

# Pinellas Planning Council Countywide Plan Map Amendment

Case CW 23-10 – Pinellas County

October 11, 2023

# Local Government Request

## **Subject Property**

- 171.6 acres m.o.l.
- Generally bounded by 68th Ave. N. to the north, 45th St. N. to the west, 44th Ave. N. to the south, and 24th St. N. to the east.

## **Existing Countywide Plan Map Category (future land use)**

- Residential Low Medium, Residential Medium, Office, Public/Semi-Public, Retail & Services, Employment, and Target Employment Center

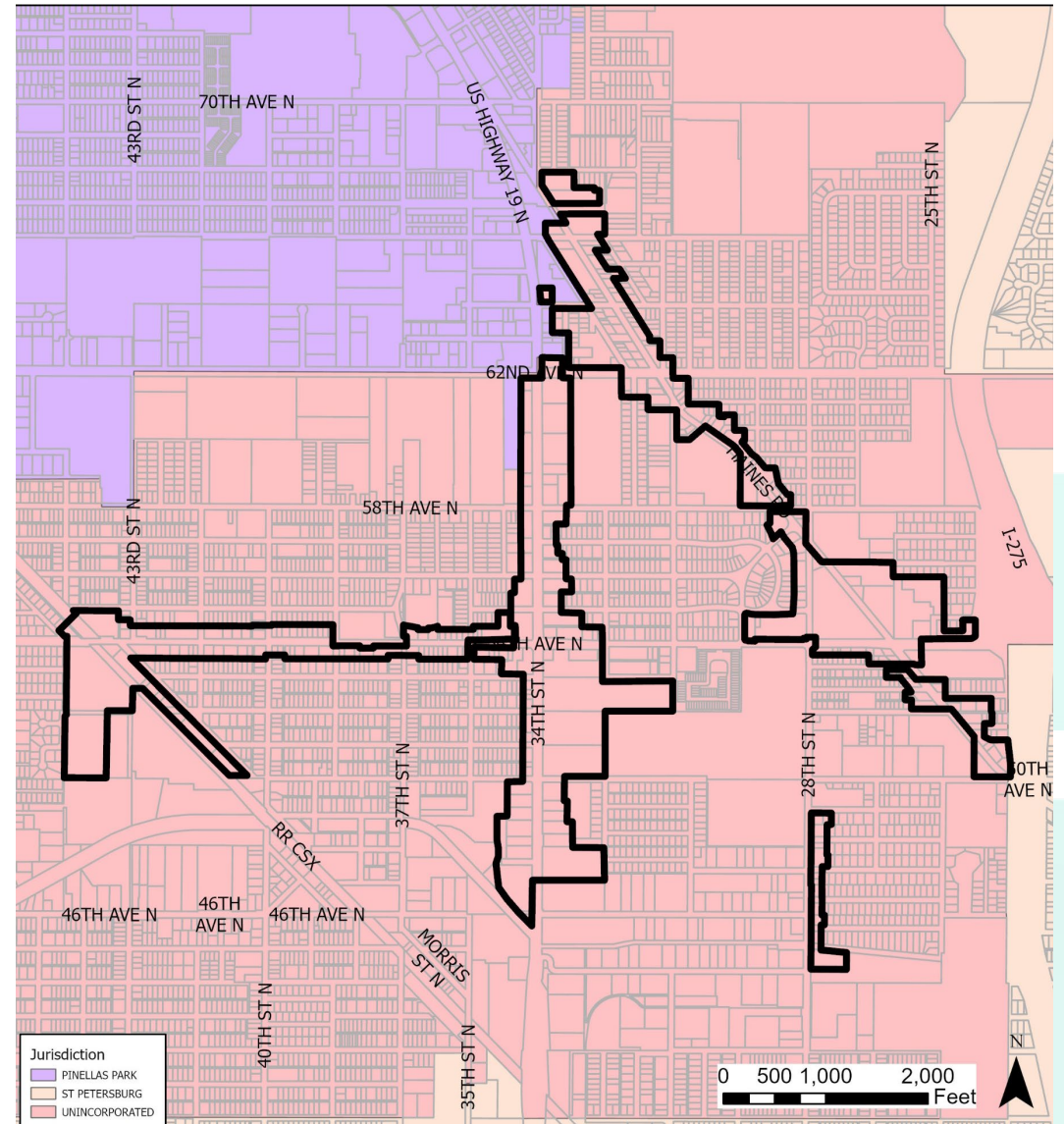
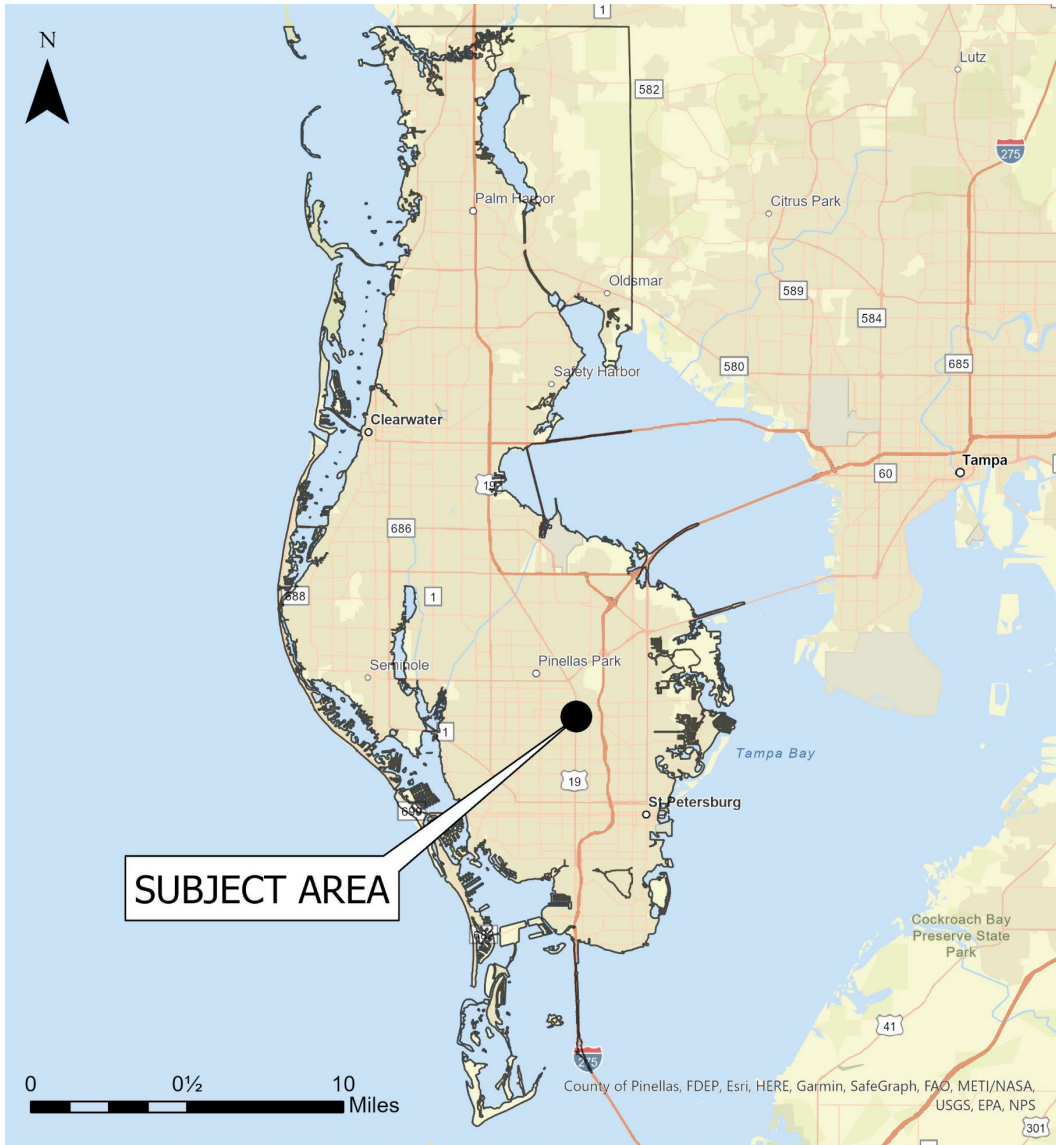
## **Proposed Countywide Plan Map Category (future land use)**

- Multimodal Corridor and Target Employment Center

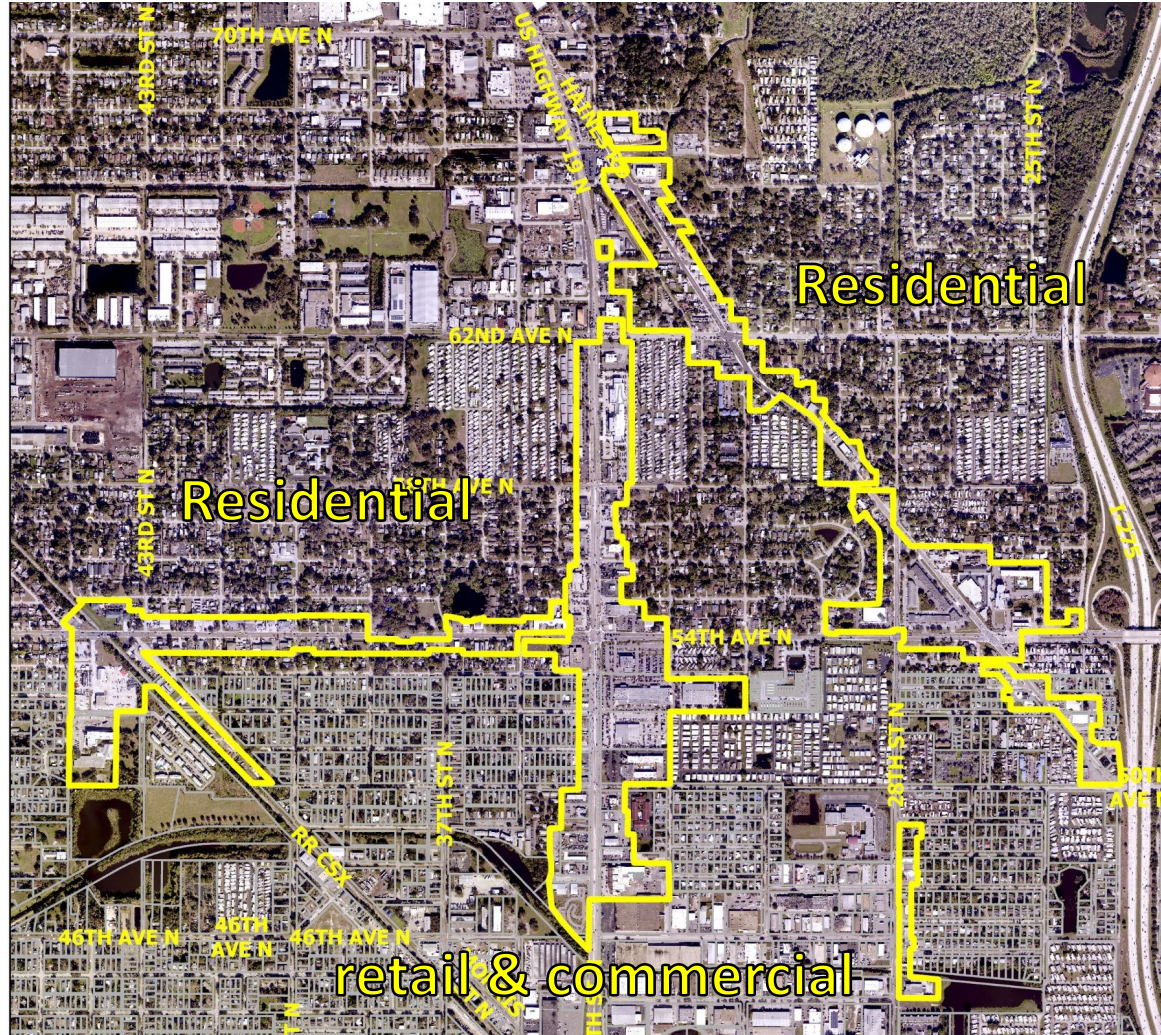
**Existing Use(s):** Residential, retail/commercial, office, limited industrial, public/semi-public

**Proposed Use(s):** Residential, lodging, office, retail/commercial, automotive, industrial/manufacturing, civil support, civic, and recreation

# Location

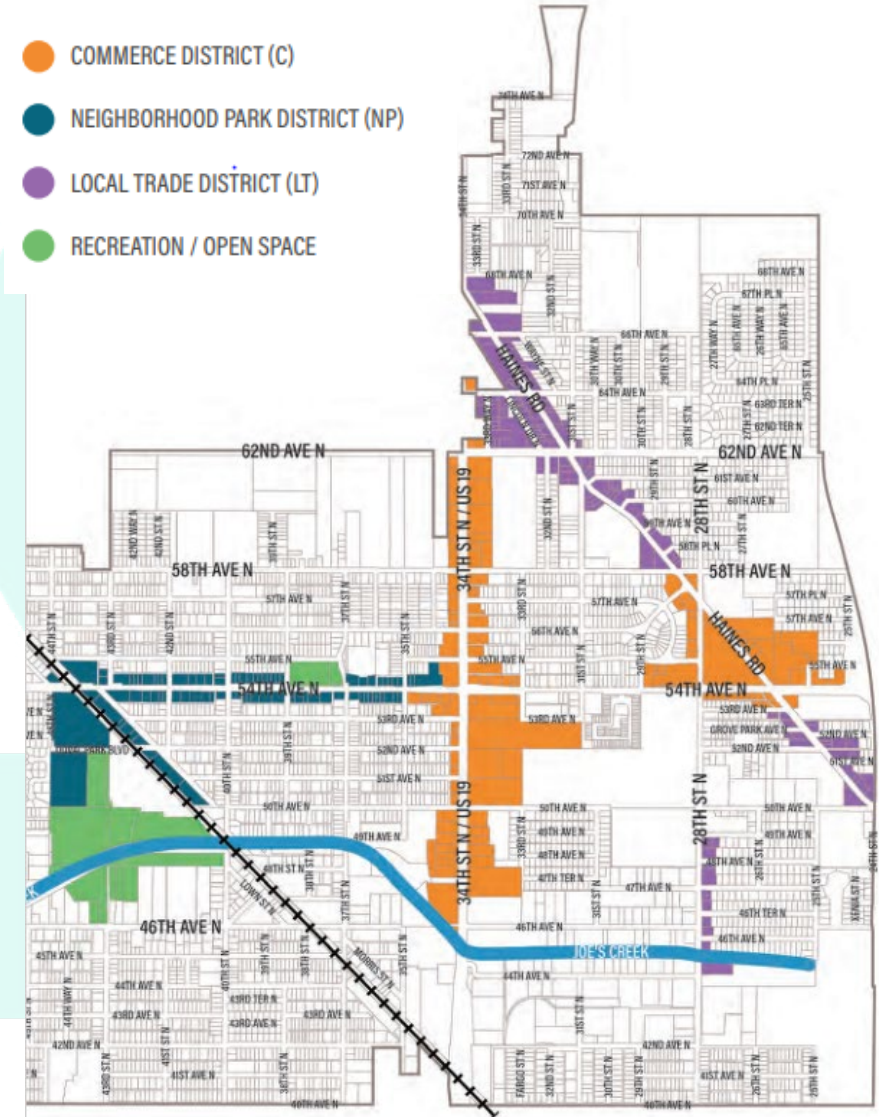


# Aerial View & Surrounding Uses



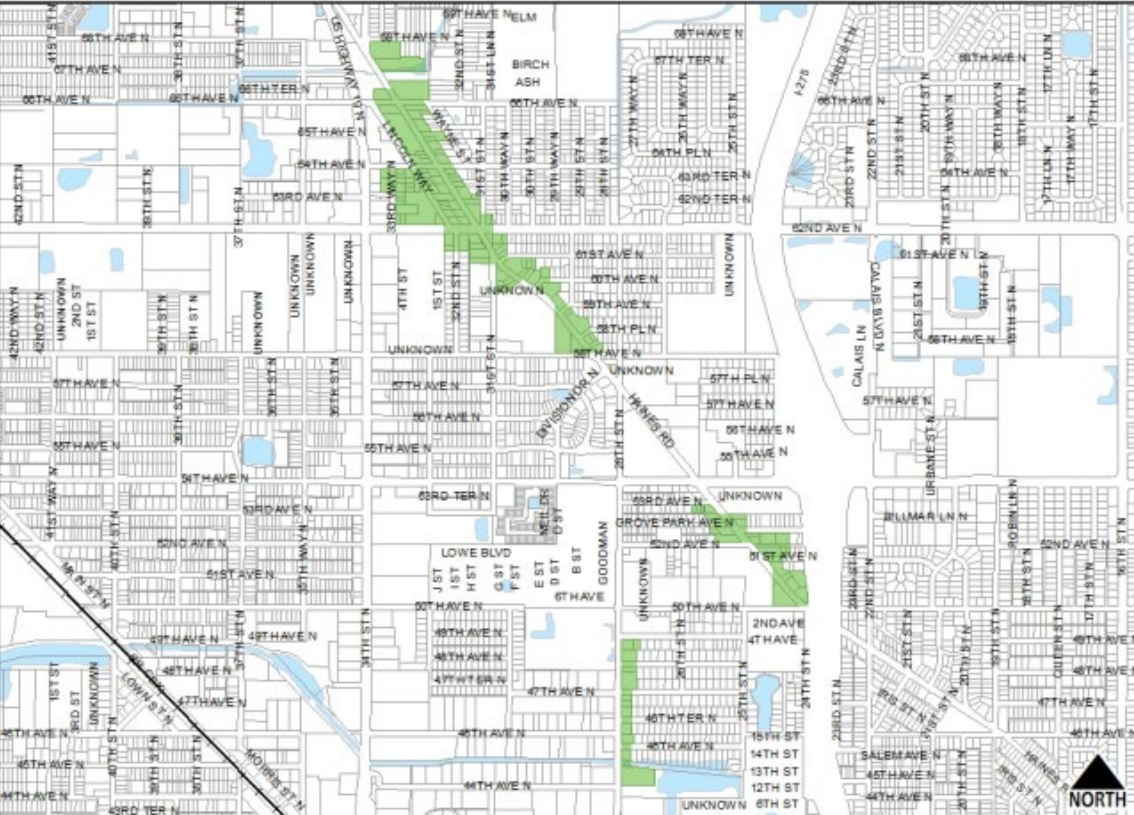
# Lealman Form Based Code Context

- The Lealman Community Redevelopment Area Plan was adopted by the Board in 2016 and amended in 2019. The Plan includes various plan implementation recommendations for improvement within the Community Redevelopment Area.
- One such improvement includes the adoption of form-based districts through the implementation of the “Lealman Form-Based Code.”
- The Comprehensive Plan amendment establishes three (3) new FLUM designations; creating three Districts within Lealman
- The proposed designations apply a project Floor Area Ratio in lieu of a residential density calculation. This is intended to incentivize residential and mixed-use projects.



# Three New Categories: Pinellas County Comprehensive Plan Future Land Use Map

## MUC-SU-LT MIXED USE CORRIDOR-SUPPORTING-LOCAL TRADE



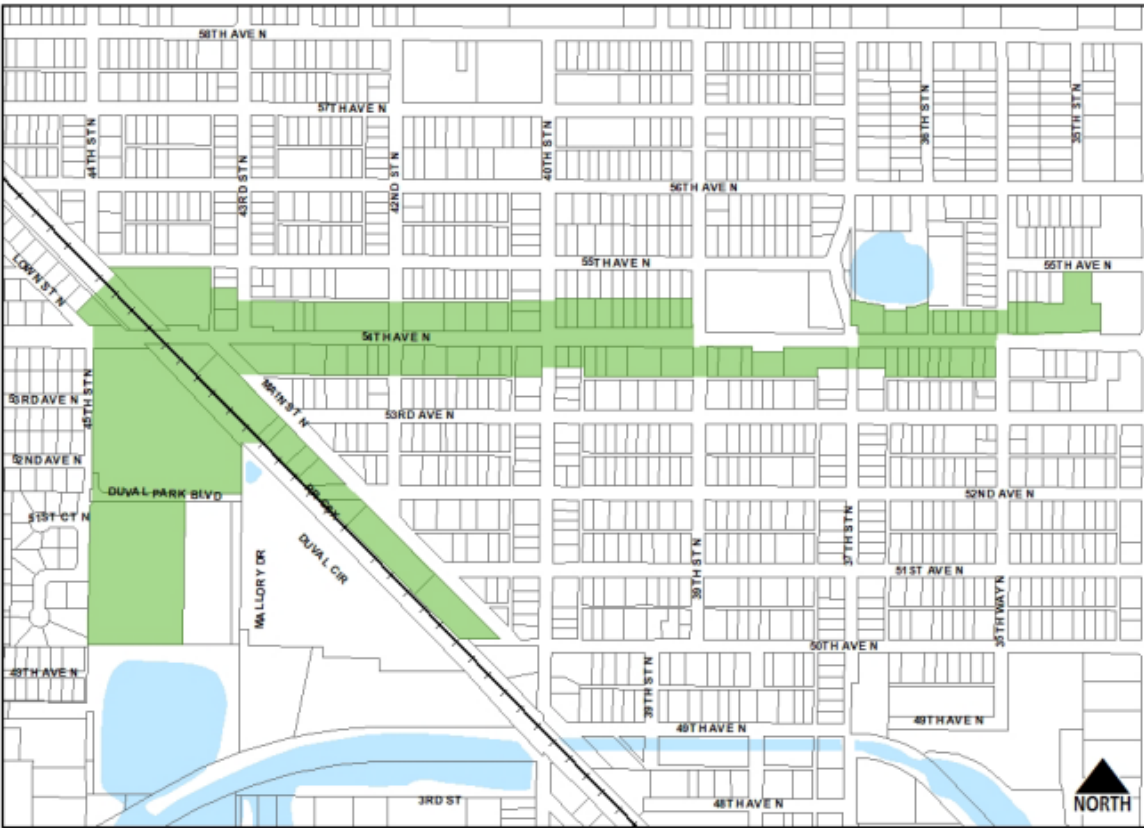
<b>Designation</b>	<b>Maximum FAR – nonresidential uses</b>	<b>Maximum FAR – with residential*</b>
<b>MUC-SU-LT</b>	<b>1.0</b>	<b>1.5</b>

## Standards Applicable to Multimodal Corridor Subcategories

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

# Three New Categories: Pinellas County Comprehensive Plan Future Land Use Map

## MUC-SU-NP MIXED USE CORRIDOR-SUPPORTING-NEIGHBORHOOD PARK



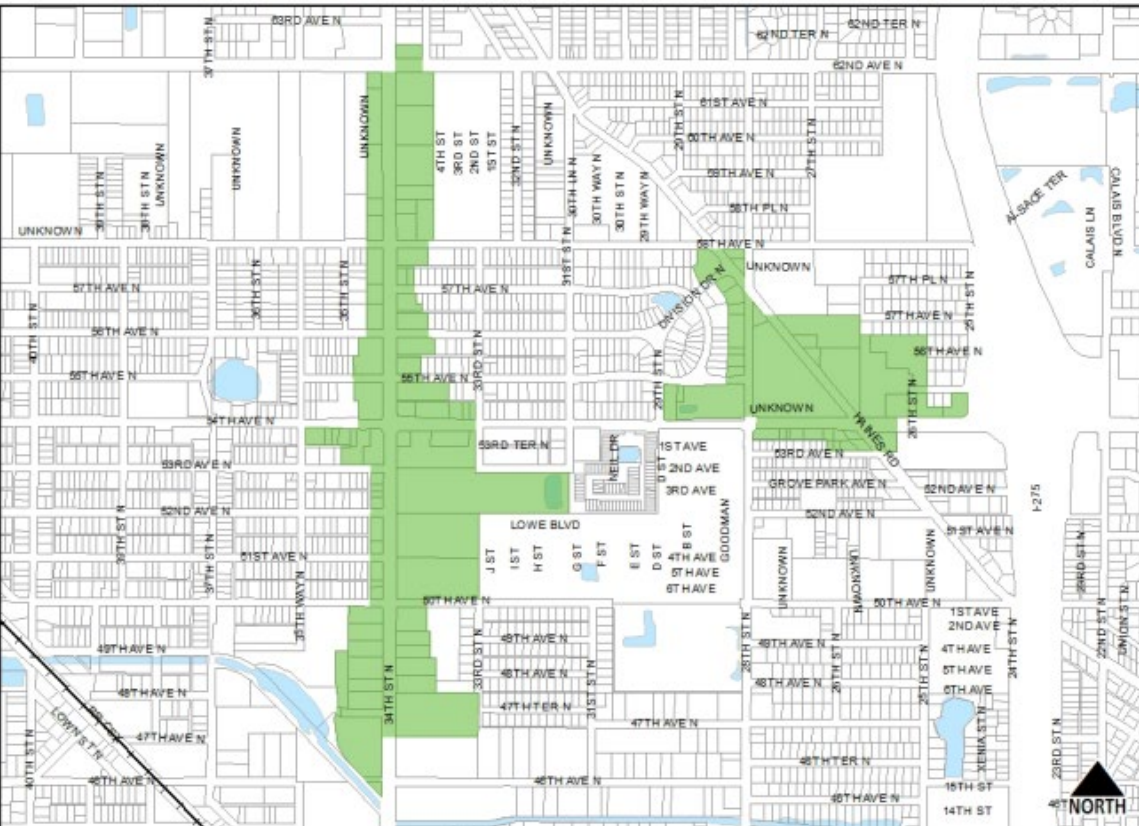
<u>Designation</u>	<u>Maximum FAR – nonresidential uses</u>	<u>Maximum FAR – with residential*</u>
<u>MUC-SU-NP</u>	<u>1.0</u>	<u>1.5</u>

Standards Applicable to Multimodal Corridor Subcategories

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

# Three New Categories: Pinellas County Comprehensive Plan Future Land Use Map

## MUC-P-C MIXED USE CORRIDOR-PRIMARY-COMMERCE



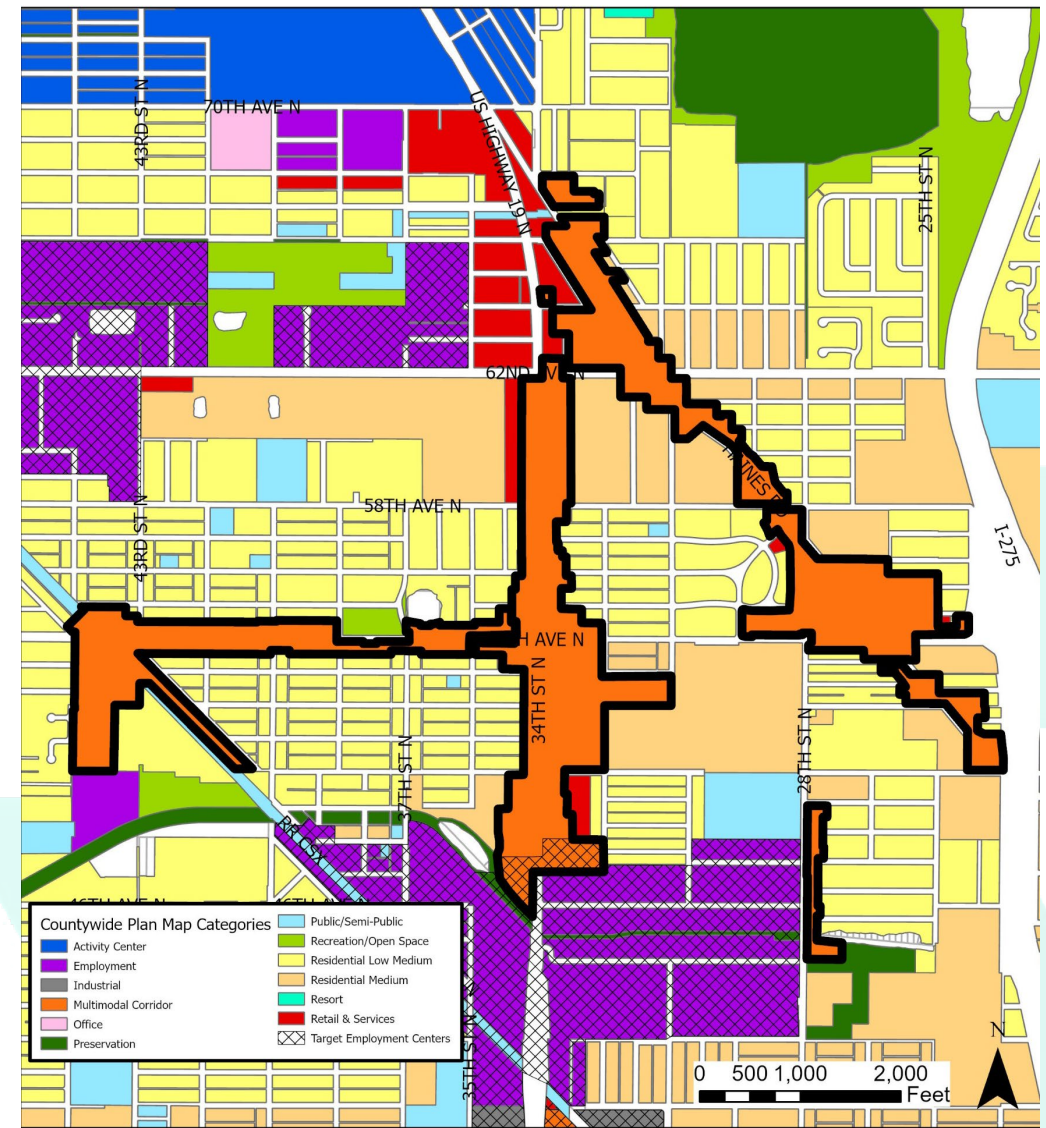
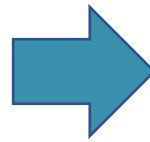
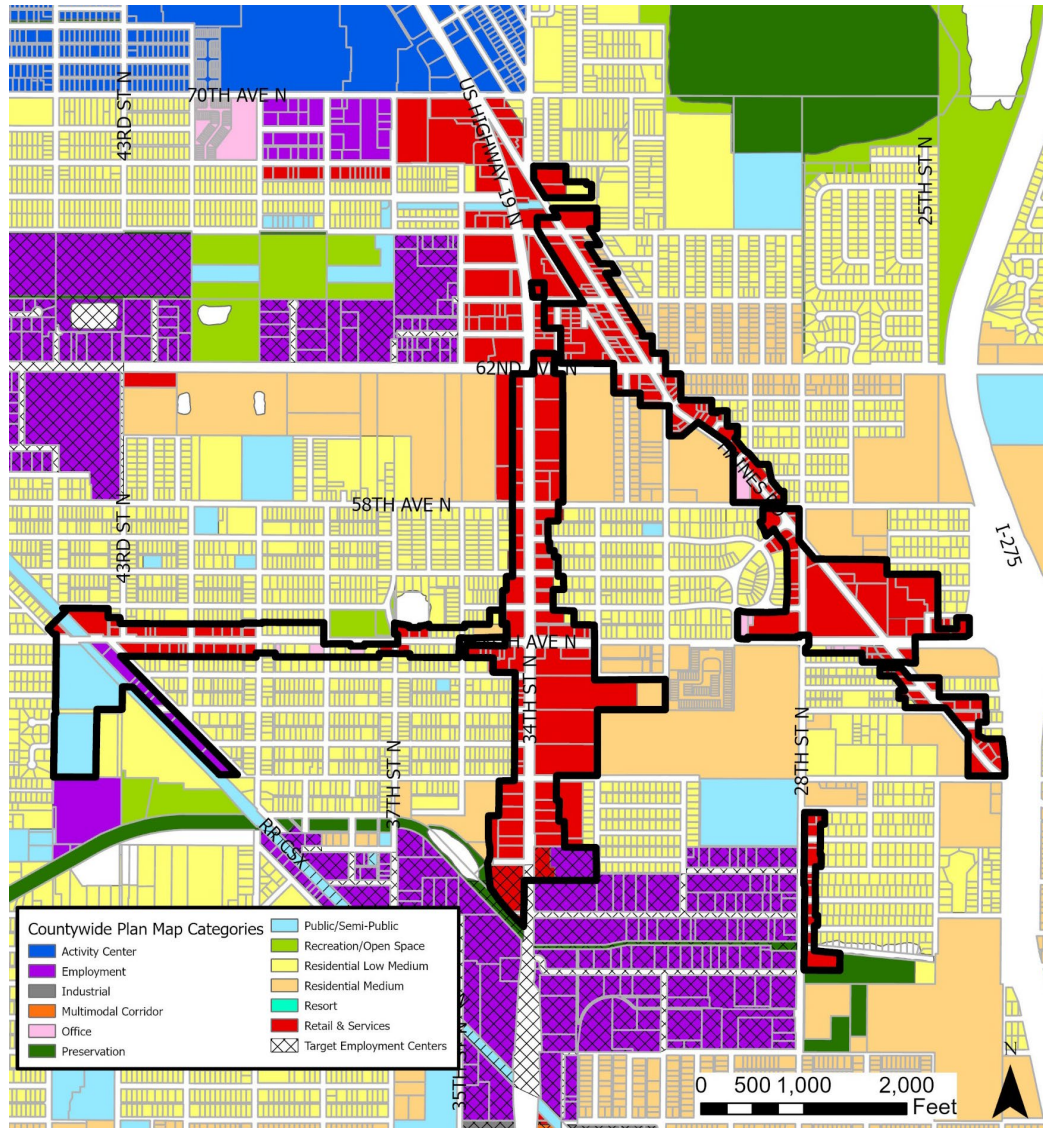
<u>Designation</u>	<u>Maximum FAR – nonresidential uses</u>	<u>Maximum FAR – with residential</u>
<b>MUC-P-C</b>	<b>1.2</b>	<b>2.0</b>

## Standards Applicable to Multimodal Corridor Subcategories

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



# Countywide Plan Map Designation

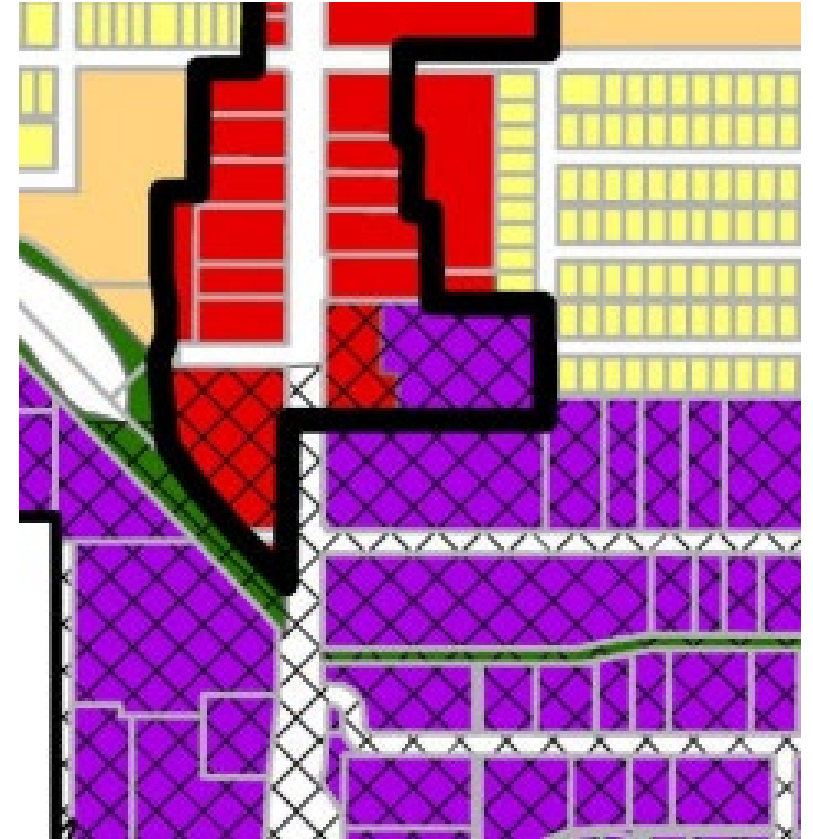


# Tier III Amendment

- The request including “Automobile-Oriented Retail Commercial Use” has resulted in a Tier III amendment required
- Required justification narrative was provided:
  - Such uses exist within amendment area today.
  - The permission of automotive and industrial manufacturing uses does not prevent the ability to establish a multimodal corridor or diminish the relevance of transit.
  - The Lealman Form Based Code includes regulations that assure redevelopment fosters a mixed-use, multimodal environment capable of supporting future transit investments along important, primary Lealman corridors.
  - Allowance of such uses will not have an adverse impact on the overarching goal for fostering pedestrian-friendly, mixed use, transit-oriented corridors in Pinellas County.

# Countywide Consideration: Conversion from Employment (E)

- 3.25 acres of Employment to Multimodal Corridor
- This area will have a designation of Mixed Use Corridor-Primary-Commerce.
- Such designation on the County's Future Land Use Map includes the potential for employment- and industrial-related land uses in recognition of both the character and needs of the subject area as well as the existing Target Employment Center.
- The ability to continue to develop employment- and industrial-related land uses will continue



# Countywide Consideration: Expansion of Multimodal Corridor

## *Planning and Urban Design Principles*

- 1. Location, Size, and Density/Intensity Standards:** Located along important urban corridors within the Lealman community. Will allow a wide mix of land uses and densities to support a future critical mass of people that will further support future transit investments.
- 2. Connectivity:** High connectivity through street grid system, goal to establish pedestrian-friendly, mixed use buildings
- 3. Site Orientation:** Specific requirement outlined to maximize building façade lengths, design treatments and pedestrian access while limiting and reducing off-street parking along property frontages.

Figure 138-4021.a Block Length

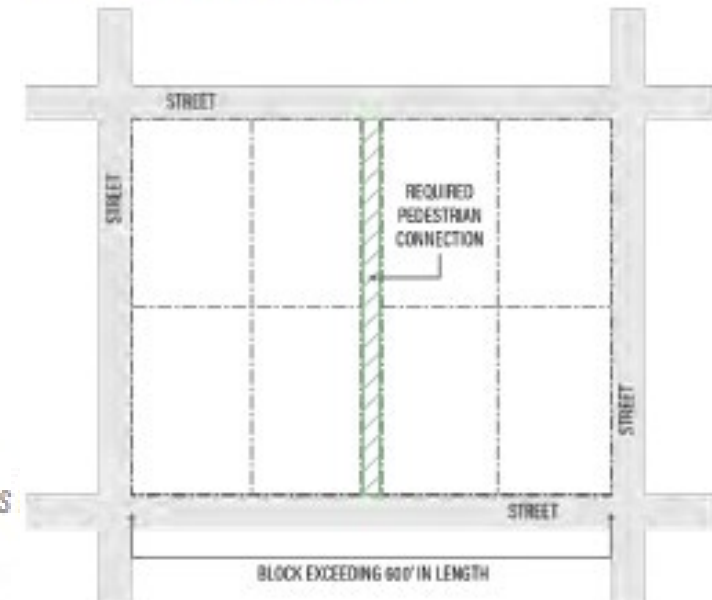
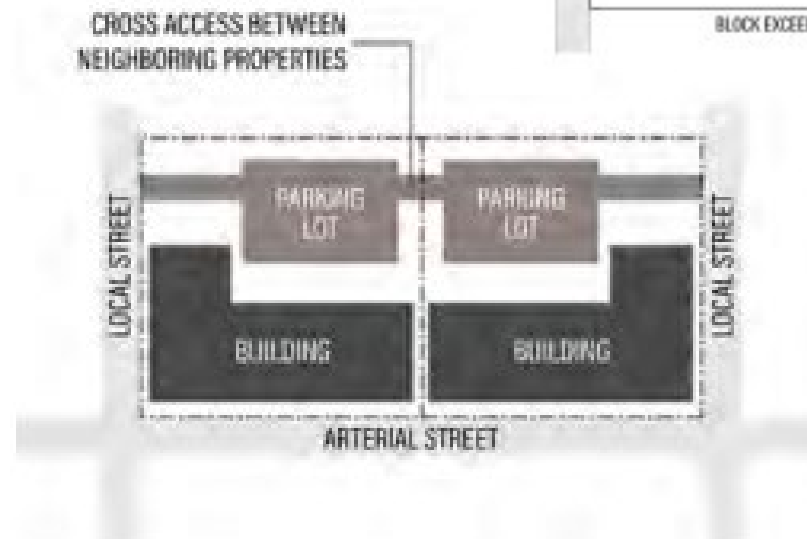


Figure 138-4021.b Cross Access



# Planning and Urban Design Principles Continued

- 4. Public Realm Enhancements:** Encourages the utilization of building frontage areas between facades and public rights-of-way
- 5. Ground Floor Design and Use:** Minimum ground floor building heights for non-residential ground floor uses and minimum first floor elevation requirements for residential buildings
- 6. Transition to Neighborhoods:** Corridor frontage parcels on either side, leaving the mostly single family neighborhoods in the interior of blocks outside buildings must 'step down' in height the closer they get to a residential parcel, additional screening requirements

Figure 138-3986.g Fenestration

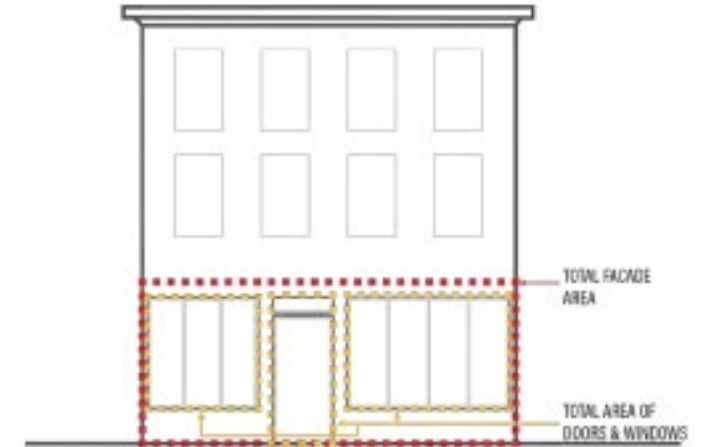
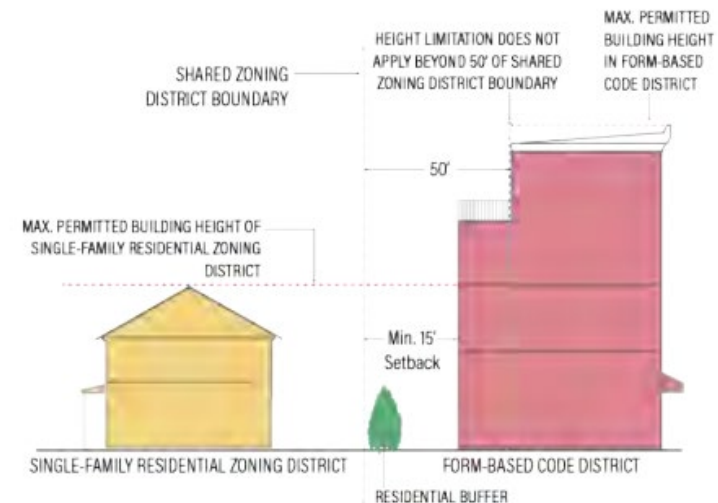


Figure 138-3986.b Neighborhood Manners



# Recommendation

## Proposed Countywide Plan Map Amendment Findings

- Surrounding area is consistent with the locational characteristics for the proposed category (mixed-use development intended to recognize those corridors of critical importance to the movement of people and goods throughout the county).
- Multimodal Corridor category (and Target Employment Center overlay) is appropriate for the proposed use of the property and is consistent with the criteria for utilization of this category.
- Amendment area involves the expansion of Multimodal Corridor, however the applicant has provided adequate justification and evaluation of Countywide Planning Strategies Land Use Goal 16.0, Planning and Urban Design Principles.

**Staff finds the proposed amendment consistent with the Relevant Countywide Considerations and recommends approval**

**Planners Advisory Committee recommends approval**



# Questions