



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

April 29, 2019 – 1:30 p.m.
310 Court Street, 1st Floor Conf. Room
Clearwater, FL 33756

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

1. CALL TO ORDER AND INTRODUCTIONS

2. APPROVAL OF MINUTES – April 1, 2019

3. REVIEW OF FORWARD PINELLAS AGENDA FOR May 8, 2019

PUBLIC HEARINGS

Subthreshold Countywide Plan Map Amendment(s)

None

Regular Countywide Plan Map Amendment(s)

- A. CW 19-09 – City of Largo
- B. CW 19-10 – City of Largo

REGULAR AGENDA ITEMS

- C. CPA Actions and Tier I Countywide Plan Map Amendments April 2019

4. PLANNING TOPICS OF INTEREST

- A. Advantage Pinellas – Needs Plan
- B. Proposed Amendments to the Countywide Plan
- C. Recreation/Open Space Redevelopment (Discussion)
- D. Coastal High Hazard Area Mitigation (Discussion)

5. OTHER PAC BUSINESS/PAC DISCUSSION AND UPCOMING AGENDA

- A. Pinellas SPOTlight Emphasis Areas Update (Information)
- B. Legislative Update (Information)

6. UPCOMING EVENTS

Nov 12-14 th	National Safe Routes to School Conference in Tampa
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7. ADJOURNMENT

NEXT PAC MEETING – MONDAY, JUNE 3, 2019

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

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

Planners Advisory Committee – April 29, 2019

2. Approval of Minutes – April 1, 2019



SUMMARY

The Summary Agenda Action Sheet for the April 1, 2019 PAC meeting is attached for committee review and approval.

ATTACHMENT(S): PAC Summary Agenda Action Sheet for the April 1, 2019 meeting

ACTION: PAC to approve the Summary Agenda Action Sheet from the April 1, 2019 meeting

PAC AGENDA – SUMMARY AGENDA ACTION SHEET
DATE: APRIL 1, 2019

ITEM	ACTION TAKEN	VOTE
1. <u>CALL TO ORDER AND INTRODUCTIONS</u>	The meeting was called to order at 1:32 p.m.	
2. <u>MINUTES OF REGULAR PAC MEETING OF MARCH 4, 2019</u>	Motion: Marie Dauphinais Second: Katrina Lunan-Gordon	11-0
3. <u>REVIEW OF FORWARD PINELLAS AGENDA FOR APRIL 10, 2019 MEETING PUBLIC HEARINGS Subthreshold Countywide Plan Map Amendment(s)</u> A. CW 19-07 – City of Clearwater	Motion: Michael Schoderbock Second: Marie Dauphinais	11-0
B. CW 19-08 – Pinellas County	Motion: Ben Ziskal Second: Heather Sobush	11-0
<u>REGULAR AGENDA ITEMS</u> C. CPA Actions and Tier I Countywide Plan Map Amendments March 2019	None required; informational item only	
4. <u>PLANNING TOPICS OF INTEREST</u> A. Missing Middle Housing Research	Shrimatee H Ojah-Maharaj, City of St. Petersburg staff, presented the findings of her doctoral research study on increasing the supply of the Missing Middle Housing types in the Tampa Bay area.	
B. Self-Storage Subcommittee Findings	Brett Burks provided an overview of the findings that resulted from the meetings of the sub-committee on self-storage which included information on local conditions, challenges, countywide considerations and examples of local government regulations. The PAC members were provided a copy of the findings report for reference and were advised it would also be available online.	
C. PSTA Bus Easements	Heather Sobush outlined the challenges being faced by PSTA in acquiring easements for bus shelters. The group discussed possible mechanisms that could be put in place as viable solutions and to be proactive in ensuring adequate space for the shelters in the future. Rodney Chatman advised that this item would be looked into further and come back to the PAC for further discussion at a later date.	

D. Proposed Amendments to the Countywide Plan	Linda Fisher updated the PAC members on the status of the proposed amendments to the Countywide Plan. She advised that her meetings with the local governments are underway and will be continuing in order gain input. All of the proposed amendments to the Rules have been incorporated into a singular document for ease of reference and provided to the PAC members. Additionally, proposed changes to the Countywide Plan Strategies, including the Land Use Strategy Map, are being prepared and will be presented in May.	
5. <u>OTHER PAC BUSINESS/PAC DISCUSSION AND UPCOMING AGENDA</u> A. Pinellas SPOTlight Emphasis Areas Update	Rodney Chatman updated the PAC members on the latest activities and events related to the three SPOTlight Emphasis Areas. He stated that conversations continue with the cities of Indian Shores and Indian Rocks Beach concerning the sidewalks and drainage on Gulf Boulevard. Forward Pinellas and its partners are working on solutions. He advised that the draft of the Gateway Master Plan would be forthcoming in May or June and that there would also be an open house on April 4 th to discuss the lane repurposing on 34 th Street S.	
B. Legislative Update	Linda Fisher updated the PAC members on the status of bills of interest making their way through the legislative process. The members also received the latest legislative update from Florida APA for reference.	
C. Health in All Policies: A Community Presentation	Brett Burks advised that the Florida Department of Health in Pinellas County received a Transformative Grant to bring health and equity considerations into the development of policies, programs, and services of local governmental agencies. A group of principal partners has been formed to lead this effort. A kick off meeting will be held on April 23, 2019 from 8am to noon in St. Petersburg. Forward Pinellas will email additional information to the PAC members so those interested can plan to attend.	
6. <u>UPCOMING EVENTS</u>	The PAC members received and shared information regarding upcoming events of interest.	
7. <u>ADJOURNMENT</u>	The meeting was adjourned at 3:30 p.m.	

Respectfully Submitted,

PAC Chairman

Date

SUMMARY

From: Retail and Services
To: Employment
Area: 0.49 acres m.o.l.
Location: 14584 66th Street North

This proposed amendment is submitted by the City of Largo and seeks to amend property totaling approximately 0.49 acres from Retail and Services (used 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) to Employment (used 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). This amendment qualifies as a Type A subthreshold amendment because it is less than five acres in size and meets the applicable criteria.

The subject property is currently owned and is used by ION Media Networks, Inc. as a "warehouse and storage facility." If the amendment is approved, ION Media Networks will incorporate this area into its future development plans.

FINDINGS

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

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

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

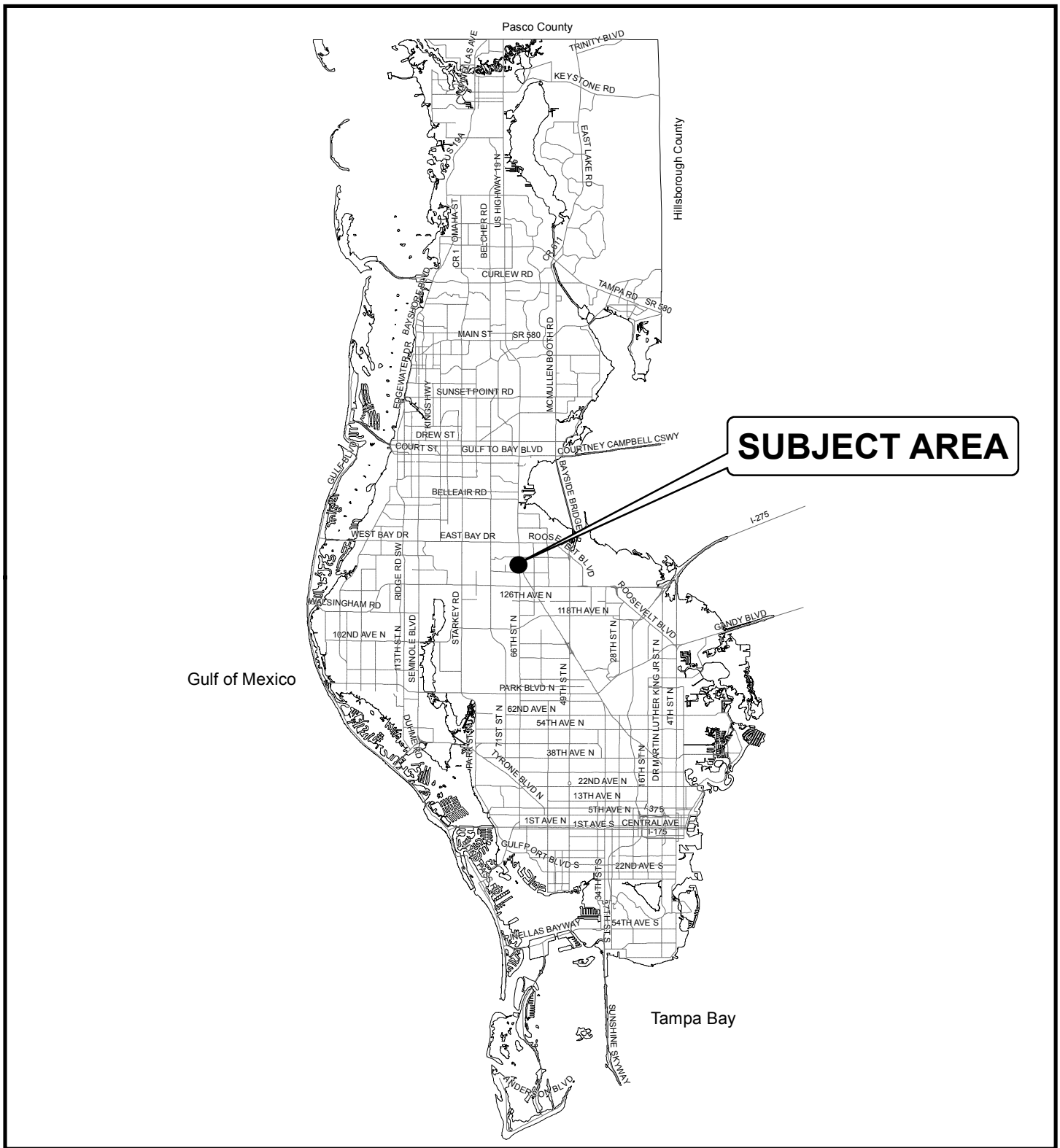
LIST OF MAPS & ATTACHMENTS:

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

Attachment 1 Forward Pinellas Staff Analysis

MEETING DATES:

Planners Advisory Committee, April 29, 2019 at 1:30 p.m.
Forward Pinellas, May 8, 2019 at 1:00 p.m.
Countywide Planning Authority, June 4, 2019 at 9:30 a.m.



Map 1 - Location

CASE #: CW19-09

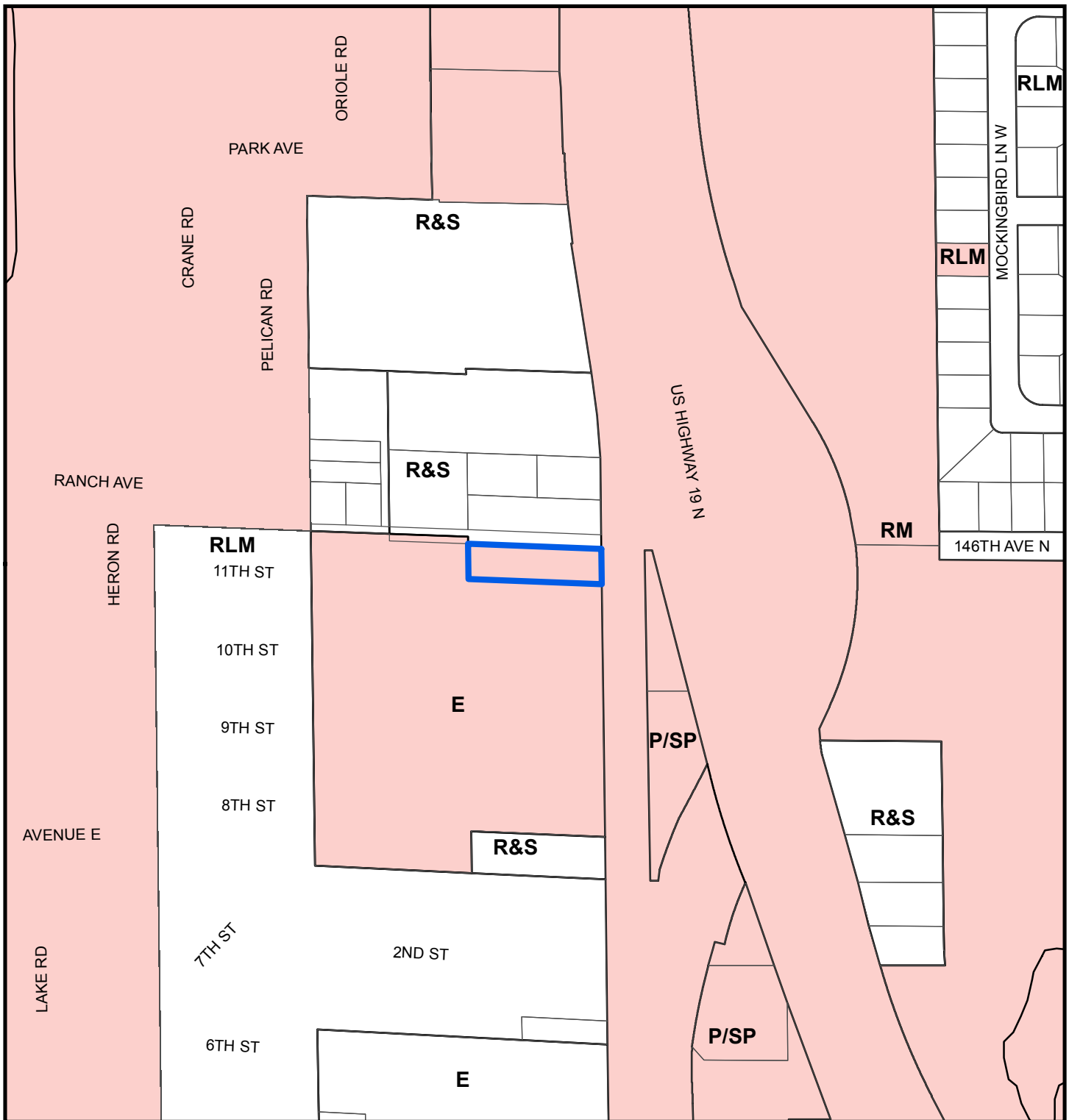
FROM: Retail & Services

AREA: 0.49 Acres

JURISDICTION: Largo

TO: Employment





Map 2 - Current Countywide Plan Map & Jurisdictional Map

CASE #: CW19-09

FROM: Retail & Services

AREA: 0.49 Acres

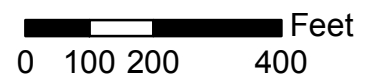
JURISDICTION: Largo

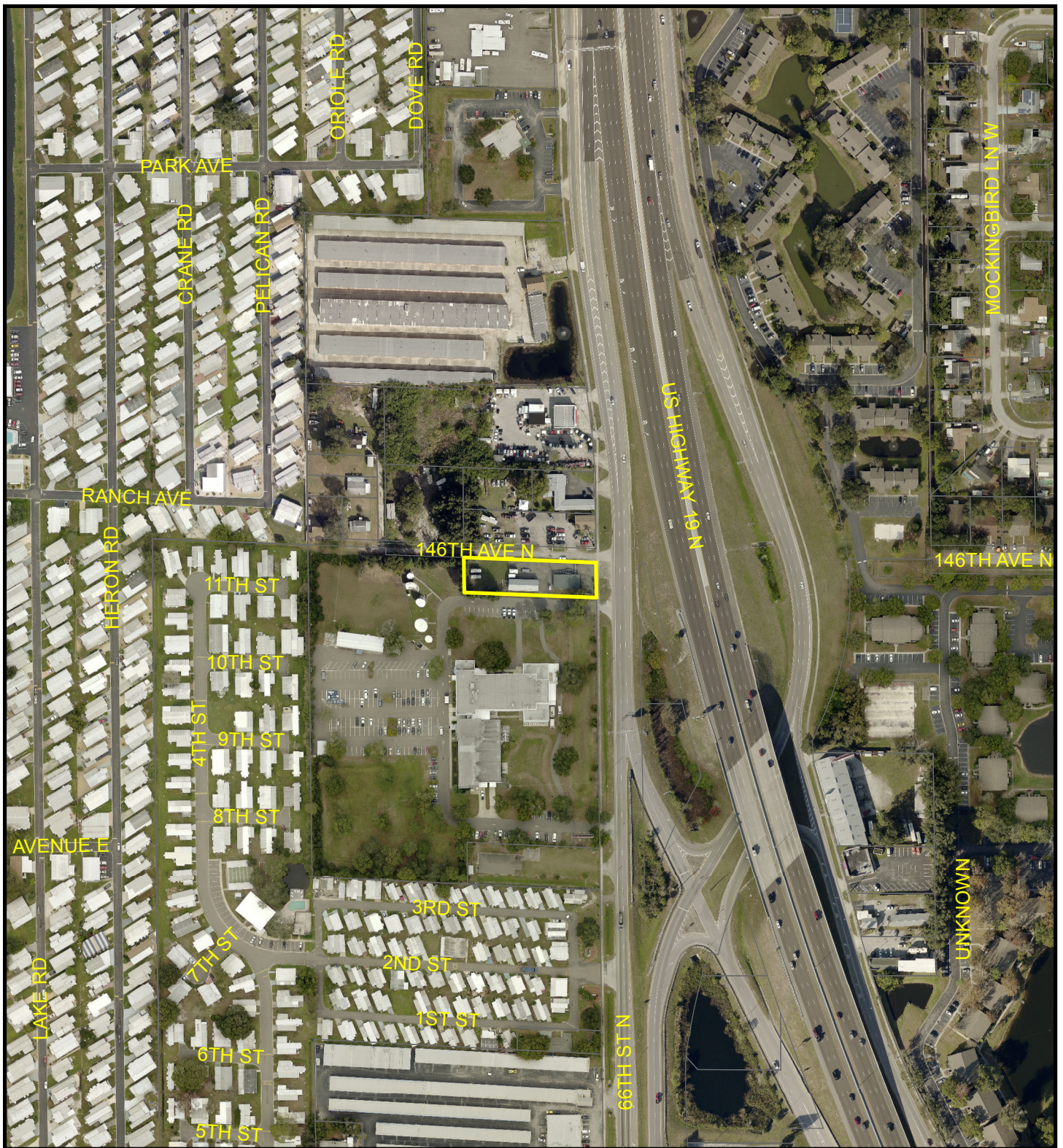
TO: Employment

LEGEND:

Largo

Unincorporated





Map 3 - Aerial

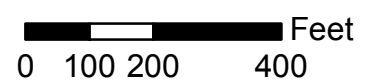
CASE #: CW19-09

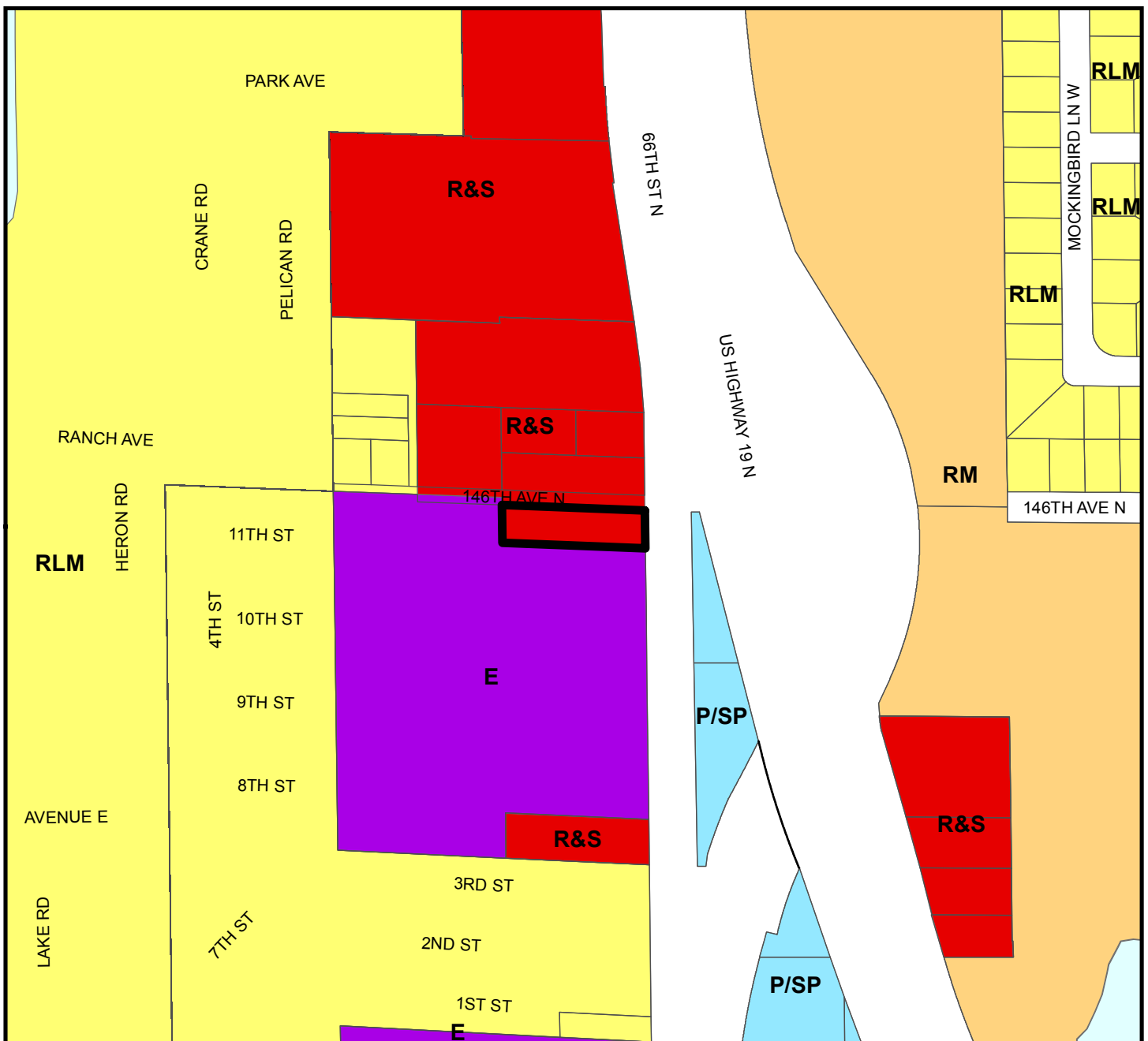
FROM: Retail & Services

AREA: 0.49 Acres






JURISDICTION: Largo

TO: Employment





Countywide Plan Map Categories

	Residential Low Medium		Employment
	Residential Medium		Public/Semi-Public
	Retail & Services		

Map 4 - Current Countywide Plan Map

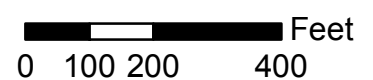
CASE #: CW19-09

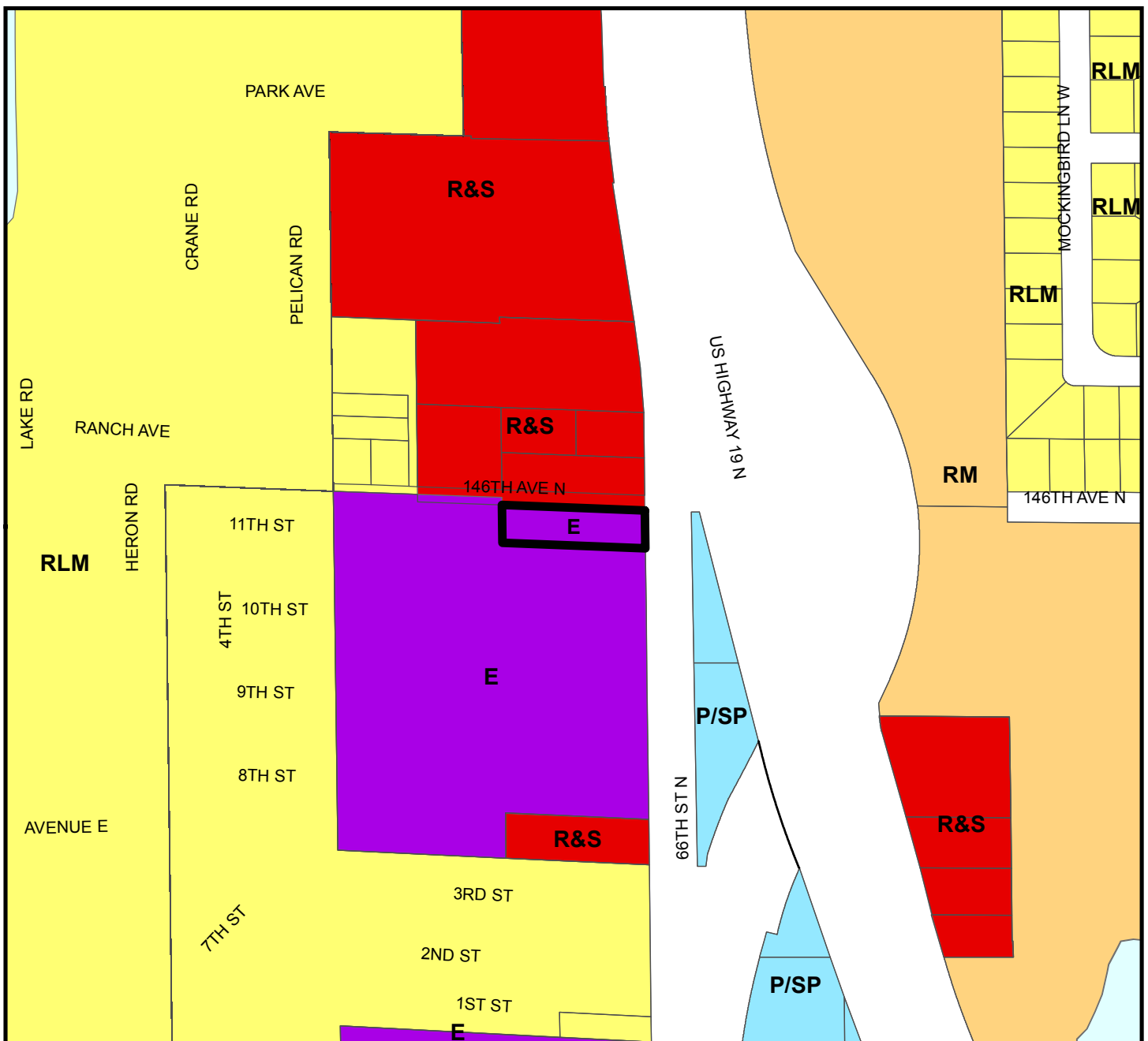
FROM: Retail & Services

AREA: 0.49 Acres

JURISDICTION: Largo

TO: Employment





Countywide Plan Map Categories



Map 5 - Proposed Countywide Plan Map

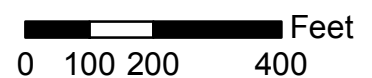
CASE #: CW19-09

FROM: Retail & Services

AREA: 0.49 Acres

JURISDICTION: Largo

TO: Employment



CW 19-09
Forward Pinellas Staff Analysis

RELEVANT COUNTYWIDE CONSIDERATIONS:

- 1) **Consistency with the Countywide Rules** – This proposed amendment is submitted by the City of Largo and seeks to amend property totaling approximately 0.49 acres from Retail and Services to Employment.

The Countywide Rules state that the Employment category is “...used 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” – 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.

The subject property is currently owned and being used by ION Media Networks, Inc. as a “warehouse and storage facility”. If the amendment is approved, ION Media Networks intends to expand their footprint and incorporate the subject property in its future development plans.

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

- 2) **Adopted Roadway Level of Service (LOS) Standard** – The amendment area is located on a roadway segment where the existing Level of Service is operating at a LOS “D” or better, therefore those policies are not applicable.
- 3) **Location on a Scenic/Noncommercial Corridor (SNCC)** – The amendment area is not located on a SNCC, therefore those policies are not applicable.
- 4) **Coastal High Hazard Areas (CHHA)** – The amendment area is not located within 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 adjacent to unincorporated Pinellas County. Pinellas County will have an opportunity to comment on the proposed amendment during the Planners Advisory Committee review of this case.
- 7) **Reservation of Industrial Land** – The proposed amendment area does not involve the shrinking of Employment, Industrial, or Target Employment Center categories, therefore those standards are not applicable.

Conclusion:

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

SUMMARY

From: Employment and Target Employment Center
To: Retail and Services and Target Employment Center
Area: 6.4 acres m.o.l.
Location: 13501-13505 & 13563 Icot Blvd.

This proposed amendment is submitted by the City of Largo and seeks to amend property totaling approximately 6.4 acres from Employment and Target Employment Center (used 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) to Retail and Services and Target Employment Center (used 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 purpose of this amendment is to allow for the continued retail and commercial uses at the local level that were initially implemented through a now expired Development of Regional Impact (DRI) Development Order that was responsible for creating the ICOT Center Master Plan, which remains in place as the general guiding document for development within the ICOT Center. The subject properties have been functioning with retail and commercial uses, including restaurants, lounges, drive-ins, and shopping centers, since 1987.

The City is proposing to repeal the Master Plan, which will make the retail and commercial uses inconsistent under the Employment category. The City is requesting an amendment to Retail and Services to allow for existing and future uses that would be brought into consistency by the Retail and Services category, and will continue to support the employment center by maintaining the Target Employment Center overlay and providing a mix of uses and services to the surrounding businesses and residents.

FINDINGS

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

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

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

LIST OF MAPS & ATTACHMENTS:

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

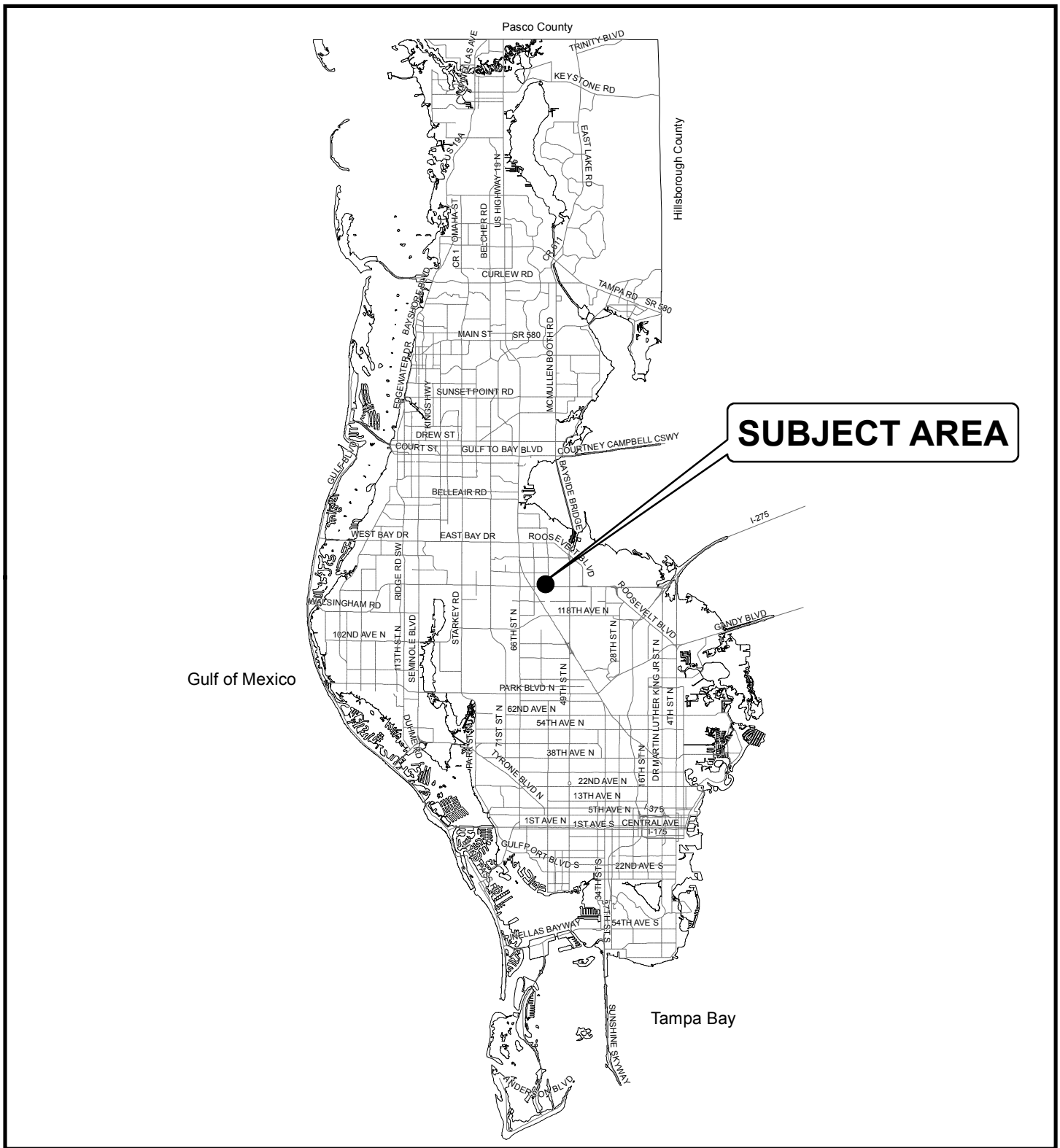
Attachment 1 Forward Pinellas Staff Analysis

MEETING DATES:

Planners Advisory Committee, April 29, 2019 at 1:30 p.m.

Forward Pinellas, May 8, 2019 at 1:00 p.m.

Countywide Planning Authority, June 4, 2019 at 9:30 a.m.



Map 1 - Location

CASE #: CW19-10

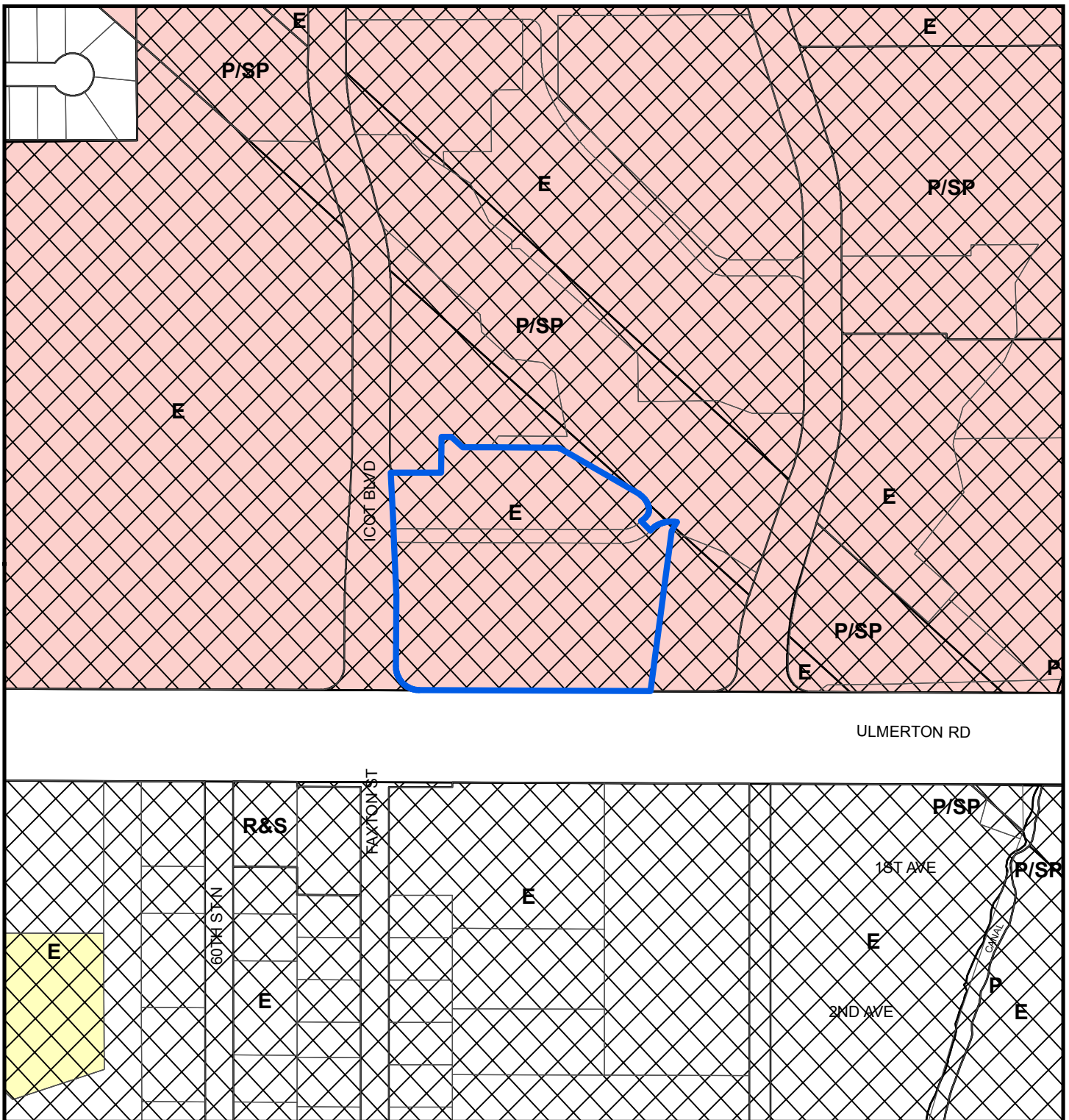
FROM: Employment & Target Employment Center

AREA: 6.4 Acres

JURISDICTION: Largo

TO: Retail and Services & Target Employment Center





Map 2 - Current Countywide Plan Map & Jurisdictional Map

CASE #: CW19-10 **FROM:** Employment & Target Employment Center

AREA: 6.4 Acres

JURISDICTION: Largo **TO:** Retail and Services & Target Employment Center

LEGEND:

- Largo
- Pinellas Park
- Unincorporated



Map 3 - Aerial

CASE #: CW19-10

FROM: Employment & Target Employment Center

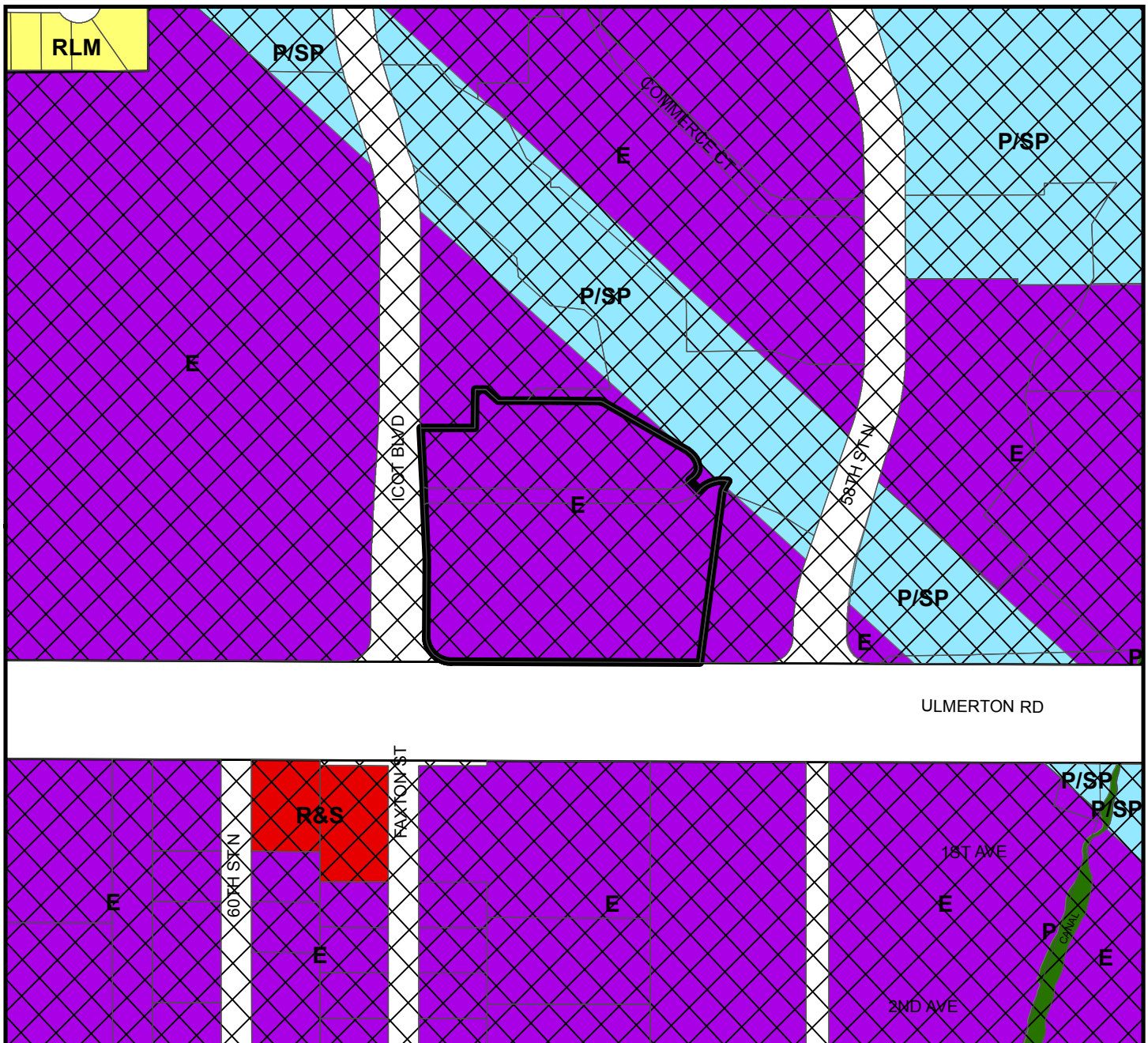
AREA: 6.4 Acres

JURISDICTION: Largo







TO: Retail and Services & Target Employment Center



0 100 200 400 Feet



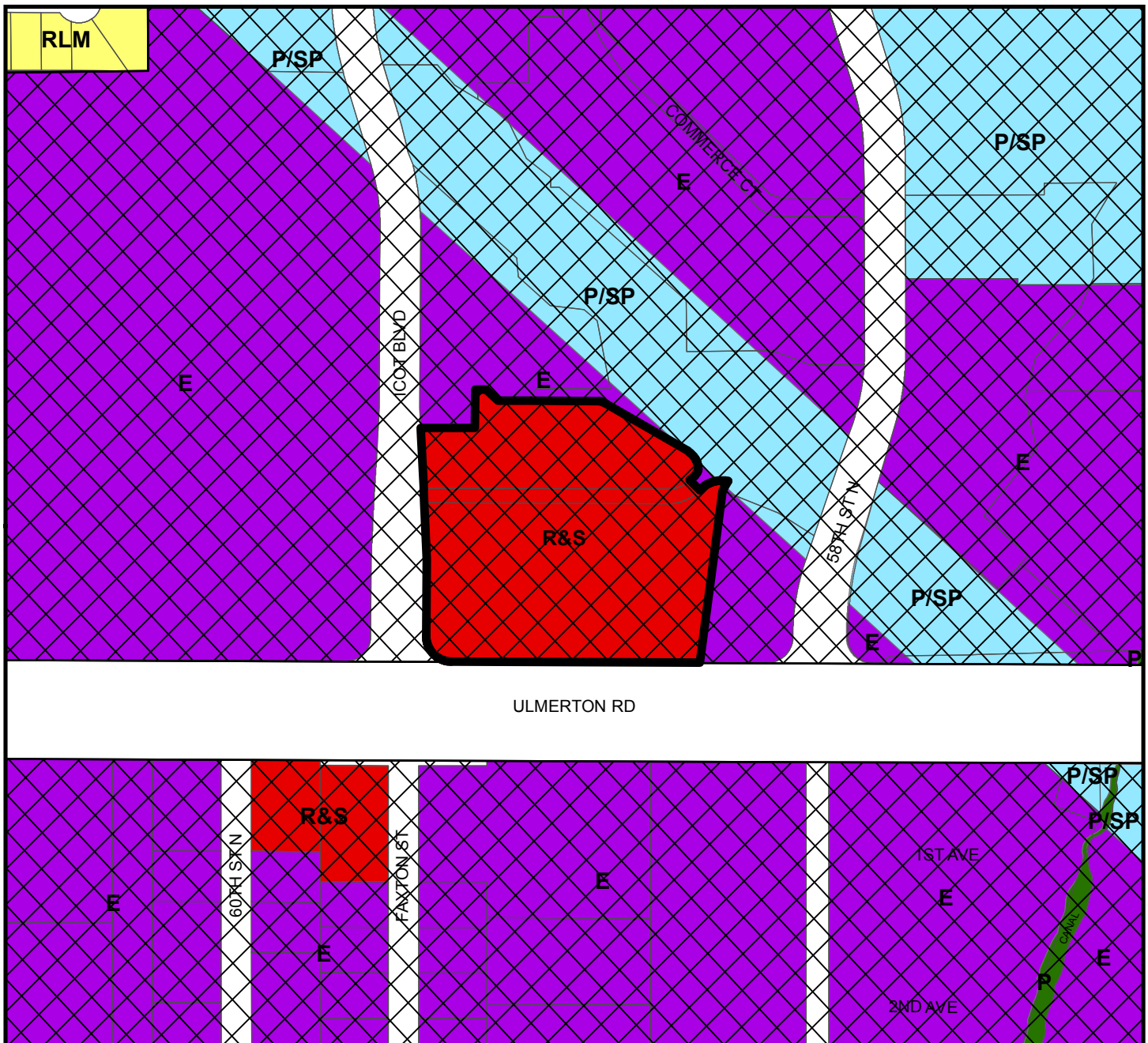
Countywide Plan Map Categories

	Residential Low Medium		Public/Semi-Public
	Retail & Services		Preservation
	Employment		Target Employment Center







Map 4 - Current Countywide Plan Map

CASE #: CW19-10 **FROM:** Employment & Target Employment Center **AREA:** 6.4 Acres

JURISDICTION: Largo **TO:** Retail and Services & Target Employment Center



Countywide Plan Map Categories

	Residential Low Medium		Employment		Preservation
	Retail & Services		Public/Semi-Public		Target_Employment_Centers

Map 5 - Proposed Countywide Plan Map

CASE #: CW19-10 **FROM:** Employment & Target Employment Center **AREA:** 6.4 Acres
JURISDICTION: Largo **TO:** Retail and Services & Target Employment Center

CW 19-10
Forward Pinellas Staff Analysis

RELEVANT COUNTYWIDE CONSIDERATIONS:

- 1) **Consistency with the Countywide Rules** – This proposed amendment is submitted by the City of Largo and seeks to amend the designation of approximately 6.4 acres of property from Employment to Retail and Services within a Target Employment Center.

The Countywide Rules state that the Retail and Services category is “...used to depict areas developed with a mix of businesses that provide for the shopping and personal service needs of the community or region, provide for employment opportunities and accommodate target employment uses, and may include residential uses as part of the mix of uses.” When located in a Target Employment Center Manufacturing, Office, and Research/Development uses shall not exceed an FAR of 1.1.

The proposed amendment area is located at the intersection of Ulmerton Road and Icot Boulevard and includes the ICOT Center. The purpose of this amendment is to allow for the continued retail and commercial uses at the local level that were initially implemented through a now expired Development of Regional Impact (DRI) Development Order that was responsible for creating the Icot Center Master Plan, which remains in place as the general guiding document for development within the Icot Center. The subject properties have been functioning with retail and commercial uses, including restaurants, lounges, drive-ins, and shopping centers, since 1987. The City is proposing to repeal the Master Plan, which will make the retail and commercial uses inconsistent under the Employment category. The City is requesting an amendment to Retail & Services to allow these uses to continue.

The properties are located within a Target Employment Center, are adjacent to a principal arterial roadway, and meet the consistency/location criteria of the Retail and Services classification. The Icot Center currently provides a concentrated and cohesive pattern for facilitating employment uses, and therefore changing a portion of the center to Retail and Services will accommodate the local existing and future uses.

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

- 2) **Adopted Roadway Level of Service (LOS) Standard** – The amendment area is located on a roadway segment where the existing Level of Service is operating at a LOS “D” or better, therefore those policies are not applicable.
- 3) **Location on a Scenic/Noncommercial Corridor (SNCC)** – The amendment area is not located on a SNCC, therefore those policies are not applicable.
- 4) **Coastal High Hazard Areas (CHHA)** – The amendment area is not located within 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 adjacent to unincorporated Pinellas County. The County will have the opportunity to comment at the PAC meeting on April 29, 2019. The amendment area is not adjacent to a public educational facility, therefore those standards are not applicable.

- 7) **Reservation of Industrial Land** – The proposed amendment area does involve the reduction of land designated currently as Employment at a countywide level, and Industrial Limited at the local level. While this reduction of Employment within a Target Employment Center is occurring on the Countywide Plan Map, the current local uses include retail and commercial and have for some time. The properties are located within an employment activity center, locally, are adjacent to Ulmerton Road, a principal arterial roadway, and meet the consistency/location criteria of the Retail and Services land use classification. The existing site characteristics will continue to support the employment center by providing a mix of uses and services to the surrounding businesses and residents.

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 – April 29, 2019

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



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 April 2019:

PUBLIC HEARINGS

Subthreshold Plan Map Amendment(s)

- Case CW 19-05, Pinellas County case located at 1408 North Betty Lane, Clearwater. The Board of County Commissioners, in its role as the Countywide Planning Authority, **approved** the amendment from Residential Low Medium to Retail and Services (vote 7-0).

Regular Plan Map Amendment(s)

- Case CW 19-04, a City of Largo case located at 1300 Cove Cay Drive. The Board of County Commissioners, in its role as the Countywide Planning Authority, **approved** the alternative compromise recommendation to amend 1.2 acres of the property to Resort. (vote 7-0).
- Case CW 19-06, a City of St. Pete Beach case located at 3101 Pass-A-Grill Way. The Board of County Commissioners, in its role as the Countywide Planning Authority, **approved** the amendment from Public/Semi-Public to Residential Medium (vote 7-0).

REGULAR AGENDA ITEMS

There were no regular agenda items in April to report.

Tier I Countywide Plan Map Amendments April 2019:

There were no Tier I Amendments to report.

ATTACHMENT(S): None

ACTION: None required; informational item only

4A. Advantage Pinellas - Needs Plan

SUMMARY

Forward Pinellas staff is working to develop the Advantage Pinellas plan, a new version of the long range transportation plan (LRTP) for the county that is updated every five years. Advantage Pinellas is the first LRTP to be developed since the Metropolitan Planning Organization and Pinellas Planning Council merged into a single agency, and the first to fully coordinate land use and transportation planning.

An integral component of the document is the Needs Plan, which inventories investment needs across all modes of transportation. It will identify a new set of corridors for future transit planning and funding priority, taking into account both the land use and transportation planning requirements and components of the plan. Staff will present the transit elements that are under consideration for the Needs Plan.

ATTACHMENT(S): None

ACTION: None required; informational item only

SUMMARY

Since late 2018, we have been discussing proposed amendments to the Countywide Rules, which are anticipated to be adopted later this year. At this month's meeting, we will discuss local government feedback we have received and proposed revisions to accommodate that input. We will also present new proposed amendments to the Countywide Plan Strategies to support and complement the Rules amendments.

Countywide Rules

We have received requests for consideration of the following:

- Activity Center/planning area overlay option
- Revised use provisions for the Activity Center and Multimodal Corridor categories
- Revised definitions for Accessory Dwelling Units, Microbreweries, and Storage/Warehouse/Distribution-Light and -Heavy

Countywide Plan Strategies

New proposed amendments have been developed for the following:

- Proposed Land Use Strategy Map (replaces the current Transit-Oriented Land Use Vision Map)
- Proposed priority corridor funding mechanism
- Other revisions consistent with proposed Countywide Rules amendments

With the exception of the Activity Center/planning area overlay option, which is still under discussion, draft amendments to address each of the above points are included in the attachments to this agenda item.

ATTACHMENT(S):

- Revised draft Countywide Rules Section 6.2.4 – Use Provisions for Activity Centers and Multimodal Corridors
- Revised draft Countywide Rules Article 8 – Definitions
- Draft Land Use Strategy Map
- Map of current and proposed Multimodal Corridor density and intensity standards
- Draft amendments to the Countywide Plan Strategies – Land Use Component

ACTION: As deemed appropriate following PAC discussion

SEC. 6.2.4 USE PROVISIONS FOR ACTIVITY CENTERS AND MULTIMODAL CORRIDORS

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

Inconsistent uses include:

- Storage/Warehouse/Distribution uses as defined in Article 8;
- Commercial/Business Service uses as defined in Article 8;
- Retail Commercial uses designed specifically for automobiles, including gas stations, car washes, and businesses with drive-throughs.

Key:

- Additions and ~~deletions~~

ARTICLE 8

TERMS AND DEFINITIONS

DIV. 8.1 CONSTRUCTION.

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

DIV. 8.2 DEFINITIONS.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

County – Pinellas County, Florida.

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

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

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

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

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

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

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

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

DEO – The Florida Department of Economic Opportunity.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Microbrewery/Winery/Distillery – [A small-scale, licensed establishment that produces alcoholic beverages primarily for off-site sale and distribution, but which may provide for a percentage of the product to be sold and consumed on-site in a taproom or tasting room. These uses are permitted in Countywide Plan Map categories that permit Manufacturing - Light, and in the Activity Center and Multimodal Corridor categories as permitted by the local government with jurisdiction. See also: Brewpub.](#)

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

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

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

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

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

Municipality – An incorporated city or town in Pinellas County.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

TBRPC – The Tampa Bay Regional Planning Council.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The Land Use Strategy Map

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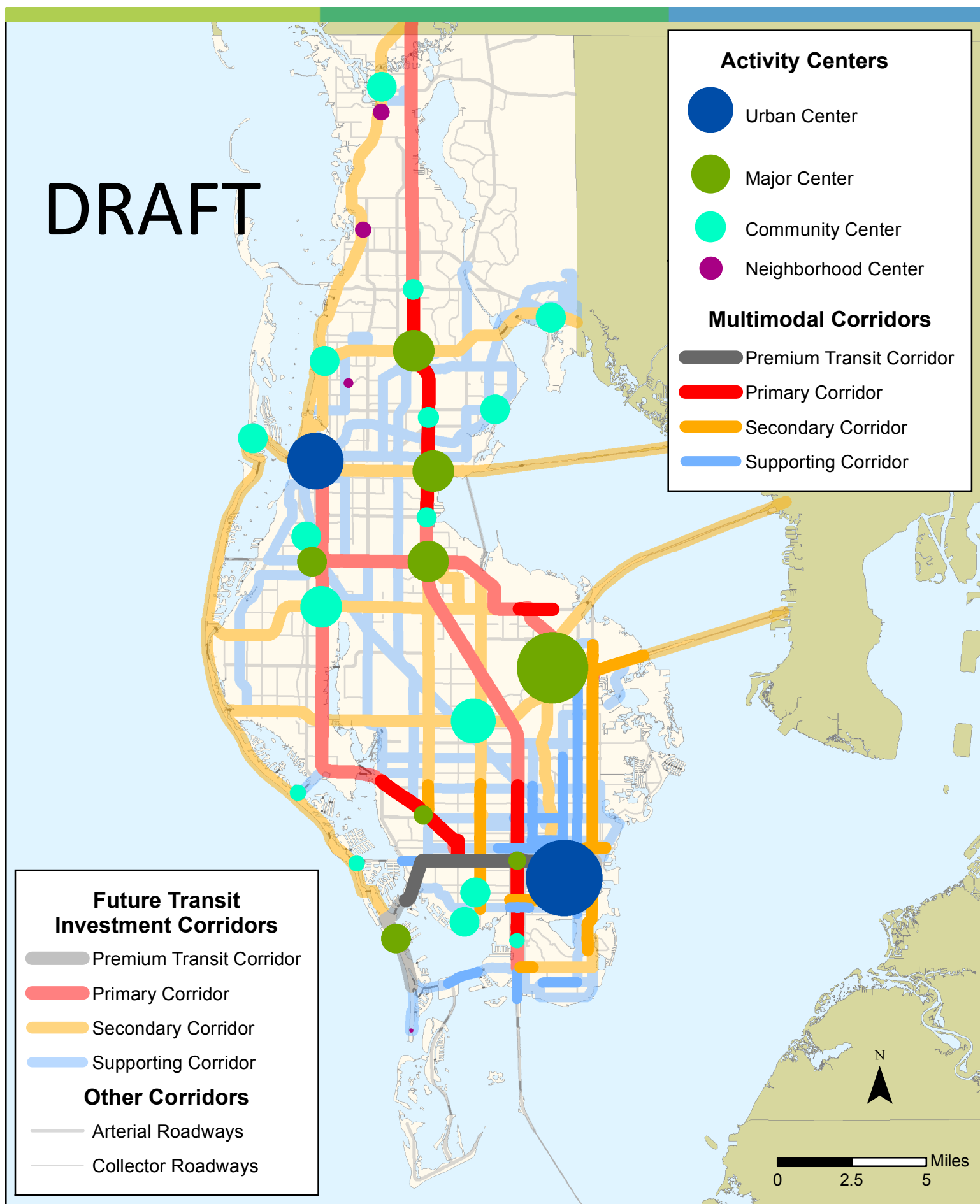


Table 1
Locational Criteria for Activity Center Subcategories

Future Transit Investment Corridors¹	Premium Transit Corridors	Primary Corridors	Secondary Corridors	Supporting Corridors	Other Arterials	Other Collectors
Premium Transit Corridors	Urban Center	Urban Center	Major Center	Major Center	Community Center	Neighborhood Center
Primary Corridors	Urban Center	Major Center	Major Center	Community Center	Community Center	Neighborhood Center
Secondary Corridors	Major Center	Major Center	Community Center	Community Center	Community Center	Neighborhood Center
Supporting Corridors	Major Center	Community Center	Community Center	Neighborhood Center	Neighborhood Center	Neighborhood Center
Other Arterials	Community Center	Community Center	Community Center	Neighborhood Center	Neighborhood Center	Neighborhood Center
Other Collectors	Neighborhood Center	Neighborhood Center	Neighborhood Center	Neighborhood Center	Neighborhood Center	Neighborhood Center

Notes:

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

Table 2
Locational Criteria for Multimodal Corridor Subcategories

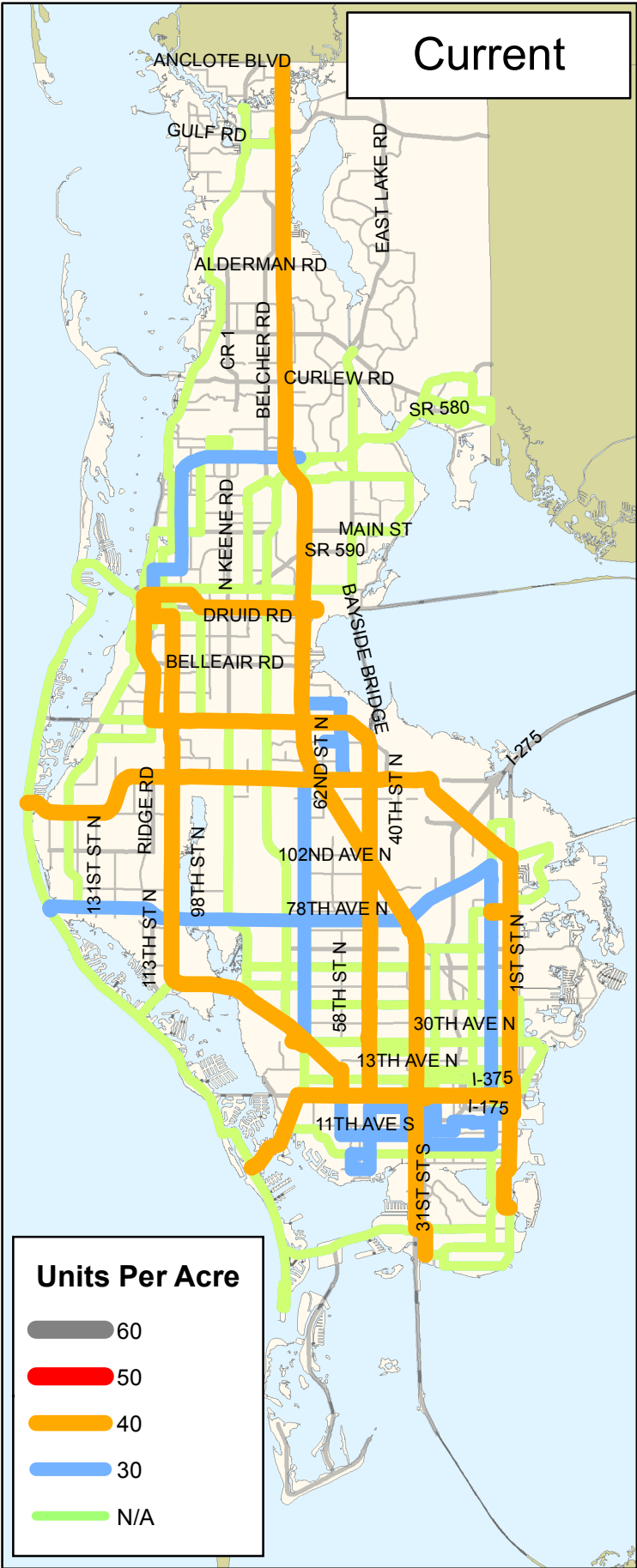
Future Transit Investment Corridors¹	Appropriate Multimodal Corridor Subcategory^{2,3}
Premium Transit Corridors	Premium Transit Corridor
Primary Corridors	Primary Corridor
Secondary Corridors	Secondary Corridor
Supporting Corridors	Supporting Corridor

Notes:

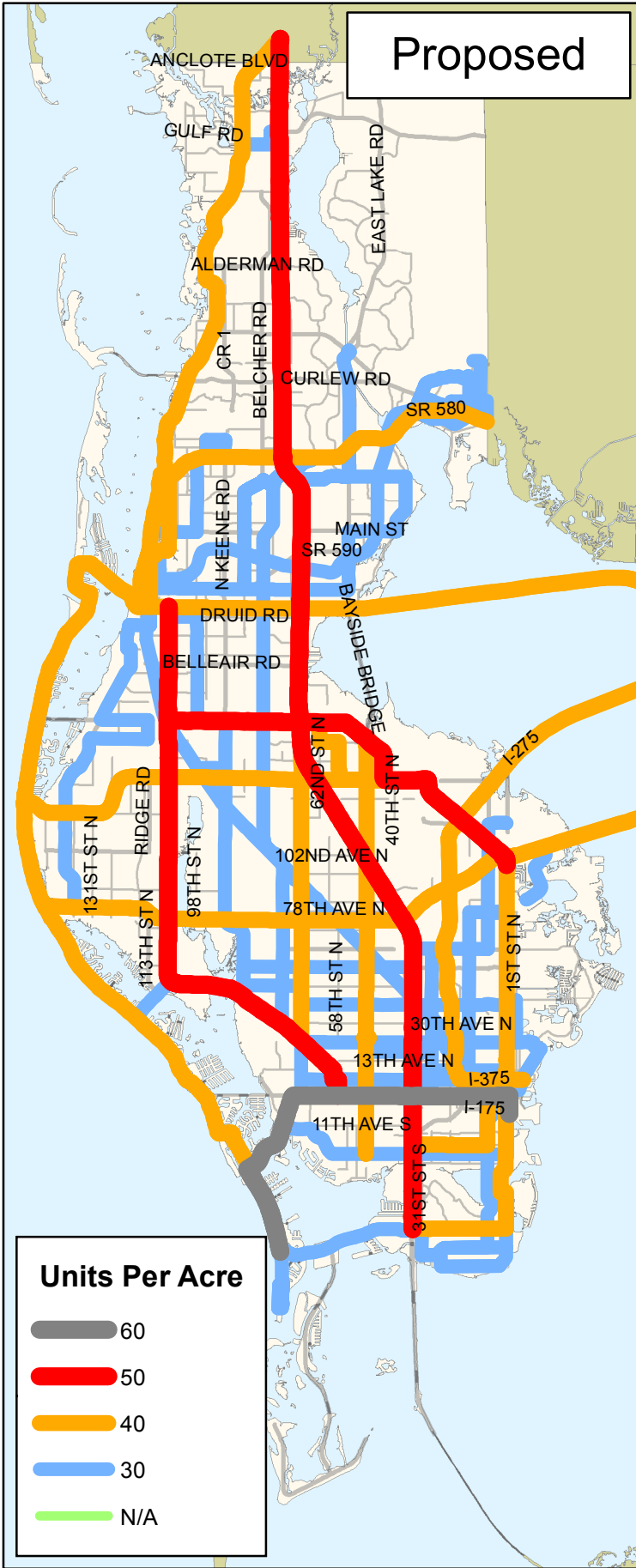
1. As depicted on the Land Use Strategy Map. In locations where two or more transit routes overlap, the Multimodal Corridor subcategory with the most permissive density and intensity standards shall take precedence.
2. Local governments may choose to use more restrictive subcategories; for example, in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

Multimodal Corridor Subcategory Density Standards

Current

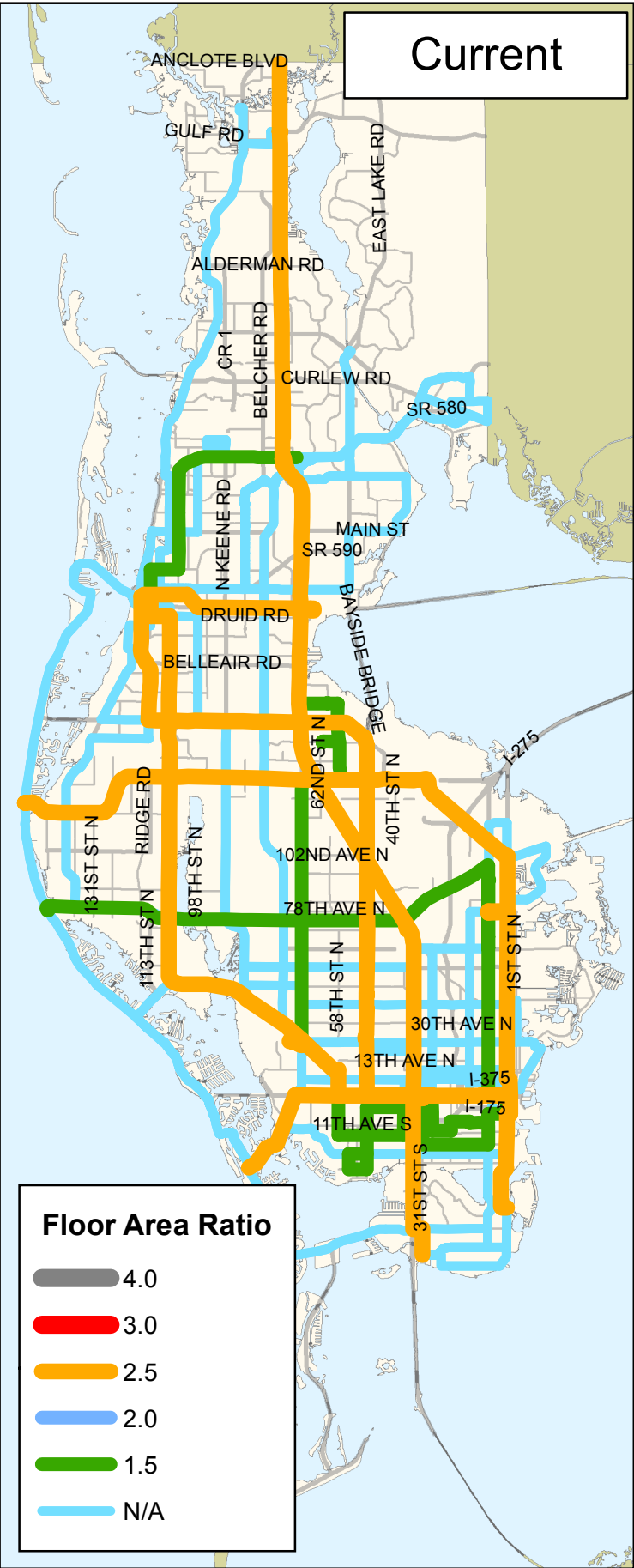


Proposed

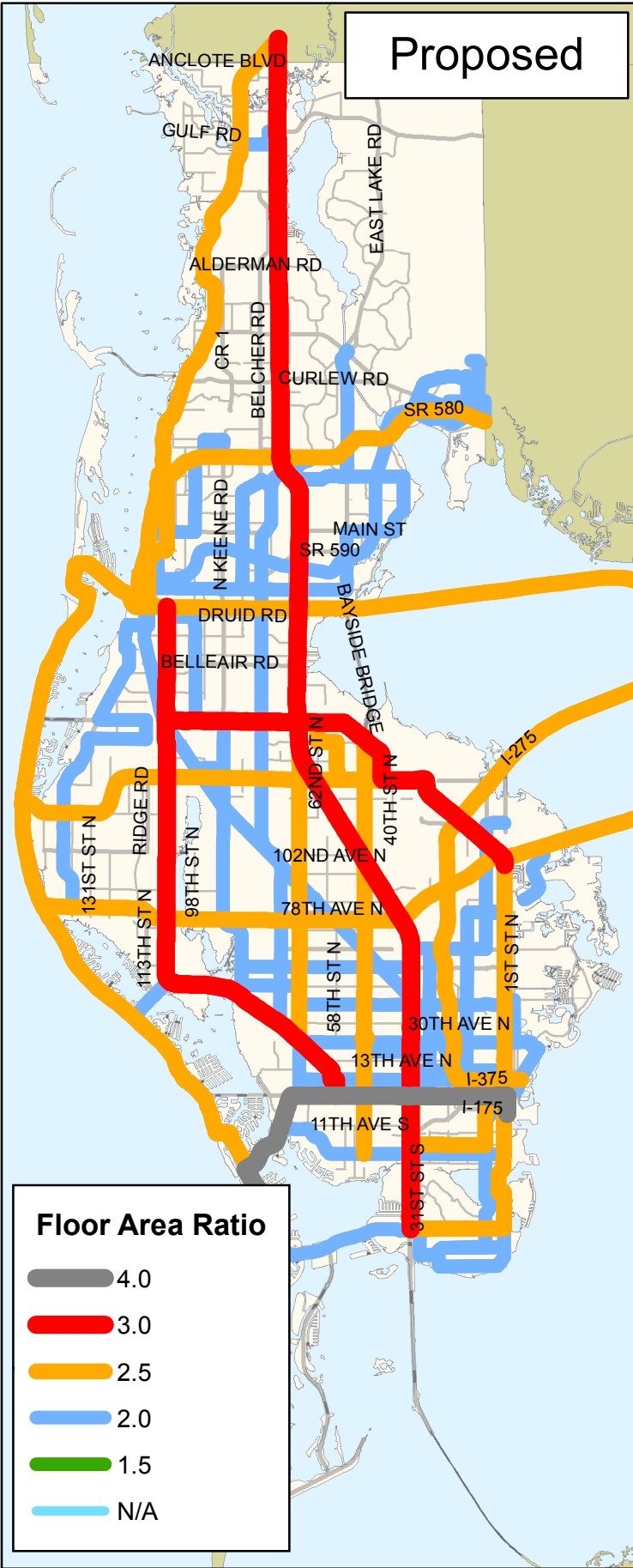


Multimodal Corridor Subcategory Intensity Standards

Current



Proposed



Countywide Plan Strategies

Introduction

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

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

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

Land Use Component

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

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

Strategies:

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

Land Use Goal 2.0: Areas of Growth and Stability

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

Strategies:

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

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

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

Strategies:

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

Figure 1
The Land Use Strategy Map

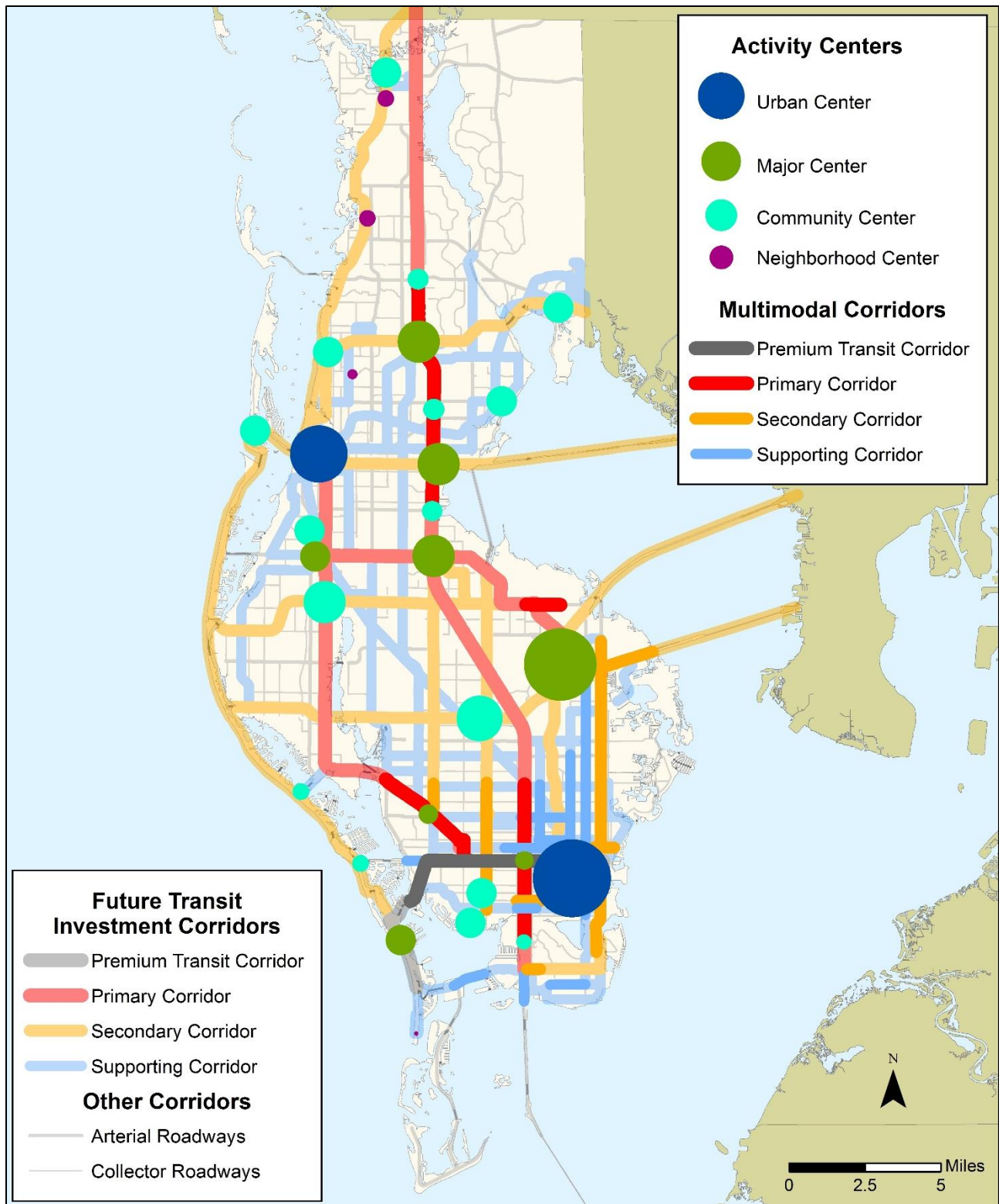


Table 1
Locational Criteria for Activity Center Subcategories

<u>Future Transit Investment Corridors¹</u>	<u>Premium Transit Corridors</u>	<u>Primary Corridors</u>	<u>Secondary Corridors</u>	<u>Supporting Corridors</u>	<u>Other Arterials</u>	<u>Other Collectors</u>
<u>Premium Transit Corridors</u>	<u>Urban Center</u>	<u>Urban Center</u>	<u>Major Center</u>	<u>Major Center</u>	<u>Community Center</u>	<u>Neighborhood Center</u>
<u>Primary Corridors</u>	<u>Urban Center</u>	<u>Major Center</u>	<u>Major Center</u>	<u>Community Center</u>	<u>Community Center</u>	<u>Neighborhood Center</u>
<u>Secondary Corridors</u>	<u>Major Center</u>	<u>Major Center</u>	<u>Community Center</u>	<u>Community Center</u>	<u>Community Center</u>	<u>Neighborhood Center</u>
<u>Supporting Corridors</u>	<u>Major Center</u>	<u>Community Center</u>	<u>Community Center</u>	<u>Neighborhood Center</u>	<u>Neighborhood Center</u>	<u>Neighborhood Center</u>
<u>Other Arterials</u>	<u>Community Center</u>	<u>Community Center</u>	<u>Community Center</u>	<u>Neighborhood Center</u>	<u>Neighborhood Center</u>	<u>Neighborhood Center</u>
<u>Other Collectors</u>	<u>Neighborhood Center</u>	<u>Neighborhood Center</u>	<u>Neighborhood Center</u>	<u>Neighborhood Center</u>	<u>Neighborhood Center</u>	<u>Neighborhood Center</u>

Notes:

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

Table 2
Locational Criteria for Multimodal Corridor Subcategories

<u>Future Transit Investment Corridors¹</u>	<u>Appropriate Multimodal Corridor Subcategory^{2,3}</u>
<u>Premium Transit Corridors</u>	<u>Premium Transit Corridor</u>
<u>Primary Corridors</u>	<u>Primary Corridor</u>
<u>Secondary Corridors</u>	<u>Secondary Corridor</u>
<u>Supporting Corridors</u>	<u>Supporting Corridor</u>

Notes:

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

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

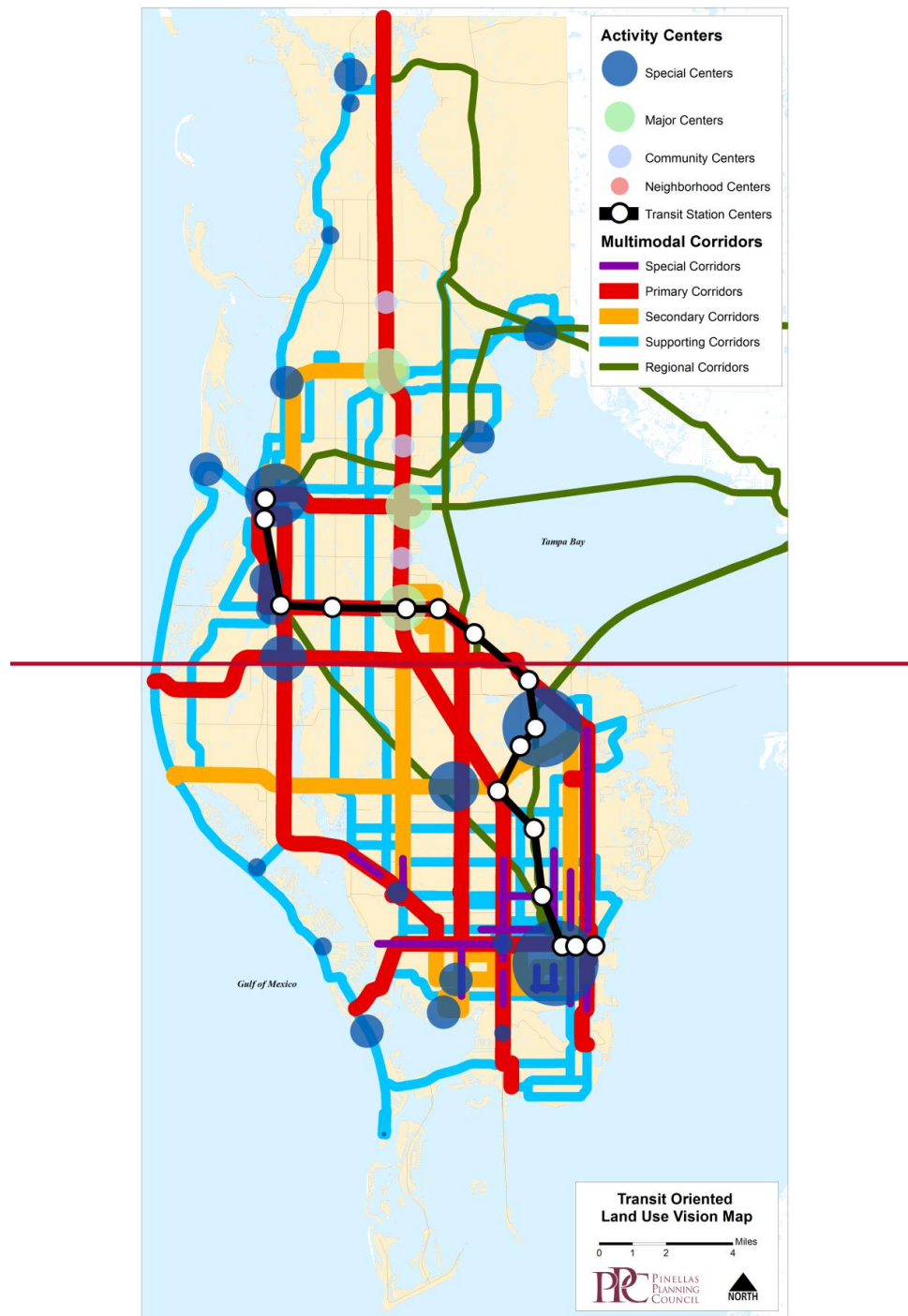
LU 3.43 Use the ~~Transit Oriented~~ Land Use ~~Vision~~Strategy Map to indicate where a more streamlined Countywide Plan Map amendment process for the Activity Center and Multimodal Corridor plan categories can be relied upon, and establish this provision in the three-tiered Countywide Plan Map amendment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

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

LU 3.6 Establish a set of transit-oriented land use planning criteria that local governments must satisfy in order for transit corridor funding to be prioritized in the MPO *Transportation Improvement Program*, including:

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

Figure 1
The Transit-Oriented Land Use Vision Map



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

Figure 2
Multimodal Corridor Subcategory Intersections¹ Providing
Tier II Eligible Locations for Activity Center Subcategories²

	Primary Corridor	Secondary Corridor	Regional Corridor (at transit stop)	Supporting Corridor	Other Arterial Roadway	Other Collector Roadway
Primary Corridor	Major Center	Major Center	Major Center	Community Center	Community Center	Neighborhood Center
Secondary Corridor	Major Center	Community Center	Community Center	Community Center	Community Center	Neighborhood Center
Regional Corridor (at transit stop)³	Major Center	Community Center	Neighborhood Center	Neighborhood Center	Neighborhood Center	Neighborhood Center
Supporting Corridor	Community Center	Community Center	Neighborhood Center	Neighborhood Center	Neighborhood Center	Neighborhood Center
Other Arterial Roadway	Community Center	Community Center	Neighborhood Center	Neighborhood Center	Neighborhood Center	Neighborhood Center
Other Collector Roadway	Neighborhood Center	Neighborhood Center	Neighborhood Center	Neighborhood Center	Neighborhood Center	Neighborhood Center

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

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

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

Land Use Goal 4.0: Countywide Plan Map

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

Strategies:

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

Land Use Goal 5.0: Standard Plan Categories

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

- LU 5.1 Utilize the Residential Very Low plan category to designate predominantly residential areas that are now developed, or appropriate to be developed, in a rural or large lot, very low density residential manner; and to recognize such areas as primarily well-suited for estate residential uses that are consistent with the rural, exurban, and suburban, nonintensive qualities and natural resources of such areas.
- LU 5.2 Utilize the Residential Low Medium plan category to designate predominantly residential areas that are now developed, or appropriate to be developed, with residential density ranging from in a suburban or low density manner, and to recognize such areas as primarily well-suited for residential uses that are consistent with the suburban qualities, transportation facilities, including transit, and natural resources of such areas.
- LU 5.3 Utilize the Residential Medium plan category to designate predominantly residential areas that are now developed, or appropriate to be developed, in a medium-density residential manner; and to recognize such areas as primarily well-suited for residential uses that are consistent with the urban qualities, transportation facilities, including transit, and natural resources of such areas.

- LU 5.4 Utilize the Residential High plan category to designate predominantly residential areas, in a high-density residential manner; and to recognize such areas as primarily well-suited for residential uses that are consistent with the urban and intensive qualities, transportation facilities, including transit, and natural resources of such areas.
- LU 5.5 Utilize the Office plan category to accommodate areas developed, or appropriate to be developed, with office uses, low-impact employment uses, and residential uses (subject to an acreage threshold), in areas characterized by a transition between residential and commercial uses and in areas well-suited for community-scale residential/office mixed use development.
- LU 5.6 Utilize the Resort plan category to depict areas developed, or appropriate to be developed, in high-density residential and resort use; and to recognize such areas as well-suited for the combination of residential and temporary lodging use consistent with their location, surrounding uses, transportation facilities, and natural resources of such areas.
- LU 5.7 Utilize the Retail & Services plan category to depict areas developed with, or appropriate to be developed with, a mix of businesses that provide for the shopping and personal service needs of the community or region, provide for employment opportunities and accommodate target employment uses, and may include residential uses as part of the mix of uses.
- LU 5.8 Utilize the Employment plan category to depict areas developed with, or appropriate to be developed with, a wide range of employment uses, including primary industries (i.e., those with a customer base that extends beyond Pinellas County), allowing for flex space, and for uses that have minimal external impacts.
- LU 5.9 Utilize the Industrial plan category to depict areas developed, or appropriate to be developed, in a general industrial manner; and so as to encourage the reservation and use of areas for industrial uses in a manner consistent with surrounding use, transportation facilities, other necessary infrastructure, and natural resources.
- LU 5.10 Utilize the Public/Semi-Public plan category to recognize institutional and transportation/utility uses that serve the community or region, especially larger facilities having acreage exceeding the thresholds established in other categories, and which are consistent with the need, character, and scale of such uses relative to the surrounding uses, transportation facilities, and natural resource features.
- LU 5.11 Utilize the Recreation/Open Space plan category to recognize areas appropriate for recreation/open space uses that serve the community or region.
- LU 5.12 Utilize the Preservation plan category to designate areas appropriate for natural resource features worthy of preservation and those areas of the county that are now used, or are appropriate to be used, for the conservation, production and management of the regional potable water supply and the supporting infrastructure, consistent with the natural resources of the area.

- LU 5.13 Utilize the Target Employment Center to depict, utilizing an overlay, those areas of the county that are now developed, or appropriate to be developed, in a concentrated and cohesive pattern to facilitate employment uses of countywide significance.

Land Use Goal 6.0: Transit-Oriented Plan Categories

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

- LU 6.1 Utilize the Activity Center category to recognize those areas of the county within each local government jurisdiction that have been identified and planned for in a special and detailed manner, based on their unique location, intended use, appropriate density/intensity, and pertinent planning considerations. In particular, it is the intent of this category to recognize those important, identifiable centers of business, public, and residential activity, as may be appropriate to the particular circumstance, that are the focal point of a community, and served by enhanced transit commensurate with the type, scale and intensity of their uses.

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

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

- LU 6.3 Utilize the Multimodal Corridor category to designate corridors of critical importance to the movement of people and goods throughout the County, and that are served by multiple modes of transport, including automobile, bus, bicycle, rail, and/or pedestrian. This category is intended to include those transportation corridors connecting Activity Centers, characterized by mixed-use development, and in particular, supported by and designed to facilitate enhanced transit, including those corridors proposed to be served by light rail transit and premium bus service.
- LU 6.4 Recognize the following subcategories of the Multimodal Corridor category:
- ~~Special Corridors, used to recognize areas in a linear configuration adopted as Special Area Plans prior to August 7, 2015, as enumerated in Appendix A;~~
 - Premium Transit Corridors, used to recognize corridors identified with existing or potential future high-capacity, high-frequency transit service such as bus rapid transit or light rail;
 - ~~Primary Corridors, used to recognize those corridors~~ generally appropriate for existing or planned transit with headways of 15 minutes or less; identified by the Pinellas Suncoast Transit Authority (PSTA) and in the Metropolitan Planning Organization's Long Range Transportation Plan as "Core" bus routes as of August 7, 2015;
 - Secondary Corridors, used to recognize ~~those corridors~~ generally appropriate for planned transit with headways of 15 to 30 minutes; and identified by PSTA as "Frequent Local" bus routes as of August 7, 2015;
 - Supporting Corridors, used to recognize those corridors generally appropriate for existing or planned transit with headways of 30 to 60 minutes. identified by PSTA as "Supporting Local" corridors and trolley routes providing daily service as of August 7, 2015; and
 - ~~Regional Corridors, used to recognize those corridors identified by PSTA as Regional Express routes, and the CSX railway line, as of August 7, 2015. Transit stops along regional corridors shall be as identified by PSTA.~~

Land Use Goal 7.0: Consistency

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

Strategies:

- LU 7.1 Maintain a set of parameters that will be used to determine whether local governments' future land use plans and land development regulations are consistent with the Countywide Plan Map and Rules.
- LU 7.2 Recognize that a local future land use category is consistent with the corresponding Countywide Plan Map category if the local jurisdiction's land use categories provide for:

- Maximum densities and intensities that are equal to or less than the maximum densities and intensities provided by the corresponding Countywide Plan Map categories as set forth in the Countywide Rules;
- Some or all of the same permitted uses as enumerated in the corresponding Countywide Plan Map categories; and
- Such other standards, rules, or procedures contained in the Countywide Rules as are applicable.

LU 7.3 Continue to recognize development rights conferred by local government future land use maps that were adopted prior to August 7, 2015.

Land Use Goal 8.0: Land Use Compatibility

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

Strategies:

- LU 8.1 The scale of proposed land development should be compatible with the capacity of existing or planned transportation facilities and infrastructure.
- LU 8.2 Land uses which have special locational requirements, such as access to transportation infrastructure and water, should receive priority in land use planning.
- LU 8.3 Where possible, land development should highlight and maximize scenic amenities and provide for public access.
- LU 8.4 Land use planning should emphasize the preservation of important natural resources, such as wetlands and beaches.
- LU 8.5 Land development should be appropriately limited or regulated in coastal high hazard areas and floodplains.
- LU 8.6 Neighborhoods and other established uses should be buffered from negative impacts of new adjacent land uses.
- LU 8.7 Land use planning should weigh heavily the established character of predominantly developed areas when changes of use or intensity of development are contemplated.

Land Use Goal 9.0: Promoting Economic Development and Employment Opportunities

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

Strategies:

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

Land Use Goal 10.0: Tourism

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

Strategies:

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

Land Use Goal 11.0: Affordable Housing

An adequate supply of affordable housing for current and future residents shall be maintained.

Strategies:

- LU 11.1 Provide residential density bonuses for affordable or workforce housing.
- LU 11.2 Allow local jurisdictions to permit accessory apartments in single-family neighborhoods without requiring a land use plan amendment, in compliance with state law and where determined to be appropriate.
- LU 11.3 Require transit station area planning to incorporate consideration of affordable or workforce housing.

Land Use Goal 12.0: Open Space

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

Strategies:

- LU 12.1 In recognition of the limited amount of available open space remaining within the County, strongly discourage the conversion of Recreation/Open Space and Preservation land to other designations.
- LU 12.2 Require protection of, or mitigation of impacts to, coastal wetlands, freshwater wetlands, sand beaches and associated vegetation, shore corridors of creeks and lakes, lake and bay bottom lands, principal aquifer recharge areas, and unique vegetation and land forms.
- LU 12.3 Implement local or countywide transfer of development rights (TDRs) regulations that apply to open space protection or environmentally sensitive areas and other appropriate properties.
- LU 12.4 Discourage the conversion of golf courses to other land uses without addressing how the loss of open space and recreational opportunities for the community will be mitigated.

Land Use Goal 13.0: Coastal High Hazard Area

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

Strategies:

- LU 13.1 Maintain criteria for evaluating density/intensity increases in the Coastal High Hazard Area.
- LU 13.2 Ensure that density increases to temporary lodging uses on the barrier islands are accompanied by the development of disaster plans pursuant to Pinellas County requirements.

- LU 13.3 Provide criteria to be used during the Countywide Plan Map amendment process that protect life and property, and limit further development within areas subject to damage by hurricanes, tropical storms, and other natural hazards.

Land Use Goal 14.0 Freshwater Flooding and Water Quality

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

Strategies:

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

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

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

Strategies:

- LU 15.1 The Countywide Rules shall provide for three levels of Countywide Plan Map amendments and their associated processes, including submission and public hearing requirements.
- LU 15.2 Tier I amendments (which will not technically amend the Countywide Plan Map) shall include amendments to the local jurisdictions' future land use maps that are consistent with the Countywide Plan Map, and minor amendments to the plans associated with Activity Center and Multimodal Corridor plan categories already designated on the Countywide Plan Map.
- LU 15.3 Tier II amendments shall amend the Countywide Plan Map by either: a) changing a standard plan category designation; or b) designating or amending an Activity Center or Multimodal Corridor category that meets applicable locational criteria (identified in Figure 1 and Tables 1-2) and use provisions (identified in Countywide Rules Section 6.2.4). ~~in a location identified per Figure 1 (the Transit-Oriented Land Use Vision Map) or Figure 2 (Multimodal Corridor Subcategory Intersections Providing Tier II Eligible Locations for Activity Center Subcategories).~~
- LU 15.4 Tier III amendments shall include Countywide Plan Map amendments designating or amending an Activity Center or Multimodal Corridor category that either: a) does not

meet applicable locational criteria identified in Figure 1 and Tables 1-2; or b) does not meet applicable use provisions identified in Countywide Rules Section 6.2.4. ~~that propose to: Designate an Activity Center or Multimodal Corridor category in a location not identified per Figure 1 (the Transit-Oriented Land Use Vision Map) or Figure 2 (Multimodal Corridor Subcategory Intersections Providing Tier II Eligible Locations for Activity Center Subcategories); or To amend the density and/or intensity standards of a Special Center or Special Corridor in excess of those of the corresponding Activity Center or Multimodal Corridor subcategory based on the applicable locational characteristics shown in Figure 2.~~

Land Use Goal 16.0: Planning and Urban Design Principles

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

Strategies:

- LU 16.1 Evaluate amendments to transit-oriented plan categories subject to the following Planning and Urban Design Principles, which will facilitate the development of transit-supportive mixed-use Activity Centers and Multimodal Corridors that are located proximate to, depend upon, and support current and future transit service and other multimodal facilities. Document that for each Planning and Urban Design Principle, the local government can satisfy the purpose and objectives utilizing associated and necessary implementation initiatives (i.e., comprehensive plan policies, design guidelines, land development code amendments, etc.); and document that each best practice was examined and determined to be applicable or not, and if not, demonstrate that the purpose and objectives are being achieved through alternative means.

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

A. Purpose.

The location of Activity Centers and Multimodal Corridors should reflect the desire to locate increased densities/intensities in close proximity to ~~existing/future premium~~ planned transit ~~investments.service. Future potential~~ Appropriate locations ~~for of~~ Activity Centers and Multimodal Corridors are identified on the ~~Vision~~ Land Use Strategy Map, and are generally based on plans for future transit improvements. Activity Centers are most appropriately located at the intersections of two or more Multimodal Corridors or other arterial or collector roadways, with the highest-density and -intensity Activity Center subcategories located along corridors appropriate for the highest-frequency transit service.

The size of future Activity Centers and Multimodal Corridors is important for ensuring the long-term evolution of transit-supportive multimodal neighborhoods. ~~Both~~ Appropriate size ranges ~~inimum and maximum sizes~~ are identified for ~~both~~ Activity Centers and Multimodal Corridors in Countywide Rules Sections 2.3.3.14 and 2.3.3.15

respectively. Minimum sizes, which increase together with the density/intensity of the subcategories, ensure that there is enough area to develop a critical mass of development for transit support and discourage a piecemeal approach to planning for these important areas. Maximum sizes ensure appropriate pedestrian/bicycle circulation within proximity to transit stations or hubs.

~~The minimum sizes will ensure that there is enough area to develop a critical mass of density/intensity for transit support, and that will limit a piecemeal approach to planning for these important areas. The maximum sizes identified are designed to ensure that future Activity Centers and Multimodal Corridors focus density/intensity commensurate with existing/planned transit and other multimodal facilities while minimizing land use transition conflicts between the designated areas and adjacent low-density residential uses.~~

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

Density/intensity averaging is permitted within an individual Activity Center or Multimodal Corridor, provided that the maximum density or intensity standard for the applicable subcategory classification is not exceeded on an average areawide basis for the Activity Center or Multimodal Corridor category as a whole.

B. Objectives.

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

and gauge the development progress of the Activity Center or Multimodal Corridor at various stages within the plan implementation period.

C. Best Practices.

- iv. Activity Centers – Activity Centers ~~will~~ typically have a recognized center, ~~typically such as~~ the location of intersecting Multimodal Corridors and transit routes. Activity Centers are designed at a size and scale that allows for internal circulation by pedestrians, bicyclists, and transit users, and typically intended to encompass areas developed in a radial pattern within walking distance (¼ to ½ mile) of a central point or hub served by transit. Activity Centers should encompass no more than 500 acres (approximately equivalent to a ½-mile radius circle). ~~For Major Centers, the proposed boundary will generally include an area of not less than 200 acres. For Community Centers, the proposed boundary will generally include an area of not less than 100 acres. For Neighborhood Centers, the proposed boundary will generally include an area of not less than 25 acres.~~

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

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

¹—Target ranges are for each plan map area as classified by plan category and subcategory.

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

- ii. Multimodal Corridors – The proposed corridor will generally extend no more than a quarter- or half mile from the centerline of the right-of-way or nearest parcel

boundary. For Primary Corridors, the proposed boundary should include an area of not less than 200 acres. For Secondary Corridors, the proposed boundaries should include an area not less than 100 acres. These corridors should connect to Activity Centers.

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

Multimodal Corridors¹

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

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

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

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

2. Connectivity

A. Purpose.

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

B. Objectives.

- i. To Reduce Automobile Congestion – The more connected the roadway network and bike/pedestrian infrastructure through an area, the more access and circulation options are provided reducing automobile dependence on a limited number of routes and providing viable transportation alternatives.
- ii. To Maintain or Reduce Roadway Corridor Size – Increasing the number of multimodal routes that connect with Activity Centers or Multimodal Corridors will allow corridors to maintain their current size or potentially be retrofitted over time because additional routes for circulation will be provided.
- iii. To Provide Urban Environment Conducive to Mixed-Use Development – Providing opportunities for employment, residential, mixed-use and commercial development near transit stops/stations, will provide potential riders for transit.
- iv. To Emphasize Connection to Transit – Design the Activity Center or Multimodal Corridor in recognition of the availability, location, type of public transit in a manner that maximizes its potential utilization.

C. Best Practices.

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

as a result of an interstate highway or other infrastructure, or natural element, such as preserved land or water body.

- v. Orient Redevelopment To Public Transit – Ensure that plans for redevelopment establish as a key and explicit component their relationship to public transit, including the basis for the types and intensity of use in relationship to accessibility, type, and location of transit, and the vehicular and pedestrian means of access and connection to such transit.

3. Site Orientation

A. Purpose.

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

B. Objectives.

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

C. Best Practices.

- i. Building Location – Buildings should be located with their primary façade facing the corridor. On corner lots, buildings should face both corridors, but the primary façade should be facing the more the dominant road, as specified by local transportation planning designations.
- ii. Building Setback – Commercial, mixed-use, and office buildings should have a small setback from the right-of-way line along roadway corridors. Minimum and maximum setbacks should be established. Setbacks larger than the allowed maximum should be permitted only for enhancing the public realm with pedestrian, bicycling, or public space uses. Building setbacks to accommodate parking and other auto-oriented uses are discouraged.
- iii. Parking Location – If off-street parking requirements cannot be satisfied on-street or in parking garages, surface parking lots should be permitted within the plan area only if they are located behind buildings, or beside buildings in instances where there is shared access between adjacent buildings.
- iv. Parking requirements – Minimum parking requirements should either be reduced or abolished and additional bicycle racks/storage facilities (e.g., reduce one vehicular parking space for every five bicycle spaces provided) should be provided.

4. Public Realm Enhancements

A. Purpose.

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

B. Objectives.

- i. Encourage Multimodal Users on Corridors – For people to reach transit stops/stations efficiently and safely, facilities for bicycles and pedestrians must be provided.

- ii. Provide “Placemaking” Opportunities to Encourage Economic Development – Providing space for the many pedestrian uses and the appropriate buffers between the corridor and building entrances will create places that contribute to the identity of neighborhoods and surrounding areas.
- iii. Accommodate Transit Facilities – Permanent transit facilities are hubs for economic development and attract commercial, office, and mixed-use development. Providing public realm right of way to support these uses will create areas of activity.

C. Best Practices.

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

5. Ground Floor Design and Use

A. Purpose.

Regulating the design and use of the ground floor of buildings adjacent to pedestrian space and transit facilities can have a significant effect on the safety, comfort, and success of businesses along roadway corridors. To achieve this, the interior building space adjacent to the public realm should be inhabited by an active use, and a majority of the

façade should be transparent to allow maximum interaction between public and private spaces. Interaction between interior and exterior spaces along roadway corridors will have a contribution to placemaking, and therefore will attract users and consumers. When transit is integrated into an area where people spend time, ridership will likely increase.

B. Objectives.

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

C. Best Practices.

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

6. Transition to Neighborhoods

A. Purpose.

As the designated Activity Centers and Multimodal Corridors become developed over time, it will be important to protect the character of adjacent neighborhoods by regulating the transition from higher densities and more intense land use to less intense and lower-density and often single-use residential development. While a positive characteristic of mixed-use development provides a wide variety of uses along a corridor, it is important that land adjacent to private residential property be protected from unnecessary odors, noise, or light pollution. Additionally, a gradual increase in residential density around and behind mixed-use/nonresidential uses along the corridor will buffer the neighborhood edges. While people enjoy living near retail uses, it is common that they want to preserve the existing natural environment that is found in many urban neighborhoods, and they do not wish to be abutting loading, trash, and storage areas.

B. Objectives.

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

C. Best Practices.

- i. Density/Intensity – The proposed densities/intensities should demonstrate a reduction in allowable density/intensity from the center of the proposed Activity Center or Multimodal Corridor to the edges where land use transitions to less intense uses are likely to occur. This reduction in allowable density/intensity can occur either within the designated Activity Center or Multimodal Corridor or in the areas adjacent to it depending upon the existing conditions. The applicant should document the proposed transition of density/intensity from the core of the Activity Center to the edge of the Activity Center and adjacent areas.
- ii. Detailed Regulation of Land Use – Nonresidential or mixed-use properties that are adjacent to residential-only areas should be regulated to avoid noise, odor, or debris that might constitute a nuisance.
- iii. Transitional Change in Use – Wrap commercial, office, mixed-use, and parking facilities with a variety of housing products such as townhomes, live/work units, and apartments which can achieve high densities required of transit-supportive development while helping with the transition from commercial/mixed-use development to lower-density and single-family development.
- iv. Reduced Building Scale – An increase in density and intensity adjacent to protected neighborhoods should be buffered by an appropriately-scaled building and a residential building type. Existing single-family houses should be buffered

with townhouses, duplexes, or courtyard apartments as a transition from more intensive and commercial uses.

- v. Green/Open Space Transition – Public spaces and natural features can be used to provide a seamless buffer/transition from varying development activities and intensities, and maintaining an attractive streetscape by providing community gathering spaces (e.g., parks, courtyards, plazas, etc.) and natural features (e.g., topography, water bodies, existing trees, etc.).

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

SUMMARY

As demand for redevelopment in Pinellas County remains strong, we are seeing increasing interest in converting privately-owned recreation and open space land to other uses. We would like to have an open discussion with the PAC membership on this issue and your local governments' approaches to such requests.

Discussion questions:

- Has your community received any requests to redesignate Recreation/Open Space land to another category, or do you anticipate that a request is coming?
- Does your comprehensive plan or land development code offer policy guidance for evaluating these requests?
- What do you feel is the best approach to addressing these requests?

ATTACHMENT(S): None

ACTION: None required; informational item only

SUMMARY

The expansion of the Category 1 storm surge line, as reflected in the Sea, Lake, and Overland Surges from Hurricanes (SLOSH) storm surge model, has resulted in more properties countywide that must meet additional requirements if increases in permanent populations and/or infrastructure expansions are to be approved in these vulnerable areas. Section 163.3178(9), Florida Statutes, mandates that appropriate mitigation be provided in instances where adopted level of service for out-of-county hurricane evacuation or a 12-hour evacuation time to shelter cannot be maintained for a category 5 storm event. The statute identifies “the payment of money, contribution of land, and construction of hurricane shelters and transportation facilities” as examples of appropriate mitigation.

For the past several months, Forward Pinellas, Pinellas County and the City of St. Petersburg have held meetings to discuss options for a CHHA mitigation framework that meets the statutory requirements, is applicable to various types of development, is supported by emergency management professionals, and could be applied uniformly across all Pinellas County local government jurisdictions. Coastal resilience strategies from around the country were reviewed and evaluated for relevance to Pinellas County but no consensus was developed.

In March of this year, the City of St. Petersburg was awarded an Urban Resilience District Council engagement grant from the Urban Land Institute (ULI) to convene member expertise and stakeholders through a Technical Assistance Panel (TAP) to create guidelines on design standards to ensure developments are more resilient to storm surge, mitigate for service and infrastructure needs during and immediately following a major storm events, and enable safe re-occupation following an evacuation or weather event.

Discussion questions:

- Does your community permit increases in residential density within the CHHA?
- Does your comprehensive plan or land development code offer policy guidance for developing mitigation for these requests?
- Would you support a countywide approach to mitigation within the CHHA?

ATTACHMENT(S): None

ACTION: None required; informational item only

Planners Advisory Committee – April 29, 2019

5A. Pinellas SPOTlight Emphasis Areas Update



SUMMARY

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

ATTACHMENT(S): None

ACTION: None required; informational item only

5B. Legislative Update

SUMMARY

The 2019 Legislative Session ends on May 3, and many bills are moving rapidly as the session comes to a close. We are tracking a number of bills that have relevance to local and regional planning efforts. In order to provide you with the most up-to-date information, we will present an update during the PAC meeting. A link to the 2019 session web page maintained by the Florida Chapter of the American Planning Association (APA Florida) is also provided below.

ATTACHMENT(S): [APA Florida's 2019 Legislative Session web page](#)

ACTION: None required; informational item only