a LOS of D and a v/c ratio of 0.526.

It is anticipated that the required development pattern for Multimodal Corridors and Activity Centers will facilitate a mode shift toward bike/ped/transit travel in the future, particularly as more properties redevelop on the corridor over time and build critical mass. In April 2018, Forward Pinellas completed the US 19 Express Bus Service Concept Plan Study. Based on the results of the analysis and evaluation, the Forward Pinellas, PSTA, and consultant study team recommended three preferred concepts, the one in North County connecting Pasco County to the Gateway Area including a stop at the Westfield Countryside Mall. The City supports premium transit service as a more efficient mobility option along this commercial corridor and continues



to work with Forward Pinellas and other agency partners to ensure stop(s) in Clearwater will be included in future proposals.

Additionally, as previously reviewed in the background information, the City's plans always included these annexed properties. The market analysis included in the US 19 Corridor Redevelopment Plan formed the basis for the impact analysis that was used at the time of the 2015/16 map amendments, but it did not differentiate between unincorporated properties and those already within the City's jurisdiction; therefore, that analysis in effect captured the redevelopment expectations for the corridor as a whole, and that has previously been approved by the Department of Economic Opportunity and other state agencies.

### *3. Net Trips Impact on Level of Service*

This segment of US 19 has an annual average daily traffic count of 109,666 trips. **The addition of up to 3,000 trips in this area is not anticipated to have a major impact on the LOS for this segment of US Highway 19, as this is small percentage of current traffic (+2.87%).**

The proposed amendment area spans north and south of the entrance ramp to the limited access portion of US Highway 19, and it is anticipated that trips would be disbursed onto that portion of the Highway in addition to along the frontage road. It is not possible to access Sunset Point Road from the site even after redevelopment due to the configuration of parcels to the south; however, as additional sites redevelop or more investment is made into these properties, the US 19 Zoning District & Development Standards would re-establish this connectivity across parcels, further enhancing connectivity to more of the street network and alleviating trips from the frontage road.

### *4. Multimodal Facilities and Services*

The frontage road typically has 5-foot sidewalks with no landscape buffer between the sidewalk and the road. Nearing Enterprise Road, the northbound frontage road has limited on-street bike lanes, but they are not buffered or separated. The southbound frontage road has more continuous on-street bike lanes; however, they also are not buffered nor separated. This has been identified by the City as an area of concern as part of the Stakeholder and Project Advisory Group meetings for FDOT's project.

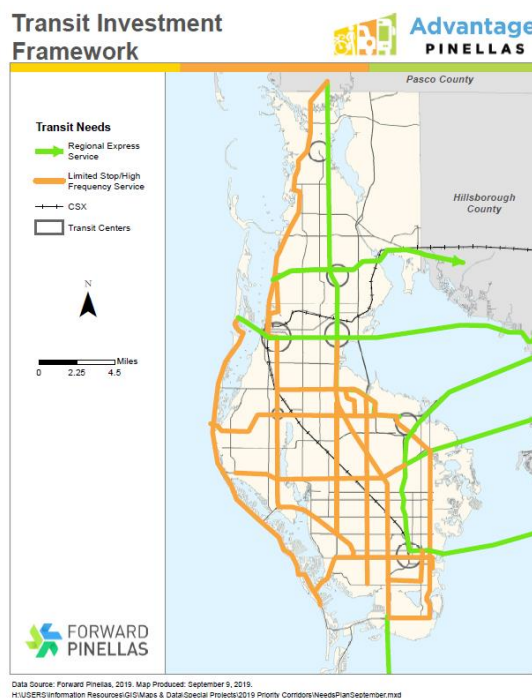
The Pinellas Suncoast Transit Authority (PSTA) operates Route 19 on its segment of US Highway 19, and there is a bus stop (no shelter) in front of the proposed amendment area. If the subject parcel redevelops, the US 19 District requires coordination with PSTA regarding identification of possible shelter needs.

#### 4. Planned Improvements

The 2045 Advantage Pinellas Plan, the Long Range Transportation Plan (LRTP) for Pinellas County, does not identify any capacity improvement projects in this area.

Multimodal improvements are proposed in the broader US Highway 19 Corridor which will benefit the area overall. The Pinellas Trail Loop North Gap extends 6.8 miles from John Chestnut Sr. Park to the Duke Energy Trailhead at Enterprise Road in Clearwater, and incorporates a small section from Sunset Point Road to SR 590. The existing Duke Energy Trail segment lies on the west side of US 19 between these two gaps. Completion of the North Gap will connect the majority of the Pinellas Trail Loop. This project is funded, and construction is anticipated to start this summer. Future residents in the proposed amendment area would be able to access this trail further north at Enterprise Road or by utilizing on-street bike lanes on Sunset Point Road. Additionally, the Active Transportation Plan identifies bike/ped improvements in the Sunset Point Road corridor as part of its cost-feasible plan which would provide additional multimodal connectivity to the area.

With PSTA's constrained local funding sources, transit does not include any significant expansion of public transit service beyond what is currently offered by PSTA. But these transit needs are identified in Advantage Pinellas, including Regional Express Service along US Highway 19 north in the area around the proposed amendment. Additionally, the proposed project, and implementation of the US 19 Zoning District & Development Standards generally, will support future transit.



## **Planners Advisory Committee – June 1, 2020**

### **3B. Case CW 20-11 – City of Largo**



#### **SUMMARY**

From: Public/Semi-Public  
To: Retail & Services  
Area: 1.06 acres m.o.l.  
Location: 2188 58<sup>th</sup> Street North

This proposed amendment is submitted by the City of Largo to amend a property totaling approximately 1.06 acres from Public/Semi-Public (intended to recognize institutional and transportation/utility uses that serve the community or region, especially larger facilities having acreage exceeding the thresholds established in other plan categories, which are consistent with the need, character, and scale of such uses relative to the surrounding uses, transportation facilities, and natural resource features, and may include residential as part of the mix of uses) to Retail & Services (intended to depict areas developed with, or appropriate to be developed with, a mix of businesses that provide for the shopping and personal service needs of the community or region, provide for employment opportunities and accommodate target employment uses, and may include residential uses as part of the mix of uses).

The subject property is located west of 58<sup>th</sup> Street North and Roosevelt Boulevard and is a portion of a property totaling approximately 4.45 acres. The 1.06-acre subject property is currently used as a grass parking lot with a paved drive aisle. The applicant has expressed interest in selling the 1.06 acres of property to the 7-Eleven Corporation for the construction of a new convenience store with fueling stations, hence the proposed amendment. An existing 7-Eleven convenience store and gas station of approximately 0.63 acres is located east of the subject property. The store will be razed and incorporated into the new development site, forming an approximately 1.69-acre site. The proposed amendment will facilitate the redevelopment of an outdated convenience store and remedy nonconforming structures.

#### **FINDINGS**

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

- A. The Retail & 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 Jurisdictional Map  
Map 3 Aerial Map  
Map 4 Current Countywide Plan Map  
Map 5 Proposed Countywide Plan Map

Attachment 1 Forward Pinellas Staff Analysis

**MEETING DATES:**

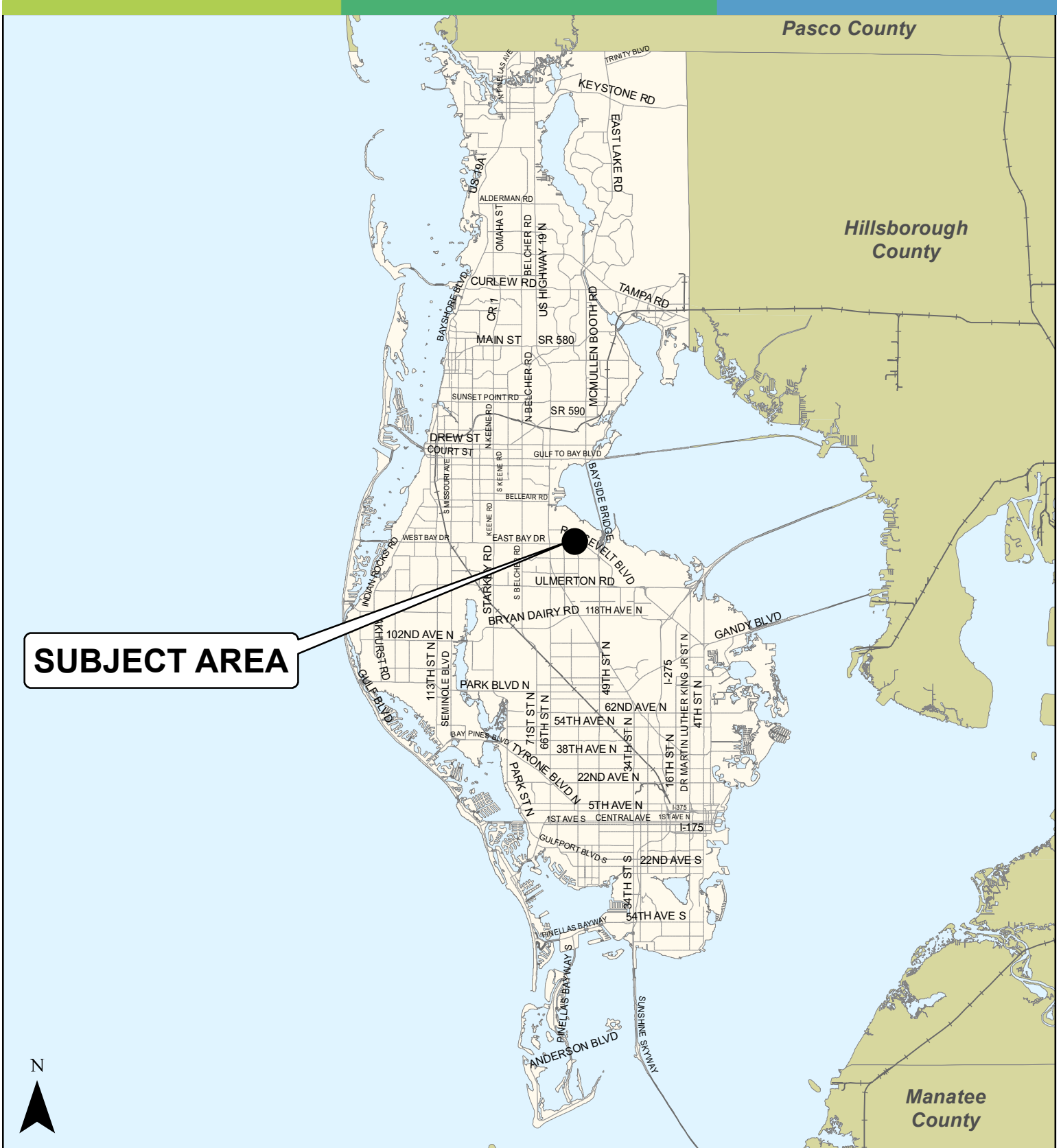
Planners Advisory Committee, June 1, 2020 at 1:30 p.m.

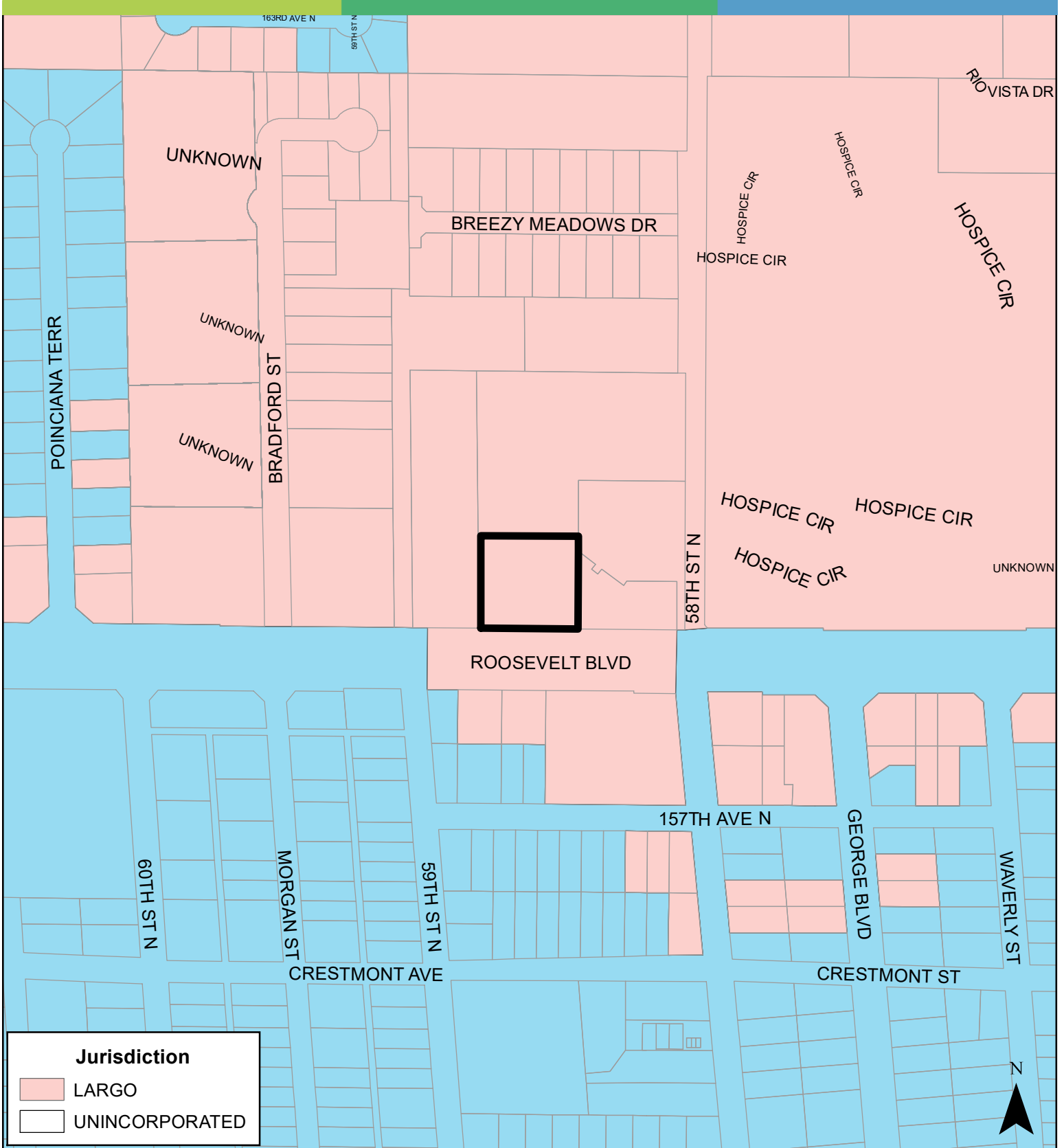
Forward Pinellas, June 10, 2020 at 1:00 p.m.

Countywide Planning Authority, July 21, 2020 at 9:30 a.m.

# Case CW20-11

## Map 1: Location Map



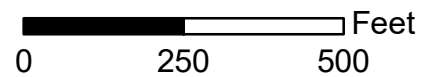


**JURISDICTION:** Largo

**FROM:** Public/Semi-Public

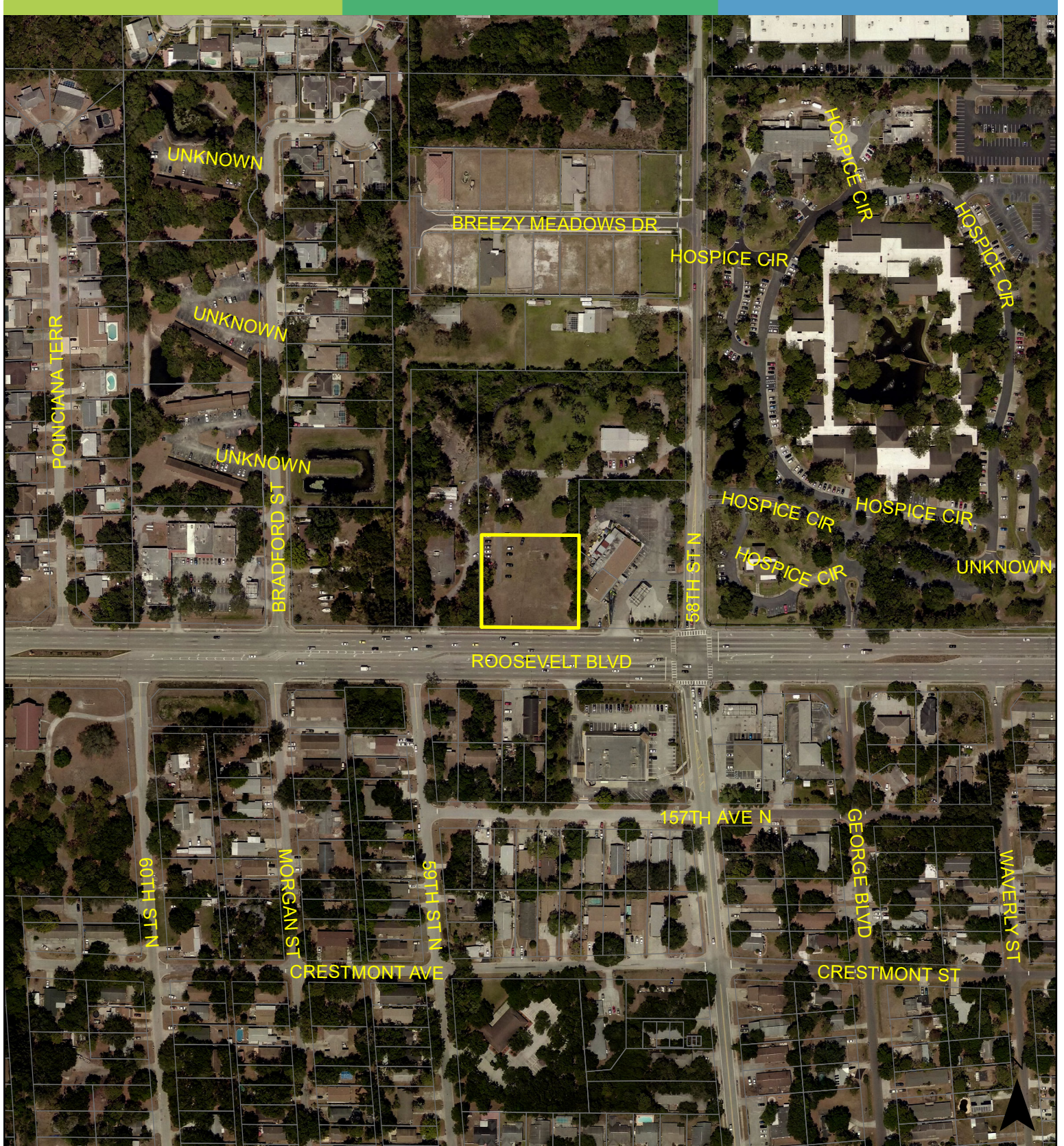
**AREA:** 1.069 Acres

**TO:** Retail & Services



# Case CW20-11

## Map 3: Aerial Map

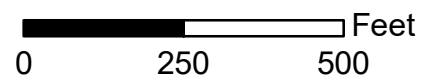


**JURISDICTION:** Largo

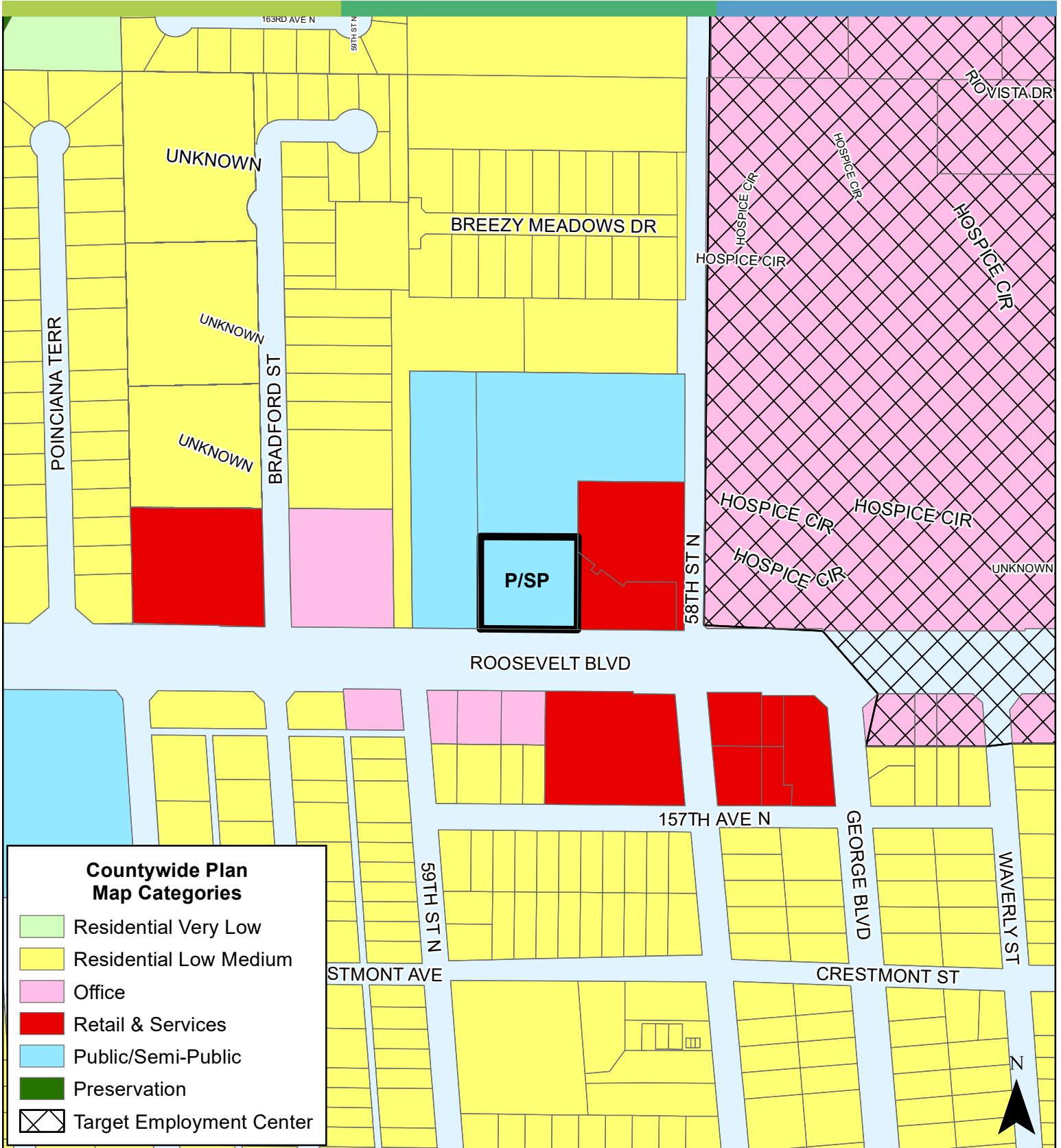
**FROM:** Public/Semi-Public

**AREA:** 1.069 Acres

**TO:** Retail & Services



## Map 4: Current Countywide Plan Map

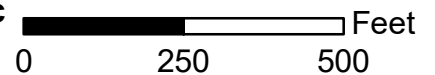


**JURISDICTION:** Largo

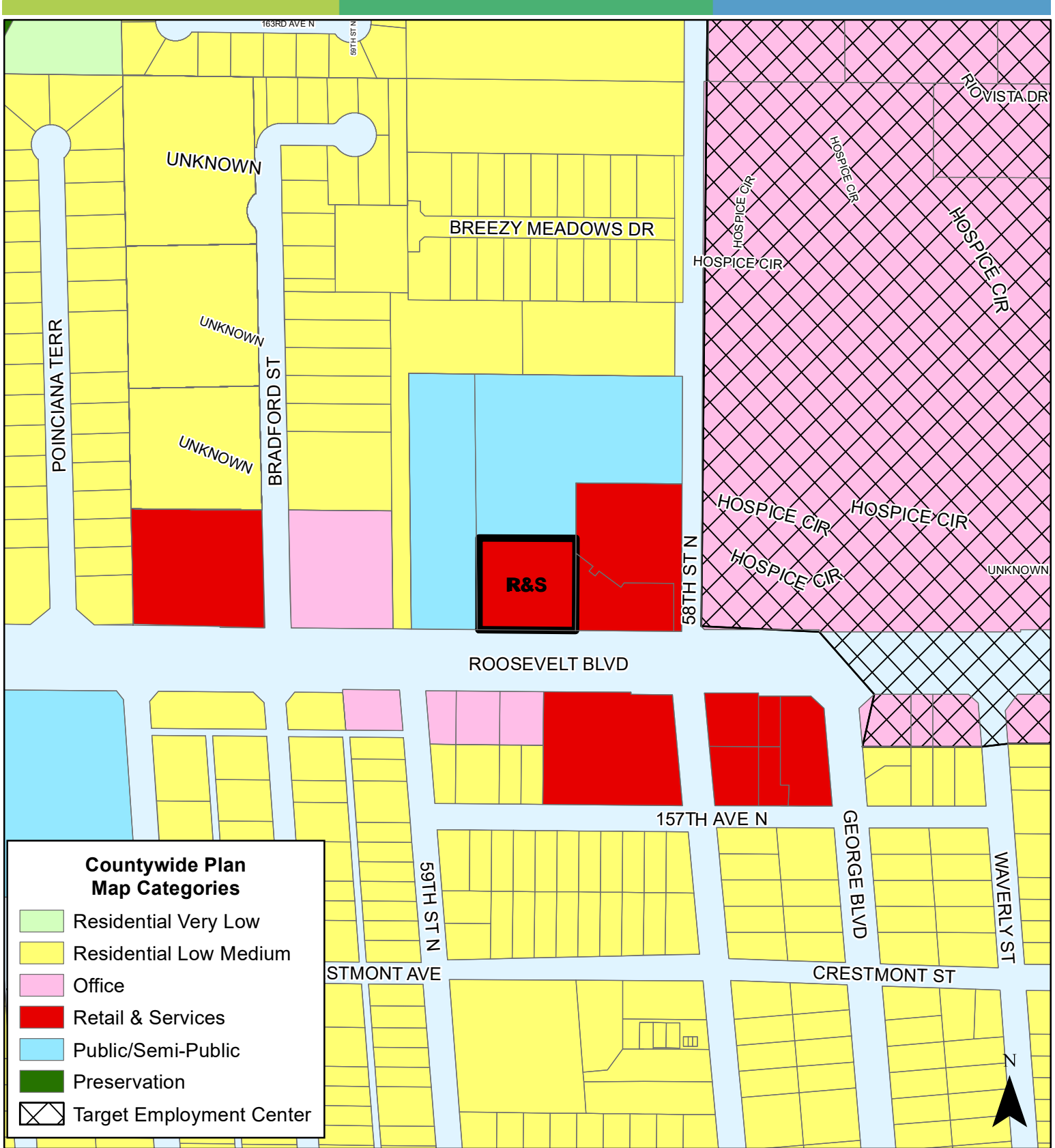
**FROM:** Public/Semi-Public

**AREA:** 1.069 Acres

**TO:** Retail & Services





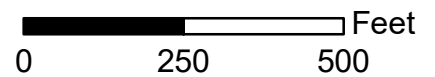


**JURISDICTION:** Largo

**FROM:** Public/Semi-Public

**AREA:** 1.069 Acres

**TO:** Retail & Services



**CW 20-11**  
**Forward Pinellas Staff Analysis**

**RELEVANT COUNTYWIDE CONSIDERATIONS:**

- 1) **Consistency with the Countywide Rules** – The proposed amendment is submitted by the City of Largo and seeks to amend the designation of approximately 1.06 acres of property from Public/Semi-Public to Retail & Services.

The Countywide Rules state that the Retail & Services category is "...intended to depict areas developed with, or appropriate to be developed with, a mix of businesses that provide for the shopping and personal service needs of the community or region, provide for employment opportunities and accommodate target employment uses, and may include residential uses as part of the mix of uses."

The subject property is located located west of 58<sup>th</sup> Street North and Roosevelt Boulevard and is a portion of a property totaling approximately 4.45 acres. The 1.06-acre subject property is currently used as a grass parking lot with a paved drive aisle. The applicant has expressed interest in selling the 1.06 acres of property to the 7-Eleven Corporation for the construction of a new convenience store with fueling stations, hence the proposed amendment. An existing 7-Eleven convenience store and gas station of approximately 0.63 acres is located east of the subject property. The store will be razed and incorporated into the new development site, forming an approximately 1.69-acre site. The proposed amendment will facilitate the redevelopment of the existing convenience store and remedy nonconforming structures.

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

- 2) **Adopted Roadway Level of Service (LOS) Standard** – The amendment area is located near 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 within a SNCC; therefore, those policies are not applicable.
- 4) **Coastal High Hazard Areas (CHHA)** – The amendment area is not located within a CHHA; therefore, those policies are not applicable.
- 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 a public educational facility; therefore, those policies are not applicable. The proposed amendment area is adjacent to Unincorporated Pinellas County. Pinellas County staff have reviewed the application and found no issues with the amendment.
- 7) **Reservation of Industrial Land** – The proposed amendment area does not involve the reduction of land designated as Industrial or Employment; therefore, those policies 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.

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**SUMMARY**

From: Public/Semi-Public  
To: Residential Low Medium  
Area: 5.01 acres m.o.l.  
Location: 2050 50<sup>th</sup> Street North

This proposed amendment is submitted by the City of Largo to amend a property totaling approximately 5.01 acres from Public/Semi-Public (intended to recognize institutional and transportation/utility uses that serve the community or region, especially larger facilities having acreage exceeding the thresholds established in other plan categories, which are consistent with the need, character, and scale of such uses relative to the surrounding uses, transportation facilities, and natural resource features, and may include residential as part of the mix of uses) to Residential Low Medium (intended to depict areas that are now developed, or appropriate to be developed, in a suburban, low density or moderately dense residential manner; and to recognize such areas as primarily well-suited for residential uses that are consistent with the suburban qualities, transportation facilities, including transit, and natural resources of such areas).

The subject property is located west of 58<sup>th</sup> Street North and 164<sup>th</sup> Avenue North. A Development Agreement which restricted the property's use to an Assisted Living Facility expired in February 2020. After the demolition of the Assisted Living Facility, the property has remained vacant. It is the owner's intention to construct a single-family residential development on the property, hence the proposed amendment. Based on the allowable 5 units per acre under the local future land use category of Residential Low, the property is limited to 25 dwelling units.

**FINDINGS**

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

- A. The Residential Low 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 Jurisdictional Map  
Map 3 Aerial Map  
Map 4 Current Countywide Plan Map  
Map 5 Proposed Countywide Plan Map

Attachment 1 Forward Pinellas Staff Analysis

**MEETING DATES:**

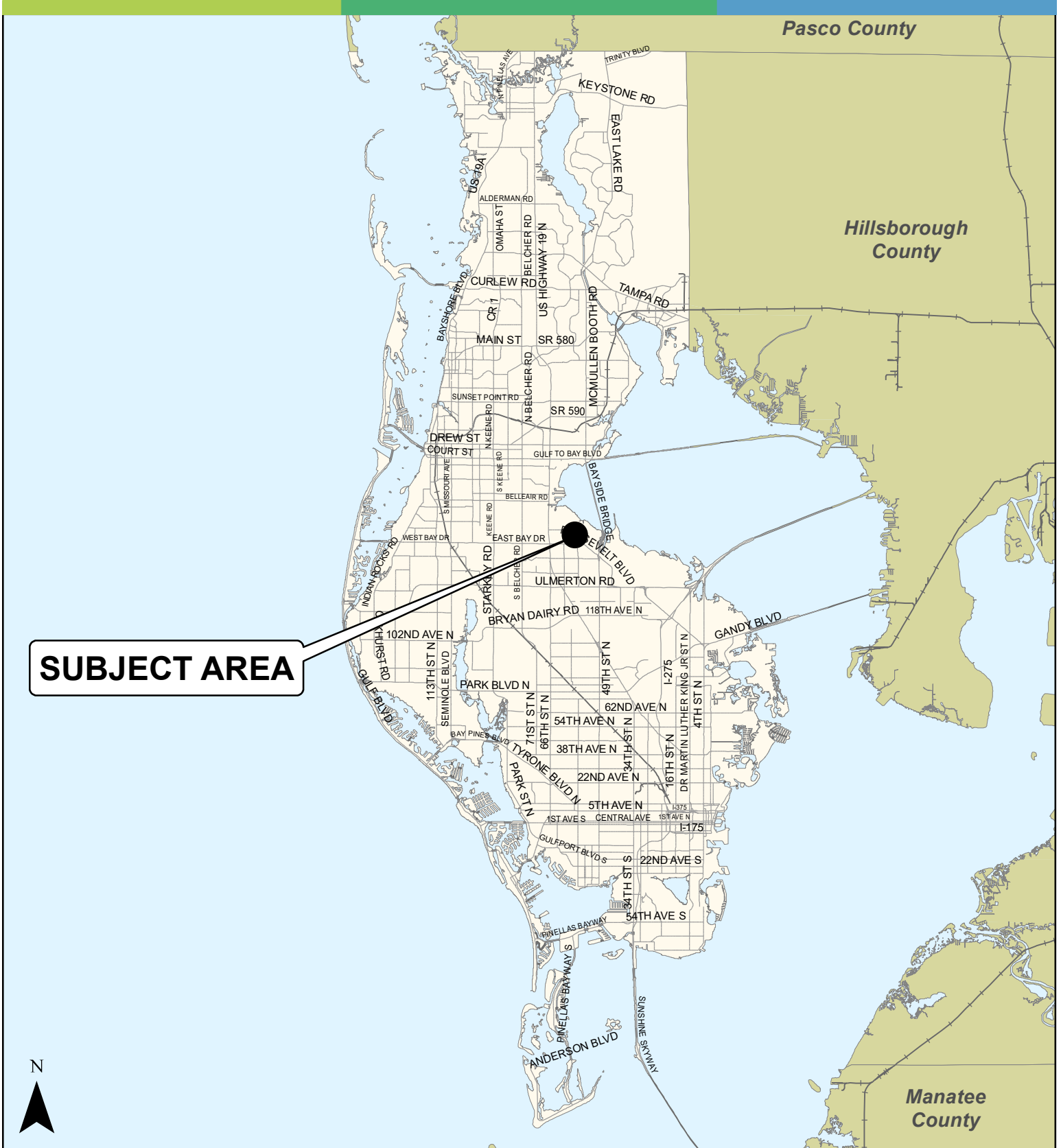
Planners Advisory Committee, June 1, 2020, 2020 at 1:30 p.m.

Forward Pinellas, June 10, 2020 at 1:00 p.m.

Countywide Planning Authority, July 21, 2020 at 9:30 a.m.

# Case CW20-12

## Map 1: Location Map

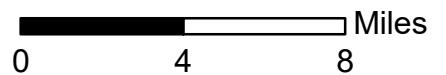


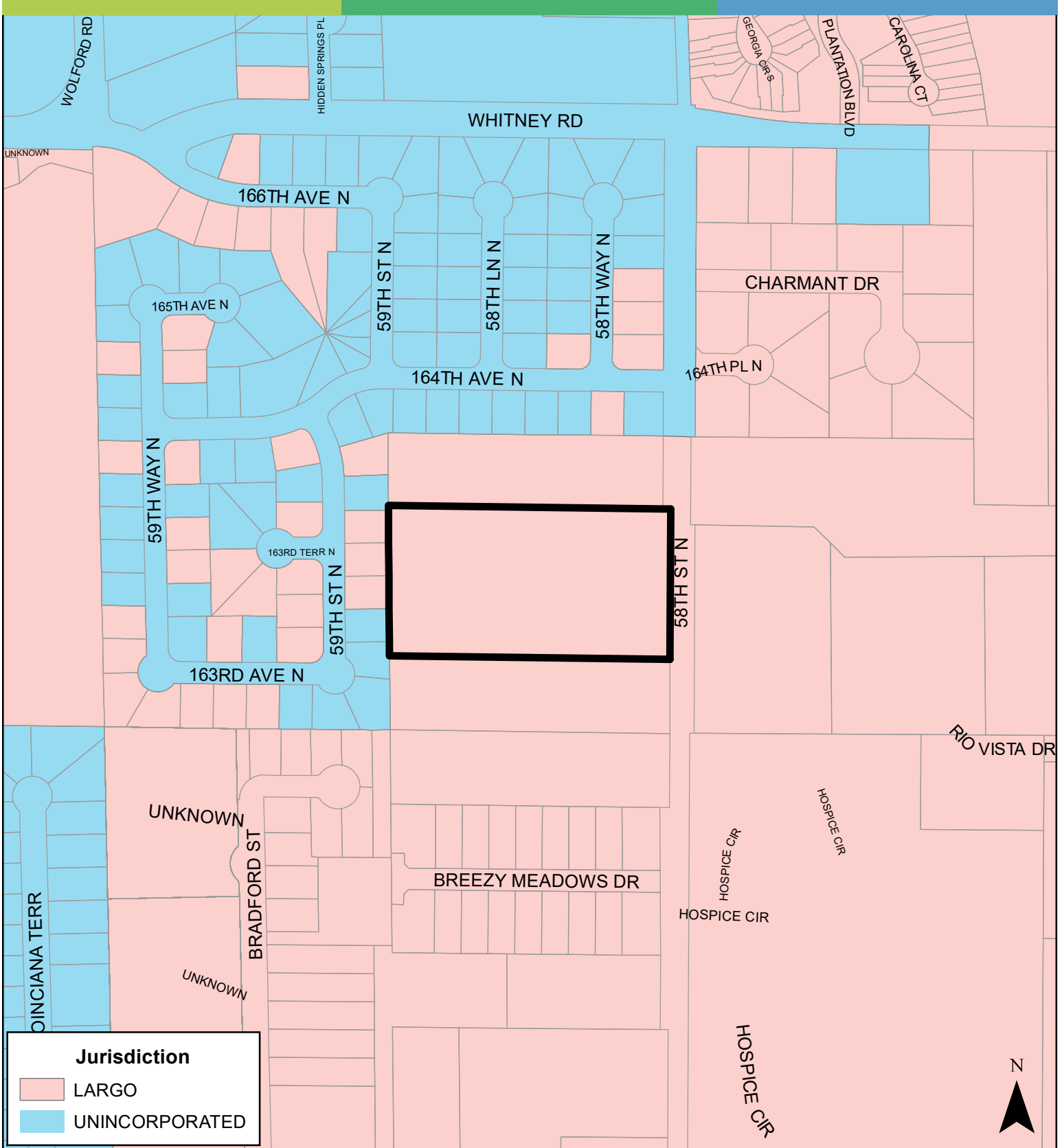
**JURISDICTION:** Largo

**FROM:** Public/Semi-Public

**AREA:** 5.012 Acres

**TO:** Residential Low Medium



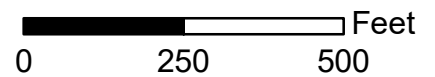


**JURISDICTION:** Largo

**FROM:** Public/Semi-Public

**AREA:** 5.012 Acres

**TO:** Residential Low Medium



# Case CW20-12

## Map 3: Aerial Map

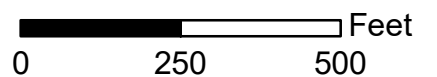


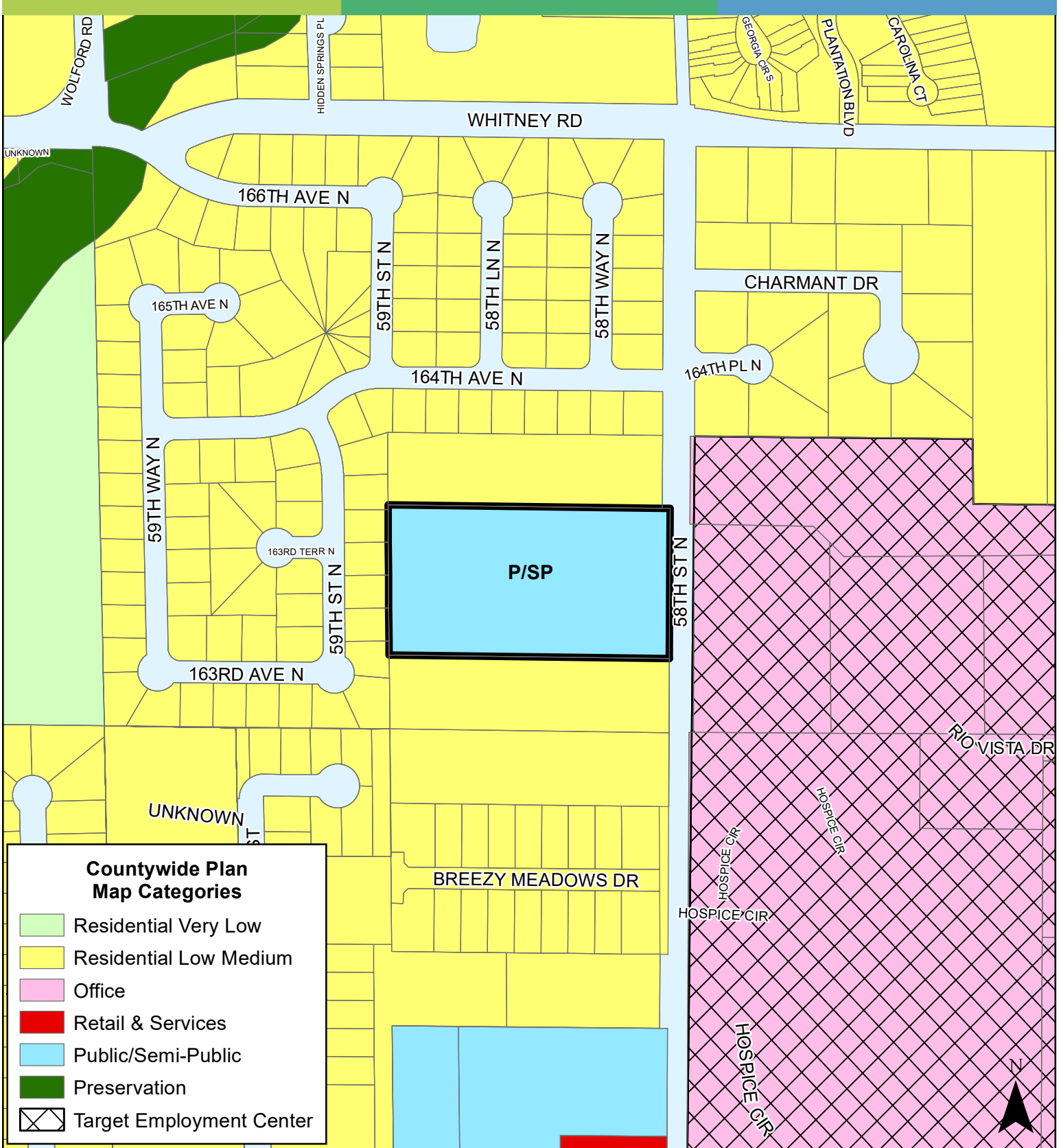
**JURISDICTION:** Largo

**FROM:** Public/Semi-Public

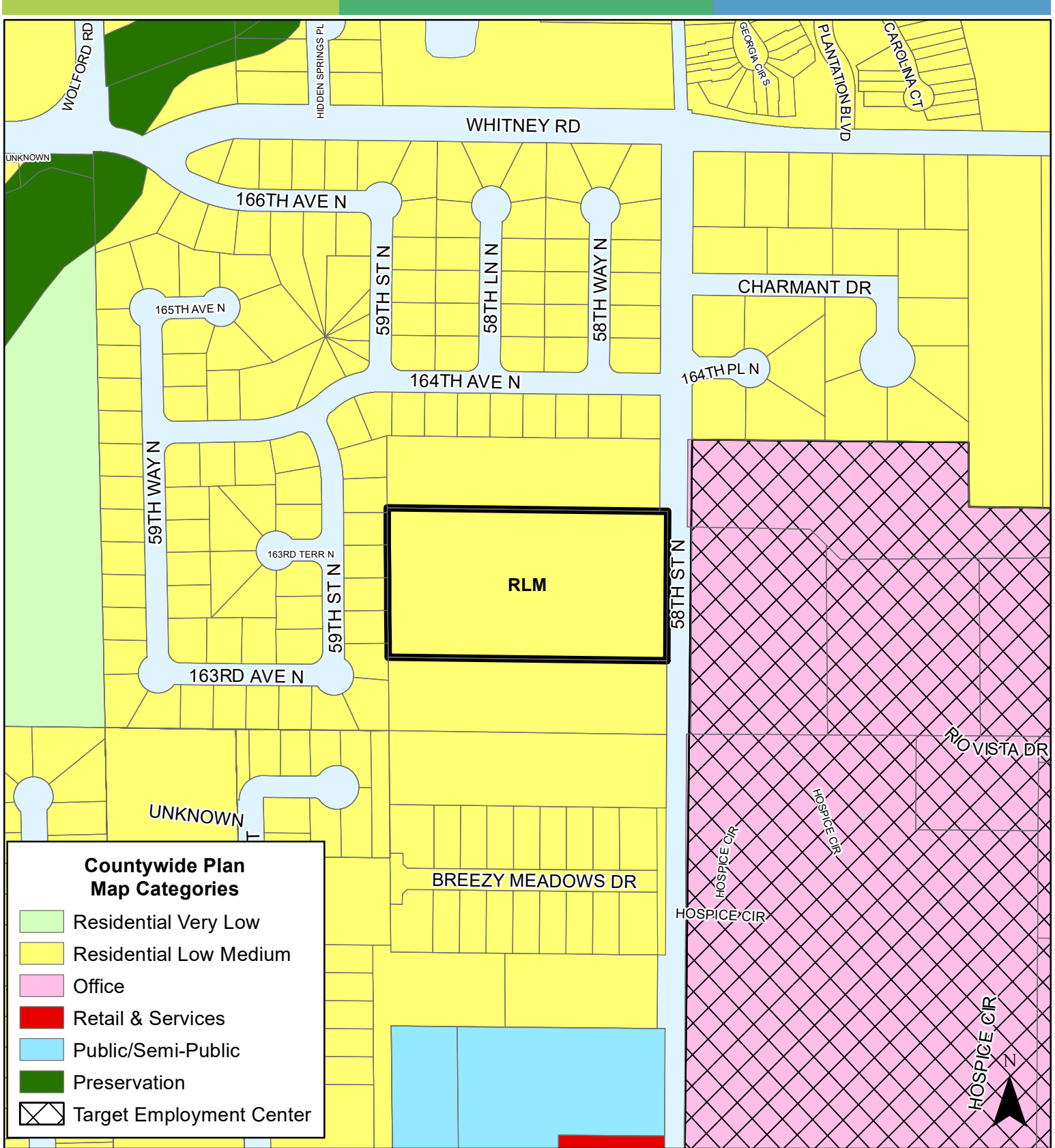
**AREA:** 5.012 Acres

**TO:** Residential Low Medium









**CW 20-12**  
**Forward Pinellas Staff Analysis**

**RELEVANT COUNTYWIDE CONSIDERATIONS:**

- 1) **Consistency with the Countywide Rules** – The proposed amendment is submitted by the City of Largo and seeks to amend the designation of approximately 5.01 acres of property from Public/Semi-Public to Residential Low Medium.

The Countywide Rules state that the Residential Low Medium category is "...intended to depict areas that are now developed, or appropriate to be developed, in a suburban, low density or moderately dense residential manner; and to recognize such areas as primarily well-suited for residential uses that are consistent with the suburban qualities, transportation facilities, including transit, and natural resources of such areas."

The subject property is located west of 58<sup>th</sup> Street North and 164<sup>th</sup> Avenue North. A Development Agreement which restricted the property for use as an Assisted Living Facility expired in February 2020. After the demolition of the Assisted Living Facility, the property has remained vacant. It is the owner's intention to construct a single-family residential development on the property, hence the proposed amendment. Based on the allowable 5 units per acre under the local future land use category of Residential Low, the property is limited to 25 dwelling units.

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

- 2) **Adopted Roadway Level of Service (LOS) Standard** – The amendment area is located near 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 within a SNCC; therefore, those policies are not applicable.
- 4) **Coastal High Hazard Areas (CHHA)** – The amendment area is not located within a CHHA; therefore, those policies are not applicable.
- 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 a public educational facility; therefore, those policies are not applicable. The proposed amendment area is adjacent to Unincorporated Pinellas County. Pinellas County staff have reviewed the application and found no issues with the amendment.
- 7) **Reservation of Industrial Land** – The proposed amendment area does not involve the reduction of land designated as Industrial or Employment; therefore, those policies 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 – June 1, 2020**

### **3D. CPA Actions and Tier I Countywide Plan Map Amendments**



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#### **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 May 2020:**

##### **PUBLIC HEARINGS**

The Board of County Commissioners, acting in its role as the Countywide Planning Authority, did not hold any public hearings in May.

##### **PUBLIC HEARINGS SCHEDULED FOR JUNE 2, 2020**

- Case CW 20-05, a City of Tarpon Springs case located at the northwest corner of North Safford Avenue and East Live Oak Street.
- Case CW 20-07, a City of Largo case located at Highland Avenue SE, approximately 400 feet south of East Bay Drive.
- Case CW 20-08, a City of Clearwater case located at 407 N. Belcher Road.
- Case CW 20-09, a City of Safety Harbor case located at 1550 Martin Luther King Jr. Street North.

#### **Tier I Countywide Plan Map Amendments May 2020:**

There were no Tier I amendments to report.

**ATTACHMENT(S):** None

**ACTION:** None required; informational item only

**4A. Restaurant Re-Opening Guidelines Discussion**

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**SUMMARY**

On May 4, the State of Florida began implementing Phase I of the Governor’s “Safe, Smart, Step-by-Step Plan for Florida’s Recovery,” partially lifting restrictions enacted in March to address the COVID-19 pandemic. Among other measures, restaurants are permitted to reopen with indoor occupancy limited to 25% of capacity, and outdoor seating allowed provided that social distancing is maintained.

To assist with this reopening process, some local governments in Pinellas County are allowing restaurants to expand outdoor seating areas into parking lots, open space areas, or even onto roads that have been temporarily closed to automobiles.

We would like to hold an informal discussion for PAC members to share their communities’ approaches to restaurant reopening:

- Are most restaurants in your community choosing to reopen?
- Have you adopted temporary regulations to accommodate or encourage restaurant re-opening?
- Have you closed any roads to accommodate additional outdoor seating?
- Have you published a guide, or are you providing other technical assistance, to help restaurants navigate this transitional period?

**ATTACHMENT(S):**

- Pinellas County - Restaurant Re-Opening Guidelines
- St. Petersburg - Temporary Retail/Restaurant Outdoor Expansion Guidelines

**ACTION:** None required; informational item only

## PINELLAS COUNTY: RESTAURANT RE-OPENING GUIDELINES

In accordance with Governor DeSantis' Executive Order and "Phase One" reopening plans, restaurants are permitted to re-open beginning Monday, May 4, 2020, with interior dining room service at 25% capacity and unrestricted exterior seating, as long as the appropriate social distancing of six feet maintained between persons/parties. Understanding that the business community may have questions regarding the impact to operations, the County has prepared this informational sheet to provide additional guidance. Please direct additional questions to the County at 727-464-3888.

### INDOOR OPERATIONS

Per the governor's executive order, the six-foot separation requirement does not apply to cohabitating persons, family units, or roommates; however, the County is recommending the following:

- Tables and seating should be wiped down with disinfectant wipes between customers.
- Restaurants are encouraged to use disposable menus or clean menus after each use.
- All restrooms, waiting room areas, bars, or other common areas shall be cleaned and sanitized on a more frequent schedule.
- Points of ingress and egress shall not be blocked for any reason and all ADA requirements must be maintained.
- Additional guidance from the Florida Restaurant and Lodging Association can be found at <https://frla.org/>

### OUTDOOR OPERATIONS

Due to social distancing requirements of the governor's executive order that resulted in limiting interior dining capacity, the County understands that some restaurant establishments will seek alternatives to their existing seating configurations by extending operations to outdoor areas including patios, parking lots, open space areas, etc. In an effort to ensure that the above social distancing requirements are met, while encouraging restaurant establishments to resume operations, the County is providing the following outdoor operations allowances where they may not be permitted by code otherwise. These guidelines will be in effect until state of emergency has been lifted.

- **Occupancy:** Outdoor operations cannot result in a total occupancy greater than the originally approved occupancy limit for the restaurant, without further plan review and approval by Pinellas County.
- **ADA Requirements:** All temporary outdoor operations shall ensure an accessible path is available.
- **Life Safety Requirements:** At least one 2A10BC rated fire extinguisher shall be provided for the outdoor operations using any number of tents. Points of ingress and egress shall not be blocked for any reason.
- **Tents:** Without a permit, the maximum tent size shall be 10' x 10'. Seven (7) is the maximum number of tents permitted per restaurant. Any tents over 100 square feet must meet Pinellas County's permitting requirements. Tent rental companies are responsible for securing tents so they do not pose danger to people or property due to inclement weather.
- **Temporary Shade Structures:** Such as umbrellas, awnings, sun shades, tarps, etc. may be used as long as they are properly secured during operational hours and fully removed during non-operational hours.
- **Parking Lots and Drive Aisles:** ADA parking spaces must remain available and accessible for vehicular parking. New outdoor operations, such as seating may be placed in parking spaces, but cannot interfere with normal vehicle traffic movement including fire department access to the building, fire hydrants, and/or other firefighting equipment.
- **Private Property:** Outdoor operations must be entirely on private property (not on a public sidewalk, alley, or street) unless prior approval is obtained from Pinellas County.
- **Health Department Requirements:** Food preparation must be done inside the restaurant kitchen facilities and all Health Department requirement must be met.
- **Alcohol Service:** All service areas must be defined and in accordance with state licensing requirements.

# TEMPORARY RETAIL/RESTAURANT OUTDOOR EXPANSION



**RESTART ST. PETE**

**In response to the Governor's order limiting restaurant seating and retail to 25% of interior capacity, the City of St. Petersburg is providing opportunities for restaurants and retail business to expand their businesses in two ways:**

- **Restaurant Expansion of Existing On-site Outdoor Dining Areas**
- **Temporary Conversion of On-Street Parking to Retail/Restaurant Use**



**RESTART ST.PETE**

**RESTAURANT  
EXPANSION OF  
EXISTING ON-SITE  
OUTDOOR  
DINING AREAS**



**RESTART ST.PETE**



# RESTAURANT EXPANSION OF EXISTING ON-SITE OUTDOOR DINING AREAS

*Restaurants may apply for approval to temporarily expand their patios and use existing parking spaces by emailing a sketch of the area where the tables will be located along with the property owner's approval to [devrev@stpete.org](mailto:devrev@stpete.org).*



# SUBMISSION REQUIREMENTS

- No Fee Required
- Layout of the parking lot and proposed seating area
- If lessee, need statement attesting support of property owner

Email submission requirements to:  
[devrev@stpete.org](mailto:devrev@stpete.org)

Approval (Temporary Use Permit) will be emailed by City staff.



# STANDARDS

- Comply with the State's 6-foot physical distancing requirement.
- Comply with applicable State regulations pertaining to food and alcohol service.
- Effective until the City notifies business that the temporary installations will need to be removed within 72-hours.
- ADA/Accessible parking stalls shall not be removed or blocked.
- ADA/Accessible path to building entrance(s) and City sidewalk shall not be blocked.
- Curbing and other vertical surface elements within the walking path shall be delineated for safety, using a visible color pattern or reflective tape.
- The proposed seating area shall be delineated from parking spaces and drive-aisles using caution tape or other physical barriers measuring a minimum 36-inches in height.
- If concerns about the site layout and design standards are identified following implementation of this program, related adjustments may be required.

# CONVERSION OF ON-STREET PARKING TO RESTAURANT/ RETAIL USE



RESTART ST.PETE

# CONVERSION OF ON-STREET PARKING TO RETAIL/RESTAURANT USE

*Any businesses in any location where there is adjacent public street parking may apply for approval to expand seating and retail display into the adjacent public on-street parking spaces. Businesses may only reserve and occupy the parking spaces immediately in front of their business.*



Source: NACTO Urban Street Design Guide

# SUBMISSION REQUIREMENTS

- No Fee Required
- For **expansion of existing seating or retail display areas**, provide amended seating/layout plan showing expansion area and all existing and new tables.
- For **new seating or retail display areas**, provide standard submittal documents with seating/layout plan along with proof of liability insurance and hold harmless agreement.

Email submission requirements to:  
[devrev@stpete.org](mailto:devrev@stpete.org)



# STANDARDS

- Comply with the State's 6-foot physical distancing requirement.
- Comply with applicable State regulations pertaining to food and alcohol service.
- Curbing and other vertical surface elements within the walking path need to be delineated for safety, using a visible color pattern or reflective tape.
- If concerns about the site layout and design standards are identified following implementation, related adjustments may be required.
- Sidewalks must also be left open as normally required with a minimum of 6-foot clear walking path provided.
- Seating areas need to comply with the American with Disabilities Act requirements. Business owners may need to set aside other seating for those with limited mobility.

# PROCESS

- Upon approval, the City will block off the reserved parking spaces with physical safety barriers.
- Businesses may set up within the parking spaces after the City has installed these safety barriers. Depending on demand, this could take several days or longer for installation.
- Effective until the City notifies businesses that temporary installations will need to be removed within 72-hours.
- The safety barriers remain the property of the City of St. Petersburg and may not be painted or permanently altered.





**4B. Countywide Rules Amendment Update**

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**SUMMARY**

On May 13, the Forward Pinellas Board passed a resolution recommending approval of a Countywide Rules amendment to readopt the Residential Rural category, with a maximum density of .5 units per acre. Residential Rural existed in the Countywide Plan prior to 2015, when it was consolidated into the Residential Very Low category. The amendment was requested by the Board of County Commissioners (BCC) in their capacity as a local government, with the goal of preserving the integrity of unincorporated low-density communities that are experiencing annexation and density increases without a requirement for countywide public hearings. Pursuant to Section 7.8.5 of the Rules, any local government may request a Rules amendment.

As part of the same action, the BCC also requested that the Residential Rural category be applied to the Countywide Plan Map in an area of the north county known as East Lake Tarpon. However, the Rules amendment must be approved before the Map amendment request can be considered.

On May 13, the Forward Pinellas Board passed a resolution recommending approval of the Rules amendment, together with related procedural and housekeeping amendments, which will be transmitted to the BCC for final approval in their role as the Countywide Planning Authority (CPA). There was one dissenting vote from the Forward Pinellas member representing Tarpon Springs, Safety Harbor and Oldsmar, who indicated that the annexations were voluntary decisions by property owners and that the density increases were consistent with the broader area surrounding East Lake Tarpon.

Two CPA public hearings are required to adopt Countywide Rules amendments and have been scheduled for June 23 and July 21. Due to the uncertainty of whether the Governor's executive orders addressing the COVID-19 pandemic will be extended, it is not currently known whether those hearings will be virtual or in person. Any in-person hearings held will be held at an alternate venue at the Pinellas County Extension Service on Walsingham Road to provide for adequate social distancing. PAC members are encouraged to check our website or contact our office for up to date information.

**ATTACHMENT(S):**

- Forward Pinellas Resolution 20-03
- Draft Countywide Planning Authority Ordinance Adopting Proposed Rules Amendment

**ACTION:** None required; informational item only

RESOLUTION NO. 20-03

A RESOLUTION OF FORWARD PINELLAS, IN ITS ROLE AS THE PINELLAS PLANNING COUNCIL, RECOMMENDING APPROVAL OF THE AMENDMENT OF THE COUNTYWIDE RULES; ADDING THE RESIDENTIAL RURAL CATEGORY; CLARIFYING THE PROCESS FOR AMENDING THE COUNTYWIDE PLAN MAP WHEN NO LOCAL FLUM AMENDMENT IS NEEDED; UPDATING SECTION NUMBERS, REFERENCES AND TERMINOLOGY FOR INTERNAL CONSISTENCY; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Board of County Commissioners, acting pursuant to its countywide planning authority, has repealed the former Countywide Comprehensive Plan and replaced it by adoption of Ordinance No. 15-30 on August 7, 2015, which has been subsequently amended; and

WHEREAS, as part of Ordinance 15-30, the Board adopted the Countywide Plan Strategies, Countywide Plan Map, and the Countywide Rules, which collectively comprise the Countywide Plan; and

WHEREAS, the Pinellas Planning Council, pursuant to Section 6(7)(b), Chapter 2012-245, Laws of Florida, is authorized to develop rules, standards, policies, and objectives that will implement the Countywide Plan; and

WHEREAS, the Pinellas Planning Council pursuant to Section 10(3)(a), Chapter 2012-245, Laws of Florida, is authorized to initiate amendment to a rule or strategy of the Countywide Plan, as determined necessary by the Council to establish effective countywide planning; and

WHEREAS, in 2015, the Pinellas Planning Council amended the Countywide Rules to eliminate multiple Countywide Plan Map categories, including the Residential Rural category; and

WHEREAS, the Board of County Commissioners, in its role as the local government for unincorporated Pinellas County, has requested that the Residential Rural category be readopted to protect the character of rural low-density unincorporated areas; and

WHEREAS, Forward Pinellas, in its role as the Pinellas Planning Council, has determined that readopting the Residential Rural category is necessary and appropriate; and

WHEREAS, the Countywide Rules set forth a process for local government requests to amend the Countywide Plan Map; and

WHEREAS, Forward Pinellas, in its role as the Pinellas Planning Council, recommends revisions to the Countywide Plan Map amendment process as set forth in Exhibit A to allow the Residential Rural category to be designated on the Countywide Plan Map when no local Future Land Use Map (FLUM) amendment is needed; and

WHEREAS, the requisite procedures concerning notice and public hearing for amendment of the Countywide Rules have been met.

NOW, THEREFORE, BE IT RESOLVED by Forward Pinellas, in its role as the Pinellas Planning Council, that:

SECTION 1. Forward Pinellas hereby recommends approval of the amended Countywide Rules attached hereto as Exhibit "A".

SECTION 2. Forward Pinellas hereby transmits a copy of this Resolution, including Exhibit "A," to the Pinellas County Board of County Commissioners, acting pursuant to its countywide planning authority, for consideration and action.

SECTION 3. Forward Pinellas hereby recommends said amendments to the Countywide Rules, as set forth in Exhibit "A", be approved by the Pinellas County Board of County Commissioners, acting pursuant to its countywide planning authority.

This Resolution offered and adopted at the May 13, 2020 meeting of Forward Pinellas as hereinafter set forth:

Commissioner Seel offered the foregoing Resolution

which was seconded by Mayor Bradbury and the vote was:

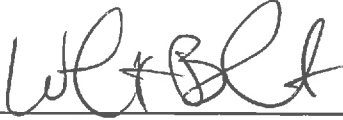
AYES: Commissioner Eggers, Mayor Kennedy, Commissioner Long,  
Mayor Bujalski, Vice Mayor Sater, Commissioner Smith,  
Vice Mayor Allbritton, Councilmember Gabbard,  
Mayor Bradbury, Commissioner Seel & Commissioner Welch

NAYS: Commissioner Connor Donovan

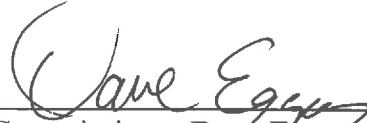
ABSENT AND NOT VOTING:

Councilmember Dardon Rice

ATTEST:

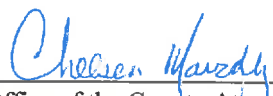


Whit Blanton, Executive Director  
Forward Pinellas



Commissioner Daye Eggers, Chairman  
Forward Pinellas

APPROVED AS TO FORM

By:   
Office of the County Attorney

ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE AMENDING THE COUNTYWIDE RULES; ADDING THE RESIDENTIAL RURAL CATEGORY; CLARIFYING THE PROCESS FOR AMENDING THE COUNTYWIDE PLAN MAP WHEN NO LOCAL FLUM AMENDMENT IS NEEDED; UPDATING SECTION NUMBERS, REFERENCES AND TERMINOLOGY FOR INTERNAL CONSISTENCY; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Board of County Commissioners, acting pursuant to its countywide planning authority, has repealed the former Countywide Comprehensive Plan and replaced it by adoption of Ordinance No. 15-30 on August 7, 2015, which has been subsequently amended; and

WHEREAS, as part of Ordinance 15-30, the Board adopted the Countywide Plan Strategies, Countywide Plan Map, and the Countywide Rules, which collectively comprise the Countywide Plan; and

WHEREAS, the Pinellas Planning Council is operating under the fictitious name of Forward Pinellas; and

WHEREAS, the Pinellas Planning Council, pursuant to Section 6(7)(b), Chapter 2012-245, Laws of Florida, is authorized to develop rules, standards, policies, and objectives that will implement the Countywide Plan; and

WHEREAS, the Pinellas Planning Council pursuant to Section 10(3)(a), Chapter 2012-245, Laws of Florida, is authorized to initiate amendment to a rule or strategy of the Countywide Plan, as determined necessary by the Council to establish effective countywide planning; and

WHEREAS, the Countywide Plan provides for the coordination of land use and transportation planning; and

WHEREAS, in 2015, the Pinellas Planning Council amended the Countywide Rules to eliminate multiple Countywide Plan Map categories, including the Residential Rural category; and

WHEREAS, the Board of County Commissioners, in its role as the local government for unincorporated Pinellas County, has requested that the Residential

Rural category be readopted into the Countywide Rules to protect the character of rural low-density unincorporated areas; and

WHEREAS, Forward Pinellas, in its role as the Pinellas Planning Council, has determined that readopting the Residential Rural category is necessary and appropriate; and

WHEREAS, the Countywide Rules set forth a process for local government requests to amend the Countywide Plan Map; and

WHEREAS, Forward Pinellas, in its role as the Pinellas Planning Council, recommends revisions to the Countywide Plan Map amendment process as set forth in Exhibit A to allow the Residential Rural category to be designated on the Countywide Plan Map when no local Future Land Use Map amendment is needed; and

WHEREAS, the requisite procedures concerning notice and public hearing for amendment of the Countywide Rules have been met.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF PINELLAS COUNTY, FLORIDA:

SECTION 1. The portions of Article 2, Countywide Plan Map Categories; Article 4, Plan Criteria and Standards; Article 5; Optional Provisions; and Article 6, Countywide Plan Map Amendment; are hereby amended as set forth in Exhibit "A". All other portions of the Countywide Rules not included in this ordinance are preserved and remain as previously set forth.

SECTION 2. Severability. It is declared to be the intent of the Board of County Commissioners that if any section, subsection, sentence, clause, phrase, or provision of this ordinance is held invalid or unconstitutional, such invalidity or unconstitutionality shall not be construed as to render invalid or unconstitutional the remaining provisions of this ordinance.

SECTION 3. Filing of Ordinance; Effective Date. Pursuant to Section 125.66, Florida Statutes, a certified copy of this Ordinance shall be filed with the Department of State by the Clerk of the Board of County Commissioners within ten (10) days after enactment by the Board of County Commissioners. This Ordinance shall become effective upon filing with the Department of State.

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

**SEC. 2.3.1 APPLICABILITY.**

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

**SEC. 2.3.2 LEGEND.**

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

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

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

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

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

### 2.3.3.1. Category/Symbol – Residential Rural (RR).

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

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

- Permitted Uses Not Subject to Acreage Thresholds – Residential; Residential Equivalent; Vacation Rental pursuant to the provisions of Section 509.242(1)(c), Florida Statutes; Accessory Dwelling Unit; Public Educational Facility; Recreation/Open Space; Community Garden; Agricultural-Light; Agricultural.
- Permitted Uses Subject to Acreage Thresholds – Any contiguous use or combination of uses subject to the same acreage threshold as specified below, alone or when added together, exceeding the applicable total acreage maximum shall require a Countywide Plan Map amendment to another land use category that permits the use(s) where the acreage maximum does not apply:
  - Uses Subject to Three Acre Maximum – Ancillary Nonresidential; Transportation/Utility.
  - Uses Subject to Five Acre Maximum – Institutional (except Public Educational Facilities which are not subject to this threshold, pursuant to the provisions of Section 6.5.4.2).
- Locational Characteristics – This category is generally appropriate to locations distant from urban activity centers; in areas where use and development characteristics are rural in nature; and in areas where environmental features are linked to the protection of natural resources such as aquifer recharge and groundwater resource areas.
- Scenic/Noncommercial Corridor (SNCC) – Amendments to Residential Rural in SNCCs are governed by Section 6.5.4.1.4, which restricts the category to certain SNCC classifications.
- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 5 trips per day per acre.

Density/Intensity Standards – Shall include the following:

- Residential and Vacation Rental Use – Shall not exceed .5 dwelling unit per acre.
- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at .5 dwelling unit per acre.
- Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .30, nor an impervious surface ratio (ISR) of .60.



- Mixed-Use – Shall not exceed, in combination, the respective number of UPA and FAR permitted, when allocated in their respective proportion to the net land area of the property. In the alternative, the mixed-use bonus provisions of Section 4.2.3.6 may be used.

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

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

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

- Permitted Uses Not Subject to Acreage Thresholds – Residential; Residential Equivalent; Vacation Rental pursuant to the provisions of Section 509.242(1)(c), Florida Statutes; Accessory Dwelling Unit; Public Educational Facility; Recreation/Open Space; Community Garden; Agricultural-Light; Agricultural.
- Permitted Uses Subject to Acreage Thresholds – Any contiguous use or combination of uses subject to the same acreage threshold specified below, alone or when added together, exceeding the applicable acreage maximum shall require a ~~map~~ [Countywide Plan Map](#) amendment to another land use category that permits the use(s) [where the acreage maximum does not apply](#):
  - Uses Subject to Three Acre Maximum – Ancillary Nonresidential; Transportation/Utility.
  - Uses Subject to Five Acre Maximum – Institutional (except Public Educational Facilities which are not subject to this threshold, pursuant to the provisions of Section 6.5.4.2).
- Locational Characteristics – This category is generally appropriate to locations distant from urban activity centers; in areas where use and development characteristics are rural or estate residential in nature; and ranging from areas where environmental features are linked to the protection of natural resources such as aquifer recharge or groundwater resource areas to areas serving as a transition between more rural and more suburban residential areas.
- Scenic/Noncommercial Corridor (SNCC) – Amendments to Residential Very Low in SNCCs are governed by Section 6.5.4.1.4, which restricts the category to certain SNCC classifications.
- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be ~~68~~ [68](#) trips per day per acre.

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

- Residential and Vacation Rental Use – Shall not exceed 1 unit per acre (UPA).
- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 1 UPA.
- Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .30, nor an impervious surface ratio (ISR) of .60.

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

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

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

- Permitted Uses Not Subject to Acreage Thresholds – Residential; Residential Equivalent; Vacation Rental pursuant to the provisions of Section 509.242(1)(c), Florida Statutes; Accessory Dwelling Unit; Public Educational Facility; Recreation/Open Space; Community Garden; Agricultural-Light; Agricultural.
- Permitted Uses Subject to Acreage Thresholds – Any contiguous use or combination of uses subject to the same acreage threshold specified below, alone or when added together, exceeding the applicable acreage maximum shall require a ~~map~~ [Countywide Plan Map](#) amendment to another land use category that permits the use(s) [where the acreage maximum does not apply](#):
  - Uses Subject to One Acre Maximum – Office; Personal Service/Office Support; Retail Commercial.
  - Uses Subject to Three Acre Maximum – Ancillary Nonresidential; Transportation/Utility.
  - Uses Subject to Five Acre Maximum – Institutional (except Public Educational Facilities which are not subject to this threshold, pursuant to the provisions of Section 6.5.4.2).
- Locational Characteristics – This category is generally appropriate to locations ranging from rural areas distant from urban activity centers, to suburban areas near or in proximity to urban activity centers; in close, walkable, or bikeable proximity to low-intensity neighborhood servicing uses and low to mid-intensity and density mixed-use areas; in areas where use and development characteristics are residential in nature; and in areas serving as a transition between rural or suburban to more urban residential areas. These areas are generally served by and accessed from minor and collector roadways which connect to the arterial and highway network.
- Scenic/Noncommercial Corridor (SNCC) – Amendments to Residential Low Medium in SNCCs are governed by Section 6.5.4.1.4, which restricts the category and its permitted uses to certain SNCC classifications.
- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 67 trips per day per acre.

### **2.3.3.43 Category/Symbol – Residential Medium (RM).**

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

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

- Permitted Uses Not Subject to Acreage Thresholds – Residential; Residential Equivalent; Vacation Rental pursuant to the provisions of Section 509.242(1)(c), Florida Statutes; Accessory Dwelling Unit; Public Educational Facility; Recreation/Open Space; Community Garden; Agricultural-Light.
- Permitted Uses Subject to Acreage Thresholds – Any contiguous use or combination of uses subject to the same acreage threshold specified below, alone or when added together, exceeding the applicable acreage maximum shall require a ~~map~~ [Countywide Plan Map](#) amendment to another land use category that permits the use(s) [where the acreage maximum does not apply](#):
  - Uses Subject to Three Acre Maximum – Ancillary Nonresidential; Office; Personal Service/Office Support; Retail Commercial; Transportation/Utility.
  - Uses Subject to Five Acre Maximum – Institutional (except Public Educational Facilities which are not subject to this threshold, pursuant to the provisions of Section 6.5.4.2).
- Locational Characteristics – This category is generally appropriate to locations within or in proximity to urban activity centers; in areas where use and development characteristics are medium-density residential in nature; and in areas serving as a transition between less urban and more urban residential and mixed-use areas. These areas are generally served by and accessed from minor and collector roadways, which connect to arterial roadways and/or highways. The higher densities are typically in proximity to, and may have direct access from, the arterial and highway network.
- Scenic/Noncommercial Corridor (SNCC) – Amendments to Residential Medium in SNCCs are governed by Section 6.5.4.1.4, which restricts the category and its permitted uses to certain SNCC classifications.
- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 96 trips per day per acre.

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

- Residential and Vacation Rental Use – Shall not exceed 15 units per acre (UPA).

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

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

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

- Permitted Uses Not Subject to Acreage Thresholds – Residential; Residential Equivalent; Vacation Rental pursuant to the provisions of Section 509.242(1)(c), Florida Statutes; Accessory Dwelling Unit; Public Educational Facility; Recreation/Open Space; Community Garden; Agricultural-Light.
- Permitted Uses Subject to Acreage Thresholds – Any contiguous use or combination of uses subject to the same acreage threshold specified below, alone or when added together, exceeding the acreage maximum shall require a ~~map~~ [Countywide Plan Map](#) amendment to another land use category that permits the use(s) [where the acreage maximum does not apply](#):
  - Uses Subject to Three Acre Maximum – Ancillary Nonresidential; Office; Personal Service/Office Support; Retail Commercial; Transportation/Utility.
  - Uses Subject to Five Acre Maximum – Institutional (except Public Educational Facilities which are not subject to this threshold, pursuant to the provisions of Section 6.5.4.2).
- Locational Characteristics – This category is generally appropriate to locations within or in proximity to urban activity centers; often in close, walkable, or bikeable proximity to high-intensity communities and supporting services; or in areas where use and development characteristics are high density residential in nature. These areas are typically in proximity to and may have direct access from the arterial and highway network and are served by transit in a manner that provides an alternative to individual automobile use.

Amendments designating the Residential High category on the Countywide Plan Map are most appropriate within ½ mile of Multimodal Corridors or Future Transit Corridors depicted on the Land Use Strategy Map, and shall be discouraged in other locations.

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

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

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

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

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

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

- Permitted Uses Not Subject to Acreage Thresholds – Office; Personal Service/Office Support; Residential Equivalent; Research/Development-Light; Public Educational Facility; Recreation/Open Space; Community Garden; Agricultural-Light.
- Permitted Uses Subject to Acreage Thresholds – Any contiguous use or combination of uses subject to the same acreage threshold specified below, alone or when added together, exceeding the acreage maximum shall require a ~~map~~ [Countywide Plan Map](#) amendment to another land use category that permits the use(s) [where the acreage maximum does not apply](#):
  - Uses Subject to Three Acre Maximum – Ancillary Nonresidential; Transportation/Utility; Manufacturing-Light.
  - Uses Subject to Five Acre Maximum – Residential; Vacation Rental pursuant to the provisions of Section 509.242(1)(c), Florida Statutes; Institutional (except Public Educational Facilities which are not subject to this threshold, pursuant to the provisions of Section 6.5.4.2).
- Locational Characteristics – This category is generally appropriate to locations where it would serve as a transition from an urban activity center or more intensive nonresidential use to low density residential or public/semi-public use; and in areas where the size and scale of office and residential use is appropriate to free standing office, medium density residential or a combination thereof. These areas are typically in proximity to and served by the arterial, collector, and highway network, as well as Multimodal Corridors and Future Transit Corridors depicted on the Land Use Strategy Map.
- Scenic/Noncommercial Corridor (SNCC) – Amendments to Office in SNCCs are governed by Section 6.5.4.1.4, which restricts the category to certain SNCC classifications.
- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 89 trips per day per acre. When located in a Target Employment Center, the standard shall be 101 trips per day per acre.

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

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

### **2.3.3.76 Category/Symbol – Resort (R).**

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

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

- Permitted Uses Not Subject to Acreage Thresholds – Residential; Residential Equivalent; Vacation Rental pursuant to the provisions of Section 509.242(1)(c), Florida Statutes; Temporary Lodging; Recreational Vehicle Parks; Office; Personal Service/Office Support; Retail Commercial; Convention Center; Commercial/Business Service; Commercial Recreation; Recreation/Open Space; Community Garden; Agricultural-Light.
- Permitted Uses Subject to Acreage Thresholds – Any contiguous use or combination of uses subject to the same acreage threshold specified below, alone or when added together, exceeding the acreage maximum shall require a ~~map~~ [Countywide Plan Map](#) amendment to another land use category that permits the use(s) [where the acreage maximum does not apply](#):
  - Uses Subject to Three Acre Maximum – Ancillary Nonresidential; Transportation/Utility.
  - Uses Subject to Five Acre Maximum – Institutional
- Locational Characteristics – This category is generally appropriate to locations characterized by, and appropriate for, a highly intensive mix of residential and temporary lodging uses; in locations where unique recreational assets warrant the combination of permanent and temporary accommodations in proximity to and served by the arterial and highway network, as well as Multimodal Corridors and Future Transit Corridors depicted on the Land Use Strategy Map.
- Scenic/Noncommercial Corridor (SNCC) – Amendments to Resort in SNCCs are governed by Section 6.5.4.1.4, which restricts the category to the enhancement connector SNCC classification.
- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 279 trips per day per acre.

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

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

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

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

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

- Permitted Uses Not Subject to Acreage Thresholds – Office; Personal Service/Office Support; Retail Commercial; Commercial/Business Service; Commercial Recreation, Residential; Residential Equivalent; Vacation Rental pursuant to the provisions of Section 509.242(1)(c), Florida Statutes; Recreational Vehicle Park; Temporary Lodging; Research/Development- Light; Storage/Warehouse/[Distribution](#)-Light; Manufacturing-Light; Recreation/Open Space; Community Garden; Agricultural-Light.
- Permitted Uses Subject to Acreage Thresholds – Any contiguous use or combination of uses subject to the same acreage threshold specified below, alone or when added together, exceeding the acreage maximum shall require a ~~map~~ [Countywide Plan Map](#) amendment to another land use category that permits the use(s) [where the acreage maximum does not apply](#):
  - Uses Subject to Three Acre Maximum – Manufacturing-Medium.
  - Uses Subject to Five Acre Maximum – Institutional; Transportation/Utility; Agricultural; Ancillary Nonresidential.
- Locational Characteristics – This category is generally appropriate to locations in and adjacent to activity centers where surrounding land uses support and are compatible with intensive commercial use; in areas in proximity to and with access to major transportation facilities, including transit; and on Multimodal Corridors and Future Transit Corridors depicted on the Land Use Strategy Map, where its proximity to transit service supports the type and density/intensity of the proposed use characteristics.
- Scenic/Noncommercial Corridor (SNCC) – Amendments to Retail & Services in SNCCs are governed by Section 6.5.4.1.4, which restricts the category and its permitted uses to certain SNCC classifications.
- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 433 trips per day per acre; which impacts may take into account the proximity and availability of transit service.

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

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



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

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

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

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

### 2.3.3.109 Category/Symbol – Industrial (I).

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

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

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

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

- Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .75, nor an impervious surface ratio (ISR) of .95.
- When located in a Target Employment Center – Shall not exceed an FAR of 1.5 for Manufacturing, Office, and Research/Development uses.

### 2.3.3.110

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

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

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

- Permitted Uses Not Subject to Acreage Thresholds – Institutional; Transportation/Utility; Residential; Residential Equivalent; Vacation Rental pursuant to the provisions of Section 509.242(1)(c), Florida Statutes; Storage/Warehouse/[Distribution](#)-Light; Storage/Warehouse/[Distribution](#)-Heavy; Recreation/Open Space; Community Garden; Agricultural-Light; Ancillary Nonresidential.
- Locational Characteristics – This category is generally appropriate to those locations where institutional uses (such as educational, health, public safety, civic, religious and like uses) and transportation/utility uses (such as air and sea transport terminals, utility installations, major transmission lines, refuse disposal, and public works facilities) are required to serve the community; and to recognize the special needs of these uses relative to their relationship with surrounding uses and transportation access.
- Scenic/Noncommercial Corridor (SNCC) – Amendments to Public/Semi-Public in SNCCs are governed by Section 6.5.4.1.4, which restricts the category to certain SNCC classifications.
- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 192 trips per day per acre for institutional uses, 114 trips per day per acre for educational uses, 173 trips per day per acre for medical uses, 104 trips per day per acre for religious/civic facilities, 835 trips per day per acre for municipal/public facilities, 67 trips per day per acre for other institutional uses, 15 trips per day per acre for transportation uses, 16 trips per day per acre for municipal/public utilities uses, and 79 trips per day per acre for other transportation/utility uses.

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

- Residential and Vacation Rental Use – Shall not exceed 12.5 units per acre (UPA).
- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 12.5 UPA.

### 2.3.3.1~~2~~4

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### **Use Characteristics**

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

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

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

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

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

### **2.3.3.154 Category/Symbol – Activity Center (AC).**

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

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

- Permitted Uses – As determined by the local government’s implementing regulations adopted pursuant to Section 6.2.3.2. Amendments to permitted uses shall be pursuant to Planning and Urban Design Principles described in Section 6.2.6 and Land Use Goal 16.0 of the Countywide Plan Strategies, and the use provisions of Section 6.2.4.
- Locational Characteristics – The Land Use Strategy Map and Table 2 below identify locations appropriate to be designated as Activity Center utilizing one of four subcategories. Additional locations may be deemed appropriate pursuant to the Countywide Plan Map amendment process for Activity Centers and Multimodal Corridors provided in Division 6.2.
- Scenic/Noncommercial Corridor (SNCC) – Amendments adopting or modifying the Activity Center category within SNCCs are governed by Section 6.5.4.1.4, which restricts the category to certain SNCC classifications. Where an existing Activity Center overlaps a designated SNCC, the local regulatory provisions governing the Activity Center adopted pursuant to Section 6.2.3.2 shall take precedence.
- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to a Countywide Plan Map amendment for each Activity Center subcategory are listed in Table 1 below.

**Density/Intensity Standards** – Maximum permitted density-intensity standards for each Activity Center subcategory are listed in Table 1 below, and shall be subject to the following:

- Residential Use – Local governments can choose to use either the common standard of units per acre (UPA) in determining how many dwellings are allowed on a parcel, or floor area ratio (FAR) can be used as the measure instead, regardless of the number of dwelling units included. Vacation Rentals pursuant to the provisions of Section 509.242(1)(c), Florida Statutes are subject to the residential density/intensity standard.

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

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

- Permitted Uses – As determined by the local government’s implementing regulations adopted pursuant to Section 6.2.3.2. Amendments to permitted uses shall be pursuant to the Planning and Urban Design Principles described in Section 6.2.6 and Land Use Goal 16.0 of the Countywide Plan Strategies, and the use provisions of Section 6.2.4.
- Locational Characteristics – The Land Use Strategy Map and Table 4 below identify locations appropriate to be designated as Multimodal Corridor utilizing one of four subcategories. Additional locations may be deemed appropriate pursuant to the Countywide Plan Map amendment process for Activity Centers and Multimodal Corridors provided in Division 6.2.
- Scenic/Noncommercial Corridor (SNCC) – Amendments adopting the Multimodal Corridor category within SNCCs are governed by Section 6.5.4.1.4, which restricts the category to certain SNCC classifications. Where an existing Multimodal Corridor designated on the Countywide Plan Map overlaps a designated SNCC, the local regulatory provisions governing the Multimodal Corridor adopted pursuant to Section 6.2.3.2 shall take precedence.
- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to a Countywide Plan Map amendment for each Multimodal Corridor subcategory is listed in Table 3 below.

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

- Residential Use – Local governments can choose to use either the common standard of units per acre (UPA) in determining how many dwellings are allowed on a parcel, or floor area ratio (FAR) can be used as the measure instead, regardless of the number of dwelling units included. Vacation Rentals pursuant to the provisions of Section 509.242(1)(c), Florida Statutes are subject to the residential density/intensity standard.
- Temporary Lodging Use – Local governments can choose to use either the temporary lodging UPA standard in determining how many temporary lodging units are allowed on a parcel, or FAR can be used as the measure instead, regardless of the number of units included. In the alternative, upon adoption of provisions for compliance with Section 5.2.1.3, the density and intensity standards set forth in Table 6 may be used.



### **2.3.3.176 Category/Symbol – Planned Redevelopment District (PRD).**

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

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

- Permitted Uses – As determined by the local government’s implementing regulations adopted pursuant to Section 6.2.3.2. Amendments to permitted uses shall be pursuant to the Planning and Urban Design Principles described in Section 6.2.6 and Land Use Goal 16.0 of the Countywide Plan Strategies, and the use provisions of Section 6.2.4.
- Locational Characteristics – This category is generally appropriate to locations in close, walkable, or bikeable proximity to Activity Centers and Multimodal Corridors, and may serve as a buffer between those categories and surrounding uses; or in other areas where use and development characteristics include higher densities and intensities than the surrounding community. These areas are typically in proximity to and may have direct access from the arterial and highway network and are served by transit in a manner that provides an alternative to individual automobile use.
- Scenic/Noncommercial Corridor (SNCC) – Amendments adopting or modifying the Planned Redevelopment District category within SNCCs are governed by Section 6.5.4.1.4, which restricts the category to certain SNCC classifications. Where an existing Planned Redevelopment District overlaps a designated SNCC, the local regulatory provisions governing the Planned Redevelopment District adopted pursuant to Section 6.2.1.2 shall take precedence.

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

- Residential Use and Temporary Lodging Use – Local governments can choose to use either the common standard of units per acre (UPA) in determining how many dwelling units or temporary lodging units are allowed on a parcel, or floor area ratio (FAR) can be used as the measure regardless of the number of units included, subject to the following:
  - Residential use shall not exceed 45 UPA or 2.0 FAR; and
  - Temporary lodging use shall not exceed 75 UPA or 2.0 FAR. In the alternative, upon adoption of provisions for compliance with Section 5.2.1.3, the density and intensity standards set forth in Table 6 may be used.

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

- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at ~~135~~45 UPA.
- Nonresidential Use – Shall not exceed an FAR of 2.0.
- Mixed-Use – For mixed-use projects, either an all-inclusive FAR or a proportionate share of UPA and FAR can be used. In the alternative, the mixed-use bonus provisions of Section 4.2.3.6 may be used.
- When located in a Target Employment Center – A 100% intensity bonus may be applied to the applicable nonresidential intensity standard for Manufacturing, Office, and Research/Development.
- Density/Intensity Averaging – Maximum density and/or intensity standards may be calculated on an average areawide basis pursuant to Section 5.2.1.2.

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

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

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

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

**Use Characteristics**

- Permitted Uses – See applicable underlying categories and Section 6.5.41, Table 10.
- Locational Characteristics – Corridors shall be as set forth herein and depicted on the Countywide Plan Map and accompanying *Countywide Plan Map, Submap No. 1* entitled *Countywide Scenic/Noncommercial Corridor Map*, including:

“Primary” Corridors:

- Keystone Road from US 19 to Hillsborough County Line
- Alderman Road from US Alternate 19 to Fish Hatchery Road
- Tampa Road from US Alternate 19 to East Lake Woodlands Parkway
- Curlew Road from US Alternate 19 to McMullen-Booth Road
- CR-1/Keene Road from Alderman Road to East Bay Drive
- Belcher Road from Klosterman Road to 38th Avenue North
- McMullen-Booth Road/East Lake Road from Pasco County Line to SR-60
- 102nd Avenue North/Bryan Dairy Road from Oakhurst Road to Belcher Road
- Pinellas County Bayway from Gulf Boulevard to U.S. 19/I-275
- 113th Street/Ridge Road from West Bay Drive to Madeira Beach Causeway
- Park Street from Park Boulevard to Central Avenue
- Tyrone Boulevard from 113th Street North to Park Street

“Unique” Corridors:

- Edgewater Drive from Scotland Street (Dunedin) to Sunset Point Road
- Bayshore Drive from Main Street (Safety Harbor) to SR-60
- Courtney Campbell Parkway (Causeway) from McMullen-Booth Road/Bayside Bridge (49th Street Bridge) to Hillsborough County Line
- Dunedin Causeway from Honeymoon Island Park to east approach
- Memorial Causeway and its approaches
- Bayside Bridge (49th Street Bridge) and its approaches
- Gandy Bridge approach to Hillsborough County Line
- Howard Frankland Bridge (I-275) approach to Hillsborough County Line
- Belleair Causeway and its approaches
- Park Boulevard Bridge and its approaches
- Treasure Island Causeway and its approaches
- Pinellas Bayway (SR-679) from Fort DeSoto Park to Pinellas County Bayway (SR-682)
- Sunshine Skyway Bridge (I-275) approach to Hillsborough County line

**Table 5  
Summary Category Matrix**

CATEGORY/SYMBOL	UPA MAX.	FAR MAX.	ISR MAX.	TRAFFIC GENERATION RATE (ADT/ACRE)
Residential Rural (RR)	0.5	.30	.60	5
Residential Very Low (RVL)	1.0	.30	.60	68
Residential Low Medium (RLM)	10	.50	.75	67
Residential Medium (RM)	15.0	.50	.75	96
Residential High (RH)	30.0	.60	.85	162
Office (O)	15.0	.50	.75	89
		1.0 (specified uses in TEC)		101 (in TEC)
Resort (R)	30.0	1.2	.95	279
Retail & Services (R&S)	24.0	.55	.90	433
		1.1 (specified uses in TEC)		
Employment (E)	N/A	.65	.85	206
		1.3 (specified uses in TEC)		236 (in TEC)
Industrial (I)	N/A	.75	.95	216
		1.5 (specified uses in TEC)		246 (in TEC)
Public/Semi-Public (P/SP)	12.5	.65 (institutional) .70 (trans./utility) 1.0 (hospital)	.85 (institutional) .90 (trans./utility)	192 (institutional) 114 (educational) 173 (medical) 104 (religious/civic) 835 (municipal/public) 67 (other institutional) 15 (transportation) 16 (municipal/public utility) 79 (other transportation/utility)
Recreation/Open Space (R/OS)	N/A	.25	.60	3
Preservation (P)	N/A	.10 (preservation) .25 (water supply)	.20 (preservation) .50 (water supply)	0.3
Target Employment Center (TEC)	See Otherwise Applicable Category and Multiplier Factor			
Activity Center (AC)				
Urban Center	200	8.0	N/A	724
Major Center	150	5.0	N/A	542
Community Center	90	3.0	N/A	325
Neighborhood Center	60	2.0	N/A	216
Multimodal Corridor (MMC)				
Premium Transit Corridor	60	4.0	N/A	600
Primary Corridor	55	3.5	N/A	533
Secondary Corridor	50	3.0	N/A	467
Supporting Corridor	45	2.5	N/A	400
Planned Redevelopment District (PRD)	45	2.0	N/A	364
Scenic/Noncommercial Corridor (SNCC)	See Otherwise Applicable Category			

Key to abbreviations:

UPA: dwelling units per acre  
FAR: floor area ratio

ISR: impervious surface ratio  
ADT: average daily trips

TEC: Target Employment Center

**SEC. 4.2.2 PLAN CATEGORIES.**

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

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

Each jurisdiction within Pinellas County must include a table or matrix in the future land use element of its comprehensive plan that shows each local future land use category corresponding to one of these Countywide Plan Map categories.

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

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

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

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

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

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

3. Design considerations in Section 5.2.1.3.2, the mobility management provisions in Section 5.2.1.3.3 and the restrictions on temporary lodging use in Section 5.2.1.3.4 set forth following.
- D. A Development Agreement prepared pursuant to this Section shall be approved by the local government governing body, recorded with the Clerk of the Circuit Court pursuant to Section 163.3239, F.S., a copy filed with the Property Appraiser’s Office, and a copy submitted to the PPC and CPA for receipt and filing within fourteen days after recording. The development limitations set forth in the Development Agreement shall be memorialized in a deed restriction, which shall be recorded in the Official Records of Pinellas County prior to the issuance of a building permit for the temporary lodging use.
  - E. The alternative densities and intensities set forth in Table 6 are maximums, except as provided for in F. below. A local government may choose to utilize a density and intensity standard equal to or less than the alternative density and intensity standard, when adopted in their comprehensive plan and land development regulations, based on the maximums set forth in Table 6.
  - F. Intensity standards governing floor area ratio (FAR) and impervious surface ratio (ISR) may be varied by the local government with jurisdiction pursuant to the provisions of Division 7.4 of these Rules. The FARs in Table 6 apply to the temporary lodging use, residential dwelling uses integrated in the same structure with the temporary lodging use, associated parking structures, and uses accessory to temporary lodging uses (e.g., meeting space, restaurants, spas, clubs, etc.).
  - G. For development that includes a combination of temporary lodging and residential dwelling use, each use shall be allowed in proportion to the size of the property and the permitted density and intensity of the respective use.

**Table 6**  
**Alternative Temporary Lodging Density and Intensity Standards**

Plan Category	Temporary Lodging On Property That Is:	Maximum Density/Intensity Standards		
		Units/Acre	FAR	ISR
R, AC, MMC, PRD	Less Than One Acre	75	2.2	0.95
	Between One Acre And Three Acres	100	3.0	0.95
	Greater Than Three Acres	125	4.0	0.95
R&S	No Property Size Limitations	60	1.2	0.90
E	Subject To 5-Acre Property Size Limitation Per Section 2.3.3.98	75	1.5	0.85

**SEC. 6.1.1**     **APPLICATION.**

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

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

**SEC. 6.1.2**     **TIERED REVIEW PROCESS.**

Local future land use map amendments [and other requests to amend the Countywide Plan Map](#) shall be evaluated according to the following process, consistent with Chapter 2012-245, Laws of Florida, as amended, to determine if an amendment to the Countywide Plan Map is required, and if so, to determine the applicable review standards. The PPC Executive Director will make a determination whether the local future land use map amendment is subject to review under the Tier I, II or III process. Boundary interpretations addressed by Section 7.3.8 shall not be subject to the tiered review process.

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

Upon determination that an amendment is subject to the Tier I process, an administrative review notice will be forwarded to the local government within ten business days, and to the Pinellas Planning Council at their next scheduled meeting, with a finding that the amendment is subject to a Tier I review and did not require a Tier II or III amendment. As a Tier I amendment will not alter the Countywide Plan Map, a public hearing to amend the Countywide Plan Map is not required.

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. 6.1.6 OFFICIAL RECORD.**

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

<b>DIV. 6.2</b>	<b>COUNTYWIDE PLAN MAP AMENDMENTS / ACTIVITY CENTERS, MULTIMODAL CORRIDORS AND PLANNED REDEVELOPMENT DISTRICTS.</b>
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**SEC. 6.2.1 NEW ADOPTIONS.**

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

Each new Activity Center or Multimodal Corridor shall be classified with a subcategory based on the locational criteria of Sections 2.3.3.14-15-16, or as otherwise approved through the Countywide Plan Map amendment process. The subcategory shall be depicted on the Land Use Strategy Map.

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



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

**6.1.2.2** **Tier II.** A local future land use map amendment is classified as a Tier II amendment if the current and proposed land use categories do not fall within the same corresponding designation on the Countywide Plan Map as established pursuant to Section 4.2.2.1, with the exception of amendments to the Activity Center, Multimodal Corridor and Planned Redevelopment District categories, which are classified subject to the review provisions of Division 6.2. A public hearing to amend the Countywide Plan Map shall be required.

[A request to amend the Countywide Plan Map without a corresponding amendment to a local future land use map may be initiated consistent with Section 4.2.1.1 or to implement a Rule amendment pursuant to Section 7.8.5, and shall be classified as a Tier II amendment. Such amendment may be initiated only by the local government with jurisdiction, pursuant to a formal resolution adopted by its governing body requesting and setting forth the specifics of the amendment.](#)

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

**SEC. 6.1.3** **PROCEDURES.**

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

**6.1.3.1** **Initiation.** Only the governing body may initiate an amendment to the Countywide Plan Map for a particular parcel of property over which it has jurisdiction. An amendment of the Countywide Plan Map shall be transmitted to the PPC subsequent to the initial action by the governing body authorizing the transmittal of and concurrence with the local ordinance, and prior to finalizing adoption of the local ordinance, except where Section 163.3187(2), Florida Statutes, provides for a small-scale map amendment, which may be submitted subsequent to final adoption.

**6.1.3.2** **Submission of Application.** Before an application of a Countywide Plan Map amendment shall be heard by the PPC, a written application shall be submitted in a form established by the PPC, not later than twenty-eight days prior to the PPC meeting at which it is eligible to be considered.

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

- A completed Countywide Plan Map amendment application form;

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

**Table 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: <ul style="list-style-type: none"> <li>• Include density/intensity standards at or below the maximum for the applicable AC or MMC subcategory based on the locational criteria of Sections 2.3.3.14-15-16; and</li> <li>• Do not permit uses enumerated in Section 6.2.4.1; and</li> <li>• Do not eliminate permitted uses enumerated in Section 6.2.4.2.</li> </ul>
Tier III	Adoption of the AC or MMC category with implementing plan/code provisions that: <ul style="list-style-type: none"> <li>• Include density/intensity standards above the maximum for the applicable AC or MMC subcategory based on the locational criteria of Sections 2.3.3.14-15-16; or</li> <li>• Permit uses enumerated in Section 6.2.4.1; or</li> <li>• Eliminate permitted uses enumerated in Section 6.2.4.2.</li> </ul>

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

**SEC. 6.2.2**      **SUBSEQUENT AMENDMENTS.**

**6.2.2.1**      **Amendment of Existing Activity Centers or Multimodal Corridors.** An amendment to the local future land use map or plan/code provisions governing an existing Activity Center or Multimodal Corridor that results in a change to the permitted uses, density/intensity standards, or category boundaries on the Countywide Plan Map are subject to the tiered amendment review process set forth in Section 6.1.2, as determined by the eligibility criteria shown in Table 8.

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

<b>Amendment Type</b>	<b>Eligibility Criteria</b>
Tier I	<p>Amendment does not exceed the highest allowable density or intensity standard filed of record; and</p> <p>Amendment does not alter the boundaries of the AC or MMC category on the Countywide Plan Map; and</p> <p>Amendment does not add permitted uses enumerated in Section 6.2.4.1 nor eliminate permitted uses enumerated in Section 6.2.4.2; and</p> <p>Amendment does not eliminate local future land use map categories enumerated in Section 6.5.4.4; and</p> <p>Planning and Urban Design Principles have previously been addressed and filed of record under the Tier II or Tier III process.</p>
Tier II	<p>Amendment proposes one or more of the following:</p> <ul style="list-style-type: none"> <li>• Increases the highest allowable density or intensity standard consistent with the locational criteria of the Land Use Strategy Map as specified in Section 2.3.3.14-15-16; or</li> <li>• Alters the boundaries of the AC/MMC category on the Countywide Plan Map; or</li> <li>• Eliminates permitted uses enumerated in Section 6.2.4.2; or</li> <li>• Eliminates local future land use map categories enumerated in Section 6.5.4.4; or</li> <li>• Planning and Urban Design Principles have not previously been addressed and filed of record under the Tier II or Tier III process.</li> </ul> <p>and</p> <p>Amendment does not add permitted uses enumerated in Section 6.2.4.1.</p>
Tier III	<p>Amendment increases the highest allowable density or intensity standard exceeding the locational criteria of the Land Use Strategy Map as specified in Section 2.3.3.14-15-16; or</p> <p>Amendment adds permitted uses enumerated in Section 6.2.4.1.</p>

**6.2.2.2**

**Amendment of Existing Planned Redevelopment Districts.** An amendment to the local future land use map or plan/code provisions governing an existing Planned Redevelopment District that results in a change to the permitted uses, density/intensity standards, or category boundaries are subject to the tiered amendment review process set forth in Section 6.1.2, as determined by the eligibility criteria shown in Table 9.

**Table 9  
Amendments to Existing Planned Redevelopment Districts**

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

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

**6.2.2.3**

**Reclassification of Special Centers and Special Corridors.** An Activity Center or Multimodal Corridor utilizing the Special Center or Special Corridor subcategory prior to October 24, 2019 shall, on October 24, 2019, be reclassified with a subcategory pursuant to Sections 2.3.3.~~14-15-16~~, which shall be depicted on the Land Use Strategy Map. Such subcategory reclassification shall occur in coordination with the local

government with jurisdiction, shall be sufficient to accommodate the locally-adopted maximum density and intensity standards governing the Activity Center or Multimodal Corridor as of October 24, 2019, and shall not result in any nonconforming standard. Subsequent amendments to this subcategory classification shall be subject to the amendment process for existing Activity Centers and Multimodal Corridors outlined in the remainder of this section.

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

### **SEC. 6.2.3 SUBMITTAL REQUIREMENTS.**

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

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

- A. **Boundary Map** – A parcel specific map or map series of sufficient detail to delineate the boundaries of the AC, MMC or PRD category. If technically feasible, a GIS shapefile of the boundary shall be provided, otherwise a list parcels to be amended shall be included with the submittal.
- B. **Current Land Use Designations** – A list of local future land use map designations that are currently within the proposed boundaries of the AC, MMC or PRD category, their acreages, and their associated permitted uses and maximum densities/intensities.
- C. **Proposed Land Use Designations** – A list of proposed future land use map designations, character districts, zoning districts or subdistricts within the proposed boundaries of the AC, MMC or PRD category, their acreages, and their associated permitted uses and maximum density/intensity standards.

If density/intensity averaging is being used pursuant to Section 5.2.1.2.4, 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~~15~~, demonstrate that the amendment area is organized into one or more subareas meeting the criteria.

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

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

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

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

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

**SEC. 6.2.5 TRANSPORTATION IMPACT ANALYSIS.**

An amendment adopting or amending the AC, MMC or PRD category and affecting 10 acres or more shall include the following transportation impact analysis:

- Calculate the average daily trips for the current land use category(ies) of the proposed AC, MMC or PRD category based on the acreage and traffic generation characteristics for each applicable category described in Section 2.3.3.
- Calculate the average daily trips for the proposed AC, MMC or PRD category based on the acreage and traffic generation characteristics for each applicable category described in Section 2.3.3, multiplied by 50%.
- If the proposed average daily trips calculated in (B) is smaller than the current average daily trips calculated in (A), then only the requirements of Section ~~6.2.36.1.4.3~~ [6.2.36.1.4.3](#) 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:

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

Amendments to certain Countywide Plan Map categories shall be subject to locational and use limitations as specified in Section 6.5.4.1.4, Table 10.

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

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

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

“Primary” Scenic/Noncommercial Corridors:

- Keystone Road from US 19 to Hillsborough County Line
- Alderman Road from US Alternate 19 to Fish Hatchery Road
- Tampa Road from US Alternate 19 to East Lake Woodlands Parkway
- Curlew Road from US Alternate 19 to McMullen-Booth Road
- CR-1/Keene Road from Alderman Road to East Bay Drive
- Belcher Road from Klosterman Road to 38th Avenue North
- McMullen-Booth Road/East Lake Road from Pasco County Line to SR-60
- 102nd Avenue North/Bryan Dairy Road from Oakhurst Road to Belcher Road
- Pinellas County Bayway from Gulf Boulevard to U.S. 19/I-275
- 113th Street/Ridge Road from West Bay Drive to Madeira Beach Causeway
- Park Street from Park Boulevard to Central Avenue
- Tyrone Boulevard from 113th Street North to Park Street

**Table 10**  
**Countywide Plan Map/SNCC Classification Consistency<sup>1</sup>**

<b>Countywide Plan Map Designation</b>	<b>Rural/Open Space</b>	<b>Residential</b>	<b>Mixed Use</b>	<b>Unique Scenic View</b>	<b>Enhancement Connector</b>
<a href="#">Residential Rural (RR)</a>	<u>C</u>	<u>C</u>	<u>C</u>		<u>C</u>
Residential Very Low (RVL)	C	C	C		C
Residential Low Medium (RLM)		R <sup>2</sup>	C		C
Residential Medium (RM)		R <sup>2</sup>	C		C
Residential High (RH)			C		C
Office (O)			C		C
Resort (R)			C		C
Retail & Services (R&S)			R <sup>3</sup>		C
Employment (E)			R <sup>3</sup>		C
Industrial (I)					C
Public/Semi-Public (P/SP)		C	C		C
Recreation/Open Space (R/OS)	C	C	C	C	C
Preservation (P)	C	C	C	C	C
Target Employment Center (TEC)			C		C
Activity Center (AC)			C		C
Multimodal Corridor (MMC)			C		C
Planned Redevelopment District ( <a href="#">PRD</a> )			C		C

Notes:

<sup>1</sup> A “C” indicates that an amendment to the Countywide Plan Map category is potentially consistent, subject to all other applicable criteria, with the corresponding SNCC Classification. An “R” indicates that the amendment to the Countywide Plan Map category is potentially consistent subject to specified use restrictions. The absence of either a “C” or an “R” indicates that the Countywide Plan Map category is not considered compatible with the SNCC Classification, unless a specific finding to the contrary is made in accordance with Sec. 6.5.4.1.3 B. Category and/or use restrictions apply only to new Countywide Plan Map amendments after August 7, 2015 and are not retroactive.

<sup>2</sup> Office, personal service/office support, and retail commercial uses are restricted to the mixed use and enhancement connector SNCC classifications.

<sup>3</sup> Manufacturing-Medium and Incinerator Facility uses are restricted to the enhancement connector SNCC classification.

3. With respect to the Public/Semi-Public, Recreation/Open Space, and Preservation Countywide Plan Map categories, the extent to which the local government request provides for Public/Semi-Public, Recreation/Open Space, and Preservation categories consistent with the character, intensity, and scale of the uses permitted within these respective categories in relation to the existing delineation of Countywide Plan Map categories, adjoining existing use, the need for and service area of the public/semi-public, recreation/open space, and preservation use, and the purpose and intent of the Scenic/Noncommercial Corridor Plan Element, as applied through these Countywide Rules and the otherwise applicable amendment process.



4. Activity Center and Multimodal Corridor Countywide Plan Map Categories that are required to address the relevant Planning and Urban Design Principles, described in Section 6.2.6 and Land Use Goal 16.0 of the Countywide Plan Strategies, shall be evaluated for how the local government request minimizes any increase in density/intensity on a Scenic/ Noncommercial Corridor.
- C. The extent to which the local government request has taken into account the Scenic/Noncommercial Corridor Plan Element, including the goals, objectives, and policies articulated within the Plan Element, as is relevant to the particular amendment under consideration. Consistent with its advisory nature, the Scenic/Noncommercial Corridor Plan Element shall not serve as a basis for denial of an amendment.
  - D. The extent to which the local government request has taken into account the current MPO Long Range Transportation Plan, and any enhanced access management standards, as is relevant to the particular roadway under consideration. Particular consideration shall be given to the established policies of the governmental entity having construction and maintenance responsibility over the subject facility.

#### **6.5.4.2 Public Educational Facility Siting.**

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

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

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

#### **6.5.4.4 Conversion Criteria for Employment-Related Categories and Uses.**

Having identified the importance of reserving industrial land in Pinellas County, the Pinellas Planning Council (PPC) and the Countywide Planning Authority (CPA) shall utilize the following criteria to evaluate:

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

**4C. Draft Pinellas Planning Council (PPC) Work Plan**

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**SUMMARY**

In the past, the Pinellas Planning Council (PPC) adopted an annual and five-year work program to coincide with the adoption of the annual budget. Conversely, the Metropolitan Planning Organization (MPO) is statutorily required to adopt a Unified Planning Work Program (UPWP) that identifies the projects, programs, and activities that will be funded by state and federal grants over a two-year period that begins on July 1st. To better integrate the programs and activities of the agency, Forward Pinellas has aligned the PPC work plan with the UPWP. By taking this approach, the projects and activities can better reflect the priorities of the Strategic Business Plan, the Special Act, and more effectively coordinate the financial and staff resources required for more unified land use and transportation planning activities.

Attached for the PAC's information and review is the draft PPC Work Plan.

**ATTACHMENT(S):** Draft PPC Work Plan

**ACTION:** PAC to review and comment on the work plan.



**FORWARD  
PINELLAS**  
Integrating Land Use & Transportation



## PINELLAS PLANNING COUNCIL

# Work Plan

FY 2021/2022 – 2022/2023

**Forward Pinellas, in its role as the Pinellas Planning Council (PPC), works to develop and implement strategies to guide countywide redevelopment efforts and to better integrate land use and transportation factors into decision-making processes.**

The Forward Pinellas Strategic Business Plan (SBP) is the guiding document for our agency. The themes of “Adapt”, “Build”, and “Connect” have been woven into the planned activities and projects to ensure that our agency is positioned as a facilitator, consensus-builder, technical assistance resource, and leader for the communities of Pinellas County and the region. Working together with citizens, partner organizations/agencies, various stakeholder groups, and local governments, we will strengthen access to economic opportunity and reinforce the character of our distinct and diverse communities.

**OUR MISSION:**

**“Forward Pinellas will provide leadership to align resources and plans that help to achieve a compelling vision for Pinellas County, our individual communities and our region.”**

We work continuously to achieve this mission by:

- Creating integrated land use and transportation plans that provide viable mobility options and sustainable development patterns;
- Engaging the public in the development of transportation and land use plans;
- Forging effective partnerships among public agencies, citizens and the business community;
- Defining cost-effective strategies to meet the transportation and land use goals of Pinellas County; and
- Setting priorities for sound public investment in transportation improvements.

**The types of activities and projects** that the PPC will accomplish over the next two years falls within one of the following categories. Please refer to the workload and assignments schedule for a list of pending projects and activities.

### Countywide Plan Administration

Projects that fall under this category are focused on activities that support the Countywide Plan. The processing of local land use plan map amendments, reviewing local land development regulations and comprehensive plan amendments for consistency, and the maintenance of the Countywide Plan are core functions of the PPC. The Countywide Plan must be periodically amended to reflect changes in Pinellas County's vision as well as to proactively address future needs. In addition, the Planners Advisory Committee (PAC) will continue to be a valuable stakeholder group that serves a key role in advising our agency's land use planning activities.

### Technical Assistance

Projects under this category are largely focused on filling the gap in local government capabilities. Examples of projects that fall under this category include maintaining zoning maps for several Pinellas County communities, working with local governments to develop various maps for a wide array of planning projects, serving as a forum for the discussion and/or development of best practices to address a variety of planning challenges, and providing guidance on the policy intent of certain sections of the Countywide Plan.

### Data Analytics

All the projects under this category involve analyzing data sets (land use, transportation, housing, health, economic, etc.) to draw conclusions about current and/or future trends that impact the designated Activity Centers within Pinellas County.

### Knowledge Exchange Series

All the projects under this category involve the exploration of land use and/or transportation planning challenges that are common to all 25 local governments in Pinellas County. This effort focuses on achieving a better understanding of emerging planning topics through the development of toolkits that can be used by any interested local government.

### Special Activities

Projects that fall under this category are focused on using the PPC's financial and regulatory capabilities, staff capacities, and consultant resources to facilitate projects that meet current challenges and/or seize opportunities to promote local multimodal transportation initiatives, address our changing climate, and respond to redevelopment possibilities.

## WORKLOAD AND ASSIGNMENTS SCHEDULE

A Rolling Two-Year Outlook for Forward Pinellas in its role as the Pinellas Planning Council

	FY2021/22				FY2022/23			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
	CY 2020	CY 2021			CY 2022			
ON-GOING ASSIGNMENTS	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep
<b>Countywide Plan Administration</b>								
Local Land Use Plan Map Amendment Processing								
Consistency Review Determinations								
Planners Advisory Committee (PAC)								
Countywide Plan Maintenance								
<b>Technical Assistance</b>								
Zoning Map Maintenance (10 communities)								
Map Production for Local Projects (as requested)								
Interagency Coordination								
Countywide Rules Interpretations								
<b>ONE-TIME PROJECTS</b>								
<b>Data Analytics</b>								
Pinellas Activity Center Indicators: TBD (Gulfport)								
Pinellas Activity Center Indicators: TBD (PAC Input)								
Pinellas Activity Center Indicators: TBD (PAC Input)								
Pinellas Activity Center Indicators: TBD (PAC Input)								
<b>Knowledge Exchange Series</b>								
Multimodal Transportation Assessment of FLUM Amendments								
Continuing Care Retirement Communities								
TBD (PAC Input)								
TBD (PAC Input)								
<b>Special Activities</b>								
Gulfport Waterfront Redevelopment Area Scale and Massing Study								
Citizens Guide to the Countywide Plan								
Other Local Planning Projects (as requested by local governments)								
Countywide Plan Administration Dashboard								
Gateway/Mid-County Master Plan Implementation								
Countywide Housing Strategy								
ArcGIS Urban/Data Visualization								
Central Avenue BRT TOD Strategic Plan								
USF MURP Fellowship								

## FY 2019 and 2020 were extremely productive years

Below are highlights from the work that was accomplished:

- **9** Local government consistency reviews conducted
- **34** Tier II amendments processed
- **7** Tier I map amendments processed
- **3** Map adjustments processed
- **55** Data requests fulfilled
- **29** Local government mapping requests fulfilled



*In 2020, the COVID-19 pandemic fundamentally changed the American way of life. The national economy was shuttered for a period to limit the spread of the virus to protect public health. Remote working, curbside pick-up, grocery delivery, social-distancing, online shopping, and virtual meetings became more commonplace. As local governments pragmatically move towards re-opening their cities and towns, careful thought must be given to strategies and measures that can balance economic and public health interests. COVID-19 has impacted planning and may have longer-term effects on transit use, commuting patterns, housing design, leisure activities, tax revenues, etc. We will monitor emerging trends in order to be prepared to adapt our guiding documents to this new reality.*

- **5** Local government comprehensive plan amendments authored
- **4** Planning & Place-Making (PPM) Pilot Program grants awarded
- **37** Requests for pre-application meetings, Countywide Rules interpretations, and Countywide Plan Map amendment research requests fulfilled



## Other noteworthy accomplishments

- Developed a new online Countywide Plan Map web application, which allows users to find the future land use map designation of a parcel by street address or manual navigation.
- Continued to offer technical assistance funding through the Planning & Place-Making Grant Pilot Program for projects that implement the Planning & Urban Design Principles of the Countywide Plan.
- Maintained the Truth in Annexation online worksheet in order to provide an unbiased tool to estimate how taxes and fees would change following annexation.
- Adopted major amendments to the Countywide Plan in support of Advantage Pinellas, which enables communities to create higher-density, transit-oriented activity centers and multimodal corridors within walking distance of future transit routes. This planned approach to redevelopment will accommodate growth efficiently, help preserve the character of our established lower density neighborhoods and create attractive new lifestyle options in Pinellas County.



**Planners Advisory Committee – June 1, 2020**

**5A. Pinellas SPOTlight Emphasis Areas Update**



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**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