



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

November 2, 2020 – 1:30 p.m.

Magnolia Room at Florida Botanical Gardens
12520 Ulmerton Road, Largo

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

1. **CALL TO ORDER AND INTRODUCTIONS**
2. **[APPROVAL OF MINUTES – October 5, 2020](#)**
3. **REVIEW OF FORWARD PINELLAS AGENDA FOR November 10, 2020**

PUBLIC HEARINGS

Countywide Plan Map Amendment(s)

- A. [Case CW 20-19 – City of Tarpon Springs](#)
- B. [Case CW 20-20 – City of St. Petersburg](#)

REGULAR AGENDA ITEMS

- C. [Countywide Plan Map Annual Update – Official Acceptance](#)
- D. [CPA Actions and Tier I Countywide Plan Map Amendments](#)

4. **PLANNING TOPICS OF INTEREST**

- A. [Forward Pinellas Complete Streets Grant Applications \(Action\)](#)
- B. [Coastal High Hazard Area \(CHHA\) Mitigation Program \(St. Pete Presentation\)](#)

5. **OTHER PAC BUSINESS/PAC DISCUSSION AND UPCOMING AGENDA**

- A. [Pinellas SPOTlight Emphasis Areas Update \(Information\)](#)
- B. [2021 PAC Membership Roster/Election of Officers for 2021 \(Action\)](#)
- C. [Draft 2021 Meeting Schedule for PAC, Forward Pinellas and CPA \(Information\)](#)

6. **UPCOMING EVENTS**

Nov 6 th	Homes for Pinellas Virtual Summit Series Session 3: Local Government Innovation – 11:30 a.m.
Nov 20 th	Session 4: Corridor Planning Strategy – 11:30 a.m.
Dec 11 th	Session 5: Elements of the Countywide Housing Strategy – 11:30 a.m.
Nov 16-19 th	Gulf Coast Safe Streets Summit
Dec 2 nd	Safe Streets Pinellas Committees Workshop – 2:00 p.m. (see flyer)
Dec 18 th	Forward Pinellas Waterborne Transportation Subcommittee – 1:00 p.m.
Jan 29 th	Forward Pinellas Board Workshop – 9 a.m. - Noon

7. **ADJOURNMENT**

NEXT PAC MEETING – MONDAY, JANUARY 4, 2021

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 – November 2, 2020

2. Approval of Minutes – October 5, 2020



SUMMARY

The Summary Agenda Action Sheet for the October 5, 2020 PAC meeting is attached for committee review and approval.

ATTACHMENT(S): PAC Summary Agenda Action Sheet for the October 5, 2020 meeting

ACTION: PAC to approve the Summary Agenda Action Sheet from the October 5, 2020 meeting.

**PAC AGENDA – SUMMARY AGENDA ACTION SHEET
DATE: OCTOBER 5, 2020**

ITEM	ACTION TAKEN	VOTE
<p>1. <u>CALL TO ORDER AND ROLL CALL</u></p>	<p>The PAC held its October 5, 2020 meeting in the Magnolia Room at the Florida Botanical Gardens; 12520 Ulmerton Road, Largo.</p> <p>The meeting was called to order at 1:35 p.m. and the members introduced themselves.</p> <p>Committee members in attendance included Kyle Brotherton, Derek Reeves, Corey Gray, Rick Perez, Jan Norsoph, Britton Wilson, Frances Leong-Sharp (late arrival), Derek Kilborn, Jamie Viveiros, Zain Husain, Marie Dauphinais, Wesley Wright, Marshall Touchton and Linda Portal.</p> <p>Forward Pinellas staff included Rodney Chatman, Linda Fisher, Jared Austin, Christina Mendoza, Nousheen Rahman, Tina Jablon, Amy Elmore and Intern Austin Britt.</p> <p>Other interested parties were in attendance and included Bob Daniels, Madeira Beach City Manager; Nick Colonna, Pinellas Park Planning & Development Services Director and Andrew Morris, City of Madeira Beach</p>	
<p>2. <u>MINUTES OF REGULAR PAC MEETING OF AUGUST 31, 2020</u></p>	<p>Motion: Derek Reeves Second: Marie Dauphinais</p> <p>Note: France Leong-Sharp had not yet arrived at the meeting</p>	11-0
<p>3. <u>REVIEW OF FORWARD PINELLAS AGENDA FOR OCTOBER 14, 2020 MEETING PUBLIC HEARINGS</u> A. CW 20-16 – City of St. Petersburg</p>	<p>Derek Kilborn, City of St. Petersburg, provided an overview of the map amendment.</p> <p>Motion: Marshall Touchton Second: Marie Dauphinais</p>	12-0
<p>B. CW 20-17 – City of Pinellas Park</p>	<p>Derek Reeves, City of Pinellas Park, provided an overview of the map amendment.</p> <p>Motion: Jamie Viveiros Second: Marshall Touchton</p>	12-0

<p>C. CW 20-18 – City of Largo</p>	<p>Rick Perez, along with Alicia Parinello, City of Largo, provided an overview of the map amendment.</p> <p>Motion: Jan Norsoph Second: Corey Gray</p>	<p>12-0</p>
<p><u>REGULAR AGENDA ITEMS</u> D. CPA Actions and Tier I Countywide Plan Map Amendments</p>	<p>None required; informational item only</p>	
<p>4. <u>PLANNING TOPICS OF INTEREST</u> A. Multimodal Accessibility Index Knowledge Exchange Series Update</p>	<p>Jared Austin, Forward Pinellas staff, explained the rationale for developing a new, GIS-based, method for evaluating potential transportation-related impacts to future land use map category amendments. The current system relies solely on the level of service (LOS) of adjacent roadways and is only automobile focused. The system currently being evaluated and developed would take into consideration multimodal performance criteria. He provided a demonstration of the new system and outlined the details that went into its development. Forward Pinellas is forming a subcommittee of TCC and PAC members to further refine this methodology with a goal of ultimately replacing roadway LOS over the coming months. Derek Reeves of Pinellas Park volunteered to join the subcommittee and Linda Portal of Madeira Beach offered one staff member to join as well. Once the new methodology is finalized, Forward Pinellas will include this as a Knowledge Exchange Series topic to share with the local governments.</p>	
<p>B. Countywide Housing Strategy and Summit</p>	<p>Linda Fisher reminded the PAC about the initiative being undertaken by Pinellas County, in partnership with Forward Pinellas, to build a countywide strategy to address the critical shortage of affordable housing. She advised that after some delays due to COVID-19, activities are resuming. The first step in the process will be a virtual summit series that will hold its first session on Friday, October 9th. The series will address a variety of key topics. More information is available at: https://www.homesforpinellas.org/summit.</p>	

<p>5. <u>OTHER PAC BUSINESS/PAC DISCUSSION AND UPCOMING AGENDA</u></p> <p>A. Pinellas SPOTlight Emphasis Areas Update (Information)</p>	<p>Rodney Chatman updated the PAC members on the latest information concerning the Forward Pinellas SPOTlight Emphasis Areas.</p> <p>He alerted the members that Forward Pinellas is currently working with the involved local governments to move into the implementation phase of the Gateway/Mid-County Area Master Plan. This will be accomplished by way of MOU. The involved jurisdictions are currently receiving presentations and taking actions to adopt the MOU. The Forward Pinellas Board will then adopt the MOU at its November meeting.</p> <p>Forward Pinellas is planning and will host a board workshop in mid to late January on the Vision for the US 19 Corridor. Topics will include a discussion of the innovative intersections being considered by FDOT for the northern portions of the corridor. This will be followed by extensive public engagement with the public and business community to include workshops.</p> <p>It was announced that the first meeting of the Forward Pinellas Waterborne Transportation Subcommittee will be held on Friday, October 9th from 1-3 p.m. in the Magnolia Room at the Florida Botanical Gardens. The group will be discussing the current state of the system, operating agreements, potential funding scenarios, and the possibility for future expansion of service. Mr. Chatman expressed enthusiasm regarding the role PSTA will play in these discussions going forward.</p>	
<p>B. Cancellation of the December PAC Meeting</p>	<p>Motion: Marshall Touchton Second: Rick Perez</p>	<p>12-0</p>
<p>6. <u>UPCOMING EVENTS</u></p>	<p>The PAC Chair highlighted upcoming events of interest and Rodney Chatman provided further details as needed.</p>	
<p>7. <u>ADJOURNMENT</u></p>	<p>The meeting was adjourned at 2:42 p.m.</p>	

Respectfully Submitted,

PAC Chairman

Date

SUMMARY

From: Residential Low Medium
To: Preservation
Area: 2.39 acres m.o.l.
Location: 685 and 687 East Klosterman Road

The proposed amendment is submitted by the City of Tarpon Springs to amend a property from Residential Low Medium (intended to depict areas that are now developed, or appropriate to be developed, in a suburban, low density or moderately dense residential manner; and to recognize such areas as primarily well-suited for residential uses that are consistent with the suburban qualities, transportation facilities, including transit, and natural resources of such areas) to Preservation (intended to recognize natural resource features worthy of preservation and those areas of the county that are now used, or are appropriate to be used, for the conservation, production, and management of the regional potable water supply and the supporting infrastructure, consistent with the natural resources of the area).

The subject property is located on the northeast corner of East Klosterman Road and South Disston Avenue. The amendment area is part of a larger 15.3 acre site that has preliminary planned development approval for a 50-lot single-family residential subdivision, however, a portion of the property has been identified as non-tidal wetlands. The applicant has completed the regulatory process to designate the jurisdictional wetlands in the amendment area. The amendment area is proposed to be preserved as open space and will remain undeveloped in its current natural state, hence the proposed amendment category.

FINDINGS

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

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

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

LIST OF MAPS & ATTACHMENTS:

- Map 1 Location Map
- Map 2 Jurisdictional Map
- Map 3 Aerial Map
- Map 4 Current Countywide Plan Map

Map 5 Proposed Countywide Plan Map

Attachment 1 Forward Pinellas Staff Analysis

MEETING DATES:

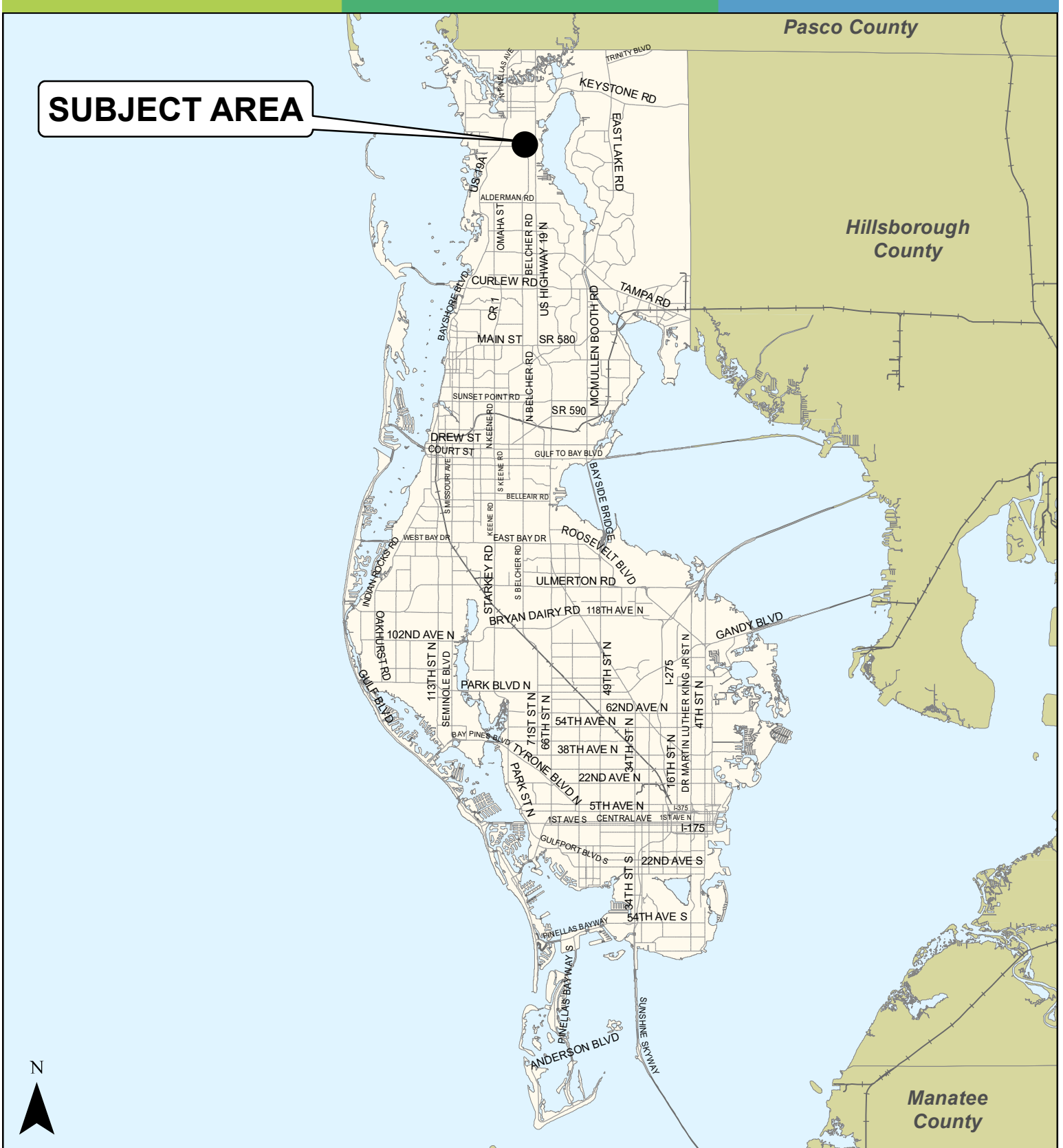
Planners Advisory Committee, November 2, 2020 at 1:30 p.m.

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

Countywide Planning Authority, December 15, 2020 at 6:00 p.m.

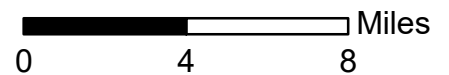
Case CW20-19

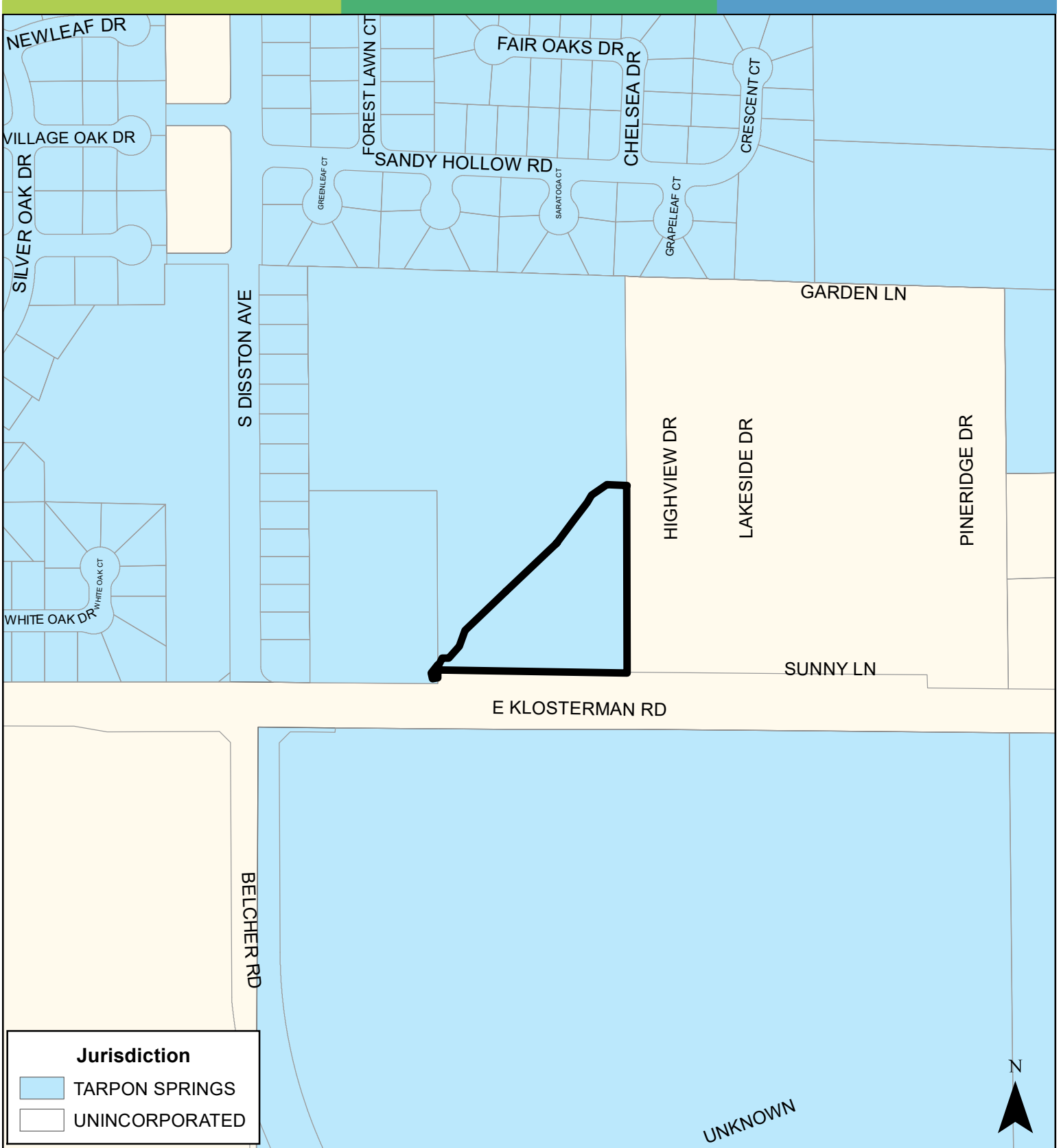
Map 1: Location Map

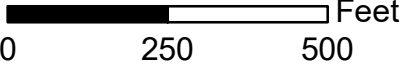


JURISDICTION: Tarpon Springs **FROM:** Residential Low Medium

AREA: 2.39 Acres **TO:** Preservation

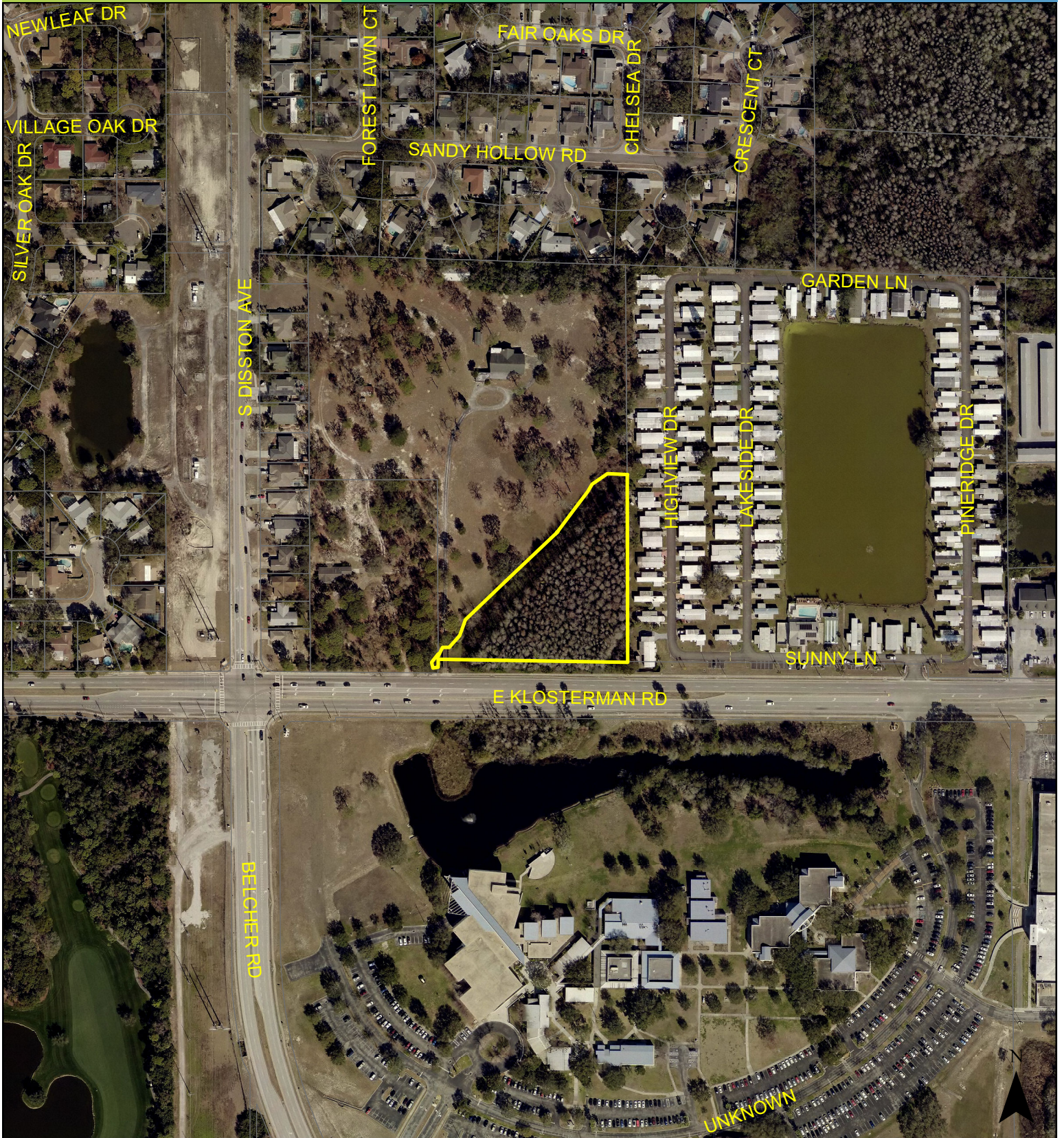




JURISDICTION: Tarpon Springs	FROM: Residential Low Medium	 0 250 500 Feet
AREA: 2.39 Acres	TO: Preservation	

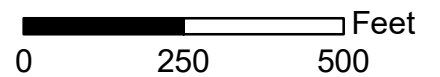
Case CW20-19

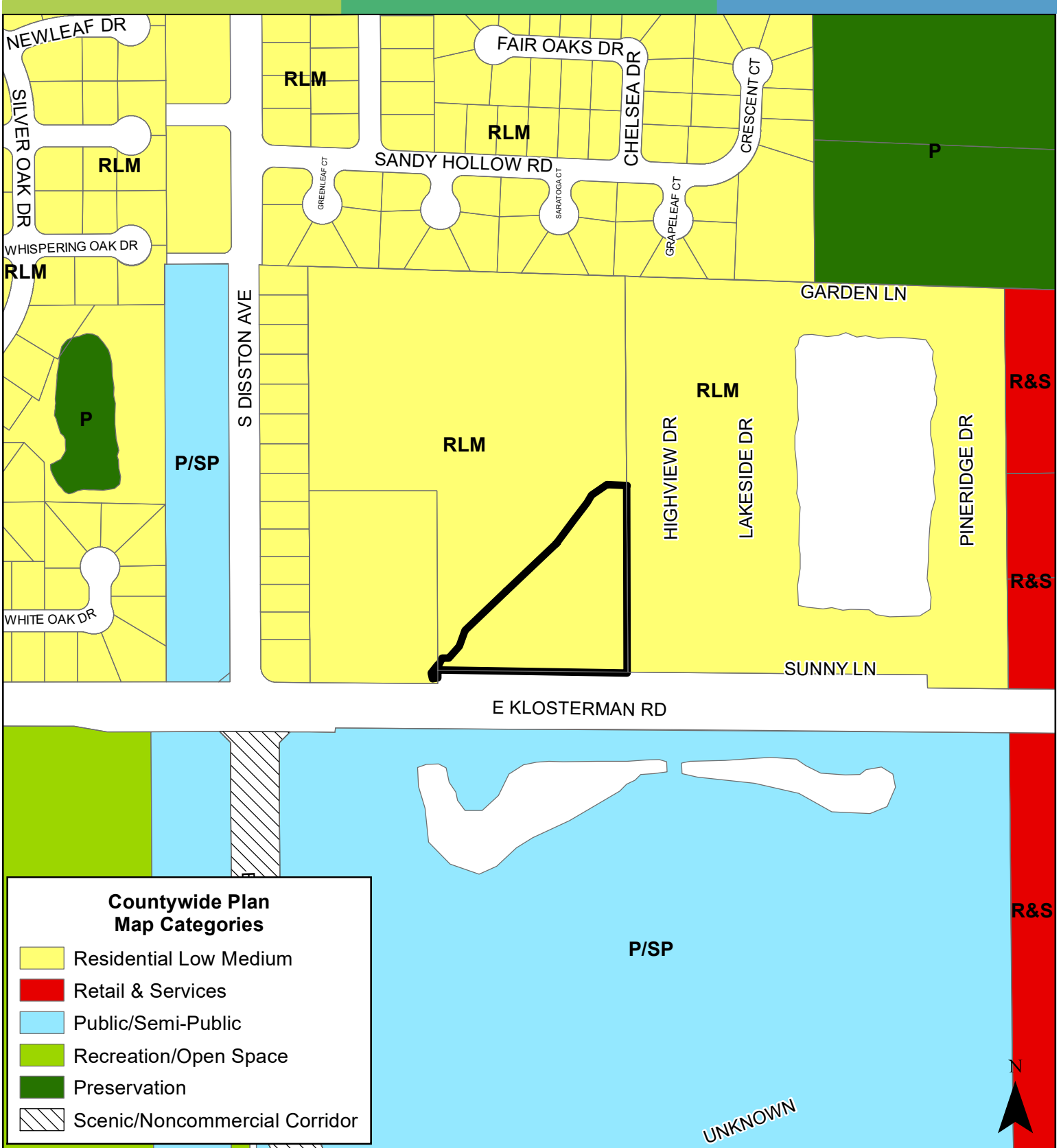
Map 3: Aerial Map

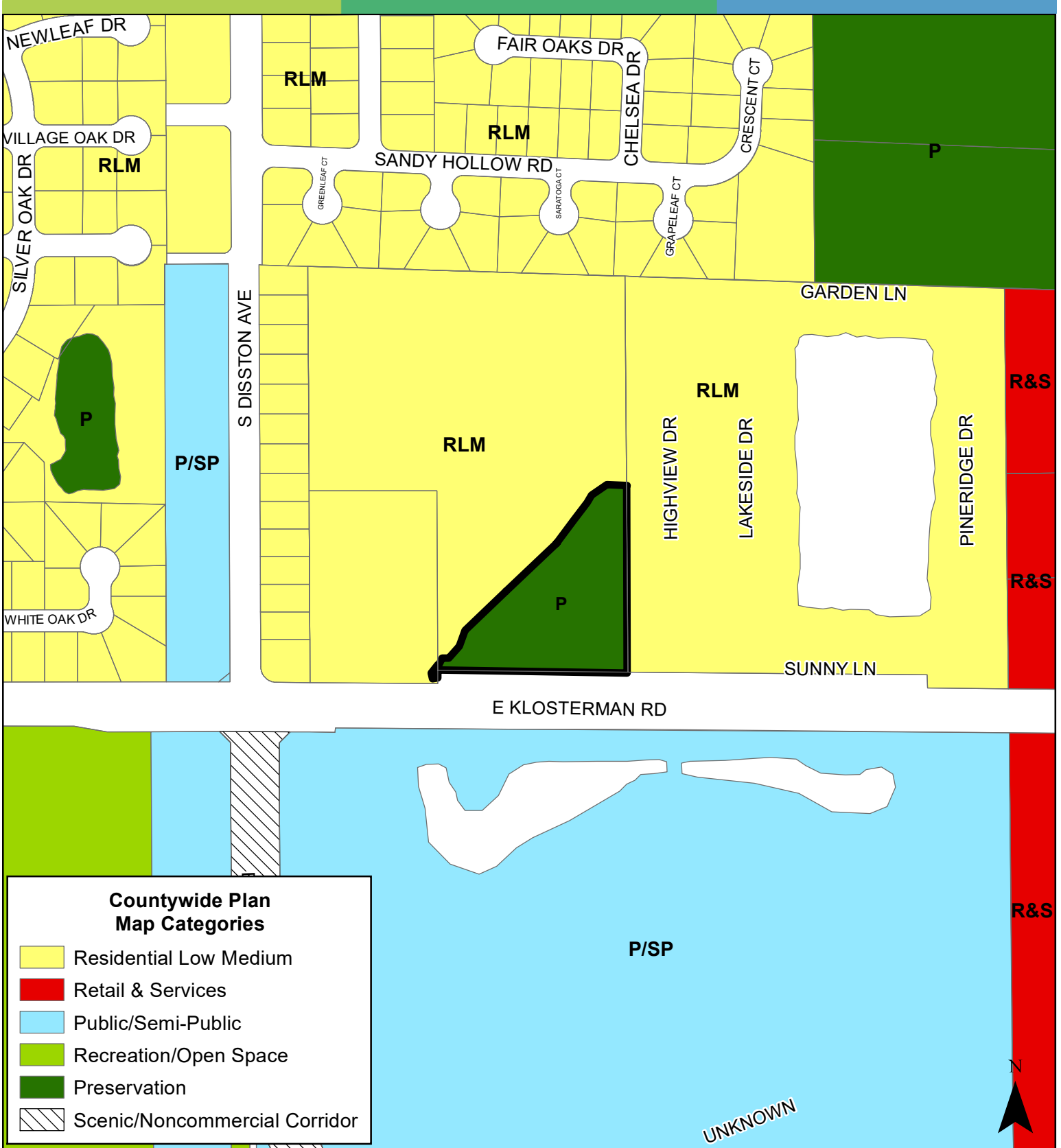


JURISDICTION: Tarpon Springs **FROM:** Residential Low Medium

AREA: 2.39 Acres **TO:** Preservation

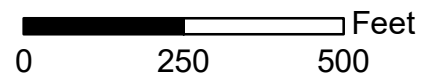






JURISDICTION: Tarpon Springs **FROM:** Residential Low Medium

AREA: 2.39 Acres **TO:** Preservation



CW 20-19
Forward Pinellas Staff Analysis

RELEVANT COUNTYWIDE CONSIDERATIONS:

- 1) **Consistency with the Countywide Rules** – The proposed amendment is submitted by the City of Tarpon Springs and seeks to amend the designation of approximately 2.39 acres of property from Residential Low Medium to Preservation.

The property is approximately 15.3 acres, of which 2.39 acres is jurisdictional wetland and is the subject of the requested map amendment. The property is located on the northeast corner of East Klosterman Road and South Disston Avenue and the development has received preliminary planned development approval to construct a 50-lot single-family residential subdivision. However, a portion of the property has been identified as non-tidal wetlands and the developer has completed the regulatory approval process to designate the amendment area as jurisdictional wetlands. The amendment area is proposed to be preserved as open space and will remain undeveloped in its current natural state, hence the proposed amendment category. Additionally, the preliminary development plan for the single-family residential subdivision provides for the preservation and buffering of this jurisdictional wetland.

The Countywide Rules state that the Preservation category is “intended to recognize natural resource features worthy of preservation and those areas of the county that are now used, or are appropriate to be used, for the conservation, production, and management of the regional potable water supply and the supporting infrastructure, consistent with the natural resources of the area.”

The intended use is consistent with the permitted uses and locational characteristics of the proposed category. The locational characteristics of the Preservation category is “generally appropriate to those natural resource features it is designed to recognize” such as the wetlands identified on the subject property. Furthermore, the locational characteristics of the category recognizes that due to the natural conditions they are intended to preserve, “these features will occur in a random and irregular pattern interposed among the other categories”, such as in the case of this portion of land being interposed within the current Residential Low Medium category.

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

- 2) **Adopted Roadway Level of Service (LOS) Standard** – The amendment area is located near a roadway segment where the existing Level of Service is operating at a LOS “D” or better; therefore, those policies are not applicable.
- 3) **Location on a Scenic/Noncommercial Corridor (SNCC)** – The amendment area is not located within a SNCC; therefore, those policies are not applicable.

- 4) **Coastal High Hazard Areas (CHHA)** – The amendment area is not located on a CHHA; therefore, those policies are not applicable.
- 5) **Designated Development/Redevelopment Areas** – The amendment area is not located within a designated development/redevelopment area, so those policies are not applicable.
- 6) **Adjacent to or Impacting an Adjoining Jurisdiction or Public Educational Facility** – The proposed amendment is adjacent to a public educational facility. However, the amendment reduces residential capacity of the subject property, therefore, there will be no impacts to the public educational facility. The proposed amendment is adjacent to unincorporated Pinellas County. County staff were contacted and had no issues with the amendment.
- 7) **Reservation of Industrial Land** – The proposed amendment area does not involve the reduction of land designated as Industrial or Employment; therefore, those policies are not applicable.

Conclusion:

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

SUMMARY

From: Residential Medium
To: Multimodal Corridor
Area: 0.14 acres m.o.l.
Location: 1525 29th Avenue North

The proposed amendment is submitted by the City of St. Petersburg to amend a property from Residential Medium (intended to depict those areas of the county that are now developed, or appropriate to be developed, in a medium-density residential manner; and to recognize such areas as primarily well-suited for residential uses that are consistent with the urban qualities, transportation facilities, including transit, and natural resources of such areas) to Multimodal Corridor (intended to recognize those corridors of critical importance to the movement of people and goods throughout the county, and that are served by a combination of automobile, bus, bicycle, rail, and/or pedestrian transportation. This category is characterized by mixed-use development, supported by and designed to facilitate transit, and is particularly appropriate for creating transit connections between Activity Centers).

The subject property is located on southwest corner of 29th Avenue North and 16th Street North. The property is comprised of two lots, with the proposed amendment involving only the western portion of the lot, leaving the remaining lot under the current designation. It was previously developed with a single-family residential home which has been demolished. It is the applicant's intention to develop a multifamily residential triplex, hence the proposed amendment. As a result, the proposed amendment will be incorporated into the City's existing Multimodal Corridor designation along 16th Street North, which is designated in the local comprehensive plan for more dense residential uses.

While not required for amendments of this size, the City has addressed the Planning and Urban Design Principles, which are required for amendments of 10 acres or more to the Multimodal Corridor designation, pursuant to the Countywide Plan Strategies. Per the Countywide Plan Rules, certain amendments to existing Multimodal Corridors which do not exceed the permitted density and intensity standards, alter existing boundaries, add permitted uses, or eliminate future land use map categories can be processed as a Tier I amendment, if these principles have been addressed and filed of record under the Tier II process, such as with this proposed amendment. For example, the City addresses the connectivity principle by supporting high-density mixed-use developments, redevelopments, redevelopment areas and locations that are supported by mass transit to reduce the number and/or length of automobile trips. Additionally, the City shall provide a transition to neighborhoods by heavily weighing land use decisions based on the established character of predominantly developed areas, such as the amendment in question.

FINDINGS

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

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

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

LIST OF MAPS & ATTACHMENTS:

Map 1	Location Map
Map 2	Jurisdictional Map
Map 3	Aerial Map
Map 4	Current Countywide Plan Map
Map 5	Proposed Countywide Plan Map
Map 6	Current Multimodal Corridor Map

Attachment 1 Forward Pinellas Staff Analysis
Attachment 2 Planning and Urban Design Principles

MEETING DATES:

Planners Advisory Committee, November 2, 2020 at 1:30 p.m.
Forward Pinellas, November 10, 2020 at 1:00 p.m.
Countywide Planning Authority, December 15, 2020 at 6:00 p.m.



SUBJECT AREA

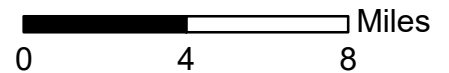


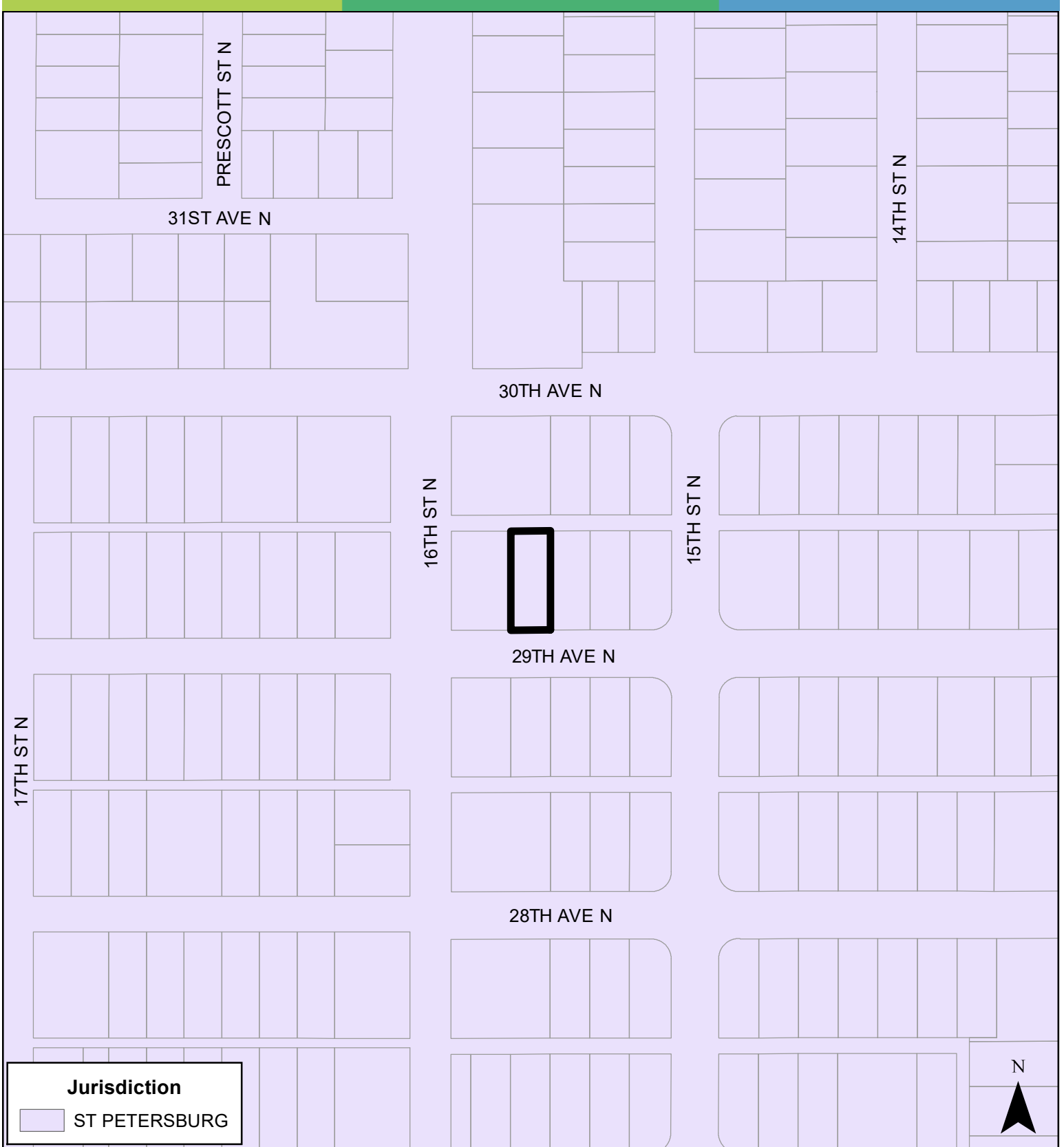
JURISDICTION: St. Petersburg

FROM: Residential Medium

AREA: 0.14 Acres

TO: Multimodal Corridor



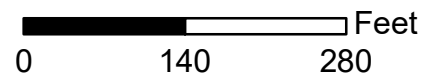


JURISDICTION: St. Petersburg

FROM: Residential Medium

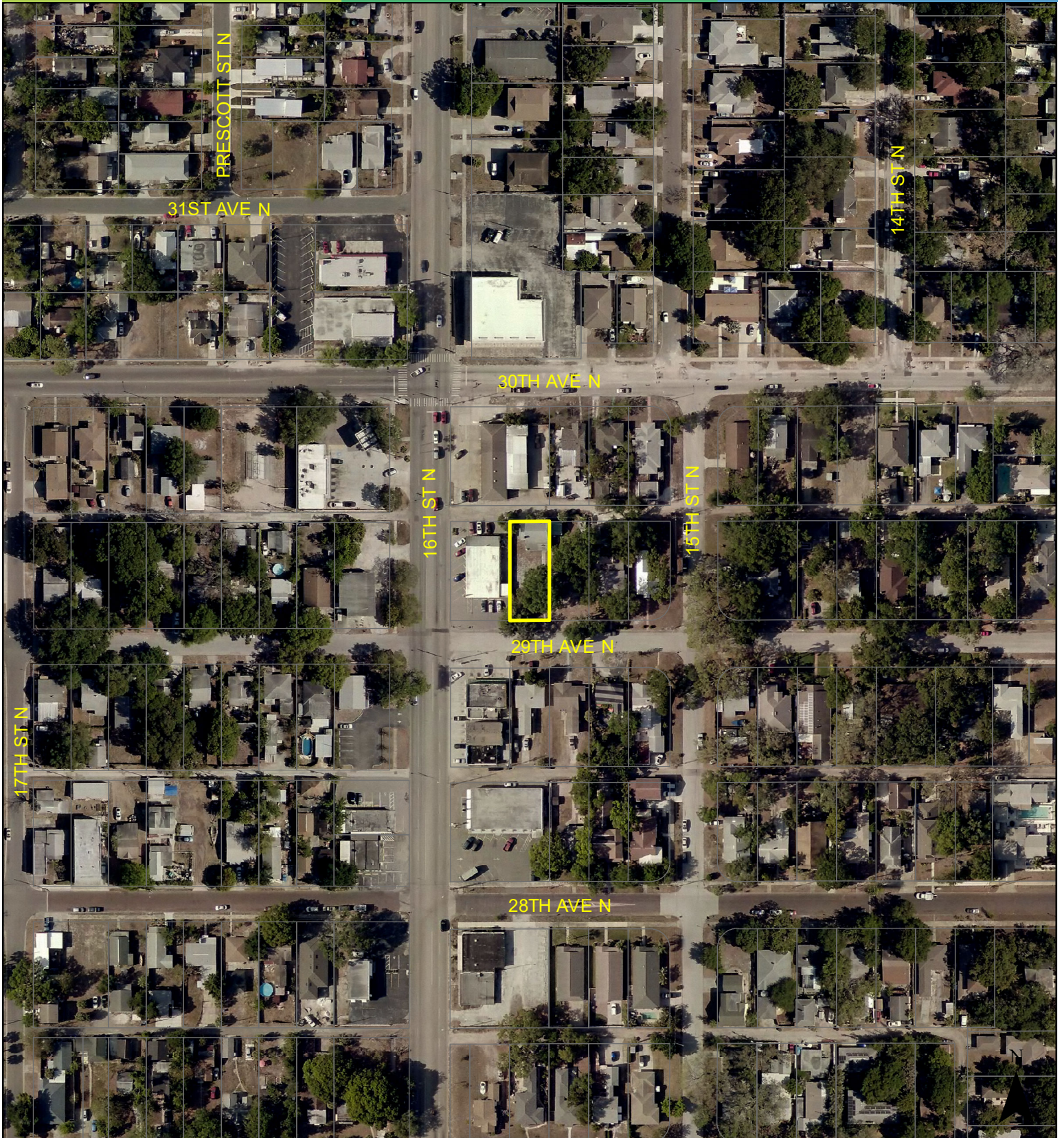
AREA: 0.14 Acres

TO: Multimodal Corridor

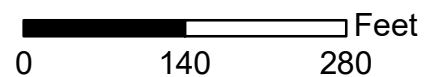


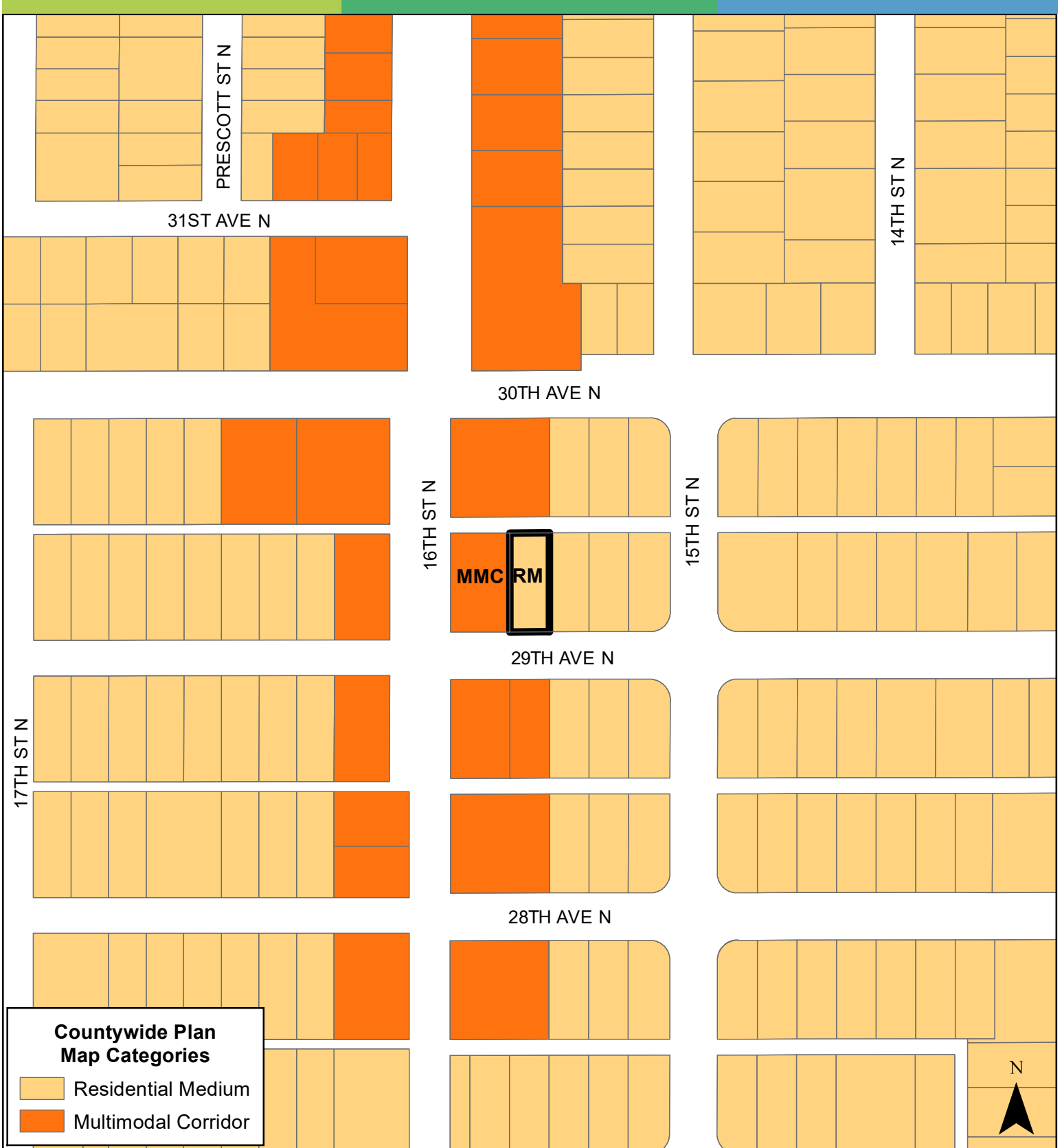
Case CW20-20

Map 3: Aerial Map

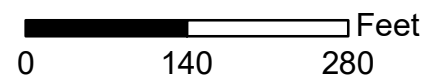


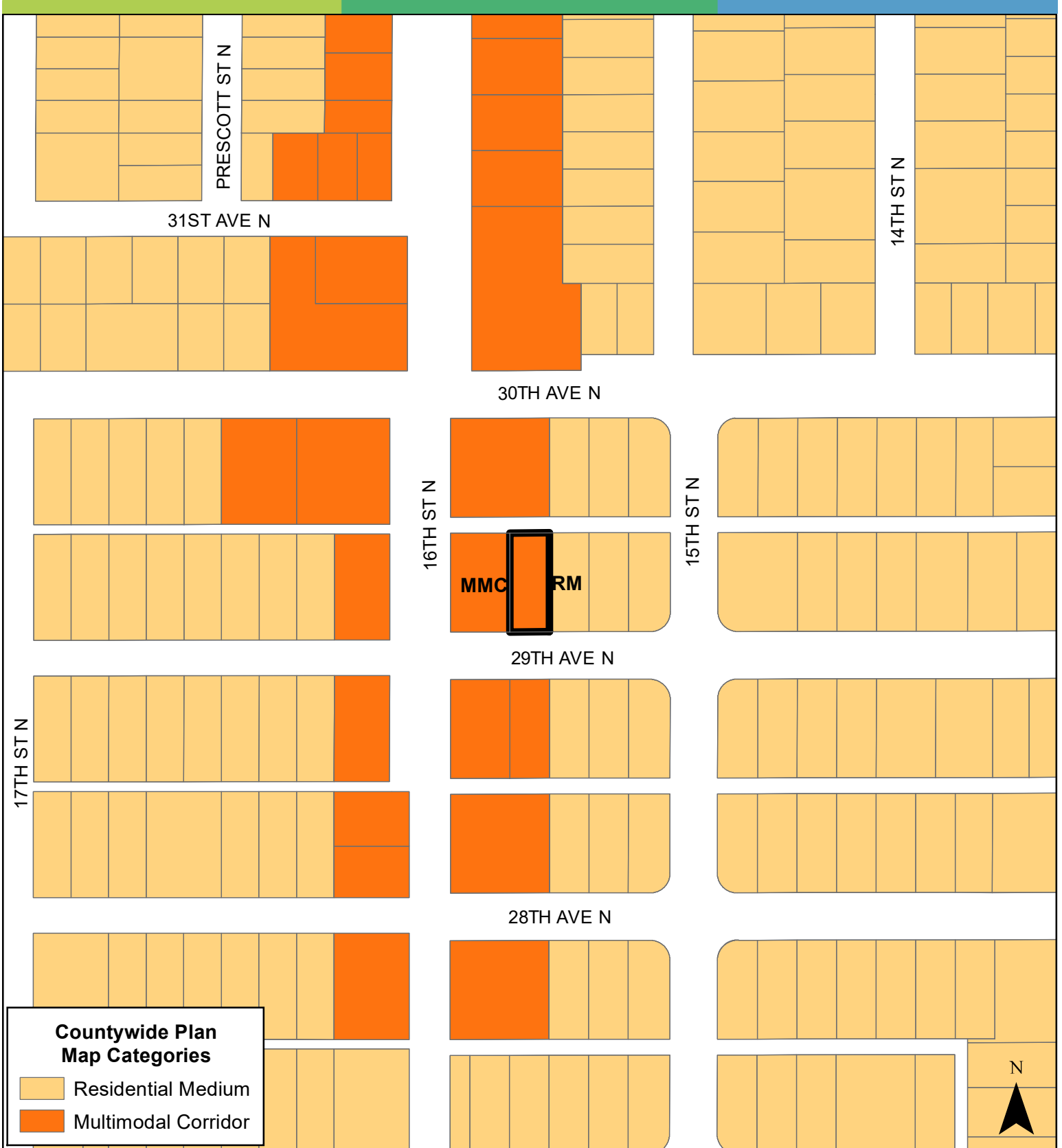
JURISDICTION: St. Petersburg **FROM:** Residential Medium
AREA: 0.14 Acres **TO:** Multimodal Corridor





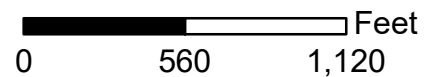
JURISDICTION: St. Petersburg **FROM:** Residential Medium
AREA: 0.14 Acres **TO:** Multimodal Corridor







JURISDICTION: St. Petersburg **FROM:** Residential Medium
AREA: 0.14 Acres **TO:** Multimodal Corridor



CW 20-20
Forward Pinellas Staff Analysis

RELEVANT COUNTYWIDE CONSIDERATIONS:

- 1) **Consistency with the Countywide Rules** – The proposed amendment is submitted by the City of St. Petersburg and seeks to amend the designation of approximately 0.14 acres of property from Residential Medium to Multimodal Corridor.

The subject property is located on southwest corner of 29th Avenue North and 16th Street North. The property is comprised of two lots, with the proposed amendment involving only the western portion of the lot, leaving the remaining lot under the current designation. It was formally developed with a single-family residential home which has been demolished. It is the applicant's intention to develop a multi-family residential triplex, hence the proposed amendment. As a result, the proposed amendment will be incorporated in the City's existing Multimodal Corridor designation along 16th Street North, which has been designated in the local comprehensive plan as an area for more dense residential uses.

While not required for amendments of this size, the City has addressed the Planning and Urban Design Principles, which are required for amendments of 10 acres or more to the Multimodal Corridor designation, pursuant to the Countywide Planning Strategies. Per the Countywide Plan Rules, certain amendments to existing Multimodal Corridors which do not exceed the permitted density and intensity standards, alter existing boundaries, add permitted uses, or eliminate future land use map categories can be processed as a Tier I amendment, if these principles have been addressed and filed of record under the Tier II process, such as with this proposed amendment. For example, the City addresses the connectivity principle by supporting high-density mixed-use developments, redevelopments, redevelopment areas and locations that are supported by mass transit to reduce the number of length of automobile trips. Additionally, the City shall provide a transition to neighborhoods by heavily weighing land use decisions based on the established character of predominantly developed areas, such as the amendment in question.

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

The intended use is consistent with the permitted uses and locational characteristics of the proposed category. The subject property is located in the 16 Street North Multimodal Corridor designation, an area that has been deemed appropriate to be designated as a Multimodal Corridor with a Supporting Corridor subcategory, pursuant to the requirements of the Countywide Rules. Furthermore, the Multimodal

Corridor category supports residential uses of higher density, such as this proposed amendment.

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

- 2) **Adopted Roadway Level of Service (LOS) Standard** – The amendment area is located near a roadway segment where the existing Level of Service is operating at a LOS “D” or better; therefore, those policies are not applicable.
- 3) **Location on a Scenic/Noncommercial Corridor (SNCC)** – The amendment area is not located within a SNCC; therefore, those policies are not applicable.
- 4) **Coastal High Hazard Areas (CHHA)** – The amendment area is not located on a CHHA; therefore, those policies are not applicable.
- 5) **Designated Development/Redevelopment Areas** – The amendment area involves the expansion of the Multimodal Corridor category. The amendment conforms to the purpose, locational characteristics, and other requirements of the proposed category and addresses the relevant Planning and Urban Design Principles; therefore, the amendment can be deemed consistent with this Relevant Countywide Consideration.
- 6) **Adjacent to or Impacting an Adjoining Jurisdiction or Public Educational Facility** – The proposed amendment is not adjacent to a public educational facility or adjoining jurisdiction; therefore, those policies are not applicable.
- 7) **Reservation of Industrial Land** – The proposed amendment area does not involve the reduction of land designated as Industrial or Employment; therefore, those policies are not applicable.

Conclusion:

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

Case CW 20-20 – Change to Multimodal Corridor

City of St. Petersburg Land Use amendment from Residential Medium (RM) to Planned Redevelopment – Mixed Use (PR-MU). PR-MU allows for the following zoning districts: Neighborhood Traditional – 4 (NT-4), Corridor Residential Traditional -1 (CRT-1), Corridor Residential Suburban – 2 (CRS-2), Corridor Commercial Traditional -1 (CCT-1) and Corridor Commercial Suburban -1 (CCS-1).

A written description of how each of the Planning and Urban Design Principles described in the Countywide Plan Strategies, Land Use Goal 16.0, are addressed within the AC or MMC category [Countywide Rules, 6.1.4.3.D]:

Land Use Goal 16.0: Planning and Urban Design Principles

1. Location, Size, and Areawide Density/Intensity Ranges –

NT-4: 16.20.010.5.

CRT-1: 16.20.060.5

CRS-2: 16.20.070.5.

CCS-1: 16.20.090.5

2. Connectivity –

Comprehensive Plan Policies:

T1.6 The City shall support high-density mixed-use developments and redevelopments in and adjacent to Activity Centers, redevelopment areas and locations that are supported by mass transit to reduce the number and length of automobile trips and encourage transit usage, bicycling and walking.

T2.2 The City shall evaluate the need for developer reservation or dedication of rights-of-way for all new development or redevelopment projects in the City to ensure adequate roadway capacity and connectivity.

T2.3 To promote efficient use of land resources and minimize adverse impacts on the City's urban fabric, right-of-way widths for new roadways shall be the minimum needed to accommodate the proposed roadway and sidewalks, bicycle lanes, trails or utilities.

T2.4 The City should preserve the historical grid street pattern, including alleys, and shall not vacate public right-of-way until it is determined that the right-of-way is not required for present or future public use.

T3.6 Through the preservation of a grid street network and linking of local streets, local traffic will be encouraged to use alternative routes that protect the interregional travel functions of FDOT's Strategic Intermodal System (SIS) facilities located within the City, particularly the Interstate system. The preservation of the grid system and the linking of streets located within one mile of the Interstate system shall be given the highest priority, followed by streets located within two miles of the Interstate system.

T3.8 The City shall support the development of corridors in addition to Central Avenue that are identified in the Pinellas County Transit Vision Plan for enhanced bus service and future premium transit service, with a particular emphasis on the north-south routes such as the 4th Street/Roosevelt Boulevard and US 19 corridors that are parallel to the Interstate system to provide the public with a viable alternative to driving in personal vehicles along these corridors and the Interstate system.

T9.9 The City shall encourage increased use of transit by extending sidewalks and bicycle routes to mass transit stops where feasible.

T14.4 The City shall consider higher land use densities at appropriate locations along transportation corridors in St. Petersburg that are identified for a major transportation investment.

T23.1 The City shall maintain its prevalent grid system of streets and avenues.

3. Site Orientation –

NT-4: 16.20.010.11

CRT-1: 16.20.060.7.

CRS-2: 16.20.070.7

CCS-1: 16.20.090.7.

4. Public Realm Enhancements –

T3.8 The City shall support the development of corridors in addition to Central Avenue that are identified in the Pinellas County Transit Vision Plan for enhanced bus service and future premium transit service, with a particular emphasis on the north-south routes such as the 4th Street/Roosevelt Boulevard and US 19 corridors that are parallel to the Interstate system to provide the public with a viable alternative to driving in personal vehicles along these corridors and the Interstate system.

T9.9 The City shall encourage increased use of transit by extending sidewalks and bicycle routes to mass transit stops where feasible.

T23.3 The downtown and other activity centers shall remain mixed-use areas with well-traveled and redeveloping commercial corridors that encourage mass transit use.

T23.4 The City shall continue to implement its “City Trails Bicycle and Pedestrian Master Plan.” Once complete, the “City Trails Plan” is expected to provide more than 150 miles of facilities and greater than two thirds of the City’s major road network shall have bicycle facilities.

T23.5 The City shall continue to pursue development of the Bus Rapid Transit (BRT) project with PSTA, which links the downtown with primary employment and activity centers.

NT-4: 16.20.010.11

CRT-1: 16.20.060.7.

CRS-2: 16.20.070.7

CCS-1: 16.20.090.7.

5. Ground Floor Design and Use –

NT-4: 16.20.010.11

CRT-1: 16.20.060.7.

CRS-2: 16.20.070.7

CCS-1: 16.20.090.7.

6. Transition to Neighborhoods –

LU3.4 The Land Use Plan shall provide for compatible land use transition through an orderly land use arrangement, proper buffering, and the use of physical and natural separators.

LU3.5 The tax base will be maintained and improved by encouraging the appropriate use of properties based on their locational characteristics and the goals, objectives and policies within this Comprehensive Plan.

LU3.6 Land use planning decisions shall weigh heavily the established character of predominately developed areas where changes of use or intensity of development are contemplated.

LU3.7 Land use planning decisions shall include a review to determine whether existing Land Use Plan boundaries are logically drawn in relation to existing conditions and expected future conditions.

LU3.8 The City shall protect existing and future residential uses from incompatible uses, noise, traffic and other intrusions that detract from the long-term desirability of an area through appropriate land development regulations.

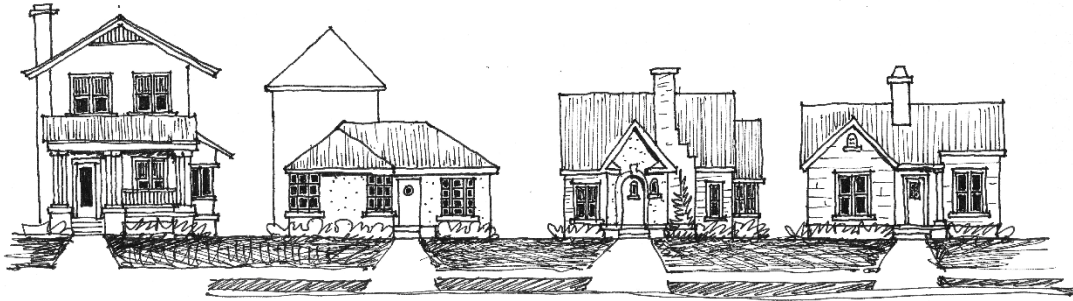
NT-4: 16.20.010.11

CRT-1: 16.20.060.7.

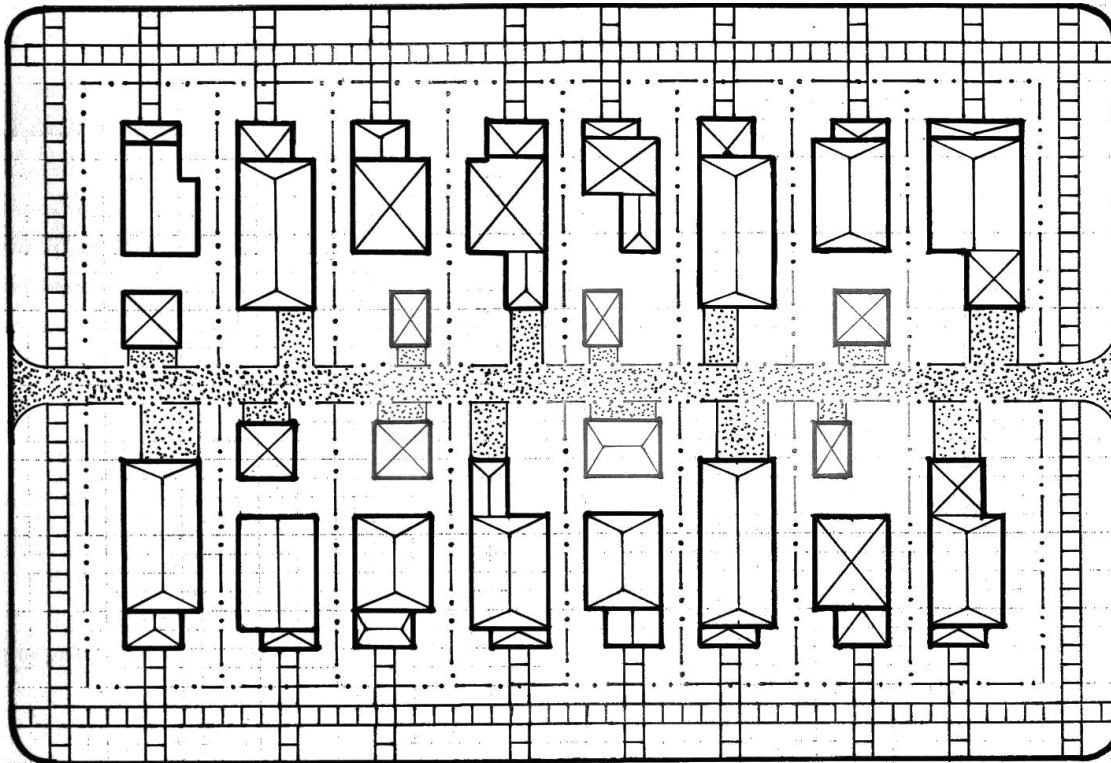
CRS-2: 16.20.070.7

CCS-1: 16.20.090.7.

SECTION 16.20.010. - NEIGHBORHOOD TRADITIONAL SINGLE-FAMILY DISTRICTS ("NT")



Typical Houses in a Neighborhood Traditional District



Typical Block in a Neighborhood Traditional District

Common features of these districts include:

- Narrow rectangular lots facing the avenue.
- Houses built toward the front of the lot with reduced setbacks.
- Front porches and primary entrances facing the avenue.
- Sidewalk connections leading to the public sidewalk and the street.
- Vehicular access from the rear alley instead of driveways in front yards.

Recognized architectural styles with consistent and appropriate materials.

Sections:

16.20.010.1. - History and composition of traditional neighborhoods.

Generally, the traditional neighborhoods of the City were platted between the incorporation of the City and the mid-1920's, before multi-car households became common and when most people walked or rode public transportation. As such, these neighborhoods feature streets and buildings oriented to the needs of pedestrians rather than to the needs of cars.

Lots in traditional neighborhoods are narrow compared to lots in suburban neighborhoods. Traditional lot widths typically range between 45 and 60 feet. Widths in excess of 60 feet exist in certain areas, but are relatively rare. Sidewalks are provided along all sides of blocks and on both sides of the street.

The homes in traditional neighborhoods were typically constructed prior to 1950 and exhibit architecture of the early 20th Century. Buildings typically feature vertically-oriented architecture and were constructed close to the street. Front doors face the street and are enhanced with architecturally appropriate features. Front porches or stoops are common and add emphasis and visual interest to the primary entrance. Side and rear yard setbacks are minimal. Building heights typically do not exceed 24 feet. Buildings include a variety of roof designs such as gable, hip, and gambrel. The upper portions of taller buildings typically taper or step back from the property lines.

Alleyways are the primary means of providing areas for utilities and access to off-street parking to the rear of the properties. Driveways and garages in front yards are not typical in most traditional neighborhoods.

While traditional neighborhoods are primarily characterized by single-family residential structures, house sizes and types are varied. Small apartment buildings and ancillary dwelling units, such as garage apartments, are sprinkled throughout many of these areas. The diverse housing opportunities allow for persons in different stages of life and at different income levels to enjoy the same neighborhood. Residents can remain in the same neighborhood throughout their lives, even though an individual's housing needs and preferences may change (lifecycle housing). There are also several remaining corner stores located within the heart of some traditional neighborhoods. Historically, these small stores provided basic goods and services to residents within walking distance.

(Code 1992, § 16.20.010.1; Ord. No. 876-G, § 2, 2-21-2008)

16.20.010.2. - Purpose and intent.

The purpose of the NT district regulations is to protect the traditional single-family character of these neighborhoods, while permitting rehabilitation, improvement and redevelopment in a manner that is consistent with the scale of the neighborhood. The standards for each of the NT districts are intended to reflect and reinforce their unique character. Street standards are intended to preserve the alley system as a mechanism to provide limited access for parking and utility functions in the rear of the site.

(Code 1992, § 16.20.010.2; Ord. No. 876-G, § 2, 2-21-2008)

16.20.010.3. - Permitted uses.

Uses in these districts shall be allowed as provided in the Matrix: Use Permissions and Parking Requirements.

16.20.010.3.1. Preservation of single-family character.

NT districts are primarily single-family in character. While some NT districts allow accessory units or limited neighborhood-scale mixed uses, the character and context along the street should reinforce the pattern of

a traditional single-family neighborhood. Generally, duplex and multifamily buildings are prohibited. Some multifamily uses are existing and grandfathered.

16.20.010.3.2. Grandfathered units. (See use matrix.)

Multifamily units were built in many traditional neighborhoods to accommodate the winter tourist industry in the first half of the 20th Century. These units provide a diversity of housing stock which enriches the neighborhood and provides lifecycle housing. Renovation and revitalization of these units can create a highly desirable amenity within the neighborhood and is an ideal way of providing workforce-housing units. Restoration of these resources is desirable over replacement. Special approval may be required to redevelop these uses as established by the process in the application and procedures section. Replacement construction should be consistent with the development pattern and architectural context of the neighborhood.

(Code 1992, § 16.20.010.3; Ord. No. 876-G, § 2, 2-21-2008)

16.20.010.4. - Introduction to NT districts.

The NT districts are the NT-1, NT-2, NT-3 and NT-4 districts. The standards for the NT districts are intended to allow for redevelopment of the traditional neighborhoods with modern amenities, while respecting the existing development pattern and unique character of these areas.

(Code 1992, § 16.20.010.4; Ord. No. 876-G, § 2, 2-21-2008)

Typical Row of Mixed Uses within the NT-4 District

(Code 1992, § 16.20.010.4; Ord. No. 876-G, § 2, 2-21-2008)

16.20.010.5. - Maximum development potential.

Development potential is different within each district in order to respect the character of the neighborhoods. Achieving maximum development potential will depend upon market forces, such as minimum desirable unit size, and development standards, such as minimum lot size, parking requirements, height restrictions, floor area ratios, maximum building and impervious surface ratios, and building setbacks.

To maintain community character and provide for desirable redevelopment and infill housing, homes shall be built using FARs as set forth herein. Various design standards may be used to increase the FAR and maintain the compatibility of new and modified homes with the existing neighborhood character. Therefore a maximum FAR is established and FAR bonuses may be permitted if the home incorporates design elements as set forth herein which are intended to be beneficial to the character of the neighborhood and reduce the appearance of mass and bulk from the public view.

Minimum Lot Size, Maximum Density and Maximum Intensity

		NT-1	NT-2	NT-3	NT-4
Minimum Lot Width	Residential	45 ft.	50 ft.	60 ft.	45 ft.
	Nonresidential	180 ft.	200 ft.	240 ft.	180 ft.
	Residential	4,500	5,800	7,620	5,800

Minimum Lot Area (square feet)	Nonresidential	22,860	25,400	30,480	22,860
Maximum Residential Density (units per acre)		15 (1 principal unit and 1 accessory unit per lot) ⁽¹⁾	15 (1 principal unit and 1 accessory unit per lot) ⁽¹⁾	7 (1 principal unit; accessory unit not permitted)	15 (1 principal unit and 1 accessory unit per lot) ⁽¹⁾
Maximum Residential Intensity (floor area ratio) ⁽²⁾⁽³⁾		0.50	.040	0.40	0.50
Maximum Nonresidential Intensity (floor area ratio)		0.50	0.50	0.40	0.85
Maximum Residential Building Coverage (includes all enclosed structures) except where the primary structure is one story then a 0.60 building coverage is allowed		0.55	0.55	0.55	0.55
Maximum Impervious Surface (site area ratio)	Residential	0.65	0.65	0.65	0.65
	Nonresidential	0.55	0.55	0.55	0.55

(1) Refer to use specific development standards for regulations regarding development of accessory dwelling and accessory living space.

(2) Residential floor area ratio exemption. The FAR includes any enclosed space above the required design flood elevation line, including enclosed garage space, but excludes that portion of the enclosed space that is below the required design flood elevation and up to 500 sf of the floor area of any detached accessory dwelling unit.

(3) Residential floor area ratio bonus. An FAR bonus of up to 0.20 shall be granted when structures incorporate design elements set forth herein. The following options may be utilized in any combination, however, the maximum FAR bonus is 0.20.

a. One story covered front porch with a separate roof structure with a minimum width of 60 percent of the front façade: 0.08 bonus. No bonus is allowed if there is a second story deck, porch or roof structure.

b. Additional second story front setbacks: .01 bonus for every 1 foot of additional front setback of the entire facade, and .005 bonus for every 1 foot of additional front setback of at least one third of the facade but which is less than the entire facade, no bonus is allowed unless the setback is at least six feet, maximum 0.10 bonus. No bonus is allowed if there is a second story deck, porch or roof structure.

c. Additional second story side setbacks: .01 bonus for every one foot of additional side setback of the entire facade, maximum 0.05 bonus per side.

d. Total residential floor area of the second story does not exceed 75 percent of the first story (excludes garage sf): 0.05 bonus.

e. Reduction of the height of both the peak and roofline of a two story building from the maximum allowed height: 0.02 bonus per foot, maximum 0.06.

f. The entire peak of the primary roof structure of the front facade is parallel to the front property line: bonus 0.02, or if the entire peak of the primary roof structure of the front facade is parallel to the front property line and the roof has dormer(s) which are equal to at least 20 percent of the width of the front facade: 0.04 bonus.

g. Side facade articulation: side facades which feature offsets of at least two feet in depth that are at least twelve feet in length that divide the building design and are in the front two thirds of the side facade: 0.02 bonus per side, maximum 0.04.

h. Front facade articulation: front facades (excluding the porch) which feature offsets of at least six feet in depth for a minimum of one third of the front facade, 0.06 bonus for each additional foot, maximum 0.10.

i. All windows have true or simulated divided light muntins on interior and exterior surfaces: 0.03 bonus.

j. One story—principal structure: 0.15 bonus.

k. One story—all structures: 0.20 bonus.

l. Style, materials and detailing consistent with an architectural style in St. Petersburg's Design Guidelines for Historic Properties: 0.10 bonus

m. Planting of larger shade trees between the front facade and the curb—four inches min caliper measured six inches above grade, spread eight inches—ten inches, height 14 feet to 16 feet, 100 gallon container grown: 0.01 bonus per tree, maximum 0.02 bonus.

n. LEED or Florida Green Building: 0.05 bonus.

o. Solar ready: 0.02 bonus.

Refer to technical standards regarding measurement of lot dimensions, calculation of maximum residential density, nonresidential floor area and impervious surface.

For mixed use developments, refer to additional regulations within the use specific development standards section for mixed uses (currently section 16.50.200).

(Code 1992, § 16.20.010.5; Ord. No. 876-G, § 2, 2-21-2008; Ord. No. 166-H, § 3, 5-21-2015; Ord. No. 203-H, § 9, 11-23-2015; Ord. No. 287-H, § 1, 7-20-2017)

16.20.010.6. - Building envelope: Maximum height and minimum setbacks.

Building Height	Beginning of Roofline	Top of Roof Peak
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Primary building	24 ft.	36 ft.
Accessory building	20 ft.	30 ft.
Refer to technical standards regarding measurement of building height and height encroachments.		



Minimum Building Setbacks

Building Setbacks		NT-1 and 2			NT-3		NT-4	
		If building height is up to 18 ft.	If building height is +18 ft. to 24 ft.	If building height is over 24 ft.	If building height is up to 24 ft.	If building height is over 24 ft.	If building height is up to 24 ft.	If building height is over 24 ft.
Front yard	Stoop	15 ft. or M	15 ft. or M	35 ft.	20 ft. or M	40 ft.	9 ft. or M	28 ft.
	Open Porch	18 ft. or M	18 ft. or M	35 ft.	23 ft. or M	40 ft.	12 ft. or M	28 ft.
	Building	25 ft. or M	25 ft. or M	35 ft.	30 ft. or M	40 ft.	18 ft. or M	28 ft.
	For lots greater than 60	6 ft. or M	6 ft. or M	12 ft.	7.5 ft. or M	16 ft.	5 ft. or M	10 ft.

	ft. in width							
Interior side yard	For lots equal to or less than 60 ft. in width	10 percent of lot width ⁽²⁾	6 ft. or M	12 ft.	7.5 ft. or M	16 ft.	5 ft. or M	10 ft.
Street side yard		12 ft. or M	12 ft. or M	16 ft.	15 ft. or M	22 ft.	8 ft. or M	15 ft.
Rear yard, with alley	For alleys equal to or greater than 16 ft. in width	6 ft. or M	6 ft. or M	20 ft.	6 ft. or M	20 ft.	5 ft. or M	20 ft.
	For alleys less than 16 ft. in width	10 ft., or 22 ft. including the width of the alley, whichever is less, or M	10 ft., or 22 ft. including the width of the alley, whichever is less, or M	20 ft.	10 ft., or 22 ft. including the width of the alley, whichever is less, or M	20 ft.	8 ft., or 22 ft. including the width of the alley, whichever is less, or M	20 ft.
Rear yard, no alley		10 ft. or M	10 ft. or M	30 ft.	10 ft. or M	30 ft.	10 ft. or M	30 ft.
Waterfront yard		20 ft.	20 ft.	20 ft.	20 ft.	20 ft.	20 ft. ft.	20 ft.

Notes:

- (1) Open porches are limited to a one story covered porch with or without a second story uncovered porch; two story covered porches shall meet the principal structure setback.
- (2) For properties that are 50 feet or less in width, the minimum side yard building setback shall be five feet.

M (minor encroachment): Minor encroachments into normally prescribed setbacks may be allowed in order to accommodate an addition to align with the side of the existing structure, provided:

- (a) The total floor area of the encroaching portion of an addition shall not exceed 50 square feet;
- (b) No portion of the encroachment shall exceed 24 feet in height;
- (c) In no case shall any encroaching structure be closer to a property line than four feet.

Refer to the dimensional regulations and lot characteristics and height, maximum allowable and encroachments sections (currently 16.60.010 and 020) for yard types and setback encroachments.

Enclosing porches in the front yard setback is regulated by the general development standards.

The larger of the minimum building separation distances required by the Florida Building Code or the fire prevention code or the minimum building setback established for the interior side yard setback shall apply.;rol;

Building setbacks are based on the overall height of the various sections of a proposed building. As the building height increases, so does the minimum required setback.



Minimum Building Setbacks for SE Uses

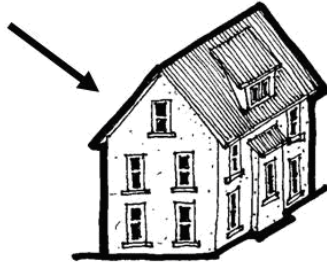
Building Setbacks SE Uses	NT-1 and 2	NT-3	NT-4
All yards (including waterfront)	35 ft.	35 ft.	35 ft.
Refer to technical standards for yard types.			

(Code 1992, § 16.20.010.6; Ord. No. 876-G, § 2, 2-21-2008; Ord. No. 893-G, § 2, 9-4-2008; Ord. No. 287-H, § 2, 7-20-2017)

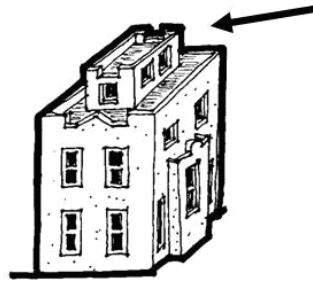
16.20.010.7. - Roof lines and slopes.

Required building setbacks increase above 24 feet in height except for towers, turrets, and dormers as provided herein. At 24 feet or below, a cornice line shall be provided and the roofline shall begin. The roof slope shall not exceed 45 degrees (12:12 pitch). The roof peak shall not exceed the maximum height of 36 feet. If a sloped roof is not characteristic of the design style, the wall shall be accentuated with a cornice line at or below 24 feet in height.

PORTIONS OF BUILDINGS ABOVE 24 FEET MUST BE CONTAINED WITHIN A ROOF



SLOPED ROOFED STRUCTURES



PORTIONS OF BUILDINGS ABOVE 24 FEET MUST MEET ADDITIONAL SETBACKS

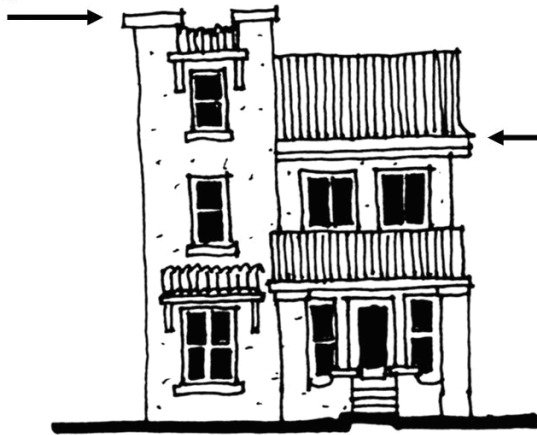
FLAT ROOFED STRUCTURES

(Code 1992, § 16.20.010.7; Ord. No. 876-G, § 2, 2-21-2008; Ord. No. 287-H, § 3, 7-20-2017)

16.20.010.8. - Towers and turrets.

Many architectural styles feature towers and turrets. A tower or a turret may exceed the roof slope, provided no horizontal wall dimension exceeds 16 feet and for a tower or turret with a non-straight (or rounded) wall, this dimension shall be calculated using the smallest rectangle which will enclose the wall.

TOWER HEIGHT TO 36 FEET



EAVE HEIGHT MAXIMUM 24 FEET

(Code 1992, § 16.20.010.8; Ord. No. 876-G, § 2, 2-21-2008; Ord. No. 985-G, § 19, 7-15-2010)

16.20.010.9. - Dormers.

Many architectural styles feature dormers. A dormer may exceed the roof slope above 24 feet, provided the width of the dormer wall or the total width of the dormer walls, if more than one dormer, shall

not exceed 50 percent of the roof width, or 16 feet of width, whichever is less. Dormers shall be compatible with the chosen architectural style.



(Code 1992, § 16.20.010.9; Ord. No. 876-G, § 2, 2-21-2008)

16.20.010.10. - Setbacks and FAR consistent with established neighborhood patterns.

There are building setback and FAR characteristics of existing neighborhoods related to front yard setbacks, FAR, and alignment of buildings along the block face. Minimum yard setback and FAR characteristics of neighborhoods may differ from the requirements of this district. The POD may approve, without a variance, residential development that meets these setback and FAR characteristics. Approval shall be based on the following:

1. Front yard setbacks will be based on predominant building setbacks established in the block in which the development is proposed.
2. FAR will be based on predominant building FAR established in the block in which the development is proposed based on the property appraisers records.
3. Predominant shall mean equal to or greater than 50 percent.
4. These are administrative approvals appealable only by the property owner.

(Code 1992, § 16.20.010.10; Ord. No. 876-G, § 2, 2-21-2008; Ord. No. 287-H, § 4, 7-20-2017)

16.20.010.11. - Building and site design.

The following design criteria allow the property owner and design professional to choose their preferred architectural style, building form, scale and massing, while creating a framework for good urban design practices which create a positive experience for the pedestrian.

Site layout and orientation. The City is committed to creating and preserving a network of linkages for pedestrians. Consequently, pedestrian and vehicle connections between public rights-of-way and private property are subject to a hierarchy of transportation, which begins with the pedestrian.

Building layout and orientation.

1. For nonresidential uses, all service areas and loading docks shall be located behind the front facade line of the principal structure.
2. All mechanical equipment and utility functions (e.g. electrical conduits, meters and HVAC equipment) shall be located behind the front façade line of the principal structure. Mechanical equipment that is visible from the primary street shall be screened with a material that is compatible with the architecture of the principal structure.
3. Accessory structures (including sheds) shall be located behind the front façade of the principal structure.

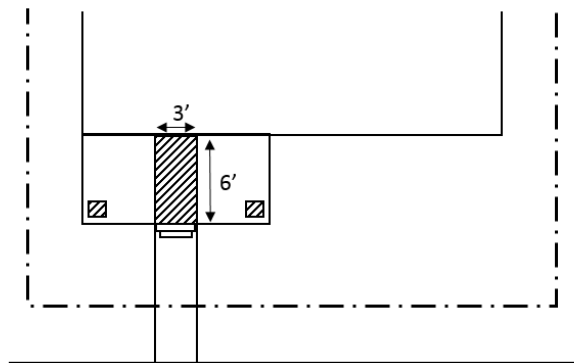
Vehicle connections and parking.


1. The following vehicle connection regulations are required for properties located within NT-2, NT-3 or NT-4 and are recommended for properties located within NT-1. Access for new garages and driveways shall be designed to take advantage of the first available alternative in the following prioritized list:
 - a. Driveways and garage doors shall face the alley;
 - b. Where no alley exists, driveways and garage doors shall face the side street and shall be restricted to the rear one-third of the lot;
 - c. Where access via the rear third of the lot is not possible and/or the alley is unable to be traversed with a vehicle due to physical obstructions or barriers, driveways and garage doors shall be permitted within the front two-thirds of the lot facing the side street;
 - d. In the absence of an alley and a side street, a single lane width curb cut and driveway shall be allowed which shall be located to the side of the principal structure. Required parking shall be allowed only behind the front façade line of the principal structure, including the porch, if any.
2. When a driveway is allowed in the front yard, not more than one curb cut shall be allowed for each property except as follows:
 - a. Where the property is abutting a major street identified on the Future Major Streets Map within the Comprehensive Plan; and
 - b. Where in accordance with the access requirements of this section, the only available access point is from the major street; and
 - c. Where a circular driveway and second curb cut is necessary to permit vehicles to enter and exit the major street in a forward motion. Pursuant to this section, a second curb cut shall only be approved for the purpose of improved traffic safety and shall not be approved for other ancillary uses, such as access to accessory parking spaces or the maneuvering of domestic equipment.

Porches and pedestrian connections.

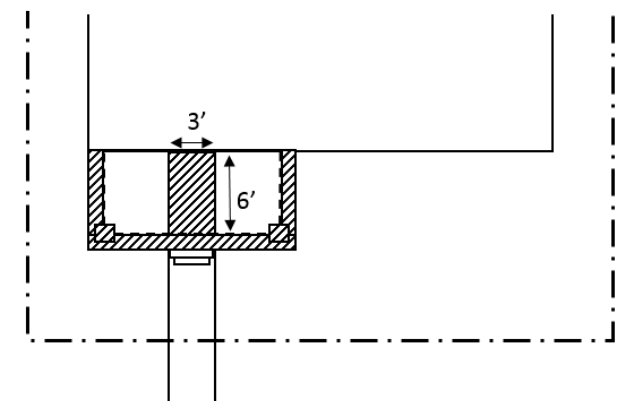
1. Principal entries to a structure shall be connected to the public sidewalk and the curb of the primary street with a sidewalk except when the structure faces a major street which does not allow on-street parking in front of the property.
2. Where a driveway exists in the legal front yard, the required sidewalk from the principal entry may be connected to the driveway in lieu of the connection to the street.
3. Principal entries shall include a porch, portico or stoop, with a minimum usable depth of six feet (measured from the front façade of the structure to the interior side of the railing or, if there is no railing, the furthest edge of the floor) and 48 square feet of total floor area, excluding a three-foot wide walkway to the primary entrance and the floor area of any column. Where a railing exists, only the floor area within the interior side of the railing shall count towards the minimum floor area.
4. Existing public sidewalks shall be repaired to City standards. Where no public sidewalk exists, a public sidewalk shall be constructed in accordance with the requirements of the subdivision section.

**Porch Dimension Requirement:
Example without Railing**



 This area excluded from the minimum floor area requirement of 48 sq ft

**Porch Dimension Requirement:
Example with Railing**



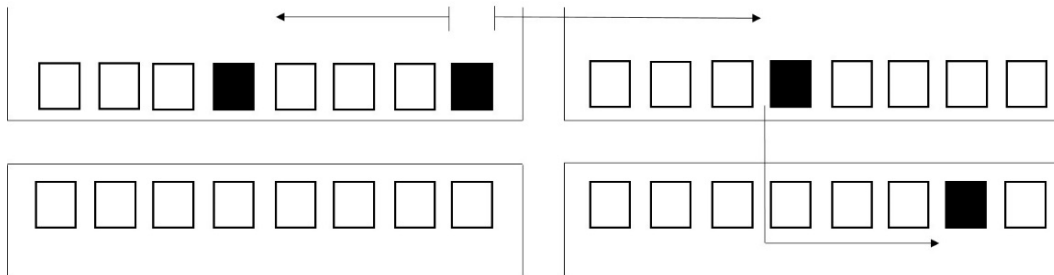
 This area excluded from the minimum floor area requirement of 48 sq ft

Building and architectural design standards. All buildings should present an inviting, human scale facade to the streets, internal drives, parking areas and surrounding neighborhoods. The architectural elements of a building should give it character, richness and visual interest.

Building style.

1. New construction shall utilize an identifiable architectural style which is recognized by design professionals as having a basis in academic architectural design philosophies. See architectural and building design section, currently Section 16.40.020.
2. Design of homes on the same block face on either side of the street or within an adjacent block face on either side of the street shall be varied, such that a substantially similar design will not be replicated. There shall be a minimum separation of three parcels in every direction before a substantially similar design can be repeated. Variation shall include at least three of the following elements: architectural style, roof form (principal or porch), materials, architectural details (doors, windows, columns, porches).

Non-Repeating Facades



3. Renovations, additions and accessory structures shall utilize the architectural style of the existing structure, or the entire existing structure shall be modified to utilize an identifiable architectural style which is recognized by design professionals as having a basis in academic architectural design philosophies.

Building form.

1. The front porch shall be elevated at least 12 inches above the abutting finished grade level as measured abutting the porch at the front entry.
2. The front façade of a building shall create a width-to-height ratio of no more than 1:1. Buildings that exceed the width-to-height ratio of 1:1 shall feature architectural fenestration creating a bay system that divides the building design into a maximum ratio of 1:1. This may be done through pilasters, arcades, building line and roof line off-sets, materials and other appropriate architectural features.

Wall composition and transparency. Wall composition standards ensure that ground-level storefronts and multifamily and single-family residential buildings offer attractive features to the pedestrian. Wall composition standards also mitigate blank walls and ensure that all sides of a building have visual interest. Transparency enhances visual connections between activities inside and outside buildings, thereby improving pedestrian safety. The following criteria shall not apply to accessory structures.

1. Doors, windows and other appropriate fenestration, architectural details, and features shall be incorporated into all sides of a building. There shall be no blank facades, except that garages located at the rear one-third of the lot may have blank facades but not on the street side. No portion of a facade shall contain a blank area greater than 16 feet in width.
2. At least 30 percent of primary and secondary street facades shall consist of fenestration or architectural details and features. At least 20 percent of the front two-thirds of interior side facades shall consist of fenestration or architectural details and features. At least ten percent of the rear

façade on corner lots and through lots shall consist of fenestration or architectural details and features. At least 50 percent of the required fenestration shall be transparent (i.e., window glass).

For yards on through-lots see the dimensional regulations and lot characteristics section.

3. Structures which are situated on corner lots, through lots, or, by the nature of the site layout have a facade which is clearly visible from rights-of-way, shall be designed with full architectural treatment on all sides visible from rights-of-way. Full architectural treatment shall include roof design, wall materials, trim, and door and window openings. While it is recognized that buildings have primary and secondary facades, the construction materials and detailing should be similar throughout. Windows on the street side facades shall be evenly distributed in a consistent pattern, unless a different proportion is permitted or required by an identifiable architectural.
4. Window sashes and glass shall be square or vertical, unless a different proportion is permitted or required by an identifiable architectural style.
5. Windows shall not be flush mounted. Windows recessed less than three inches shall feature architectural trim including a header, sill and side trim or decorative shutters. Windows recessed three inches or more shall feature a window sill. Trim is not required if not consistent with the architectural style, i.e. Modern or Mediterranean Revival.
6. Where the required design elevation is equal to or greater than 48 inches above finished grade, an articulated base is required to delineate the first floor level. The base may consist of a different material or decorative band, depending on the architectural style.

Roofs. Rooflines add visual interest to the streetscape and establish a sense of continuity between adjacent buildings. When used properly, rooflines can help distinguish between residential and commercial land uses, reduce the mass of large structures, emphasize entrances, and provide shade and shelter for pedestrians.

1. Buildings shall provide a pitched roof or a flat roof with a decorative parapet wall compatible with the architectural style of the building.

Garages. Garage standards maintain and enhance the attractiveness of the streetscape and are influenced by a hierarchy of transportation, which begins with the pedestrian. The requirements relating to garage doors do not apply to garage doors facing alleys.

1. Garage doors facing the primary street:
 - a. Shall be located at least ten feet behind the front facade line of the principal structure. In the NT-1, NT-2 and NT-4 districts, this distance shall be measured from the front of the front porch, if any.
 - b. Shall not exceed 40 percent of the linear frontage of the facade of the principal structure and shall have decorative garage doors. Decorative garage doors shall include raised panels with decorative hardware and/or glazing, or other designs approved by the POD which serve to visually break up a blank door.
2. Garage doors facing a non-primary side street, where adjoining side yard abuts another property's front yard:
 - a. Shall be one or two single bay garage doors. Double garage bay doors are prohibited.
 - b. Shall not exceed 40 percent of the linear frontage of the facade of the principal structure.
 - c. Shall be decorative garage doors or feature at least one of the following enhancements: an arbor system surrounding the garage doors, or a projecting balcony, cupola, or other decorative element above the garage to lessen the impact of the vehicular orientation of the house. The decorative feature proposed by the applicant shall be compatible with the principal structure and must be approved by the POD. This decision may only be appealed by the property owner.

Building materials. Building material standards protect neighboring properties by holding the building's value longer, thereby creating a greater resale value and stabilizing the value of neighboring properties.

1. Building materials shall be appropriate to the selected architectural style and shall be consistent throughout the structure except for one story covered patios or screen enclosures located at least ten feet behind the front façade of the principal structure. If multiple materials are used in a building façade, the visually heavier materials shall be located below the lighter materials, e.g. brick or stone shall be located below stucco or siding materials, unless they are used as architectural features.

Accessory structures and ancillary equipment and carports. Accessory structures shall reinforce the pedestrian character of the City. Above-ground utility and service features, accessory storage structures, and carports shall be located and designed to reduce their visual impact upon the streetscape. See use specific standards for accessory structures.

1. Detached accessory structures, such as garages and garage apartments, shall be consistent with the architectural style, materials, and color of the principal structure. For multi-story accessory buildings, no portion of an exterior wall on any floor may contain a blank area greater than 16-feet in width except as allowed herein for garages.

(Code 1992, § 16.20.010.11; Ord. No. 876-G, § 2, 2-21-2008; Ord. No. 1029-G, § 15, 9-8-2011; Ord. No. 287-H, § 5, 7-20-2017)

SECTION 16.20.060. - CORRIDOR RESIDENTIAL TRADITIONAL DISTRICTS ("CRT")



Typical Buildings in the CRT District

Sections:

16.20.060.1. - Composition of traditional residential corridors.

The CRT district addresses major streets lined with residential uses. Examples include portions of 9th, 16th, 49th, and 58th Streets, as well as 1st, 5th, and 22nd Avenues North and South and 9th Avenue North. While some multifamily uses can be found along these corridors, the majority of these areas are single-family in character. Some of these areas are highly desirable, although most are struggling and in a distressed condition.

(Code 1992, § 16.20.060.1)

16.20.060.2. - Purpose and intent.

The purpose of the CRT district is to encourage development of townhomes, condominiums, apartment buildings and mixed-use buildings that are appropriately scaled to the context of the corridor and to facilitate conversion of remaining single-family homes to offices or limited retail uses. These uses can provide affordable workforce housing units and buffer the adjacent interior single-family neighborhoods from the high volumes of traffic on major streets. Development standards reinforce the traditional development pattern.

(Code 1992, § 16.20.060.2)

16.20.060.3. - Permitted uses.

Uses in this district shall be allowed as provided in the Matrix: Use Permissions and Parking Requirements.

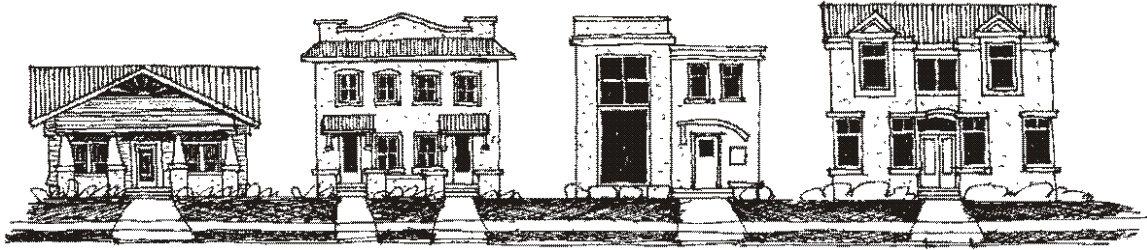
(Code 1992, § 16.20.060.3)

16.20.060.4. - Introduction to CRT districts.

The CRT districts are the CRT-1 and the CRT-2 districts.

16.20.060.4.1. Corridor Residential Tradition-1 (CRT-1).

This district allows multifamily structures. Additional density is possible when workforce housing is provided. Building heights typically range between one and three stories.



Typical Residential Uses in CRT-1 District

(Code 1992, § 16.20.060.4.1)

16.20.060.4.2. Corridor Residential Traditional-2 (CRT-2).

This district allows multifamily structures. Additional density is possible when affordable workforce housing is provided. Building heights typically range between two and four stories.



Typical Multi-Family Uses in CRT-2 District

(Code 1992, § 16.20.060.4.2)

16.20.060.5. - Development potential.

Development potential is slightly different within the districts to respect the character of the neighborhoods. Achieving maximum development potential will depend upon market forces, such as minimum desirable unit size, and development standards, such as minimum lot size, parking requirements, height restrictions, and building setbacks.

Minimum Lot Size, Maximum Density and Maximum Intensity

	CRT-1	CRT-2
Minimum lot area (square ft.)	4,500	4,500
Residential density	24	40

Maximum residential density (units per acre)	Residential density within activity center	60	60
	Workforce housing density bonus	6	6
Maximum nonresidential intensity (floor area ratio)	Nonresidential intensity	1	1.5
	Nonresidential intensity within activity center	2.5	2.5
	Workforce housing intensity bonus	0.2	0.2
Maximum impervious surface (site area ratio)		0.75	0.95

Workforce housing density and intensity bonus: All units associated with this bonus shall be utilized in the creation of workforce housing units as prescribed in the City's workforce housing program and shall meet all requirements of the program.

Refer to technical standards regarding measurement of lot dimensions, calculation of maximum residential density, nonresidential floor area and impervious surface.

For mixed use developments, refer to additional regulations within the use specific development standards section for mixed uses (currently section 16.50.200).

A 100% intensity bonus is allowed for manufacturing, office, and laboratories and research and development uses on parcels designated as Target Employment Center (TEC) Overlay on the future land use map.

(Code 1992, § 16.20.060.5; Ord. No. 876-G, § 6, 2-21-2008; Ord. No. 66-H, § 1, 2-7-2013; Ord. No. 83-H, § 6, 12-19-2013; Ord. No. 166-H, § 3, 5-21-2015; Ord. No. 203-H, § 25, 11-23-2015)

16.20.060.6. - Building envelope: Maximum height and minimum setbacks.

Maximum Building Height (All Districts)

Building Height	Top of roof peak	
	CRT-1	CRT-2
All buildings	36 ft.	48 ft.
All buildings within activity center	48 ft.	48 ft.

All buildings within Central Avenue Corridor Activity Center	72 ft.*	72 ft.*
<p>Refer to technical standards regarding measurement of building height and height encroachments. * The allowable height encroachment identified in section 16.20.060 and referred to as "Building in a mixed-use or nonresidential zoning district (with 50 percent or more of the first floor of the principal structure devoted to parking spaces)" shall be prohibited within the Central Avenue Corridor Activity Center.</p>		

Minimum Building Setbacks

Building Setbacks		CRT-1	CRT-2
Front yard	Stoop	7 ft.	0 ft. from the property line or 10 ft. from the curb, whichever is greater
	Open porch	10 ft.	
	Building	15 ft.	
Interior side yard		5 ft.	0 ft.
Street side yard		10 ft.	0 ft. from the property line or 10 ft. from the curb, whichever is greater
Rear yard	With alley	5 ft.	0 ft.
	No alley	7.5 ft.	7.5 ft.
<p>Additional criteria may affect setback requirements including design standards and building or fire codes. Refer to technical standards for yard types, and setback encroachments. Enclosing porches in the front yard setback is regulated by the general development standards.</p>			

Minimum Building Setbacks Within the Central Avenue Corridor Activity Center

Building Setbacks Within Central	CRT-1 and CRT-2	
	1st Avenues North and South	Central Avenue

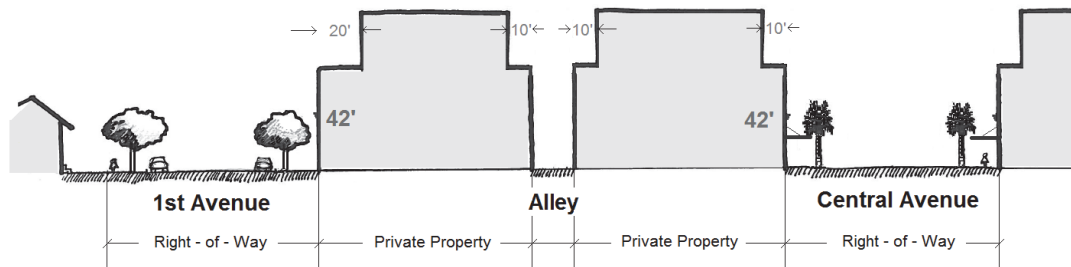
Avenue Corridor Activity Center		Building height in setback up to 42 ft.*	Building height in setback 42 ft.* to 72 ft.	Building height in setback up to 42 ft.*	Building height in setback 42 ft.* to 72 ft.
Front yard		0 ft. from the property line or 10 ft. from the curb, whichever is greater	20 ft. from the property line or 30 ft. from the curb, whichever is greater	0 ft. from the property line or 10 ft. from the curb, whichever is greater	10 ft. from the property line or 20 ft. from the curb, whichever is greater
Interior side yard	CRT-1	5 ft.	15 ft.	5 ft.	15 ft.
	CRT-2	0 ft.	0 ft.	0 ft.	0 ft.
Street side yard		0 ft. from the property line or 10 ft. from the curb, whichever is greater	20 ft. from the property line or 30 ft. from the curb, whichever is greater	0 ft. from the property line or 10 ft. from the curb, whichever is greater	10 ft. from the property line or 20 ft. from the curb, whichever is greater
Rear yard	With alley	0 ft.	10 ft.	0 ft.	10 ft.
	No alley	10 ft.	10 ft.	10 ft.	10 ft.

Additional criteria may affect setback requirements including design standards and building or fire codes.

Refer to technical standards for yard types, and setback encroachments.

Enclosing porches in the front yard setback is regulated by the general development standards.

* Where a single development project includes at least 135 feet of linear frontage along the primary street, building setbacks will be assessed above 48 feet in lieu of the standard 42 feet.



Minimum Building Setbacks for SE Uses

Building Setbacks SE Uses	CRT-1	CRT-2
All yards	35 ft.	35 ft.
Refer to technical standards for yard types.		

(Code 1992, § 16.20.060.6; Ord. No. 876-G, § 6, 2-21-2008; Ord. No. 66-H, § 2, 2-7-2013; Ord. No. 83-H, § 7, 12-19-2013)

16.20.060.7. - Building design.

The following design criteria allow the property owner and design professional to choose their preferred architectural style, building form, scale and massing, while creating a framework for good urban design practices which create a positive experience for the pedestrian.

Site layout and orientation. The City is committed to creating and preserving a network of linkages for pedestrians. Consequently, pedestrian and vehicle connections between public rights-of-way and private property are subject to a hierarchy of transportation, which begins with the pedestrian.

Building and parking layout and orientation.

1. New multi-building development shall relate to the development of the surrounding properties. This means there shall be no internally oriented buildings which cause rear yards and rear facades to face toward abutting properties.
2. Buildings shall create a presence on the street. This means that a minimum of 60 percent of the principal structure's linear frontage, per street face, shall be built on the building setback line.
 - a. For properties located within the Central Avenue Corridor Activity Center, ground floor residential dwelling units may be setback up to an additional six feet from the building setback line in fulfillment of the 60 percent requirement.
3. All service areas and loading docks shall be located behind the front facade line of the principal structure.
4. The principal structure shall be oriented toward the primary street. A principal structure on a corner property may be oriented to the secondary street so long as all street facades are articulated as primary facades. Buildings at the corner of two intersecting streets are encouraged to highlight and articulate the corner of the building.
5. All mechanical equipment and utility functions (e.g. electrical conduits, meters, HVAC equipment) shall be located behind the front façade line of the principal structure. Mechanical equipment that is visible from the primary street shall be screened with a material that is compatible with the architecture of the principal structure.
6. Parking, detention and retention ponds, drainage ditches, and accessory structures shall be located behind the principal building to the rear of the property. Detention and retention ponds and drainage ditches shall comply with the design standards set forth in the drainage and surface water management section.

Vehicle connections.

1. Access to parking shall be designed to take advantage of the first available alternative in the following prioritized list:
 - a. Access shall be made from the alley or secondary street.
 - b. Where no alley or secondary street is present, access shall occur from the primary street.

For multi-unit structures, driveways shall serve the entire complex, not individual units, and shall not be wider than one lane in each direction.

Pedestrian connections.

1. Principal entries to a structure shall be connected to the public sidewalk and the curb of the primary street with a sidewalk.
2. Each ground floor multifamily dwelling unit or commercial unit that faces a primary street shall contain a primary entry, which faces the primary street. The primary entry shall include decorative door surrounds, porches, porticos or stoops, or a combination thereof.

3. Where a single building includes separate commercial and residential entrances, the residential entrances shall be raised at least 16 inches above ground-level or recessed within the facade to reinforce a privacy zone and distinguish it from the commercial entrances.

Building and architectural design standards. All buildings should present an inviting, human scale facade to the streets, internal drives, parking areas and surrounding neighborhoods. The architectural elements of a building should give it character, richness and visual interest.

Building style. New construction shall utilize an identifiable architectural style which is recognized by design professionals as having a basis in academic architectural design philosophies.

1. Renovations, additions and accessory structures shall utilize the architectural style of the existing structure, or the entire existing structure shall be modified to utilize an identifiable architectural style which is recognized by design professionals as having a basis in academic architectural design philosophies.
2. All accessory structures, including, but not limited to, drive-throughs, canopies, storage buildings, and solid waste container enclosures shall be compatible with the architectural design of the principal structure. Compatibility shall be determined by reviewing building materials, finishes and other significant features.

Building form.

1. Buildings should create a width to height ratio of no more than 1:1. Buildings that exceed the width to height ratio of 1:1 shall feature architectural fenestration creating a bay system that divides the building design into a maximum ratio of 1:1. This may be done through pilasters, arcades, building line and roof line off-sets, materials and other appropriate architectural features.

Streetwall. Articulating different uses at lower building levels will aid in creating a sense of human scale in mid-rise buildings. Addressing human scale may be achieved through architectural detailing and by variation in the three-dimensional character of the building mass as it rises skyward.

1. Buildings shall use expression lines within the first two floors to delineate the divisions between the base and middle or top of the building. Expression lines may include a horizontal band, projecting material, shift in vertical plane, change in building material, or other treatment. Where existing, adjacent buildings have an established expression line, minor variations to this standard will be considered.

Wall composition. Wall composition standards ensure that ground-level storefronts and multifamily and single-family residential buildings offer attractive features to the pedestrian. Wall composition also mitigates blank walls and ensures that all sides of a building have visual interest.

1. At least 50 percent of street facades shall have fenestration. At least 30 percent of the interior side and rear facades shall have fenestration. Entry doors shall count as fenestration if side panels or decorative windows are provided. Garage doors are not fenestration on streets facing facades.
2. A zero lot line building, abutting another zero lot line building, is exempt from providing fenestration on any portion of the building concealed by the adjacent building. Portions of these facades, which are not concealed, shall meet fenestration percentages, but do not need to provide transparency.
3. Where fire or Florida Building Codes prohibit the use of transparency along interior side or rear facades, total fenestration percentages must still be met, but without the transparency percentage.
4. Structures which are situated on corner lots, through lots, or by the nature of the site layout are clearly visible from rights-of-way shall be designed with full architectural treatment on all sides visible from public rights-of-way. Full architectural treatment shall include roof design, wall materials, and architectural trim, and door and window openings. While it is recognized that

buildings have primary and secondary facades, the construction materials and detailing should be similar throughout.

Transparency. The provision of transparency enhances visual connections between activities inside and outside buildings, thereby improving pedestrian safety.

1. At least 50 percent of street level facades of commercial units shall be transparent. The bottom of these windows shall begin no higher than two feet above grade level, and the top of all windows and doors shall be no lower than eight feet above grade level. Taller windows are encouraged.
2. At least two-thirds of the fenestration on each facade shall be transparent (i.e., window glass).
3. Windows on the street side facades shall be evenly distributed in a consistent pattern.
4. Windows shall not be flush mounted. Windows recessed less than three inches shall feature architectural trim including a header, sill and side trim or decorative shutters. Windows recessed three inches or more shall feature a window sill.
5. Window sashes and glass shall be square or vertical, unless a different proportion is permitted or required by an identifiable architectural style.

Roofs. Rooflines add visual interest to the streetscape and establish a sense of continuity between adjacent buildings. When used properly, rooflines can help distinguish between residential and commercial land uses, reduce the mass of large structures, emphasize entrances, and provide shade and shelter for pedestrians.

1. Buildings shall provide a pitched roof or a flat roof with a decorative parapet wall compatible with the architectural style of the building.

Garages. Garage standards maintain and enhance the attractiveness of the streetscape and are influenced by a hierarchy of transportation which begins with the pedestrian.

1. Garage doors should face the rear or side of the property. A garage door facing the primary roadway shall be set back at least 20 feet behind the facade line.

Parking structures and surface parking lots.

1. Parking structures shall utilize a recognized architectural style.
2. Parking structures which are part of an overall project shall utilize the same architectural style, fenestration and detailing as the principal structure.
3. Sloping interior floors shall not be visible or expressed on the exterior face of the building.
4. Parking structures may be located at grade, provided that the perimeter along each street is devoted to active uses in accordance with the use regulations of this section. Parking structures located above the ground floor are encouraged to either encase the parking level with active uses or an architecturally compatible design that creates an attractive façade to screen the structure from the street (not alley).
5. Surface parking lots that are visible from the street (not alleys) shall provide a solid knee wall not less than 36 inches high.

Building materials. Building material standards protect neighboring properties by holding the building's value longer, thereby creating a greater resale value and stabilizing the value of neighboring properties.

1. Building materials shall be appropriate to the selected architectural style and shall be consistent throughout the project.
2. The base of buildings, where the building meets the sidewalk and entryway, shall be constructed of high-quality, hardened materials. The use of high-quality materials will protect against damage caused by pedestrian traffic and thereby benefit the lifetime maintenance costs of the building.

Use regulations. For properties located within the Central Avenue Corridor Activity Center, non-vehicular, pedestrian-oriented uses shall be incorporated into no less than 60 percent of the linear building frontage along Central and 1st Avenues North and South.

1. Non-vehicular, pedestrian-oriented uses shall have a minimum average depth of 25 feet;
2. Non-residential, pedestrian-oriented uses including office, personal service, and neighborhood scale retail and café, are encouraged;
3. Credit toward fulfillment of the 60 percent requirement shall also be granted for those portions of the building including limited residential support activities (e.g., lobbies, fitness centers) and where each ground floor, multi-family dwelling unit has a primary entrance along the street. The primary entrance shall include a decorative door surround, porch, portico or stoop, or a combination thereof.

Streetscape improvements. For properties located within the Central Avenue Corridor Activity Center, the abutting public sidewalk shall be generally improved consistent with the "Promenade: Level Two" streetscape treatment plan identified in the Plaza Parkway Design Guidelines, except as may be prohibited by the relevant permitting authority.

(Code 1992, § 16.20.060.7; Ord. No. 1029-G, § 19, 9-8-2011; Ord. No. 83-H, § 8, 12-19-2013; Ord. No. 287-H, § 41, 7-20-2017)

SECTION 16.20.070. - CORRIDOR RESIDENTIAL SUBURBAN DISTRICTS (CRS)



Typical Buildings in the CRS District

Sections:

16.20.070.1. - Composition of suburban residential corridors.

This district establishes regulations for heavily traveled and highly visible residential corridors in the City. Lot and building design standards provide safe, efficient building forms that are suitable for all transportation modes and residential living environments. Appearance is enhanced by reducing visible paved surfaces, hiding or deemphasizing parking areas, locating buildings closer to the street, and enhancing landscaping.

(Code 1992, § 16.20.070.1)

16.20.070.2. - Purpose and intent.

The purpose of the CRS district is to provide housing opportunities and relief from the linear, sprawling commercial corridor development patterns. Like the traditional residential corridor, the suburban residential corridor permits a rich variety of housing types along with limited office developments. The design standards place more emphasis on architectural style, while recognizing the automobile dependent development pattern.

(Code 1992, § 16.20.070.2)

16.20.070.3. - Permitted uses.

Uses in these districts shall be allowed as provided in Matrix: Use Permissions and Parking Requirements.

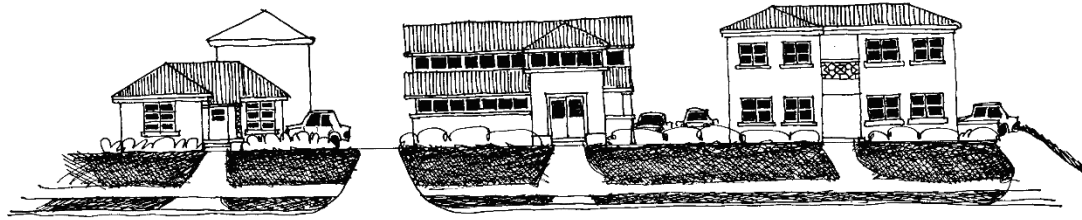
(Code 1992, § 16.20.070.3)

16.20.070.4. - Introduction to CRS districts.

The CRS districts are the CRS-1 and the CRS-2 districts.

16.20.070.4.1. Corridor Residential Suburban-1 (CRS-1).

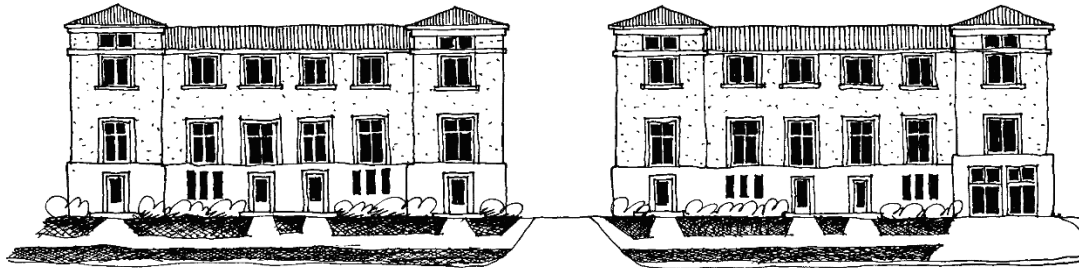
This district allows multifamily structures. Additional density is possible when workforce housing is provided. Building heights typically range between one and three stories.



Typical Residential Uses in CRS-1 District

16.20.070.4.2. Corridor Residential Suburban-2 (CRS-2).

This district allows multifamily structures. Additional density is possible when affordable workforce housing is provided. Building heights typically range between two and four stories.



Typical Multi-Family Uses in CRS-2 District

(Code 1992, § 16.20.070.4)

16.20.070.5. - Development potential.

Development potential is slightly different within the districts to respect the character of the neighborhoods. Achieving maximum development potential will depend upon market forces, such as minimum desirable unit size, and development standards, such as minimum lot size, parking requirements, height restrictions, and building setbacks.

Minimum Lot Size, Maximum Density and Maximum Intensity

		CRS-1	CRS-2
Minimum lot area (square ft.)		4,500	4,500
Maximum residential density (units per acre)	Residential density	15	30
	Residential density within activity center	N/A	30

	Workforce housing density bonus	6	8
	Workforce housing density bonus within activity center	N/A	10
Maximum nonresidential intensity (floor area ratio)	Nonresidential intensity	0.5	0.65
	Nonresidential intensity within activity center	N/A	0.70
	Workforce housing intensity bonus	N/A	0.2
Workforce housing intensity bonus within activity center	N/A	0.2	
Maximum impervious surface (site area ratio)		0.75	0.75
<p>Workforce housing density and intensity bonus: All units associated with this bonus shall be utilized in the creation of workforce housing units as prescribed in the City's workforce housing program and shall meet all requirements of the program.</p> <p>Refer to technical standard regarding measurement of lot dimensions, calculation of maximum residential density, nonresidential floor area and impervious surface.</p> <p>For mixed use developments, refer to additional regulations within the use specific development standards section for mixed uses (currently section 16.50.200).</p> <p>A 100% intensity bonus is allowed for manufacturing, office, and laboratories and research and development uses on parcels designated as Target Employment Center (TEC) Overlay on the future land use map.</p>			

(Code 1992, § 16.20.070.5; Ord. No. 876-G, § 7, 2-21-2008; Ord. No. 166-H, § 3, 5-21-2015; Ord. No. 203-H, § 25, 11-23-2015; Ord. No. 405-H, § 4, 12-12-2019)

16.20.070.6. - Building envelope: Maximum height and minimum setbacks.

Maximum Building Height

Building Height	Top of Roof Peak	
	CRS-1	CRS-2
Primary building	36 ft.	48 ft.

Accessory building	24 ft.	48 ft.
Refer to technical standard regarding measurement of building height and encroachments.		

Minimum Building Setbacks

Building Setbacks		CRS-1	CRS-2
Front yard	Stoop	11 ft.	5 ft.
	Open porch	14 ft.	8 ft.
	Building	20 ft.	15 ft.
Interior side yard		5 ft.	5 ft.
Street side yard		10 ft.	5 ft.
Rear yard	With alley	5 ft.	0 ft.
	No alley	10 ft.	10 ft.
<p>Additional criteria may affect setback requirements including design standards and building or fire codes. Refer to technical standards for yard types and setback encroachments. Enclosing porches in the front yard setback is regulated in the general development standards.</p>			

Minimum Building Setbacks for SE Uses

Building Setbacks SE Uses	CRS-1	CRS-2
All yards	35 ft.	35 ft.
Refer to technical standards for yard types.		

(Code 1992, § 16.20.070.6; Ord. No. 876-G, § 7, 2-21-2008)

16.20.070.7. - Building design.

The following design criteria allow the property owner and design professional to choose their preferred architectural style, building form, scale and massing, while creating a framework for good urban design practices which create a positive experience for the pedestrian.

Site layout and orientation. The City is committed to creating and preserving a network of linkages for pedestrians. Consequently, pedestrian and vehicle connections between public rights-of-way and private property are subject to a hierarchy of transportation, which begins with the pedestrian.

Building and parking layout and orientation.

1. New multi-building development shall relate to the development of the surrounding properties. This means there shall be no internally oriented buildings which cause rear yards or rear façades to face toward abutting properties.
2. Buildings shall create a presence on the street. This means that a minimum of 60 percent of the principal structure's linear frontage, per street face, shall be on the building setback line.
3. All service areas and loading docks shall be located behind the front façade line of the principal structure.
4. All principal structures shall be oriented toward the primary street. A principal structure on a corner property may be oriented to the secondary street so long as all street façades are articulated as primary façades. Buildings at the corner of two intersecting streets are encouraged to highlight and articulate the corner of the building.
5. All mechanical equipment and utility functions (e.g. electrical conduits, meters, HVAC equipment) shall be located behind the front façade line of the principal structure. Mechanical equipment that is visible from the primary street shall be screened with a material that is compatible with the architecture of the principal structure.
6. Parking, detention and retention ponds, drainage ditches, and accessory structures shall be located behind the principal building to the rear of the property. Detention and retention ponds and drainage ditches shall comply with the design standards set forth in the drainage and surface water management section.

Vehicle connections.

1. Access to parking shall be from the street. If the primary street is utilized for vehicular access, the driveway shall serve the entire complex, not individual units, and shall not exceed one lane in each direction.

Pedestrian connections.

1. Principal entries to a structure shall be connected to the public sidewalk and the curb of the primary street with a sidewalk.
2. Each ground floor multifamily dwelling unit or commercial unit that faces a primary street shall contain a primary entry, which faces the primary street. The primary entry shall include decorative door surrounds, porches, porticos and/or stoops.
3. Where a single building includes separate commercial and residential entrances, the residential entrances shall be raised at least 16 inches above ground level or recessed within the façade to reinforce a privacy zone and distinguish it from the commercial entrances.

Building and architectural design standards. All buildings should present an inviting, human scale façade to the streets, internal drives, parking areas and surrounding neighborhoods. The architectural elements of a building should give it character, richness and visual interest.

Building style.

1. New construction shall utilize an identifiable architectural style which is recognized by design professionals as having a basis in academic architectural design philosophies.
2. Renovations, additions and accessory structures shall utilize the architectural style of the existing structure, or the entire existing structure shall be modified to utilize an identifiable architectural style which is recognized by design professionals as having a basis in academic architectural design philosophies.
3. All accessory structures, including, but not limited to, drive-throughs, canopies, storage buildings, and solid waste container enclosures shall be compatible with the architectural design of the principal structure. Compatibility shall be determined by reviewing building materials, finishes and other significant features.

Building form. Buildings should create a width to height ratio of no more than 1:1. Buildings that exceed the width to height ratio of 1:1 shall feature architectural fenestration creating a bay system that divides the building design into a maximum ratio of 1:1. This may be done through pilasters, arcades, building line and roof line off-sets, materials and other appropriate architectural features.

Wall composition. Wall composition standards ensure that ground-level storefronts, and multifamily and single-family residential buildings, offer attractive features to the pedestrian. Wall composition also mitigates blank walls and ensures that all sides of a building have visual interest.

1. At least 50 percent of street façades shall have fenestration. At least 30 percent of the interior side and rear façades shall have fenestration. Entry doors shall count as fenestration if side panels or decorative windows are provided. Garage doors are not fenestration on street facing façades.
2. A zero lot line building, abutting another zero lot line building, is exempt from providing fenestration on any portion of the façade concealed by the abutting building. Portions of façades which are not concealed by another zero lot line building shall meet fenestration requirements, but do not need to provide transparency.
3. Where fire or Florida Building Codes prohibit the use of transparency along interior side or rear façades, total fenestration percentages must still be met, but without the transparency percentage.
4. Structures which are situated on corner lots, through lots, or by the nature of the site layout are clearly visible from rights-of-way shall be designed with full architectural treatment on all sides visible from public rights-of-way. Full architectural treatment shall include roof design, wall materials, and architectural trim, and door and window openings. While it is recognized that buildings have primary and secondary façades, the construction materials and detailing should be similar throughout.

Transparency. The provision of transparency enhances visual connections between activities inside and outside buildings, thereby improving pedestrian safety.

1. At least two-thirds of the fenestration on each façade shall be transparent (i.e., window glass).
2. Windows on the street side façades shall be evenly distributed in a consistent pattern.
3. Windows shall not be flush mounted. Windows recessed less than three inches shall feature architectural trim including a header, sill and side trim or decorative shutters. Windows recessed three inches or more shall feature a window sill.

Roofs. Rooflines add visual interest to the streetscape and establish a sense of continuity between adjacent buildings. When used properly, rooflines can help distinguish between residential and commercial land uses, reduce the mass of large structures, emphasize entrances, and provide shade and shelter for pedestrians.

1. Buildings shall provide a pitched roof or a flat roof with a decorative parapet wall compatible with the architectural style of the building.

Garages. Garage standards maintain and enhance the attractiveness of the streetscape and are influenced by a hierarchy of transportation which begins with the pedestrian.

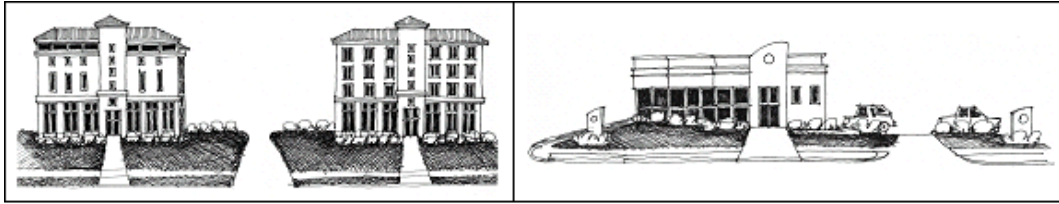
1. Garage doors should face the rear or side of the property. Garage doors facing the primary roadway shall be set back at least 20 feet behind the façade line.

Building materials. Building material standards protect neighboring properties by holding the building's value longer, thereby creating a greater resale value and stabilizing the value of neighboring properties.

1. Building materials shall be appropriate to the selected architectural style and shall be consistent throughout the project.

(Code 1992, § 16.20.070.7; Ord. No. 1029-G, § 20, 9-8-2011; Ord. No. 287-H, § 41, 7-20-2017)

SECTION 16.20.090. - CORRIDOR COMMERCIAL SUBURBAN DISTRICTS (CCS)



Typical Buildings in the CCS District

Sections:

16.20.090.1. - Composition of corridor commercial suburban.

- A. The corridor commercial suburban development pattern includes the design aesthetics, densities and uses found in the various shopping districts of the mid to late 20th Century. Historically, the development of suburban commercial corridors was most influenced by the automobile. Businesses as varied as laundromats, restaurants, banks and theaters catered to the automobile by adding drive-through windows. Parking became an important factor in designing a new business as the provision of ample on-site parking became a paramount consideration. These changes resulted in greater separation of land uses and a reduction in accommodations for the pedestrian.
- B. The regulations of this district recognize that corridor commercial suburban development is primarily influenced by the automobile. Regulations of site design, building design, scale and intensity are provided to minimize the impacts of parking lots, drive-thrus, and national chain architecture.

(Code 1992, § 16.20.090.1; Ord. No. 876-G, § 9, 2-21-2008; Ord. No. 246-H, § 7, 10-20-2016)

16.20.090.2. - Purpose and intent.

The purpose of the CCS district regulations is to improve the appearance of restaurants, "big box" retailers, drug stores and apartment buildings; accommodate both vehicles and pedestrians; improve connections between the individual developments and compatibility with surrounding neighborhoods; and minimize automobile dependency. The corridor features building setbacks, improved landscaping, internal pedestrian amenities, cross-access among developments, and other standards to minimize visual and traffic impacts. A specific purpose statement is included in each introduction to the specific CCS districts.

(Code 1992, § 16.20.090.2; Ord. No. 876-G, § 9, 2-21-2008)

16.20.090.3. - Permitted uses.

Uses in these districts shall be allowed as provided in the Matrix: Use Permissions and Parking Requirements.

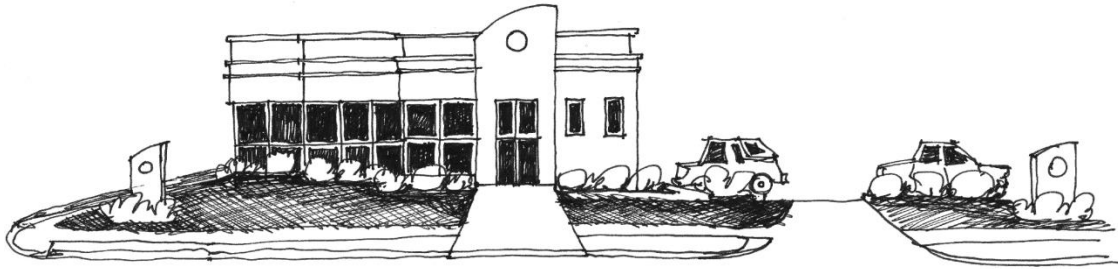
(Code 1992, § 16.20.090.3; Ord. No. 876-G, § 9, 2-21-2008)

16.20.090.4. - Introduction to CCS districts.

The CCS districts are the CCS-1 and CCS-2.

16.20.090.4.1. Corridor Commercial Suburban-1 (CCS-1).

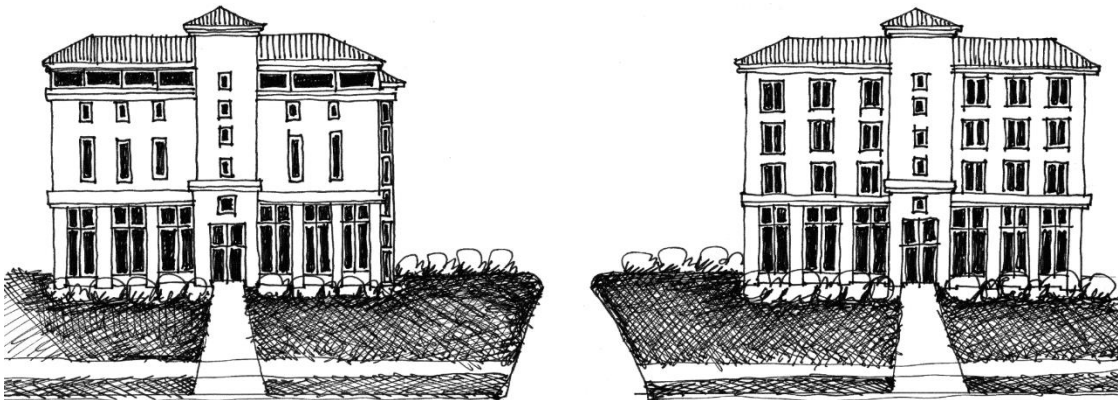
It is the purpose of this district to generally allow one-story to four-story development containing mixed uses of local interest in conjunction with residential, multifamily units or structures. Additional building height and density is possible within primary and secondary activity centers. Additional density is possible when workforce housing is provided.



CCS-1

16.20.090.4.2. Corridor Commercial Suburban-2 (CCS-2).

It is the purpose of this district to generally allow one-story to four-story development containing mixed uses of regional interest in conjunction with residential, multifamily units or structures. Additional building height and density is possible within primary and secondary activity centers. Additional density is possible when workforce housing is provided.



CCS-2

(Code 1992, § 16.20.090.4; Ord. No. 876-G, § 9, 2-21-2008; Ord. No. 246-H, § 7, 10-20-2016)

16.20.090.5. - Development potential.

Development potential is slightly different within the districts to respect the character of the neighborhoods. Achieving maximum development potential will depend upon market forces, such as minimum desirable unit size, and development standards, such as minimum lot size, parking requirements, height restrictions, and building setbacks.

Minimum Lot Size, Maximum Density and Maximum Intensity

		CCS-1	CCS-2
Minimum lot width	Small lot (less than 1.0 acre)	100 ft.	100 ft.
	Medium lot (between 1.0 - 2.0 acres)	200 ft.	200 ft.
	Large lot (greater than 2.0 acres)	300 ft.	300 ft.
Minimum lot area (square ft.)		4,500	4,500
Maximum residential density (units per acre)	Residential density	15	40
	Residential density within activity center	60	60
	Workforce housing density bonus	8	10
	Workforce housing density bonus within activity center	10	15
	Hotel density (rooms per acre)	45	55
	TDR density bonus	9	0
Maximum nonresidential intensity (floor area ratio)	Nonresidential intensity	0.55	0.75
	Nonresidential intensity within activity center	2.5	1.12
	Workforce housing intensity bonus	0.2	0.2
	Workforce housing intensity bonus within activity center	0.2	0.5
	TDR intensity bonus	0.2	0
Maximum impervious surface (site area ratio)		0.85	0.9
<p>Workforce housing density and intensity bonus: All units associated with this bonus shall be utilized in the creation of Workforce Housing units as prescribed in the City's workforce housing program and shall meet all requirements of the program.</p> <p>Hotel density: Additional hotel density may be allowed pursuant to the cg (commercial general) Comprehensive Plan future land use category and section 4.2.7.6 of the countywide plan rules.</p>			

In order to preserve existing commercial floor area on redevelopment sites within CCS-1 equal to or greater than 5 acres, the residential component shall not exceed 40 percent of the total FAR. Where the residential component exceeds 40 percent of the total FAR, special exception approval is required. Refer to technical standards regarding measurement of lot dimensions, calculation of maximum residential density, nonresidential floor area, and impervious surface.

For mixed use developments, refer to additional regulations within the use specific development standards section for mixed uses (currently section 16.50.200).

A 100% intensity bonus is allowed for manufacturing, office, and laboratories and research and development uses on parcels designated as Target Employment Center (TEC) Overlay on the future land use map.

(Code 1992, § 16.20.090.5; Ord. No. 876-G, § 9, 2-21-2008; Ord. No. 83-H, § 12, 12-19-2013; Ord. No. 166-H, § 3, 5-21-2015; Ord. No. 203-H, § 25, 11-23-2015; Ord. No. 246-H, § 7, 10-20-2016; Ord. No. 405-H, § 4, 12-12-2019)

16.20.090.6. - Building envelope: Maximum height and minimum setbacks.

Maximum Building Height (All Districts)

Building Height	CCS-1 and CCS-2		
	Small lot (less than 1.0 acre)	Medium lot (between 1.0—2.0 acres)	Large lot (greater than 2.0 acres)
All buildings	36 ft.	36 ft.	48 ft.
Within activity center	48 ft.	60 ft.	84 ft.
Within Central Avenue Corridor Activity Center	72 ft.*	72 ft *	72 ft.*

Refer to technical standards regarding measurement of building height and height encroachments.

* The allowable height encroachment identified in section 16.20.060 and referred to as "Building in a mixed-use or nonresidential zoning district (with 50 percent or more of the first floor of the principal structure devoted to parking spaces)" shall be prohibited within the Central Avenue Corridor Activity Center.

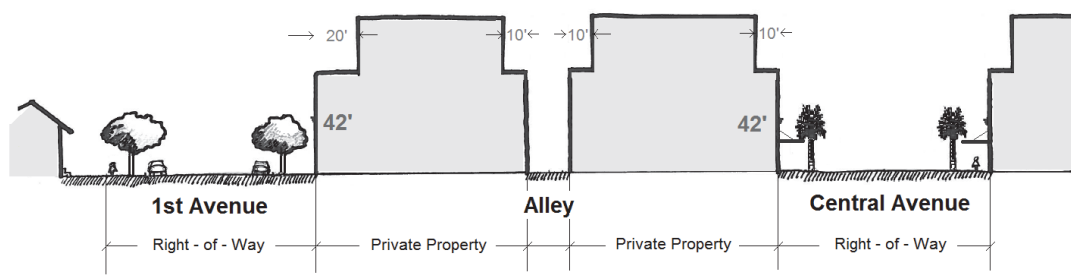
Minimum Building Setbacks

Building Setbacks	CCS-1 and CCS-2
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		Small lot (less than 1.0 acre)	Medium lot (between 1.0— 2.0 acres)	Large lot (greater than 2.0 acres)
Adjacent to street (not alleys) minimum setback	Nonresidential use	10 ft.	20 ft.	20 ft.
	Residential use including residential use liner	0 ft.	20 ft.	20 ft.
Adjacent to street (not alleys) maximum setback	Any use	30 ft.	80 ft.	N/A
Interior side yard	Nonresidential use abutting a nonresidential use	10 ft.	10 ft.	10 ft.
	Nonresidential use abutting a residential use	25 ft.	35 ft.	50 ft.
	Residential use (including residential use liner) abutting a residential use	20 ft.	20 ft.	20 ft.
Rear yard	Nonresidential use abutting a nonresidential use	20 ft.	20 ft.	20 ft.
	Nonresidential use abutting a residential use	25 ft.	35 ft.	50 ft.
	Residential use (including residential use liner) abutting a residential use	20 ft.	20 ft.	20 ft.
Waterfront yard		20 ft.	20 ft.	20 ft.
<p>Additional criteria may affect setback requirements including design standards and building or fire codes. Refer to technical standards for yard types and setback encroachments.</p>				

Minimum Building Setbacks Within the Central Avenue Corridor Activity Center

Building Setbacks Within Central Avenue Corridor Activity Center		CCS-1			
		1st Avenues North and South		Central Avenue	
		Building height in setback up to 42 ft.	Building height in setback 42 ft. to 72 ft.	Building height in setback up to 42 ft.	Building height in setback 42 ft. to 72 ft.
Front yard		0 ft. from the property line or 10 ft. from the curb, whichever is greater	20 ft. from the property line or 30 ft. from the curb, whichever is greater	0 ft. from the property line or 10 ft. from the curb, whichever is greater	10 ft. from the property line or 20 ft. from the curb, whichever is greater
Interior side yard		5 ft.	15 ft.	5 ft.	15 ft.
Street side yard		0 ft. from the property line or 10 ft. from the curb, whichever is greater	20 ft. from the property line or 30 ft. from the curb, whichever is greater	0 ft. from the property line or 10 ft. from the curb, whichever is greater	10 ft. from the property line or 20 ft. from the curb, whichever is greater
Rear yard	With alley	0 ft.	0 ft.	0 ft.	0 ft.
	No alley	10 ft.	10 ft.	10 ft.	10 ft.
<p>Additional criteria may affect setback requirements including design standards and building or fire codes.</p> <p>Refer to technical standards for yard types, and setback encroachments.</p> <p>Enclosing porches in the front yard setback is regulated by the general development standards.</p>					



(Code 1992, § 16.20.090.6; Ord. No. 876-G, § 9, 2-21-2008; Ord. No. 83-H, § 13, 12-19-2013;
Ord. No. 246-H, § 7, 10-20-2016)

16.20.090.7. - Building design.

The following design criteria allow the property owner and design professional to choose their preferred architectural style, building form, scale and massing, while creating a framework for good urban design practices which create a positive experience for the pedestrian.

Site layout and orientation. The City is committed to creating and preserving a network of linkages for pedestrians. Consequently, pedestrian and vehicle connections between public rights-of-way and private property are subject to a hierarchy of transportation, which begins with the pedestrian.

Building and parking layout and orientation.

1. New multi-building development shall relate to the development of the surrounding properties. This means there shall be no internally oriented buildings which cause rear yards or rear façades to face toward abutting properties.
2. All service areas and loading docks shall be located behind the front façade line of the principal structure.
3. All principal structures shall be oriented toward the primary street. The first floor of big box buildings shall be edged with a use liner containing any permitted use (e.g. retail, restaurant, residential) or the entire wall shall include architectural details such as fenestration, large false (or real) display windows, natural finishes and other architectural features.
4. All mechanical equipment and utility functions (e.g. electrical conduits, meters, HVAC equipment) shall be located behind the front façade line of the principal structure. Mechanical equipment that is visible from the primary street shall be screened with a material that is compatible with the architecture of the principal structure.
5. Detention and retention ponds and drainage ditches shall be located behind the principal building to the rear of the property. Detention and retention ponds and drainage ditches shall comply with the design standards set forth in the drainage and surface water management section.
6. Parking areas shall be compartmentalized with islands as required by the general development standards to reduce the overall scale of the parking area. Not more than 40 parking spaces shall be allowed between landscaped islands.
7. Parking lot location:
 - a. For small lots, no parking spaces shall be allowed between the principal building and the primary street;
 - b. For medium lots, no more than a double row of parking spaces with a single drive lane shall be allowed between the principal building and the primary street; and
 - c. For large lots, parking spaces are allowed anywhere on the property but if placed to the rear of the property, provision shall be made to allow current or future out-parcel development to comply with the small lot/out parcel design guidelines.
8. Parking structures are encouraged to be internal to the site and to include architectural features related to the principal structure. A parking structure shall meet the general development standards for parking structures.

Vehicle connections. Cross easements which connect an internal vehicle system are encouraged between abutting property owners.

Pedestrian connections.

1. Where multiple store fronts or multiple buildings exist within the same development, each store front and building shall be connected by an internal sidewalk system that is clearly delineated from the vehicular pavement. The internal sidewalk system shall connect to any public sidewalk that abuts the property.

2. Cross easements which connect the internal pedestrian system are encouraged between abutting property owners.
3. Each ground floor multifamily dwelling unit or commercial unit that faces a primary street shall contain a primary entry, which faces the primary street. The primary entry shall include decorative door surrounds, porches, porticos or stoops or a combination thereof.
4. Where a single building includes separate commercial and residential entrances, the residential entrances shall be raised at least 16 inches above ground-level or recessed within the façade to reinforce a privacy zone and distinguish it from the commercial entrances.
5. Doors shall be a commercial size and style.

Building and architectural design standards. All buildings should present an inviting, human scale façade to the streets, internal drives, parking areas and surrounding neighborhoods. The architectural elements of a building should give it character, richness and visual interest.

Building style.

1. New construction shall utilize an identifiable architectural style which is recognized by design professionals as having a basis in academic architectural design philosophies.
2. Renovations, additions and accessory structures shall utilize the architectural style of the existing structure, or the entire existing structure shall be modified to utilize an identifiable architectural style which is recognized by design professionals as having a basis in academic architectural design philosophies.
3. Shopping centers shall provide a unified architectural theme with standardized building materials, finishes, and color schemes.
4. All accessory structures, including, but not limited to, drive-throughs, canopies, storage buildings, and solid waste container enclosures shall be compatible with the architectural design of the principal structure. Compatibility shall be determined by reviewing building materials, finishes and other significant features.

Building form.

1. Commercial buildings should create a width to height ratio of no more than 3:1. Buildings that exceed the width to height ratio of 3:1 shall have architectural fenestration creating a bay system that divides the building design into a maximum ratio of 3:1. This may be done through pilasters, arcades, building line and roof line off-sets, materials and other appropriate architectural features.
2. Residential buildings should provide a width to height ratio of no more than 2:1. Buildings that exceed the width to height ratio of 2:1 shall have architectural fenestration creating a bay system that divides the building design into a maximum ratio of 2:1.
3. The first floor of each multi-story building shall be at least 12 feet in height measured to the bottom of the second floor.

Wall composition. Wall composition standards ensure that ground level storefronts and multifamily and single-family residential buildings offer attractive features to the pedestrian. Wall composition also mitigates blank walls and ensures that all sides of a building have visual interest.

1. Structures which are situated on corner lots, through lots, or by the nature of the site layout are clearly visible from rights-of-way shall be designed with full architectural treatment on all sides visible from public rights-of-way. Full architectural treatment shall include roof design, wall materials, architectural trim, and door and window openings. While it is recognized that buildings have primary and secondary façades, the construction materials and detailing should be similar throughout.

2. There shall be no blank façades. All façades shall include fenestration, architectural features, or both. For multi-story buildings, no portion of a façade corresponding to the height between two floors shall have a blank area greater than 24 feet in width.

Transparency. The provision of transparency enhances visual connections between activities inside and outside buildings thereby improving pedestrian safety.

1. At least 50 percent of street level façades of nonresidential buildings abutting streets shall be transparent. The bottom of windows shall begin no higher than three feet above grade level, and the top of all windows and doors shall be no lower than eight feet above grade level. Taller windows are encouraged.
2. Windows on the street side façades shall be evenly distributed in a consistent pattern.
3. At least 20 percent of street side façades of residential buildings shall be transparent, and at least 15 percent of all other façades shall be transparent.

Roofs. Rooflines add visual interest to the streetscape and establish a sense of continuity between adjacent buildings. When used properly, rooflines can help distinguish between residential and commercial land uses, reduce the mass of large structures, emphasize entrances, and provide shade and shelter for pedestrians.

1. Buildings shall provide a pitched roof or a flat roof with a decorative parapet wall compatible with the architectural style of the building.

Building materials. Building material standards protect neighboring properties by holding the building's value longer, thereby creating a greater resale value and stabilizing the value of neighboring properties.

1. Building materials shall be appropriate to the selected architectural style and shall be consistent throughout the project.

Central Avenue Corridor Activity Center. For properties located within the Central Avenue Corridor Activity Center, any proposed site, building and streetscape design shall conform to the design criteria in Subsection 16.20.060.7, St. Petersburg City Code.

(Code 1992, § 16.20.090.7; Ord. No. 876-G, § 9, 2-21-2008; Ord. No. 1029-G, § 22, 9-8-2011; Ord. No. 83-H, § 14, 12-19-2013; Ord. No. 287-H, § 41, 7-20-2017)

3C. Countywide Plan Map Annual Update

SUMMARY

While the Countywide Plan Map is updated throughout the year to reflect adopted amendments, the Countywide Rules provide for an annual update and filing of the map at the end of each fiscal year as an official record. For this year, the map has been updated to include all the amendments that have been approved through the July 21, 2020 Countywide Planning Authority meeting, the last month of the fiscal year in which an amendment was adopted.

ATTACHMENT(S):

- Draft copy of Forward Pinellas Resolution No. 20-06
- Link: [Countywide Plan Map and Submap No. 1: Scenic/Noncommercial Corridor Map](#)

ACTION: The PAC is required to make a recommendation to Forward Pinellas, in its role as the Pinellas Planning Council, to approve or deny Resolution No. 20-06, recommending acceptance of the updated Countywide Plan Map for filing as the official record copy.

FORWARD PINELLAS RESOLUTION NO. 20-06

A RESOLUTION RECOMMENDING TO THE PINELLAS COUNTY BOARD OF COUNTY COMMISSIONERS, IN ITS CAPACITY AS THE COUNTYWIDE PLANNING AUTHORITY, THAT THE AMENDED COUNTYWIDE PLAN MAP BE ACCEPTED AND FILED WITH THE CLERK OF THE BOARD OF COUNTY COMMISSIONERS AS THE OFFICIAL COUNTYWIDE PLAN MAP.

WHEREAS, the Countywide Plan Map was duly adopted by Pinellas County Ordinance No. 15-30 on August 4, 2015, with an effective date of August 7, 2015; and

WHEREAS, the Countywide Plan Map has been amended by ordinances approved by the Countywide Planning Authority through July 21, 2020; and

WHEREAS, Forward Pinellas, in its role as the Pinellas Planning Council, is authorized to update and print said map for acceptance and filing by the Pinellas County Board of County Commissioners in its role as the Countywide Planning Authority, consistent with Section 2.2.2 of the Countywide Rules; and

WHEREAS, said Countywide Plan Map has been prepared in accordance with that authorization and is available for acceptance and filing.

NOW, THEREFORE, BE IT RESOLVED by Forward Pinellas that:

Section 1. The attached maps, collectively entitled “Countywide Plan Map, Pinellas County, Florida,” effective August 7, 2015, and amended through July 21, 2020, are true and correct copies, and include the following:

- a) A color composite Countywide Plan Map amended through July 21, 2020, referred to as Exhibit A;
- b) A color composite Submap No. 1: Scenic/Noncommercial Corridor Map amended through July 21, 2020, referred to as Exhibit B.

Section 2. Forward Pinellas hereby recommends that the Pinellas County Board of County Commissioners, in its role as the Countywide Planning Authority, accept the attached maps as the official Countywide Plan Map and file said maps with the Clerk of the Board of County Commissioners.

Section 3. A copy of this Resolution is to be forwarded to the Pinellas County Board of County Commissioners, acting in its capacity as the Countywide Planning Authority.

This Resolution offered and adopted at the November 10, 2020 meeting of Forward Pinellas as hereinafter set forth:

_____ offered the foregoing Resolution, which was seconded by _____, and the vote was:

AYES:

NAYS:

ABSENT AND NOT VOTING:

ATTEST:

Whit Blanton, Executive Director
Forward Pinellas

Commissioner Dave Eggers, Chair
Forward Pinellas

APPROVED AS TO FORM
By: Chelsea Hardy at 4:51 pm, Oct 28, 2020
Office of the County Attorney

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 October 2020:

PUBLIC HEARINGS

The Board of County Commissioners, acting in its role as the Countywide Planning Authority, held public hearings on October 6, 2020 to consider the following amendments to the Countywide Plan Map:

- CW 20-13, a Pinellas County case concerning the East Lake Tarpon Community. The Board of County Commissioners, in its role as the Countywide Planning Authority, **approved** the amendment from Residential Very Low to Residential Rural (vote: 7-0).
- CW 20-14, a Pinellas County case concerning the Downtown Palm Harbor area. The Board of County Commissioners, in its role as the Countywide Planning Authority, **approved** the amendment from Activity Center, Employment, Office, Public/Semi-Public, Retail & Services, Residential Medium, Residential Low Medium to Activity Center (vote: 7-0).
- CW 20-15, a City of Largo case located at 4825 East Bay Drive. The Board of County Commissioners, in its role as the Countywide Planning Authority, **approved** the amendment from Public/Semi-Public to Retail & Services (vote: 7-0).

REGULAR AGENDA ITEMS

- Countywide Plan Map Adjustment – City of Safety Harbor – Official Acceptance, The board officially accepted the map adjustment (vote 7-0).

Tier I Countywide Plan Map Amendments October 2020:

There were no Tier I amendments reviewed in October.

ATTACHMENT(S): None

ACTION: None required; informational item only.

Planners Advisory Committee – November 2, 2020

4A. Forward Pinellas Complete Streets Grant Applications



SUMMARY

Forward Pinellas provides funding to local government partners through a variety of competitive grant programs. Now in its 5th year, the Complete Streets Grant provides up to \$100,000 for concept planning projects and up to \$1 million for construction projects annually. Forward Pinellas released a Call for Projects in the summer of 2020 and the submittal deadline for the grant program is October 23, 2020.

Forward Pinellas staff will review the grant applications received and will be asking for volunteers from the Technical Coordinating Committee (TCC) and Planners Advisory Committee (PAC), who are not representing agencies that submitted applications, to participate on a subcommittee to review the applications and develop a recommendation for funding. Following review and ranking by the subcommittee of Forward Pinellas staff and other representatives, recommended awards will be brought to the board for approval in March 2020.

Once the submittal deadline has passed, Complete Streets grant applications will be posted here: <http://forwardpinellas.org/projects/complete-streets/>

ATTACHMENT(S): None

ACTION: PAC members to volunteer to serve on the subcommittee.

4B. Coastal High Hazard Area (CHHA) Mitigation Program

SUMMARY

In order to reduce the loss of life and property caused by natural disasters, the State of Florida requires local governments to identify a Coastal High Hazard Area (CHHA) in which public expenditures and population growth are limited (see Section 163.3178, Florida Statutes). The CHHA is defined as “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.” Areas included in the CHHA are governed both by state law and the policies adopted to administer those provisions in local government comprehensive plans. Florida Statutes also allow for “appropriate mitigation” to be considered for comprehensive plan amendments in areas where hurricane evacuation level of service standards or times cannot be achieved.

While the CHHA has existed since 1985, the definition and applicable standards have changed several times, starting in 2006, 2010, and most recently 2016. These changes have led to an expansion of the CHHA in many communities which caused Forward Pinellas to convene a working group of coastal community planners and emergency management staff to research best practices from around the nation that are effective at balancing redevelopment and resiliency needs. This effort was followed by the Urban Land Institute (ULI) providing technical assistance to the City of St. Petersburg to further develop a set of innovative zoning and development standards.

The City of St. Petersburg is the first community in Pinellas County to re-evaluate its adopted CHHA policies and craft a mitigation program that is designed to allow targeted increases in multifamily residential development in the CHHA in exchange for development that is more resilient to climate hazards.

The mitigation program requires that land use amendments that propose an increase in density be subject to 12 balancing review criteria, where 4 of the 12 are minimum mandatory criteria that must be met. Development projects in these areas are also subject to stronger Land Development Regulations (LDR) and Building Code standards that sets forth elevated design standards for multifamily residential buildings. The intent is to require the development community to construct buildings which are more resilient to storm surge and sea level rise, mitigate for service and infrastructure needs during and immediately following a major storm event, and enable safe re-occupation as quickly as possible following an evacuation.

ATTACHMENT(S): CHHA Frequently Asked Questions

ACTION: PAC members to volunteer to serve on the subcommittee.



Coastal High Hazard Area (CHHA)

Frequently Asked Questions

BACKGROUND

To reduce loss of life and property caused by natural disasters, the State of Florida requires local governments to identify a Coastal High Hazard Area (“CHHA”) in which public expenditures and population growth are limited. The CHHA is defined as “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.” While the CHHA has existed since 1985, the definition and applicable standards have changed several times, starting in 2006, 2010, and most recently 2016. Figure 1 CHHA map shows the 2010 area in yellow and the 2016 area in red. The CHHA land area more than doubled from 7,705 acres in 2010 to 16,328 acres in 2016, an increase of approximately 112-percent now constituting 41-percent of the City’s total land area. Many of our economic centers that initially developed outside of the CHHA, are now included as a result of the 2016 changes, thereby limiting redevelopment opportunities.

Areas included in the CHHA are governed by state law, Pinellas County regulations as well as City of St. Pete policies adopted in our comprehensive plan. The City of St. Petersburg’s Comprehensive Plan (“Plan”) is the regulatory document which outlines the community vision through numerous goals, objectives, and policies. Generally, the Plan establishes the maximum number of residential dwelling units allowed to be built on private property through the assignment of map categories and provides guidelines and procedures for property owners to seek map amendments. The current policy prohibits approval of any map amendment resulting in an increase to the maximum number of residential dwelling units allowed within the CHHA. Pinellas County rules are more flexible and allow map amendment request to be considered using a set of balancing criteria. The proposed text amendments, if approved, will allow City Council to consider map amendment requests, subject to five (5) mandatory review criteria and a balancing of seven (7) additional criteria.

In concert with this proposed comprehensive plan policy change, additional code requirements are recommended for all multi-family and hotel developments within the CHHA regardless of whether a map amendment is included or not. Specifically, proposed amendments to the City’s Land Development Regulations (“LDRs”) and Building Code will require Hurricane Evacuation and Re-entry Plans for all new multi-family and hotel developments. The proposed amendments will require stricter building design and construction standards for multi-family developments. These design standards are intended to result in structures that are more resilient to storm surge, wind and sea level rise, mitigate for service and infrastructure needs throughout a major storm event, and enable safe re-occupation as quickly as possible following an evacuation.

FREQUENTLY ASKED QUESTIONS (FAQ)

1. What is the goal of these amendments?

- Increase safety by establishing stronger building design standards throughout the CHHA, for those areas at highest risk in our City, which will result in buildings that are safer by increasing the height and strength, encouraging replacement of vulnerable structures and by requiring Hurricane Evacuation and Re-entry Plans for all new multi-family and hotel developments
- Allow targeted increases in development in a third of the CHHA while continuing to prohibit any changes in the remainder
- Create a more equitable and sustainable development field, expanding redevelopment opportunities and reducing redevelopment pressure in the remaining 60% of the City
- Promote sustainability and resiliency goals by mandating use of existing infrastructure and previously developed land, requiring elevated design standards for all new projects and supporting multi-modal transit goals
- Remove conflicts with other City goals and initiatives such as replacement of obsolescent commercial buildings along our multi-modal corridors

2. Does the proposed amendment increase density in the CHHA?

No. The proposed text amendments do not by themselves immediately increase allowable density within the CHHA. Rather, the proposed text amendments would allow the oversight commission and council to consider a future map amendment request within the CHHA that increases the maximum allowable residential density. The map amendment process is a lengthy multi-stage process with multiple public hearings and includes a rigorous analysis by staff, the Community Planning and Preservation Commission, and City Council to determine whether the request is appropriate and in compliance with the proposed review criteria. This would not create an automatic approval of increased or allowable density.

3. How do these amendments address public safety concerns related to people living in the CHHA?

All new multi-family and hotel projects in the CHHA will be required to provide a Hurricane Evacuation and Re-entry Plan requiring mandatory evacuation in accordance with Emergency Management directives. All new multi-family projects will be required to follow stricter building design and construction standards in excess of the minimum requirements to reduce risk of flooding and to withstand higher winds. Because the proposed amendments would allow applications for redevelopment that increase the number of allowable residential dwelling units to be rebuilt on a property, the amendments may encourage removal of substandard structures, such as mobile homes. Assisted Living Facilities will now be prohibited in the CHHA.

4. Do the proposed amendments incentivize development in the CHHA?

No. Other than allowing property owners to request and be considered for a map amendment within the CHHA, no incentives or rewards are being offered for redevelopment within the CHHA. Moreover, stricter building design and construction standards within the CHHA, regardless of whether a map amendment is requested, will add 7-11% to the cost of construction for all new multi-family projects and will require a Hurricane Evacuation and Recovery plan. Increasing costs and development requirements would not typically be considered as an incentive to development.

5. Can multi-family projects be built in the CHHA now?

Yes. Multi-family projects can be developed on parcels at a maximum allowable density designated by the existing Future Land Use Map category. Allowable densities generally range from 7.5 to 15 dwelling units per acre, with certain exceptions when located along Corridors and within existing Activity Centers. Lower densities are making it increasingly difficult to recruit new investment through the private sector or secure federal grants for public transportation improvements within the City's Corridors and Centers, both of which increasingly look for a minimum allowable density of 30 dwelling units per acre.

6. Will the new, stricter building design and construction standards apply to all new multi-family projects?

Yes. As currently proposed, these stricter building design and construction standards will apply to all new residential multi-family development within the CHHA, regardless of whether or not an increase in density was requested through a map amendment. Please note that should an increase in density be requested through a map amendment, stricter building design and construction standards greater than those proposed for development not requesting a map amendment will be required.

7. Where do we encourage growth in our City?

The City of St. Petersburg's Comprehensive Plan establishes a framework of Neighborhoods, Corridors, and Centers. Generally, Corridors (for e.g. Central Avenue, 34th Street) and Centers (e.g. Downtown Center, Gateway District, and Skyway Marina District) are identified for the most intensive development due to the location of public transportation, existing utilities, and other supportive infrastructure.

8. Why is this being considered now and how was stakeholder feedback incorporated?

Following updates to the CHHA boundary in 2016, consideration of these proposed amendments began immediately afterwards with presentations to City Council in early 2018. Originally proposed to mirror existing language in the Countywide Plan Rules, early feedback from City Council elevated expectations, resulted in nearly two (2) years of stakeholder engagement and feedback, and this final recommendation which includes five (5) mandatory review

criteria and seven (7) additional review criteria. The recommendations evolved over the multi-year review to reflect feedback provided by City Council, stakeholders as well as the ULI Technical Advisory Committee.

9. What are the review criteria for applications to change density?

The criteria are listed in the table below. Five (5) criteria are mandatory and must be met for any application to change density in the CHHA. The seven other review criteria must be taken into consideration and balanced on a case-by-case basis for each application requesting a change. The proposed text amendments include three (3) additional criteria that are not included in the Countywide Plan Rules, which have been included because of their unique importance to the City of St. Petersburg. The State of Florida has only one statutory requirement that applies to changes in density for all jurisdictions in the State.

Criteria	City Criteria	Countywide Criteria	Statewide Criteria
Access to Emergency Shelter Space & Evacuation Routes	M		M
Utilization of Existing and Planned Infrastructure	M	B	
Utilization of Existing Disturbed Areas	M	B	
Location within an Activity Center, Target Employment Center, Special Area Plan or Multi-modal Corridor	M		
Implements the Goals and Policies of the Integrated Sustainability Action Plan (ISAP), Complete Streets and Health in All Policies (HIAP)	M		
Maintenance of Scenic Qualities and Improvement of Public Access to Water	B	B	
Water Dependent Use	B	B	
Part of Community Redevelopment Area	B	B	
Overall Reduction of Density or Intensity	B	B	
Clustering of Uses	B	B	
Integral Part of Comprehensive Planning Process	B	B	
Reduction of Storm Vulnerable Structures	B		

Key: M = Mandatory Criteria; B = Balancing Criteria (considered and weighted on a case-by-case basis)

10. What are the five mandatory review criteria?

- **Access to Emergency Shelter Space & Evacuation Routes** – This criterion is a requirement of the State of Florida, based on Florida Statutes 163.3178 which requires that appropriate mitigation be provided for shelter space and transportation facilities when maximum hurricane evacuation times and minimum shelter space cannot be provided in a County. Pinellas County does not currently meet the statewide requirements, and any applications for changes in density must demonstrate how mitigation for their impacts will be provided.
- **Utilization of Existing and Planned infrastructure** – This criterion will require utilization of existing infrastructure, as opposed to requiring the expenditure of public funds for the construction of new, unplanned infrastructure with the potential to be damaged by coastal storms.
- **Utilization of Existing Disturbed Areas** – This criterion will require utilization of existing disturbed areas as opposed to natural areas that buffer existing development from coastal storms.
- **Location within an Activity Center, Target Employment Center, Special Area Plan or Multi-modal Corridor** – This criterion will require location within an existing or proposed Activity Center, Target Employment Center, Special Area Plan or within a Multi-modal Corridor or within one quarter mile of the corridor as designated on the Countywide Plan Map (excluding locations on neighborhood collectors). These areas are targeted for higher density and intensity development based on other goals and policies such as creating employment centers and supporting multi-modal transit.
- **Implements the Goals and Policies of the Integrated Sustainability Action Plan (ISAP), Complete Streets and Health in All Policies (HIAP)** – This criterion requires that design elements and programs which further the sustainability and resiliency goals and policies of the ISAP, Complete Streets and HIAP be included in future development. The proposed companion amendment to the Land Development Regulations adding the CHHA design standards implements this policy, requiring that any project containing dwelling units resulting from a density increase must provide additional items, one for every 50 additional units.

11. When will a Hurricane Evacuation and Re-entry Plan be required?

All new multi-family and hotel projects will be required to prepare a Hurricane Evacuation and Re-entry Plan for review and approval by City Emergency Management staff. The plan must require mandatory evacuation in accordance with Emergency Management Directives and include operating procedures for how the project will handle loss of off-site or grid power, transition to a backup source of power (if available), and transition back to normal operation. Requirements must be incorporated into a legally binding document such as lease documents, condominium rules, homeowner rules.

12. Will all areas of the CHHA qualify?

No. Requests for map amendments that increase the maximum allowable residential density are to only those locations that are within an Activity Center, Target Employment Center, Special Area Plan, or Multi-Modal Corridor; together, these areas constitute approximately 30-percent of the overall CHHA. Qualified properties are identified on Figure 2 of the attached.

13. Was Sea Level Rise considered?

Yes, the 2-foot increase in structure elevation is intended to address NOAA's mid-range projected sea level rise for 50-years in the future, which projects approximately 2-feet of additional elevation.

14. How does this relate to the City's Sustainability and Resiliency goals and policies?

All new multi-family construction within the CHHA is required to comply with stricter building design and construction standards. The new standards are based on the City of St. Petersburg's Integrated Sustainability Action Plan (ISAP).

15. How will this affect single-family properties and neighborhoods?

The proposed amendments generally do not apply to new single-family houses and do not affect single-family neighborhoods. Most properties inside established neighborhoods will not meet the mandatory locational requirements to qualify for any map amendment that increases the maximum allowable density. Qualified properties are identified on Figure 2 of the attached.

16. How will this affect redevelopment outside the CHHA?

StPete2050 projections show a need for the creation over 1,000 new units per year over the next 50 years to accommodate St. Petersburg's projected growth. If approved, the proposed amendments do not regulate or constrain redevelopment opportunities outside of the CHHA. If denied, redevelopment pressure will be consolidated into the non-CHHA areas of the City. This increased pressure might have inflationary effects on land and construction costs, rent rates, and fee-simple sale prices. Further, there may be negative social impacts including gentrification resulting from redevelopment within established neighborhoods surrounding the downtown center and within close proximity to the pending Central Avenue Bus Rapid Transit line.

Alternatively, the requirement for stricter building design and construction standards within the CHHA, regardless of whether a map amendment is requested, will increase construction costs within the CHHA and may influence multi-family developments to locate elsewhere. Since demand will continue to exceed the redevelopment capacity of qualified properties within the CHHA, non-CHHA areas will continue to benefit from new investments.

17. How does this affect affordability?

Increasing the areas where housing can be built will increase housing availability, and in turn decrease pressure on inland areas to accommodate the projected growth. The increase in building costs may result in less affordable units in the CHHA, while encouraging redevelopment of more affordable units in areas targeted for growth outside of the CHHA.

18. Where can I learn more about the research the City has done on the Coastal High Hazard Area?

Visit: http://www.stpete.org/planning_zoning/current_planning_projects.php

Contact: Urban Planning & Historic Preservation Division: 727-551-3542; Britton.Wilson@stpete.org

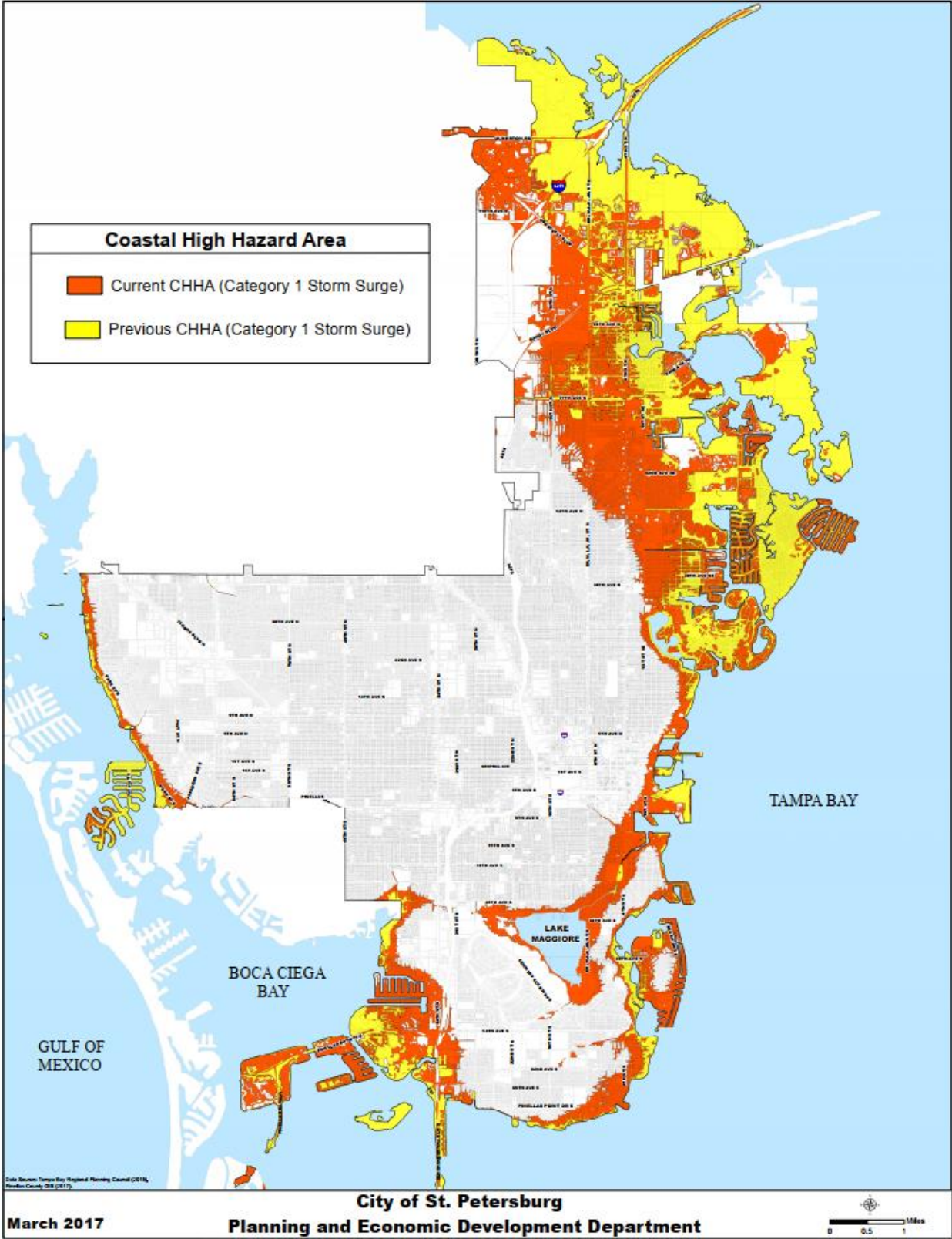


Figure 1. Coastal High Hazard Areas - 2010 and 2016

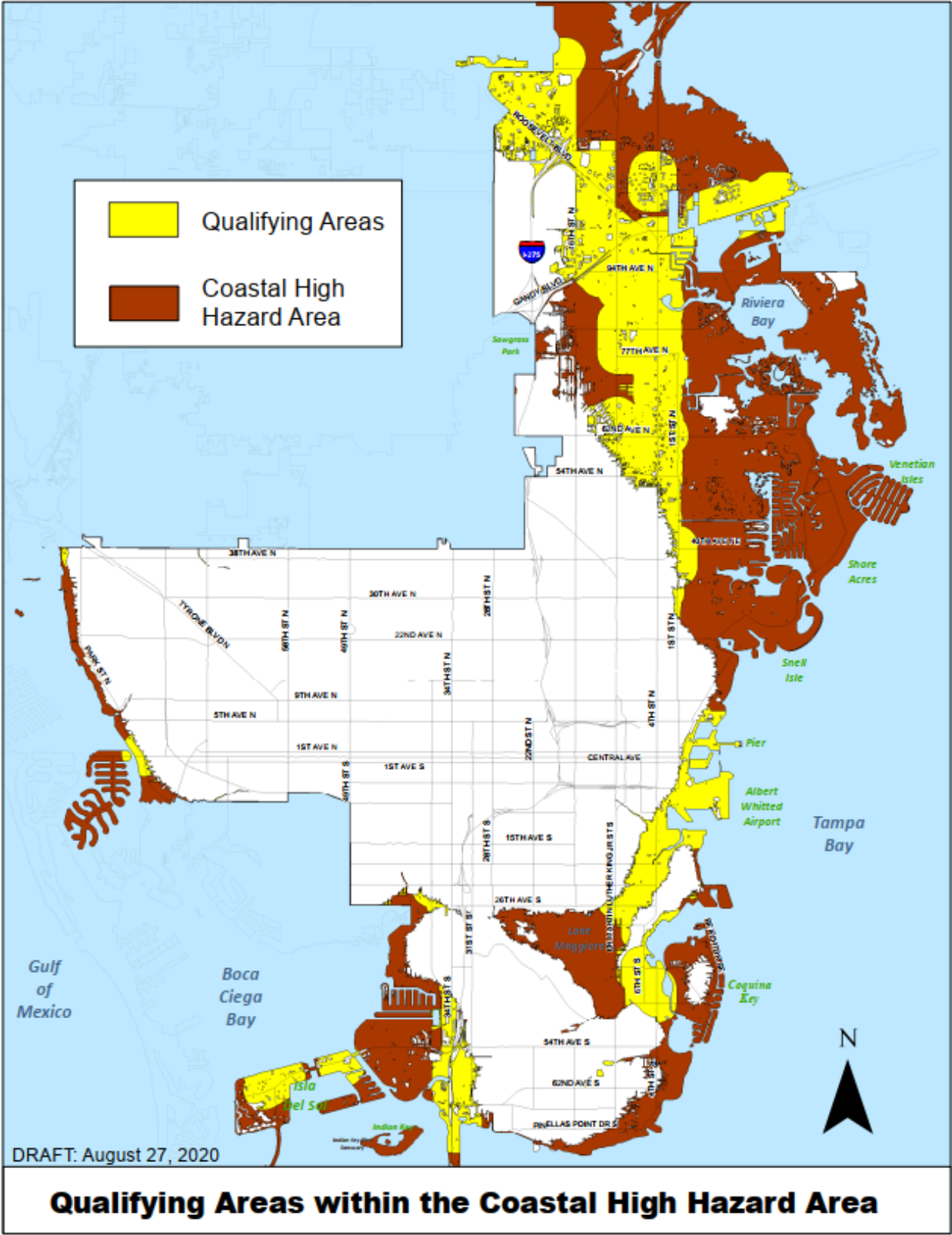


Figure 2. Qualifying Areas within the Coastal High Hazard Areas

Planners Advisory Committee – November 2, 2020

5A. Pinellas SPOTlight Emphasis Areas Update



SUMMARY

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

ATTACHMENT(S): None

ACTION: None required; informational item only.

Planners Advisory Committee – November 2, 2020

5B. 2021 PAC Membership Roster/Election of Officers



SUMMARY

The Bylaws of the Planners Advisory Committee (PAC) call for the annual update of its membership roster and submission of this roster to Forward Pinellas, in its role as the Pinellas Planning Council. Therefore, attached is the PAC roster as submitted by each jurisdiction for 2021.

Additionally, the PAC shall select a new Chair and Vice Chair for 2021.

ATTACHMENT(S): 2021 PAC Membership Roster

ACTION: PAC to receive and accept the PAC Membership Roster for 2021; PAC to select a new Chair and Vice Chair for 2021.

PAC MEMBERS LIST
2021 PLANNERS ADVISORY COMMITTEE
OFFICERS

Chairperson

Vice Chairperson

<u>MEMBERS</u>		
Clearwater	Rep. Alt. Alt.	Gina Clayton, Planning Director Chrissy Fisher, Long-Range Planning Manager Kyle Brotherton, Senior Planner
Dunedin	Rep. Alt.	Frances Leong Sharp, Planner II Joseph DiPasqua, Interim Director of Community Development
Gulfport	Rep. Alt.	Fred Metcalf, Director of Community Development Mike Taylor, Principal Planner
Indian Rocks Beach	Rep.	Hetty Harmon, Planning Consultant
Indian Shores	Rep.	Darin Cushing, Building Official
Largo	Rep. Alt.	Richard Perez, Planning Manager Alicia Parinello, Principal Planner
Madeira Beach	Rep. Alt.	Linda Portal, Community Development Director Zain Husain, Planning and Zoning Coordinator
Oldsmar	Rep. Alt.	Felicia Donnelly, Assistant City Manager Michele Parisano, Planning Manager/CRA Administrator
Pinellas County	Rep. Alt. Alt.	Corey Gray, Planner I Michael Schoderbock, Principal Planner Evan Johnson, Strategic Initiatives Manager
Pinellas Park	Rep. Alt.	Derek Reeves, Principal Planner Erica Lindquist, Planning & Development Review Manager
Redington Shores	Rep.	Mary Palmer, Town Clerk
Safety Harbor	Rep. Alt.	Marcie Stenmark, Community Development Director Brandon Henry, Community Planner/GIS Analyst
St. Petersburg	Rep. Alt. Alt.	Derek Kilborn, Manager, Planning & Development Services Dept. Britton Wilson, Planner II Elizabeth Abernethy, Director, Planning & Development Services Dept.
St. Pete Beach	Rep. Alt. Alt.	Wesley Wright, Community Development Director Lynn Rosetti, Senior Planner Brandon Berry, Planner II
Seminole	Rep. Alt.	Mark Ely, Community Development Director Jan Norsoph, City Planner
South Pasadena	Rep. Alt.	Vacant Ashley Dochinez, Permit Tech./Business Tax Official
Tarpon Springs	Rep. Alt.	Patricia McNeese, Principal Planner Alexandra Keen, Senior Planner
Treasure Island	Rep. Alt.	Kathy Gademer, Community Improvement Director Jamie Viveiros, City Planner
Pinellas County School District	Rep. Alt.	Marshall Touchton, Demographic Specialist Vacant
FDOT	Rep. Alt.	Jensen Hackett, Planning Specialist/MPO Liaison Dan Santos, Planning Supervisor I
PSTA	Rep. Alt.	Heather Sobush, Planning Manager Jacob Labutka, Transit Planner

Planners Advisory Committee – November 2, 2020

**5C. Draft 2021 Meeting Schedules for PAC, Forward Pinellas
and CPA**



SUMMARY

Annually Forward Pinellas adopts a meeting calendar for the upcoming year along with committee meeting schedules and submittal deadlines. The attached contains the proposed schedule for 2021. The Forward Pinellas Board will take action to approve the schedule at its November meeting.

ATTACHMENT(S): Proposed board meeting calendar for 2021 with submittal deadlines

ACTION: None required; informational item only.

FORWARD PINELLAS MEETING CALENDAR – 2021
Schedule of Meeting Dates for the Forward Pinellas Public Hearings and
Corresponding Meeting/Public Hearing Dates for the
Planners Advisory Committee (PAC) and Countywide Planning Authority (CPA)

Deadline for Submittal of PPC Items Requiring Public Hearing	PAC Meeting Date	Forward Pinellas Hearing Date	CPA Hearing Date
December 9, 2020	January 4, 2021	January 13, 2021	February 9, 2021
January 13, 2021	February 1, 2021	February 10, 2021	March 9, 2021, 6:00 p.m.
February 10, 2021	March 1, 2021	March 10, 2021	April 13, 2021
March 10, 2021	March 29, 2021	April 14, 2021	May 11, 2021
April 14, 2021	May 3, 2021	May 12, 2021	June 8, 2021
May 12, 2021	June 1, 2021 - Tuesday	June 9, 2021	July 13, 2021, 6:00 p.m.
June 9, 2021	July 6, 2021 - Tuesday	July 14, 2021	August 10, 2021
July 14, 2021	* August 2, 2021	* August 11, 2021	October 12, 2021
August 11, 2021	August 30, 2021	September 8, 2021	October 12, 2021
September 8, 2021	October 4, 2021	October 13, 2021	November 9, 2021, 6:00 p.m.
October 13, 2021	November 1, 2021	November 10, 2021	December 7, 2021, 6:00 p.m.
November 10, 2021	* November 29, 2021	* December 8, 2021	January 2022 TBD

*** Subject to Cancellation**

**Unless otherwise noted, the location for all the meetings will be the Pinellas County Cooperative Extension – Magnolia Room
12520 Ulmerton Road; Largo, FL**



SAFE STREETS PINELLAS

WORKSHOP

December 2, 2020

2 p.m.

Save the date to for a workshop with the Forward Pinellas committees to review and provide input into the Safe Streets Pinellas Action Plan



LOCATION

TBD



CONTACT

Sarah Caper, AICP
scaper@forwardpinellas.org
727.464.8250
forwardpinellas.org