

BOARD OF COUNTY COMMISSIONERS

COMMISSION AGENDA

10-26-10 # 33

DATE: October 26, 2010
AGENDA ITEM NO.

Consent Agenda

Regular Agenda

Public Hearing

County Administrator's Signature: *WMS for psl*

Subject:

Second Hearing to Consider a Proposed Countywide Plan Amendment Regarding Transit Oriented Development Countywide Plan Map Category

Department:

Planning Department

Staff Member Responsible:

Brian K. Smith, Director

Recommended Action:

IT IS RECOMMENDED THE BOARD OF COUNTY COMMISSIONERS (BOARD), SITTING AS THE COUNTYWIDE PLANNING AUTHORITY (CPA), RECEIVE PUBLIC COMMENT AND ADOPT THE PROPOSED AMENDMENT TO THE COUNTYWIDE RULES REGARDING ADDITION OF A NEW TRANSIT ORIENTED DEVELOPMENT COUNTYWIDE PLAN MAP CATEGORY.

Summary Explanation/Background:

Concerning Transit Oriented Development, or TOD, a two-step process is being utilized concerning incorporating this subject into the Countywide Plan and the Countywide Rules. The first step was to approve position statements and strategies concerning transit oriented development as part of the Countywide Plan. That procedure was completed at the August 24, 2010 meeting of the Board sitting as the CPA. The second step is the rulemaking step, where the transit oriented development subject is then incorporated into the Countywide Rules. The proposed Rule amendment under consideration is based upon and implements the earlier action of the position statements and strategies.

The proposed Rule amendment identifies the concepts that will be used in supporting TOD at the countywide level. The proposed amendment will provide a countywide planning framework for supporting TOD initiatives at the local level through creation of a Transit Oriented Development (TOD) Countywide Plan Map category. Development of the proposed Rule amendment has been coordinated with current local government initiatives to adopt TOD land use categories as part of local comprehensive plans. The intent of the proposed Rule amendment is to allow for more compact, higher density/intensity development to support transit within what are being defined as Primary and Secondary Corridors. The proposed Rule amendment establishes use and locational characteristics, required and recommended density/intensity standards applicable to the four types of transit station area subclassifications, the process by which the TOD category would initially be applied to the Countywide Plan Map, the relationship between transit station area plans and the recently adopted Countywide Plan TOD position statements and strategies, an advisory review process for transit station area plans, and what would constitute an amendment to the Countywide Plan Map to allow TOD.

At its meeting on September 15, the PPC adopted Resolution No. 10-6 recommending that the CPA adopt the proposed Rule amendment with certain modifications reflecting County staff comments provided at the PPC public hearing. Staffs from the PPC and the County worked together after the PPC public hearing to include those

modifications in the proposed Rule amendment that is before the CPA for consideration. The City of St. Petersburg staff raised several concerns during the Rule development and public hearing process. The modifications to the proposed Ordinance address the concerns of both the City and the County. The PPC plans to review at their October 20 meeting the proposed Rule amendment with the modifications that they directed staff to include in response to the County staff and St. Petersburg staff concerns. Based on a review of these subsequent modifications, the PPC may have some comments on the proposed Rule amendment that they would like the CPA to consider at its second public hearing on October 26.

At their September 7, 2010 meeting, the CPA authorized public hearings to be held on the proposed Countywide Plan amendment. Since this will be a change to the Countywide Plan, two public hearings have been scheduled for October 12 and October 26, 2010 for the Board to consider this matter as the CPA. The first hearing on October 12 was to receive public comments, while CPA action on this item is scheduled for the second public hearing on October 26, 2010. County staff concurs with the PPC recommendation to approve the proposed Rule amendment.

Fiscal Impact/Cost/Revenue Summary:

None

Exhibits/Attachments Attached:

Council Documentation

Proposed Amendment of the Countywide Rules
Re: Transit-Oriented Development
Countywide Plan Map Category
(Second of two scheduled Public Hearings)

ORDINANCE NO. _____

AN ORDINANCE AMENDING PINELLAS COUNTY ORDINANCE NO. 89-4, AS AMENDED, THE COUNTYWIDE PLAN ADOPTION ORDINANCE, BY AMENDING THE "RULES CONCERNING THE ADMINISTRATION OF THE COUNTYWIDE FUTURE LAND USE PLAN," AS AMENDED; AMENDING THE LEGEND AND LIST OF COUNTYWIDE FUTURE LAND USE PLAN MAP CATEGORIES TO ADD A "TRANSIT ORIENTED DEVELOPMENT (TOD)" CATEGORY; ESTABLISHING SUBCLASSIFICATIONS FOR TRANSIT CORRIDORS AND TRANSIT STATION AREAS; ESTABLISHING THE PURPOSE, USE AND LOCATIONAL CHARACTERISTICS, DENSITY/INTENSITY AND OTHER STANDARDS APPLICABLE TO THE SUBCLASSIFICATIONS OF THIS CATEGORY; ESTABLISHING MINIMUM REQUIREMENTS FOR TRANSIT STATION AREA PLANS; ESTABLISHING A PROCESS FOR APPROVAL OF TRANSIT STATION AREA PLANS; ADDING DEFINITIONS OF KEY TERMS USED IN ASSOCIATION WITH THE PROPOSED TOD CATEGORY; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE; AND PROVIDING FOR MODIFICATION THAT MAY ARISE FROM CONSIDERATION OF THE ORDINANCE AT PUBLIC HEARING.

WHEREAS, the Board of County Commissioners acting as the Countywide Planning Authority has adopted a Countywide Comprehensive Plan by adoption of Ordinance No. 89-4 on January 31, 1989 and subsequently amended said Countywide Plan by Ordinance Nos. 95-55, 05-32, and 10-42; and

WHEREAS, as part of Ordinance 89-4, the Board also adopted the Rules Concerning the Administration of the Countywide Future Land Use Plan (Countywide Rules) and subsequently amended said Countywide Rules by Ordinances Nos. 89-66A, 91-5, 92-4, 92-51, 93-112, 94-20, 94-55, 95-78, 96-17, 96-32, 96-47, 96-55, 96-87, 97-71, 98-41, 99-22, 99-76, 00-60, 01-16, 03-23, 04-5, 05-49, 06-52, 06-61, 07-13, 07-50, 08-43, 08-81, 09-3, 09-9, 10-23 and 10-31; and

WHEREAS, the Pinellas Planning Council, pursuant to Section 5(7)(b), Chapter 88-464, Laws of Florida, as amended, is authorized to develop rules, standards, policies and objectives that will implement the Countywide Future Land Use Plan; and

WHEREAS, the Pinellas Planning Council pursuant to Section 10(4)(a) of Chapter 88-464, Laws of Florida, as amended, is authorized to initiate amendment to a rule, standard, policy or objective of the Countywide Future Land Use Plan, as

determined necessary by the Council to establish effective countywide planning; and

WHEREAS, the Pinellas Planning Council anticipates and supports the provision of enhanced public transit within the County; and

WHEREAS, the Pinellas Planning Council recognizes the importance of coordinating with local governments, regional and state agencies, and other organizations including the Tampa Bay Area Regional Transportation Authority (“TBARTA”), in creating transit land use regulations that provide for compact, mixed-use development and redevelopment that will support transit investments; and

WHEREAS, land use is a critical component of the Federal Transit Administration evaluation process, and can be the deciding factor regarding whether transit projects are determined viable and awarded federal funding; and

WHEREAS, having uniform, countywide transit-supportive land use regulations will be beneficial to obtaining the requisite approvals and federal funding for transit on a regional basis; and

WHEREAS, the Pinellas Planning Council has deemed it appropriate to establish a plan category to accommodate development that is supportive of transit and proximate to transit stations, transit centers, and transit corridors; and

WHEREAS, the procedures of Chapter 88-464, Laws of Florida, as amended, and the County Charter have been followed by the Pinellas Planning Council and the Board of County Commissioners acting as the Countywide Planning Authority, concerning this proposed amendment of the Countywide Rules, as amended; and

WHEREAS, the notice of public hearings and advertisements have been accomplished as required by Chapter 88-464, Laws of Florida, as amended; and

WHEREAS, the Board of County Commissioners of Pinellas County, Florida, acting in their capacity as the Countywide Planning Authority, desires to amend the Countywide Rules, as amended, for Pinellas County, Florida, as set forth herein.

NOW THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF PINELLAS COUNTY, FLORIDA:

SECTION 1. The portions of Article 2, Countywide Plan Map and Categories, are hereby amended as set forth below. All other portions of Article 2 not included in

this ordinance are preserved, remain as previously set forth in the Countywide Rules, and will be renumbered as necessary.

SEC. 2.3.2 LEGEND.

2.3.2.1 The Countywide Plan Map and the Countywide Rules, as amended, provide for the major classifications, specific categories and symbols applicable to the Countywide Plan Map and Countywide Rules as set forth below:

<u>Plan Classifications</u>	<u>Plan Categories</u>	<u>Plan Symbols</u>
1. Residential:	Residential Rural	RR
	Residential Estate	RE
	Residential Suburban	RS
	Residential Low	RL
	Residential Urban	RU
	Residential Low Medium	RLM
	Residential Medium	RM
	Residential High	RH
	Residential Very High	RVH
2. Mixed Use:	Residential/Office Limited	R/OL
	Residential/Office General	R/OG
	Residential/Office/Retail	R/O/R
	Resort Facilities Overlay	RFO
	Resort Facilities Medium	RFM
	Resort Facilities High	RFH
3. Commercial:	Commercial Neighborhood	CN
	Commercial Limited	CL
	Commercial Recreation	CR
	Commercial General	CG
4. Industrial:	Industrial Limited	IL
	Industrial General	IG
5. Public/Semi-Public:	Preservation	P
	Recreation/Open Space	R/OS
	Institutional	I
	Transportation/Utility	T/U
	Resource Management Overlay	RMO

6. Planned Redevelopment:

Residential	PR-R
Mixed Use	PR-MU
Commercial	PR-C
Industrial	PR-IND

7. Special Designations:

Water/Drainage Feature	As Noted
Scenic/Non-Commercial Corridor	As Noted
Activity Center	AC
Community Redevelopment District	CRD
Central Business District	CBD
Transit Oriented Development	TOD

SEC. 2.3.3 OUTLINE OF COUNTYWIDE PLAN MAP CATEGORIES.

The Countywide Plan Map major classifications, specific categories, symbols and the purpose, use characteristics, locational characteristics, traffic generation characteristics, density/intensity standards and other standards shall be as set forth in the following outline for each category. Local plans and regulations may be more restrictive and should be consulted for authorized uses and applicable standards.

2.3.3.9 SPECIAL DESIGNATIONS.

2.3.3.9.6 Category/Symbol – Transit Oriented Development (TOD).

Purpose – It is the purpose of this category to depict those areas of the county that are located on existing or planned fixed-guideway or enhanced bus transit corridors, with a mix of uses in distinct locations that are centered on and served by transit, with utilization of the TOD category provisions in accordance with adopted local transit station area plans. This category should facilitate infill and redevelopment to create a desirable mix of residential and nonresidential uses that encourage the use of transit and other modes of transportation as an alternative to the automobile, by promoting aesthetically pleasing, safe environments, and buildings that are consistent with the need, scale, and character of adjoining transit services and the surrounding areas which they serve.

These areas are intended to serve a mix of incomes; provide sustainable, resilient, and environmentally responsive development and infrastructure that are interrelated and complementary; and facilitate redevelopment that increases transit ridership, increases pedestrian activity, increases use of bicycles, and reduces automobile usage relative to other areas of the county.

Use Characteristics – Those uses allowed in transit station areas must be set forth in the local government’s transit station area plan described in Section 4.2.7.7. In transit station areas, the TOD category may be used as either a standard plan category in replacement of the otherwise applicable plan categories; or it may be used as an overlay in addition to the otherwise applicable plan categories. If the TOD category is used as a standard plan category in a transit station area, permitted uses shall be selected from and limited to the uses found in the Residential Classifications in Sections 2.3.3.2 and 2.3.3.3, the Mixed Use Classification in Section 2.3.3.4, the Commercial Classification in Section 2.3.3.5, and the Public/Semi-Public Classification in Section 2.3.3.7. If the TOD category is used as an overlay in a transit station area, permitted uses are those allowed by the underlying plan category(ies). In transit corridors, the TOD category must be used as an overlay, and permitted uses are those allowed in the underlying plan category(ies). It is the intent of this category that uses allowed in transit station areas and transit corridors be transit-supportive, and not automobile-oriented.

Locational Characteristics – This category is generally appropriate for areas within a quarter-mile of transit corridor centerlines, and/or within a half-mile from the center of transit stations or transit centers. Shorter or longer distances may be permitted if justified in an applicable transit station area plan, as set forth in Section 4.2.7.7. Additional locational characteristics for corridor and station area subclassifications are provided below.

Density/Intensity Standards – Density/intensity standards vary by transit corridor and transit station area subclassification, as provided below. For transit corridor subclassifications, density/intensity standards are relative to those of the underlying Countywide Plan Map category. For transit station area subclassifications, both density and intensity are expressed and governed by the floor area ratio (FAR) standards enumerated in Table 1 below. FAR standards used for transit station area subclassifications include both residential and non-residential square footage.

Transit Corridor Subclassifications

Utilization of the following density/intensity standards applicable to a transit corridor shall require one or more transit station area plans which shall include planning for that transit corridor, as set forth in Section 4.2.7.7. Absent such transit station area plan, the transit corridor will be governed by the standards of the underlying Countywide Plan Map category(ies).

Transit corridors are divided into two subclassifications, Primary Corridor and Secondary Corridor:

- Primary Corridor is used to designate transit corridors identified in the Locally Preferred Alternative, as adopted into the Metropolitan Planning Organization

(MPO) Long-Range Transportation Plan. These corridors will typically be served by fixed-guideway transit which is more robust (higher-speed, higher-capacity, and with more frequent headways) than in Secondary Corridors.

- Density and intensity standards within a quarter-mile of the centerline of a Primary Corridor are permitted as follows:
 - Both the maximum number of units per acre and maximum nonresidential floor area ratio of the underlying Countywide Plan Map category are permitted on the same land area. The mixed-use provisions of Section 4.2.3.3 shall not apply.
 - A 25 percent density/intensity bonus is permitted, relative to the otherwise applicable maximum permitted density/intensity for the underlying Countywide Plan Map category.
- Secondary Corridor is used to designate transit corridors identified by the Pinellas County Enhanced Bus Network Concept, as identified in the Metropolitan Planning Organization (MPO) Bus Rapid Transit Concept Plan and the Pinellas Suncoast Transit Authority (PSTA) Transit Development Plan. These corridors will typically be served by fixed-guideway or other transit which is less robust than in Primary Corridors, but more robust than most other corridors in the county.
 - Density and intensity standards within a quarter-mile of the centerline of a Secondary Corridor are permitted as follows:
 - Both the maximum number of units per acre and maximum nonresidential floor area ratio of the underlying Countywide Plan Map category are permitted on the same land area. The mixed-use provisions of Section 4.2.3.3 shall not apply.

Transit Station Area Subclassifications

Transit station areas are divided into four subclassifications, Type I through Type IV. Standards applicable to each are described in Table 1 below. All transit station area subclassifications may be located within a Primary Corridor, but only Types II, III, and IV may be located on a Secondary Corridor. Utilization of the TOD category in a transit station area shall require a transit station area plan, as set forth in Section 4.2.7.7.

For transit station areas, density/intensity is expressed by FAR, which is all-encompassing (i.e., includes both residential and nonresidential square footage).

Recommended targets for residential density, expressed in dwelling units per acre, are included as a guideline for local governments as they develop their transit station area plans. Two types of density targets are included: a target density range to be applied to an individual development or redevelopment project with a residential component, and an overall density target for the entire transit station

area. Because the transit station area as a whole will include rights-of-way, open space, and some wholly nonresidential uses, the areawide target density is lower than the per-project target density.

In order to align countywide and local transit planning efforts with the regional plans of the Tampa Bay Area Regional Transportation Authority (TBARTA), the standards for the transit station area subclassifications also reference corresponding model transit station typologies, developed by TBARTA for local government use. This reference is included as a guideline for local governments utilizing such typologies.

Table 1
Standards Applicable to Transit Station Area Subclassifications

Transit Station Area Sub-classification	Applicable Corridor Sub-classification	Required Intensity Standards (FAR)		Recommended Density Targets (Units Per Acre)		Comparative Transit Station Area Typologies ²
		Minimum	Maximum	Per Project	Areawide	
Type I	Primary	1.0	7.0 ¹	40 to 100	25	<ul style="list-style-type: none"> • Downtown – Urban Core • Regional – Urban Center
Type II	Primary or Secondary	0.5	5.0	20 to 50	20	<ul style="list-style-type: none"> • Regional – Mixed Use Suburban Center • Regional Commercial/ Employment Center • Community Center – Urban
Type III	Primary or Secondary	0.5	3.0	10 to 30	15	<ul style="list-style-type: none"> • Community Center – Urban • Neighborhood Center • Park and Ride
Type IV	Primary or Secondary	0.5	2.0	7.5 to 25	10	<ul style="list-style-type: none"> • Community Center – Urban • Neighborhood Center • Park and Ride

¹ The maximum intensity standard may be waived in that portion of a Type I transit station area extending an eighth-mile from the center of the transit station or transit center, pursuant to the transit station area plan requirements set forth in Section 4.2.7.7.

² Based on model transit station area typologies developed by TBARTA for local government use.

Other Standards – Shall include the following:

- This category shall initially be applied to the Countywide Plan Map following the adoption of the Locally Preferred Alternative in the MPO Long-Range Transportation Plan, and the completion of any subsequent applicable environmental impact studies.
- This category shall initially be applied as an overlay, superimposed over the otherwise applicable underlying category(ies), along transit corridors and in transit station areas which have been identified as part of the adopted Locally Preferred Alternative and/or the Pinellas County Enhanced Bus Network Concept. The overlay shall encompass areas extending a half-mile from the center of each transit station and transit center so designated, and a quarter-mile from the centerline of each transit corridor.
- Initial application of the TOD Plan Map Category shall constitute an amendment of the Countywide Plan Map, and shall require public hearing and recommendation by the PPC and public hearing and action by the CPA, as provided in Sections 5.1.2.4 through 5.1.3.7 of these Countywide Rules.
- Following the initial application of the TOD category to the Countywide Plan Map as provided above, additional transit station areas and/or transit corridors may be designated if justified by the local government(s) with jurisdiction, in coordination with applicable transit providers, pursuant to the transit station area plan process set forth in Section 4.2.7.7.
- Subsequent to the initial application of the TOD category, as set forth in Section 4.2.7.7, the utilization of the provisions of this category shall require 1) a transit station area plan, which includes the establishment of transit station area subclassification(s) and any changes to the boundaries of the TOD category; and 2) amendment of the Countywide Plan Map to reflect such subclassification(s) and boundary changes.

Table 2

SUMMARY CATEGORY MATRIX

<u>CLASSIFICATION</u>	<u>CATEGORY/SYMBOL</u>	<u>D.U./ACR</u>		<u>F.A.R.</u>		<u>I.S.R. MAX./STD.</u>	<u>TRAFFIC GENERATION RATE (ADT/AC.)</u>
		<u>E MAX.</u>	<u>D.</u>	<u>MAX./ST</u>	<u>D.</u>		
RESIDENTIAL:	Residential Rural (RR)	.5		.30/.18		.60/.45	10
	Residential Estate (RE)	1.0		.30/.18		.60/.45	15
	Residential Suburban (RS)	2.5		.30/.18		.60/.45	28
	Residential Low (RL)	5.0		.40/.24		.65/.50	50
	Residential Urban (RU)	7.5		.40/.24		.65/.50	68
	Residential Low Medium (RLM)	10.0		.50/.30		.75/.56	67
	Residential Medium (RM)	15.0		.50/.30		.75/.56	102
	Residential High (RH)	30.0		.60/.36		.85/.65	198
	Residential Very High (RVH)			.60/.36		.85/.65	326
MIXED USE:	Residential/Office Limited (R/OL)	7.5		.40/.24		.75/.56	125
	Residential/Office General (R/OG)	15.0		.50/.30		.75/.56	178
	Residential/Office/Retail (R/O/R)	18.0		.40/.24		.85/.65	339
	Resort Facilities Overlay (RFO)				Per Underlying Category		
	Resort Facilities Medium (RFM)	18.0		.65/.39		.85/.65	178
Resort Facilities High (RFH)	30.0		1.2/.72		.95/.72	331	
COMMERCIAL:	Commercial Neighborhood (CN)	10.0		.40/.24		.80/.60	362
	Commercial Limited (CL)	18.0		.45/.27		.85/.65	398
	Commercial Recreation (CR)	24.0		.55/.33		.90/.68	550
	Commercial General (CG)	24.0		.55/.33		.90/.68	487
INDUSTRIAL:	Industrial Limited (IL)			.65/.39		.85/.65	170
	Industrial General (IG)			.75/.45		.95/.72	199
PUBLIC/SEMI-PUBLIC:	Preservation (P)			.10/.05		.20/.10	0.3

	Recreation/Open Space (R/OS)		.25/.15	.60/.45	3
	Institutional (I)	12.5	.65/.39*	.85/.65	192
	Transportation/Utility (T/U)		.70/.42	.90/.68	18
	Resource Management Overlay (RMO)		.25/.15	.50/.30	See Sec. 2.3.3.7.5
PLANNED REDEVELOPMENT	Residential (PR-R)			Per Approved Special Area Plan	
	Mixed Use (PR-MU)			Per Approved Special Area Plan	
	Commercial (PR-C)			Per Approved Special Area Plan	
	Industrial (PR-IND)			Per Approved Special Area Plan	
SPECIAL DESIGNATIONS:	Water/Drainage Feature			Not Applicable	
	Scenic/Non-Commercial Corridor			See Otherwise Applicable Category	
	Activity Center (AC)			See Otherwise Applicable Category and Multiplier Factor	
	Community Redevelopment District (CRD)			Per Approved Plan	
	Central Business District (CBD)			Per Approved Plan	
	Transit Oriented Development (TOD)			Per Approved Plan	

*Notes: See Bonus Provision, Section 2.3.3.7.3 Traffic Generation Characteristics are Average Daily Trips Per Acre

SECTION 2. The portions of Article 4, Plan Criteria and Standards, are hereby amended as set forth below. All other portions of Article 4 not included in this ordinance are preserved, remain as previously set forth in the Countywide Rules, and will be renumbered as necessary.

SEC. 4.2.2 MAJOR CLASSIFICATIONS AND CATEGORIES/CONTINUUM.

4.2.2.2 Categories. Within each of the six major classifications, specific categories are hereby established and named below. The nomenclature and relative density and intensity continuum for local government future land use plans shall be as follows:

<u>Major Classification</u>	<u>Category Name and Symbol</u>	<u>Relative Density/ Intensity Continuum</u>
Residential	Residential Rural (RR)	Least Density to Most Density
	Residential Estate (RE)	
	Residential Suburban (RS)	
	Residential Low (RL)	
	Residential Urban (RU)	
	Residential Low Medium (RLM)	
	Residential Medium (RM)	
	Residential High (RH)	
	Residential Very High (RVH)	
Mixed Use	Residential/Office Limited (R/OL)	Least Density/ Intensity to Most Density/ Intensity
	Residential/Office General (R/OG)	
	Residential/Office/Retail (R/O/R)	
	Resort Facilities Medium (RFM)	
	Resort Facilities High (RFH)	
Commercial	Commercial Neighborhood (CN)	Least Density/Intensity to Most Density/Intensity
	Commercial Limited (CL)	
	Commercial Recreation (CR)	
	Commercial General (CG)	
Industrial	Industrial Limited (IL)	Least Intensity to Most Intensity
	Industrial General (IG)	
Public/ Semi-Public	Preservation (P)	Least Intensity to Most Intensity
	Recreation/Open Space (R/OS)	
	Institutional (I)	
	Transportation/Utility (T/U)	
	Resource Management Overlay (RMO)*	

Planned
Redevelopment** Residential (PR-R)
Mixed Use (PR-MU) As Noted in Countywide Rules
Commercial (PR-C)
Industrial (PR-IND)

Special
Designations** Water/Drainage Feature
Scenic/Non-Commercial Corridor As Noted in Countywide Rules
Activity Center (AC)
Community Redevelopment District (CRD)
Central Business District (CBD)
Transit Oriented Development (TOD)

* Based upon the underlying density/intensity

** Due to the unique nature of the Planned Redevelopment and Special Designations there is no continuum comparison between or among these categories.

A local future land use plan may include, from among the listed categories, as few or as many of such categories as the local government determines appropriate to its plan.

4.2.7.7 Transit Station Area Plans.

- 4.2.7.7.1 Purpose and Utilization.** Transit station area plans identify conditions, policies, regulations and incentives encouraging compact, mixed-use development within walking distance of a transit station or transit center. The utilization of the Transit Oriented Development (TOD) category provisions requires a transit station area plan, with such plan boundaries typically extending a half-mile from the center of the transit station or transit center, but shorter or longer distances may be permitted if justified by the local government(s) with jurisdiction.
- 4.2.7.7.2 Optional Inclusion of Transit Corridors.** Transit station area plans may also address transit corridors connecting the transit station or transit center to other such facilities. Utilization of the TOD category provisions on a transit corridor requires the inclusion of the transit corridor in a transit station area plan, with such boundaries typically extending a quarter-mile from the centerline of a transit corridor, but shorter or longer distances may be permitted if justified by the local government(s) with jurisdiction.
- 4.2.7.7.3 Applicability.** A transit station area plan may address one or more transit station areas. At a minimum, transit station area plans shall include the contents referenced in, and satisfy the intent of, the Countywide Plan Position Statements and Strategies addressing transit-oriented development, and the TBARTA *Transit-Oriented Development Guiding Principles*, as relevant and applicable to local conditions.
- 4.2.7.7.4 Advisory Review.** The transit station area plan, along with any proposed changes to the boundaries of the TOD category, shall be reviewed with respect to the requirements of subsection 4.2.7.7.3. The PPC staff shall, within twenty-eight (28) days of the receipt of such proposed transit station area plan and any accompanying changes to the boundaries of the TOD category, notify the local government of the results of the advisory review, and any corresponding recommendations.
- 4.2.7.7.5 Local Action Required to Initiate Countywide Plan Map Amendment.** Following the PPC staff's advisory review, the transit station area plan, which shall include the establishment of transit station area subclassification(s) and any proposed changes to the boundaries of the TOD category, shall be approved; and corresponding amendment(s) to the local future land use map shall be made, by official action of the legislative body of the local government, prior to submission to the PPC and CPA for amendment of the Countywide Plan Map.

- 4.2.7.7.6** Consideration of Countywide Plan Map Amendment. Following local approval of the transit station area plan and amendment of the local future land use map pursuant to Section 4.2.7.7.5, amendment of the Countywide Plan Map, as set forth in Article 5 of these Countywide Rules, shall be required to establish transit station area subclassification(s) and to amend the boundaries of the TOD category.

The transit station area plan shall be submitted to the PPC and CPA as a support document for, and as the basis for consideration of, the Countywide Plan Map amendment, and will be received and accepted subject to approval of that Countywide Plan Map amendment.

As a part of the map amendment process, the TOD category can either replace the underlying category(ies), or remain an overlay for the applicable transit station area, depending on the provisions found in the transit station area plan. In either case, the standards applicable to transit station area subclassifications in Table 1 shall apply in transit station areas.

For transit corridors, the TOD overlay will be used in concert with, and amend as provided in the transit station area plan, the uses, densities, intensities, and other standards found in the underlying categories.

- 4.2.7.7.7** Relationship to Special Area Plans. In the event of any inconsistency(ies) between an existing special area plan and a transit station area plan as set forth in Section 4.2.7.7, the transit station area plan shall be deemed to be controlling. The special area plan shall be subsequently revised by the local government with jurisdiction to resolve the inconsistent provisions. This shall be considered a minor plan change pursuant to Section 4.2.7.5.3.

- 4.2.7.7.8** Subsequent Amendments to Transit Station Area Plan. Subsequent amendments to the transit station area plan shall be submitted to the PPC and CPA for receipt and acceptance. Any amendment of the transit station area plan that proposes changes to the transit station area subclassifications and/or boundaries of the TOD category shall require a Countywide Plan Map amendment, pursuant to the provisions of Section 4.2.7.7.5 and 4.2.7.7.6.

SECTION 3. The portions of Article 7. Terms and Definitions, are hereby amended as set forth below. All other portions of Article 7 not included in this ordinance are preserved and remain as previously set forth in the Countywide Rules.

DIV. 7.2 DEFINITIONS.

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

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

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

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

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

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

Transit Station Area – An area generally encompassing a half-mile radius from the center of a transit station or transit center, which serves as a mixed-use activity

center, where higher densities/intensities and urban design support transit usage and other modes of travel in addition to the private automobile.

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

SECTION 4. Severability. It is declared to be the intent of the Board of County Commissioners that if any section, subsection, sentence, clause, phrase, or provision of this ordinance is held invalid or unconstitutional, such invalidity or unconstitutionality shall not be construed as to render invalid or unconstitutional the remaining provisions of this ordinance.

SECTION 5. Filing of Ordinance; Effective Date. Pursuant to Section 125.66, Florida Statutes, a certified copy of this Ordinance shall be filed with the Department of State by the Clerk of the Board of County Commissioners within ten (10) days after enactment by the Board of County Commissioners. This Ordinance shall become effective upon filing with the Department of State.

APPROVED AS TO FORM
OFFICE OF COUNTY ATTORNEY

By *David A. ...*
Attorney

**PINELLAS PLANNING COUNCIL
AGENDA MEMORANDUM**

AGENDA ITEM: III C.

MEETING DATE: September 15, 2010

SUBJECT:

Amendment of the Countywide Rules Re: Transit Oriented Development Countywide Plan Map Category

RECOMMENDATION:

Council Consider at Public Hearing and Adopt Accompanying Resolution No. 10-6 Recommending Approval of the Amendment of the Countywide Rules to the Countywide Planning Authority

I. BACKGROUND

In July, the Council reviewed a preliminary discussion outline of, and authorized a public hearing for, an amendment to the Countywide Rules to add a Transit Oriented Development (TOD) category to the Countywide Plan Map. This step implements Task II of the Council's Work Program for Transit-Related Land Use Planning, which is designed to support the transit planning activities of the Tampa Bay Area Regional Transportation Authority (TBARTA), the Pinellas Suncoast Transit Authority (PSTA), the Florida Department of Transportation, and the Pinellas County Metropolitan Planning Organization. These agencies have entered into a partnership to perform the Alternatives Analysis (AA), which is the first step in pursuing a Federal Transit Administration grant for transit funding.

The AA is expected to identify transit corridors and general station areas where major transit investments may be located. Along these corridors and near these transit stations, transit oriented development is expected and desired. The purpose of the Countywide Rule amendment is to create a category that can be used to identify these areas on the Countywide Plan Map, to emphasize and allow for more compact, higher density and intensity development that supports transit, and to provide a framework within which local governments may adopt transit oriented development categories and standards.

PINELLAS PLANNING COUNCIL ACTION:

Adopted Resolution No. 10-6, Recommending Approval of the Amendment of the Countywide Rules to the CPA, inclusive of enumerated changes (vote 12-0).

COUNTYWIDE PLANNING AUTHORITY ACTION:

10/12/10: The Board held the first of two scheduled public hearings.

SUBJECT: Amendment of the Countywide Rules Re: Transit Oriented Development
Countywide Plan Map Category

Resolution No. 10-6, recommending approval of the amendment of the Countywide Rules to the Countywide Planning Authority, is included as Attachment 1. A list of the proposed changes in strikeout/underline form is included as Attachment 2.

II. TRANSIT ORIENTED DEVELOPMENT (TOD) CATEGORY

Category Use

The proposed category will initially be depicted as an overlay on the Countywide Plan Map, identifying the transit corridor and station areas stemming from the AA, as well as those that are included in the PSTA's Enhanced Bus Network that support transit ridership countywide. These are referred to as Primary and Secondary Corridors, respectively. Utilization of the provisions of the TOD category shall require a Transit Station Area Plan (TSAP), as described below. A TSAP must include planning for at least one transit station area, but may also include one or more transit corridors connecting to the transit station area.

Primary and Secondary Corridors

The draft Countywide Rule amendment identifies two types of corridors: Primary and Secondary. Primary Corridors are those that will be identified in the AA, and adopted as the Locally Preferred Alternative in the MPO Long-Range Transportation Plan. These corridors will likely involve significant investments in transit and will attract development that will both benefit from and enhance these transit corridors and stations. Secondary Corridors are those that support the Primary Corridors and that generally support transit throughout the county. The Secondary Corridors are identified by the PSTA's Enhanced Bus Network. With appropriate planning, areas within Primary and Secondary Corridors can accommodate higher densities and intensities than areas not served by transit.

The TSAPs submitted by local governments for transit station areas can include planning for transit corridors. For those transit corridors included in TSAPs, it is proposed that additional development rights be granted to allow for an increase in the number of residential dwellings, and therefore potential transit riders, in appropriate locations, and also increase the amount of non-residential use that can benefit from these additional transit riders.

Station Types

Within the proposed Countywide Rule amendment there are four station "types" that are based on the form of transit serving the area, as well as the existing or planned development within an area. The proposed types provide a continuum of density/intensity, from Type I to Type IV. Type I provides for the highest density and intensity transit

SUBJECT: Amendment of the Countywide Rules Re: Transit Oriented Development
Countywide Plan Map Category

station areas, and would include areas such as downtown St. Petersburg and downtown Clearwater. The significant densities and intensities proposed in the Type I area dictate that these areas be connected to at least one Primary Corridor. The remaining Types II to IV can locate on either a Primary or Secondary Corridor, including more locally-oriented transit such as a transit center. A TSAP would be required to employ the additional development rights within any one of these station area types.

Map Adjustment Process

While an initial TOD overlay will be placed on the Countywide Plan Map to reflect the transit corridors and station areas identified by the AA and PSTA Enhanced Bus Network, a local government wishing to utilize the applicable standards would first adopt a TSAP, which will be also used to refine the boundaries and depiction of the TOD category on the Countywide Plan Map, as determined appropriate at the local government level.

As part of the map adjustment process, the TOD overlay and underlying Countywide Plan Map categories will either remain in place, or be replaced by the TOD category proper, for the applicable transit station area, depending on the provisions found in the TSAP. For TSAPs that include planning for Primary and Secondary Corridors, the overlay will remain in place on these corridors after the TSAP is adopted, and the enhanced development standards will be relative to the uses, intensities, and other standards found in the underlying Countywide Plan Map categories.

TSAPs are proposed to be reviewed for sufficiency by Council staff prior to the local government's first public hearing, so as to identify any issues that need addressing within the TSAP at an early stage in the process. The local government would then take action on the TSAP and corresponding local future land use map amendment(s), and formally submit them to the PPC and CPA for receipt and acceptance, and adjustment of the Countywide Plan Map to match the boundaries and category/overlay depiction adopted in the TSAP.

III. PLANNERS ADVISORY COMMITTEE REVIEW

The draft ordinance was distributed to the Planners Advisory Committee (PAC) for their review on August 19th, in advance of a staff presentation at the PAC meeting on September 7th. The PAC voted 8-2 to recommend approval of Resolution 10-6 and the accompanying ordinance.

At the September 7th meeting, concerns with certain aspects of the ordinance were expressed by the representatives of St. Petersburg and Pinellas County, who voted against the recommendation for approval. Separate correspondence was also received from the City of St. Petersburg (as shown in Attachment 3). In order to address these concerns, and

SUBJECT: Amendment of the Countywide Rules Re: Transit Oriented Development
Countywide Plan Map Category

in response to other input given by PAC members and TBARTA staff, a number of changes have been incorporated into the final ordinance included in this agenda, including:

- Modification of the criteria for PPC staff sufficiency review of TSAPs. A specific list of criteria was replaced with a general reference to Countywide Plan Position Statements and Strategies addressing transit-oriented development, and the TBARTA *Transit-Oriented Development Guiding Principles*, as relevant and applicable to local conditions.
- Revision to clarify that staff sufficiency review does not preclude local adoption and submittal to the PPC and CPA for receipt and acceptance.
- Clarification that local governments who do not wish to utilize the standards of the TOD category are not required to prepare TSAPs. In this case, the densities, intensities, uses, and other characteristics of the underlying categories would remain in force.
- Provision that a single TSAP may be used to address planning for multiple transit station areas.
- Clarification that the TOD category shall only be applied to the Countywide Plan Map following the adoption of the Locally Preferred Alternative into the Long-Range Transportation Plan.
- Clarification that Primary Corridors will be identified as part of the Locally Preferred Alternative, but that transit station locations may not be finalized until later in the transit system planning process for those corridors.

IV. LIST OF ATTACHMENTS

- Attachment 1 Resolution No. 10-6:
 Exhibit I - Ordinance
- Attachment 2 Proposed Amendments to Countywide Rules (Strikethrough/Underline)
- Attachment 3 Correspondence Received from the City of St. Petersburg

**PINELLAS PLANNING COUNCIL
RESOLUTION NO. 10-6**

A RESOLUTION APPROVING THE AMENDMENT OF THE RULES CONCERNING THE ADMINISTRATION OF THE COUNTYWIDE FUTURE LAND USE PLAN, AS AMENDED; AMENDING THE LEGEND AND LIST OF COUNTYWIDE FUTURE LAND USE PLAN MAP CATEGORIES TO ADD A “TRANSIT ORIENTED DEVELOPMENT (TOD)” CATEGORY; ESTABLISHING SUBCLASSIFICATIONS FOR TRANSIT CORRIDORS AND TRANSIT STATION AREAS; ESTABLISHING THE PURPOSE, USE AND LOCATIONAL CHARACTERISTICS, DENSITY/INTENSITY AND OTHER STANDARDS APPLICABLE TO THE SUBCLASSIFICATIONS OF THIS CATEGORY; ESTABLISHING MINIMUM REQUIREMENTS FOR TRANSIT STATION AREA PLANS; ESTABLISHING A PROCESS FOR APPROVAL OF TRANSIT STATION AREA PLANS; ADDING DEFINITIONS OF KEY TERMS USED IN ASSOCIATION WITH THE PROPOSED TOD CATEGORY; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE; AND PROVIDING FOR MODIFICATION THAT MAY ARISE FROM CONSIDERATION OF THE ORDINANCE AT PUBLIC HEARING.

WHEREAS, the Board of County Commissioners acting as the Countywide Planning Authority has adopted a Countywide Comprehensive Plan by adoption of Ordinance No. 89-4 on January 31, 1989 and subsequently amended said Countywide Plan by Ordinance Nos. 95-55, 05-32 and 10-42; and

WHEREAS, as part of Ordinance 89-4, the Board also adopted the Rules Concerning the Administration of the Countywide Future Land Use Plan (Countywide Rules) and subsequently amended said Countywide Rules by Ordinances Nos. 89-66A, 91-5, 92-4, 92-51, 93-112, 94-20, 94-55, 95-78, 96-17, 96-32, 96-47, 96-55, 96-87, 97-71, 98-41, 99-22, 99-76, 00-60, 01-16, 03-23, 04-5, 05-49, 06-52, 06-61, 07-13, 07-50, 08-43, 08-81, 09-3, 09-9, 10-23 and 10-31; and

WHEREAS, the Pinellas Planning Council, pursuant to Section 5(7)(b), Chapter 88-464, Laws of Florida, as amended, is authorized to develop rules, standards, policies and objectives that will implement the Countywide Future Land Use Plan; and

WHEREAS, the Pinellas Planning Council pursuant to Section 10(4)(a) of Chapter 88-464, Laws of Florida, as amended, is authorized to initiate amendment to a rule, standard, policy or objective of the Countywide Future Land Use Plan, as determined necessary by the Council to establish effective countywide planning; and

WHEREAS, the requisite procedures concerning notice and public hearing by the Pinellas Planning Council for amendment of the Countywide Rules have been met; and

WHEREAS, the Pinellas Planning Council anticipates and supports the provision of enhanced public transit within the County; and

WHEREAS, the Pinellas Planning Council recognizes the importance of coordinating with local governments, regional and state agencies, and other organizations including the Tampa Bay Area Regional Transportation Authority (“TBARTA”), in creating transit land use regulations that provide for compact, mixed-use development and redevelopment that will support transit investments; and

WHEREAS, land use is a critical component of the Federal Transit Administration evaluation process, and can be the deciding factor regarding whether transit projects are determined viable and awarded federal funding; and

WHEREAS, having uniform, countywide transit-supportive land use regulations will be beneficial to obtaining the requisite approvals and federal funding for transit on a regional basis; and

WHEREAS, the Pinellas Planning Council has deemed it appropriate to establish a plan category to accommodate development that is supportive of transit and proximate to transit stations, transit centers, and transit corridors.

NOW, THEREFORE, BE IT RESOLVED by the Pinellas Planning Council that:

Section I. The Council hereby approves the amendment of the Countywide Rules set forth in Exhibit I (ordinance) attached hereto.

Section II. The Council hereby transmits a copy of this Resolution, including Exhibit I, to the Pinellas County Board of County Commissioners, acting in their capacity as the Countywide Planning Authority, for consideration and action.

Section III: The Council hereby recommends said Countywide Rule amendments, as set forth in Exhibit I, be approved by the Pinellas County Board of County Commissioners, acting in their capacity as the Countywide Planning Authority.

This Resolution offered and adopted at the September 15, 2010, meeting of the Pinellas County Planning Council as hereinafter set forth:

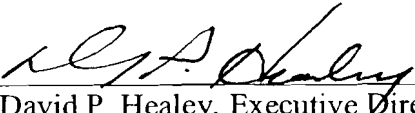
Councilmember Knight offered the foregoing Resolution which
was seconded by Councilmember Doran and the vote was: 12-0.

AYES: David Archie, Nina Bandoni, Sandra Bradbury, David Carson,
John Doran, Stephen Fowler, Pat Gerard, Jim Kennedy,
Jerry Knight, Linda Lerner, John Morroni and Patricia Shontz


NAYS: None

ABSENT AND NOT VOTING: Jim Ronecker

ATTEST:

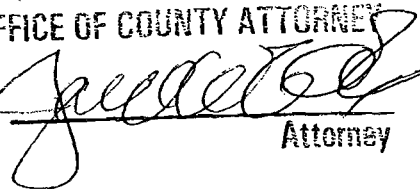


David P. Healey, Executive Director
Pinellas Planning Council



Mayor Patricia Gerard, Chairman
Pinellas Planning Council

APPROVED AS TO FORM
OFFICE OF COUNTY ATTORNEY

By 
Attorney

ORDINANCE NO.

AN ORDINANCE AMENDING PINELLAS COUNTY ORDINANCE NO. 89-4, AS AMENDED, THE COUNTYWIDE PLAN ADOPTION ORDINANCE, BY AMENDING THE “RULES CONCERNING THE ADMINISTRATION OF THE COUNTYWIDE FUTURE LAND USE PLAN,” AS AMENDED; AMENDING THE LEGEND AND LIST OF COUNTYWIDE FUTURE LAND USE PLAN MAP CATEGORIES TO ADD A “TRANSIT ORIENTED DEVELOPMENT (TOD)” CATEGORY; ESTABLISHING SUBCLASSIFICATIONS FOR TRANSIT CORRIDORS AND TRANSIT STATION AREAS; ESTABLISHING THE PURPOSE, USE AND LOCATIONAL CHARACTERISTICS, DENSITY/INTENSITY AND OTHER STANDARDS APPLICABLE TO THE SUBCLASSIFICATIONS OF THIS CATEGORY; ESTABLISHING MINIMUM REQUIREMENTS FOR TRANSIT STATION AREA PLANS; ESTABLISHING A PROCESS FOR APPROVAL OF TRANSIT STATION AREA PLANS; ADDING DEFINITIONS OF KEY TERMS USED IN ASSOCIATION WITH THE PROPOSED TOD CATEGORY; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE; AND PROVIDING FOR MODIFICATION THAT MAY ARISE FROM CONSIDERATION OF THE ORDINANCE AT PUBLIC HEARING.

WHEREAS, the Board of County Commissioners acting as the Countywide Planning Authority has adopted a Countywide Comprehensive Plan by adoption of Ordinance No. 89-4 on January 31, 1989 and subsequently amended said Countywide Plan by Ordinance Nos. 95-55, 05-32, and 10-42; and

WHEREAS, as part of Ordinance 89-4, the Board also adopted the Rules Concerning the Administration of the Countywide Future Land Use Plan (Countywide Rules) and subsequently amended said Countywide Rules by Ordinances Nos. 89-66A, 91-5, 92-4, 92-51, 93-112, 94-20, 94-55, 95-78, 96-17, 96-32, 96-47, 96-55, 96-87, 97-71, 98-41, 99-22, 99-76, 00-60, 01-16, 03-23, 04-5, 05-49, 06-52, 06-61, 07-13, 07-50, 08-43, 08-81, 09-3, 09-9, 10-23 and 10-31; and

WHEREAS, the Pinellas Planning Council, pursuant to Section 5(7)(b), Chapter 88-464, Laws of Florida, as amended, is authorized to develop rules, standards, policies and objectives that will implement the Countywide Future Land Use Plan; and

WHEREAS, the Pinellas Planning Council pursuant to Section 10(4)(a) of Chapter 88-464, Laws of Florida, as amended, is authorized to initiate amendment to a rule, standard, policy or objective of the Countywide Future Land Use Plan, as

determined necessary by the Council to establish effective countywide planning;
and

WHEREAS, the Pinellas Planning Council anticipates and supports the provision of enhanced public transit within the County; and

WHEREAS, the Pinellas Planning Council recognizes the importance of coordinating with local governments, regional and state agencies, and other organizations including the Tampa Bay Area Regional Transportation Authority (“TBARTA”), in creating transit land use regulations that provide for compact, mixed-use development and redevelopment that will support transit investments;
and

WHEREAS, land use is a critical component of the Federal Transit Administration evaluation process, and can be the deciding factor regarding whether transit projects are determined viable and awarded federal funding; and

WHEREAS, having uniform, countywide transit-supportive land use regulations will be beneficial to obtaining the requisite approvals and federal funding for transit on a regional basis; and

WHEREAS, the Pinellas Planning Council has deemed it appropriate to establish a plan category to accommodate development that is supportive of transit and proximate to transit stations, transit centers, and transit corridors; and

WHEREAS, the procedures of Chapter 88-464, Laws of Florida, as amended, and the County Charter have been followed by the Pinellas Planning Council and the Board of County Commissioners acting as the Countywide Planning Authority, concerning this proposed amendment of the Countywide Rules, as amended; and

WHEREAS, the notice of public hearings and advertisements have been accomplished as required by Chapter 88-464, Laws of Florida, as amended; and

WHEREAS, the Board of County Commissioners of Pinellas County, Florida, acting in their capacity as the Countywide Planning Authority, desires to amend the Countywide Rules, as amended, for Pinellas County, Florida, as set forth herein.

NOW THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF PINELLAS COUNTY, FLORIDA:

SECTION 1. The portions of Article 2, Countywide Plan Map and Categories, are hereby amended as set forth below. All other portions of Article 2 not included in

this ordinance are preserved, remain as previously set forth in the Countywide Rules, and will be renumbered as necessary.

SEC. 2.3.2 LEGEND.

2.3.2.1 The Countywide Plan Map and the Countywide Rules, as amended, provide for the major classifications, specific categories and symbols applicable to the Countywide Plan Map and Countywide Rules as set forth below:

<u>Plan Classifications</u>	<u>Plan Categories</u>	<u>Plan Symbols</u>
1. Residential:	Residential Rural	RR
	Residential Estate	RE
	Residential Suburban	RS
	Residential Low	RL
	Residential Urban	RU
	Residential Low Medium	RLM
	Residential Medium	RM
	Residential High	RH
	Residential Very High	RVH
2. Mixed Use:	Residential/Office Limited	R/OL
	Residential/Office General	R/OG
	Residential/Office/Retail	R/O/R
	Resort Facilities Overlay	RFO
	Resort Facilities Medium	RFM
	Resort Facilities High	RFH
3. Commercial:	Commercial Neighborhood	CN
	Commercial Limited	CL
	Commercial Recreation	CR
	Commercial General	CG
4. Industrial:	Industrial Limited	IL
	Industrial General	IG
5. Public/Semi-Public:	Preservation	P
	Recreation/Open Space	R/OS
	Institutional	I
	Transportation/Utility	T/U
	Resource Management Overlay	RMO

6. Planned Redevelopment:

Residential	PR-R
Mixed Use	PR-MU
Commercial	PR-C
Industrial	PR-IND

7. Special Designations:

Water/Drainage Feature	As Noted
Scenic/Non-Commercial Corridor	As Noted
Activity Center	AC
Community Redevelopment District	CRD
Central Business District	CBD
Transit Oriented Development	TOD

SEC. 2.3.3 OUTLINE OF COUNTYWIDE PLAN MAP CATEGORIES.

The Countywide Plan Map major classifications, specific categories, symbols and the purpose, use characteristics, locational characteristics, traffic generation characteristics, density/intensity standards and other standards shall be as set forth in the following outline for each category. Local plans and regulations may be more restrictive and should be consulted for authorized uses and applicable standards.

2.3.3.9 SPECIAL DESIGNATIONS.

2.3.3.9.6 Category/Symbol – Transit Oriented Development (TOD).

Purpose – It is the purpose of this category to depict those areas of the county that are located on existing or planned fixed-guideway or enhanced bus transit corridors, with a mix of uses in distinct locations that are centered on and served by transit, with utilization of the TOD category provisions in accordance with adopted local transit station area plans. This category should facilitate infill and redevelopment to create a desirable mix of residential and nonresidential uses that encourage the use of transit and other modes of transportation as an alternative to the automobile, by promoting aesthetically pleasing, safe environments, and buildings that are consistent with the need, scale, and character of adjoining transit services and the surrounding areas which they serve.

These areas are intended to serve a mix of incomes; provide sustainable, resilient, and environmentally responsive development and infrastructure that are interrelated and complementary; and facilitate redevelopment that increases transit ridership, increases pedestrian activity, increases use of bicycles, and reduces automobile usage relative to other areas of the county.

Use Characteristics – Those uses allowed in transit station areas must be set forth in the local government’s transit station area plan described in Section 4.2.7.7, and shall either be selected from and limited to the uses found in the Residential Classifications in Sections 2.3.3.2 and 2.3.3.3, the Mixed Use Classification in Section 2.3.3.4, the Commercial Classification in Section 2.3.3.5, and the Public/Semi-Public Classification in Section 2.3.3.7, or can rely on those uses allowed by the underlying plan category(ies). In transit corridors, uses are those allowed in the underlying plan category(ies). It is the intent of this category that uses allowed in transit station areas and transit corridors be transit-supportive, and not automobile-oriented.

Locational Characteristics – This category is generally appropriate for areas within a quarter-mile of transit corridor centerlines, and/or within a half-mile from the center of transit stations or transit centers. Shorter or longer distances may be permitted if justified in an applicable transit station area plan, as set forth in Section 4.2.7.7. Additional locational characteristics for corridor and station area subclassifications are provided below.

Density/Intensity Standards – Density/intensity standards vary by transit corridor and transit station area subclassification, as provided below. For transit corridor subclassifications, density/intensity standards are relative to those of the underlying Countywide Plan Map category. For transit station area subclassifications, both density and intensity are expressed and governed by the floor area ratio (FAR) standards enumerated in Table 1 below. FAR standards used for transit station area subclassifications include both residential and non-residential square footage.

Transit Corridor Subclassifications

Utilization of the following density/intensity standards applicable to a transit corridor shall require one or more transit station area plans which shall include planning for that transit corridor, as set forth in Section 4.2.7.7. Absent such transit station area plan, the transit corridor will be governed by the standards of the underlying Countywide Plan Map category(ies).

Transit corridors are divided into two subclassifications, Primary Corridor and Secondary Corridor:

- Primary Corridor is used to designate transit corridors identified in the Locally Preferred Alternative, as adopted into the Metropolitan Planning Organization (MPO) Long-Range Transportation Plan. These corridors will typically be served by fixed-guideway transit which is more robust (higher-speed, higher-capacity, and with more frequent headways) than in Secondary Corridors.

- Density and intensity standards within a quarter-mile of the centerline of a Primary Corridor are permitted as follows:
 - Both the maximum number of units per acre and maximum nonresidential floor area ratio of the underlying Countywide Plan Map category are permitted on the same land area. The mixed-use provisions of Section 4.2.3.3 shall not apply.
 - A 25 percent density/intensity bonus is permitted, relative to the otherwise applicable maximum permitted density/intensity for the underlying Countywide Plan Map category.
- Secondary Corridor is used to designate transit corridors identified by the Pinellas Suncoast Transit Authority (PSTA) Enhanced Bus Network Plan. These corridors will typically be served by fixed-guideway or other transit which is less robust than in Primary Corridors, but more robust than most other corridors in the county.
 - Density and intensity standards within a quarter-mile of the centerline of a Secondary Corridor are permitted as follows:
 - Both the maximum number of units per acre and maximum nonresidential floor area ratio of the underlying Countywide Plan Map category are permitted on the same land area. The mixed-use provisions of Section 4.2.3.3 shall not apply.

Transit Station Area Subclassifications

Transit station areas are divided into four subclassifications, Type I through Type IV. Standards applicable to each are described in Table 1 below. All transit station area subclassifications may be located within a Primary Corridor, but only Types II, III, and IV may be located on a Secondary Corridor. Utilization of the TOD category in a transit station area shall require a transit station area plan, as set forth in Section 4.2.7.7.

For transit station areas, density/intensity is expressed by FAR, which is all-encompassing (i.e., includes both residential and nonresidential square footage).

Recommended targets for residential density, expressed in dwelling units per acre, are included as a guideline for local governments as they develop their transit station area plans. Two types of density targets are included: a target density range to be applied to an individual development or redevelopment project with a residential component, and an overall density target for the entire transit station area. Because the transit station area as a whole will include rights-of-way, open space, and some wholly nonresidential uses, the areawide target density is lower than the per-project target density.

In order to align countywide and local transit planning efforts with the regional plans of the Tampa Bay Area Regional Transportation Authority (TBARTA), the standards for the transit station area subclassifications also reference corresponding model transit station typologies, developed by TBARTA for local government use. This reference is included as a guideline for local governments utilizing such typologies.

Table 1
Standards Applicable to Transit
Station Area Subclassifications

Transit Station Area Sub-classification	Applicable Corridor Sub-classification	Required Intensity Standards (FAR)		Recommended Density Targets (Units Per Acre)		Comparative Transit Station Area Typologies ²
		Minimum	Maximum	Per Project	Areawide	
Type I	Primary	1.0	7.0 ¹	40 to 100	25	<ul style="list-style-type: none"> • Downtown – Urban Core • Regional – Urban Center
Type II	Primary or Secondary	0.5	5.0	20 to 50	20	<ul style="list-style-type: none"> • Regional – Mixed Use Suburban Center • Regional Commercial/ Employment Center • Community Center – Urban
Type III	Primary or Secondary	0.5	3.0	10 to 30	15	<ul style="list-style-type: none"> • Community Center – Urban • Neighborhood Center • Park and Ride
Type IV	Primary or Secondary	0.5	2.0	7.5 to 25	10	<ul style="list-style-type: none"> • Community Center – Urban • Neighborhood Center • Park and Ride

¹ The maximum intensity standard may be waived in that portion of a Type I transit station area extending an eighth-mile from the center of the transit station or transit center, pursuant to the transit station area plan requirements set forth in Section 4.2.7.7.

² Based on model transit station area typologies developed by TBARTA for local government use.

