



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

October 2, 2023 – 1:30 p.m.
333 Chestnut Street
Clearwater
Palm Room

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

- 1. CALL TO ORDER AND INTRODUCTIONS**
- 2. APPROVAL OF MINUTES – September 5, 2023**
- 3. REVIEW OF FORWARD PINELLAS AGENDA FOR OCTOBER 11, 2023**
PUBLIC HEARING ITEMS
 - A. Countywide Plan Map Amendments
 1. Case CW 23-10 – Pinellas County
 - B. CPA Actions and Forward Pinellas Administrative Review Items
- 4. PLANNING TOPICS OF INTEREST**
 - A. Whitney Road Complete Streets Project (Smita Ambadi)
 - B. Advantage Pinellas 2050 Website (Chelsea Favero)
- 5. OTHER PAC BUSINESS/PAC DISCUSSION AND UPCOMING AGENDA**
 - A. Pinellas SPOTlight Emphasis Areas Update (Information)
 - B. Cancellation of the November 27, 2023 PAC Meeting (Action)
 - C. Upcoming Land Use Cases & Pre-App Meetings (Discussion)
- 6. ADJOURNMENT**

NEXT PAC MEETING – MONDAY, OCTOBER 30, 2023

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 – October 2, 2023

2. Approval of Minutes – September 5, 2023



SUMMARY

The Summary Agenda Action Sheet for the September 5, 2023, PAC meeting is attached for committee review and approval.

ATTACHMENT(S): PAC Summary Agenda Action Sheet for the September 5, 2023 meeting

ACTION: PAC to approve the Summary Agenda Action Sheet from the September 5, 2023 meeting.

**PAC AGENDA – SUMMARY AGENDA ACTION SHEET
DATE: SEPTEMBER 5, 2023**

ITEM	ACTION TAKEN	VOTE
<p>1. <u>CALL TO ORDER AND ROLL CALL</u></p>	<p>The PAC held its September 5, 2023, meeting in the Palm Room at 333 Chestnut Street, Clearwater.</p> <p>The Chair, Brandon Berry, called the meeting to order at 1:30 p.m. and the members introduced themselves.</p> <p>Committee members in attendance included: Andrew Morris, Whitney Clark, James Cunningham, Jayme Lopko, Brandon Berry, Britton Wilson, Tiffany Menard, Tom Scofield, Mark Griffin, Wesley Wright, Alexandra Keen and Matt Jackson.</p> <p>Others in attendance: Lauren Rubenstein of Denhardt and Rubenstein Attorneys at Law</p> <p>Forward Pinellas staff included: Rodney Chatman, Linda Fisher, Emma Wennick, Tina Jablon, Jared Austin and Alexis Hall (intern).</p>	
<p>2. <u>APPROVAL OF MINUTES FROM THE JULY 3, 2023 PAC MEETING</u></p>	<p>Motion: Britton Wilson Second: James Cunningham</p>	12-0
<p>3. <u>REVIEW OF FORWARD PINELLAS AGENDA FOR SEPTEMBER 13, 2023 MEETING</u> <u>PUBLIC HEARING ITEMS</u> A. <u>Countywide Plan Map Amendments</u> 1. Case CW 23-03 – Madeira Beach</p>	<p>Andrew Morris, City of Madeira Beach, presented the case for the John’s Pass Village Activity Center to the PAC members explaining that Forward Pinellas staff was recommending an Alternative Compromise.</p> <p>Subsequently, Rodney Chatman elaborated on the rationale and process for the Alternative Compromise.</p> <p>A few questions were asked and answered. A motion was made to recommend approval of the Alternative Compromise, which was seconded and passed by unanimous vote.</p> <p>Motion: Britton Wilson Second: Alexandra Keen</p>	12-0
<p>2. Case CW 23-08 – St. Petersburg</p>	<p>Motion: Brandon Berry Second: Tom Scofield</p>	12-0

<p>3. Case CW 23-09 – Largo</p>	<p>Motion: Alexandra Keen Second: Tom Scofield</p>	<p>12-0</p>
<p><u>REGULAR AGENDA ITEMS</u> B. <u>CPA Actions and Forward Pinellas Administrative Review Items</u></p>	<p>Rodney Chatman advised the committee members that through July and August the Countywide Planning Authority (CPA) approved three amendments to the Countywide Plan Map as submitted by Pinellas County, Pinellas Park and Tarpon Springs. He reminded the members that the Countywide Plan amendment package went through two public hearings and was approved by the CPA on August 15th. He advised that letters have been sent to each of the local governments regarding this and that PAC members should contact Forward Pinellas if not received. Lastly, Mr. Chatman stated that Forward Pinellas staff administratively approved three map adjustments during the same time period.</p>	
<p>4. <u>PLANNING TOPICS OF INTEREST</u> A. <u>Advantage Pinellas Socioeconomic Data Projections</u></p>	<p>Ariane Martins, Forward Pinellas staff, explained to the PAC members that Forward Pinellas is in the process of updating its long range transportation plan (LRTP), branded as Advantage Pinellas, as is required every five years. She further explained that one of the first steps taken in the development of the plan is to project population and employment growth out at least 20 years into the future, in this case to 2050. Forward Pinellas works in conjunction with the local governments to develop these projections. An overview of the projections and methodology used was provided. Forward Pinellas can provide the 2050 data projections to the local governments upon request as needed.</p> <p>Questions were asked and answered:</p> <p>Q: For the employment projections, what was the minimum age for inclusion? A: Age 16</p> <p>Q: What percentage of the population growth is directly related to the Live Local Act? A: The Live Local Act was passed late in the process of developing the projections and remains and unknown contributor at this time.</p>	

<p>B. <u>“Live Local Act” Affordable Housing Dashboard</u></p>	<p>Emma Wennick reminded the PAC members about Senate Bill 102, also known as the Live Local Act, which was signed into law on March 29th and became effective on July 1, 2023. In response to the new law, Forward Pinellas has developed a “Live Local” Dashboard to track development activity related to House Bill 1339, Senate Bill 962, and the Live Local Act. Ms. Wennick explained that Forward Pinellas is requesting that each municipality provide data on any related projects submitted for review on a monthly basis to keep the dashboard up to date. To that end, Forward Pinellas staff ask that each local government assign a point of contact to be communicated with on a monthly basis regarding this. The Live Local Dashboard will then track and compare Live Local projects countywide in one place for local government staff, elected officials, and the general public.</p> <p>Following Ms. Wennick’s presentation, Jared Austin displayed the Live Local Dashboard and demonstrated its various components.</p>	
<p>B. <u>Pinellas County Disaster Housing Workshop</u></p>	<p>Linda Fisher provided some historical context highlighting that on July 25th Pinellas County hosted a Disaster Housing Workshop to discuss countywide planning for emergency, transitional and long-term housing needs following a disaster. In addition to Pinellas County, the workshop was attended by countywide agencies and local governments. Ms. Fisher highlighted some of the unique issues and challenges Pinellas County would face following a natural disaster due in large part to lack of available land for temporary housing and many hotels/motels being located in the Coastal High Hazard Area thereby also being vulnerable. She also outlined several goals that were developed at the workshop. In response, Forward Pinellas staff conducted a survey of the local governments and Ms. Fisher offered an overview of those results. A 2014 County Ordinance addressing some of these topics was discussed. She advised the PAC members of the next steps which includes the formation of a Disaster Housing Planning Team to be coordinated by Pinellas County Emergency Management, with the lead agency still to be determined. Ms. Fisher concluded by encouraging active participation by all the local governments.</p>	

<p>C. <u>Changes to the Countywide Plan Map Amendment Application Form</u></p>	<p>Emma Wennick alerted the PAC members that the application form for submitting a Countywide Plan Map amendment to Forward Pinellas has been updated. Referring to the new form on the large screens in the room, Ms. Wennick highlighted the recent changes. Specifically, she called attention to the newly added sections for “Public Hearing Date”, “Verdict and Vote”, and “Public Comment”. The members were advised that the new version of the form is live online.</p>	
<p>5. <u>OTHER PAC BUSINESS/PAC DISCUSSION AND UPCOMING AGENDA</u> A. <u>Pinellas SPOTlight Emphasis Areas Update (Information)</u></p>	<p>Rodney Chatman updated the committee on the recent activities related to the SPOTlight Emphasis Areas noting that on August 15th the Countywide Planning Authority adopted changes to the Countywide Plan which included incorporating the key recommendations from the Target Employment & Industrial Land Study Update. He advised that Forward Pinellas staff are available to answer any questions the local governments may have as they consider adopting the new Target Employment Center subcategories or consider any potential conversions of Employment or Industrial land not located in a Target Employment Center.</p>	
<p>B. <u>Upcoming Land Use Cases & Pre-App Meetings</u></p>	<p>Upon call by the chair for any land use cases or pre-app meetings to make Forward Pinellas staff aware of, none were heard.</p>	
<p>7. <u>ADJOURNMENT</u></p>	<p>There being no further business, the meeting was adjourned at 2:31 p.m.</p>	

Respectfully Submitted,

PAC Chair

Date

3A1. Case CW 23-10 Pinellas County

SUMMARY

From: Residential Low Medium, Residential Medium, Office, Public/Semi-Public, Retail & Services, Employment, and Target Employment Center
To: Multimodal Corridor & Target Employment Center
Area: 171.6 acres (m.o.l.)
Location: 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. (Unincorporated Lealman)
Jurisdiction: Pinellas County

RECOMMENDATION

Forward Pinellas staff recommends that the proposed map amendment to Multimodal Corridor and Target Employment Center be approved.

BACKGROUND

This proposed amendment is submitted by Pinellas County to amend 171.6 acres (m.o.l.) located in unincorporated Lealman from Employment, Residential Low Medium, Residential Medium, Retail & Services, Office, Public/Semi-Public, and Target Employment Center to Multimodal Corridor & Target Employment Center.

The current Residential Low Medium category is used to depict areas that are primarily well-suited for suburban, low density or moderately dense residential uses at a maximum density of 10 dwelling units per acre. The current Residential Medium category is used to depict areas that are primarily well-suited for medium-density residential uses at a maximum density of 15 dwelling units per acre.

The current Office category is used to depict areas that are developed, or appropriate to be developed, with office uses, low-impact employment uses, and residential uses (subject to an acreage threshold), in areas characterized by a transition between residential and commercial uses and in areas well-suited for community-scale residential/office mixed-use development. The current Public/Semi-Public category is intended to recognize institutional and transportation/utility uses that serve the community or region, especially larger facilities having acreage exceeding the thresholds established in other plan categories, and which are consistent with the need, character, and scale of such uses relative to the surrounding uses, transportation facilities, and natural resource features.

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

range of employment uses, including primary industries (i.e., those with a customer base that extends beyond Pinellas County), allowing for flex space, and for uses that have minimal external impacts.

The current and proposed Target Employment Center category is an overlay used to depict those areas of the county that are now developed, or appropriate to be developed, in a concentrated and cohesive pattern to facilitate employment uses of countywide significance.

The Lealman Community Redevelopment Area Plan was adopted by the Board of County Commissioners in 2016 and amended in 2019. The Plan includes various recommendations for improvement within the Community Redevelopment Area. One such improvement includes the adoption of form-based districts to guide development and improve the character of the community. This Plan recommendation is being implemented through the adoption of a form-based code for the Lealman community. This request entails adding three new Mixed Use Corridor designations: Mixed-Use-Corridor-Supporting-Neighborhood Park, Mixed-Use-Corridor-Supporting-Local Trade, and Mixed Use-Corridor-Primary Commerce. Adopting these new Mixed Use Corridor designations will require a change in the Countywide Plan Map category to Multimodal Corridor for the 171.6-acre area.

The proposed 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.

Pinellas County has developed the Lealman Form-Based Code to serve as that urban form regulatory mechanism intended to guide development and redevelopment within the Lealman Community Redevelopment Area in a way that achieves the desired built environment that matches the vision established in the Community Redevelopment Area Plan, while still being respectful and complimentary to the established Lealman neighborhoods. The land use designations proposed per this application have been significantly reduced from the existing local parent categories. This is intended to incentivize residential and mixed-use projects.

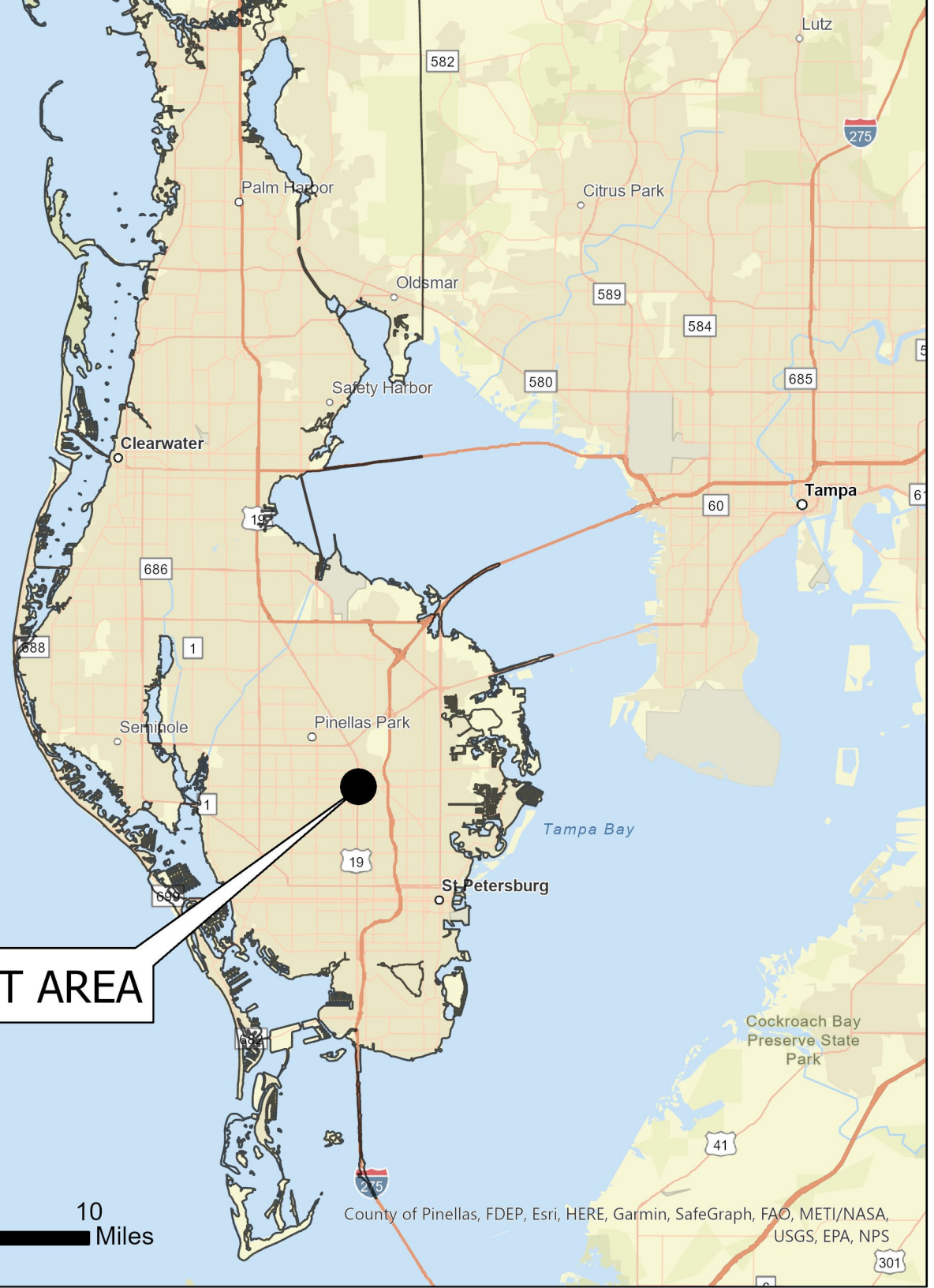
Those uses as specifically set forth in the Lealman Form-Based Code, generally include: residential, lodging, office, retail/commercial, automotive, industrial/manufacturing, civil support, civic, and recreation. While the intended use is consistent with the permitted uses and locational characteristics of the proposed Multimodal Corridor category, the inclusion of potential automotive uses results in a Tier III amendment being required, as this use is not one that is considered consistent with the purpose of the Multimodal Corridor. The applicant has provided a justification narrative documenting the changes in conditions or other factors that warrant the proposed amendment which explains why the proposed amendment is consistent with the Countywide Plan. Therefore, we have determined that the proposed amendment is consistent with surrounding commercial and residential uses and will facilitate future redevelopment projects that will provide additional housing opportunities for Pinellas County residents and commercial support services.

MEETING DATES:

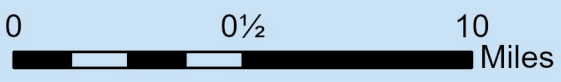
Planners Advisory Committee, October 2, 2023, at 1:30 p.m.

Forward Pinellas, October 11, 2023, at 1:00 p.m.

Countywide Planning Authority, November 14, 2023, at 6:00 p.m.



SUBJECT AREA

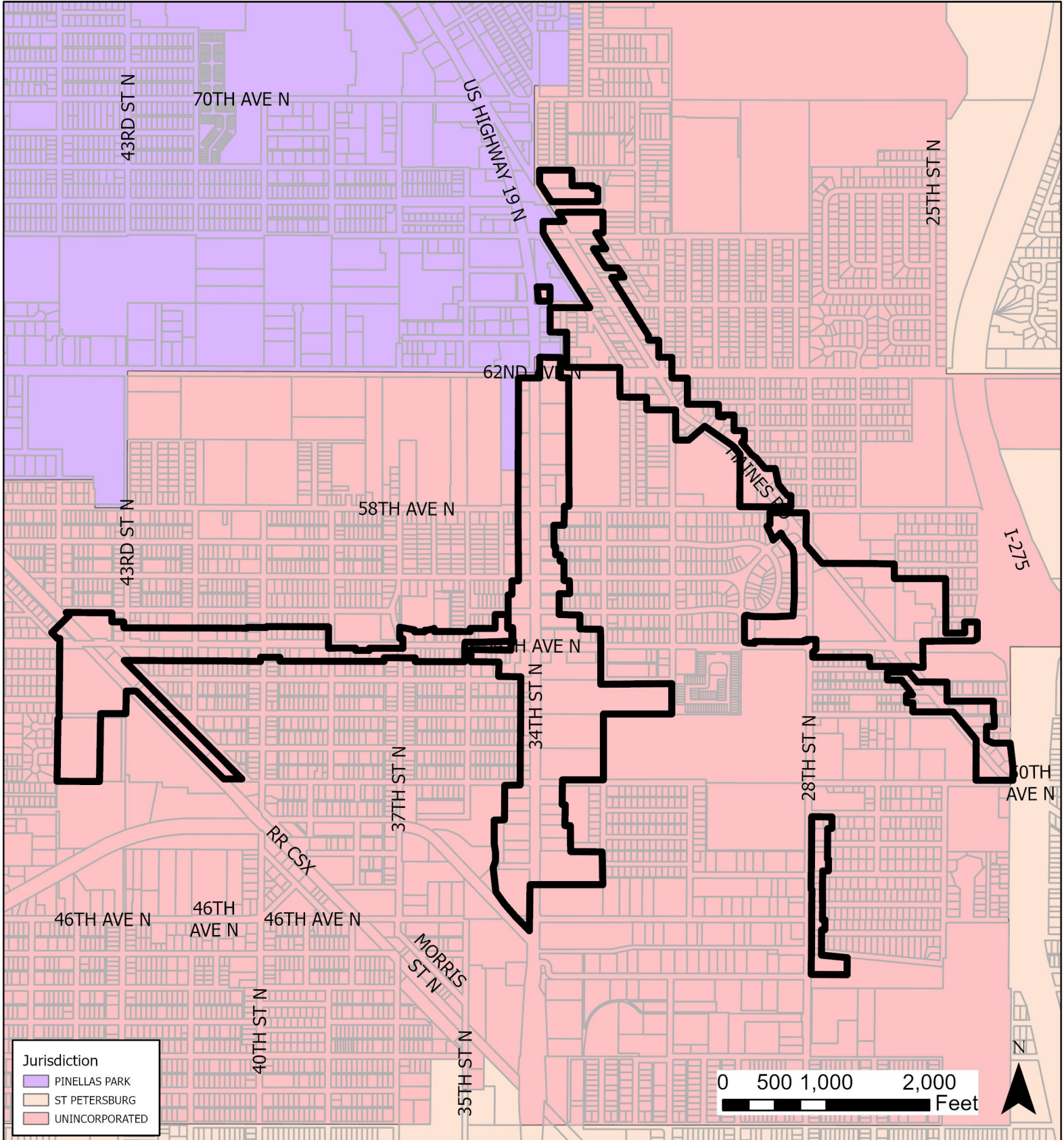


County of Pinellas, FDEP, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS

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Map 2: Jurisdictional Map



JURISDICTION: Pinellas County

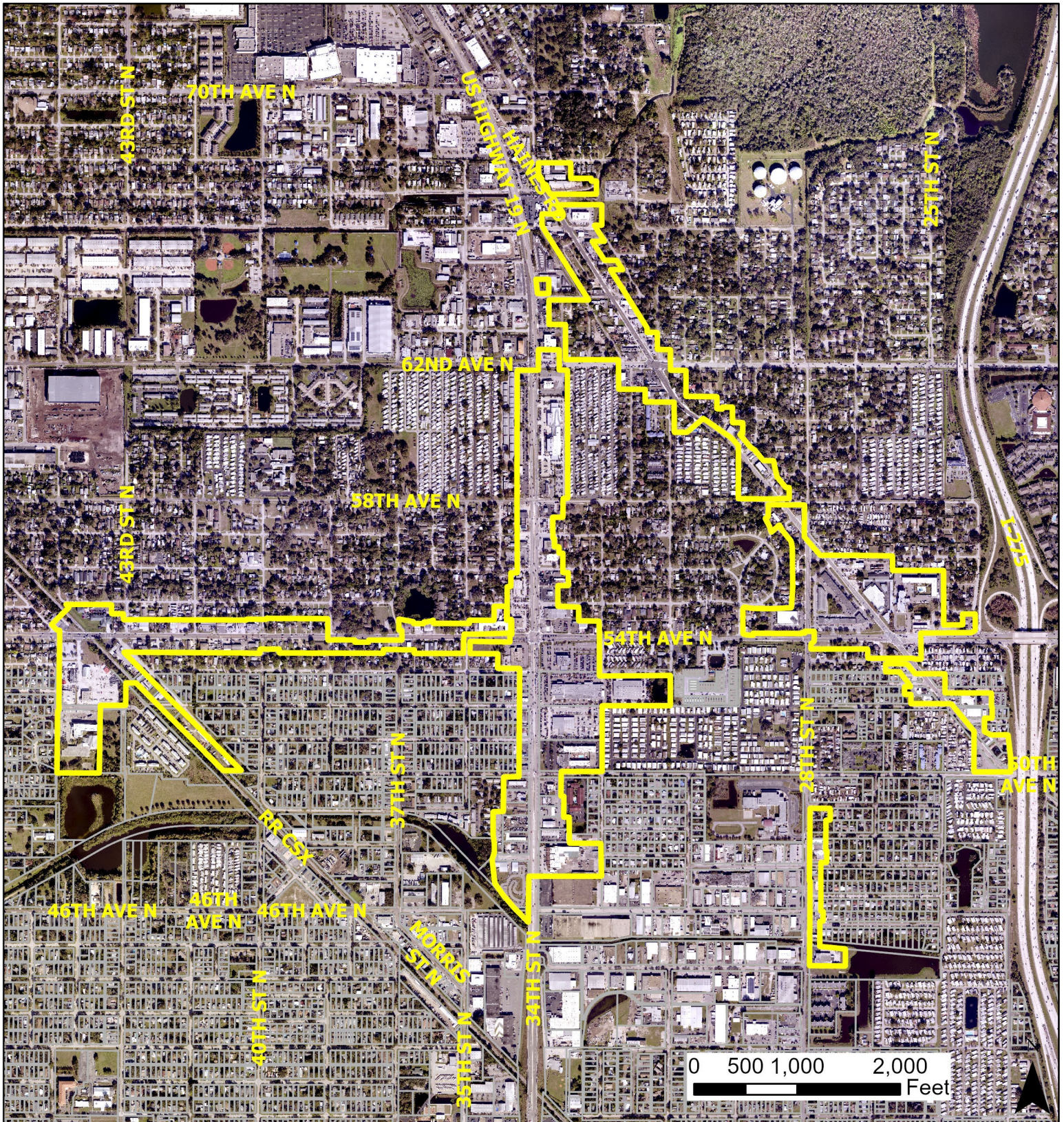
AREA: 171.6 acres m.o.l.

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

TO: Multimodal Corridor and Target Employment Center

Case CW23-10

Map 3: Aerial Map



JURISDICTION: Pinellas County

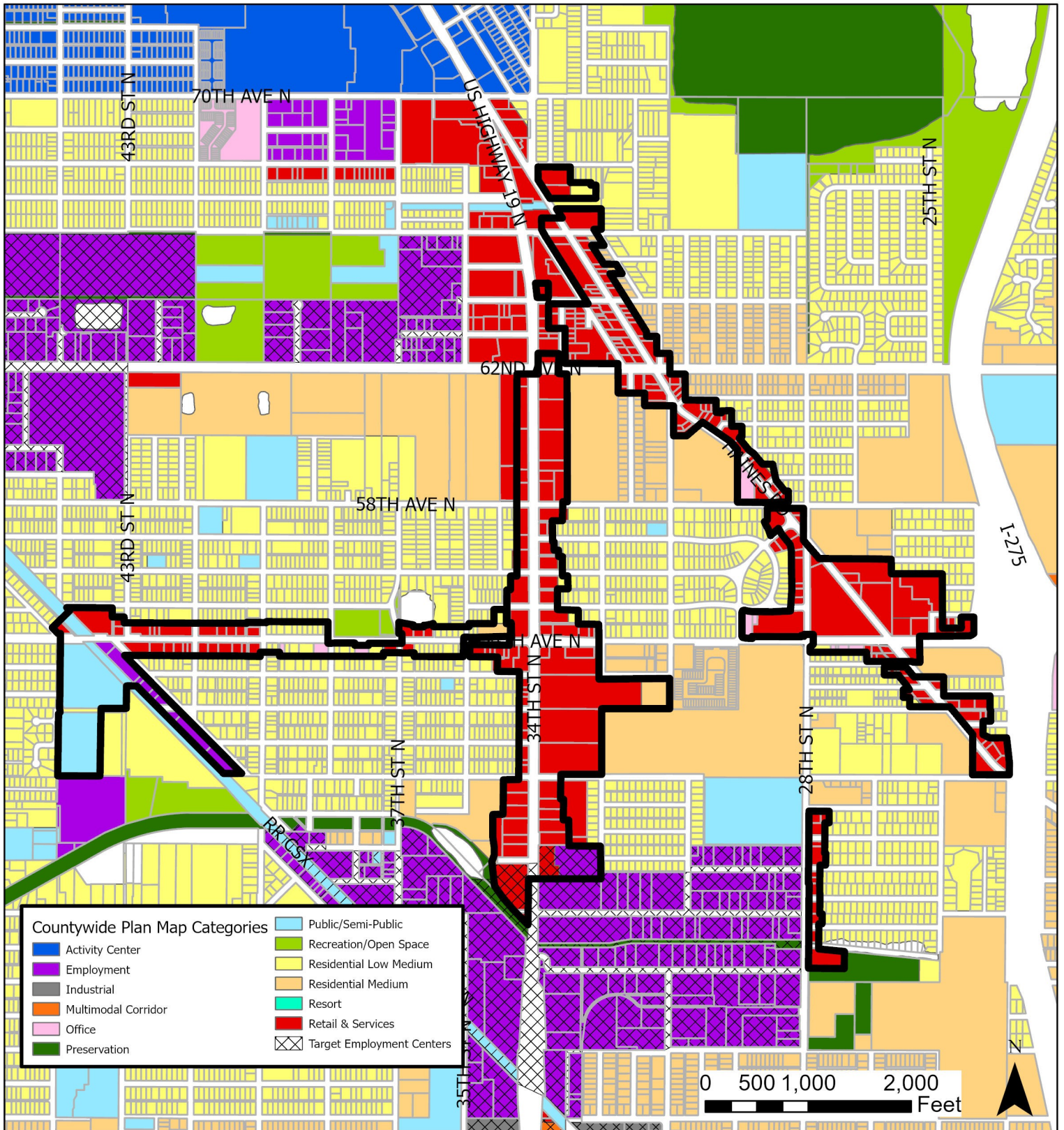
AREA: 171.6 acres m.o.l.

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

TO: Multimodal Corridor and Target Employment Center

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Map 4: Current Countywide Plan Map

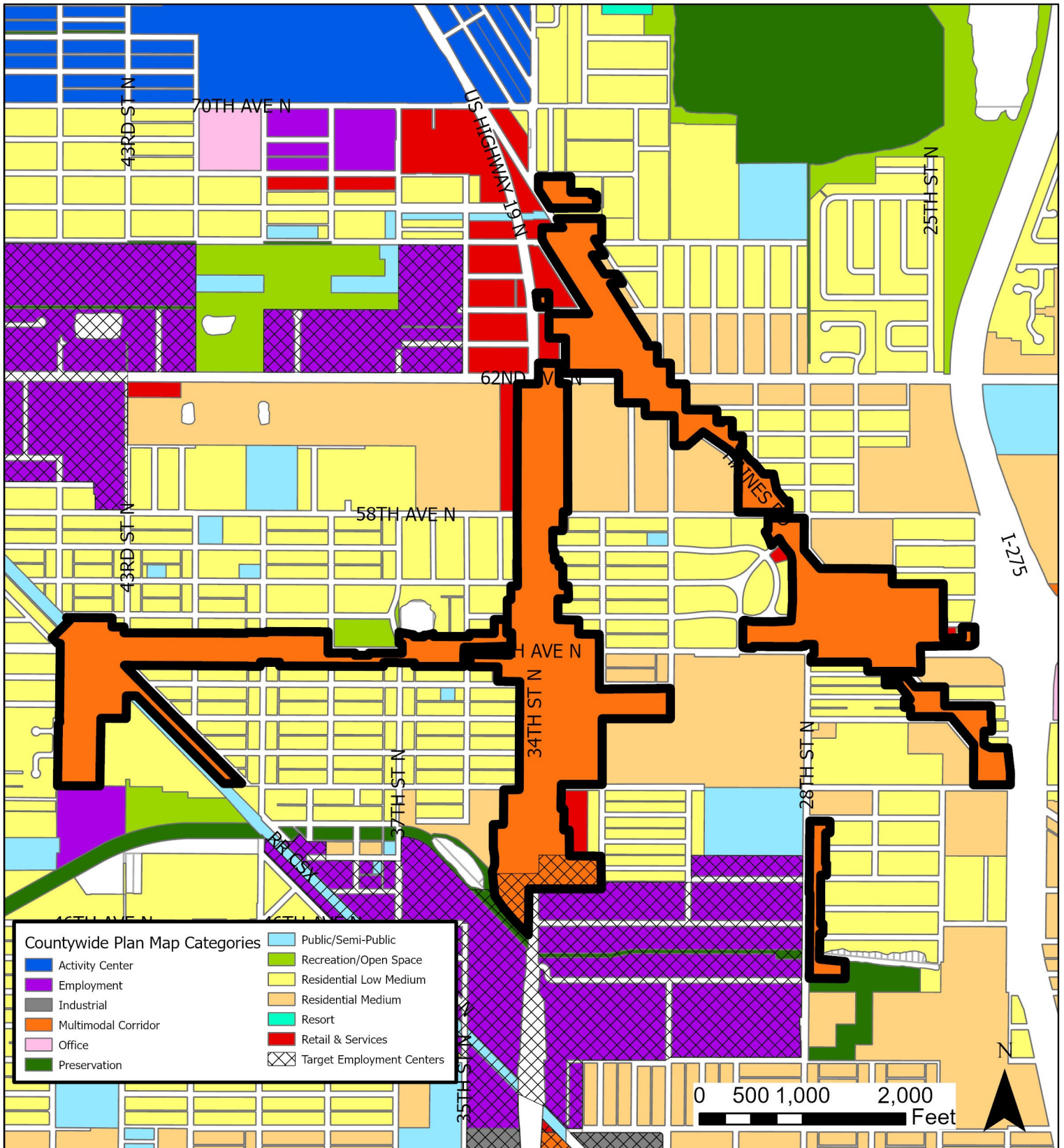


JURISDICTION: Pinellas County

AREA: 171.6 acres m.o.l.

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

TO: Multimodal Corridor and Target Employment Center



JURISDICTION: Pinellas County

AREA: 171.6 acres m.o.l.

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

TO: Multimodal Corridor and Target Employment Center

FORWARD PINELLAS STAFF ANALYSIS



APPLICATION NO.:	Case CW 23-10
STAFF:	Emma Wennick, Program Planner
APPLICANT:	Pinellas County
PROPERTY SIZE:	171.6 acres (m.o.l.) located in unincorporated Lealman
CURRENT COUNTYWIDE PLAN MAP CATEGORY:	Residential Low Medium, Residential Medium, Office, Public/Semi-Public, Retail & Services, Employment, and Target Employment Center
PROPOSED COUNTYWIDE PLAN MAP CATEGORY:	Multimodal Corridor and Target Employment Center
CURRENT LOCAL FUTURE LAND USE PLAN MAP CATEGORY:	Commercial General, Employment, Residential Urban, Residential Medium, Residential/Office Limited, Residential/Office General, Institutional, & Transportation/Utility
PROPOSED LOCAL FUTURE LAND USE PLAN MAP CATEGORY:	MUC-SU-NP, Mixed Use Corridor-Supporting-Neighborhood Park, MUC-SU-LT, Mixed Use Corridor-Supporting-Local Trade, MUC-P-C, Mixed Use Corridor-Primary-Commerce
LOCATION / PARCEL ID:	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.

BACKGROUND SUMMARY:

The Lealman Community Redevelopment Area Plan was adopted by the Board of County Commissioners in 2016 and amended in 2019. The Plan includes various implementation recommendations for improvement within the Community Redevelopment Area. One such recommendation includes the adoption of form-based districts to guide development and improve the urban design character of the community. This Plan recommendation is being implemented through the adoption of a form-based code for the Lealman community. The proposed Lealman Form-Based Code is a result of significant study and analysis

along with community input and consultation with the Lealman Citizen Advisory Committee. The Lealman Form-Based Code is an addition to the County's Land Development Code. It functions as a separate zoning district within the Land Development Code specific to certain areas of the Lealman community, providing standards, regulations, and guidelines for future development. The Lealman Form-Based Code is scheduled to be adopted along with the Future Land Use Map amendments establishing three new Mixed Use Corridor designations. These new Mixed Use Corridor designations require an amendment to Countywide Plan Map category to Multimodal Corridor for the 171.6-acre area.

STAFF RECOMMENDATION:

Staff recommends approval of an amendment to the Countywide Plan Map from Residential Low Medium, Residential Medium, Office, Public/Semi-Public, Retail & Services, Employment, and Target Employment Center to Multimodal Corridor and Target Employment Center.

PLANNERS ADVISORY COMMITTEE RECOMMENDATION:

To be updated after the Planners Advisory Committee meeting.

LOCAL GOVERNMENT COUNCIL/COMMISSION ACTION:

The Pinellas County Board of County Commissioners held a public hearing on the local future land use map amendment on July 18, 2023. The Board conducted the first reading of the ordinance and there were no public comments.

CURRENT PROPERTY INFORMATION:

Property Use(s):	Residential, lodging, office, retail/commercial, automotive, industrial/manufacturing, civil support, civic, and recreation
Site Features:	Approximately 171.6 acres located in unincorporated Lealman

PLANNING CONSIDERATIONS:

When considering this application, the following general site conditions, planning concepts, and other facts should be noted:

1. Pinellas County has identified certain areas for urban redevelopment with a mix of land uses typically more dense/intense than the surrounding communities, including higher-density residential, appropriately organized, and scaled to support local retail, encourage walkability, and promote multiple modes of transportation. These areas are intended to support development that will create a strong sense of community identity for a specific area.
2. The Lealman Form-Based Code is calibrated to increase development flexibility while improving aesthetics and provide additional options for permitted uses and adjustments to residential densities and nonresidential intensities.
3. The total area affected is 171.6 acres in size, excluding rights-of-way, and includes the following three (3) districts within the Lealman Form Based Code boundary:
 - a. Neighborhood Park District, 81 land parcels totaling 36.50 acres,
 - b. Commerce District, 104 land parcels totaling 93.42 acres, and
 - c. Local Trade District, 131 land parcels totaling 38.71 acres

4. The amendment area is served by three (3) primary transportation corridors: 54th Avenue North for the Neighborhood Park District, Haines Road for the Local Trade District, and 34th Street North and Haines Road for the Commerce District. The amendment area is also served by mass transit via Pinellas Suncoast Transit Authority (PSTA) who maintains two routes in the area.
5. The Local Planning Agency unanimously recommended approval of the request (6-0) during its May 10, 2023, public hearing. No one from the public spoke in opposition. One (1) member of the public spoke in support.

RELEVANT COUNTYWIDE CONSIDERATIONS:

Pinellas County has developed the Lealman Form-Based Code which is intended to guide development and redevelopment within the Lealman Community Redevelopment Area in a way that achieves the overall desired built environment that matches the vision established in the Community Redevelopment Area Plan, while still being respectful and complimentary to the established Lealman neighborhoods. At the local level, three new Mixed Use Corridor designations: Mixed-Use-Corridor-Supporting-Neighborhood Park, Mixed-Use-Corridor-Supporting-Local Trade, and Mixed Use-Corridor-Primary Commerce are proposed. These designations are tied to the Lealman Form-Based Code districts. This proposal requires a Countywide Plan Map amendment for multiple properties, approximately 171.6 acres located in unincorporated Lealman.

The current Residential Low Medium category is used to depict areas that are primarily well-suited for suburban, low density or moderately dense residential uses at a maximum density of 10 dwelling units per acre. The current Residential Medium category is used to depict areas that are primarily well-suited for medium-density residential uses at a maximum density of 15 dwelling units per acre.

The current Office category is used to depict areas that are developed, or appropriate to be developed, with office uses, low-impact employment uses, and residential uses (subject to an acreage threshold), in areas characterized by a transition between residential and commercial uses and in areas well-suited for community-scale residential/office mixed-use development. The current Public/Semi-Public category is intended to recognize institutional and transportation/utility uses that serve the community or region, especially larger facilities having acreage exceeding the thresholds established in other plan categories, and which are consistent with the need, character, and scale of such uses relative to the surrounding uses, transportation facilities, and natural resource features.

The current Retail & Services category is used to depict areas developed with a mix of businesses that provide for the shopping and personal service needs of the community or region, provide for employment opportunities and accommodate target employment uses, and may include residential uses as part of the mix of uses. The current Employment category is used to depict areas that are developed with, or appropriate to be developed with, a wide range of employment uses, including primary industries (i.e., those with a customer base that extends beyond Pinellas County), allowing for flex space, and for uses that have minimal external impacts.

The amendment area would result in different multimodal corridor subcategory designations. The applicable subcategory per amendment area section is identifiable per the Land Use Strategy Map. This proposal identifies one Multimodal Corridor - Primary area and two

Multimodal Corridor - Supporting. The proposed amendment to the Countywide Plan Map is a legislative decision. The standards for the proposed Countywide Plan Map categories are summarized below.

	Proposed Countywide Plan Map Category: Multimodal Corridor - Primary	Proposed Countywide Plan Map Category: Multimodal Corridor - Supporting	Current and Proposed Countywide Plan Categories: Target Employment Center
Purpose:	<p>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.</p>	<p>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.</p>	<p>Intended to depict, utilizing an overlay, those areas of the county that are now developed, or appropriate to be developed, in a concentrated and cohesive pattern to facilitate employment uses of countywide significance.</p>
Permitted Uses:	<p>Permitted Uses – As determined by the local government’s implementing regulations adopted pursuant to Section 6.2.3.2. Amendments to permitted uses shall be pursuant to the Planning and Urban Design Principles described in Section 6.2.6 and Land Use Goal 16.0 of the Countywide Plan Strategies, and the use provisions of Section 6.2.4.</p>	<p>Permitted Uses – As determined by the local government’s implementing regulations adopted pursuant to Section 6.2.3.2. Amendments to permitted uses shall be pursuant to the Planning and Urban Design Principles described in Section 6.2.6 and Land Use Goal 16.0 of the Countywide Plan Strategies, and the use provisions of Section 6.2.4.</p>	<p>See applicable underlying categories.</p>
Max. Density:	55 units per acre	45 units per acre	Densities and intensities will be guided per the

			underlying plan categories, plus a 100% intensity bonus for Manufacturing, Office, and Research/Development uses.
Max. Floor Area Ratio (FAR):	3.5	2.5	Densities and intensities will be guided per the underlying plan categories, plus a 100% intensity bonus for Manufacturing, Office, and Research/Development uses.
Max. Impervious Surface Ratio (ISR):	N/A	N/A	N/A

Section 6.5.3. of the Countywide Rules provides the review criteria for amendments to the Countywide Plan Map. An analysis of these criteria are provided below:

1. The manner in, and extent to, which the amendment is consistent with the Countywide Rules and with the Countywide Plan Strategies as implemented through the Countywide Rules.

Staff Analysis: 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 Target Employment Center designation is an overlay that is used to depict those areas of the county that are now developed, or appropriate to be developed, in a concentrated and cohesive pattern to facilitate employment uses of countywide significance. Only a small portion of the amendment area acreage is within the Target Employment Center.

The Lealman Community Redevelopment Area Plan includes various implementation recommendations. One such recommendation includes the adoption of form-based districts to guide development and improve the urban design character of the community. The County’s existing Mixed Use Corridor-Supporting and Mixed Use Corridor-Primary land use categories have relatively high maximum residential densities

and building intensity Floor Area Ratios. The land use designations proposed per this application have been significantly reduced from the parent categories.

The Mixed Use Corridor-Supporting-Neighborhood Park and Mixed Use Corridor Supporting-Local Trade designations allow a maximum 1.0 Floor Area Ratio for nonresidential uses and an overall maximum building/project 1.5 Floor Area Ratio when at least 20% of the gross building square footage is residential. The Mixed Use Corridor-Primary-Commerce designation allows a maximum 1.2 Floor Area Ratio for nonresidential uses and an overall maximum building/project 2.0 Floor Area Ratio when at least 20% of the gross building square footage is residential. The proposed designations apply a Floor Area Ratio in lieu of a residential density calculation. This is intended to incentivize residential and mixed-use projects. If a project includes residential dwelling units – either exclusively or as one of a mix of other uses – a higher Floor Area Ratio can be awarded. The proposed Floor Area Ratios for all 3 subcategories are lower than the correlating countywide standards, see table above.

Those uses as specifically set forth in the Lealman Form-Based Code, generally include: residential, lodging, office, retail/commercial, automotive, industrial/manufacturing, civil support, civic, and recreation. While the intended use is consistent with the permitted uses and locational characteristics of the proposed Multimodal Corridor category, the inclusion of potential automotive uses results in a Tier III amendment being required, as this use is not one that is contrary to the Multimodal Corridor purpose. The applicant has provided a Justification Narrative documenting the changes in conditions or other factors that warrant the proposed amendment and explaining why the proposed amendment is consistent with the Countywide Plan. Therefore, the proposed amendment is consistent with surrounding commercial and residential uses with the intent that future redevelopment projects will provide additional housing opportunities for residents and commercial support services.

2. **An amendment adopting or amending the AC, MMC or PRD category and affecting 10 acres or more shall include the following transportation impact analysis: A) Calculate the average daily trips for the current land use category(ies) of the proposed AC, MMC or PRD category based on the acreage and traffic generation characteristics for each applicable category described in Section 2.3.3.; and B) Calculate the average daily trips for the proposed AC, MMC or PRD category based on the acreage and traffic generation characteristics for each applicable category described in Section 2.3.3, multiplied by 50%. If the proposed average daily trips calculated in (B) is smaller than the current average daily trips calculated in (A), then only the requirements of Section 6.2.3 must be met and no additional transportation assessment is required.**

Staff Analysis: The average daily trips for the existing categories of Residential Low Medium, Residential Medium, Office, Public/Semi-Public, Retail & Services, Employment, and Target Employment Center is 64,241. Applying the above-referenced review standards, the average daily trips that this area would generate is 41,058 if the proposed Countywide Plan Map amendment to Multimodal Corridor and Target

Employment Center is adopted; this results in smaller number than the current average daily trips.

- 3. If located within a Scenic/Noncommercial Corridor, the manner in, and extent to, which the amendment conforms to the criteria and standards contained in Section 6.5.4.1 of these Countywide Rules.**

Staff Analysis: The amendment area is not located on a Scenic/Noncommercial Corridor.

- 4. If located within a Coastal High Hazard Area, the manner in, and extent to, which the amendment conforms to the terms set forth in Section 4.2.7.**

Staff Analysis: The amendment area is not located on a CHHA; therefore, those policies are not applicable.

- 5. If the amendment involves the creation, expansion, contraction of, or substantive change to the Activity Center, Multimodal Corridor, or Planned Redevelopment District category, the manner in, and extent to, which the amendment conforms to the purpose and requirements of the applicable category, and addresses the relevant Planning and Urban Design Principles described in Section 6.2.6 and Land Use Goal 16.0 of the Countywide Plan Strategies.**

Staff Analysis: The amendment area does involve the creation of Multimodal Corridor category. An analysis submitted by the city addressing the planning and urban design principles is summarized below.

Location, Size, and Density/Intensity Standards

The three areas proposed for Multimodal Corridor designation are located along important urban corridors within the Lealman community. 34th Street North (aka, US 19) is an important transit corridor in Pinellas County that will be designated as Multimodal Corridor - Primary and 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. An area sometimes referred to as the '54th Avenue – 28th Street – Haines Road Triangle' is also proposed with the same Multimodal Corridor - Primary designation as 34th Street North. Parcels abutting all three roadways have been captured for future mixed use development with enhanced Floor Area Ratios and a form-based code to guide development in an area approaching the I-275 interchange at 54th Avenue North.

The west end of the 54th Avenue North corridor will be designated Multimodal Corridor - Supporting. This corridor is often referred to as Lealman's 'Main Street'. The Multimodal Corridor - Supporting designation are intended to help 54th Avenue North realize its potential to both house and serve an already multimodal stretch of Lealman. The Haines Road North corridor is the second of the two Multimodal Corridor - Supporting designations proposed within Lealman. Haines Road North currently has an eclectic mix of land uses with relatively small, awkward shaped parcels, due mostly to the diagonal direction of the corridor imposed upon a mostly north-south, east-west street grid. Future development along Haines Road North will ultimately be guided by the Lealman Form-

Based Code, allowing for more generous building setback and placement requirements on challenging redevelopment parcels. Haines Road North is unique in many ways, and the land uses to be permitted are intended to celebrate the corridors eclectic character and allow for a stronger mix of land uses overall.

For all three Multimodal Corridor designations, a floor area ratio calculation is used in lieu of residential densities, in order to place a greater emphasis on building form and scale as well as encourage developers to build smaller, more affordable units without having a specific, limiting density cap that could otherwise restrict a project. Furthermore, the floor area ratio regulations encourage developers to build true mixed-use projects by providing a floor area ratio bonus when a project dedicates a certain portion of the building to residential housing. The combination of permitted uses, floor area ratio permissions, and bonus incentives for mixed use residential buildings will all contribute to supporting a future critical mass of people that will further support future transit investments in Lealman. None of the proposed designations will exceed the floor area ratio limitations identified in the Countywide Plan.

Connectivity

The Lealman community already benefits from high connectivity, mostly through the long-established street grid system in place. Such a mobility system lends itself well to the establishment of Multimodal Corridor designations along important corridors, such as those currently proposed as part of this application. While the Multimodal Corridor designations will open the doors for reinvestment with mixed use, higher density buildings, the adoption of the Lealman Form-Based Code will set the standards and requirements to establish pedestrian-friendly, mixed use buildings with public and quasi-public realm improvements, giving particular attention to the all-important spaces between building facades and the street.

Site Orientation

The Lealman Form-Based Code, scheduled to be adopted along with the Future Land Use Map amendments establishing the new Mixed Use Corridor designations, includes specific requirements for the placement of buildings and location of parking areas intended to maximize building façade lengths, design treatments and pedestrian access while limiting and reducing off-street parking along property frontages.

Public Realm Enhancements

The Lealman Form-Based Code encourages the utilization of building frontage areas between facades and public rights-of-way. Also, site orientation-related requirements, as described above, further enhance the public realm for pedestrian comfort and aesthetics.

Ground Floor Design and Use

The Lealman Form-Based Code includes minimum ground floor building heights for non-residential ground floor uses and minimum first floor elevation requirements for residential buildings. Both approaches enhance the ground floor design of buildings when viewed or utilized from the street. In addition, the form-based code includes minimum building façade fenestration requirements as well as building access requirements for street-facing door openings. All building walls that face streets are

considered front façade walls and, thus, must be finished facades as opposed to blank walls.

Transition to Neighborhoods

The proposed Multimodal Corridor designation depths generally include the corridor frontage parcels on either side, leaving the mostly single-family neighborhoods in the interior of blocks outside the Multimodal Corridor 3 designations. Most of the Lealman community benefits from a robust grid network of local streets that serve as easy connections to land uses and future amenities along the proposed Multimodal Corridors. That being said, such interior neighborhoods are intentionally not included in the proposed Multimodal Corridor designations and are further protected through the Lealman Form-Based Code. For example, the Code includes standards titled 'Residential Manners', intended to allow greater separation between Multimodal Corridor buildings and adjacent residential parcels. In addition, buildings are required to 'step down' in height the closer they get to a residential parcel and additional screening requirements come into play.

6. The manner in, and extent to, which the amendment significantly impacts a public educational facility or an adjoining jurisdiction.

Staff Analysis: The amendment area is not located adjacent to an adjoining jurisdiction and if approved, the amendment would not significantly impact a public educational facility.

7. If the amendment involves the conversion from the Employment (E), Industrial (I), or Target Employment Center (TEC) category, the extent to which the amendment area can continue to provide for target employment opportunities as evaluated and set forth in Section 6.5.4.5.

Staff Analysis: The proposed amendment would change the countywide land use of approximately 3.25 acres of property within a Target Employment Center from Employment to Multimodal Corridor. This area is located along 34th Street North, generally along the north side of Joe's Creek, in an area currently consisting of a mix of retail services, commercial, and employment land uses.

This same area includes a portion of the overall area to be designated on the Pinellas County Future Land Use Map as Mixed Use Corridor-Primary-Commerce. The proposed form-based code will support the potential for employment- and industrial-related land uses in recognition of both the character and needs of the area. Therefore, while there is a small reduction in the Target Employment Center overlay, the ability to develop employment and industrial uses will not be significantly reduced.

PUBLIC CORRESPONDENCE

The proposed Countywide Plan Map amendment was publicly advertised as required by Section 7.8.4. of the Countywide Rules. No public correspondence has been received to date.

CONCLUSION

Staff finds the proposed amendment is consistent with the Relevant Countywide Considerations found in Section 6.5.3.1 of the Countywide Rules.

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 and Map Adjustments that have been administratively reviewed by Forward Pinellas staff.

CPA Actions September 2023:

The Board of County Commissioners, acting according to its Countywide Planning Authority, did not hold any public hearings in September.

Tier I Countywide Plan Map Amendments September 2023:

- FLUM 23-07, City of Dunedin, satisfies the Tier I provisions of Section 6.1.2.1 of the Countywide Rules

Map Adjustments September 2023:

There were no map adjustments processed in September.

ATTACHMENT(S): None

ACTION: None required; informational item only.

Planners Advisory Committee – October 2, 2023

4A. Whitney Road Complete Streets

SUMMARY

In 2022, Forward Pinellas selected the Whitney Road corridor as a recipient of concept planning funding through the agency's Complete Streets Grant Funding Program. Whitney Road is an east-west roadway that acts as a critical connector for several businesses and residents in the area, such as Longbrook, Whitney Lakes and Greenbook Estates. The road is frequently used by cars, cyclists, transit users and pedestrians. The intent of the Whitney Road Complete Streets project was to prepare a concept plan that identifies roadway, infrastructure and safety improvements along the corridor that will better support the needs of all users.

The project was developed by Pinellas County Housing and Community Development in coordination with Pinellas County Public Works, Forward Pinellas and the City of Largo, and included partial funding from Forward Pinellas.

Over the course of a year, Pinellas County conducted technical analysis and significant public engagement to develop a concept for roadway and infrastructure improvements that will enable the County to advance towards design and implementation. A representative from Pinellas County will provide the committee with an overview of the project and the concepts being advanced for further evaluation. More background information on the project can be found at: <https://pinellas.gov/projects/whitney-road-complete-streets-project/>.

ATTACHMENT(S): None

ACTION: None required; informational item only.

Planners Advisory Committee – October 2, 2023

4B. Advantage Pinellas 2050 Website

SUMMARY

Advantage Pinellas is the countywide long range transportation plan for Pinellas County that integrates future land use. Adopted by the board in November 2019, the long range transportation plan is required to be developed every five years to account for changes in transportation needs, land uses and shifting regional travel patterns and any demographic changes that may have occurred. As the metropolitan planning organization for Pinellas County, Forward Pinellas is responsible for this planning effort. The plan encompasses the Pinellas Suncoast Transit Authority (PSTA) Community Bus Plan and other local transportation initiatives. Advantage Pinellas will identify future transportation needs and prioritize those needs for funding within a strategic planning framework that includes potential redevelopment areas, equitable economic growth, long-term housing needs and resilient infrastructure.

Forward Pinellas has developed an outreach website (www.advantagepinellas2050.org) to collect feedback from the public as the long range transportation plan for 2050 progresses. Staff will provide an overview of the public involvement and planning efforts over the past month.

ATTACHMENT(S): None

ACTION: None required; informational item

Planners Advisory Committee – October 2, 2023

5A. Pinellas SPOTlight Emphasis Areas Update



SUMMARY

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

ATTACHMENT(S): None

ACTION: None required; informational item only.

Planners Advisory Committee – October 2, 2023

5B. Cancellation of the November 27, 2023 PAC Meeting



SUMMARY

Historically, the Forward Pinellas Board cancels its December meeting. At its September 2023 meeting, the Forward Pinellas Board approved the cancellation of its December 2023 meeting. Typically, when the Forward Pinellas Board cancels its monthly meeting, the PAC likewise cancels its meeting for that month. Therefore, Forward Pinellas staff recommends that the PAC cancel its November 27, 2023 (December) meeting.

ATTACHMENT(S): None

ACTION: PAC to cancel the November 27, 2023 meeting.