ADDENDUM

The following enumerated position statements and strategies of the proposed ordinance amending the Countywide Plan considered at the second of two public hearings by the Board of County Commissioners, in their capacity as the Countywide Planning Authority on August 24, 2010, are proposed to change to read as set forth below.

Wording proposed to be deleted is ~~lined thru~~ and wording proposed to be added is underlined and shown in red. All other wording remains as previously set forth in the original ordinance.

4.1.8. Enlist the participation of ~~tourism promotion agencies~~ tourism and hospitality organization members when planning for transit to ~~serve tourist accommodations,~~ support the tourism industry, to meet the needs of both ~~guests~~ visitors and employees.

4.2.4 ~~Provide for~~ Promote the clustering of cultural, educational, entertainment, and recreational amenities in selected transit station areas designed to enhance and promote those uses.

4.2.5 ~~Require~~ Promote mixed-use developments, with more than one use on site and within buildings, in transit station areas.

4.2.6 ~~Provide for~~ Promote a mixture of housing types affordable to households with a range of incomes, including workforce housing, in transit station areas.

4.3.4. Encourage compact development around established activity centers, redevelopment areas, and other locations ~~that may be~~ as appropriate for regional transit stations.

4.3.5. Protect existing stable neighborhoods and designated historic structures and resources, and ~~identify~~ foster transition areas between these uses and transit station areas.

4.3.8. ~~Provide~~ Promote active uses such as retail and office on the ground floor of buildings in transit station areas.

4.4.3. Require that commercial buildings be designed with windows and doors at street level, ~~instead of expansive blank walls,~~ creating opportunities for pedestrians to interact with commercial uses. ~~while providing privacy for residential uses.~~

4.4.10 Encourage the use of Crime Prevention Through Environmental Design (CPTED) principles in transit station areas, or current best practices serving a comparable purpose.

4.4.11 Utilize Leadership in Energy and Environmental Design (LEED) and other sustainable design principles in transit station areas, or current best practices serving a comparable purpose.

4.4.12 Incorporate current best practices for sustainable technologies for ~~in~~ transit station operations, such as in lighting, signage, audio/visual, cooling, waste management, and stormwater systems.

4.5.2 Require that streetscape~~s~~ design in transit station areas contain elements such as street trees, pedestrian scale lighting, awnings, arcades, and benches. ~~, which are incorporated into streetscape design.~~

4.6.1. Require that ~~open spaces in~~ transit station areas ~~be~~ include open spaces, designed as centers of activity that include items such as benches, interactive fountains, and public art.

4.6.3. ~~Require that~~ Encourage buildings surrounding open spaces in transit station areas to be oriented toward those open spaces, in addition to streets.

4.7.5. Incorporate traffic calming measures, ~~and~~ context-sensitive design, ~~into streets, utilizing the principles of context-sensitive design for new transportation projects,~~ and access management for pedestrian and bicycle travel in transit station areas, using current best practices.

5.3.1. ~~Provide~~ Promote an extensive pedestrian system in each transit station area, which minimizes obstacles for pedestrians, provides connectivity with shorter walking distances, and provides protection from the elements where appropriate.

5.3.2. ~~Eliminate~~ Minimize gaps in pedestrian networks accessing transit station areas.

5.3.7. ~~Provide~~ Promote bicycle parking, and encourage other bicycle amenities, such as bicycle repair, rental, and cyclist comfort stations, in transit station areas.

Position Statement 7.2: Parking in transit station areas

~~Require~~ Promote a coordinated approach to vehicular parking for all developments within one mile of transit station locations.

7.2.1. ~~Minimize surface parking in transit station areas by incorporating~~ Incorporate parking structures within the transit station site design.

7.2.7. ~~As transit service becomes established, and densities and intensities in transit station areas increase, consider implementing~~ Establish maximum parking standards for new developments and redevelopments in transit station areas, as appropriate.

14.3.1. ~~Balance countywide mobility needs (e.g. frequency, speed) with the desire for~~ Consider economic development in local communities when planning for the number and locations of transit stations, while providing for countywide mobility needs (e.g., frequency, speed).

14.3.2. Promote the implementation of transit station area development through regulatory and financial incentives, as appropriate.

14.3.7. Enlist the participation of private-sector investment partners during the earliest stages of transit station area planning.

14.3.9. ~~Recognizing that public investment in transit infrastructure produces potentially significant increases in the market values of affected properties, explore methods of partnering with the private sector to capture a portion of this additional value to help support the cost of such public investment.~~ Partner with the private sector to capture a portion of the increased value of transit station area properties resulting from public investment, to help offset the cost of transit infrastructure.

10.1.1. Ensure that local and countywide transit-related land use planning efforts support and further ~~the~~ local and countywide transit system planning efforts, such as those of the MPO, PSTA, and TBARTA.

10.1.4. ~~Provide for~~ Prioritize connectivity between the planned Pinellas County transit system and the Florida High Speed Rail.

Position Statement 10.2: Transit-related countywide planning framework

~~Ensure that the Countywide Future Land Use Plan Map and Rules p~~Provide a framework for transit-related land use planning, through the Countywide Future Land Use Plan Map and Rules, which ~~respects~~ recognizes and guides planning efforts at the local level.

10.2.3. ~~At the conclusion of the Alternatives Analysis study conducted by the Pinellas County MPO, PSTA, TBARTA and FDOT, a~~ Amend the Countywide Future Land Use Plan Map to place transit-related designations on proposed transit corridors and around transit station locations as identified by ~~that study within~~ the Alternatives Analysis ~~corridors~~ study.

10.2.4. ~~Once transit station areas are identified, a~~ Assist with local government and private sector efforts to conduct market analysis studies, prepare and approve station area plans, and apply transit-related land development regulations for identified transit station areas.

10.2.5. ~~Once local transit station area plans are adopted, a~~ Adjust the Countywide Future Land Use Plan Map to recognize finalized station area boundaries, using the map adjustment process, once local transit station area plans are adopted.

10.2.8. ~~Ensure that~~ Coordinate the countywide planning framework for transit-related land use ~~is coordinated~~ with the efforts of the MPO Mobility Task Force to assist local governments in meeting the state mobility planning requirements of the 2009 Community Renewal Act.

10.2.9. Provide technical or financial assistance ~~with~~ for local government efforts to amend comprehensive plan policies and land development regulations ~~that~~ to provide for transit-related planning.

10.3.2. Engage government agencies, the development community, ~~and~~ citizens, and other stakeholders in transit station area planning efforts.

10.3.4. ~~When planning for transit station areas, p~~ Provide a mechanism to work together with neighboring jurisdictions towards common goals, and commit to mutually beneficial partnerships while planning for transit station areas.

10.3.6. ~~Specify that transit station area plans will follow~~ Use a common format for transit station area plans, which includes existing conditions, neighborhood context, station area types, redevelopment vision, concept plans, market research and development projections, land use recommendations, zoning requirements, building design standards, site development standards, street cross sections, streetscape development standards, pedestrian and bicycle access plans, public infrastructure improvements, signage plans, public realm and open space plans, parking accommodations, and implementation plans.

In addition to the foregoing changes to the Ordinance, the following provisions of the Appendices (Appendix 1 and Appendix 3), which are support documents and not adopted as part of the Plan amendment ordinance, are changed to read as follows:

Appendix I - Part 1, Pg. 43:

Proposed Premium Transit Systems

Pinellas County has explored the idea of investing in a premium transit system a number of times during the past four decades. Most such studies have focused on fixed-guideway technology that operates on rails or tracks, such as light rail or monorail trains. In a recent effort, in 2000, the MPO established a task force called the Pinellas Mobility Initiative (PMI) to explore the feasibility of creating such a system. The PMI subsequently recommended the creation of a 38-mile elevated monorail system, supported by enhanced express and local bus service, to be funded by a one-cent local gas tax (PMI, 2003). While elected officials chose not to pursue that option, ~~the PMI has continued to study~~ various alternatives for improved transit service in the county continue to be evaluated. The PMI remained active in these efforts until May 2010, when it was transitioned into the Alternatives Analysis Project Advisory Committee (discussed below).

Other efforts have explored the feasibility of bus rapid transit (BRT), a premium style of bus service that typically includes quieter and more comfortable buses, limited stops, and frequent headways. A defining characteristic of BRT is the use of traffic management techniques that allow its buses to move more quickly on surface roadways than prevailing traffic patterns, either through the use of dedicated bus-only lanes, wireless technology that alters the timing of traffic signals to give priority to approaching buses, or some combination of the two techniques. ~~Both the PMI and PSTA are currently exploring t~~ The feasibility of BRT is currently being explored for ~~on~~ select corridors, such as Central Avenue in St. Petersburg and Memorial Causeway in Clearwater.

Appendix I – Part 1, Pg. 44:

Work on the Alternatives Analysis study began in August 2010 and is scheduled to conclude in January 2012. A Project Advisory Committee has been convened to oversee the study, made up of officials from each of the four agencies, with representatives from Hillsborough County participating as ex-officio members. Figure 10 shows the corridors to be evaluated, which include a connection from Clearwater to St. Petersburg via the Gateway area, with a separate connection from Gateway across the Howard Frankland Bridge to Hillsborough County.

Appendix I – Part 1, Pgs. 65-66:

Another major facility, the Port of St. Petersburg, is located adjacent to the Albert Whitted Municipal Airport. The only deepwater port in Pinellas County, the facility has catered to cruise ships rather than cargo activity in recent years. However, cruise lines have used the port infrequently; instead, the facilities have primarily served towing barges, very large yachts, research vessels from the University of South Florida, and Coast Guard vessels. ~~The city has recently contracted with a private company to resume cruise operations which are scheduled to begin in 2004.~~ The Port is also in the process of implementing a master plan that shifts the focus of the Port activities to accommodating marine research vessels and the mega yacht industry (City of St. Petersburg, 2010). ~~will renovate the passenger terminal and facilities, add landscaping and pedestrian amenities, and if approved, increase the depth of the shipping channel from twenty-four to thirty-four feet (City of St. Petersburg, 1999; Johnson, 2003).~~