

**BOARD OF COUNTY COMMISSIONERS**

DATE: June 2, 2015  
AGENDA ITEM NO. 23

Consent Agenda ☐

Regular Agenda ☒

Public Hearing ☐

 County Administrator's Signature:

**Subject:**

Authorization to Set and Advertise Public Hearings RE: Countywide Plan Update

**Department:**

Planning

**Staff Member Responsible:**

Gordon Beardslee, Director



**Recommended Action:**

I RECOMMEND THE BOARD OF COUNTY COMMISSIONERS, SITTING AS THE COUNTYWIDE PLANNING AUTHORITY (CPA), AUTHORIZE THE SETTING AND ADVERTISING OF TWO PUBLIC HEARINGS FOR JULY 21, 2015 AND AUGUST 4, 2015 REGARDING THE COUNTYWIDE PLAN UPDATE.

**Summary Explanation/Background:**

Planning staff recommends that the CPA authorize the advertising of two public hearings for July 21, 2015 and August 4, 2015 to consider the update to the Countywide Plan.

**Fiscal Impact/Cost/Revenue Summary:**

N/A

**Exhibits/Attachments Attached:**

Council Documentation



## COUNCIL MEMBERS

310 Court Street, Clearwater, FL 33756-5137  
Telephone 727-464-8250 ~ Fax 727-464-8212  
www.pinellasplanningcouncil.org

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Commissioner John Morroni, *Vice-Chair*  
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Commissioner Michael Smith  
Commissioner John Tornga

TO: The Honorable Chair and Members  
of the Board of County Commissioners,  
In Your Capacity as the Countywide Planning Authority

THROUGH: Mark S. Woodard, County Administrator

FROM: Michael C. Crawford, Interim Executive Director  
Pinellas Planning Council

Michael C. Crawford, AICP  
Interim Executive Director

DATE: June 2, 2015

SUBJECT: Authorization to Set and Advertise Public Hearings RE: Countywide Plan Update

### **Recommendation:**

THE PINELLAS PLANNING COUNCIL RECOMMENDS THE BOARD OF COUNTY COMMISSIONERS (BOARD), IN YOUR CAPACITY AS THE COUNTYWIDE PLANNING AUTHORITY; AUTHORIZE THE SETTING AND ADVERTISING OF TWO PUBLIC HEARINGS AS OUTLINED BELOW:

### **Summary Explanation/Background:**

In April, the Pinellas Planning Council held a public hearing and adopted Resolution 15-2, approving the final draft of the new Countywide Plan for transmittal to the Board of County Commissioners (under their countywide planning authority) for adoption, pursuant to the Special Act (Chapter 2012-245, Laws of Florida).

The following dates have been identified for discussion and action on the new Countywide Plan:

- Request to advertise public hearing June 2<sup>nd</sup> Board Agenda, 9:30 a.m.
- 1<sup>st</sup> public hearing on July 21 at 6:00 p.m.
- 2<sup>nd</sup> public hearing on August 4 at 9:30 a.m.

The request of the Board, in their capacity as the CPA, is to authorize the setting and advertising of two public hearings for July 21, 2015 at 6:00 p.m. and August 4, 2015 at 9:30 a.m. to consider the update to the Countywide Plan.

***At their April 8, 2015 meeting, the PPC, by a vote of 11-0, adopted resolution 15-2 recommending approval of the repeal and replacement of the Countywide Plan.***

### **Exhibits/Attachments:**

Proposed Ordinance  
Council Documentation

PINELLAS PLANNING COUNCIL RESOLUTION NO. 15-2

A RESOLUTION APPROVING THE REPEAL AND REPLACEMENT OF THE COUNTYWIDE PLAN FOR PINELLAS COUNTY, AND TRANSMITTING THE NEW COUNTYWIDE PLAN TO THE PINELLAS COUNTY BOARD OF COUNTY COMMISSIONERS, PURSUANT TO ITS COUNTYWIDE PLANNING AUTHORITY, FOR ITS CONSIDERATION AND ADOPTION.

WHEREAS, the Board of County Commissioners acting pursuant to its countywide planning authority has adopted a Countywide Comprehensive Plan by adoption of Ordinance No. 89-4 on January 31, 1989, and which has been subsequently amended; and

WHEREAS, Ordinance No. 05-32 established the current structure of the Countywide Plan, integrating the Plan Strategies, Rules, and Map; and

WHEREAS, the Legislature of the State of Florida adopted a new Pinellas Planning Council Special Act, Chapter 2012-245, Laws of Florida; and

WHEREAS, the Pinellas Planning Council pursuant to Section 10, Chapter 2012-245, Laws of Florida, as amended, is required to develop a broadly defined, and policy-based countywide plan that provides for fewer land use categories than the existing countywide plan; and

WHEREAS, the Pinellas Planning Council may initiate a one-time amendment to the countywide plan map in order to implement the new countywide plan; and

WHEREAS, pursuant to this one-time grant of authority which is intended to repeal and replace the existing countywide plan map, the council may initiate an amendment to the countywide plan map to place any new plan map categories designated under a new countywide plan on particular parcels of property, as applicable; and

WHEREAS, said Countywide Plan for Pinellas County will be adopted as set forth in the attached ordinance and accompanying Exhibit A to this Resolution; and

WHEREAS, the Countywide Plan for Pinellas County has been reviewed and recommended for approval by the Planners Advisory Committee; and

WHEREAS, after public hearing and full consideration, the Pinellas Planning Council finds Countywide Plan for Pinellas County to be consistent with the provisions of Chapter 2012-245, Laws of Florida, as amended, and to fulfill the requirements for, and benefits of, a countywide comprehensive plan.

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

Section I. The Council hereby approves The Countywide Plan for Pinellas County set forth in the attached ordinance and accompanying Exhibit A attached hereto.

Section II. The Council hereby transmits a copy of this Resolution and accompanying ordinance, including Exhibit A, to the Pinellas County Board of County Commissioners, for its consideration.

Section III. The Council hereby recommends The Countywide Plan for Pinellas County, as set forth in the accompanying ordinance and Exhibit A attached thereto, be adopted by the Pinellas County Board of County Commissioners, acting with its countywide planning authority.

This Resolution offered and adopted at the April 8, 2015 meeting of the Pinellas County Planning Council as hereinafter set forth:

Council Member Morrone offered the foregoing Resolution that was seconded by Council Member Seel, and the vote was:

AYES: J. Kennedy, Morrone, C. Kennedy, Piccarreto, Tornga,  
Bujalski, Smith, Bradbury, Merz, Seel, Rice  
NAYS: None

ABSENT AND NOT VOTING: Commissioner Eggers and  
Councilmember Doreen Heck-DiPolito  
ATTEST:

Michael C. Crawford

Michael C. Crawford, Interim Executive Director  
Pinellas Planning Council

Jim Kennedy  
Jim Kennedy, Chairman  
Pinellas Planning Council

**APPROVED AS TO FORM  
OFFICE OF COUNTY ATTORNEY**

By

Chen Hays  
Attorney

ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE AMENDING PINELLAS COUNTY ORDINANCE NO. 89-4, AS AMENDED, THE COUNTYWIDE COMPREHENSIVE PLAN ADOPTION ORDINANCE, TO REPEAL AND REPLACE SAID PLAN; PROVIDING FOR A NEW PLAN TITLE AND FORMAT; PROVIDING FOR ADOPTION OF NEW PLAN COMPONENTS CONSISTING OF PLAN STRATEGIES, RULES, AND MAP SERIES; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE;

WHEREAS, the Board of County Commissioners, acting pursuant to its countywide planning authority, has adopted a Countywide Comprehensive Plan by adoption of Ordinance No. 89-4 on January 31, 1989, which has been subsequently amended; and

WHEREAS, Ordinance No. 05-32 established the current structure of the Countywide Plan, integrating the Plan Strategies, Rules, and Map; and.

WHEREAS, the Legislature of the State of Florida adopted a new Pinellas Planning Council Special Act, Chapter 2012-245, Laws of Florida; and

WHEREAS, the Pinellas Planning Council, pursuant to Section 10, Chapter 2012-245, Laws of Florida, is required to develop a broadly defined, and policy-based countywide plan that provides for fewer land use categories than the existing countywide plan; and

WHEREAS, the Pinellas Planning Council may initiate a one-time amendment to the countywide plan map in order to implement the new countywide plan; and

WHEREAS, pursuant to this one-time grant of authority which is intended to repeal and replace the existing countywide plan map, the Council may initiate an amendment to the countywide plan map to place any new plan map categories designated under a new countywide plan on particular parcels of property, as applicable; and

WHEREAS, the Pinellas Planning Council has, by Resolution No. 15-2, prepared and recommended repeal of the current plan and adoption of this new Countywide Plan for Pinellas County, attached hereto as Exhibit "A"; and

WHEREAS, it is the intent and purpose of this Ordinance to adopt the provisions of this new Countywide Plan for Pinellas County; and

WHEREAS, the procedures of Chapter 2012-245, Laws of Florida, and the County Charter have been followed by the Pinellas Planning Council and the Board of County Commissioners concerning the repeal and replacement of the Countywide Plan for Pinellas County; and

WHEREAS, the notice of public hearing and advertisements have been accomplished as required by Chapter 2012-245, Laws of Florida; and

WHEREAS, the Pinellas Planning Council and the Board of County Commissioners of Pinellas County, Florida, acting pursuant to its countywide planning authority, desire to adopt the new Countywide Plan for Pinellas County, attached hereto as Exhibit "A".

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

Section 1. Plan Title.

The title of the Countywide Comprehensive Plan shall be and is hereby amended to read as follows: The Countywide Plan for Pinellas County, which plan may henceforth be referenced as "The Countywide Plan".

Section 2. Adoption of New Plan Format.

Part I. "Plan Strategies," Part II. "Rules," and Part III. "Map Series" as set forth in Exhibit "A" of this Ordinance are hereby adopted and included as part of The Countywide Plan for Pinellas County. Part IV. "Appendix" shall support, but not be an official part of The Countywide Plan for Pinellas County.

Section 3. Plan Replacement.

It is the specific intent of this ordinance that The Countywide Plan for Pinellas County shall be the countywide plan, repealing and replacing the original Countywide Plan adopted by Ordinance No. 89-4, as amended.

**THE COUNTYWIDE PLAN FOR PINELLAS COUNTY**  
**"The Countywide Plan"**

**PART I. PLAN STRATEGIES**

**PART II. PLAN RULES**


**PART III. PLAN MAP SERIES**

**PART IV. APPENDIX**

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   
Attorney

# THE COUNTYWIDE PLAN STRATEGIES

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Effective Date: [Adoption Date of Ordinance]





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# Countywide Plan Strategies

## Introduction

In 2012, a revised special act of the Florida Legislature was signed into law (Chapter 2012-245, Laws of Florida) reconstituting the Pinellas Planning Council (PPC) and Countywide Planning Authority (CPA), and enabling unification of the PPC and the Pinellas County Metropolitan Planning Organization (MPO). The Special Act recognizes that individual plans and decisions made by local governments can affect not only neighboring jurisdictions, but the welfare of the entire county, especially when considered cumulatively. As such, the Legislature stated that an important purpose of the Special Act is to provide for “the formulation and execution...of the strategies necessary for the orderly growth, development and environmental protection of Pinellas County as a whole, with the focus on those issues deemed to have an impact countywide.”

To meet the requirements of the revised Special Act, the updated Countywide Plan not only provides for a more streamlined Countywide Plan Map amendment process, but is also broader in nature and future-oriented, integrating both land use and transportation planning, and fairly considering the planning needs of all twenty-five local governments. The updated Countywide Plan also builds upon the foundation created by *Pinellas by Design*, the countywide visioning effort approved in 2005; the *Target Employment and Industrial Land Study* completed in 2008; and other relevant studies and planning guidelines.

The following goals and strategies serve as a rational basis for the Countywide Plan, including the Countywide Plan Map and the implementing Countywide Rules.

## Land Use Component

### Land Use Goal 1.0: Role of Countywide Plan Goals and Strategies

Pursuant to the Special Act, a set of Countywide Plan Goals and Strategies will be maintained to administer and guide interpretation of the Countywide Plan Map and Countywide Rules.

#### Strategies:

- LU 1.1 Formulate and execute strategies necessary for the orderly growth, development, and environmental protection of Pinellas County as a whole, with the focus on those issues deemed to have an impact countywide, whether singly or as a part of cumulative impact.
- LU 1.2 Utilize strategies to support a countywide managed growth perspective that incorporates transit and other transportation modes and facilities, and facilitates enhanced integration of local government land use and transportation planning.

## **Land Use Goal 2.0: Areas of Growth and Stability**

Effective redevelopment planning will build upon the existing development pattern, preserving the character of established neighborhoods while channeling higher-density and -intensity growth into appropriate centers and corridors where multimodal transportation infrastructure exists or is planned.

### **Strategies:**

- LU 2.1 Use best available data on land use, economic, transportation, and environmental factors combined with input from local governments to identify areas that are most suitable for higher densities and intensities (“areas of growth”), and those that should be preserved and enhanced at their current development patterns (“areas of stability”).
- LU 2.2 Encourage planned higher-density and -intensity redevelopment in designated areas of growth, while discouraging them in areas of stability.
- LU 2.3 Ensure that areas of growth are designated in coordination with existing or planned multimodal transportation infrastructure.

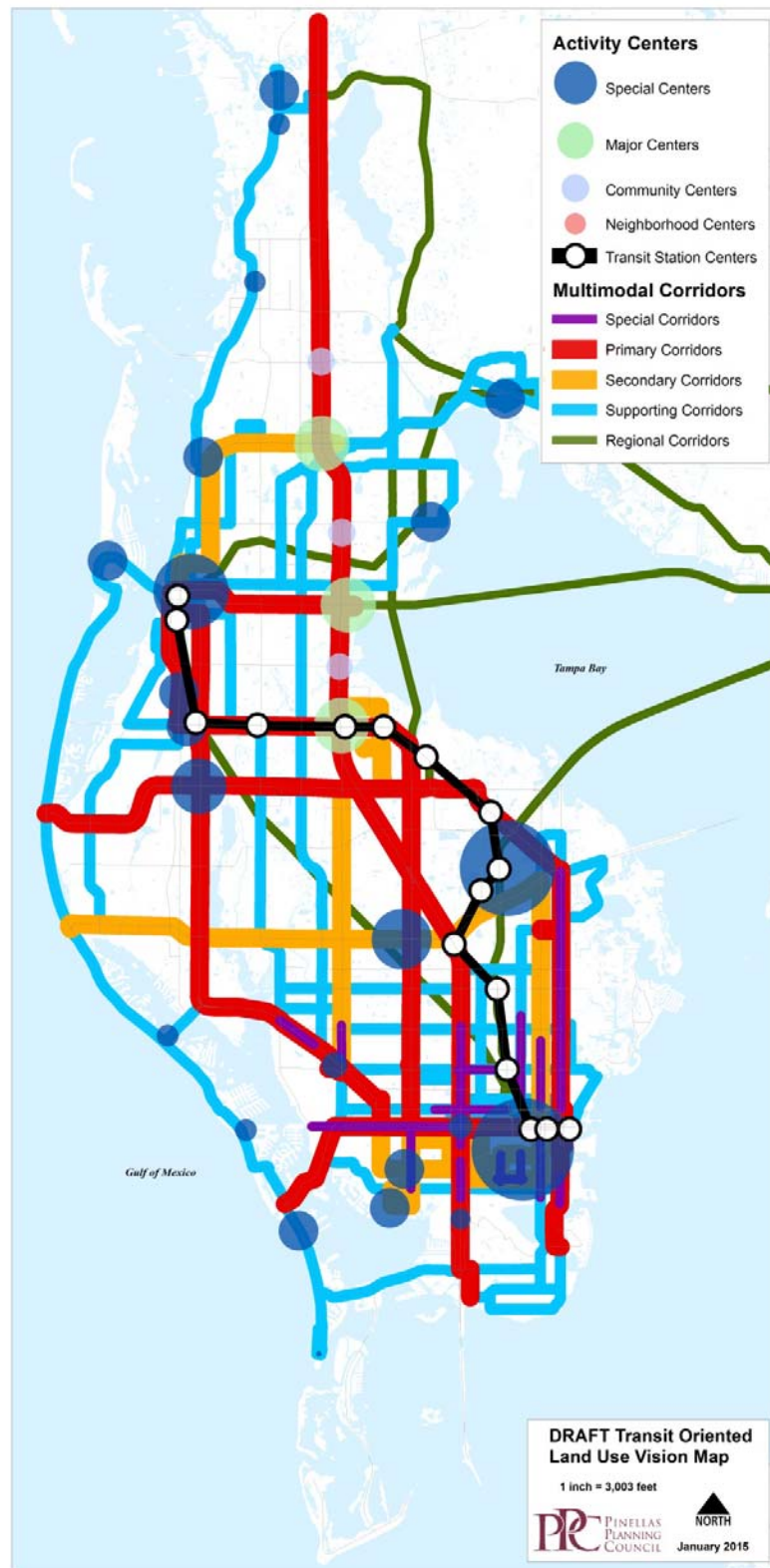
## **Land Use Goal 3.0: Transit-Oriented Land Use Vision Map**

The Transit-Oriented Land Use Vision Map shall guide decisions regarding proposed Countywide Plan Map amendments by directing the future location of transit-oriented densities and intensities in the County.

### **Strategies:**

- LU 3.1 Adopt and maintain the Transit-Oriented Land Use Vision Map, shown in Figure 1, to identify those areas of the County most able to accommodate higher densities and intensities in coordination with transit service and other multimodal transportation, including Activity Centers and Multimodal Corridors.
- LU 3.2 To maximize the concentration of jobs and population along transit routes, identify appropriate locations for Activity Centers at the intersections of two or more Multimodal Corridors or other arterial or collector roadways, with the highest-density and -intensity Activity Center subcategories located on corridors appropriate for the highest-frequency transit service, as shown in Figure 2.
- LU 3.3 Use the Transit Oriented Land Use Vision Map to indicate where a more streamlined Countywide Plan Map amendment process for the Activity Center and Multimodal Corridor plan categories can be relied upon, and establish this provision in the three-tiered Countywide Plan Map amendment process in the Countywide Rules.
- LU 3.4 Provide that where higher density and intensity is permitted, it is accompanied by planning and urban design that are supportive of multimodal transportation.

**Figure 1**  
**The Transit-Oriented Land Use Vision Map**



*Note: The Transit-Oriented Land Use Vision Map shows eligible locations for adoption of the Activity Center or Multimodal Corridor category on the Countywide Plan Map under the Tier II amendment process outlined in Article 6 of the Countywide Rules, in conjunction with the table shown in Figure 2 below.*

**Figure 2**  
**Multimodal Corridor Subcategory Intersections<sup>1</sup> Providing**  
**Tier II Eligible Locations for Activity Center Subcategories<sup>2</sup>**

	<b>Primary Corridor</b>	<b>Secondary Corridor</b>	<b>Regional Corridor (at transit stop)</b>	<b>Supporting Corridor</b>	<b>Other Arterial Roadway</b>	<b>Other Collector Roadway</b>
<b>Primary Corridor</b>	Major Center	Major Center	Major Center	Community Center	Community Center	Neighborhood Center
<b>Secondary Corridor</b>	Major Center	Community Center	Community Center	Community Center	Community Center	Neighborhood Center
<b>Regional Corridor (at transit stop)<sup>3</sup></b>	Major Center	Community Center	Neighborhood Center	Neighborhood Center	Neighborhood Center	Neighborhood Center
<b>Supporting Corridor</b>	Community Center	Community Center	Neighborhood Center	Neighborhood Center	Neighborhood Center	Neighborhood Center
<b>Other Arterial Roadway</b>	Community Center	Community Center	Neighborhood Center	Neighborhood Center	Neighborhood Center	Neighborhood Center
<b>Other Collector Roadway</b>	Neighborhood Center	Neighborhood Center	Neighborhood Center	Neighborhood Center	Neighborhood Center	Neighborhood Center

<sup>1</sup> As shown on the Transit-Oriented Land Use Vision Map (Figure 1). In locations where two or more Multimodal Corridor subcategories are depicted on the same corridor, the subcategory with the most permissive density and intensity standards shall take precedence.

<sup>2</sup> Local governments may choose to use more restrictive subcategories; for example, at intersections where Major Centers are eligible for the Tier II amendment process, Community Centers and Neighborhood Centers are also eligible.

<sup>3</sup> Existing or planned transit stops as identified by the Pinellas County Transit Authority along its Regional Connector routes.

## **Land Use Goal 4.0: Countywide Plan Map**

The Countywide Plan Map shall be broadly-based and future-oriented, and shall integrate land use and transportation planning, where appropriate, by containing a series of categories and designations intended to carry out portions of the Countywide Plan.

### **Strategies:**

- LU 4.1 Maintain a set of standard plan map categories including: Residential Very Low, Residential Low, Residential Medium, Residential High, Resort, Office, Retail & Services, Employment, Industrial, Public/Semi-Public, Recreation/Open Space, Preservation, and Target Employment Center.
- LU 4.2 Maintain a set of transit-oriented plan map categories including: Activity Center and Multimodal Corridor, together with their subcategories, and concentrate higher densities and intensities, particularly for employment-related uses, in these categories in a manner that is supportive of transit service.
- LU 4.3 Utilize the Scenic/Noncommercial Corridor overlay to preserve and enhance scenic qualities found along designated corridors and to maintain the noncommercial nature of designated corridors.

## **Land Use Goal 5.0: Standard Plan Categories**

A set of plan categories shall be maintained, each of which allows specified density, intensity, and use standards by right, with their application subject to specified locational and other qualifying characteristics.

- LU 5.1 Utilize the Residential Very Low plan category to designate predominantly residential areas that are now developed, or appropriate to be developed, in a rural or large lot, very low density residential manner; and to recognize such areas as primarily well-suited for estate residential uses that are consistent with the rural, exurban, and suburban, nonintensive qualities and natural resources of such areas.
- LU 5.2 Utilize the Residential Low plan category to designate predominantly residential areas that are now developed, or appropriate to be developed, with residential density ranging from in a suburban or low density manner, and to recognize such areas as primarily well-suited for residential uses that are consistent with the suburban qualities, transportation facilities, including transit, and natural resources of such areas.
- LU 5.3 Utilize the Residential Medium plan category to designate predominantly residential areas that are now developed, or appropriate to be developed, in a medium-density residential manner; and to recognize such areas as primarily well-suited for residential uses that are consistent with the urban qualities, transportation facilities, including transit, and natural resources of such areas.

- LU 5.4 Utilize the Residential High plan category to designate predominantly residential areas, in a high-density residential manner; and to recognize such areas as primarily well-suited for residential uses that are consistent with the urban and intensive qualities, transportation facilities, including transit, and natural resources of such areas.
- LU 5.5 Utilize the Office plan category to accommodate areas 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.
- LU 5.6 Utilize the Resort plan category to depict areas developed, or appropriate to be developed, in high-density residential and resort use; and to recognize such areas as well-suited for the combination of residential and temporary lodging use consistent with their location, surrounding uses, transportation facilities, and natural resources of such areas.
- LU 5.7 Utilize the Retail & Services plan category to depict areas developed with, or appropriate to be 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.
- LU 5.8 Utilize the Employment plan category to depict areas 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.
- LU 5.9 Utilize the Industrial plan category to depict areas developed, or appropriate to be developed, in a general industrial manner; and so as to encourage the reservation and use of areas for industrial use in a manner consistent with surrounding use, transportation facilities, other necessary infrastructure, and natural resources.
- LU 5.10 Utilize the Public/Semi-Public plan category to recognize institutional and transportation/utility uses that serve the community or region, especially larger facilities having acreage exceeding the thresholds established in other 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.
- LU 5.11 Utilize the Recreation/Open Space plan category to recognize areas appropriate for recreation/open space uses that serve the community or region.

- LU 5.12 Utilize the Preservation plan category to designate areas appropriate for natural resource features worthy of preservation and those areas of the county that are now used, or are appropriate to be used, for the conservation, production and management of the regional potable water supply and the supporting infrastructure, consistent with the natural resources of the area.
- LU 5.13 Utilize the Target Employment Center 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.

#### **Land Use Goal 6.0: Transit-Oriented Plan Categories**

A set of transit-oriented plan categories shall be maintained, in which intensive residential densities, non-residential intensities, and mixed uses are allowed in conjunction with urban design that allows and encourages multimodal transportation, in order to efficiently utilize and support existing and planned public investments in multimodal transportation, including transit infrastructure.

- LU 6.1 Utilize the Activity Center category to recognize those areas of the county within each local government jurisdiction that have been identified and planned for in a special and detailed manner, based on their unique location, intended use, appropriate density/intensity, and pertinent planning considerations. In particular, it is the intent of this category to recognize those important, identifiable centers of business, public, and residential activity, as may be appropriate to the particular circumstance, that are the focal point of a community, and served by enhanced transit commensurate with the type, scale and intensity of their uses.
- LU 6.2 Recognize the following subcategories of the Activity Center category:
- Special Centers, used to recognize areas adopted as special area plans prior to [adoption date of new Countywide Plan Map], as enumerated in Appendix A;
  - Transit Station Centers, used to recognize potential future light rail transit station locations identified in the Metropolitan Planning Organization's Long Range Transportation Plan, and which are further subdivided into Typologies I through IV;
  - Major Centers, used to recognize major urban centers and downtowns that are the employment, retail, residential and public focal points of their communities or the county as a whole, with significant existing and future development potential and capacity for increased density/intensity; and
  - Community Centers, used to recognize areas with notable concentrations of employment, retail, residential and public uses, which serve as focal points for their communities but are less intensive than Major Centers.
  - Neighborhood Centers, used to recognize smaller areas with concentrations of retail, residential and public uses, which serve as focal points for their immediate communities but are less intensive than Community Centers.



- LU 6.3 Utilize the Multimodal Corridor category to designate corridors of critical importance to the movement of people and goods throughout the County, and that are served by multiple modes of transport, including automobile, bus, bicycle, rail, and/or pedestrian. This category is intended to include those transportation corridors connecting Activity Centers, characterized by mixed-use development, and in particular, supported by and designed to facilitate enhanced transit, including those corridors proposed to be served by light rail transit and premium bus service.
- LU 6.4 Recognize the following subcategories of the Multimodal Corridor category:
- Special Corridors, used to recognize areas in a linear configuration adopted as Special Area Plans prior to [adoption date of new Countywide Plan Map], as enumerated in Appendix A;
  - Primary Corridors, used to recognize those corridors identified by the Pinellas Suncoast Transit Authority (PSTA) and in the Metropolitan Planning Organization's Long Range Transportation Plan as "Core" bus routes as of [adoption date of Countywide Plan];
  - Secondary Corridors, used to recognize those corridors identified by PSTA as "Frequent Local" bus routes as of [adoption date of Countywide Plan];
  - Supporting Corridors, used to recognize those corridors identified by PSTA as "Supporting Local" corridors and trolley routes providing daily service as of [adoption date of Countywide Plan]; and
  - Regional Corridors, used to recognize those corridors identified by PSTA as Regional Connector routes, and the CSX railway line, as of [adoption date of Countywide Plan]. Transit stops along regional corridors shall be as identified by PSTA.

### **Land Use Goal 7.0: Consistency**

All local governments' future land use plans and land development regulations shall be consistent with the Countywide Plan Map and Rules.

#### **Strategies:**

- LU 7.1 Maintain a set of parameters that will be used to determine whether local governments' future land use plans and land development regulations are consistent with the Countywide Plan Map and Rules.
- LU 7.2 Recognize that a local future land use category is consistent with the corresponding Countywide Plan Map category if the local jurisdiction's land use categories provide for:
- Maximum densities and intensities that are equal to or less than the maximum densities and intensities provided by the corresponding Countywide Plan Map categories as set forth in the Countywide Rules;

- Some or all of the same permitted uses as enumerated in the corresponding Countywide Plan Map categories; and
- Such other standards, rules, or procedures contained in the Countywide Rules as are applicable.

LU 7.3 Continue to recognize development rights conferred by local government future land use maps that were adopted prior to [adoption date of new Countywide Plan Map].

### **Land Use Goal 8.0: Land Use Compatibility**

The land uses associated with development shall be compatible and reasonable in terms of the land which they are located on, the surrounding uses and categories (i.e., potential uses), and protection of the public interest.

#### **Strategies:**

- LU 8.1 The scale of proposed land development should be compatible with the capacity of existing or planned transportation facilities and infrastructure.
- LU 8.2 Land uses which have special locational requirements, such as access to transportation infrastructure and water, should receive priority in land use planning.
- LU 8.3 Where possible, land development should highlight and maximize scenic amenities and provide for public access.
- LU 8.4 Land use planning should emphasize the preservation of important natural resources, such as wetlands and beaches.
- LU 8.5 Land development should be appropriately limited or regulated in coastal high hazard areas and floodplains.
- LU 8.6 Neighborhoods and other established uses should be buffered from negative impacts of new adjacent land uses.
- LU 8.7 Land use planning should weigh heavily the established character of predominantly developed areas when changes of use or intensity of development are contemplated.

### **Land Use Goal 9.0: Promoting Economic Development and Employment Opportunities**

Employment and Industrial parcels, which are critical to accommodating basic industries and providing high-wage employment opportunities, shall be limited from conversion to other designations, and significant concentrations of such uses shall be protected and enhanced.

**Strategies:**

- LU 9.1 Include retention of land designated with the Employment and Industrial plan categories as a criterion to be considered in Countywide Plan Map amendment review procedures.
- LU 9.2 Utilize the criteria specified in the Countywide Rules to evaluate Countywide Plan Map amendments that would convert Employment and Industrial parcels to other categories.
- LU 9.3 Protect employment-related uses from encroachment by non-employment-related land uses.
- LU 9.4 Continue to require manufacturing and related uses to meet standards for buffering noise, odors, traffic, visual blight, and other negative impacts on surrounding areas.
- LU 9.5 Distinguish between the Employment plan category, which accommodates a wide range of employment uses while prohibiting the most noxious external impacts, and the Industrial plan category, which accommodates employment uses that may produce significant noise, dust, smoke, and other undesirable impacts on surrounding uses.
- LU 9.6 Allow appropriate employment uses in specified plan categories (e.g., Office, Retail & Services), within acreage limitations and meeting other criteria specified in the Countywide Rules.

**Land Use Goal 10.0: Tourism**

In recognition that tourism is, and will remain, a significant component of the local economy, the protection and enhancement of temporary lodging is strongly encouraged.

**Strategies:**

- LU 10.1 Discourage land use plan amendments that convert temporary lodging uses to permanent residential uses, particularly on coastal lands.
- LU 10.2 Provide for the revitalization and retention of temporary lodging in order to support the tourism industry.
- LU 10.3 Provide alternative, higher temporary lodging use densities in the Resort, Retail & Services, and Employment plan categories, subject to specified criteria in the Countywide Rules.

**Land Use Goal 11.0: Affordable Housing**

An adequate supply of affordable housing for current and future residents shall be maintained.

**Strategies:**

- LU 11.1 Provide residential density bonuses for affordable or workforce housing.
- LU 11.2 Allow local jurisdictions to permit accessory apartments in single-family neighborhoods without requiring a land use plan amendment, in compliance with state law and where determined to be appropriate.
- LU 11.3 Require transit station area planning to incorporate consideration of affordable or workforce housing.

**Land Use Goal 12.0: Open Space**

Natural open space, which preserves natural resources and/or provides opportunities for recreation, shall be protected to the maximum extent possible.

**Strategies:**

- LU 12.1 In recognition of the limited amount of available open space remaining within the County, strongly discourage the conversion of Recreation/Open Space and Preservation land to other designations.
- LU 12.2 Require protection of, or mitigation of impacts to, coastal wetlands, freshwater wetlands, sand beaches and associated vegetation, shore corridors of creeks and lakes, lake and bay bottom lands, principal aquifer recharge areas, and unique vegetation and land forms.
- LU 12.3 Implement local or countywide transfer of development rights (TDRs) regulations that apply to open space protection or environmentally sensitive areas and other appropriate properties.
- LU 12.4 Discourage the conversion of golf courses to other land uses without addressing how the loss of open space and recreational opportunities for the community will be mitigated.

**Land Use Goal 13.0: Coastal High Hazard Area**

Risk and potential loss resulting from hurricanes, tropical storms, and other natural hazards shall be mitigated.

**Strategies:**

- LU 13.1 Maintain criteria for evaluating density/intensity increases in the Coastal High Hazard Area.

- LU 13.2 Ensure that density increases to temporary lodging uses on the barrier islands are accompanied by the development of disaster plans pursuant to Pinellas County requirements.
- LU 13.3 Provide criteria to be used during the Countywide Plan Map amendment process that protect life and property, and limit further development within areas subject to damage by hurricanes, tropical storms, and other natural hazards.

#### **Land Use Goal 14.0 Freshwater Flooding and Water Quality**

Continue to mitigate freshwater flooding risks and protect surface water quality.

##### **Strategies:**

- LU 14.1 Identify areas subject to flooding and designate with the appropriate Countywide Plan Map categories.
- LU 14.2 Maintain setbacks and vegetative buffers around natural and artificial drainage structures, e.g., lakes, ponds, and canals.
- LU 14.3 Support the creation of regional stormwater drainage facilities as an alternative to individual on-site facilities.

#### **Land Use Goal 15.0: The Tiered Countywide Plan Map Amendment Process**

There shall be a three-tiered Countywide Plan Map amendment process established in the Countywide Rules.

##### **Strategies:**

- LU 15.1 The Countywide Rules shall provide for three levels of Countywide Plan Map amendments and their associated processes, including submission and public hearing requirements.
- LU 15.2 Tier I amendments (which will not technically amend the Countywide Plan Map) shall include amendments to the local jurisdictions' future land use maps that are consistent with the Countywide Plan Map, and minor amendments to the plans associated with Activity Center and Multimodal Corridor plan categories already designated on the Countywide Plan Map.
- LU 15.3 Tier II amendments shall amend the Countywide Plan Map by either: a) changing a standard plan category designation; or b) designating an Activity Center or Multimodal Corridor category in a location identified per Figure 1 (the Transit-Oriented Land Use Vision Map) or Figure 2 (Multimodal Corridor Subcategory Intersections Providing Tier II Eligible Locations for Activity Center Subcategories).

LU 15.4 Tier III amendments shall include Countywide Plan Map amendments that propose to:

- Designate an Activity Center or Multimodal Corridor category in a location not identified per Figure 1 (the Transit-Oriented Land Use Vision Map) or Figure 2 (Multimodal Corridor Subcategory Intersections Providing Tier II Eligible Locations for Activity Center Subcategories); or
- To amend the density and/or intensity standards of a Special Center or Special Corridor in excess of those of the corresponding Activity Center or Multimodal Corridor subcategory based on the applicable locational characteristics shown in Figure 2.

### **Land Use Goal 16.0: Planning and Urban Design Principles**

Amendments to transit-oriented plan categories will be subject to a set of Planning and Urban Design Principles, to provide a basis for evaluating areas to be designated with either an Activity Center or Multimodal Corridor designation.

#### **Strategies:**

LU 16.1 Evaluate amendments to transit-oriented plan categories subject to the following Planning and Urban Design Principles, which will facilitate the development of transit-supportive mixed-use Activity Centers and Multimodal Corridors that are located proximate to, depend upon, and support current and future transit service and other multimodal facilities. Document that for each Planning and Urban Design Principle, the local government can satisfy the purpose and objectives utilizing associated and necessary implementation initiatives (i.e., comprehensive plan policies, design guidelines, land development code amendments, etc.); and document that each best practice was examined and determined to be applicable or not, and if not, demonstrate that the purpose and objectives are being achieved through alternative means.

#### **1. Location, Size, and Areawide Density/Intensity Ranges**

##### **A. Purpose.**

The location of Activity Centers and Multimodal Corridors should reflect the desire to locate increased densities/intensities in close proximity to existing/future premium transit service. Future potential locations of Activity Centers and Multimodal Corridors are identified on the Vision Map, and are generally based on plans for future transit improvements. Activity Centers are most appropriately located at the intersections of two or more Multimodal Corridors or other arterial or collector roadways, with the highest-density and -intensity Activity Center subcategories located along corridors appropriate for the highest-frequency transit service.

The size of future Activity Centers and Multimodal Corridors is important for ensuring the long-term evolution of transit-supportive multimodal neighborhoods. Both minimum and maximum sizes are identified for both Activity Centers and Multimodal Corridors. The minimum sizes will ensure that there is enough area to develop a critical mass of density/intensity for transit support, and that will limit a piecemeal approach to planning for these important areas. The maximum sizes identified are designed to ensure that future Activity Centers and Multimodal Corridors focus density/intensity commensurate with existing/planned transit and other multimodal facilities while minimizing land use transition conflicts between the designated areas and adjacent low-density residential uses.

In addition to remaining consistent with the required project-specific maximum density/intensity standards established in the Countywide Rules, it is important for local governments to monitor areawide average densities/intensities within the boundaries of their adopted Activity Centers and Multimodal Corridors, to gauge overall progress towards planning objectives. Because these areas typically include older structures, undeveloped parcels, open space, entirely nonresidential development as well as rights-of-way, areawide densities/intensities are by definition lower than permitted maximums.

#### B. Objectives.

- i. To Focus Density/Intensity Proximate to Transit – By allowing for increased densities/intensities in close proximity to transit, local governments will be increasing the ridership potential by providing easy access to transit service for transit-dependent populations and choice riders alike.
- ii. To Ensure Critical Mass for Transit-Supportive Development – In order to encourage the evolution of transit-supportive neighborhoods, it will be important to include enough area within the designated Activity Center and Multimodal Corridor to allow for a critical mass of development and a mix of uses. This will help to reduce automobile trips by encouraging transit use, use of other transportation modes, and providing a mix of uses within close proximity of residential uses.
- iii. To Monitor Progress Toward Density/Intensity Goals – Monitoring areawide densities/intensities is important to assist local government planning efforts and gauge the development progress of the Activity Center or Multimodal Corridor at various stages within the plan implementation period.

#### C. Best Practices.

- i. Activity Centers – Activity Centers will have a recognized center, typically the location of intersecting Multimodal Corridors and transit routes. Activity Centers are intended to encompass areas developed in a radial pattern within walking distance (1/4 to 1/2 mile) of a central point or hub served by

transit. For Major Centers, the proposed boundary will generally include an area of not less than 200 acres. For Community Centers, the proposed boundary will generally include an area of not less than 100 acres. For Neighborhood Centers, the proposed boundary will generally include an area of not less than 25 acres.

Areawide recommended target ranges for density/intensity applicable to various Activity Center subcategories are provided below, in addition to the permitted maximum density/intensity standards set forth in the Countywide Rules. While applicants may not exceed the permitted maximum density/intensity standards, the target ranges are intended to be used only to gauge overall development within an Activity Center, and are included for optional local government use.

#### Activity Centers

Activity Center Subcategory	Areawide Recommended Target Ranges for Density / Intensity <sup>1</sup>		Project-Specific Maximum Permitted Density / Intensity <sup>2</sup>	
	UPA (or Proportionate Share of Each)	or FAR (or Proportionate Share of Each)	UPA (or Proportionate Share of Each)	or FAR (or Proportionate Share of Each)
TOD - I	90 - 150	3.0 - 5.0	200	7.0
- II	60 - 90	2.0 - 3.0	150	5.0
- III	45 - 60	1.5 - 2.0	90	3.0
- IV	30 - 45	1.0 - 1.5	60	2.0
Major	40 - 50	1.25 - 1.75	75	2.5
Community	15 - 30	0.5 - 1.0	50	1.5
Neighborhood	7.5 - 10	0.4 – 0.5	15	0.75
Special	Per Approved Special Area Plans			

<sup>1</sup> Target ranges are for each plan map area as classified by plan category and subcategory.

<sup>2</sup> Permitted Maximums are for any individual project within the plan map area as classified by plan category and subcategory.

- ii. Multimodal Corridors – The proposed corridor will generally extend no more than a quarter-mile from the centerline of the right-of-way. For Primary Corridors, the proposed boundary should include an area of not less than 200 acres. For Secondary Corridors, the proposed boundaries should include an area not less than 100 acres. These corridors should connect to Activity Centers.

Areawide recommended target ranges for density/intensity applicable to various Multimodal Corridor subcategories are provided below, in addition to the permitted maximum density/intensity standards set forth in the Countywide Rules. While applicants may not exceed the permitted maximum density/intensity standards, the target ranges are intended to be used only to gauge overall development within a Multimodal Corridor, and are included for optional local government use.



## Multimodal Corridors<sup>1</sup>

Multimodal Corridor Subcategory	Areawide Recommended Target Ranges for Density / Intensity <sup>2</sup>		Project-Specific Maximum Permitted Density / Intensity <sup>3</sup>	
	UPA (or Proportionate Share of Each)	or FAR (or Proportionate Share of Each)	UPA (or Proportionate Share of Each)	or FAR (or Proportionate Share of Each)
Primary	15 - 30	0.5 - 1.0	40	1.5
Secondary	10 - 20	0.5 - 0.75	30	1.0
Special	Per Approved Special Area Plans			

<sup>1</sup> Includes only those subcategories of the Multimodal Corridor category that have associated density/intensity standards.

<sup>2</sup> Target ranges are for each plan map area as classified by plan category and subcategory.

<sup>3</sup> Permitted maximums are for any individual project within the plan map area as classified by plan category and subcategory.

## 2. Connectivity

### A. Purpose.

Connectivity is an urban design term that refers to the degree to which streets, roads, and pedestrian routes are joined together to provide a continuous, convenient system for travel within any given area. The more connected the street network through an area, the more access and circulation options are provided. If an area has a high degree of connectivity, it provides many ways to navigate the environment and, in the process, reduces the extent to which all travelers must rely on one route. This has the potential to alleviate automobile congestion by providing navigational choices to users to reach destinations more efficiently, allow the corridors to maintain their current width or be narrowed or retrofitted to accommodate multimodal forms of transportation, and create a physical environment that is conducive to mixed-use development and increase transit ridership. Additionally, increasing the number of multimodal routes that connect with a designated Activity Center or Multimodal Corridor will allow pedestrians who live within the immediate area to efficiently access transit stops/stations and surrounding transit supportive land uses.

### B. Objectives.

- i. To Reduce Automobile Congestion – The more connected the roadway network and bike/pedestrian infrastructure through an area, the more access and circulation options are provided reducing automobile dependence on a limited number of routes and providing viable transportation alternatives.
- ii. To Maintain or Reduce Roadway Corridor Size – Increasing the number of multimodal routes that connect with Activity Centers or Multimodal Corridors will allow corridors to maintain their current size or potentially be retrofitted over time because additional routes for circulation will be provided.

- iii. To Provide Urban Environment Conducive to Mixed-Use Development – Providing opportunities for employment, residential, mixed-use and commercial development near transit stops/stations, will provide potential riders for transit.
- iv. To Emphasize Connection to Transit – Design the Activity Center or Multimodal Corridor in recognition of the availability, location, type of public transit in a manner that maximizes its potential utilization.

C. Best Practices.

- i. Restore/Preserve/Develop Circulation Grid – The plan should include provisions to restore/preserve/develop a street and pathway grid within the proposed boundary. Where an existing/historical block structure doesn't exist, a conceptual connectivity plan should be provided identifying the proposed locations for new roadway and pathway connections within the area. This plan will be designed to increase the number of publicly accessible pathways, roadways and intersections within the plan area in order to enhance overall connectivity. The applicant should provide a statement that indicates the type of and number or percent increase in public access points within the area.
- ii. Create Quality Connecting Streets – Connecting streets that intersect with arterial or collector corridors within the plan area should provide access for all users, including but not limited to pedestrians and bicyclists, and street lighting to ensure safe access to transit facilities and commercial uses located within plan area. Where new or restored roads are built per Strategy 1 above, sidewalks and bikeways should be provided on both sides of the road, and street lighting should be provided.
- iii. Prohibit Gated/Walled Developments – New development that utilizes walls and/or gates to limit automobile and/or bicycle and pedestrian access should be prohibited.
- iv. Prohibit Dead-End Streets and Cul-de-Sacs – No new dead-end streets or cul-de-sacs should be permitted except in cases where there is no possible through-way as a result of a highway interstate or other infrastructure, or natural element, such as preserved land or water body.
- v. Orient Redevelopment To Public Transit – Ensure that plans for redevelopment establish as a key and explicit component their relationship to public transit, including the basis for the types and intensity of use in relationship to accessibility, type, and location of transit, and the vehicular and pedestrian means of access and connection to such transit.

### 3. Site Orientation

#### A. Purpose.

Site orientation is how buildings are located on a site in relationship to the street or pathway. A building's relationship to the public realm (typically the street) is important because it creates an enclosure along the street, resulting in a comfortable, human-scaled built environment. When buildings are located directly adjacent to the public realm, instead of a parking lot next to the street, for example, walking distances between transit stops/stations and destinations are shorter and the pedestrian environment is more pleasant than if bordered with surface parking lots. Additionally, parking lots located between a sidewalk and a building often provide little/no internal circulation infrastructure for pedestrians or bicyclists. This can contribute to lack of safety and comfort along the corridor.

#### B. Objectives.

- i. Create Enclosure on the Street – Increasing the building height to right-of-way width ratio will help create a human-scaled built environment that will support and enhance pedestrian experience.
- ii. Increase Efficiency for Transit Users – If buildings are located closer to the public right-of-way, the distance required to access transit stops/stations will be reduced, which improves access to transit.
- iii. Increase Safety for Pedestrians Along Corridors – The location of parking lots behind buildings with access off side roads will dramatically decrease the number of driveways along the corridor. The decrease in interruption of pedestrian and other mode infrastructure will improve safety along corridors.
- iv. Reduce Parking Requirements – As more public transit options are provided, the need to ensure that vehicular parking is accommodated in a manner that enriches and supports, rather than diminishes, the pedestrian and bicycling environment. Provisions to require shared parking arrangements should be developed.

#### C. Best Practices.

- i. Building Location – Buildings should be located with their primary façade facing the corridor. On corner lots, buildings should face both corridors, but the primary façade should be facing the more the dominant road, as specified by local transportation planning designations.
- ii. Building Setback – Commercial, mixed-use, and office buildings should have a small setback from the right-of-way line along roadway corridors. Minimum and maximum setbacks should be established. Setbacks larger than the allowed

maximum should be permitted only for enhancing the public realm with pedestrian, bicycling, or public space uses. Building setbacks to accommodate parking and other auto-oriented uses are discouraged.

- iii. Parking Location – If off-street parking requirements cannot be satisfied on-street or in parking garages, surface parking lots should be permitted within the plan area only if they are located behind buildings, or beside buildings in instances where there is shared access between adjacent buildings.
- iv. Parking requirements – Minimum parking requirements should either be reduced or abolished and additional bicycle racks /storage facilities (i.e., reduce one vehicular parking space for every five bicycle spaces provided) should be provided.

#### 4. Public Realm Enhancements

##### A. Purpose.

The “public realm” typically refers to space that is publicly owned, accessible, and maintained and includes streets, sidewalks/trails, pathways, and parks. The term can also refer to privately owned space between the right-of-way and the building frontage. Design enhancements to the public realm along corridors provide more comfortable areas for pedestrians (including transit users), and appropriate spaces for transit stops/stations. Routes to these facilities should be numerous, safe and comfortable, which can be achieved by providing a physical buffer between automobile traffic and the pedestrian and/or other corridor users. This can be achieved by allowing for parallel parking, a large sidewalk, and/or a tree/landscape planting strip. The latter will also provide a shade canopy, which is important in creating comfort on corridors in Florida’s sunny and hot climate.

##### B. Objectives.

- i. Encourage Multimodal Users on Corridors – For people to reach transit stops/stations efficiently and safely, facilities for bicycles and pedestrians must be provided.
- ii. Provide “Placemaking” Opportunities to Encourage Economic Development – Providing space for the many pedestrian uses and the appropriate buffers between the corridor and building entrances will create places that contribute to the identity of neighborhoods and surrounding areas.
- iii. Accommodate Transit Facilities – Permanent transit facilities are hubs for economic development and attract commercial, office, and mixed-use development. Providing public realm right of way to support these uses will create areas of activity.

### C. Best Practices.

- i. Designate Multimodal Travel/Transit Lanes – Minimize the number/size of travel lanes so that the design-speed of the road is consistent with posted speed. Additional pavement should be dedicated to cyclists and/or transit facilities. Wherever feasible, local governments should work with Pinellas Suncoast Transit Authority to develop dedicated transit lanes.
- ii. On-Street Parking – Wherever possible, on street parking should be allowed for quick turnover of 2 hours or less, and provisions to support shared parking arrangements between developments and different land uses should be provided.
- iii. Pedestrian and Related Buffers – A physical buffer with vegetation or shade trees should be placed between travel lanes and pedestrians to make the public realm a more comfortable space that people choose to be in. In the case where on-street parking is available, an additional buffer need not be provided.
- iv. Sidewalks – Public realm space should be provided for street furniture, lighting, outdoor seating, and other facilities that increase the comfort and safety along roadway corridors. Additionally, a minimum sidewalk width dimension of 6 feet for residential areas and 10 feet for commercial areas should be provided on both sides of the street throughout the plan area.
- v. Public Space – Providing public space consistently within designated Activity Centers and Multimodal Corridors will enhance the pedestrian environment required of premium transit by creating focal points for everyday social life.

## 5. Ground Floor Design and Use

### A. Purpose.

Regulating the design and use of the ground floor of buildings adjacent to pedestrian space and transit facilities can have a significant effect on the safety, comfort, and success of businesses along roadway corridors. To achieve this, the interior building space adjacent to the public realm should be inhabited by an active use, and a majority of the façade should be transparent to allow maximum interaction between public and private spaces. Interaction between interior and exterior spaces along roadway corridors will have a contribution to placemaking, and therefore will attract users and consumers. When transit is integrated into an area where people spend time, ridership will likely increase.

### B. Objectives.

- i. Create Active and Safe Environment for Pedestrians – One of the most influential factors in creating an actual and perceived safe place is by making

sure buildings overlook public spaces. People will choose to spend time in a place that is full of activity.

- ii. Create a Mixed-Use Commercial Market-Base for Pedestrians – Active public spaces along corridors will provide a market-base for mixed-use, commercial, and neighborhood uses. This will help transform roadway corridors from an auto-oriented market to a more pedestrian-oriented market.
- iii. Prohibit Pedestrian Dead-Zones – To create an active and safe public realm along a corridor, pedestrian dead-zones, or places lacking activity, should be minimized. Spots of inactivity can thwart the progression of economic development and dissuade pedestrians from fully using the corridor.

#### C. Best Practices.

- i. Ground Floor Use – Use should be regulated to pedestrian-oriented commercial and office uses. Auto-oriented and industrial use should not be located on corridors. Wherever possible, buildings should have the most utilized rooms along the front of the building lining the corridor. These include retail areas, living areas, reception areas, offices, and conference rooms. Parking garages should not inhabit ground floor space, and should be wrapped with liner buildings to emphasize active uses.
- ii. Façade Design – The design of the building façade fronting the corridor should have a maximum amount of transparency through fenestration and window glazing to allow interaction between indoor and outdoor activity.
- iii. Building Entrances – The main entrance to buildings should always be facing the corridor. While secondary entrances off parking lots are permitted, the interior floor plan design of the building should orient activity towards the corridor.

### 6. Transition to Neighborhoods

#### A. Purpose.

As the designated Activity Centers and Multimodal Corridors become developed over time, it will be important to protect the character of adjacent neighborhoods by regulating the transition from higher densities and more intense land use to less intense and lower-density and often single-use residential development. While a positive characteristic of mixed-use development provides a wide variety of uses along a corridor, it is important that land adjacent to private residential property be protected from unnecessary odors, noise, or light pollution. Additionally, a gradual increase in residential density around and behind mixed-use/non-residential uses along the corridor will buffer the neighborhood edges. While people enjoy living near retail uses, it is common that they want to preserve the existing natural environment that is

found in many urban neighborhoods, and they do not wish to be abutting loading, trash, and storage areas.

B. Objectives.

- i. Preserve Residential Character of Neighborhoods – Residential character commonly defined by calm traffic, walkable routes, landscaping, quiet atmosphere, etc. should be preserved in established neighborhoods.
- ii. Prohibit Encroaching Redevelopment – As redevelopment occurs and the intensity of the built environment increases, the scale of structures should be sensitive to the scale of adjacent neighborhoods.

C. Best Practices.

- i. Density/Intensity – The proposed densities/intensities should demonstrate a reduction in allowable density/intensity from the center of the proposed Activity Center or Multimodal Corridor to the edges where land use transitions to less intense uses are likely to occur. This reduction in allowable density/intensity can occur either within the designated Activity Center or Multimodal Corridor or in the areas adjacent to it depending upon the existing conditions. The applicant should document the proposed transition of density/intensity from the core of the Activity Center to the edge of the Activity Center and adjacent areas.
- ii. Detailed Regulation of Land Use – Non-residential or mixed-use properties that are adjacent to residential-only areas should be regulated to avoid noise, odor, or debris that might constitute a nuisance.
- iii. Transitional Change in Use – Wrap commercial, office, mixed-use, and parking facilities with a variety of housing products such as townhomes, live/work units, and apartments which can achieve high densities required of transit-supportive development while helping with the transition from commercial/mixed-use development to lower-density and single-family development.
- iv. Reduced Building Scale – An increase in density and intensity adjacent to protected neighborhoods should be buffered by an appropriately-scaled building and a residential building type. Existing single-family houses should be buffered with townhouses, duplexes, or courtyard apartments as a transition from more intensive and commercial uses.
- v. Green/Open Space Transition – Public spaces and natural features can be used to provide a seamless buffer/transition from varying development activities and intensities, and maintaining an attractive streetscape by providing community gathering spaces (i.e., parks, courtyards, plazas, etc.) and natural features (i.e., topography, water bodies, existing trees, etc.).

- LU 16.2 Require local governments seeking amendments to transit-oriented plan categories to demonstrate that the Planning and Urban Design Principles have been addressed (i.e., examined by the applicant local government and determined to be applicable or not), and identify the means for implementing them.
- LU 16.3 Permit each local government to use its own unique and appropriate tools (e.g., comprehensive plan policies, local government design guidelines, land development code amendments, etc.) to demonstrate how the Planning and Urban Design Principles will be implemented, provided that such implementation is clearly demonstrated.
- LU 16.4 Evaluate amendments to Special Centers using the Planning and Urban Design Principles, while acknowledging that not all of the principles may apply in every instance.



## Transportation Component

### *Transit-Oriented Development*

#### **Transportation Goal 1.0: General Guidelines for Transit-Oriented Development**

Transit-oriented areas (i.e., areas within the adopted boundaries of the Activity Center and Multimodal Corridor categories, particularly Transit Station Centers) shall be developed according to the principles of transit-oriented development encouraged by the Federal Transit Administration, and by the Tampa Bay Area Regional Transportation Authority's *Transit-Oriented Development Guiding Principles*, shown in Appendix B.

#### **Strategies:**

- TR 1.1 Concentrate a mix of complementary, well-integrated land uses within transit-oriented areas, particularly within walking distance (approximately ½ mile) of transit stations and in an area of influence up to one mile around the stations.
- TR 1.2 Promote a range of higher-density and -intensity uses, including residential, office, service-oriented retail, and civic uses, that supports transit ridership and takes advantage of major public investments in transit.
- TR 1.3 Limit automobile-oriented uses, such as drive-through facilities, “big-box” retail uses, or gas stations, in transit-oriented areas, where appropriate.
- TR 1.4 Require that permitted land uses in transit-oriented areas include those that attract and generate pedestrian activity, particularly at ground floor level.
- TR 1.5 Promote the clustering of cultural, educational, entertainment, and recreational amenities in selected transit-oriented areas designed to enhance and promote those uses.
- TR 1.6 Promote mixed-use developments, with more than one use on site and within buildings, in transit-oriented areas.
- TR 1.7 Promote a mixture of housing types affordable to households with a range of incomes, including workforce housing, in transit-oriented areas.
- TR 1.8 Provide basic goods and services that meet the daily living needs of residents, commuters, and visitors (such as grocery, laundry, banking, fitness centers, and parks) in transit-oriented areas.
- TR 1.9 When planning for the establishment or relocation of government services, assign priority to locations served by transit, both when new public buildings are constructed and when existing buildings are used.

- TR 1.10 Use the principles of mixed-income transit-oriented development (MITOD) as guidelines for limiting the displacement of existing residents, promoting affordable housing opportunities, and siting public facility investments in transit-oriented areas.

## **Transportation Goal 2.0: Densities and Intensities to Support Transit**

Encourage higher residential densities and non-residential intensities for new development in transit-oriented areas, concentrating the highest densities and intensities closest to transit facilities, and transitioning to lower densities and intensities at the edges of the planning area, especially when adjacent to existing lower-density and lower-scale development such as single-family neighborhoods.

### **Strategies:**

- TR 2.1 Provide for higher densities and establish target density ranges for new residential development in transit-oriented areas, in accordance with applicable adopted station typologies and station area plans.
- TR 2.2 Provide for higher intensities and target intensity ranges for new non-residential or mixed-use development or redevelopment in transit-oriented areas, in accordance with applicable adopted station typologies and station area plans.
- TR 2.3 Encourage minimum or target employee-to-housing ratios in transit-oriented areas, in accordance with applicable adopted station typologies and station area plans.
- TR 2.4 Encourage compact development around established activity centers, redevelopment areas, and other transit-oriented locations.
- TR 2.5 Protect existing stable neighborhoods and designated historic structures and resources, and foster transition areas between these uses and transit-oriented areas.
- TR 2.6 Direct growth to areas where investment in regional and local transit improvements has occurred or is planned.
- TR 2.7 Ensure that there is appropriate transition in densities, intensities, and building scales between transit-oriented development and surrounding lower-density and -scale development (e.g. single-family neighborhoods).
- TR 2.8 Promote active uses such as retail and office on the ground floor of buildings in transit-oriented areas.

### **Transportation Goal 3.0: Transit-Oriented Pedestrian/Bicycle Planning**

Enhance the existing transportation network to provide functional and effective pedestrian, bicycle, and transit connections in transit-oriented areas.

#### **Strategies:**

- TR 3.1 Promote an extensive pedestrian system in each transit-oriented area, which minimizes obstacles for pedestrians, provides connectivity with more direct and shorter walking distances, and provides protection from the elements where appropriate.
- TR 3.2 Minimize gaps in pedestrian networks accessing transit-oriented areas.
- TR 3.3 Establish pedestrian and bicycle connections between transit-oriented areas and surrounding neighborhoods.
- TR 3.4 Design pedestrian systems to be Americans with Disabilities Act-compliant, safe, attractive, and comfortable for all users in transit-oriented areas.
- TR 3.5 Design pedestrian networks to accommodate large groups of pedestrians, by the provision of wide sidewalks and unencumbered walkways in transit-oriented areas.
- TR 3.6 Use planting strips/street trees, on-street parking, and/or bicycle lanes to separate pedestrians from vehicles in transit-oriented areas.
- TR 3.7 Promote bicycle parking, and encourage other bicycle amenities, such as bicycle repair, rental, and cyclist comfort stations, in transit-oriented areas.
- TR 3.8 Ensure the conversion of drainage swales to curb and gutter systems for stormwater management around transit-oriented areas, to create a more pedestrian-friendly environment.

### **Transportation Goal 4.0: Multimodal Street Design**

Design streets to be multimodal “Complete Streets,” with an emphasis on safety, access and circulation for all modes of travel, including pedestrians, bicyclists, and transit as well as for automobiles.

#### **Strategies:**

- TR 4.1 Set vehicular levels of service to reflect an emphasis on all modes of travel, including pedestrians and bicyclists.
- TR 4.2 Relax vehicular levels of service in Activity Centers and Multimodal Corridors.
- TR 4.3 Redesign existing street intersections with a greater emphasis on safe pedestrian and bicycle usage.

- TR 4.4 Design an interconnected street network based upon a block system, with blocks at the appropriate maximum length for the appropriate transit station type when located in a station area.
- TR 4.5 Provide mid-block street crosswalks in urban, congested areas where there are long distances between signalized crossings.
- TR 4.6 Incorporate traffic calming measures, context-sensitive design, and access management for pedestrian and bicycle travel in transit-oriented areas, using current best practices.
- TR 4.7 Accommodate multimodal local and regional connections for all types of vehicles, including trains, buses, bicycles, cars, ships, boats, aircraft, and vehicles for hire, where applicable.

### **Transportation Goal 5.0: Parking in Transit-Oriented Areas**

A coordinated approach to vehicular parking for all developments within one mile of transit station locations, within ½ mile of other Activity Centers, and within ¼ mile of Multimodal Corridors shall be promoted.

#### **Strategies:**

- TR 5.1 Require large scale site plans and planned unit developments in transit-oriented areas to include a master plan for parking to reduce the number of spaces over time as transit system evolves.
- TR 5.2 Discourage large surface parking lots within transit-oriented areas, especially those greater than two acres.
- TR 5.3 Require well-designed structured parking decks in transit-oriented areas, when and where appropriate.
- TR 5.4 Promote shared parking facilities in transit-oriented areas.
- TR 5.5 Establish maximum parking standards for new developments and redevelopments in transit-oriented areas, as appropriate.
- TR 5.6 Allow reduced parking standards in appropriate locations where transit availability makes such reduction feasible and to help encourage use of transit.

### **Transportation Goal 6.0: Transit-Oriented Building and Site Design**

Transit-oriented urban design is needed to enhance the community identity of transit-oriented areas, and to make them attractive, safe, environmentally sustainable, and convenient places.

## Strategies:

- TR 6.1 Adopt building design guidelines, applicable to transit-oriented areas, that identify pedestrian priority streets (emphasizing fronts of buildings, doors, and windows), and secondary streets (where some backs of buildings and service areas may be tolerated).
- TR 6.2 Design buildings with frontage on public streets or on open spaces, with minimal setbacks in transit-oriented areas.
- TR 6.3 Design commercial buildings with windows and doors at street level, creating opportunities for pedestrians to interact with commercial uses in transit-oriented areas.
- TR 6.4 Design building entrances in a manner that minimizes the walking distance to the transit station or other transit facility in transit-oriented areas.
- TR 6.5 Design surface parking in locations other than in front of buildings, with the exception of on-street parking in transit-oriented areas.
- TR 6.6 Establish clearly delineated pedestrian paths through surface parking to transit stations or other transit facilities.
- TR 6.7 Design parking structures include active uses on the ground floor street frontage in transit-oriented areas.
- TR 6.8 Encourage the tallest, larger-scale, and most intensely developed structures to be located nearest transit stations or other transit facilities, with gradual transitions to lower density/intensity areas.
- TR 6.9 Encourage unsightly elements associated with development, such as dumpsters, loading docks, service entrances, and outdoor storage, to be screened from pedestrian pathways and transit routes.
- TR 6.10 Encourage the use of Crime Prevention Through Environmental Design principles in transit station areas, or current best practices serving a comparable purpose.
- TR 6.11 Encourage the use of Leadership in Energy and Environmental Design and other sustainable design principles in transit-oriented areas, or current best practices serving a comparable purpose.
- TR 6.12 Incorporate current best practices for sustainable technologies for transit facility operations, such as in power generation, lighting, signage, audio/visual, cooling, waste management, and stormwater systems.

## **Transportation Goal 7.0: Streetscapes in Transit-Oriented Areas**

To facilitate and encourage transit use, streetscapes in transit-oriented areas must be designed to provide a safe and attractive environment so as to encourage pedestrian activity.

### **Strategies:**

- TR 7.1      Develop graphic wayfinding systems in transit-oriented areas to assist visitors and tourists with navigating the area.
- TR 7.2      Encourage streetscape design in transit-oriented areas to contain elements such as street trees, pedestrian scale lighting, awnings, arcades, and benches.
- TR 7.3      Encourage utilities in transit-oriented areas to be buried underground whenever possible.

## **Transportation Goal 8.0: Open Space in Transit-Oriented Areas**

Open spaces around transit stations and in other transit-oriented areas act as development catalysts and serve as gathering spaces and focal points for the public.

### **Strategies:**

- TR 8.1      Encourage transit-oriented areas to include open spaces, designed as centers of activity that include items such as benches, interactive fountains, and public art.
- TR 8.2      Encourage outdoor cafés and outdoor entertainment venues to locate in transit-oriented areas.
- TR 8.3      Encourage buildings surrounding open spaces in transit-oriented areas to be oriented toward those open spaces, in addition to fronting on streets.

## ***Scenic/Noncommercial Corridors***

### **Transportation Goal 9.0: Designation of Scenic/Noncommercial Corridors**

Provide a basis within the Countywide Plan for protecting scenic qualities, discouraging visual clutter, enhancing design considerations and encouraging more efficient traffic operation along selected roadway corridors in Pinellas County.

### **Strategies:**

- TR 9.1      Utilize the Scenic/Noncommercial Corridor designation to preserve and enhance the scenic qualities and noncommercial nature of designated corridors, and preserve and enhance their traffic operation.

- TR 9.2 Adopt and maintain an list of designated Scenic/Noncommercial Corridor roadways within the Countywide Rules, and a map of such corridors as part of the Countywide Plan Map series, together with applicable classifications thereof.
- TR 9.3 Utilize the Scenic/Noncommercial Corridor Element (included as Appendix C) to guide designation and amendment of Scenic/Noncommercial Corridors.

#### **Transportation Goal 10.0: Scenic Qualities**

Preserve and enhance the scenic qualities found along Scenic/Noncommercial Corridors.

##### **Strategies:**

- TR 10.1 Encourage the preservation and use of existing natural landscape features, where appropriate, within required landscape buffers of Scenic/Noncommercial Corridor roadways.
- TR 10.2 Encourage the preservation of views or vistas of particular scenic or unique features, such as waterbodies, significant wetland preserves, or parks and open space areas along designated Scenic/Noncommercial Corridor roadways.

#### **Transportation Goal 11.0: Design and Landscape**

Encourage superior community design and enhanced landscape treatment, both outside of and within the public right-of-way, and foster community awareness of the scenic nature of these corridors.

##### **Strategies:**

- TR 11.1 Encourage the establishment of standards requiring minimum landscape buffers or green space areas (varying in width based upon land use and proposed buffer landscaping) adjacent to Scenic/Noncommercial Corridor roadways.
- TR 11.2 Recommend landscaping within the public right-of-way meet all safety and design (clear recovery and sight distance) standards to ensure roadway safety along Scenic/Noncommercial Corridor roadways.
- TR 11.3 Recommend landscape design standards (including plant materials, walls or fencing, and landscape appurtenances) as set forth in the *Scenic/Noncommercial Corridor Master Plan* consistent with the various corridor classifications.
- TR 11.4 Encourage the use of low maintenance and low water demand (xeriscape) plant materials within both the public right-of-way and within on-site buffer and landscape areas of Scenic/Noncommercial Corridor roadways.

- TR 11.5 Encourage the installation of landscaping within the public right-of-way, in accordance with the design standards identified within the *Scenic/Noncommercial Corridor Master Plan* to the maximum extent possible, providing that it does not impede the flow or safe movement of traffic and there is a mechanism for adequate maintenance.
- TR 11.6 Recommend that proper landscape maintenance of on-site buffer areas along Scenic/Noncommercial Corridor roadways be the responsibility of the property owner.
- TR 11.7 Recommend that public signs be coordinated as to method of display and multiple signs be placed on a single stanchion, where appropriate, and graphic content (similar size, color, font) for similar signs be coordinated along Scenic/Noncommercial Corridor roadways.
- TR 11.8 Encourage on-site pedestrian and on-site bikeway facilities to connect with any existing or planned system along Scenic/Noncommercial Corridor rights-of-way.
- TR 11.9 Encourage stormwater management detention/retention areas within, and adjacent to, a Scenic/Noncommercial Corridor right-of-way to be designed to blend with the overall landscape theme established for the corridor.
- TR 11.10 Encourage, where appropriate, the replacement of traffic signals on wires with freestanding single fixtures which also provide space for public directional signage along Scenic/Noncommercial Corridor roadways.
- TR 11.11 Encourage the identification and use of standard guidelines for the location and design of street lighting fixtures along Scenic/Noncommercial Corridor roadways.
- TR 11.12 Encourage the consolidation and coordination of street furnishings as listed within the *Scenic/Noncommercial Corridor Master Plan* and the prioritization of upgraded furnishings along designated along Scenic/Noncommercial Corridor roadways.
- TR 11.13 Encourage, where appropriate and economically feasible, the installation or relocation of utilities underground, such as power lines, transformers, utility easement/right-of-way markers, utility meters and traffic control devices, in order to minimize visual clutter along Scenic/Noncommercial Corridor roadways.

## **Transportation Goal 12.0: Development Pattern**

Encourage land uses that contribute to an integrated, well-planned and visually pleasing development pattern along Scenic/Noncommercial Corridors, while discouraging the proliferation of commercial, office, industrial or intense residential development in these areas.

### **Strategies:**

- TR 12.1 Encourage development that is compatible in scale and intensity with the intent of the Scenic/Noncommercial Corridor designation.



- TR 12.2 Guide land use types and densities/intensities adjacent to a designated Scenic/Noncommercial Corridor roadway in a manner consistent with the Countywide Plan and the specific objectives of the *Scenic/Noncommercial Corridor Master Plan*.
- TR 12.3 Encourage the establishment of standards by local governments regulating setbacks for buildings, accessory structures and parking areas, such that the recommendations contained within the *Scenic/Noncommercial Corridor Master Plan* may be implemented.
- TR 12.4 Encourage consolidation of small lots to create better quality of development along Scenic/Noncommercial Corridor roadways.
- TR 12.5 Encourage the prohibition of free-standing, off premises signs (billboards) within a specified distance of the right-of-way of a Scenic/Noncommercial Corridor roadway.
- TR 12.6 Encourage all new and existing development along Scenic/Noncommercial Corridor roadways to, at a minimum, comply with the provisions of the Countywide Sign Ordinance.
- TR 12.7 Respect established policies by local governments as they relate to Scenic/Noncommercial Corridors where those policies further the applicable provisions of the Countywide Plan Strategies and Countywide Rules.
- TR 12.8 Recommend that public signs of a directional, informational and advisory nature be limited to those required to adequately inform the public and to those required by law along Scenic/Noncommercial Corridor roadways.
- TR 12.9 Encourage the connection of adjacent commercial, office, industrial and multi-family parking and internal access or interior frontage road facilities, and the granting of appropriate cross-access easements, to permit access between compatible uses and limit unnecessary access conflicts on Scenic/Noncommercial Corridor roadways.
- TR 12.10 Encourage the identification of heightened access management standards that address the special importance of and opportunities to enhance access management on Scenic/Noncommercial Corridors.

## Intergovernmental Coordination Component

### Intergovernmental Coordination Goal 1.0: Coordination of Countywide Land Use and Transportation Planning

It is critical to the success of countywide land use and transportation strategies that coordinated and complementary approaches between local, countywide, and regional planning is established.

#### Strategies:

- IC 1.1 Ensure that local, countywide, and regional transit-related land use planning efforts support and further one another, including those of the Pinellas County Metropolitan Planning Organization (MPO), the Pinellas Suncoast Transit Authority (PSTA), and the Tampa Bay Area Regional Transportation Authority (TBARTA).
- IC 1.2 Ensure that the Transit-Oriented Land Use Vision Map is coordinated with proposed transit corridors and station locations identified by the MPO and PSTA.
- IC 1.3 Provide a framework for transit-related land use planning through the Countywide Future Plan Map and Rules, which recognizes and guides planning efforts at the local government level, the MPO, the PSTA, and TBARTA.
- IC 1.4 Encourage the preparation of local government redevelopment plans for designated areas that further the goals and strategies of the Countywide Plan, while allowing for local flexibility in developing those plans.
- IC 1.5 Provide technical assistance with coordinating local redevelopment initiatives with approved countywide land use and transportation plans, where feasible.

### Intergovernmental Coordination Goal 2.0: *Pinellas by Design*

A coordinated approach and clearly articulated end objectives are essential for achieving the maximum benefit from redevelopment, thus enabling Pinellas County to achieve the goal of becoming a “community of quality communities” as outlined in the *Pinellas by Design* plan.

#### Strategies:

- IC 2.1 Monitor the fundamental land development, transportation, and economic issues that will influence redevelopment and affect countywide economic vitality and quality of life.
- IC 2.2 Maintain clear and comprehensive countywide objectives and strategies that will provide a framework and serve to guide the overall redevelopment efforts of the many jurisdictions within the county.

- IC 2.3 Encourage an ongoing assessment, reporting, and feedback process, including periodic summits as feasible, to monitor and guide land use, transportation, and economic development strategies to improve their effectiveness.

### **Intergovernmental Coordination Goal 3.0: Education and Communication**

Education, communication, and consensus are required to realize the benefits of coordinated land use and transportation planning in maintaining and improving the economic vitality and quality of life of the county as a whole.

#### **Strategies:**

- IC 3.1 Make available, through a variety of means, information regarding the relationship between land use and transportation planning, and the benefits of coordinated planning.
- IC 3.2 Maintain a coordinated effort intended to enhance intergovernmental cooperation to further the goals of approved redevelopment plans and strategies.

### **Intergovernmental Coordination Goal 4.0: Coordination of Transit Planning**

In order to be successful, transit planning efforts must be coordinated among relevant local governments and agencies in Pinellas County, in adjacent counties, and at the regional, statewide, and federal levels.

#### **Strategies:**

- IC 4.1 Participate in coordinated planning for transit-oriented areas in accordance with the requirements of the Federal Transit Administration New Starts Planning and Development Process and evaluation criteria.
- IC 4.2 Participate in assessing economic development needs in local communities when planning for the number and locations of future transit stations, while providing for countywide mobility needs (e.g., frequency, speed).
- IC 4.3 Work with local jurisdictions to develop a common methodology for assessing the role of land use when evaluating transit corridor and technology alternatives.
- IC 4.4 Engage local jurisdictions, other government agencies, the development community, citizens, and other stakeholders in planning for transit-oriented areas.
- IC 4.5 Participate in promoting the implementation of transit-oriented area development through regulatory and financial incentives, as appropriate.
- IC 4.6 Participate in promoting public-private partnerships and joint development opportunities through transit-oriented area development.

- IC 4.7 Participate in developing and implementing a coordinated countywide economic development and marketing strategy for transit-oriented areas.
- IC 4.8 Work with the private sector to identify land use policies that encourage the consolidation of small and/or fragmented lots to promote redevelopment.
- IC 4.9 Work with local jurisdictions to develop 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.
- IC 4.10 Encourage local jurisdictions to maximize the economic potential of historic preservation, publicly-owned land, and public buildings in transit-oriented area planning.
- IC 4.11 Participate in creating a mechanism to work together with local jurisdictions towards common goals, and commit to mutually beneficial partnerships while planning for transit-oriented areas.
- IC 4.12 Participate in creating a mechanism to coordinate with all agencies, including transit agencies, and the various governmental entities that can affect the success of transit-oriented area plans.
- IC 4.13 Participate in identifying target industries when planning for the area of influence of transit-oriented areas, and create strategies for attracting those employers.



# THE COUNTYWIDE RULES

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Effective Date: [Adoption Date of Ordinance]



# The Countywide Rules

This document prepared and maintained

by the



310 Court Street

Clearwater, Florida 33756-5137

Phone: 727-464-8250

Fax: 727-464-8212

Website: [www.pinellasplanningcouncil.org](http://www.pinellasplanningcouncil.org)

## **The Pinellas Planning Council**

Councilmember Jim Kennedy, Chair  
Commissioner John Morroni, Vice Chair  
Commissioner Joanne “Cookie” Kennedy, Secretary  
Vice-Mayor Doreen Hock-DiPolito, Treasurer  
Mayor Sandra Bradbury  
Mayor Julie Ward Bujalski  
Commissioner Dave Eggers  
Vice-Mayor Cliff Merz  
Commissioner Kevin Piccarreto  
Councilmember Darden Rice  
Commissioner Karen Williams Seel  
Commissioner Michael Smith  
Commissioner John Tornega

## **The Countywide Planning Authority**

Commissioner John Morroni, Chair  
Commissioner Charlie Justice, Vice Chair  
Commissioner Dave Eggers  
Commissioner Pat Gerard  
Commissioner Janet C. Long  
Commissioner Karen Williams Seel  
Commissioner Kenneth T. Welch



## ADOPTION AND AMENDMENT CHRONOLOGY

The Countywide Rules were originally adopted by Ordinance No. 89-4, as referenced in Exhibit III thereof, effective February 6, 1989; were subsequently amended through July 21, 2014; and were repealed and replaced by Ordinance No. [to be determined] effective [to be determined], as referenced in Exhibit A, Part II thereof.

### **Initial Adoption and 2015 Repeal/Replacement:**

The Countywide Rules as adopted by Ordinance No. 89-4 and amended through July 21, 2014 were repealed and replaced as follows:

Ordinance Number	Effective Date
[To be determined]	[To be determined]

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## **ARTICLE 1**

### **INTRODUCTORY PROVISIONS**

<b>DIV. 1.1</b>	<b>PURPOSE.</b>
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The purpose of these Countywide Rules, as amended, is as follows: 1) to establish the definitions, standards, criteria, and procedures required to implement and administer the Countywide Plan Map; 2) to establish parameters and procedures that will be used to determine whether or not the local government's future land use plans and land development regulations are consistent with the Countywide Plan Map and these Countywide Rules; 3) to maintain consistency between local government plans and regulations and the Countywide Plan Map and these Countywide Rules; 4) to encourage compatibility with and support the implementation of the Countywide Plan, of which they are a part; and 5) to coordinate the implementation of countywide land use and transportation planning, by establishing densities and intensities appropriate to support a multimodal transportation system.

<b>DIV. 1.2</b>	<b>AUTHORITY.</b>
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These Countywide Rules are a part of the Countywide Plan as defined in Section 3(1) and (5) and authorized under Section 6(7)(B) of Chapter 2012-245, Laws of Florida, as amended. The Countywide Rules are consistent with and applied pursuant to Chapter 2012-245, Laws of Florida, as amended, the Pinellas County Home Rule Charter, and the Countywide Plan Strategies and Countywide Plan Map, which they are designed to implement.

<b>DIV. 1.3</b>	<b>APPLICABILITY.</b>
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These Countywide Rules apply to the Pinellas Planning Council, the Board of County Commissioners in their capacity as the Countywide Planning Authority, and the twenty-five local governments in Pinellas County, in the administration of the Countywide Plan Map as applied to all land and water areas of Pinellas County, Florida.

## **ARTICLE 2**

### **COUNTYWIDE PLAN MAP AND CATEGORIES**



<b>DIV. 2.1</b>	<b>ADOPTION AND AMENDMENT.</b>
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**SEC. 2.1.1**     **COUNTYWIDE PLAN MAP.**

The Countywide Plan Map was originally adopted by Ordinance No. 89-4, as referenced in Exhibits I and II thereof, effective February 6, 1989, and has been repealed and replaced by Ordinance No. [to be determined], effective [to be determined], as referenced in Exhibit A, Part III thereof.

**SEC. 2.1.2**     **COUNTYWIDE RULES.**

The Countywide Rules were originally adopted by Ordinance No. 89-4, as referenced in Exhibits I and II thereof, effective February 6, 1989, and have been repealed and replaced by Ordinance No. [to be determined], effective [to be determined], as referenced in Exhibit A, Part II thereof.

<b>DIV. 2.2</b>	<b>COUNTYWIDE PLAN MAP PREPARATION AND MAINTENANCE.</b>
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**SEC. 2.2.1**     **COUNTYWIDE PLAN MAP ORIGIN AND STATUS.**

The Countywide Plan Map has been compiled and stored on the Pinellas County Enterprise Geographic Information System computer system. The computer-generated composite map and map series have been accepted by the Countywide Planning Authority (CPA), upon recommendation by the Pinellas Planning Council (PPC), and filed with the Clerk of the Board of County Commissioners, as the official Countywide Plan Map.

**SEC. 2.2.2**     **COUNTYWIDE PLAN MAP CUSTODY AND MAINTENANCE.**

The Countywide Plan Map is maintained by the PPC. The PPC shall be responsible for the maintenance and distribution of the plan map and shall retain all authority therefor. The Countywide Plan Map will be updated to reflect subsequent amendments on a regular basis, and a current copy of said composite map and map series will be printed and officially accepted by the CPA and filed with the Clerk of the Board of County Commissioners not less than on an annual basis.

**SEC. 2.2.3**     **SUBSEQUENT COUNTYWIDE PLAN MAP AMENDMENTS.**

Amendments to the Countywide Plan Map made subsequent to the effective date of these Countywide Rules shall correspond to and be based on the map legend as set forth in Division 2.3 of these Countywide Rules. All Countywide Plan Map amendments shall be made in accordance with the provisions of these Countywide Rules, as amended.

<b>DIV. 2.3</b>	<b>COUNTYWIDE PLAN MAP CATEGORIES.</b>
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**SEC. 2.3.1**     **APPLICABILITY.**

The categories and standards contained in this article shall be applied as set forth in these Countywide Rules. Specific reference to the standards contained in this article and the criteria by which they shall be applied are found in Article 4 and Article 5 of these Countywide Rules.

**SEC. 2.3.2**     **LEGEND.**

**2.3.2.1**     The Countywide Plan Map and the Countywide Rules provide for the categories and symbols applicable to the Countywide Plan Map and Countywide Rules as set forth below:

<u>Plan Categories</u>	<u>Plan Symbols</u>
Residential Very Low	RVL
Residential Low	RL
Residential Medium	RM
Residential High	RH
Office	O
Resort	R
Retail & Services	R&S
Employment	E
Industrial	I
Public/Semi-Public	P/SP
Recreation/Open Space	R/OS
Preservation	P
Target Employment Center	TEC
Activity Center	AC
Multimodal Corridor	MMC
Scenic/Noncommercial Corridor	SNCC

**SEC. 2.3.3**     **COUNTYWIDE PLAN MAP CATEGORIES.**

The Countywide Plan Map categories, symbols and the purpose, use characteristics, locational characteristics, traffic generation characteristics, density/intensity standards and other standards shall be as set forth for each of the following categories.

Within the framework provided by these standards, local governments shall have the authority to determine appropriate density and intensity standards for parcels within their jurisdictions. Local plans and regulations may be more restrictive, in accordance with the local government consistency provisions of Article 3, and should be consulted for authorized uses and applicable standards.

### **2.3.3.1 Category/Symbol – Residential Very Low (RVL).**

**Purpose** – It is the purpose of this category to depict those areas of the county that are now developed, or appropriate to be developed, in a rural or large lot, very low density residential manner; and to recognize such areas as primarily well-suited for estate residential uses that are consistent with the rural, exurban, and suburban, nonintensive qualities and natural resources of such areas.

**Use Characteristics** – Those uses appropriate to and consistent with this category include:

- Permitted Uses Not Subject to Acreage Thresholds – Residential; Residential Equivalent; Accessory Dwelling Unit in Compliance with Section 163.31771, F.S.; Public Educational Facility; Recreation/Open Space; Community Garden; Agricultural.
- Permitted Uses Subject to Acreage Thresholds – Any contiguous use or combination of uses subject to the same acreage threshold specified below, alone or when added together, exceeding the applicable acreage maximum shall require a map amendment to another land use category that permits the use(s):
  - Uses Subject to Three Acre Maximum – Ancillary Nonresidential; Transportation/Utility.
  - Uses Subject to Five Acre Maximum – Institutional (except Public Educational Facilities which are not subject to this threshold, pursuant to the provisions of Section 6.5.4.2).
- Locational Characteristics – This category is generally appropriate to locations distant from urban activity centers; in areas where use and development characteristics are rural or estate residential in nature; and ranging from areas where environmental features are linked to the protection of natural resources such as aquifer recharge or groundwater resource areas to areas serving as a transition between more rural and more suburban residential areas.
- Scenic Noncommercial Corridor (SNCC) – Amendments to Residential Very Low in SNCCs are governed by Section 6.5.4.1.4, which restricts the category to certain SNCC classifications.
- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 6 trips per day per acre.

**Density/Intensity Standards** – Shall include the following:

- Residential Use – Shall not exceed 1 unit per acre (UPA).
- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 1 UPA.
- Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .30, nor an impervious surface ratio (ISR) of .60.
- Mixed-Use – Shall not exceed, in combination, the respective number of UPA and FAR permitted, when allocated in their respective proportion to the net land area of the property.

### **2.3.3.2 Category/Symbol – Residential Low (RL).**

**Purpose** – This category is intended to depict areas that are now developed, or appropriate to be developed, in a suburban or low density manner; and to recognize such areas as primarily well-suited for residential uses that are consistent with the suburban qualities, transportation facilities, including transit, and natural resources of such areas.

**Use Characteristics** – Those uses appropriate to and consistent with this category include:

- Permitted Uses Not Subject to Acreage Thresholds – Residential; Residential Equivalent; Accessory Dwelling Unit in Compliance with Section 163.31771, F.S.; Public Educational Facility; Recreation/Open Space; Community Garden; Agricultural.
- Permitted Uses Subject to Acreage Thresholds – Any contiguous use or combination of uses subject to the same acreage threshold specified below, alone or when added together, exceeding the applicable acreage maximum shall require a map amendment to another land use category that permits the use(s):
  - Uses Subject to One Acre Maximum – Office; Personal Service/Office Support; Retail Commercial.
  - Uses Subject to Three Acre Maximum – Ancillary Nonresidential; Transportation/Utility.
  - Uses Subject to Five Acre Maximum – Institutional (except Public Educational Facilities which are not subject to this threshold, pursuant to the provisions of Section 6.5.4.2).
- Locational Characteristics – This category is generally appropriate to locations ranging from rural areas distant from urban activity centers, to suburban areas near or in proximity to urban activity centers; in close, walkable, or bikeable proximity to low-intensity neighborhood servicing uses; in areas where use and development characteristics are residential in nature; and in areas serving as a transition between rural or suburban to more urban residential areas. These areas are generally served by and accessed from minor and collector roadways which connect to the arterial and highway network.
- Scenic Noncommercial Corridor (SNCC) – Amendments to Residential Low in SNCCs are governed by Section 6.5.4.1.4, which restricts the category and its permitted uses to certain SNCC classifications.
- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 66 trips per day per acre.

**Density/Intensity Standards** – Shall include the following:

- Residential Use – Shall not exceed 7.5 units per acre (UPA).

- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 7.5 UPA.
- Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .40, nor an impervious surface ratio (ISR) of .65.
- Mixed-Use – Shall not exceed, in combination, the respective number of UPA and FAR permitted, when allocated in their respective proportion to the net land area of the property.

### **2.3.3.3 Category/Symbol – Residential Medium (RM).**

**Purpose** – It is the purpose of this category to depict those areas of the county that are now developed, or appropriate to be developed, in a medium-density residential manner; and to recognize such areas as primarily well-suited for residential uses that are consistent with the urban qualities, transportation facilities, including transit, and natural resources of such areas.

**Use Characteristics** – Those uses appropriate to and consistent with this category include:

- Permitted Uses Not Subject to Acreage Thresholds – Residential; Residential Equivalent; Accessory Dwelling Unit in Compliance with Section 163.31771, F.S.; Public Educational Facility; Recreation/Open Space; Community Garden.
- Permitted Uses Subject to Acreage Thresholds – Any contiguous use or combination of uses subject to the same acreage threshold specified below, alone or when added together, exceeding the applicable acreage maximum shall require a map amendment to another land use category that permits the use(s):
  - Uses Subject to Three Acre Maximum – Ancillary Nonresidential; Office; Personal Service/Office Support; Retail Commercial; Transportation/Utility.
  - Uses Subject to Five Acre Maximum – Institutional (except Public Educational Facilities which are not subject to this threshold, pursuant to the provisions of Section 6.5.4.2).
- Locational Characteristics – This category is generally appropriate to locations within or in proximity to urban activity centers; in areas where use and development characteristics are medium-density residential in nature; and in areas serving as a transition between less urban and more urban residential and mixed-use areas. These areas are generally served by and accessed from minor and collector roadways, which connect to arterial roadways and/or highways. The higher densities are typically in proximity to, and may have direct access from, the arterial and highway network. Amendments designating the Residential Medium category on the Countywide Plan Map after [adoption date of Countywide Plan] are most appropriate within ¼ mile of the centerlines of Primary Corridors, Secondary Corridors, or Supporting Corridors depicted on the Transit-Oriented Land Use Vision Map, and shall be discouraged in other locations.
- Scenic Noncommercial Corridor (SNCC) – Amendments to Residential Medium in SNCCs are governed by Section 6.5.4.1.4, which restricts the category and its permitted uses to certain SNCC classifications.
- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 96 trips per day per acre.

**Density/Intensity Standards** – Shall include the following:

- Residential Use – Shall not exceed 15 units per acre (UPA).

- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 15 UPA.
- Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .50, nor an impervious surface ratio (ISR) of .75.
- Mixed-Use – Shall not exceed, in combination, the respective number of UPA and FAR permitted, when allocated in their respective proportion to the net land area of the property.

#### **2.3.3.4 Category/Symbol – Residential High (RH).**

**Purpose** – It is the purpose of this category to depict those areas of the county that are now developed, or appropriate to be developed, in a high-density residential manner; and to recognize such areas as primarily well-suited for residential uses that are consistent with the urban and intensive qualities, transportation facilities, including transit, and natural resources of such areas.

**Use Characteristics** – Those uses appropriate to and consistent with this category include:

- Permitted Uses Not Subject to Acreage Thresholds – Residential; Residential Equivalent; Accessory Dwelling Unit in Compliance with Section 163.31771, F.S.; Public Educational Facility; Recreation/Open Space; Community Garden.
- Permitted Uses Subject to Acreage Thresholds – Any contiguous use or combination of uses subject to the same acreage threshold specified below, alone or when added together, exceeding the acreage maximum shall require a map amendment to another land use category that permits the use(s):
  - Uses Subject to Three Acre Maximum – Ancillary Nonresidential; Office; Personal Service/Office Support; Retail Commercial; Transportation/Utility.
  - Uses Subject to Five Acre Maximum – Institutional (except Public Educational Facilities which are not subject to this threshold, pursuant to the provisions of Section 6.5.4.2).
- Locational Characteristics – This category is generally appropriate to locations within or in proximity to urban activity centers; often in close, walkable, or bikeable proximity to high-intensity communities and supporting services; or in areas where use and development characteristics are high density residential in nature. These areas are typically in proximity to and may have direct access from the arterial and highway network and are served by transit in a manner that provides an alternative to individual automobile use. Amendments designating the Residential High category on the Countywide Plan Map after [adoption date of Countywide Plan] are most appropriate within ¼ mile of the centerlines of Primary Corridors or Secondary Corridors as depicted on the Transit-Oriented Land Use Vision Map, and shall be discouraged in other locations.
- Scenic Noncommercial Corridor (SNCC) – Amendments to Residential High in SNCCs are governed by Section 6.5.4.1.4, which restricts the category to certain SNCC classifications.
- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 162 trips per day per acre.

**Density/Intensity Standards** – Shall include the following:

- Residential Use – Shall not exceed 30 units per acre (UPA).



- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 30 UPA.
- Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .60, nor an impervious surface ratio (ISR) of .85.
- Mixed-Use – Shall not exceed, in combination, the respective number of UPA and FAR permitted, when allocated in their respective proportion to the net land area of the property.

### **2.3.3.5 Category/Symbol – Office (O).**

**Purpose** – This plan category is intended to accommodate areas 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.

**Use Characteristics** - Those uses appropriate to and consistent with this category include:

- Permitted Uses Not Subject to Acreage Thresholds – Office; Residential Equivalent; Research/Development-Light; Public Educational Facility; Recreation/Open Space; Community Garden.
- Permitted Uses Subject to Acreage Thresholds – Any contiguous use or combination of uses subject to the same acreage threshold specified below, alone or when added together, exceeding the acreage maximum shall require a map amendment to another land use category that permits the use(s):
  - Uses Subject to Three Acre Maximum – Ancillary Non-Residential; Personal Service/Office Support; Transportation/Utility; Manufacturing-Light.
  - Uses Subject to Five Acre Maximum – Residential; Institutional (except Public Educational Facilities which are not subject to this threshold, pursuant to the provisions of Section 6.5.4.2).
- Locational Characteristics – This category is generally appropriate to locations where it would serve as a transition from an urban activity center or more intensive nonresidential use to low density residential or public/semi-public use; and in areas where the size and scale of office and residential use is appropriate to free standing office, medium density residential or a combination thereof. These areas are typically in proximity to and served by the arterial, collector, and highway network, as well as Multimodal Corridors depicted on the Transit-Oriented Land Use Vision Map.
- Scenic Noncommercial Corridor (SNCC) – Amendments to Office in SNCCs are governed by Section 6.5.4.1.4, which restricts the category to certain SNCC classifications.
- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 89 trips per day per acre. When located in a Target Employment Center, the standard shall be 101 trips per day per acre.

**Density/Intensity Standards** – Shall include the following:

- Residential Use – Shall not exceed 15 units per acre (UPA).
- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 15 UPA.

- Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .50, nor an impervious surface ratio (ISR) of .75.
- Mixed-Use – Shall not exceed, in combination, the respective number of UPA and FAR permitted, when allocated in their respective proportion to the net land area of the property.
- When located in a Target Employment Center – Shall not exceed an FAR of 1.0 for Manufacturing, Office, and Research/Development uses.

### **2.3.3.6 Category/Symbol – Resort (R).**

**Purpose** – This plan category is intended to depict areas developed, or appropriate to be developed, in high-density residential and resort use; and to recognize such areas as well-suited for the combination of residential and temporary lodging use consistent with their location, surrounding uses, transportation facilities, and natural resources of such areas.

**Use Characteristics** - Those uses appropriate to and consistent with this category include:

- Permitted Uses Not Subject to Acreage Thresholds – Residential; Residential Equivalent; Temporary Lodging; Recreational Vehicle Parks; Office; Personal Service/Office Support; Retail Commercial; Convention Center; Commercial/Business Service; Commercial Recreation; Recreation/Open Space; Community Garden.
- Permitted Uses Subject to Acreage Thresholds – Any contiguous use or combination of uses subject to the same acreage threshold specified below, alone or when added together, exceeding the acreage maximum shall require a map amendment to another land use category that permits the use(s):
  - Uses Subject to Three Acre Maximum – Ancillary Non-Residential; Transportation/Utility.
  - Uses Subject to Five Acre Maximum – Institutional
- Locational Characteristics – This category is generally appropriate to locations characterized by, and appropriate for, a highly intensive mix of residential and temporary lodging uses; in locations where unique recreational assets warrant the combination of permanent and temporary accommodations in proximity to and served by the arterial and highway network, as well as Multimodal Corridors depicted on the Transit-Oriented Land Use Vision Map.
- Scenic Noncommercial Corridor (SNCC) – Amendments to Resort in SNCCs are governed by Section 6.5.4.1.4, which restricts the category to the enhancement connector SNCC classification.
- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 279 trips per day per acre.

**Density/Intensity Standards** – Shall include the following:

- Residential Use – Shall not exceed 30 units per acre (UPA).
- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at thirty (30) UPA.
- Recreational Vehicle Use – Shall not exceed 30 UPA.

- Temporary Lodging Use – Shall not exceed: 1) 50 UPA; or 2) in the alternative, upon adoption of provisions for compliance with Section 5.2.1.3, the density and intensity standards set forth in Table 3 therein.
- Nonresidential Use – Shall not exceed a floor area ratio (FAR) of 1.2, nor an impervious surface ratio (ISR) of .95.
- Mixed-Use – Shall not exceed, in combination, the respective number of UPA and FAR permitted, when allocated in their respective proportion to the net land area of the property.

### **2.3.3.7 Category/Symbol – Retail & Services (R&S).**

**Purpose** – This plan category is intended to depict areas developed with, or appropriate to be 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.

**Use Characteristics** - Those uses appropriate to and consistent with this category include:

- Permitted Uses Not Subject to Acreage Thresholds – Office; Personal Service/Office Support; Retail Commercial; Commercial/Business Service; Commercial Recreation, Residential; Residential Equivalent; Recreational Vehicle Park; Temporary Lodging; Research/Development-Light; Storage/Warehouse-Light; Manufacturing-Light; Recreation/Open Space; Community Garden.
- Permitted Uses Subject to Acreage Thresholds – Any contiguous use or combination of uses subject to the same acreage threshold specified below, alone or when added together, exceeding the acreage maximum shall require a map amendment to another land use category that permits the use(s):
  - Uses Subject to Three Acre Maximum – Manufacturing-Medium.
  - Uses Subject to Five Acre Maximum – Institutional; Transportation/Utility; Agricultural.
- Locational Characteristics – This category is generally appropriate to locations in and adjacent to activity centers where surrounding land uses support and are compatible with intensive commercial use; in areas in proximity to and with access to major transportation facilities, including transit; and on Multimodal Corridors depicted on the Transit-Oriented Land Use Vision Map, where its proximity to transit service supports the type and density/intensity of the proposed use characteristics.
- Scenic Noncommercial Corridor (SNCC) – Amendments to Retail & Services in SNCCs are governed by Section 6.5.4.1.4, which restricts the category and its permitted uses to certain SNCC classifications.
- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 433 trips per day per acre; which impacts may take into account the proximity and availability of transit service.

**Density/Intensity Standards** – Shall include the following:

- Residential Use – Shall not exceed 24 units per acre (UPA).
- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 24 UPA.

- Recreational Vehicle Use – Shall not exceed 24 UPA.
- Temporary Lodging Use – Shall not exceed: 1) 40 UPA; or 2) in the alternative, upon adoption of provisions for compliance with Section 5.2.1.3, the density and intensity standards set forth in Table 3 therein.
- Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .55, nor an impervious surface ratio (ISR) of .90.
- Mixed-Use – Shall not exceed, in combination, the respective number of UPA and FAR permitted, when allocated in their respective proportion to the net land area of the property.
- When located in a Target Employment Center – Shall not exceed an FAR of 1.1 for Manufacturing, Office, and Research/Development uses.

### **2.3.3.8. Category/Symbol – Employment (E).**

**Purpose** – This plan category is intended to recognize areas 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.

**Use Characteristics** - Those uses appropriate to and consistent with this category include:

- Permitted Uses Not Subject to Acreage Thresholds – Office; Research/Development-Light; Research/Development-Heavy; Storage/Warehouse-Light; Storage/Warehouse-Heavy; Manufacturing-Light; Manufacturing-Medium; Incinerator Facility.
- Permitted Uses Subject to Acreage Thresholds – Any contiguous use or combination of uses subject to the respective acreage threshold specified below, alone or when added together within any distinct, separately delineated area designated Employment, exceeding the acreage maximum shall require a map amendment to another category that permits the use(s) where the acreage maximum does not apply:
  - Uses Subject to Three Acre Maximum – Retail Commercial; Personal Service/Office Support; Transfer/Recycling.
  - Uses Subject to Five Acre Maximum – Temporary Lodging; Commercial/Business Service; Commercial Recreation; Institutional; Transportation/Utility; Agricultural.
- Locational Characteristics – This category is generally appropriate to locations with sufficient size to support target employment and other industrial uses, as well as integrated industrial/mixed-use projects, with provision for internal service access and other necessary site improvements in locations suitable for light industrial use with minimal adverse impact on adjoining uses; served by the collector, arterial, and highway network; and on Multimodal Corridors depicted on the Transit-Oriented Land Use Vision Map, where its proximity to transit service supports the type and density/intensity of the proposed use characteristics.
- Scenic Noncommercial Corridor (SNCC) – Amendments to Employment in SNCCs are governed by Section 6.5.4.1.4, which restricts the category to the enhancement connector SNCC classification.
- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 206 trips per day per acre; which impacts may take into account the proximity and availability of transit in a designated Multimodal Corridor. When located in a Target Employment Center, the standard shall be 236 trips per day per acre.



**Density/Intensity Standards** – Shall include the following:

- Temporary Lodging Use – Shall not exceed: 1) 50 units per acre (UPA); or 2) in the alternative, upon adoption of provisions for compliance with Section 5.2.1.3, the density and intensity standards set forth in Table 3 therein.
- Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .65, nor an impervious surface ratio (ISR) of .85.
- Mixed-Use – Shall not exceed, in combination, the respective number of UPA and FAR permitted, when allocated in their respective proportion to the net land area of the property.
- When located in a Target Employment Center – Shall not exceed an FAR of 1.3 for Manufacturing, Office, and Research/Development uses.

### **2.3.3.9 Category/Symbol – Industrial (I).**

**Purpose** – This plan category is intended to depict areas developed, or appropriate to be developed, in a general industrial manner; and so as to encourage the reservation and use of areas for industrial use in a manner consistent with surrounding use, transportation facilities, other necessary infrastructure, and natural resources.

**Use Characteristics** - Those uses appropriate to and consistent with this category include:

- Permitted Uses Not Subject to Acreage Thresholds or Other Limitations – Research/Development-Light; Research/Development-Heavy; Storage/Warehouse-Light; Storage/Warehouse-Heavy; Manufacturing-Light; Manufacturing-Medium; Manufacturing-Heavy; Agricultural Processing; Vehicular Salvage; Transfer/Recycling; Solid Waste/Refuse Disposal; Electric Power Generation Plant; Incinerator Facility; Commercial Recreation.
- Permitted Uses Subject to Acreage Thresholds – Institutional, Transportation/Utility, and Agricultural uses are subject to a five-acre maximum. Any contiguous use or combination of uses subject to this acreage threshold, alone or when added together, exceeding the acreage maximum shall require a map amendment to another land use category that permits the use(s).
- Permitted Uses Subject to Other Limitations – Office; Retail Commercial; Personal Service/Office Support; Commercial/Business Service are allowed only as accessory to the uses listed under “Permitted Uses Not Subject to Acreage Thresholds or Other Limitations” above; must be located within the structure to which they are accessory; and may not exceed 25% of the floor area of the permitted use to which they are accessory.
- Locational Characteristics – This category is generally appropriate to locations with sufficient size to encourage an industrial park type arrangement with provision for internal service access and adequate buffering of adverse noise, odor, or emissions; with minimal adverse impact on adjoining uses; and served by the arterial and highway network.
- Scenic Noncommercial Corridor (SNCC) – Amendments to Industrial in SNCCs are governed by Section 6.5.4.1.4, which restricts the category to the enhancement connector SNCC classification.
- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 216 trips per day per acre. When located in a Target Employment Center, the standard shall be 246 trips per day per acre.

**Density/Intensity Standards** – Shall include the following:

- Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .75, nor an impervious surface ratio (ISR) of .95.
- Mixed-Use – Shall not exceed, in combination, the respective number of units per acre and FAR permitted, when allocated in their respective proportion to the net land area of the property.

- When located in a Target Employment Center – Shall not exceed an FAR of 1.5 for Manufacturing, Office, and Research/Development uses.

### **2.3.3.10      Category/Symbol – Public/Semi-Public (P/SP).**

**Purpose** – This plan 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.

**Use Characteristics** - Those uses appropriate to and consistent with this category include:

- Permitted Uses Not Subject to Acreage Thresholds – Institutional; Transportation/Utility; Residential; Residential Equivalent; Storage/Warehouse-Light; Storage/Warehouse-Heavy; Recreation/Open Space; Community Garden; Ancillary Nonresidential.
- Locational Characteristics – This category is generally appropriate to those locations where institutional uses (such as educational, health, public safety, civic, religious and like uses) and transportation/utility uses (such as air and sea transport terminals, utility installations, major transmission lines, refuse disposal, and public works facilities) are required to serve the community; and to recognize the special needs of these uses relative to their relationship with surrounding uses and transportation access.
- Scenic Noncommercial Corridor (SNCC) – Amendments to Public/Semi-Public in SNCCs are governed by Section 6.5.4.1.4, which restricts the category to certain SNCC classifications.
- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 192 trips per day per acre for institutional uses, 114 trips per day per acre for educational uses, 173 trips per day per acre for medical uses, 104 trips per day per acre for religious/civic facilities, 835 trips per day per acre for municipal/public facilities, 67 trips per day per acre for other institutional uses, 15 trips per day per acre for transportation uses, 16 trips per day per acre for municipal/public utilities uses, and 79 trips per day per acre for other transportation/utility uses.

**Density/Intensity Standards** – Shall include the following:

- Residential Use – Shall not exceed 12.5 units per acre (UPA).
- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 12.5 UPA.
- Nonresidential Use:
  - Institutional uses shall not exceed a floor area ratio (FAR) of .65, except for hospital use which shall not exceed an FAR of 1.0 within any single jurisdiction, subject to and based on the bonus provision set forth below. Institutional uses shall not exceed an impervious surface ratio (ISR) of .85.

- Transportation/utility uses shall not exceed an FAR of .70, nor an impervious surface ratio (ISR) of .90
- Mixed-Use – Shall not exceed, in combination, the respective number of UPA and FAR permitted, when allocated in their respective proportion to the net land area of the property.

Under the bonus provision, a hospital use may exceed an FAR of .65 provided that it does not exceed an FAR of 1.0 and further provided that conditions 1, 2, 3 and 4, as set forth below are complied with:

1. The hospital use must not exceed an ISR of .85; and
2. The hospital use must be based upon and subject to an approved final master plan or site plan; and
3. The master plan or site plan must include any and all adjacent, contiguous, or touching property, structures, facilities, and uses which are:
  - a. attributable to common ownership; or
  - b. part of a common plan of operation, administration, promotion, advertising, service, or business; or
  - c. voluntarily sharing facilities or infrastructure; or
  - d. used in any way in conjunction with the hospital use; and
4. Where the municipal boundary of any adjoining local government is contiguous to or within one hundred fifty (150) feet of the hospital use, the provisions set forth hereunder shall apply. It is the purpose of this requirement to create a transition area that ensures respect for and compatibility with the physical and visual character, intensity of development, and type, of use in the adjoining jurisdiction(s). In particular, the local government in which jurisdiction the FAR bonus is approved shall review and approve the final master or site plan, or any amendment thereto, subject to the following specific provisions:
  - a. The hospital use shall not exceed an FAR of .65 for the uses located within one hundred fifty (150) feet of a municipal boundary of adjoining local government(s);
  - b. Adjoining local government(s) shall be given an opportunity to review and comment on the master plan or site plan, or any amendment thereto, as it applies to the property within one hundred fifty (150) feet of the municipal boundary. This shall include, at a minimum, the following:
    - 1) Transmittal of two (2) copies of the master plan or site plan, or any amendment thereto, to the adjoining local government(s) not less than thirty (30) days prior to scheduled action by the approving local government;
    - 2) The opportunity and specific process by which to provide comments and recommendations by the adjoining local government(s) so as to be timely and meaningfully considered by the approving local government.
  - c. The final master plan or site plan, or any amendment thereto, will be reviewed and approved only after full and fair consideration of its impact on the adjoining local government(s) with the objective of maintaining the integrity of the land use plan, land development regulations and existing use of land in the adjoining local government(s). In particular any proposed use within one hundred fifty (150) feet shall be so designed and located as to specifically consider each of the following:

- 1) The height of any building or structure in relationship to the distance from adjoining property and buildings in the adjoining jurisdiction(s) to ensure minimum negative visual impact based on the standards for setback, separation distance and buffering in the adjoining local government(s).
- 2) The separation distance and landscape buffer provisions for any vehicular use, storage, or service area or structure, consistent with the character and use of the adjoining property based on the standards for such buffer area in the adjoining local government(s).
- 3) The landscape treatment, including the type, size and intensity of vegetative buffer areas consistent with the character and use of the adjoining property based on the standards for such landscape treatment in the adjoining local government(s).
- 4) That no use shall constitute a nuisance with respect to noise, odor, air quality, fire or explosive hazard, vibration or electromagnetic interference based on the performance standards in the adjoining local government(s).

#### **2.3.3.11      Category/Symbol – Recreation/Open Space (R/OS).**

**Purpose** – This plan category is intended to recognize recreation/open space uses that serve the community or region.

**Use Characteristics** – Those uses appropriate to and consistent with this category include:

- Permitted Uses Not Subject to Acreage Thresholds – Recreation/Open Space; Community Garden; Electric substations in compliance with Section 163.3208, F.S.
- Permitted Uses Subject to Acreage Thresholds – Transportation/Utility uses (excluding electric substations) are subject to a five-acre maximum. Any contiguous use or combination of uses subject to this acreage threshold, alone or when added together, exceeding the acreage maximum, shall require a map amendment to another land use category that permits the use(s).
- Locational Characteristics – This category is generally appropriate to those public and private open spaces and recreational facilities dispersed throughout the county; and in recognition of the natural and man-made conditions which contribute to the active and passive open space character and recreation use of such locations.
- Scenic Noncommercial Corridor (SNCC) – Per the provisions of Section 6.5.4.1.4, this category is permitted in all SNCC classifications.
- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 3 trips per day per acre.

**Density/Intensity Standards** – Shall include the following:

- No use shall exceed a floor area ratio (FAR) of .25 nor an impervious surface ratio (ISR) of .60.
- Transfer of development rights shall be allowed consistent with Section 5.2.1.1.

**Other Standards** – Shall include the following:

- An appropriate buffer, as determined by the local jurisdiction, shall be provided between any electric substation and any other adjoining use.

### **2.3.3.12      Category/Symbol – Preservation (P).**

**Purpose** – This plan category is intended to recognize natural resource features worthy of preservation and those areas of the county that are now used, or are appropriate to be used, for the conservation, production, and management of the regional potable water supply and the supporting infrastructure, consistent with the natural resources of the area.

**Use Characteristics** – Those uses appropriate to and consistent with this category include:

- Permitted Uses Not Subject to Acreage Thresholds – Preservation; Environmental Education/Research; Wellfield Protection, and Groundwater Monitoring and Recharge; Resource-Based Recreation; Replacement/Repair of Water Infrastructure; Site Alterations as Permitted by a Management Plan Approved by a Local Government
- Uses subject to requirements per the local government management plan: Wellfield Development; Water Supply Infrastructure and Facilities
- Locational Characteristics – This category is generally appropriate to those natural resource features it is designed to recognize wherever they may appear and at a size significant to the feature being depicted in relationship to its surroundings. In recognition of the natural conditions which they are intended to preserve, these features will frequently occur in a random and irregular pattern interposed among the other categories. This category is also generally appropriate to those properties that are the assets of a regional, county or municipal utility, held and operated for the provision, operation and delivery of a public water supply system consistent with the natural resource features of the property, pursuant to a management plan approved by the local government.
- Scenic Noncommercial Corridor (SNCC) – Per the provisions of Section 6.5.4.1.4, this category is permitted in all SNCC classifications.
- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 0.3 trips per day per acre.

**Density/Intensity Standards** – Shall include the following:

- Nonresidential Use:
  - Shall not exceed a floor area ratio (FAR) of .10, nor an impervious surface ratio (ISR) of .20.
  - No public water supply use shall exceed an FAR of .25 nor an ISR of .50.
- Where an entire parcel of property is located seaward of the Coastal Construction Control Line and no transfer of development rights has occurred, the property shall be permitted a minimum beneficial use subject to the various provisions of these Countywide Rules and the Countywide Plan Map, but private property shall not be taken without due process of law and



the payment of just compensation. In particular, any such property shall be permitted, as a minimum, one (1) dwelling unit irrespective of parcel size, and a maximum of one (1) dwelling unit per acre.

**Other Standards** – Shall include the following:

- An appropriate buffer, as determined by the local jurisdiction, shall be provided for wetland Preservation areas.
- Where the mapped delineation of these areas is inconclusive due to the scale of the Countywide Plan Map, or the nature of the environmental feature, a field determination and mapping of the actual boundary at an appropriate scale may be required as part of any amendment or project approval determination. Where determined necessary, such field survey will be conducted by the local government with jurisdiction, or by a qualified Consultant, consistent with the above described purpose and use characteristics and the provisions of Division 7.3, and in particular Section 7.3.8.
- Appropriate height, setback and buffer requirements, as determined by the local jurisdiction in conjunction with the regional, county or municipal facility operator and set forth in the local government management plan shall be provided between any facility located within this category and the adjoining plan category.

### **2.3.3.13      Category/Symbol – Target Employment Center (TEC).**

**Purpose** – It is the purpose of this category 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,

#### **Use Characteristics**

- Permitted Uses – See applicable underlying categories.
- Locational Characteristics – This category is generally appropriate to those areas based on their size, concentration of, and potential for, target employment opportunities, i.e., those employers and industries paying above-average wages and producing goods and services for sale and consumption that import revenue to the community.
- Scenic Noncommercial Corridor (SNCC) – Amendments to Target Employment Center in SNCCs are governed by Section 6.5.4.1.4, which restricts the category to certain SNCC classifications.
- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be: 1) for the Office, Employment, and Industrial categories, the traffic generation rate (trips per day per acre) of the underlying category, multiplied by 114% to account for the higher intensity allowed for Manufacturing, Office, and Research/Development uses when using this overlay; and 2) for all other categories, the traffic generation rate of the underlying category.

**Density/Intensity Standards** – Shall include the following:

- Densities and intensities will be guided per the underlying plan categories, plus a 100% intensity bonus for Manufacturing, Office, and Research/Development uses.

**Other Standards** – Shall include the following:

- Minimum Size – These locations shall generally be a minimum of one hundred acres in size.

#### **2.3.3.14      Category/Symbol – Activity Center (AC).**

**Purpose** – The purpose of this category is to recognize those areas of the county within each local government jurisdiction that have been identified and planned for in a special and detailed manner, based on their unique location, intended use, appropriate density/intensity, and pertinent planning considerations. In particular, it is the intent of this category to recognize those important, identifiable centers of business, public, and residential activity, as may be appropriate to the particular circumstance, that are the focal point of a community, and served by enhanced transit commensurate with the type, scale, and intensity of use. Activity Centers are intended to encompass areas developed in a radial pattern within walking distance (1/4 to 1/2 mile) of a central point or hub served by transit.

The Activity Center plan category includes five subcategories, enumerated below. Where two or more subcategories overlap, the subcategory with the most permissive density and intensity standards shall take precedence.

##### **A. Transit Station Centers**

**Use Characteristics** – Shall include the following:

- Permitted Uses – Those uses allowed in transit station centers must be set forth in the local government’s transit station plan. It is the intent of this category that uses allowed in transit station centers be transit-supportive, and not primarily automobile-oriented.
- Locational Characteristics – Locations eligible to be designated as Activity Center utilizing the Transit Station Center subcategory under the Tier II amendment process have been identified on the Transit-Oriented Land Use Vision Map (Vision Map) and are based on the adoption of the Locally Preferred Alternative in the Metropolitan Planning Organization’s Long Range Transportation Plan. Final locations may be refined based on the completion of applicable environmental impact studies associated with the federal and local transit planning processes.
- Scenic Noncommercial Corridor (SNCC) – Amendments to the Activity Center category within SNCCs are governed by Section 6.5.4.1.4, which restricts the category to certain SNCC classifications.

**Density/Intensity Standards** – Shall include the following:

- Local governments can choose to use either the common standard of units per acre (UPA) in determining how many dwellings are allowed on a parcel, or floor area ratio (FAR) can be used as the measure instead, regardless of the number of dwelling units included. For mixed-use projects, either an all-inclusive FAR or a proportionate share of UPA and FAR can be used.
- Density and intensity standards for the four transit station center subclassifications are enumerated below:

**Table 1**  
**STANDARDS APPLICABLE TO TRANSIT STATION CENTER SUBCLASSIFICATIONS**

Transit Station Area Center Sub-Classification	Maximum Permitted Density- Intensity Standards:
Type I	200 UPA or 7.0 FAR or proportionate share of each
Type II	150 UPA or 5.0 FAR or proportionate share of each
Type III	90 UPA or 3.0 FAR or proportionate share of each
Type IV	60 UPA or 2.0 FAR or proportionate share of each

**Other Standards** – Shall include the following:

- Transit Station Plan – As set forth in Section 6.5.4.4, the utilization of the provisions of this category shall require 1) a transit station plan, which includes the establishment of transit station center subclassification(s) and any changes to the boundaries of this category; and 2) amendment of the Countywide Plan Map to reflect such subclassification(s) and boundary changes.
- Size – Transit station centers shall generally encompass areas extending a half-mile from the center of each transit station. Larger or smaller areas may be permitted if justified in an applicable transit station plan.

**Map Delineation** – Shall be as follows:

- Amendments to Activity Center utilizing the Transit Station Center subcategory will be designated as the Activity Center category on the Countywide Plan Map and identified as Transit Station Centers on the Vision Map.

**B. Major Center**

**Use Characteristics** – Those uses appropriate to and consistent with this subcategory include:

- Permitted Uses – As determined by the local government’s implementing regulations and per the Planning and Urban Design Principles described in Section 6.5.4.6 and Land Use Goal 16.0 of the Countywide Plan Strategies.

Locational Characteristics – The Transit-Oriented Land Use Vision Map (Vision Map) and Table 2a identify locations eligible to be designated as Activity Center utilizing the Major Center subcategory under the Tier II amendment process. These eligible locations include: at the intersection of two Primary Corridors; at the intersection of a Primary and Secondary Corridor; or at the intersection of a Primary Corridor and a Regional Corridor that is also identified by the Pinellas Suncoast Transit Authority as a Regional Connector transit stop.

- Scenic Noncommercial Corridor (SNCC) – Amendments to the Activity Center category within SNCCs are governed by Section 6.5.4.1.4, which restricts the category to certain SNCC classifications.
- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to a Countywide Plan Map amendment for this subcategory shall be 369 trips per day per acre.

**Density/Intensity Standards** – Shall include the following:

- Local governments can choose to use either the common standard of units per acre (UPA) in determining how many dwellings are allowed on a parcel, or floor area ratio (FAR) can be used as the measure instead, regardless of the number of dwelling units included. For mixed-use projects, either an all-inclusive FAR or a proportionate share of UPA and FAR can be used.
- Maximum Permitted Density-Intensity Standards:  
75 UPA or 2.5 FAR or a proportionate share of each

**Planning Criteria** – The designation of Activity Center utilizing the Major Center subcategory will require the following:

1. Completion of a pre-application conference with PPC Staff
2. Delineation of a parcel specific boundary for the proposed Activity Center
3. Proposed densities/intensities
4. Proposed use types and mix
5. Satisfaction of the Planning and Urban Design Principles purpose and objectives and consideration of best practices, as described in Section 6.5.4.6 and Land Use Goal 16.0 of the Countywide Plan Strategies

**Other Standards** – Shall include the following:

- Minimum Size – A Major Center shall be approximately 200 acres or larger in size.

**Map Delineation** – Shall be as follows:

- Map Delineation – Amendments to Activity Center utilizing the Major Center subcategory will be designated as the Activity Center category on the Countywide Plan Map and identified as Major Centers on the Vision Map.

## **C. Community Center**

**Use Characteristics** – Those uses appropriate to and consistent with this subcategory include:

- Permitted Uses – As determined by the local government’s implementing regulations and per the Planning and Urban Design Principles described in Section 6.5.4.6 and Land Use Goal 16.0 of the Countywide Plan Strategies.
- Locational Characteristics – The Transit-Oriented Land Use Vision Map (Vision Map) and Table 2a identify locations eligible to be designated as Activity Center utilizing the Community Center subcategory under the Tier II amendment process. These eligible locations include: at the intersection of two Secondary Corridors; at the intersection of a Secondary Corridor and a Supporting Corridor; at the intersection of a Secondary Corridor and a Regional Corridor that is also identified by the Pinellas Suncoast Transit Authority as a Regional Connector transit stop; at the intersection of a Secondary Corridor and any other arterial roadway identified through the roadway classification system of the Metropolitan Planning Organization; and at the intersections identified as Tier II-eligible locations for Major Centers in Section 2.3.3.14.B.
- Scenic Noncommercial Corridor (SNCC) – Amendments to the Activity Center category within SNCCs are governed by Section 6.5.4.1.4, which restricts the category to certain SNCC classifications.
- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to a Countywide Plan Map amendment for this subcategory shall be 202 trips per day per acre.

**Density/Intensity Standards** – Shall include the following:

- Local governments can choose to use either the common standard of units per acre (UPA) in determining how many dwellings are allowed on a parcel, or floor area ratio (FAR) can be used as the measure instead, regardless of the number of dwelling units included. For mixed-use projects, either an all-inclusive FAR or a proportionate share of UPA and FAR can be used.
- Maximum Permitted Density-Intensity Standards:  
50 UPA or 1.5 FAR or a proportionate share of each

**Planning Criteria** – The designation of Activity Center utilizing the Community Center subcategory will require the following:

1. Completion of a pre-application conference with PPC Staff
2. Delineation of a parcel specific boundary for the proposed Activity Center
3. Proposed densities/intensities
4. Proposed use types and mix

5. Satisfaction of the Planning and Urban Design Principles purpose and objectives and consideration of best practices, as described in Section 6.5.4.6 and Land Use Goal 16.0 of the Countywide Plan Strategies

**Other Standards** – Shall include the following:

- Minimum Size – A Community Center shall be approximately 100 acres or larger in size.

**Map Delineation** – Shall be as follows:

- Map Delineation – Amendments to Activity Center utilizing the Community Center subcategory will be designated as the Activity Center category on the Countywide Plan Map and identified as Community Centers on the Vision Map.

#### **D. Neighborhood Center**

**Use Characteristics** – Those uses appropriate to and consistent with this subcategory include:

- Permitted Uses – As determined by the local government’s implementing regulations and per the Planning and Urban Design Principles described in Section 6.5.4.6 and Land Use Goal 16.0 of the Countywide Plan Strategies.
- Locational Characteristics – The Transit-Oriented Land Use Vision Map (Vision Map) and Table 2a identify locations eligible to be designated as Activity Center utilizing the Neighborhood Centers subcategory under the Tier II amendment process. These eligible locations include: at the intersection of two Supporting Corridors; or at the intersection of a Regional Corridor with a Supporting Corridor or any other arterial or collector roadway, which is also identified by the Pinellas Suncoast Transit Authority as a Regional Connector transit stop; at the intersection of any arterial or collector roadway with any other arterial or collector roadway as identified through the roadway classification system of the Metropolitan Planning Organization; at the intersections identified as Tier II-eligible locations for Major Centers in Section 2.3.3.14.B; and at the intersections identified as Tier II-eligible locations for Community Centers in Section 2.3.3.14.C.
- Scenic Noncommercial Corridor (SNCC) – Amendments to the Activity Center category within SNCCs are governed by Section 6.5.4.1.4, which restricts the category to certain SNCC classifications.
- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to a Countywide Plan Map amendment for this subcategory shall be 81 trips per day per acre.

**Density/Intensity Standards** – Shall include the following:

- Local governments can choose to use either the common standard of units per acre (UPA) in determining how many dwellings are allowed on a parcel, or floor area ratio (FAR) can be

used as the measure instead, regardless of the number of dwelling units included. For mixed-use projects, either an all-inclusive FAR or a proportionate share of UPA and FAR can be used.

- Maximum Permitted Density-Intensity Standards:  
15 UPA or 0.75 FAR or a proportionate share of each

**Planning Criteria** – Amendments to Activity Center utilizing the Neighborhood Center subcategory will require the following:

1. Completion of a pre-application conference with PPC Staff
2. Delineation of a parcel specific boundary for the proposed Activity Center
3. Proposed densities/intensities
4. Proposed use types and mix
5. Satisfaction of the Planning and Urban Design Principles purpose and objectives and consideration of best practices, as described in Section 6.5.4.6 and Land Use Goal 16.0 of the Countywide Plan Strategies

**Other Standards** – Shall include the following:

- Minimum Size – A Neighborhood Center shall be approximately 25 acres or larger in size.

**Map Delineation** – Shall be as follows:

- Amendments to Activity Center utilizing the Neighborhood Center subcategory will be designated as the Activity Center category on the Countywide Plan Map and identified as Neighborhood Centers on the Vision Map.

#### **E. Special Center**

**Use Characteristics** – Those uses appropriate to and consistent with this subcategory include:

- Permitted Uses – As determined by the applicable special area plan adopted prior to [adoption date of Countywide Plan], or as subsequently amended pursuant to Section 6.5.4.3.
- Locational Characteristics – Special Center locations shall be as set forth in the applicable special area plan adopted prior to [adoption date of Countywide Plan], or as subsequently amended pursuant to Section 6.5.4.3.
- Scenic Noncommercial Corridor (SNCC) – Amendments to the Activity Center category within SNCCs are governed by Section 6.5.4.1.4, which restricts the category to certain SNCC classifications.



- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to a Countywide Plan Map amendment for this subcategory shall be based upon the proposed density/intensity of land use proposed.

**Density/Intensity Standards** – Shall include the following:

- The densities and intensities shall be as set forth for each classification of use and location in the applicable special area plan adopted prior to [adoption date of Countywide Plan], or as subsequently amended pursuant to Section 6.5.4.3.

**Other Standards** – Shall include the following:

- Amendments to Special Centers are subject to the provisions of Section 6.5.4.3.

**Map Delineation** – Shall be as follows:

- Instances of Activity Center utilizing the Special Center subcategory are delineated as the Activity Center category on the Countywide Plan Map and identified as Special Centers on the Transit Oriented Land Use Vision Map, with boundaries based on a previously approved special area plan.

### **2.3.3.15      Category/Symbol – Multimodal Corridor (MMC).**

**Purpose** – This plan 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 multiple modes of transport, including automobile, bus, bicycle, rail, and/or pedestrian. This category is intended to include those transportation corridors connecting Activity Centers, characterized by mixed-use development, and in particular, supported by and designed to facilitate transit.

The Multimodal Corridor plan category includes five subcategories, enumerated below. Where two or more subcategories overlap, the subcategory with the most permissive density and intensity standards shall take precedence.

#### **A. Primary Corridor**

**Use Characteristics** – Those uses appropriate to and consistent with this subcategory include:

- Permitted Uses – As determined by the local government’s implementing regulations and per the Planning and Urban Design Principles described in Section 6.5.4.6 and Land Use Goal 16.0 of the Countywide Plan Strategies.
- Locational Characteristics – Locations appropriate to be designated as Multimodal Corridor utilizing the Primary Corridor subcategory under the Tier II amendment process are identified on the PPC Transit-Oriented Land Use Vision Map (Vision Map), and correspond to the Pinellas Suncoast Transit Authority’s Core Bus Network.
- Scenic Noncommercial Corridor (SNCC) – Amendments to the Multimodal Corridor category within SNCCs are governed by Section 6.5.4.1.4, which restricts the category to certain SNCC classifications.
- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to a Countywide Plan Map amendment for this subcategory shall be based upon 433 trips per day per acre.

**Density/Intensity Standards** – Shall be as follows:

- Local governments can choose to use either the common standard of units per acre (UPA) in determining how many dwellings are allowed on a parcel, or floor area ratio (FAR) can be used as the measure instead, regardless of the number of dwelling units included. For mixed-use projects, either an all-inclusive FAR or a proportionate share of UPA and FAR can be used.
- Maximum Permitted Density-Intensity Standards:  
40 UPA or 1.5 FAR or a proportionate share of each.

**Planning Criteria** – The designation of Multimodal Corridor utilizing the Primary Corridor subcategory will require the following:

1. Completion of a pre-application conference with PPC Staff
2. Delineation of a parcel specific boundary for the proposed Corridor.
3. Proposed densities/intensities
4. Proposed use types and mix
5. Satisfaction of the Planning and Urban Design Principles purpose and objectives and consideration of best practices, as described in Section 6.5.4.6 and Land Use Goal 16.0 of the Countywide Plan Strategies

**Other Standards** – Shall include the following:

- Maximum Size – There is no maximum length for a designated Multimodal Corridor utilizing the Primary Corridor subcategory, though the width generally should not exceed 1/4 mile from the centerline of the corridor.

**Map Delineation** – Shall be as follows:

- Amendments to Multimodal Corridor utilizing the Primary Corridor subcategory are delineated as the Activity Center category on the Countywide Plan Map and identified as Primary Corridors on the Transit Oriented Land Use Vision Map.

## **B. Secondary Corridor**

**Use Characteristics** – Those uses appropriate to and consistent with this subcategory include:

- Permitted Uses – As determined by the local government’s implementing regulations and per the Planning and Urban Design Principles described in Section 6.5.4.6 and Land Use Goal 16.0 of the Countywide Plan Strategies.
- Locational Characteristics – Locations appropriate to be designated as Multimodal Corridor utilizing the Secondary Corridor subcategory are identified on the Transit-Oriented Land Use Vision Map (Vision Map), and correspond to the Pinellas Suncoast Transit Authority’s Frequent Local bus routes.
- Scenic Noncommercial Corridor (SNCC) – Amendments to the Multimodal Corridor category within SNCCs are governed by Section 6.5.4.1.4, which restricts the category to certain SNCC classifications.
- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to a Countywide Plan Map amendment for this subcategory shall be based upon 260 trips per day per acre.

**Density/Intensity Standards** – Shall include the following:

- Local governments can choose to use either the common standard of units per acre (UPA) in determining how many dwellings are allowed on a parcel, or floor area ratio (FAR) can be used as the measure instead, regardless of the number of dwelling units included. For mixed-use projects, either an all-inclusive FAR or a proportionate share of UPA and FAR can be used.
- Maximum Permitted Density - Intensity Standards:  
30 UPA or 1.0 FAR or a proportionate share of each.

**Planning Criteria** – The designation of Multimodal Corridor utilizing the Secondary Corridor subcategory will require the following:

1. Completion of a pre-application conference with PPC Staff
2. Delineation of a parcel specific boundary for the proposed Corridor.
3. Proposed densities/intensities
4. Proposed use types and mix
5. Satisfaction of the Planning and Urban Design Principles purpose and objectives and consideration of best practices, as described in Section 6.5.4.6 and Land Use Goal 16.0 of the Countywide Plan Strategies

**Other Standards** – Shall include the following:

- Maximum Size – There is no maximum length for a designated Multimodal Corridor utilizing the Secondary Corridor subcategory, though the width generally should not exceed 1/4 mile from the centerline of the corridor.

**Map Delineation** – Shall be as follows:

- Amendments to Multimodal Corridor utilizing the Secondary Corridor subcategory will be delineated as the Multimodal Corridor category on the Countywide Plan Map and identified as Secondary Corridors on the Vision Map.

**C. Supporting Corridor**

**Use Characteristics** – Shall include the following:

- Permitted Uses – See applicable underlying categories.
- Locational Characteristics – Supporting Corridors are identified on the Transit Oriented Land Use Vision Map (Vision Map) and correspond to the Pinellas Suncoast Transit Authority's Supporting Local corridors and trolley routes providing daily service. Supporting Corridors are not mapped on the Countywide Plan Map, but as depicted on the Vision Map, serve as a locational criterion enabling adoption of the Residential Medium category as specified in Section 2.3.3.3, and the Activity Center category as specified in Section 2.3.3.14.

- Scenic Noncommercial Corridor (SNCC) – Amendments within SNCCs are governed by Section 6.5.4.1.4, which restricts certain categories to specified SNCC classifications. Pursuant to these provisions, the locational criteria provisions of Supporting Corridors (i.e., enabling adoption of the Residential Medium and Activity Center categories) are restricted to the mixed-use node and enhancement connector SNCC classifications.

**Density/Intensity Standards** – See applicable underlying categories.

**Map Delineation** – Shall be as follows:

- The Supporting Corridor subcategory is not mapped on the Countywide Plan Map. Supporting Corridors are identified on the Vision Map.

#### **D. Regional Corridor**

**Use Characteristics** – Shall include the following:

- Permitted Uses – See applicable underlying categories.
- Locational Characteristics – Regional Corridors are identified on the Transit Oriented Land Use Vision Map (Vision Map) and correspond to the Pinellas Suncoast Transit Authority’s Regional Connector routes and the CSX railway line. Regional Corridors are not mapped on the Countywide Plan Map, but as depicted on the Vision Map, serve as a locational criterion for adoption of the Activity Center category as specified in Section 2.3.3.14.
- Scenic Noncommercial Corridor (SNCC) – Amendments within SNCCs are governed by Section 6.5.4.1.4, which restricts certain categories to specified SNCC classifications. Pursuant to these provisions, the locational criteria provisions of Regional Corridors (i.e., enabling adoption of the Activity Center category) are restricted to the mixed-use node and enhancement connector SNCC classifications.

**Density/Intensity Standards** – See applicable underlying categories.

**Map Delineation** – Shall be as follows:

- The Regional Corridor subcategory is not mapped on the Countywide Plan Map. Regional Corridors are identified on the Vision Map.

#### **E. Special Corridor**

**Use Characteristics** – Those uses appropriate to and consistent with this subcategory include:

- Permitted Uses – As determined by the adopted special area plan.
- Locational Characteristics – Special Corridors locations shall be as set forth in the applicable

special area plan adopted prior to [adoption date of Countywide Plan], or as subsequently amended pursuant to Section 6.5.4.3.

- Scenic Noncommercial Corridor (SNCC) – Amendments to the Multimodal Corridor category within SNCCs are governed by Section 6.5.4.1.4, which restricts the category to certain SNCC classifications.
- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to a Countywide Plan Map amendment for this subcategory shall be based upon the proposed density/intensity of land use proposed.

**Density/Intensity Standards** – Shall include the following:

- Shall be as set forth for each classification of use and location in the applicable special area plan adopted prior to [adoption date of Countywide Plan], or as subsequently amended pursuant to Section 6.5.4.3.

**Other Standards** – Shall include the following:

- Amendments to Special Corridors are subject to the provisions of Section 6.5.4.3.

**Map Delineation** – Shall be as follows:

- Special Corridors are delineated as the Multimodal Corridor category on the Countywide Plan Map, and identified as Special Corridors on the Transit Oriented Land Use Vision Map, with boundaries based on a previously approved special area plan.

### 2.3.3.16 Category/Symbol – Scenic/Noncommercial Corridor (as noted on the Countywide Plan Map).

**Purpose** – See Section 6.5.4.1, subsections 6.5.4.1.1 and 6.5.4.1.2.

#### **Use Characteristics**

- Permitted Uses – See applicable underlying categories and Section 6.5.41, Table 4.
- Locational Characteristics – Corridors shall be as set forth herein and depicted on the Countywide Plan Map and accompanying *Countywide Plan Map, Submap No. 1* entitled *Countywide Scenic/Noncommercial Corridor Map*, including:

##### “Primary” Corridors:

- Keystone Road from US 19 to Hillsborough County Line
- Alderman Road from US Alternate 19 to Fish Hatchery Road
- Tampa Road from US Alternate 19 to East Lake Woodlands Parkway
- Curlew Road from US Alternate 19 to McMullen-Booth Road
- CR-1/Keene Road from Alderman Road to East Bay Drive
- Belcher Road from Klosterman Road to 38th Avenue North
- McMullen-Booth Road/East Lake Road from Pasco County Line to SR-60
- 102nd Avenue North/Bryan Dairy Road from Oakhurst Road to Belcher Road
- Pinellas County Bayway from Gulf Boulevard to U.S. 19/I-275
- 113th Street/Ridge Road from West Bay Drive to Madeira Beach Causeway
- Park Street from Park Boulevard to Central Avenue
- Tyrone Boulevard from 113th Street North to Park Street

##### “Unique” Corridors:

- Edgewater Drive from Scotland Street (Dunedin) to Sunset Point Road
- Bayshore Drive from Main Street (Safety Harbor) to SR-60
- Courtney Campbell Parkway (Causeway) from McMullen-Booth Road/Bayside Bridge (49th Street Bridge) to Hillsborough County Line
- Dunedin Causeway from Honeymoon Island Park to east approach
- Memorial Causeway and its approaches
- Bayside Bridge (49th Street Bridge) and its approaches
- Gandy Bridge approach to Hillsborough County Line
- Howard Frankland Bridge (I-275) approach to Hillsborough County Line
- Belleair Causeway and its approaches
- Park Boulevard Bridge and its approaches
- Treasure Island Causeway and its approaches
- Pinellas Bayway (SR-679) from Fort DeSoto Park to Pinellas County Bayway (SR-682)
- Sunshine Skyway Bridge (I-275) approach to Hillsborough County line

- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to a Countywide Plan Map amendment for this category shall be based upon the respective principal categories.

**Density/Intensity Standards** – See applicable underlying categories.

**Other Standards** – See Section 6.5.4.1.



**Table 2a**  
**MULTIMODAL CORRIDOR SUBCATEGORY INTERSECTIONS<sup>1</sup> PROVIDING**  
**TIER II ELIGIBLE LOCATIONS FOR ACTIVITY CENTER SUBCATEGORIES<sup>2</sup>**

	<b>Primary Corridor</b>	<b>Secondary Corridor</b>	<b>Regional Corridor (at transit stop)</b>	<b>Supporting Corridor</b>	<b>Other Arterial Roadway</b>	<b>Other Collector Roadway</b>
<b>Primary Corridor</b>	Major Center	Major Center	Major Center	Community Center	Community Center	Neighborhood Center
<b>Secondary Corridor</b>	Major Center	Community Center	Community Center	Community Center	Community Center	Neighborhood Center
<b>Regional Corridor (at transit stop)<sup>3</sup></b>	Major Center	Community Center	Neighborhood Center	Neighborhood Center	Neighborhood Center	Neighborhood Center
<b>Supporting Corridor</b>	Community Center	Community Center	Neighborhood Center	Neighborhood Center	Neighborhood Center	Neighborhood Center
<b>Other Arterial Roadway</b>	Community Center	Community Center	Neighborhood Center	Neighborhood Center	Neighborhood Center	Neighborhood Center
<b>Other Collector Roadway</b>	Neighborhood Center	Neighborhood Center	Neighborhood Center	Neighborhood Center	Neighborhood Center	Neighborhood Center

<sup>1</sup> As shown on the Transit Oriented Land Use Vision Map. In locations where two or more Multimodal Corridor subcategories are depicted on the same corridor, the subcategory with the most permissive density and intensity standards shall take precedence.

<sup>2</sup> Local governments may choose to use more restrictive subcategories; for example, at intersections where Major Centers are eligible for the Tier II amendment process, Community Centers and Neighborhood Centers are also eligible.

<sup>3</sup> Existing or planned transit stops as identified by the Pinellas County Transit Authority along its Regional Connector routes.

**Table 2b**  
**SUMMARY CATEGORY MATRIX**

<b>CATEGORY/SYMBOL</b>	<b>UPA MAX.</b>	<b>FAR MAX.</b>	<b>ISR MAX.</b>	<b>TRAFFIC GENERATION RATE (ADT/ACRE)<sup>1</sup></b>
Residential Very Low (RVL)	1.0	.30	.60	6
Residential Low (RL)	7.5	.40	.65	66
Residential Medium (RM)	15.0	.50	.75	96
Residential High (RH)	30.0	.60	.85	162
Office (O)	15.0	.50 1.0 (specified uses in TEC)	.75	89 101 (in TEC)
Resort (R)	30.0	1.2	.95	279
Retail & Services (R&S)	24.0	.55 1.1 (specified uses in TEC)	.90	433
Employment (E)	N/A	.65 1.3 (specified uses in TEC)	.85	206 236 (in TEC)
Industrial (I)	N/A	.75 1.5 (specified uses in TEC)	.95	216 246 (in TEC)
Public/Semi-Public (P/SP)	12.5	.65 (institutional) .70 (trans./utility) 1.0 (hospital)	.85 (institutional) .90 (trans./utility)	192 (institutional) 114 (educational) 173 (medical) 104 (religious/civic) 835 (municipal/public) 67 (other institutional) 15 (transportation) 16 (municipal/public utility) 79 (other transportation/utility)
Recreation/Open Space (R/OS)	N/A	.25	.60	3
Preservation (P)	N/A	.10 (preservation) .25 (water supply)	.20 (preservation) .50 (water supply)	0.3
Target Employment Center (TEC)	See Otherwise Applicable Category and Multiplier Factor			
Activity Center (AC)				
Transit Station Center	See Table 1			
Major Center	75	2.5	N/A	369
Community Center	50	1.5	N/A	202
Neighborhood Center	15	.75	N/A	81
Special Center	Per Approved Special Area Plan			
Multimodal Corridor (MMC) <sup>2</sup>				
Primary Corridor	40	1.5	N/A	433
Secondary Corridor	30	1.0	N/A	260
Special Corridor	Per Approved Special Area Plan			
Scenic/Noncommercial Corridor	See Otherwise Applicable Category			

<sup>1</sup> Traffic generation characteristics are average daily trips per acre.

<sup>2</sup> Includes only those corridors with associated density, intensity, and/or traffic generation rate standards.

**Key to abbreviations:**

UPA: dwelling units per acre  
FAR: floor area ratio  
ISR: impervious surface ratio  
ADT: average daily trips  
TEC: Target Employment Center

## **ARTICLE 3**

### **LOCAL GOVERNMENT CONSISTENCY PROVISIONS**

**DIV. 3.1 AUTHORITY.**

The specific authority for consistency is contained in Sections 6(7)(b), 10(1)(e), 10(2)(a), and 10(2)(b) of Chapter 2012-245, Laws of Florida, as amended, as it relates to the Countywide Plan, including the Countywide Plan Map and the Countywide Rules. The consistency requirements as set forth in these Countywide Rules pertain to the Countywide Plan Map and were derived from Chapter 2012-245, Laws of Florida, as amended.

Chapter 2012-245, Laws of Florida, as amended, clearly distinguishes the Countywide Plan Map and the Countywide Rules from the Countywide Plan in its application of the consistency requirement. Sections 10(2)(b) and 6(7)(b), Chapter 2012-245, Laws of Florida, as amended, define consistency specifically with regard to how the local government future land use elements and plans and local land development regulations, and amendments thereto, relate to the Countywide Plan Map and the Countywide Rules. Section 6(7)(b), Chapter 2012-245, Laws of Florida, as amended, provides clear direction as to the minimum criteria to be used by the PPC and CPA to evaluate the consistency of local future land use plans and local development regulations, and amendments thereto, with the Countywide Plan Map and these Countywide Rules.

**DIV. 3.2 CONSISTENCY REQUIREMENT.**

Amendments to local future land use plans and land development regulations shall be consistent with the Countywide Plan Map and the criteria and standards set forth in these Countywide Rules.

Consistency, as used in the determination of whether or not a local government future land use plan or land development regulation is consistent with the Countywide Plan Map and these Countywide Rules, shall be construed to mean that the compared item is in accordance with, and is within the parameters specified, for the item by the criterion to which it is compared. If any one or combination of item(s), required to be compared, deviate or depart in any way from the parameters specified, other than as specifically provided in Chapter 2012-245, Laws of Florida, as amended, the compared item shall be deemed to be inconsistent with the norm and shall render the local government plan or land development regulation so compared, inconsistent.

**DIV. 3.3 LOCAL FUTURE LAND USE PLAN AND LAND DEVELOPMENT REGULATION AMENDMENTS.****SEC. 3.3.1 REQUIRED PROCEDURES.**

Local future land use plan and land development regulation amendments, other than future land use plan map amendments, which deal with any matter addressed by the criteria and standards set forth in Article 4 and Article 5 of these Countywide Rules, and which are proposed to be adopted by the local government, shall utilize the process set

forth herein in order to assure that consistency, once established, is maintained. Local future land use plan map amendments that require a corresponding Countywide Plan Map amendment shall be processed as set forth in Article 6 of these Countywide Rules.

**3.3.1.1 Local Government Referral.** Amendments to local future land use plans and local land development regulations which relate to, and are governed by, the criteria and standards in Article 4 and Article 5 of these Countywide Rules shall be submitted by the local government to the PPC not less than twenty-one days prior to the initial public hearing by the governing body.

**3.3.1.2 PPC Staff Review.** The PPC staff shall, within fifteen days of the receipt of such proposed amendment, notify the local government if such amendment is not consistent with the criteria contained in these Countywide Rules. Absent such notification, the local government may proceed to adopt such amendment.

If notified by the PPC staff that such amendment is not consistent with the criteria contained in these Countywide Rules, the local government shall be given an opportunity to correct the inconsistency or request a determination by the PPC and CPA prior to adoption of the local ordinance. However, such amendment shall not be adopted by the local government until the issue as to the consistency of the proposed amendment has been reconciled pursuant to this Division.

**3.3.1.3 Recording with the PPC.** Upon adoption by the local government, a final copy of the ordinance, and any such subsequent codification thereof, for all such amendments shall be filed with and maintained by the PPC.

#### **SEC. 3.3.2 APPEAL OF STAFF DETERMINATION.**

**3.3.2.1 Appeal to the Pinellas Planning Council.** If the local government disputes the PPC staff interpretation, they may request the PPC to review the subject amendment. The PPC will review the staff and local government positions at a public meeting and make a recommended determination concerning the consistency of the proposed amendment. If found consistent by the PPC, the local government may then adopt the proposed local amendment.

If the PPC concurs with staff and finds the item inconsistent, such amendment shall not be adopted by the local government.

**3.3.2.2 Appeal to the Countywide Planning Authority.** If the local government disputes the determination of the PPC, they may appeal such determination to the CPA. If the CPA determines the amendment to be consistent by a majority plus one vote of the entire CPA, the local government may then adopt the proposed amendment. If the CPA agrees with the PPC and determines the amendment not to be consistent, such amendment shall not be adopted by the local government.

**3.3.2.3 Administrative Hearing.** If the local government disagrees with the determination of the CPA, the local government may petition for administrative hearing under and pursuant to the Chapter 120, F.S., administrative hearing process as authorized in Chapter 2012-245, Laws of Florida, as amended. A final decision shall be rendered by the CPA following any administrative hearing based upon the findings of fact of the hearing officer.

## **ARTICLE 4**

### **PLAN CRITERIA AND STANDARDS**

## **DIV. 4.1 APPLICABILITY.**

All local government future land use plans and land development regulations shall be consistent with the criteria and standards in these Countywide Rules. The parameters for the criteria and standards have been established by category and shall be the basis for the administration of the Countywide Plan Map. . The specific criteria by which consistency of the local future land use plans and land development regulations shall be judged include the following:

- Nomenclature
- Plan Categories
- Density/Intensity Standards
- Use and Locational Characteristics
- Map Delineation
- Acreage Thresholds and Other Standards

## **DIV. 4.2 CRITERIA AND STANDARDS.**

### **SEC. 4.2.1 NOMENCLATURE.**

**4.2.1.1** Local government future land use categories shall be utilized in a manner that is consistent with the criteria and standards hereby established.

While the names or titles of local governments' future land use categories are not required to be precisely the same as the Countywide Plan Map categories, the names shall relate to the primary purposes of the categories as they relate to the Countywide Plan Map categories. For example, a local government category name of "Residential/Office Limited" would be deemed consistent with the Countywide Plan Map category of "Office," and "Planned Redevelopment-Mixed Use," would be deemed consistent with the "Activity Center" or "Multimodal Corridor" Countywide Plan Map category, depending upon intended use as addressed in the local government's amendment that addresses the Planning Criteria found in Article 2 for each respective category, specifically items 2-5.

The local government may, where it determines appropriate, append a local term to such category to tailor same to their local application; e.g., "Commercial General - Tarpon Springs Waterfront" or "Office - Downtown." Such local suffix may also be used to distinguish between the Countywide Plan Map category and its more specific local application.

**4.2.1.2** This shall not be interpreted to mean that a local future land use plan is required to contain all or any specific number of the Countywide Plan Map categories.

## **SEC. 4.2.2     PLAN CATEGORIES.**

**4.2.2.1     Categories.** The Countywide Rules hereby establish the following Countywide Plan Map categories:

- Residential Very Low
- Residential Low
- Residential Medium
- Residential High
- Office
- Resort
- Retail & Services
- Employment
- Industrial
- Public/Semi-Public
- Recreation/Open Space
- Preservation
- Target Employment Center
- Activity Center
- Multimodal Corridor
- Scenic/Noncommercial Corridor

Each jurisdiction within Pinellas County must include a table or matrix in the future land use element of its comprehensive plan that shows each local future land use category corresponding to one of these Countywide Plan Map categories.

**4.2.2.2     Continuum.** A local future land use category that reflects a countywide category of equal or lesser density/intensity shall be considered consistent.

**4.2.2.2.1**     A local future land use plan designation of Preservation shall be considered less dense/intense than all other Countywide Plan Map designations.

**4.2.2.2.2**     A local future land use plan designation of Recreation/Open Space shall be considered less dense/intense than all other Countywide Plan Map designations except Preservation.

## **SEC. 4.2.3     DENSITY/INTENSITY AND SPECIAL USE STANDARDS.**

**4.2.3.1     Provision for Comparison.** Each local future land use category shall either:

- Identify specifically the density/intensity standard which shall be applicable to said category, consistent with the applicable standard as set forth in the Countywide Plan Map and these Countywide Rules; or
- Provide a definitive statement that the pertinent density/intensity standard shall comply with the applicable standard as set forth in the Countywide Plan Map and



these Countywide Rules and shall be specifically set forth in the corresponding local land development regulations.

**4.2.3.2**      **Required Consistency.** A local future land use plan with no required reference to, or specific standard for density/intensity, and any local land development regulation that does not specifically set forth the required density/intensity standard, shall be inconsistent with the Countywide Plan Map and these Countywide Rules. The local future land use plan and corresponding land development regulation category shall be considered consistent provided the applicable density/intensity is equal to or less than the density/intensity of the corresponding Countywide Plan Map category.

**4.2.3.3**      **Measurement of Density/Intensity.** At a minimum, local future land use plan and local development regulation standards will include the following measures of density/intensity:

- Residential - Dwelling units per net acre (UPA)
- Residential Equivalent - Equivalent beds per dwelling unit
- Nonresidential - Impervious surface ratio (ISR) and floor area ratio (FAR)
- Temporary Lodging – Temporary lodging units per net acre
- Mixed Uses - The combination of the applicable above referenced standards, when allocated in their respective proportion of the total lot area; or an all-inclusive FAR where permitted under the provisions of Sections 2.3.3.14 and 2.3.3.15.

Density and intensity standards are expressed as a maximum, with the upper end of any range being the effective maximum for each category as set forth in Article 2 of these Countywide Rules.

**4.2.3.4**      **Provision for Adjustment.** Adjustment of intensity standards for floor area ratio (FAR) and impervious surface ratio (ISR) is provided for as set forth in Division 7.4 of these Countywide Rules. The provision for adjustment of intensity standards shall be considered a legitimate means by which to administer these Countywide Rules, but shall not be construed to qualify or in any manner diminish the requirement for definitive intensity standards in the local future land use plan and land development regulations, consistent with the Countywide Plan Map and these Countywide Rules.

**4.2.3.5**      **Affordable Housing.** A density/intensity bonus may be authorized by local government to the otherwise applicable maximum permitted density/intensity for each category as an incentive to provide affordable housing. This affordable housing density/intensity bonus may permit an increase in the number of dwelling units and floor area allowed, based on the number of units which qualify and are set aside as affordable housing units, as provided for in the local government plan. No Countywide Plan Map amendment is required to employ this density/intensity bonus.

In order for a local government to utilize this provision, the local government shall approve an affordable housing plan and corresponding land development regulations which shall be filed with the Council.

An affordable housing plan shall contain, at a minimum, the following:

1. Definitions of what qualifies as affordable housing and other terms used within the plan;
2. Maximum dwelling unit and floor area ratio bonuses, in relationship to the number and percentage of affordable units, allowable in the specified zoning districts, future land use plan categories, the local plan and/or code provisions that establish the basis for and are filed of record in support of the AC or MMC plan category, and/or applicable special area plan(s) adopted prior to [date of Countywide Plan adoption];
3. Manner in which affordable housing density and/or intensity bonus units are calculated relative to the otherwise allowable mixed-use density/intensity formula;
4. Provisions that commit the resulting affordable units to a minimum specified period of time; and
5. Provisions for enforcement and monitoring, including any periodic reports required to be submitted to the local government.

**4.2.3.6**      **Development Impacts.** Density/intensity permitted at the time of application for platting or site plan approval, and subsequently impacted by the dedication of public right-of-way and/or the creation of submerged land as a function of that approval, shall thereafter be deemed to be consistent and conforming as to the maximum permitted density/intensity of the Countywide Plan and Rules.

**4.2.3.7**      **Previously Approved Transferable Development Rights and Density/ Intensity Averaging.** Density/intensity permitted as a function of transfer of development rights or density/intensity averaging through an approved master plan, planned development, or comparable process, prior to the effective date of this provision (Ordinance No. 10-23, April 15, 2010), shall be deemed to be consistent and conforming as to the maximum permitted density/intensity requirements of the Countywide Plan and Rules, and any such permitted development that has received the appropriate development order may remain and be rebuilt or reconstructed to the same density or intensity after the effective date of Ordinance No. 10-23), unless such density or intensity is specifically prohibited by a local government's code or ordinance. Any such permitted development shall be considered consistent with the recording and filing requirements of the Countywide Plan and Rules.

**4.2.3.8**      **Exemptions from Intensity Standards in the Activity Center and Multimodal Corridor Categories.** To assist in achieving redevelopment goals within the Activity Center and Multimodal Corridor categories, exemptions to otherwise applicable intensity standards may be allowed as an incentive for limited uses that implement the Planning and Urban Design Principles described in Section 6.5.4.6 and Land Use Goal 16.0 of the Countywide

Plan Strategies, and other local planning priorities (e.g., workforce housing and historic preservation), to a maximum of an additional 10% of the otherwise permitted floor area ratio. In order to utilize this provision, the local government shall adopt corresponding land development regulations which shall be filed with the Council. An FAR exemption subject to an applicable special area plan adopted prior to [adoption date of new Countywide Plan] shall be considered to be consistent with the provisions of this section.

- 4.2.3.9**      **Temporary Emergency Housing Following a Disaster.** Temporary emergency housing shall be permitted in accordance with the provisions of Pinellas County Code Chapter 34 Article II Division 2, or other applicable local government ordinance that applies to those municipalities that have opted out of the countywide temporary emergency housing ordinance. Such provisions include, but are not limited to, the allowance of temporary emergency housing in certain future land use categories where residential uses are not typically permitted, and the placement of temporary housing units on parcels of land containing uninhabitable permanent dwellings for a length of time as specified in the County Code or applicable municipal ordinance.

**SEC. 4.2.4      USE/LOCATIONAL CHARACTERISTICS.**

Local future land use categories shall establish a description of appropriate uses and proper locations, in sufficient detail, so as to be determined comparable to, and consistent with, said characteristics for each Countywide Plan Map category as set forth in these Countywide Rules. Each local government designation in the local land development regulations must be consistent with the local future land use category and the corresponding Countywide Plan Map category.

- 4.2.4.1**      Locational characteristics as set forth in the local government land use plan or land development regulations shall be consistent with and sufficiently detailed so as to be comparable to the corresponding Countywide Plan Map category as enumerated in these Countywide Rules.

- 4.2.4.2**      Use characteristics, as set forth in the local government land use plan or land development regulations, shall be considered consistent where they are comparable to, less extensive than, or more narrowly defined than, the corresponding enumerated list of permitted uses for each category under these Countywide Rules.

Accessory uses normally found in association with, incidental to, and subordinate to the permitted use characteristics of the Countywide Rules, are allowed as provided for by the local jurisdiction and subject to their specific requirements.

**SEC. 4.2.5      MAP DELINEATION.**

The local future land use plan maps shall be consistent if the local future land use plan designation for each parcel does not exceed the criteria and standards of the corresponding Countywide Plan Map designation.

**SEC. 4.2.6      ACREAGE THRESHOLDS AND OTHER STANDARDS.**

Local future land use plans and development regulations shall include policies and/or standards consistent with the acreage threshold and other standards contained in the description of each Countywide Plan Map category. Where no such standards are in place in the local future land use plan or land development regulations, the local future land use plan or land development regulation shall be amended to provide for same or be found inconsistent. This shall not be interpreted to preclude the local government from having a smaller, more restrictive acreage threshold for amendment.

**SEC. 4.2.7      COASTAL HIGH HAZARD AREAS.**

**4.2.7.1**      The Pinellas Planning Council and the Countywide Planning Authority shall deny an amendment to the Countywide Plan Map within the Coastal High Hazard Area (CHHA) which results in an increase of density or intensity; except that they may, at their sole and absolute discretion, consider approving such amendment based upon a balancing of the following criteria, as are determined applicable and significant to the subject amendment:

- A.    Access to Emergency Shelter Space and Evacuation Routes – The uses associated with the requested amendment will have access to adequate emergency shelter space as well as evacuation routes with adequate capacities and evacuation clearance times.
- B.    Utilization of Existing and Planned Infrastructure – The requested amendment will result in the utilization of existing infrastructure, as opposed to requiring the expenditure of public funds for the construction of new, unplanned infrastructure with the potential to be damaged by coastal storms.
- C.    Utilization of Existing Disturbed Areas – The requested amendment will result in the utilization of existing disturbed areas as opposed to natural areas that buffer existing development from coastal storms.
- D.    Maintenance of Scenic Qualities and Improvement of Public Access to Water – The requested amendment will result in the maintenance of scenic qualities, and the improvement of public access, to the Gulf of Mexico, inland waterways (such as Boca Ciega Bay), and Tampa Bay.
- E.    Water Dependent Use – The requested amendment is for uses which are water dependent.
- F.    Part of Community Redevelopment Plan – The requested amendment is included in a Community Redevelopment Plan, as defined by Florida Statutes for a downtown or other designated redevelopment areas.

- G. Overall Reduction of Density or Intensity –The requested amendment would result in an increase in density or intensity on a single parcel, in concert with corollary amendments which result in the overall reduction of development density or intensity in the surrounding CHHA.
- H. Clustering of Uses – The requested amendment within the CHHA provides for the clustering of uses on a portion of the site outside the CHHA.
- I. Integral Part of Comprehensive Planning Process – The requested amendment has been initiated by the local government as an integral part of its comprehensive planning process, consistent with the local government comprehensive plan.

**4.2.7.2** The Pinellas Planning Council and the Countywide Planning Authority shall deny an amendment to the Countywide Plan Map within the CHHA which would permit the siting or expansion of uses that are inconsistent with the CHHA, given their susceptibility to storm damage or special evacuation requirements, including hospitals, nursing homes, convalescent homes, adult living facilities, recreational vehicles, and mobile homes; except that they may, at their sole and absolute discretion, consider approving such amendment based upon a balancing of the criteria in Section 4.2.7.1, A-H, as are determined applicable and significant to the subject amendment.

**4.2.7.3** Local government amendments that would result in an increase in density or intensity within the CHHA as discussed in Section 4.2.7.1, or would permit the siting or expansion of uses that are inconsistent with the CHHA as discussed in Section 4.2.7.2, and are classified as Tier I amendments pursuant to Section 6.1.2, must be reviewed against locally-adopted requirements that are consistent with the balancing criteria found in Section 4.2.7.1 A-H. If a local government has not adopted and utilized the balancing criteria in its review process, any such amendments will be found inconsistent with the Countywide Plan pursuant to the provisions of Article 3.

This requirement shall not apply to Tier II or Tier III amendments. Except as part of the Tier I amendment process as specified above, local governments are not required to adopt the balancing criteria to maintain general consistency with the Countywide Plan.

**4.2.7.4** Nothing in these Countywide Rules shall be construed or applied to preclude a local government with jurisdiction from having requirements in the CHHA that are more restrictive than the terms set forth herein.

**4.2.7.5** Nothing in these Countywide Rules should be construed as superseding or otherwise modifying the local plan amendment requirements of Section 163.3178(8), Florida Statutes.

**ARTICLE 5**

**OPTIONAL PROVISIONS**

## **DIV. 5.1 APPLICABILITY.**

The following standards are provisions that local governments may choose to utilize in their local future land use plans and land development regulations:

- Transferable Development Rights
- Density/Intensity Averaging
- Temporary Lodging Use Standards

If a local government chooses to utilize such provisions, they shall be consistent with the applicable plan criteria and standards in this article.

## **DIV. 5.2 CRITERIA AND STANDARDS.**

### **SEC. 5.2.1 SPECIAL RULES.**

#### **5.2.1.1 Transferable Development Rights.**

**5.2.1.1.1** Transfer of development rights shall be as provided for in the applicable local government comprehensive plan, special area plans adopted prior to [adoption date of Countywide Plan], the local plan and/or code provisions that establish the basis for and are filed of record in support of the Activity Center (AC) or Multimodal Corridor (MMC) plan category, and land development regulations, subject to the following:

- A. The land use characteristics within any given Countywide Plan Map category shall be consistent with those land use characteristics enumerated for each Countywide Plan Map category, and no transfer of development rights shall be permitted which is inconsistent with the use characteristics of a given Countywide Plan Map category.
- B. There shall be no transfer of development rights from existing developed property, irrespective of whether or not that property has been developed to the maximum density/intensity permitted under the Countywide Plan and Countywide Rules, or the local future land use plan designation where it may be more restrictive, except for preservation of archaeological, historical, environmental, or architectural sites or features or for Leadership in Energy and Environmental Design (LEED) building certification purposes.
- C. Transfer of development rights is permitted between all Countywide Plan Map categories except as follows:
  1. There shall be no transfer to the Recreation/Open Space or Preservation categories.
  2. There shall be no transfer from the AC or MMC category, except as may be

provided for in the local plan and/or code provisions that establish the basis for and are filed of record in support of the AC or MMC plan category.

- D. The maximum permitted density/intensity of the Countywide Plan Map category, or the local future land use plan designation where it may be more restrictive, for any parcel of land to which development rights are transferred shall not exceed twenty-five percent of the otherwise maximum permitted density/intensity allowed for each respective Countywide Plan Map category, or the local future land use plan designation where it may be more restrictive, applicable to such parcel, except as may be otherwise specifically provided for as follows:
  - 1. Within the AC and MMC categories on the Countywide Plan Map governed by the local plan and/or code provisions that establish the basis for and are filed of record in support of the AC or MMC plan category, the transfer of development rights and permitted increase in maximum density/intensity as a function of such transfer shall be governed by those provisions.
- E. Where development rights are transferred from a sending parcel, that property shall only be used in a manner and to the extent specified in the transfer and recording mechanism. Any parcel from which development rights are transferred will be limited to the use and density/intensity that remains after the transfer. In particular:
  - 1. The residual development rights on the sending parcel will be limited to the remnant use and density/intensity available under the Countywide Plan Map category, or the local future land use plan designation where it may be more restrictive, and not otherwise transferred.
  - 2. Determination of available remnant use and density/intensity for any mixed use, or combination of distinct uses, shall be in accord with the consistency criteria as set forth in Sec. 4.2.3 and 4.2.4 of the Countywide Rules.
  - 3. Neither the use nor density/intensity of a sending parcel shall be double-counted and the transfer of development rights shall not result in any combination of use or density/intensity above that which was otherwise permitted under the applicable Countywide Plan Map category, or the local future land use plan designation where it may be more restrictive, for each the sending and receiving parcels, when taken together.
  - 4. A sending parcel from which all development rights are transferred shall not thereafter be available for use except consistent with the use characteristics and density/intensity standards of the Recreation/Open Space category, except for sending parcels classified as Preservation or required to be classified as Preservation as a function of the transfer, in which case such parcels shall be limited to the use characteristics and density/intensity standards of the Preservation category.



- F. Where all development rights have previously been transferred from a sending parcel through a local government approved or Countywide Plan Map approved process, no additional development rights shall be transferable from that sending parcel.
- G. There shall be no transfer of development rights from or to submerged land, or from outside the coastal high hazard area into the coastal high hazard area.
- H. Where development rights cannot otherwise be determined for the Preservation or Recreation/Open Space category based on local government provisions for transfer of development rights, such categories shall be assigned a maximum density/intensity of one dwelling unit or five percent floor area ratio per acre, or both, as is applicable based on the use characteristics to be utilized in the receiving parcel for any transfer of development rights under the Countywide Plan Map and these Countywide Rules.
- I. Where an entire parcel of property is located in a Preservation or Recreation/Open Space category, and the development rights of such parcel have not been and cannot be transferred, such property shall be permitted a minimum beneficial use subject to the various provisions of these Countywide Rules and the Countywide Plan Map, but private property shall not be taken without due process of law and the payment of just compensation.
- J. Any project utilizing transfer of development rights shall require the local government having jurisdiction to provide for a recording mechanism, in a form approved by the Countywide Planning Authority, which shall as a minimum, require written evidence of the transfer of development rights in a document to be recorded in the public records with the Clerk of the Circuit Court for Pinellas County, and a record copy of same to be filed with the PPC.

#### **5.2.1.2 Density/Intensity Averaging.**

**5.2.1.2.1** Density/intensity averaging shall be permitted as provided for in the applicable local government comprehensive plan, special area plans adopted prior to [adoption date of Countywide Plan], the local plan and/or land development code provisions that establish the basis for and are filed of record in support of the Activity Center (AC) or Multimodal Corridors (MMC) plan category, and in accordance with all applicable provisions of these Rules.

**5.2.1.2.2** Density/intensity averaging may occur from any Countywide Plan Map category to any other Countywide Plan Map category, or the local future land use plan designation where it may be more restrictive, except as follows:

- A. There shall be no density/intensity averaging to the Preservation or Recreation/Open Space Plan categories.

- B. There shall be no density/intensity averaging from the AC or MMC category, except as may be provided for in a special area plan adopted prior to [adoption date of the Countywide Plan], local plan and/or code provisions that establish the basis for and are filed of record in support of the AC or MMC plan category.
- C. There shall be no density/intensity averaging from or to submerged land or from outside the coastal high hazard area into the coastal high hazard area.

**5.2.1.2.3** Density/intensity averaging may occur only in accordance with the following:

- A. Aggregation within contiguous property(ies) in the same Countywide Plan Map category, or the local future land use plan designation where it may be more restrictive, based on the maximum density/intensity allowed in that category.
- B. Aggregation within contiguous property(ies) in different Countywide Plan Map categories, or the local future land use plan designations where they may be more restrictive, based on the maximum density/intensity allowed in the combination of applicable categories, provided that the subject area does not exceed a maximum area of five acres.
- C. Such aggregation of density/intensity as provided for in either A. or B. above shall require the property(ies) to be subject to a local government site plan or comparable approval process and a written record of the density/intensity averaging recorded in the public record with the Clerk of the Circuit Court for Pinellas County, and a record copy of same filed with the Pinellas Planning Council.

**5.2.1.2.4** Density/intensity averaging as otherwise governed by these Countywide Rules shall be allowed to include any development rights available to, but previously unused by, existing developed property that is being added to or redeveloped using the density/intensity averaging provisions of these Rules.

**5.2.1.3** **Temporary Lodging Use Standards.**

**5.2.1.3.1** Alternative Density/Intensity. Local governments may utilize the standard temporary lodging densities and intensities specified within each Countywide Plan Map category that provides for such use; or may, in the alternative, utilize all, or any part of, the higher temporary lodging densities and associated intensities included in the accompanying Table 3, subject to the following:

- A. Amendment of the local government comprehensive plan and land development regulations to provide for all, or any portion of, the alternative densities and intensities in Table 3, based on a Development Agreement prepared and approved pursuant to Chapter 163, Sections.3220-.3243, F.S., as amended.

- B. A Development Agreement proposing to utilize the higher densities and intensities identified in Table 3 and authorized by this Section shall address, at a minimum, the following:
1. The ability of the local government, or the applicable service provider, to meet the concurrency management standards for sanitary sewer, solid waste, drainage, and potable water, as required pursuant to Section 163.3180, F.S., and the applicable local government or service provider plan and regulations.
  2. Provision for all temporary lodging uses to comply with all county and local hurricane evacuation plans and procedures to ensure orderly evacuation of guests and visitors pursuant to the Pinellas County Code, Chapter 34, Article III. In particular, all temporary lodging uses which are located in Hurricane Evacuation Level A, as identified by the Pinellas County Comprehensive Emergency Management Plan, shall prepare a legally enforceable mandatory evacuation/closure covenant, stating that the temporary lodging use will be closed as soon as practicable after a hurricane watch is posted for Pinellas County by the National Hurricane Center. Further, a plan implementing the closure and evacuation procedures shall be prepared and submitted to the county or municipal emergency management coordinator, whichever is applicable, within 90 days of the issuance of a certificate of occupancy. This plan will be updated and sent for review when there is a change of ownership or substantive change to the plan or as required by the county or municipal emergency management coordinator, whichever is applicable.
  3. Design considerations in Section 5.2.1.3.2, the mobility management provisions in Section 5.2.1.3.3 and the restrictions on temporary lodging use in Section 5.2.1.3.4 set forth following.
- C. A Development Agreement prepared pursuant to this Section shall be approved by the local government governing body, recorded with the Clerk of the Circuit Court pursuant to Section 163.3239, F.S., a copy filed with the Property Appraiser's Office, and a copy submitted to the PPC and CPA for receipt and filing within fourteen days after recording. The development limitations set forth in the Development Agreement shall be memorialized in a deed restriction, which shall be recorded in the Official Records of Pinellas County prior to the issuance of a building permit for the temporary lodging use.
- D. The alternative densities and intensities set forth in Table 3 are maximums, except as provided for in E. below. A local government may choose to utilize a density and intensity standard equal to or less than the alternative density and intensity standard, when adopted in their comprehensive plan and land development regulations, based on the maximums set forth in Table 3.
- E. Intensity standards governing floor area ratio (FAR) and impervious surface ratio (ISR) may be varied by the local government with jurisdiction pursuant to the

provisions of Division 7.4 of these Rules. The FARs in Table 3 apply to the temporary lodging use, residential dwelling uses integrated in the same structure with the temporary lodging use, associated parking structures, and uses accessory to temporary lodging uses (e.g., meeting space, restaurants, spas, clubs, etc.).

- F. For development that includes a combination of temporary lodging and residential dwelling use, each use shall be allowed in proportion to the size of the property and the permitted density and intensity of the respective use.

**Table 3**  
**TEMPORARY LODGING DENSITY AND INTENSITY STANDARDS**

Plan Category	Temporary Lodging On Property That Is:	Maximum Density/Intensity Standards		
		Units/Acre	FAR	ISR
R	Less Than One Acre	75	2.0	0.95
	Between One Acre And Three Acres	100	3.0	0.95
	Greater Than Three Acres	125	4.0	0.95
R&S	No Property Size Limitations	60	1.2	0.90
E	Subject To 5-Acre Property Size Limitation Per Section 2.3.3.8	75	1.5	0.85

- 5.2.1.3.2** Design Considerations. The purpose of the design considerations is to enable the local government to authorize the increased density and intensity provided for in Table 3, subject to a determination that the project is compatible with the size, location, configuration and character of the site, its relationship to the Countywide Plan Map category in which it is located, and to adjoining uses; and that the overall principles of quality urban design as set forth in *Pinellas By Design: An Economic Development and Redevelopment Plan for the Pinellas Community* are furthered.

In particular, design considerations applicable to the proposed use shall address the following in the Development Agreement so as to ensure compatibility in terms of context-sensitive design, and the scale and placement of the proposed use so as to achieve a harmonious relationship and fit relative to its location and surroundings:

- A. Building scale, including height, width, location, alignment, and spacing.
- B. Building design, including elevations, façade treatment, entrance and porch or balcony projections, window patterns and roof forms.

- C. Site improvements, including building and site coverage, accessory structures, service and amenity features, walkway and parking areas, open space, and view corridors.
- D. Adjoining property use, including density/intensity, and building location, setbacks, and height.

**5.2.1.3.3** Mobility Management. The applicant shall ensure that a project authorized to use the increased density and intensity provided for in Table 3 adequately addresses its impacts on the surrounding road network through the implementation of mobility improvements or strategies consistent with the Pinellas County Mobility Plan, as implemented by the countywide Multimodal Impact Fee Ordinance.

**5.2.1.3.4** Operating Characteristics and Restrictions. The purpose of this provision is to ensure that a project authorized to use any portion of the increased density and intensity provided for in Table 3 is built, functions, operates, and is occupied exclusively as temporary lodging.

In particular, temporary lodging uses at the densities/intensities in Table 3, or any density higher than the standard density provided for such use in each applicable Countywide Plan Map category, or the local future land use plan designation where it may be more restrictive, shall comply with the following restrictions:

- A. No temporary lodging unit shall be occupied as a residential dwelling unit, and a locally-determined maximum length of stay for any consecutive period of time shall be established by the local government to ensure that any temporary lodging use does not function as a residential use.
- B. Temporary lodging units shall not qualify or be used for homestead or home occupation purposes.
- C. All temporary lodging units must be included in the inventory of units that are available within a temporary lodging use.
- D. No conversion of temporary lodging units to residential dwelling units shall be permitted unless the conversion is in compliance with the Countywide Rules with respect to the permitted residential density and, where applicable, the intensity for associated nonresidential uses.
- E. A temporary lodging use may include accessory uses, such as recreational facilities, restaurants, bars, personal service uses, retail uses, meeting space, fitness centers, spa facilities, parking structures and other uses commonly associated with temporary lodging uses. All such uses shall be included in the calculation of allowable floor area ratio.

- F. Any license required of a temporary lodging use by the local government, county, or state agency shall be obtained and kept current.
- G. Temporary lodging uses shall be subject to all applicable tourist development tax collections.
- H. A reservation system shall be required as an integral part of the temporary lodging use, and there shall be a lobby/front desk area that must be operated as a typical lobby/front desk area for temporary lodging would be operated.
- I. Temporary lodging uses must have sufficient signage that complies with local codes and is viewable by the public designating the use as a temporary lodging use.
- J. The books and records pertaining to use of each temporary lodging unit shall be open for inspection by authorized representatives of the applicable local government, upon reasonable notice, in order to confirm compliance with these regulations as allowed by general law.
- K. The applicable local government may require affidavits of compliance with this Section from each temporary lodging use and/or unit owner.

## **ARTICLE 6**

### **COUNTYWIDE PLAN MAP AMENDMENT**

<b>DIV. 6.1</b>	<b>COUNTYWIDE PLAN MAP AMENDMENTS / GENERAL.</b>
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**SEC. 6.1.1**     **APPLICATION.**

Local governments may initiate Countywide Plan Map amendments only as provided for in this Article in accordance with Section 10(3) of Chapter 2012-245, Laws of Florida, as amended, and the particular procedures established in these Countywide Rules. No amendment to the Countywide Plan Map shall be considered by the PPC until the local government applying for such amendment has established jurisdiction.

Applications for amendment of the Countywide Plan Map shall be preceded by, and based upon, a local ordinance considered at public hearing and authorized by an affirmative vote of the governing body for transmittal of, and concurrence with, the local government future land use map amendment; subject to any requisite determination of compliance by the State Land Planning Agency pursuant to Chapter 163, Part II, Florida Statutes, adoption of an ordinance effectuating a consistent amendment of the Countywide Plan Map by the Countywide Planning Authority pursuant to Chapter 2012-245, Laws of Florida, and final action by the local governing body.

**SEC. 6.1.2**     **TIERED REVIEW PROCESS.**

Local future land use map amendments shall be evaluated according to the following process, consistent with Chapter 2012-245, Laws of Florida, as amended.

**6.1.2.1**     **Tier I.** Local future land use map amendments qualify as Tier I if the existing and proposed land use categories fall within the same corresponding designation on the Countywide Plan Map as established pursuant to Section 4.2.2.1.

Following an initial amendment to designate the AC or MMC plan category on the Countywide Plan Map, subsequent local amendments to the implementing regulations applicable to that AC or MMC category that do not change the boundaries, permitted uses, or density/intensity standards shall also be classified as Tier I map amendments.

Tier I amendments shall be submitted to the PPC by the local government prior to the initial public hearing by the governing body. Upon determination that an amendment qualifies as a Tier I amendment, an administrative review notice will be forwarded to the local government within five days, and to the Pinellas Planning Council at their next scheduled meeting. A public hearing to amend the Countywide Plan Map shall not be required.

Tier I amendments that increase densities and/or intensities in the Coastal High Hazard Area shall require local adoption of standards consistent with Section 4.2.7.



**6.1.2.2** **Tier II.** Local future land use map amendments that are not consistent with the corresponding Countywide Plan Map category are considered Tier II amendments. Amendments adding an AC or MMC plan category to the Countywide Plan Map in a location designated on the Transit-Oriented Land Use Vision Map (Vision Map) or identified in Table 2a, or amending the boundaries, permitted uses, or density/intensity standards applicable to an existing AC or MMC plan category, are also considered Tier II amendments, except as provided otherwise in Section 6.5.4.3.4. A public hearing to amend the Countywide Plan Map shall be required.

**6.1.2.3** **Tier III.** Local future land use map amendments adding an AC or MMC plan category to the Countywide Plan Map in a location not designated on the Vision Map nor identified in Table 2a, or changing the density and/or intensity standards applicable to a Special Center or Special Corridor pursuant to the relevant provisions of Section 6.5.4.3.4, are considered Tier III amendments. A public hearing to amend the Countywide Plan Map shall be required.

**SEC. 6.1.3** **THE TRANSIT-ORIENTED LAND USE VISION MAP (VISION MAP).**

The Vision Map, located in the Countywide Plan Strategies as Figure 1, is an adopted policy document that provides guidance regarding proposed amendments to the Countywide Plan Map. The Vision Map identifies those areas in the County most able to accommodate higher densities and intensities in coordination with transit service, other multimodal transportation, and other redevelopment factors.

The Vision Map identifies Activity Centers and Multimodal Corridors by their sub-categories. Activity Centers include Transit Station Centers, Major Centers, Community Centers, Neighborhood Centers, and Special Centers. Multimodal Corridors include Primary Corridors, Secondary Corridors, Regional Corridors and Supporting Local Corridors.

The Vision Map, together with the table of eligible locations included as Figure 2 in the Countywide Plan Strategies, is to be used to indicate where a more streamlined Countywide Plan Map amendment process (the Tiered Review Process set forth in Section 6.1.2) is to be provided for proposed Activity Center and Multimodal Corridor plan categories.

Higher densities and intensities are permitted in the Activity Center and Multimodal Corridor plan categories, accompanied by Planning and Urban Design Principles, and associated and necessary local implementation initiatives that are supportive of multimodal transportation.

The Vision Map will be amended as necessary, following Countywide Plan Map amendments adding or amending the Activity Center or Multimodal Corridor plan category as set forth in Section 6.1.4.5, and following relevant changes to Pinellas Suncoast Transit Authority provision of service, as determined appropriate. The PPC

Executive Director may initiate an amendment of the Vision Map pursuant to the provisions of Section 7.8.3.

#### **SEC. 6.1.4 PROCEDURES.**

Countywide Plan Map amendments shall be considered according to the following process, consistent with Chapter 2012-245, Laws of Florida, as amended, and as provided for in each Division in this Article.

**6.1.4.1 Initiation.** Only the governing body may initiate an amendment to the Countywide Plan Map for a particular parcel of property over which it has jurisdiction. Once a local government receives notice of staff review in accordance with Section 6.1.2, an application for amendment of the Countywide Plan Map will then be transmitted to the PPC subsequent to the initial action by the governing body authorizing the transmittal of and concurrence with the local ordinance, and prior to finalizing adoption of the local ordinance, except where Chapter 163.3187(2), Florida Statutes, provides for a small scale map amendment to be adopted based on a single public hearing.

**6.1.4.2 Submission of Application.** Before an application of a Countywide Plan Map amendment shall be heard by the PPC, a written application shall be submitted in a form established by the PPC, not later than twenty-eight days prior to the PPC meeting at which it is eligible to be considered. The PPC staff shall review the application and within five days inform the local government whether the proposed map amendment has been classified as a Tier II or Tier III amendment.

#### **6.1.4.3 Amendments to Activity Center or Multimodal Corridor - Requirements for Tier II and Tier III Amendments.**

Amendments to the Activity Center (AC) or Multimodal Corridor (MMC) plan categories must submit and address the items set forth below as part of the application, review, and approval process:

- A. **Pre-Application Meeting** – At least one pre-application coordinating conference with PPC staff will be required. The purpose of this meeting will be to discuss the review and approval process and to review the applicant's proposed implementation plan to ensure that the strategies are met. After the conclusion of the meeting, PPC staff will provide meeting notes documenting topics covered, concerns/issues addressed, and any action steps agreed to with the applicant.
- B. **Boundary Map** – A parcel specific map of proposed boundaries of the proposed AC or MMC plan category shall be provided. The boundary map shall include the acreage of the area, a list of affected parcels, and if technically feasible, a GIS shapefile of the boundary.

- C. **Existing and Proposed Land Use Designations** – For each proposed AC or MMC designation, identification of local future land use map designations that are currently within the proposed boundaries, their acreages, and their associated maximum densities/intensities shall be provided. Proposed densities/intensities shall be shown within the boundary. If there is local differentiation in land uses within the designated AC or MMC, these proposed land uses must be identified and shown.
- D. **Planning and Urban Design Principles** – For each proposed AC or MMC designation, the applicant will be required to provide substantive documentation that the objectives and strategies associated with the Planning and Urban Design Principles described in Section 6.5.4.6 and Land Use Goal 16.0 of the Countywide Plan Strategies have been examined by the applicant local government and determined to be applicable or not, and how they will be addressed using the implementation tools. At a minimum, this documentation will include narrative descriptions of how each of the Planning and Urban Design Principles will be addressed. Graphic illustrations of the implementation tools are strongly encouraged.
- E. **Implementation Tools** – For each proposed AC or MMC designation, the applicant will enumerate any existing/proposed comprehensive plan policies and regulatory tools (e.g., current zoning designations, special zoning designations, design overlays, and/or other regulatory tools) that will be used to implement the urban design strategies. In addition, the applicant will be required to submit a proposed adoption schedule for any new policies and/or regulations that will be required for such implementation.
- F. **Subsequent Review of Implementation Tools** – Upon adoption of the provisions identified by the implementation tools (described in subsection E above) by the local government, the implementation ordinances will be submitted and reviewed in fulfillment of and for compliance with the Countywide Plan amendment to which they correspond.

**6.1.4.4 Amendments to Activity Center or Multimodal Corridor – Additional Requirements for Tier III Applications.**

An additional Justification Narrative will be required in addition to the submission requirement for Tier II applications. This narrative will include justification as to why the proposed Activity Center or Multimodal Corridor should be considered for inclusion on the Vision Map, a necessary precursor for designating Activity Center or Multimodal Corridor category on the Countywide Plan Map. The narrative must document the change in conditions or other factors that warrant the Activity Center or Multimodal Corridor designation. Such changed conditions or other factors justifying the change could potentially include, but are not limited to, the following:

- A. **Improved transit facilities and service to the proposed Activity Center or Multimodal Corridor** – Improvements may include investment by PSTA in premium services that were not planned for during the development of the Transit-Oriented Land Use Vision Map, or a commitment by the applicant government to invest in multimodal infrastructure in the near term (5 to 15 years) that will quicken the evolution of the area into one that is transit-ready. These types of improvements will be coordinated closely with PSTA to ensure that they are consistent with the required standards for future premium transit.
- B. **Increases in population and/or employment densities not projected in adopted planning documents (MPO Long Range Transportation Plan, local comprehensive plans, etc.)** – These new increases in population and/or employment would need to be documented in an Economic Development Study that compares the new projections of population and/or employment to the projections contained in the MPO’s LRTP and the local comprehensive plans. The economic benefit from the increases in population and of employment would be quantified as well as the ability of the area to attract and absorb the increased population and/or employment over other similar developing areas.
- C. **Local government funding study for public infrastructure within the proposed Activity Center or Multimodal Corridor** – The funding study will include a detailed analysis of multimodal infrastructure needs within the study area, including the improvements identified in A. above and associated funding strategies to develop a financing plan that funds infrastructure projects within specific timeframes. The results of the Economic Development Study from B., if conducted, will be incorporated into the Funding Study.
- D. **Other unique conditions that would allow for consideration** – As an example, these conditions could include unique agreements or development partnerships that would create a significant opportunity for a more diverse development mix resulting in higher taxable values per acre and a more attractive mixed-use multimodal environment. The emphasis should be on getting both local government and development commitments needed to build unfunded multimodal projects build in the short-to mid-term within the subject area.

**6.1.4.5**      **Amendments to Vision Map.** Amendments designating an Activity Center (AC) or Multimodal Corridor (MMC) plan category on the Countywide Plan Map in a location where it is not graphically depicted on the Transit-Oriented Land Use Vision Map (Vision Map) together with its applicable subcategory will trigger an amendment to the Vision Map pursuant to the requirements of Section 7.8.3. The amendment to the Vision Map will be processed concurrently with the Countywide Plan Map amendment.

**6.1.4.6**      **Determination of Completeness.** The Executive Director shall have the authority to make the interpretation as to the completeness of a submitted application to amend the Countywide Plan Map. If the Executive Director determines that the submitted application is not complete, the Executive Director shall provide written notice to the

applicant specifying the deficiencies. No action shall be taken on the requested amendment until the Executive Director determines that the deficiencies have been remedied.

**6.1.4.7      Notice and Public Hearing by PPC.** The PPC shall hold a public hearing, advertised and noticed as required by Division 7.8, prior to taking action on a requested amendment of the Countywide Plan Map.

**6.1.4.8      Recommendation by PPC.** The PPC shall make a recommendation to the CPA within sixty days of receipt of a complete application for amendment.

**SEC. 6.1.5      DETERMINATION.**

Amendments to the Countywide Plan Map shall be reviewed by, and require the approval of, the CPA upon recommendation of the PPC. Decisions of the PPC and the CPA, with respect to the disposition of Countywide Plan Map amendments, are considered legislative in nature.

**6.1.5.1      PPC Action.** The PPC may recommend approval, denial, continuation or alternative action to the CPA; any of which such recommendations shall constitute action by the PPC within the stipulated sixty- day period.

**6.1.5.2      Notice of Denial.** The PPC shall, within five days, notify the applicant local government in writing of any recommendation by the PPC to deny an amendment eligible for administrative hearing, and shall advise the applicant local government of their right to apply for such administrative hearing and the time limitation applicable thereto.

**6.1.5.3      Right to Administrative Hearing.** If the PPC recommends denial of an amendment to the Countywide Plan Map relating to the land use designation of a particular parcel of land, any substantially affected person may apply for an administrative hearing within twenty-one days of denial.

**6.1.5.4      Applications for Administrative Hearing.** All applications for administrative hearing by a substantially affected person will be filed with the office of the PPC within twenty-one days of denial. Said application will be in a form for consideration under, and subject to the procedures of, Chapter 120, Florida Statutes. In the event an application for administrative hearing is filed, the Countywide Plan Map amendment shall not be considered by the CPA pending disposition of the administrative hearing.

**6.1.5.5      CPA Consideration.** The CPA shall consider an application for amendment of the Countywide Plan Map upon receipt of the recommendation of the PPC.

**6.1.5.6      Public Hearing by CPA.** The CPA shall hold a public hearing, advertised and noticed as required by Division 7.8, prior to taking action on a requested amendment of the Countywide Plan Map.

- 6.1.5.7**      **CPA Action.** The CPA may approve or deny the application for amendment upon consideration of the recommendation of the PPC. Any action by the CPA contrary to the PPC recommendation shall require a majority plus one vote of the entire CPA.
- 6.1.5.8**      **Reconsideration.** The reconsideration of any action on an amendment by the PPC or CPA shall be as otherwise prescribed by the respective operating procedures of each the PPC and the CPA. In the absence of such defined operating procedures, reconsideration shall be by motion of a member of the prevailing side on the applicable amendment vote, and affirmative action on such motion, at the same meeting at which the initial action was taken.
- 6.1.5.9**      **Right to Administrative Hearing.** If the CPA denies an amendment which was recommended to be approved by the PPC, any substantially affected person may apply for an administrative hearing within twenty-one days of denial.
- 6.1.5.10**     **Final Action by CPA After Administrative Hearing.** Final action by the CPA subsequent to any administrative hearing shall be limited to the findings of fact of the administrative hearing officer.

**SEC. 6.1.6      APPLICATIONS CONTAINING DEVELOPMENT AGREEMENTS.**

- 6.1.6.1**      **Submission of a Development Agreement.** A development agreement is not required to be submitted as part of an application for Countywide Plan Map amendment, however a development agreement may be submitted in support of a Countywide Plan Map amendment. Such submission shall be entirely at the discretion of the local government jurisdiction.

Local governments shall enter into, amend, and revoke a development agreement per the requirements pertaining to development agreements found in Sections 163.3220 - 163.3243, Florida Statutes.

Prior to submission of the Countywide Plan Map amendment for consideration by the Council, any development agreement submitted for consideration as part of an application for Countywide Plan Map amendment shall, at a minimum, be approved by the local jurisdiction after public hearing by the legislative body and be executed by the applicant property owner and other private party(ies) to the agreement.

The amendments to the Rules, as contained in Article 6, Section 6.1.6, subsections 6.1.6.1 through 6.1.6.3, shall not apply retroactively to any development agreement submitted and made a condition of a plan amendment approved by the PPC and CPA prior to the effective date of this provision (Ordinance No. 08-81, December 24, 2008),

- 6.1.6.2**      **Consideration of Development Agreement by PPC and CPA.** The Council and CPA shall consider a development agreement, submitted by a local government jurisdiction in support of a Plan Map amendment request, in accordance with the consistency criteria and Relevant Countywide Considerations of the Countywide Plan Rules.

After all necessary approvals are obtained by the local jurisdiction and the development agreement is fully executed, a true and correct copy of the fully executed development agreement shall be submitted to the Council, to be filed with the corresponding Countywide Plan Map amendment ordinance.

**6.1.6.3      Change to Development Agreement Subsequent to Countywide Plan Map Approval.**

The local government with jurisdiction will make the determination as to whether any change to an approved development agreement constitutes an amendment or revocation of the development agreement, and will make any such amendment or revocation in accordance with Sections 163.3220 – 163.3243, Florida Statutes.

A development agreement submitted and made a condition of a Countywide Plan Map amendment that is approved by the CPA, which development agreement is subsequently amended or revoked by a local government pursuant to the requirements in Sections 163.3220 – 163.3243, Florida Statutes, shall be resubmitted to the PPC and CPA.

The PPC shall recommend, and the CPA shall determine, based on the significance of the amendment or revocation in relation to the consistency criteria and the Relevant Countywide Considerations of the Countywide Rules pertaining to the Plan Map amendment, whether the amendment or revocation of the development agreement requires the Plan Map amendment to which it corresponded to be reconsidered.

If the CPA determines that the amendment or revocation of the development agreement requires the Countywide Plan Map amendment to be reconsidered, the local government jurisdiction will be so notified and may request the Plan Map amendment be reheard, void and amend its local plan consistent with the Countywide Plan Map as it existed prior to the subject Plan Map amendment, resubmit an application for Plan Map amendment, with or without a revised development agreement, or such other action as will result in consistency between the local and Countywide Plan Maps.

A resubmitted Plan Map amendment will be processed as any other application for amendment.

**SEC. 6.1.7      OFFICIAL RECORD.**

Upon approval of a Countywide Plan Map amendment by the CPA, an official record copy of said ordinance will be maintained in the office of the Clerk of the Board. The office of the PPC shall maintain a record copy of all Countywide Plan Map amendments and, upon transmittal of the ordinance amending the Countywide Plan Map by the Clerk of the Board, shall cause such amendment to be properly recorded on the official Countywide Plan Map.

<b>DIV. 6.2</b>	<b>COUNTYWIDE PLAN MAP AMENDMENTS / SPECIAL ACTION.</b>
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With respect to any recommendation for an alternative compromise recommendation or request to continue, withdraw, resubmit, or modify an amendment to the Countywide Plan Map which has been submitted for consideration, the provisions as set forth following shall govern.

**SEC. 6.2.1**     **ALTERNATIVE COMPROMISE RECOMMENDATION.**

Pursuant to Section 10(3)(b) of Chapter 2012-245, Laws of Florida, as amended, the PPC shall forward recommendations for Countywide Plan Map amendments to the applicant local government when said action by the PPC constitutes denial with an alternative compromise recommendation. The process for referral to and action by the governing body shall be as hereinafter set forth.

- 6.2.1.1**     The PPC shall transmit any such denial with an alternative compromise recommendation for amendment to the applicant local government within five days of action by the PPC.
- 6.2.1.2**     The applicant governing body shall consider the alternative compromise recommendation of the PPC at an official meeting of the governing body and take formal action to accept or reject the PPC recommendation. The governing body action to accept or reject the PPC recommendation shall be as is determined necessary by the governing body to lawfully accomplish such action, and in the form required by the PPC.
- 6.2.1.3**     The governing body action to accept or reject the PPC recommendation shall be transmitted to the PPC within forty-five days of receipt of the PPC recommendation, except as the governing body may require additional time to lawfully accomplish such action and shall request an extension as set forth below within the forty-five days.
- 6.2.1.4**     If the governing body accepts the recommendation of the PPC, and transmits said acceptance in the requisite form within the required forty-five days, or as same may be extended, the PPC staff shall advertise and notice the amended application for Countywide Plan Map amendment in accordance with Section 6.1.5.6 for public hearing by the CPA, and forward the compromise amendment to the CPA with the PPC recommendation for approval.
- 6.2.1.5**     Upon approval of the alternative compromise amendment by the CPA, the local governing body shall conform the ordinance amending the local government future land use map with the action of the CPA on the alternative compromise amendment to the Countywide Plan Map.
- 6.2.1.6**     If the governing body does not accept the recommendation of the PPC as forwarded, or fails to take action in the requisite form or within the required forty-five days, or as same may be extended, the PPC staff shall advertise and notice the original application for Countywide Plan Map amendment in accordance with Section 6.1.5.6 for public



hearing by the CPA, and forward the original application to the CPA with the PPC recommendation for denial.

#### **SEC. 6.2.2     CONTINUATION.**

A request to continue an amendment to the Countywide Plan Map, once formally submitted, shall be in writing by an authorized representative of the local government with jurisdiction. Such request for continuation may be submitted to the PPC at, or prior to, the applicant local government's opening statement to the PPC, and must state a future date for consideration. The PPC shall review such request for continuation, consistent with the public purpose and intent of these Countywide Rules and their enabling legislation, and if approved, shall reschedule the public hearing on the application for amendment to a specified future date. A request for continuation may also be submitted to the CPA subsequent to the PPC action, at or prior to the applicant local government's opening statement to the CPA, and must state a future date for consideration. The CPA shall review such request for continuation, consistent with the public purpose and intent of these Countywide Rules and their enabling legislation, and if approved, shall reschedule the application for amendment to a specified future date.

Nothing herein shall be construed to prohibit the PPC or CPA from continuing a public hearing at any time in the course of the proceeding, consistent with the public purpose and intent of these Countywide Rules and their enabling legislation.

Nothing herein shall prevent the CPA from continuing its hearing and requesting the PPC to rehear, clarify, or explain its initial action.

#### **SEC. 6.2.3     WITHDRAWAL.**

A request to withdraw an amendment to the Countywide Plan Map, once formally submitted, shall be in writing by an authorized representative of local government with jurisdiction. Such request for withdrawal may be submitted to the PPC at, or prior to, the applicant local government's opening statement to the PPC and, upon recommendation to accept the request for withdrawal by the PPC, the request for withdrawal shall be forwarded to the CPA for their consideration. A request for withdrawal may also be submitted to the CPA subsequent to PPC action, at or prior to the applicant local government's opening statement to the CPA. Acceptance of the request for withdrawal by the CPA, shall remove the application for amendment from further consideration.

#### **SEC. 6.2.4     RESUBMISSION.**

No Countywide Plan Map amendment denied by the CPA shall be resubmitted for consideration by the PPC within six months of the date of denial; except where denial is "without prejudice," which shall allow an application, as previously submitted, to be resubmitted without limitation as to the six month restriction. Any such resubmitted application shall be treated pursuant to, and meet the requirements of, Section 6.1.1.

#### **SEC. 6.2.5      MODIFICATION.**

Any request by a local government to modify an amendment to the Countywide Plan Map shall require the original amendment to be withdrawn as set forth in Section 6.2.3, and the modified amendment to be submitted as for a new amendment, as required in Section 6.1, including action by the applicant governing body as required in Sections 6.1.1, 6.1.2, and 6.1.4 to initiate the modified amendment, and consideration and recommendation by the PPC after public hearing.

<b>DIV. 6.3      COUNTYWIDE PLAN MAP AMENDMENTS / SUBTHRESHOLD.</b>
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#### **SEC.6.3.1      PURPOSE.**

It is the purpose of this subthreshold process to recognize and provide for Tier II amendments of the Countywide Plan Map that are minor in nature and have relatively minimal intergovernmental impact or affect on the policies and objectives of the Countywide Plan. In particular, this process shall be designed to accomplish the following objectives:

1. Comply with the legal requirements for public notice and hearing under Division 6.8;
2. Provide a fail-safe mechanism that preserves the legislative prerogative of the PPC and CPA; and
3. Minimize staff and public time and expense.

#### **SEC. 6.3.2      PROCEDURE.**

The procedure for subthreshold Countywide Plan Map amendments shall be conducted in accordance with the requirements of Division 6.1 and the process outlined herein.

**6.3.2.1      Official Acceptance.** Action by the PPC and CPA for subthreshold amendments shall be considered according to this “official acceptance” process.

**6.3.2.2      Action by PPC and CPA.** Subthreshold amendments shall be separately identified on the public hearing portion of the PPC and CPA agenda. The PPC and CPA may, upon a majority vote of members present and constituting a quorum, remove a subthreshold amendment from the subthreshold portion of the agenda for separate consideration, in which event the amendment may be discussed and acted upon at that same meeting or continued to the next available meeting with an analysis of any issues identified by the PPC or CPA.

#### **SEC. 6.3.3      DETERMINATION.**

**6.3.3.1      Considerations.** In the determination of the type(s) of subthreshold Countywide Plan Map amendment, it is the objective of these Countywide Rules to properly reflect the following considerations:

1. The appropriate key variables affecting relative impact, including size, intensity, location and aggregation;
2. The relationship and need to coordinate with Chapter 163.3187, Florida Statutes, small-scale amendment factors and process; and
3. The overall purpose and integrity of the Countywide Plan Map and Countywide Rules.

#### SEC. 6.3.4 **TIER II SUBTHRESHOLD AMENDMENT TYPES**

Types of Threshold	Maximum Size of Amendment	Category of Amendment <sup>1</sup>	Adjacent to Scenic Corridor or in Coastal High Hazard Area
A.	1 Acre	Any	Not Eligible
B.	No Limit	R/OS & P Categories Only; excluding from P to R/OS	Not Applicable
C.	See Section 6.3.4.3		
D.	No Limit	Residential Only; Lower-Density Category	Not Applicable

<sup>1</sup> Countywide Plan Map amendments from Employment, Industrial, or Activity Center and Multimodal Corridor that involve areas designated with Employment, Industrial, or other equivalent local future land use plan category shall not be considered subthreshold amendments.

**6.3.4.1** **Type A.** Except as specifically excluded herein, amendments of one acre or less, irrespective of the Countywide Plan Map category from which and to which the amendment is sought, are subthreshold. The subthreshold status does not apply to amendments located on a Scenic/Noncommercial Corridor or in a Coastal High Hazard Area.

**6.3.4.2** **Type B.** Amendments of any size to the Recreation/Open Space and Preservation categories are subthreshold, except for amendments from Preservation to Recreation/Open Space.

**6.3.4.3** **Type C.** All amendments that are ineligible as Type A or B subthreshold amendments shall be reviewed to determine whether they involve, and therefore must be considered as a Tier II amendment pursuant to, the enumerated Relevant Countywide Considerations in Section 6.5.3 of these Countywide Rules. The amendment shall be treated as a subthreshold amendment if:

1. The amendment is consistent with Article 4, Plan Criteria and Standards of these Countywide Rules, and with the Countywide Plan as implemented through the Countywide Rules.

2. The amendment does not negatively impact a roadway segment where the existing Level of Service (LOS) is below LOS “D,” or where projected traffic resulting from the amendment would cause the existing LOS to fall below LOS “D.”
3. The amendment is not located within a designated Scenic/Noncommercial Corridor as delineated on the *Countywide Scenic/Noncommercial Corridor Map*, (Submap No.1.)
4. The amendment is not located within a designated Coastal High Hazard Area.
5. The amendment does not involve the creation, expansion, or contraction of an Activity Center, or Multimodal Corridor category.
6. The amendment is not located adjacent to another jurisdiction and does not significantly impact a public education facility.

**6.3.4.4** **Type D.** Amendments irrespective of size, providing they are within one of the four residential categories described within Section 2.3.3.1 through Section 2.3.3.4, and made from a higher-density residential category to a lower-density residential category (e.g., from Residential High to Residential Medium) are subthreshold. There are no limitations as to location.

**SEC. 6.3.5** **INTERPRETATIONS.**

Any interpretation or dispute with respect to whether a Countywide Plan Map amendment is subthreshold or not, and the administration of this subthreshold amendment process, shall be as provided for under Article 7, Division 7.3 Interpretations.

<b>DIV. 6.4</b>	<b>COUNTYWIDE PLAN MAP AMENDMENTS / ECONOMIC DEVELOPMENT – EXPEDITED REVIEW.</b>
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**SEC. 6.4.1** **PURPOSE.**

It is the purpose of this expedited review process to recognize and provide for amendments of the Countywide Plan Map that result from economic development projects that have been certified by the Governor’s Office of Tourism, Trade, and Economic Development pursuant to Senate Bill 1154.

**SEC. 6.4.2** **PROCEDURE.**

The procedure for expedited Countywide Plan Map amendments shall be conducted in accordance with the requirements of Division 6.1 and the process outlined herein.

**6.4.2.1** **Notice and Public Hearing.** All expedited amendments shall be advertised, noticed and considered at a public hearing as required under Division 6.8. The advertisement, notice and public hearing will identify amendments to be considered under this expedited process. A single published advertisement and requisite personal notice for all

expedited amendment actions shall be provided which shall include notice of both the PPC and CPA public hearings.

**6.4.2.2**      **Submission Requirements.** In addition to the application items in Section 6.1.4.2, all local government submittals of an expedited amendment shall include: 1) copy of the recommendation of the governing body for expedited review; 2) copy of the certificate of eligibility from the Governor’s Office of Tourism, Trade and Economic Development; and 3) copy of the finalized 90 day time schedule negotiated between the local government and the state, incorporating all deadlines, including public meetings and notices.

**6.4.2.3**      **Action by PPC and CPA.** The PPC and CPA shall act upon an expedited amendment within the finalized 90 day time schedule established between the local government and the State for the subject property.

<b>DIV. 6.5</b>	<b>COUNTYWIDE PLAN MAP AMENDMENTS / CRITERIA AND ADDITIONAL PROCEDURES.</b>
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**SEC. 6.5.1**      **PURPOSE.**

It is the purpose of this amendment review process to recognize and provide for amendments of the Countywide Plan Map that do not otherwise qualify as subthreshold amendments, but that do impact Relevant Countywide Considerations.

**SEC. 6.5.2**      **PROCEDURE.**

The procedure for Countywide Plan Map amendments shall be conducted in accordance with the requirements of Division 6.1.

**SEC. 6.5.3**      **REVIEW CRITERIA.**

**6.5.3.1**      **Relevant Countywide Considerations.** In the consideration of a Countywide Plan Map amendment, it is the objective of these Countywide Rules to evaluate the amendment so as to make a balanced legislative determination based on the following seven Relevant Countywide Considerations, as they pertain to the overall purpose and integrity of the Countywide Plan.

**6.5.3.1.1**      **Consistency with the Countywide Rules.** The manner in, and extent to, which the amendment is consistent with Article 4, Plan Criteria and Standards of these Countywide Rules and with the Countywide Plan as implemented through the Countywide Rules.

**6.5.3.1.2**      **Adopted Roadway Level of Service (LOS) Standard.** For amendments not involving the Activity Center (AC) and Multimodal Corridor (MMC) categories, the manner in, and extent to, which the amendment significantly impacts a roadway segment where the existing Level of Service (LOS) is below LOS “D” or where projected traffic resulting from the amendment would cause the existing LOS to fall below LOS “D.”

For amendments involving the AC and MMC categories, instead of consideration of the roadway level of service, the amendment shall include the following transportation impact analysis.

- A. Calculate the average daily trips for the current land use category(ies) of the proposed AC or MMC category based on the acreage and traffic generation characteristics for each applicable category described in Section 2.3.3.
- B. Calculate the average daily trips for the proposed AC or MMC category based on the acreage and traffic generation characteristics for each applicable category described in Section 2.3.3, multiplied by 50%.
- C. 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 6.1.4.3 must be met and no additional transportation assessment is required. If the proposed average daily trips is a larger number than the current average daily trips, then an additional transportation assessment will be required. This assessment will include the following steps:
  - 1. Safety – Documentation of safety issues and concerns within the proposed AC or MMC category boundary will be required. This documentation will at a minimum include a review and analysis of automobile and bike/pedestrian crashes over the last five years, and a summary of any plans or programs that are being implemented to address safety issues.
  - 2. Roadway Level of Service – Documentation of existing level of services on roadways within and intersecting with the proposed AC or MMC category boundary.
  - 3. Net Trips Impact on Level of Service – Completion of a level of service analysis documenting the projected level of service and potential impacts resulting from the difference in trips between the existing land use category(ies) and the AC or MMC designation.
  - 4. Multimodal Assets – Documentation of existing multimodal assets within and adjacent to the proposed boundary for the AC or MMC category. This includes pedestrian, bicycle and transit assets, as well as and other amenities that may include, but not be limited to streetscape, landscaping and buffering. The documentation will also identify any gaps in multimodal assets within the AC or MMC.
  - 5. Planned Improvements – Documentation of planned/programmed multimodal improvements that will serve the purpose of reducing automobile congestion. Documentation shall include estimated reduction

in automobile congestion, as well as the funding source and timing of planned/programmed multimodal improvements.

- D. Local governments are strongly encouraged to coordinate fulfillment of the transportation assessment requirement, if applicable, with the provisions of the Pinellas County Mobility Plan, as implemented by the countywide Multimodal Impact Fee ordinance,

**6.5.3.1.3**     **Scenic/Noncommercial Corridors.** 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.

**6.5.3.1.4**     **Coastal High Hazard Areas (CHHA).** 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.

**6.5.3.1.5**     **Activity Center and Multimodal Corridor Plan Categories.** If the amendment involves the creation, expansion, or contraction of, or substantive change to an Activity Center (AC) or Multimodal Corridor (MMC) 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 6.5.4.6 and Land Use Goal 16.0 of the Countywide Plan Strategies.

**6.5.3.1.6**     **Impact on a Public Educational Facility or an Adjoining Jurisdiction.** The manner in, and extent to, which the amendment significantly impacts a public educational facility or an adjoining jurisdiction.

**6.5.3.1.7**     **Reservation of Industrial Land.** 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.

**SEC. 6.5.4**     **SPECIAL RULES.**

**6.5.4.1**     **Scenic/Noncommercial Corridors.**

**6.5.4.1.1**     Designated Scenic/Noncommercial Corridors, as set forth in these Countywide Rules and depicted on the Countywide Plan Map, shall be deemed to have countywide significance and will be recognized as Scenic/Noncommercial Corridors, consistent with the Scenic/Noncommercial Corridor Plan Element of the Countywide Plan.

**6.5.4.1.2**     The intent and purpose of the Scenic/Noncommercial Corridor designation is to guide the preservation and enhancement of scenic qualities, to ensure the integrity of the Countywide Plan Map, and to maintain and enhance the traffic operation of these especially significant roadway corridors in Pinellas County.

The principal objectives of Scenic/Noncommercial Corridor designations are:

- A. To preserve and enhance scenic qualities found along these corridors and to foster community awareness of the scenic nature of these corridors.
- B. To encourage superior community design and enhanced landscape treatment, both outside of and within the public right-of-way.
- C. To encourage land uses along these corridors which contribute to an integrated, well planned and visually pleasing development pattern, while discouraging the proliferation of commercial, office, industrial, or intense residential development beyond areas specifically designated for such uses on the Countywide Plan Map.
- D. To assist in maintaining the traffic operation of roadways within these corridors through land use type and density/intensity controls, and by conformance to access management regulations, by selective transit route location, and by the development of integrated and safe pedestrian and bicycle access systems.
- E. To encourage design standards identified within the *Pinellas County Countywide Scenic/Noncommercial Corridor Master Plan*, through the adoption of local ordinances and regulations consistent with those standards set forth within the Master Plan.

Amendments to certain Countywide Plan Map categories shall be subject to locational and use limitations as specified in Section 6.5.4.1.4, Table 4.

It is the intent of this provision to discourage the proliferation of nonresidential use and to monitor any increase in the density/intensity on a SNCC. Proposed map amendments allowing higher density and/or intensity on a parcel identified as within a Multimodal Corridor on the Vision Map, and also within a Scenic/Noncommercial Corridor as indicated on the Scenic/Noncommercial Corridor Map, will be discouraged unless located within either a mixed-use node or an enhancement connector on the Scenic/Noncommercial Corridor Map.

**6.5.4.1.3** Delineation of Scenic/Noncommercial Corridors shall be as follows:

- A. Corridors shall be as set forth herein and as depicted on the Countywide Plan Map and Submap No. 1 entitled *Countywide Scenic/Noncommercial Corridor Map*, including:

“Primary” Scenic/Noncommercial Corridors:

- Keystone Road from US 19 to Hillsborough County Line
- Alderman Road from US Alternate 19 to Fish Hatchery Road
- Tampa Road from US Alternate 19 to East Lake Woodlands Parkway
- Curlew Road from US Alternate 19 to McMullen-Booth Road



- CR-1/Keene Road from Alderman Road to East Bay Drive
- Belcher Road from Klosterman Road to 38th Avenue North
- McMullen-Booth Road/East Lake Road from Pasco County Line to SR-60
- 102nd Avenue North/Bryan Dairy Road from Oakhurst Road to Belcher Road
- Pinellas County Bayway from Gulf Boulevard to U.S. 19/I-275
- 113th Street/Ridge Road from West Bay Drive to Madeira Beach Causeway
- Park Street from Park Boulevard to Central Avenue
- Tyrone Boulevard from 113th Street North to Park Street

“Unique” Scenic/Noncommercial Corridors:

- Edgewater Drive from Scotland Street (Dunedin) to Sunset Point Road
- Bayshore Drive from Main Street (Safety Harbor) to SR-60
- Courtney Campbell Parkway (Causeway) from McMullen-Booth Road/Bayside Bridge (49th Street Bridge) to Hillsborough County Line
- Dunedin Causeway from Honeymoon Island Park to east approach
- Memorial Causeway and its approaches
- Bayside Bridge (49th Street Bridge) and its approaches
- Gandy Bridge approach to Hillsborough County Line
- Howard Frankland Bridge (I-275) approach to Hillsborough County Line
- Belleair Causeway and its approaches
- Park Boulevard Bridge and its approaches
- Treasure Island Causeway and its approaches
- Pinellas Bayway (SR-679) from Fort DeSoto Park to Pinellas County Bayway (SR-682)
- Sunshine Skyway Bridge (I-275) approach to Hillsborough County line

- B. All corridors or portions (segments) thereof shall be classified as either Rural/Open Space, Residential, Mixed Use, Unique/Scenic View, or Enhancement Connector as identified on the Scenic/Noncommercial Corridor Map, as approved and as it may be subsequently amended. Corridor subclassifications are intended to be consistent with the corresponding approved Countywide Plan Map categories as enumerated in the Scenic/Noncommercial Corridor Plan Element. Upon amendment of the Countywide Plan Map adjacent to a Scenic/Noncommercial Corridor, the Corridor Subclassification (and all standards which apply) shall be changed concurrently to be consistent with the amended Countywide Plan Map categories. Specifically, any amendment of the Countywide Plan Map adjacent to a Scenic/Noncommercial Corridor will include, as a function of that amendment, any requisite change to the Corridor Subclassification and said change will be reflected on Submap No. 1 concurrent with the effective date of the Countywide Plan Map amendment, except as specifically provided for herein.

The PPC and CPA shall have the authority to grant exceptions to the concurrent change to the Corridor Subclassification, as reflected on Submap No. 1, upon

approval of an amendment to the Countywide Plan Map adjacent to a Scenic/Noncommercial Corridor, based upon a finding that:

1. The size and configuration of the amendment is *de minimus* in relationship to its frontage on the affected Scenic/Noncommercial Corridor; or
  2. The size and configuration of the amendment is *de minimus* in relationship to the length of the affected Scenic/Noncommercial Corridor; or
  3. The size and location of the amendment is consistent in relationship to the surrounding existing Countywide Plan Map designations.
- C. Corridor width shall be determined, considering the depth of each land use which abuts or functionally relates to the roadway right-of-way, from a land use, visual or traffic operations standpoint, generally to a depth of 500 feet (measured from the right-of-way that is required to implement the current MPO Long Range Transportation Plan). The 500-foot distance may be expanded or diminished at the discretion of the Pinellas Planning Council and Countywide Planning Authority for the purpose of reviewing amendments to the Countywide Plan Map only where exceptional circumstances warrant, based upon, but not limited to, the following considerations:
1. The distance to and sight-line for a particular scenic view or visual characteristic;
  2. Access from the property in question to the Scenic/Noncommercial Corridor and its relationship thereto; and
  3. The location and degree to which any man-made structure or natural feature interrupts or precludes a view or visual relationship from the roadway.

**6.5.4.1.4** The following criteria shall be considered by the Pinellas Planning Council and Countywide Planning Authority, in concert with other consistency and amendment criteria, in the review of an application by local government for amendment of the Countywide Plan Map on a Scenic/Noncommercial Corridor:

- A. Countywide Plan Map Consistency - The extent to which the local government request is consistent with the following Table 3, *Countywide Plan Map/SNCC Classification Consistency*. Nothing in these consistency guidelines shall preclude a local government from being more restrictive, i.e., to determine that a particular category shall not be considered consistent with a particular corridor subclassification, irrespective of provision for same in Table 3.
- B. Considerations by Countywide Plan Map Category
1. With respect to a Residential Countywide Plan Map category, the extent to which the local government request discourages the intensification of

residential use on a Scenic/Noncommercial Corridor. In particular, an amendment to the Countywide Plan Map to increase residential density shall be discouraged, except where such amendment is determined to be consistent with the existing delineation of Countywide Plan Map categories, adjoining existing use, and the purpose and intent of the Scenic/Noncommercial Corridor Plan Element as applied through these Countywide Rules and the otherwise applicable amendment process.

2. With regard to the Office, Resort, Retail & Services, Employment, or Industrial Countywide Plan Map categories:
  - a. The extent to which the local government request discourages nonresidential uses on a Scenic/Noncommercial Corridor. In particular, amendment to the Countywide Plan Map to allow a new or expanded Office, Resort, Retail & Services, Employment, or Industrial category shall be discouraged, except where such amendment is:
    - i. the logical in-fill, extension or terminus of an existing nonresidential category; and
    - ii. the logical in-fill, extension or terminus of an adjoining existing nonresidential use; and
    - iii. considered in relationship to the existing delineation of surrounding categories on the Countywide Plan Map and Corridor Subclassification(s); and
    - iv. consistent with the purpose and intent of the Scenic/Noncommercial Corridor Plan Element, as applied through these Countywide Rules and the otherwise applicable amendment process.
  - b. The extent to which the local government request minimizes any increase in density/intensity on a Scenic/Noncommercial Corridor. Specifically, in reviewing any application for nonresidential use on a Scenic/Noncommercial Corridor, the proposed density/intensity of use as measured by dwelling units per acre, floor area ratio and impervious surface ratio, as is applicable, shall be considered with the objective of not exceeding the density/intensity of either the adjoining nonresidential uses or the mid-point of the range for the density/intensity standards of the applicable category, whichever is less.
  - c. The adoption of local government land development regulations that implement the use restrictions for specified future land use categories as identified in Section 6.5.4.1.4, Table 4.

3. With respect to the Public/Semi-Public, Recreation/Open Space, and Preservation Countywide Plan Map categories, the extent to which the local government request provides for Public/Semi-Public, Recreation/Open Space, and Preservation categories consistent with the character, intensity, and scale of the uses permitted within these respective categories in relation to the existing delineation of Countywide Plan Map categories, adjoining existing use, the need for and service area of the public/semi-public, recreation/open space, and preservation use, and the purpose and intent of the Scenic/Noncommercial Corridor Plan Element, as applied through these Countywide Rules and the otherwise applicable amendment process.
  4. Activity Center and Multimodal Corridor Countywide Plan Map Categories that are required to address the relevant Planning and Urban Design Principles, described in Section 6.5.4.6 and Land Use Goal 16.0 of the Countywide Plan Strategies, shall be evaluated for how the local government request minimizes any increase in density/intensity on a Scenic/Noncommercial Corridor.
- C. The extent to which the local government request has taken into account the Scenic/Noncommercial Corridor Plan Element, including the goals, objectives, and policies articulated within the Plan Element, as is relevant to the particular amendment under consideration. Consistent with its advisory nature, the Scenic/Noncommercial Corridor Plan Element shall not serve as a basis for denial of an amendment.
  - D. The extent to which the local government request has taken into account the current MPO Long Range Transportation Plan, and any enhanced access management standards, as is relevant to the particular roadway under consideration. Particular consideration shall be given to the established policies of the governmental entity having construction and maintenance responsibility over the subject facility.
  - E. The extent to which the local government request has taken into account the Countywide Sign Regulations Ordinance, as included in Part III Chapter 162, as amended, of the *Pinellas County Land Development Code* including provisions which govern the placement of off-premise signs, as is relevant to the particular amendment under consideration.

**Table 4**  
**COUNTYWIDE PLAN MAP/SNCC CLASSIFICATION CONSISTENCY<sup>1</sup>**

<b>FUTURE LAND USE PLAN DESIGNATION</b>	<b>RURAL/ OPEN SPACE</b>	<b>RESIDENTIAL</b>	<b>MIXED USE</b>	<b>UNIQUE SCENIC VIEW</b>	<b>ENHANCEMENT CONNECTOR</b>
Residential Very Low (RVL)	C	C	C		C
Residential Low (RL)		R <sup>2</sup>	C		C
Residential Medium (RM)		R <sup>2</sup>	C		C
Residential High (RH)			C		C
Office (O)			C		C
Resort (R)			C		C
Retail & Services (R&S)			R <sup>3</sup>		C
Employment (E)			R <sup>3</sup>		C
Industrial (I)					C
Public/Semi-Public (P/SP)		C	C		C
Recreation/Open Space (R/OS)	C	C	C	C	C
Preservation (P)	C	C	C	C	C
Target Employment Center (TEC)			C		C
Activity Center (AC)			C		C
Multimodal Corridor (MMC)			C		C

Notes:

<sup>1</sup> A “C” indicates that an amendment to the Countywide Plan Map category is potentially consistent, subject to all other applicable criteria, with the corresponding SNCC Classification. An “R” indicates that the amendment to the Countywide Plan Map category is potentially consistent subject to specified use restrictions. The absence of either a “C” or an “R” indicates that the Countywide Plan Map category is not considered compatible with the SNCC Classification, unless a specific finding to the contrary is made in accordance with Sec. 6.5.4.1.3 B. Category and/or use restrictions apply only to new Countywide Plan Map amendments after [date of Countywide Plan Adoption] and are not retroactive.

<sup>2</sup> Office, personal service/office support, and retail commercial uses are restricted to the mixed use and enhancement connector SNCC classifications.

<sup>3</sup> Manufacturing-Medium and Incinerator Facility uses are restricted to the enhancement connector SNCC classification.

#### **6.5.4.2 Public Educational Facility Siting.**

**6.5.4.2.1** It is the intent and purpose of this section to provide for and encourage compliance with Section 1013.33, Florida Statutes (F.S.), regarding coordination of educational facilities planning with local governing bodies, in a uniform and consistent manner.

**6.5.4.2.2** These Countywide Rules provide for an exception for Public Educational Facilities to the otherwise applicable acreage threshold limitation for Institutional uses in the Residential Very Low, Residential Low, Residential Medium, Residential High, and Office categories.

**6.5.4.2.3** In furtherance of the objectives of Section 1013.33, F.S., a Public Schools Interlocal Agreement has been developed for utilization by the Pinellas County School Board and local governments. This Interlocal Agreement provides for an alternative process as authorized under Section 1013.33, F.S., and locational review criteria that foster a uniform approach to public school siting throughout Pinellas County.

### **6.5.4.3 Amendments to Special Centers and Special Corridors.**

**6.5.4.3.1** The Special Centers and Special Corridors plan subcategories of the Activity Center and Multimodal Corridor plan categories are eligible to be amended per the Tiered Review Process outlined in Section 6.1.2, and as outlined below in Sections 6.5.4.3.2 through 6.5.4.3.4.

**6.5.4.3.2** An amendment to a Special Center or Special Corridor, including any locally adopted character district or subcategory within, that does not change the boundaries, permitted uses, or density/intensity standards applicable to the Special Center or Special Corridor shall be classified as a Tier I map amendment.

**6.5.4.3.3** An amendment to a Special Center or Special Corridor, including any locally adopted character district or subcategory within, that changes the boundaries, permitted uses, or any other substantive integral component of the plan applicable to the Special Center or Special Corridor shall be classified as a Tier II map amendment, except for amendments to density or intensity standards which are governed by the provisions of Section 6.5.4.3.4.

**6.5.4.3.4** An amendment that changes the density and/or intensity standards applicable to a Special Center or Special Corridor, including any locally adopted character district or subcategory within, which does not cause the density and/or intensity standards to exceed those of the corresponding Activity Center or Multimodal Corridor subcategory consistent with the locational characteristics provisions of Section 2.3.3.14 and Section 2.3.3.15, shall be classified as a Tier II map amendment.

An amendment that changes the density and/or intensity standards applicable to a Special Center or Special Corridor, including any locally adopted character district or subcategory within, which causes the density and/or intensity standards to exceed those of the corresponding Activity Center or Multimodal Corridor subcategory consistent with the locational characteristics provisions of Section 2.3.3.14 and Section 2.3.3.15, shall be classified as a Tier III map amendment.

### **6.5.4.4 Transit Station Plans.**

**6.5.4.4.1** **Purpose and Utilization.** Transit station plans identify conditions, policies, regulations and incentives encouraging compact, mixed-use development within walking distance of a transit station. The utilization of the Activity Center category's Transit Station Center sub-category provisions requires a transit station plan, with such plan boundaries typically extending a half-mile from the center of the transit station center, but shorter or longer distances may be permitted if justified by the local government(s) with jurisdiction.

**6.5.4.4.2** **Optional Inclusion of Adjacent Transit Corridors.** Transit station plans are encouraged to incorporate planning for the transit corridors connecting the transit station center to other such facilities. Such corridors may be designated with the Multimodal Corridor

(MMC) category using the provisions of Section 2.3.3.15, or utilize other appropriate categories.

**6.5.4.4.3**     **Applicability.** A transit station plan may address one or more transit station centers. At a minimum, transit station plans shall include the contents referenced in, and satisfy the intent of, the Transportation Component, Transit-Oriented Development subsection of the Countywide Plan Strategies, and the Tampa Bay Area Regional Transportation Authority (TBARTA) *Transit-Oriented Development Guiding Principles*, as relevant and applicable to local conditions.

**6.5.4.4.4**     **Advisory Review.** The transit station plan, along with the proposed boundaries of the AC category, shall be reviewed with respect to the requirements of subsection 6.5.4.3.3. The PPC staff shall, within twenty-eight days of the receipt of such proposed transit station plan, notify the local government of the results of the advisory review, and any corresponding recommendations.

**6.5.4.4.5**     **Local Action Required to Initiate Countywide Plan Map Amendment.** Following the PPC staff's advisory review, the transit station plan, which shall include the establishment of transit station center subclassification(s) and proposed boundaries of the AC 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.

**6.5.4.4.6**     **Consideration of Countywide Plan Map Amendment.** Following local approval of the transit station plan and amendment of the local future land use map pursuant to Section 6.5.4.4.5, amendment of the Countywide Plan Map, as set forth in Article 6 of these Countywide Rules, shall be required to establish transit station center subclassification(s) and the boundaries of the AC category.

The transit station 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.

**6.5.4.4.7**     **Relationship to Activity Centers and Multimodal Corridors.** In the event of any inconsistency(ies) between an existing Activity Center or Multimodal Corridor designation and a transit station plan as set forth in Section 6.5.4.4, the transit station plan shall be deemed to be controlling. The implementing regulations for the Activity Center or Multimodal Corridor shall be subsequently revised by the local government with jurisdiction to resolve the inconsistent provisions. This shall be classified as a Tier I amendment pursuant to Section 6.1.2.1.

**6.5.4.4.8**     **Subsequent Amendments to Transit Station Plan.** Subsequent amendments to the transit station plan shall be submitted to the PPC and CPA for receipt and acceptance. Any amendment of the transit station plan that proposes changes to the transit station center subclassifications (including densities, intensities, and uses) and/or boundaries of

the AC category shall require a Countywide Plan Map amendment, pursuant to the provisions of Section 6.5.4.5.5 and 6.5.4.5.6.

**6.5.4.5      Conversion Criteria for Employment, Industrial, or Activity Center (Associated with the Employment and/or Industrial Countywide Plan Map Categories on the Local Future Land Use Map) Designated Land.**

Having identified the importance of reserving industrial land in Pinellas County, the Pinellas Planning Council (PPC) and the Countywide Planning Authority (CPA) shall utilize the following criteria to evaluate Countywide Plan Map amendments that would convert land now designated Employment, Industrial, Target Employment Center, or Activity Center (associated with Employment, Industrial, or equivalent category on the local future land use map) to some other Countywide Plan Map category. In conducting this evaluation, the PPC and CPA shall make a determination, based upon a balancing of the following criteria, as to whether or not the amendment area can continue to provide for target employment opportunities, with or without the proposed amendment:

**1.    Target Employment Opportunities**

The extent to which the uses within the proposed category can potentially provide target employment opportunities, as compared to those that can potentially be available within the current Employment, Industrial, Target Employment Center, or Activity Center (associated with Employment, Industrial, or equivalent category on the local future land use map) plan category.

**2.    Amendment Site Characteristics**

Under the current or proposed category, the extent to which the site can continue to support target employment uses due to the site's size, configuration, and physical characteristics, and is able to accommodate the provision of site access, loading, and other necessary site improvements.

The extent to which the proposed site will be, or is now, used for unique and high-priority functions, such as water-dependent or working waterfront uses.

**3.    Amendment Area Characteristics**

The extent to which the uses within the current or proposed category relate to surrounding and nearby uses and plan classifications, including their compatibility with such uses and plan classifications.

The extent to which industrial uses can benefit from or provide benefit to, adjoining or nearby properties.

The extent to which the proposed site will be used for unique and high-priority functions, including, but not limited to, transit-oriented uses.



#### **4. Supporting Transportation and Infrastructure Characteristics**

The location of the property in relationship to, and the current or proposed uses' need for, access to the arterial and highway network, transit, airport, and rail, as well as other infrastructure and service facilities, including water, sewer, stormwater, and parking, and their respective capacities.

#### **5. Supporting Redevelopment Plans, Special Area Plans, or Planning and Urban Design Principles Implementation Framework**

The extent to which any amendment is included as part of a community redevelopment plan, special area plan, or Planning and Urban Design Principles implementation framework pursuant to Section 6.5.4.6.1 that has evaluated and addressed the potential to support target employment uses in the redevelopment area proposed to be reclassified from an Employment, Industrial, Target Employment Center, or Activity Center (associated with Employment, Industrial, or equivalent category on the local future land use map) designation.

#### **6.5.4.6 Criteria Applicable to Activity Center and Multimodal Corridor Categories.**

**6.5.4.6.1 Planning and Urban Design Principles Evaluation.** Amendments to the Activity Center or Multimodal Corridor category must be accompanied by an applicant local government evaluation of Countywide Planning Strategies Land Use Goal 16.0, Planning and Urban Design Principles, together with the purpose, objectives, and professionally established best practices contained therein. The local government evaluation shall include: 1) documentation that for each Planning and Urban Design Principle, the local government can satisfy the purpose and objectives utilizing associated and necessary implementation initiatives (i.e., comprehensive plan policies, design guidelines, land development code amendments, etc.); and 2) documentation that each best practice was examined and determined to be applicable or not, and if not, demonstration that the purpose and objectives are being achieved through alternative means.

These review criteria addressing Planning and Urban Design Principles are in addition to and supplement the review criteria in Section 6.5.3, the Relevant Countywide Considerations.

Where a local government has made commitments to complete certain plans, programs, and initiatives to prove adherence to the Planning and Urban Design Principles, the commitments identified by the local government must be undertaken within five years of the approval of the plan amendment application. The local government shall request an extension of time if the commitments will not be implemented within the five year period. Such request for time extension shall be submitted to the PPC board who shall act on the local government request for time extension. A local government that does not meet its commitments for implementation within five years and does not obtain an extension will be found inconsistent with the Countywide Plan pursuant to Article 3 of these Countywide Rules.

**ARTICLE 7**

**COUNTYWIDE PLAN MAP AND**  
**COUNTYWIDE RULES ADMINISTRATION**

<b>DIV. 7.1</b>	<b>GENERAL PROVISIONS.</b>
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**SEC. 7.1.1      COMPLIANCE.**

**7.1.1.1**      All local government future land use plans and land development regulations shall be consistent with the Countywide Plan, inclusive of the Countywide Rules. Subsequent to any amendment to the Countywide Rules, all local governments shall have one (1) year to amend their future land use plan and/or land development regulations as may be necessary to become consistent with the amended Countywide Rules. Such local government plan and/or regulation amendments shall be processed according to the terms contained in Article 3 herein.

**7.1.1.2**      Any local future land use plan and land development regulations determined to be inconsistent with the Countywide Plan, inclusive of the Countywide Rules, is subject to enforcement pursuant to Division 7.7.

**SEC. 7.1.2      MORE RESTRICTIVE LOCAL PLANS/REGULATIONS.**

Local governments may enact and enforce more detailed and more restrictive comprehensive plans and land development regulations than the Countywide Plan, inclusive of the Countywide Rules.

**SEC. 7.1.3      TRAFFIC GENERATION CHARACTERISTICS.**

**7.1.3.1**      **Utilization of Traffic Generation Characteristics.** The traffic generation characteristics contained in each category will be utilized to review Countywide Plan Map amendments for that category. Nothing herein shall preclude an applicant local government from submitting additional traffic generation data based on local government concurrency management standards or site specific conditions as part of an application for Countywide Plan Map amendment.

**7.1.3.2**      **Traffic Studies.** A third party traffic impact study may be completed by the local government requesting the amendment, or by a qualified professional engineer or planner selected by the applicant.

The third party responsible for completing the study shall attend a methodology meeting with the MPO and PPC staffs to discuss the reason for the study, study submittal requirements, and to obtain closure on all issues pertaining to the study. The responsible third party shall submit a methodology letter to the MPO and PPC staffs documenting the items discussed and agreements reached at the meeting, and prepare the study according to such discussion and agreements.

The submittal requirements for the study are as follows:

1. Table of Contents, including reference to all sections, tables, figures, and appendices, as appropriate;

2. Summary of relevant findings and recommendations;
3. The main report narrative, including, as appropriate, tables and figures, and a summary of all field data;
4. Report appendices, as appropriate, including detailed information concerning field data; and
5. Five (5) copies of the final report with distribution as follows: two (2) copies to the MPO and three (3) copies to the PPC.

The process for MPO and PPC review of third party traffic impact studies, including dispute resolution, shall be according to the steps set forth in the current *Traffic Characteristics for the Countywide Future Land Use Plan* study.

<b>DIV. 7.2</b>	<b>PLANNERS ADVISORY COMMITTEE.</b>
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Directors of individual local government land use and planning departments, or their designees, shall be members of the Planners Advisory Committee (PAC). The PAC may also include a representative from the planning departments maintained by the Pinellas County School Board, the Pinellas Suncoast Transit Authority, the Florida Department of Transportation, and other agencies as the council may determine appropriate. The PAC may, at the direction of the PPC, perform a professional planning review of such PPC staff recommendations as are to be acted on by the PPC and such other duties assigned to it by the PPC, consistent with the provisions of Section 7(2), Chapter 2012-245, Laws of Florida, as amended.

<b>DIV. 7.3</b>	<b>INTERPRETATIONS.</b>
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**SEC. 7.3.1**     **AUTHORITY.**

The Executive Director shall have the authority to make all interpretations of the text of the Countywide Plan, including the Countywide Plan Strategies, the Countywide Plan Map, these Countywide Rules, and the boundaries of land use categories on the Countywide Plan Map.

**SEC. 7.3.2**     **INITIATION.**

An interpretation may be requested from the Executive Director by any local government, the PPC, or the CPA.

**SEC. 7.3.3**     **PROCEDURES.**

**7.3.3.1**     **Submission of Request for Interpretation.** Requests for interpretation shall be submitted in writing to the Executive Director, in a form established by him.

**7.3.3.2**      **Determination of Completeness.** Within five (5) days after a Request for Interpretation has been received, the Executive Director shall determine whether the request is complete. If the Executive Director determines that the request is not complete, he shall provide written notice to the applicant specifying the deficiencies. The Executive Director shall take no further action on the Request for Interpretation until the deficiencies are remedied.

**7.3.3.3**      **Rendering of Interpretation.** Within thirty (30) days after the Request for Interpretation has been determined complete, the Executive Director shall review and evaluate the request in light of the Countywide Plan, including the Countywide Plan Strategies, the Countywide Plan Map, and these Countywide Rules, and render an interpretation. The Executive Director may consult with Legal Counsel for the PPC.

**SEC. 7.3.4**      **FORM.**

The interpretation shall be in writing and shall be sent to the applicant.

**SEC. 7.3.5**      **OFFICIAL RECORD.**

The Executive Director shall maintain an official record of all interpretations in the PPC Offices. The official record shall be available for public inspection during normal business hours. A copy of any official interpretation shall be transmitted to each local government for their information and records.

**SEC. 7.3.6**      **APPEAL OF INTERPRETATION.**

**7.3.6.1**      **Appeal to PPC.** Within thirty (30) days after issuance of a written interpretation by the Executive Director, the applicant may appeal the interpretation to the PPC. The PPC shall hold a public meeting on the appeal and shall consider the interpretation of the Executive Director and public testimony in light of the Countywide Plan Strategies, these Countywide Rules, and pertinent laws, whichever is applicable. The PPC may adopt the Executive Director's interpretation, with or without modifications or conditions, or reject his interpretation. Any such interpretation by the PPC must be supported by substantial competent evidence, and be consistent with the Countywide Plan Strategies, these Countywide Rules, or pertinent laws, whichever is applicable.

**7.3.6.2**      **Appeal to CPA.** Within thirty (30) days after the decision of the PPC, the applicant may appeal the interpretation to the CPA. The CPA shall hold a public hearing on the appeal and shall consider the interpretation of the Executive Director, the PPC, and public testimony in light of the Countywide Plan Strategies, these Countywide Rules, and pertinent laws, whichever is applicable. The CPA may adopt the PPC's interpretation, with or without modifications or conditions, or reject its interpretation. Any interpretation by the CPA must be supported by substantial competent evidence and be consistent with the Countywide Plan Strategies, these Countywide Rules, or pertinent laws, whichever is applicable.

## **SEC. 7.3.7     RULES OF INTERPRETATION.**

**7.3.7.1     Generally.** In construction and interpretation of the language of the Countywide Plan, including the Countywide Plan Strategies, the Countywide Plan Map, and these Countywide Rules, the rules established in this division shall be observed unless such construction would be inconsistent with Chapter 2012-245, Laws of Florida, as amended, as expressed in said statute, any ordinances or resolutions adopted thereunder, the Countywide Plan, or an element or portion thereof, or Chapters 163, Part II, and 186, Florida Statutes, as applicable. The rules of interpretation and definitions established herein shall not be applied to any express provisions excluding such interpretation or construction, or where the subject matter or context of such section is repugnant thereto.

All provisions, terms, phrases and expressions contained in these rules shall be liberally construed in order that the true intent and meaning of the PPC and CPA may be fully carried out. Terms used in these Countywide Rules, unless otherwise specifically provided, shall have the meanings prescribed by the statutes of this State for the same terms.

In the interpretation and application of any provision of these Countywide Rules, it shall be held to be the minimum requirement adopted for the promotion of the public health, safety, comfort, convenience and general welfare. Where any provision of these Countywide Rules, the Countywide Plan Strategies, or any other law or regulation in effect in incorporated or unincorporated Pinellas County, Florida, imposes greater restrictions upon the subject matter than any other provision of these Countywide Rules, the Countywide Plan Strategies, or any other law or regulation in effect in the incorporated or unincorporated Pinellas County, Florida, the provision imposing the greater restriction or regulation shall be deemed to be controlling.

In all circumstances, the provisions of these Countywide Rules shall be interpreted and construed to be consistent with the Countywide Plan and Chapter 2012-245, Laws of Florida, as amended. These Countywide Rules are not required to comply with Chapter 163, Part II, F.S., but shall not conflict therewith. Where any provision(s) of these Countywide Rules are determined to be in conflict with Chapter 2012-245, Laws of Florida, as amended, or Chapter 163, Part II, F.S., the applicable provisions of these respective laws shall control.

**7.3.7.2     Text.** In case of any difference of meaning or implication between the text of the Countywide Plan Strategies, or these Countywide Rules, and any figure, the text shall control.

**7.3.7.3     Computation of Time.** The time within which an act is to be done shall be computed by excluding the first and including the last day; if the last day is a Saturday, Sunday, or legal holiday, that day shall be excluded.

**7.3.7.4     Day.** The word “day” shall mean a calendar day.

- 7.3.7.5**      **Delegation of Authority.** Whenever a provision appears which requires or designates the Executive Director or some other PPC officer or employee to do some act or perform some duty, it shall be construed to authorize the Executive Director or other officer or employee to designate, delegate and authorize professional-level subordinates to perform the required act or duty unless the terms of the provision or section specify otherwise.
- 7.3.7.6**      **Gender.** Words importing the masculine gender shall be construed to include the feminine and neuter.
- 7.3.7.7**      **Month.** The word “month” shall mean 30 calendar days, unless a calendar month is indicated.
- 7.3.7.8**      **Nontechnical and Technical Words.** Words and phrases shall be construed according to the common and approved usage of the language, but technical words and phrases and such others as may have acquired a peculiar and appropriate meaning in law shall be construed and understood according to such meaning.
- 7.3.7.9**      **Number.** A word importing the singular number only may extend and be applied to several persons and things as well as to one person and thing. The use of the plural number shall be deemed to include any single person or thing.
- 7.3.7.10**     **Shall, May.** The word “shall” is mandatory; “may” is permissive.
- 7.3.7.11**     **Tense.** Words used in the past or present tense include the future as well as the past or present.
- 7.3.7.12**     **Week.** The word “week” shall be construed to mean seven (7) calendar days.
- 7.3.7.13**     **Written or In Writing.** The term “written” or “in writing” shall be construed to include any representation of words, letters or figures whether by printing or other form or method of writing.
- 7.3.7.14**     **Year.** The word “year” shall mean 365 calendar days, unless a fiscal year is indicated, or unless a calendar year is indicated.

**SEC. 7.3.8**      **RULES FOR INTERPRETATION OF THE COUNTYWIDE PLAN MAP AND COUNTYWIDE PLAN MAP BOUNDARIES.**

Interpretations regarding the Countywide Plan Map or the boundaries of categories on the Countywide Plan Map shall be made by the Executive Director or his designee based on the official Countywide Plan Map and in accordance with the provisions of this section. The official record shall govern in the event of any discrepancy between the official action taken by the PPC and CPA and the printed Countywide Plan Map.

- 7.3.8.1**      **Category Rules Extend to all Portions of Category Surrounded by Boundaries.** Except as otherwise specifically provided, a category symbol, color or name shown within category boundaries on the Countywide Plan Map indicates that category regulations pertaining to the category extend throughout the whole area surrounded by the boundary line. The official Countywide Plan Map shall be the final determinant of Countywide Plan Map category boundaries.
- 7.3.8.2**      **Interpretation.** Where uncertainty exists as to the boundaries of land use categories as shown on the Countywide Plan Map, the following rules shall apply:
- 7.3.8.2.1**      Boundaries indicated as approximately following dedicated streets, highways, alleys, or rights-of-way shall be construed as following the lot or parcel lines of the property adjacent to such right-of-way. In case of a street vacation, the boundary shall be construed as moving with the ownership.
- 7.3.8.2.2**      Boundaries indicated as approximately following lot lines, public property lines, and the like shall be construed as following such lines. In the event of street vacation, interpretation shall be as provided in Sec. 7.3.8.2.1.
- 7.3.8.2.3**      Boundaries indicated as approximately following city or county limits shall be construed as following such city or county limits.
- 73.8.2.4**      Boundaries indicated as following physical features other than those listed above shall be construed as following such physical features, except as such may be more specifically determined by survey.
- 7.3.8.2.5**      Distances not specifically indicated on the Countywide Plan Map shall be determined by the scale of the map on the page of the map showing the property in question.
- 7.3.8.3**      **Transportation Facilities.** All existing highways and nonvehicular rights-of-way and easements shall be as depicted on the Countywide Plan Map. All proposed highways and nonvehicular rights-of-way and easements depicted on the Countywide Plan Map may be generalized and the current Metropolitan Planning Organization Long Range Transportation Plan shall be determinative of all proposed highway facility locations, classifications, and rights-of-way.
- 7.3.8.4**      **Preservation and Recreation/Open Space Areas.** The Preservation and Recreation/Open Space categories, as depicted on the Countywide Plan Map, frequently denote and are intended to delineate natural and physical characteristics, and may be generalized. If required to make a more definitive interpretation than is possible from the official Countywide Plan Map, individual site inspection and survey at the time of amendment or final site plan or other authorized development order action of the local government with jurisdiction shall be determinative of actual location, subject to the provisions of subsection 7.3.8.5 below.



**7.3.8.5** **Map Adjustment Consistent With Boundary Interpretation.** The provisions set forth above relative to plan map boundary adjustments for Preservation and Recreation/Open Space categories shall not be deemed map amendments; provided that such boundary adjustments are:

- Related to and consistent with a jurisdictional boundary determination under state agency rules which is consistent with such rules; or
- Related to and consistent with the purpose and characteristics of the particular category being adjusted and, absent a determination by the Executive Director to the contrary, based upon a finding by the local government with jurisdiction or its designee that such adjustment is diminimus in extent and effect.

Upon approval of a final site plan or other authorized development order action of the local government with jurisdiction, the established boundary survey or approved plan shall be forwarded to the PPC. Any adjustments to the Countywide Plan Map deemed necessary to more accurately reflect the boundary interpretation or approved plan on the Countywide Plan Map will be considered for official acceptance by the CPA, upon recommendation by the PPC, during the annual map update process referenced in Section 2.2.2.

**7.3.8.5.1** The PPC staff shall provide property owners affected by this map adjustment process notice, which shall include the proposed map adjustments and the dates and times of both the PPC and CPA public meetings at which the official acceptance of such adjustments will be considered.

**7.3.8.5.2** Determinations by the Executive Director under subsection 7.3.8.5 are interpretations governed by Division 7.3. Any map boundary adjustment determined under the applicable provisions of these Countywide Rules for interpretation to be of such significance as to require plan map amendment, shall comply with the otherwise applicable provisions of these Countywide Rules for map amendment.

**7.3.8.6** **Cases Not Covered by 7.3.8.1 through 7.3.8.5.** In cases not covered by Sec. 7.3.8.1 through 7.3.8.5, or where the property or street layout existing on the ground is at variance with that shown on the Countywide Plan Map, the interpretation of the Countywide Plan Map shall be in accordance with the purpose and intent of the Countywide Plan Map, these Countywide Rules, and Chapter 2012-245, Laws of Florida, as amended.

<b>DIV. 7.4</b>	<b>ADJUSTMENT OF INTENSITY STANDARDS.</b>
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**SEC. 7.4.1** **APPLICABILITY.**

In specific cases, an adjustment from the terms of the floor area ratio (FAR) standards and the impervious surface ratio (ISR) standards of these Countywide Rules as will not

be contrary to the public interest may be granted by the appropriate local government governing body, or their designee, authorized to hear and determine such adjustments, where, owing to special conditions peculiar to the property, a literal enforcement of such FAR and ISR standards would result in unnecessary and undue hardship. No adjustment from the terms of these Countywide Rules or the Countywide Plan Map shall be granted or otherwise allowed for uses, densities, or any other matter except for FAR standards and ISR standards as set forth in these Countywide Rules. An adjustment from the FAR standards and ISR standards of these Countywide Rules may be granted by the appropriate local government governing body, or their designee, based on the requirements of this division.

#### **SEC. 7.4.2     LOCAL GOVERNMENT REQUIRED PROCEDURES.**

**7.4.2.1     Initiation.** An adjustment may be requested from any local government governing body or their designee by any affected person, resident, developer, landowner, or any person having a contractual interest in land within the jurisdiction of such local government as provided for by the local government.

**7.4.2.2     Submission of Application.** Before an application for adjustment shall be heard by the appropriate local government governing body or their designee, a written application for adjustment shall be submitted to such local government in a form established by the local government.

**7.4.2.3     Notice of Public Hearing.** After the application for adjustment has been determined complete, the local government shall provide notice of such public hearing as may be required before the local government governing body, or their designee, in accordance with the notice requirements for similar types of adjustments in that local government jurisdiction.

**7.4.2.4     Determination by Local Government.** After any required notice, the adjustment shall be considered by the local government governing body or their designee and shall be granted, granted with conditions, or denied. An adjustment under this division shall only be granted by the local government governing body, or its designee, when substantial competent evidence in the official record of the hearing supports findings consistent with the criteria in Section 7.4.3.1.

#### **SEC. 7.4.3     LOCAL GOVERNMENT REQUIRED FINDINGS.**

**7.4.3.1** In order to grant an adjustment under this division, the local government governing body, or its designee, shall consider the following criteria:

1. A literal interpretation of the provisions of the FAR and ISR standards as governed by these Countywide Rules would result in an undue hardship due to the unique nature of the project and the applicant's property;
2. The alleged hardship is not self-imposed by the applicant and does not result from an illegal act or the actions of the applicant;

3. The adjustment, if allowed, will be the minimum adjustment that will make possible the reasonable use of the land, building or structure;
4. The granting of the adjustment will be in harmony with the Countywide Plan Map and these Countywide Rules, the local government's Comprehensive Plan, and the local government's land development regulations, and will not be otherwise detrimental to the public interest or welfare;
5. The adjustment, if allowed, shall not constitute an amendment to the local government's comprehensive plan, land development regulations, or to the Countywide Plan Map, or Countywide Rules.

**7.4.3.2** The local government land development regulations shall set forth these required findings, or contain an appropriate reference thereto, and require compliance therewith for any adjustment of the intensity standards of the Countywide Plan Map and these Countywide Rules.

**SEC. 7.4.4     CONDITIONS AND SAFEGUARDS.**

In granting any adjustment under this division, the local government governing body or their designee may prescribe appropriate conditions and safeguards in conformity with the Countywide Plan Map, the local government future land use plan and land development regulations, including, but not limited to, reasonable time limits within which action for which the adjustment is required shall be begun or completed, or both. Violation of such conditions and safeguards, when made a part of the terms under which the adjustment is granted, shall be deemed a violation of the Countywide Plan Map and these Countywide Rules.

**SEC. 7.4.5     REPORTING REQUIREMENT.**

**7.4.5.1**     **Submission.** Each local government shall submit to the Executive Director copies of all adjustments to intensity standards granted by the local government which exceed the Countywide standards within thirty (30) days of approval.

**7.4.5.2**     **Review by Executive Director.** All adjustments to intensity standards submitted by each local government which exceeded the Countywide Rules standards shall be reviewed by the Executive Director for compliance or noncompliance with this division and for consistency with the Countywide Plan Map and these Countywide Rules, and this information made available to the PPC and CPA. In the event the Executive Director finds an adjustment to be noncompliant, a recommendation for appropriate action shall be furnished by the Executive Director to the PPC and the PPC shall in turn make an advisory recommendation to the CPA.

**SEC. 7.4.6     OFFICIAL RECORD.**

Upon receipt of a copy of an intensity standards adjustment that exceeded the Countywide standards, all such adjustments shall be maintained in an official record in the PPC offices.

<b>DIV. 7.5</b>	<b>NONCONFORMITIES TO THE COUNTYWIDE PLAN MAP AND COUNTYWIDE RULES.</b>
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**SEC.  
7.5.1**

**APPLICABLE**

**7.5.1.1** It is the intent of these Countywide Rules that existing land use, lots, and structures nonconforming as to the Countywide Plan Map and these Countywide Rules be administered by the respective local government with jurisdiction. It is the further intent of these Countywide Rules that such local government administration provide for the means by which to regulate the expansion, alteration, replacement, or discontinuance of such nonconformities in a manner that shall encourage consistency with the Countywide Plan Map and these Countywide Rules.

**7.5.1.2** Nonconformities to the Countywide Plan Map and Countywide Rules shall be prohibited except as indicated in this division.

**SEC. 7.5.2** **NONCONFORMING USES, STRUCTURES, AND LOTS.**

**7.5.2.1** All existing uses, structures and lots that are nonconforming to the Countywide Plan Map or these Countywide Rules shall be prohibited, except to the extent permitted to be continued, replaced, expanded or altered, and according to the limitations thereof, as provided for in the applicable local government future land use plan and land development regulations.

<b>DIV. 7.6</b>	<b>MONITORING AND REVIEW PROVISIONS.</b>
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**SEC. 7.6.1** **REVIEW OF THE COUNTYWIDE PLAN MAP AND COUNTYWIDE RULES.**

The Executive Director of the PPC shall review and prepare a report for the PPC on the Countywide Plan Map and these Countywide Rules no less than once every five years.

The Executive Director shall review and prepare a report to the PPC on an annual basis concerning official interpretations rendered under these Countywide Rules, such report to include any recommended amendment of the Countywide Rules.

**SEC. 7.6.2** **REVIEW OF LOCAL PLANS AND REGULATIONS.**

The Executive Director of the PPC shall, in conjunction with each local government, review the consistency of the local future land use plan and land development regulations on an as-needed basis, as determined by the Council, to assure compliance with the Countywide Plan Map and these Countywide Rules.

### **SEC. 7.6.3     COORDINATION WITH OTHER AGENCIES.**

The PPC shall coordinate all revisions to these Countywide Rules which deal with the Regional Policy Plan or the State Comprehensive Plan with the Tampa Bay Regional Planning Council (TBRPC) and the Department of Economic Opportunity (DEO) as is applicable.

<b>DIV. 7.7     <u>ENFORCEMENT.</u></b>
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#### **SEC. 7.7.1     AUTHORITY.**

Pursuant to Section 10(1)(e) of Chapter 2012-245, as amended, and Section x of Pinellas County Ordinance No. 15-x, the Board of County Commissioners, acting as the Countywide Planning Authority, has the authority and responsibility to enforce the Countywide Plan, including the Countywide Plan Map and these Countywide Rules, through the appropriate civil action in the court or tribunal of appropriate jurisdiction. The enforcement action of the CPA shall be governed by Chapter 164, Florida Statutes, titled Governmental Disputes, when applicable.

#### **SEC. 7.7.2     PROCEDURE.**

The procedure for an enforcement action of the CPA may be initiated as follows:

1. The PPC may recommend to the CPA to take enforcement action; or
2. The CPA may take enforcement action notwithstanding number 1 above.

##### **7.7.2.1     Initiation.** The procedure for an enforcement action of the CPA may be initiated as follows:

1. The PPC may recommend to the CPA to take enforcement action; or
2. The CPA may take enforcement action notwithstanding number 1 above.

##### **7.7.2.2     Administrative Hearing.** Determination by the CPA to consider enforcement action against an alleged violation may provide that the matter first be considered pursuant to an administrative hearing process.

The administrative hearing process, if employed, will be convened under and conducted pursuant to an agreement between the PPC and the State Department of Administrative Hearings (DOAH), by an administrative law judge.

##### **7.7.2.3     CPA Action.** In the event of an administrative hearing, the administrative law judge shall make findings of fact and issue a recommended order that shall be considered by the CPA in determining any appropriate enforcement action, as provided for above.

<b>DIV. 7.8</b>	<b>AMENDMENTS TO THE COUNTYWIDE PLAN STRATEGIES, COUNTYWIDE PLAN MAP, AND COUNTYWIDE RULES.</b>
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**SEC. 7.8.1     AMENDMENTS TO THE COUNTYWIDE PLAN MAP FOR LESS THAN FIVE PERCENT OF THE AREA OF THE COUNTY.**

**7.8.1.1**        For Countywide Plan Map amendments where such property is less than five percent of the area of the county, the Planning Council shall hold one advertised public hearing and the Countywide Planning Authority shall hold one advertised public hearing.

**7.8.1.2**        One advertisement shall be published at least fourteen days prior to the Planning Council public hearing. Such advertisement shall include the date and time of the Countywide Planning Authority public hearing.

**7.8.1.3**        One mailed notice containing the essential parts of the published advertisement shall be provided to the owners of record of real property within the amendment area and to the local government with jurisdiction over such amendment area at least thirty days prior to the Countywide Planning Authority public hearing.

**SEC. 7.8.2     AMENDMENTS TO THE COUNTYWIDE PLAN MAP FOR FIVE PERCENT OR MORE OF THE AREA OF THE COUNTY.**

**7.8.2.1**        For Countywide Plan Map amendments where such property is five percent or more of the area of the county, the Planning Council shall hold one advertised public hearing and the Countywide Planning Authority shall hold two advertised public hearings. At least one of the Countywide Planning Authority hearings shall be held after 5 p.m. on a weekday. The second hearing shall be held at least 10 days after the first hearing.

**7.8.2.2**        Three advertisements shall be published as follows:

1.     The first advertisement shall be published at least fourteen days prior to the Planning Council public hearing. Such advertisement shall note that the date and time of the two Countywide Planning Authority public hearings will be determined at a later date.
2.     The second advertisement shall be published at least seven days prior to the first Countywide Planning Authority public hearing. Such advertisement shall note the date and time of the two Countywide Planning Authority public hearings.
3.     The third advertisement shall be published at least five days prior to the second Countywide Planning Authority public hearing. Such advertisement shall note the date and time of the second Countywide Planning Authority public hearing.

**SEC. 7.8.3     AMENDMENTS TO THE COUNTYWIDE PLAN STRATEGIES AND THE COUNTYWIDE RULES.**

**7.8.3.1** For amendments to the Countywide Plan Strategies and the Countywide Rules, the Planning Council shall hold one advertised public hearing and the Countywide Planning Authority shall hold two advertised public hearings. At least one of the Countywide Planning Authority hearings shall be held after 5 p.m. on a weekday. The second hearing shall be held at least 10 days after the first hearing.

**7.8.3.2** Three advertisements shall be published as follows:

1. The first advertisement shall be published at least fourteen days prior to the Planning Council public hearing. Such advertisement shall note that the date and time of the two Countywide Planning Authority public hearings will be determined at a later date.
2. The second advertisement shall be published at least seven days prior to the first Countywide Planning Authority public hearing. Such advertisement shall note the date and time of the two Countywide Planning Authority public hearings.
3. The third advertisement shall be published at least five days prior to the second Countywide Planning Authority public hearing. Such advertisement shall note the date and time of the second Countywide Planning Authority public hearing.

**7.8.3.3** Mailed notice containing the essential parts of the published advertisement shall be provided to all local governments at least thirty days prior to the first Countywide Planning Authority public hearing.

**SEC. 7.8.4 ONE-TIME REPEAL AND REPLACEMENT OF THE COUNTYWIDE PLAN MAP PER THE SPECIAL ACT.**

**7.8.4.1** For the one-time repeal and replacement of the Countywide Plan Map per the Special Act (Chapter 2012-245, Laws of Florida), the Planning Council shall hold one advertised public hearing and the Countywide Planning Authority shall hold two advertised public hearings. At least one of the Countywide Planning Authority hearings shall be held after 5 p.m. on a weekday. The second hearing shall be held at least 10 days after the first hearing.

**7.8.4.2** Three advertisements shall be published as follows:

1. The first advertisement shall be published at least fourteen days prior to the Planning Council public hearing. Such advertisement shall note that the date and time of the two Countywide Planning Authority public hearings will be determined at a later date.
2. The second advertisement shall be published at least seven days prior to the first Countywide Planning Authority public hearing. Such advertisement shall note the date and time of the two Countywide Planning Authority public hearings.

3. The third advertisement shall be published at least five days prior to the second Countywide Planning Authority public hearing. Such advertisement shall note the date and time of the second Countywide Planning Authority public hearing.

**7.8.4.3** Mailed notice containing the essential parts of the published advertisement shall be provided to all local governments at least thirty days prior to the first Countywide Planning Authority public hearing.

**SEC. 7.8.5 REQUIRED PUBLIC ADVERTISEMENT AND MAILED NOTICE FORM.**

**7.8.5.1** The form of notice for public hearings conducted under this section shall be in accordance with applicable Florida law and as more particularly set forth below:

1. The required published advertisement(s) shall be placed in a newspaper of general paid circulation in the county pursuant to Chapter 50, Florida Statutes, and be made available on the Planning Council website.
2. The required advertisements shall be no less than 2 columns wide by 10 inches long in a standard size or a tabloid size newspaper, and the headline in the advertisement shall be in a type no smaller than 18 point. The advertisement shall not be placed in that portion of the newspaper where legal notices and classified advertisements appear.
3. The advertisement shall include a map identifying the general location of the proposed action, including major street names as a means of locating the subject property.
4. The advertisement will clearly identify the type of action being considered, a summary of the significant features of the change, and the time, date and place of the hearing(s) to be held.

**7.8.5.2** A mailed notice of the Planning Council and Countywide Planning Authority public hearings shall contain the essential parts of the published advertisement and a copy of the notice will be available for public inspection during the regular business hours of the Planning Council and Countywide Planning Authority.

The notice shall be mailed to each property owner based on the most recent published ad valorem tax records of the County.

**SEC. 7.8.6 INITIATION OF RULE AMENDMENTS.**

An amendment to the Countywide Rules may be initiated only by a local government pursuant to a formal resolution adopted by its governing body requesting and setting forth the specifics of such amendment, or by the Planning Council or Countywide Planning Authority.



#### **SEC. 7.8.7      NOTIFICATION TO LOCAL JURISDICTIONS.**

The Planning Council staff shall, within fifteen days of the receipt of a recorded ordinance from the Department of State, provide the local governments with a copy of the amendment and suggested modifications to the local plan and regulations that may be appropriate, if any, to be performed within one year, to maintain consistency with the Countywide Rules.

<b>DIV. 7.9      VESTED RIGHTS.</b>
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#### **SEC. 7.9.1      PURPOSE AND INTENT.**

**7.9.1.1      General.** It is the purpose and intent of this division to provide a procedure for the determination of vested rights under and pursuant to the Countywide Plan and Countywide Rules.

**7.9.1.2      Coordination With Local Procedures.** This vested rights procedure is intended to coordinate any vested rights determination that may be made pursuant to an established procedure by a local government and to assure that such determination is made consistent with the Countywide Plan Map and Countywide Rules. It is further the intent of this division to avoid duplication of procedures to which a vested rights applicant may be subject, and to that end, provide a mechanism for intervention by the PPC in any initial vested rights action involving an administrative hearing by an independent third party at the local level or consideration by a court of competent jurisdiction.

#### **SEC. 7.9.2      PROCEDURE FOR VESTED RIGHTS DETERMINATION.**

**7.9.2.1      Notice.** Notice and determination of any implication of the Countywide Plan and Countywide Rules shall be as follows:

1. Any local government that receives a timely application or notice of a claim for a vested rights determination as to its local comprehensive plan or land development regulations, shall forward notice and a summary description of such application or claim to the PPC within ten (10) days of receipt.
2. The PPC staff shall determine whether the application or claim is timely filed under the Countywide Rules, and whether the application or claim implicates the Countywide Plan and Countywide Rules, based on the consistency criteria set forth in Article 4 of the Countywide Rules, and so notify the local government within fifteen (15) days of receipt of notice from the local government.
3. In the event the PPC staff determines the Countywide Plan and Countywide Rules are implicated, a complete copy of the application or claim for vested rights shall be forwarded to the Council upon request.

4. If the local government does not agree with the PPC staff determination that the Countywide Plan and Countywide Rules are implicated, they may request a review and determination by the PPC, such determination to be made within sixty (60) days, but not less than ten (10) days, after the request by the local government for review and determination. Should the local government not agree with the PPC determination, the local government may, within thirty (30) days, appeal the PPC determination to the CPA. The determination of the CPA as to whether or not the vested rights application or claim implicates the Countywide Plan and Countywide Rules shall be final.
5. Upon determination that the Countywide Plan and Countywide Rules are implicated, the local government shall notify the applicant that any determination by the local government is also subject to a vested rights determination by the CPA as to, and pursuant to, the Countywide Plan and Countywide Rules.

**7.9.2.2**      **Types of Local Action.** The vested rights determination process utilized by local government shall determine the procedure for review under the Countywide Plan and Countywide Rules as follows:

1. If a vested rights determination is rendered by local government staff and/or the elected body without an administrative hearing by an independent third party, and such determination concludes that the applicant does have vested rights under the local government plan or regulations, said determination shall be forwarded to the PPC within ten (10) days of the determination by local government.
2. If a vested rights determination by the local government involves an administrative hearing by an independent third party, the local government shall notify the PPC immediately upon the scheduling of such hearing; and where it has been determined that the Countywide Plan and Countywide Rules are implicated, the Council shall have the right to intervene in any such hearing and have evidence and testimony presented to the finder of fact as to vested rights under the Countywide Plan and Countywide Rules.
3. If a vested rights claim is initiated in a court of competent jurisdiction, the affected local government shall notify the PPC immediately upon the filing of such action; and where it has been determined that the Countywide Plan and Countywide Rules are implicated, the Council shall determine, under these Countywide Rules, whether to intervene in any such action and have evidence and testimony presented to the court as to vested rights under the Countywide Plan and Countywide Rules.

**7.9.2.3**      **Action Based on Local Government Determination.** In the event of an affirmative vested rights determination made by the local government staff or elected body, the local government action shall be transmitted to the PPC within ten (10) days.

1. PPC Action - the PPC staff shall review the local government action and prepare findings and a recommendation for consideration by the Council within sixty (60) days of the date of transmittal. Upon receipt of the staff findings and recommendation, the PPC shall hold a public hearing and make a recommendation to the CPA as to whether or not the applicant has met the burden of proof and has satisfied the standards and criteria for vested rights determinations as set forth in Section 7.9.4 below.
2. CPA Action – the Council’s recommendation shall be transmitted to the CPA for consideration at public hearing and final action within sixty (60) days of the date of transmittal. The CPA action shall be based on the Council’s recommendation and the standards and criteria for vested rights determination as set forth in Section 7.9.4 below. Any deviation from the Council’s recommendation shall be by a majority vote, plus one, of the entire CPA, based on findings that support such decision.

**7.9.2.4 Action Based on Administrative Hearing.** In the event of an administrative hearing by an independent third party, the findings of fact and conclusions of law shall be transmitted to the CPA within ten (10) days of their issuance.

1. CPA Action - Upon receipt of the findings and conclusions rendered after an administrative hearing by an independent third party, the CPA shall hold a public hearing within sixty (60) days and consider said findings and conclusions relative to the standards and criteria set forth herein, as to vested rights under the Countywide Plan and Countywide Rules. Said consideration shall be based solely upon the findings of fact and conclusions of law made as a function of the administrative hearing and, to that end, only exceptions to the findings and conclusions by a party of interest may be entertained by the CPA.

**7.9.2.5 Action Based on Court Determination.** In the event of an initial court action on a vested rights claim at the local government level in which action the Countywide Plan and Countywide Rules have been considered pursuant to this vested rights process, the action of the court shall be final unless appealed pursuant to applicable law. If a court order addresses vested rights as to the local government plan or regulations, but does not address vested rights as to the Countywide Plan and Countywide Rules, the PPC and CPA shall consider the court order pursuant to Section 7.9.2.3.

### **SEC. 7.9.3 APPEALS.**

**7.9.3.1 Action Final Subject to Appeal.** The action of the CPA shall be final with respect to vested rights under the Countywide Plan and Countywide Rules, subject only to review by a court of competent jurisdiction.

**7.9.3.2 Appeal Provisions.** After a final decision has been rendered by the CPA, a party of interest may file an appeal with a court of competent jurisdiction within thirty (30) days.

### **SEC. 7.9.4 STANDARDS AND CRITERIA FOR VESTED RIGHTS.**

**7.9.4.1**      **Burden of Proof.** The applicant in any action under this vested rights process shall have the burden of proof to demonstrate all of the following:

1.     There is a valid, unexpired “development permit” authorized by the local government approving the proposed development, which authorization occurred prior to the effective date of the Countywide Plan and Countywide Rules in effect at the time of the filing of the vested rights application. “Development permit” shall mean and include any building permit, final site plan approval, final subdivision plat approval, special exception, conditional use, or variance approval, or any other official action of the local government having the effect of permitting the development of land in the manner and timeframe specified;
2.     The applicant relied in good faith upon the issuance of the development permit by the local government, said reliance was reasonable, and development under the authorized development permit was initiated and proceeded in a timely manner and in good faith;
3.     The applicant incurred such substantial obligations and expenditures that it would be highly inequitable or unjust to require that the development conform with the Countywide Plan and Countywide Rules in effect at the time of the filing of the vested rights application: and
4.     The application must be filed within two (2) years after the adoption of the Countywide Plan or Rule provision against which vesting is sought, subject to Section 7.9.4.3.

**7.9.4.2**      **Applicable Case Law.** The treatment of similar cases by Florida courts shall be relevant to the determination of the existence and extent of vested rights that may have been established, if any.

**7.9.4.3**      **Presumption of Validity.** A presumption of validity shall apply to vested rights determinations that have been made pursuant to an established local government process or by a court of competent jurisdiction prior to the effective date of this provision (Ordinance No. 03-23, April 24, 2003).

<b>DIV. 7.10</b>	<b>LOCAL GOVERNMENTS’ REVIEW OF THE UPDATED COUNTYWIDE PLAN MAP.</b>
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**SEC. 7.10.1**    **TRANSMITTAL TO THE LOCAL GOVERNMENTS.**

A copy of the proposed new Countywide Plan Map that is intended to repeal and replace the existing plan map, as it applies to each respective local government jurisdiction within Pinellas County, along with such explanatory text as may be required to assist in understanding the new plan map, shall be transmitted to each local

government for review and comment a minimum of ninety days prior to initial Planning Council action to adopt the new Countywide Plan Map.

**SEC. 7.10.2 LOCAL GOVERNMENT COMMENTS.**

All local government comments shall be forwarded to the Planning Council staff within ninety days of receipt of the proposed new Countywide Plan Map.

The Planning Council staff shall compile any comments received from local governments and determine if they should cause modification to the proposed new Countywide Plan Map, the accompanying explanatory text or other sections of the Countywide Plan or Rules. All compiled comments will be provided to the Planning Council for their information and consideration.

Once the proposed new Countywide Plan Map, relevant Countywide Rules, and accompanying explanatory text have been revised accordingly, a draft of each will be presented to the Planning Council to determine if they wish to initiate amendment of the Countywide Plan, Countywide Plan Map, and Rules in accordance with Division 7.8 of these Rules.

**SEC. 7.10.3 CONSISTENCY.**

Upon adoption of the new Countywide Plan Map and corresponding Rules, the local government plans and land development regulations will be made consistent with the new Countywide Plan and Rules pursuant to the process therefore set forth in Section 10(2), Consistency Review, of Chapter 2012-245, Laws of Florida, and the otherwise applicable process for local government plan map and land development regulation amendment.

**ARTICLE 8**  
**TERMS AND DEFINITIONS**

## **DIV. 8.1 CONSTRUCTION.**

The construction and interpretation of all words, terms and provisions contained in these Countywide Rules shall be as set forth under Section 7.3.7 Rules of Interpretation, and as defined hereunder.

## **DIV. 8.2 DEFINITIONS.**

**Accessory Dwelling Unit** – An ancillary or secondary living unit, in compliance with Section 163.31771, F.S., that has a separate kitchen, bathroom, and sleeping area, existing either within the same structure, or on the same lot, as the primary dwelling unit.

**Adjustment** – An adjustment is a departure from the literal requirements of the floor area ratio and impervious surface ratio standards as described in these Countywide Rules and made a part of the local land development regulations.

**Agricultural Processing Use** – The processing, preparation, packaging and distribution of agricultural commodities such as livestock or crop products.

**Agricultural Use** – Crop production, including plant nurseries; raising livestock, including horse stables, dog kennels and animal boarding; veterinary clinics; and associated uses as permitted by local plans and regulations.

**Airport, Seaport, Marina Use** – A public or quasi-public facility for air or marine transport respectively, including such terminal, docking, hangar, storage, parking, transient accommodation, office, retail commercial, and eating/drinking facilities as may be directly related or accessory thereto.

**Ancillary Nonresidential Use** – Off-street parking and trash receptacle areas for adjacent, contiguous, nonresidential uses.

**Aquifer Recharge Area** – An area that has soils and geological features that are conducive to allowing significant amounts of surface water to percolate into the underground aquifer.

**Arterial Road** – A roadway providing automobile or multimodal transportation which is relatively continuous and of relatively high traffic volume, long trip length, and high operating speed. Arterial roadways interconnect principal traffic generating activity centers within an urban area with the freeway system.

**Buffer Area** – A natural or landscaped area or strip of land, with or without such physical separation devices as a fence or wall, established to separate and insulate one type of land use from another land use; or to shield or block noise, lights or other nuisances; or to separate development and a natural feature so as to reduce the incompatibility between uses or features and protect the integrity of each.

**Coastal Construction Control Line** – The most recently adopted line established by the Florida Department of Environmental Protection, pursuant to Section 161.053, Florida Statutes, for Pinellas County.

**Coastal High Hazard Areas** – The area below the elevation of the Category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model.

**Collector Road** – A roadway providing service which is of relatively moderate traffic volume, moderate trip length, and moderate operating speed. Collector roads serve internal traffic movements within an urban area, collecting and distributing traffic between the arterial and local road system.

**Commercial/Business Service Use** – An occupation or service involving the sale, storage, repair, service or rental of motor vehicles, water craft, residential machinery or equipment, examples of which include automobile, boat, and household or yard equipment sales, service or repair, and like uses; the production, assembly or dismantling of which shall be clearly secondary and incidental to the primary use characteristics of the Commercial/Business Service Use, as specifically defined within these Countywide Rules.

**Commercial Recreation Use** – A private or quasi-public recreation facility designed for participant or spectator sports for a charge, including but not limited to marina, miniature golf, dog race track, horse race track, jai-alai fronton, stock car race track, sports stadium, and indoor recreation/entertainment uses such as billiard halls, bowling alleys, movie theatres, and video game parlors.

**Community Garden Use** – A public or private open space use devoted to the growing of produce and/or horticultural plants for off-site sale, personal consumption, enjoyment and/or donation by a group of individuals or a non-profit organization. Occasional on-site sales of produce and horticultural products produced on-site are allowed at the discretion of the local government.

**Cone of Influence (Zone of Influence)** – An area around one or more major waterwells, designed to protect groundwater resources, the boundary of which is determined by the government agency having specific statutory authority to make such a determination based on groundwater travel or drawdown depth.

**Contiguous** – For the purpose of determining applicability of acreage thresholds within a given Countywide Plan Map category, “contiguous” means parcels touching along a boundary or directly across roadway with a local or collector functional classification or other right-of-way from each other. For the purpose of calculating density averaging, “contiguous” means parcels touching along a boundary or directly across any roadway or other right-of-way from each other.

**County** – Pinellas County, Florida.



**Countywide Plan** – Materials in such descriptive form, written or graphic, as may be appropriate to the prescription of strategies for the orderly and balanced future development of Pinellas County, pursuant to Chapter 2012-245, Laws of Florida, as amended. The Countywide Plan is comprised of the Countywide Plan Strategies, the Countywide Plan Map, and the Countywide Rules.

**Countywide Plan Map** – The future land use map that designates general categories of land use, including transit-supportive and multimodal-supportive categories, by type and location to guide the future development pattern and use of land throughout the county, as adopted by the Pinellas Planning Council and Countywide Planning Authority pursuant to Chapter 2012-245, Laws of Florida, as amended. The Countywide Plan Map may consist of a single map or map series as approved by the PPC and CPA and filed with the Clerk of the Board of County Commissioners.

**Countywide Plan Map Category** – The name and symbol by which the distinct areas of the Countywide Plan Map are enumerated and administered. Each category is defined in terms of purpose, use, locational characteristics, specific standards for density/intensity of use, and other standards appropriate to each category.

**Countywide Plan Strategies** – An overarching set of policies that identify and set forth a plan of action to address those components set forth in Chapter 2012-245, Laws of Florida, as amended, which are collectively used to administer and guide interpretation of the Countywide Plan Map and Countywide Rules.

**Countywide Planning Authority (CPA)** – The Board of County Commissioners of Pinellas County, acting in its capacity as the Countywide Planning Authority, through the exercise of its power under section 2.04(s) of the Pinellas County Charter and pursuant to Chapter 2012-245, Laws of Florida, as amended.

**Countywide Rules** – Those rules, standards, and procedures that will implement the Countywide Plan, as adopted by the Pinellas Planning Council and Countywide Planning Authority pursuant to Chapter 2012-245, Laws of Florida, as amended.

**Density** – The measure of permitted residential development expressed as a maximum number of dwelling units per net acre of land area.

**Density/Intensity Averaging** – The aggregation of the otherwise permitted density and/or intensity of a parcel or parcels of land in a non-uniform or consolidated manner on a portion of such contiguous parcel(s) in accordance with Sec. 4.2.7.3 of these Rules as may be authorized by the local government with jurisdiction and otherwise consistent with these Countywide Rules.

**DEO** – The Florida Department of Economic Opportunity.

**Development Rights** – A property owner’s entitlement to develop land in accordance with the local jurisdiction’s comprehensive plan and land development regulations which have been deemed to be consistent with these Countywide Rules.

**Drainage Detention Areas** – Ponds, basins or other land forms and associated water areas designed for the storage and/or treatment of stormwater runoff.

**Dune** – A mound or ridge of loose sediments, such as sand, deposited and moved around by wind action, as well as by artificial means. Dune systems are usually held in place by vegetation particularly suited to dune system habitat. Dunes are landward of the shoreline and serve as a transition area between the beach and coastal land.

**Dwelling Unit** – One or more rooms, designed, occupied or intended for occupancy as separate living quarters, with cooking, sleeping and sanitary facilities provided within the dwelling unit for the exclusive use of a single family maintaining a household. This term shall include any type of use authorized to be treated as a dwelling unit by Chapter 419, F.S., Community Residential Homes.

**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.

**Estuary** – A semi-enclosed, naturally existing coastal body of water in which saltwater is naturally diluted by freshwater and which has an open connection with oceanic waters. Estuaries include bays, embayments, lagoons, sounds and tidal streams.

**Facility-Based Recreation** – Recreational activities that typically require a built facility to accommodate them for recreational sporting events such as a playfield, paved court, horse stable, or swimming pool. Uses may include but are not limited to softball, baseball, football, tennis, basketball, soccer, playgrounds, fitness trails, and swimming pools. These activities are not natural resource dependent.

**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.

**Floodplain, 25-Year** – Areas inundated during a 25-year storm/flood event.

**Family** – One or more individuals occupying a dwelling unit and living as a single household unit.

**Floor Area, Gross** – The sum of the gross horizontal areas of the several floors of a building measured from the exterior face of exterior walls, or from the centerline of a wall separating two buildings, but not including interior parking spaces, parking garages, or loading space for motor vehicles.

**Floor Area Ratio (FAR)** – A measurement of the intensity of building development on a site. A floor area ratio is the relationship between the gross floor area on a site and the net land area. The FAR is calculated by adding together the gross floor areas of all buildings on the site and dividing by the net land area.

**Freeways** – Are devoted entirely to traffic movement with little or no land service function. These facilities have at least some degree of access control, are primarily multi-lane divided roads, with few intersections at grade. These facilities serve large volumes of high speed traffic with extensive trip length and interconnect with the arterial road system.

**Freshwater Marsh** – A wetland having more than 25 percent vegetative cover by terrestrial herbs but 40 percent or less cover by woody plants, occasionally or regularly flooded by freshwater (e.g., sawgrass).

**Freshwater Swamp** – A wetland having more than 40 percent cover by woody plants and that is occasionally or regularly flooded by freshwater (e.g., cypress swamp).

**Governing Body** – The Board of County Commissioners of Pinellas County or the commission or council of an incorporated municipality within Pinellas County.

**Groundwater Resource Area** – Those areas of the County that support municipal/public water wells that supply potable water.

**Growth Management Act** - Chapter 163, Part II. F.S. *The Local Government Comprehensive Planning and Land Development Regulation Act*.

**Household** – A family living together in a single dwelling unit, with common access to and use of all living and eating areas.

**Hurricane Evacuation Zone** – Areas delineated by vulnerability to possible storm surge damage. Factors such as land elevation, predicted storm location, direction of storm tract, distance from large bodies of water, and physical features are used in vulnerability determination. The hurricane vulnerability zone includes areas requiring evacuation as follows:

- Zone A: First to evacuate (4-5 ft. storm surge)
- Zone B: Next to evacuate (6-8 ft. storm surge)
- Zone C: Next to evacuate (9-12 ft. storm surge)
- Zone D: Next to evacuate (13-18 ft. storm surge)
- Zone E: Next to evacuate (18+ ft. storm surge)

**Impervious Surface** – A surface that has been compacted or covered with a layer of material so that it is highly resistant or prevents infiltration by stormwater. It includes roofed areas and surfaces such as compacted sand, limerock, or clay, as well as conventionally surfaced streets, sidewalks, parking lots, and other similar surfaces.

**Impervious Surface Ratio (ISR)** – A measure of the intensity of hard surfaced development on a site. An impervious surface ratio is the relationship between the total impervious surface area on a site and the net land area. The ISR is calculated by dividing the square footage of the area of all impervious surfaces on the site by the square footage of the net land area.

**Incinerator Facility** – A place licensed pursuant to state law, where cremation of human or animal remains occurs.

**Institutional Uses** – Those facilities and services of a public, private, or quasi-public nature, including educational, medical, governmental, civic, and religious uses, such as schools, hospitals, courthouses, community centers, and churches.

**Intensity** – The measure of permitted development expressed as a maximum Impervious Surface Ratio and/or Floor Area Ratio per acre of net land area.

**Lacustrine River and Stream** – Pertaining to a lake, river, or stream system.

**Land Use** – The development that has occurred on the land, the development that is proposed on the land, or the use that is permitted or permissible on the land, under an adopted comprehensive plan or element or portion thereof, land development regulations, a land development code, or these Countywide Rules as the context may indicate.

**Like Uses** – Uses that are similar, found in the same Countywide Plan Map category, and which, when contiguous and resulting in an aggregation greater than the applicable acreage thresholds, are required to be designated with a more appropriate plan category. For example, commercial retail uses, such as a convenience store and a restaurant, shall be considered like uses. Commercial office uses, such as a law office and an accounting office, shall be considered like uses. Institutional uses, such as a fire station and a library, shall be considered like uses.

**Local Comprehensive Plan** – A plan prepared by each of the local governments in Pinellas County that meets the requirements of Sections 163.3177 and 163.3171, F.S., and Chapter 2012-245, Laws of Florida, as amended.

**Local Future Land Use Plan** – The future land use element and future land use plan map for each of the local governments in Pinellas County.

**Local Government** – Pinellas County or any of the twenty-four incorporated municipalities in Pinellas County.

**Local Land Development Regulations** – Land development regulations enacted by each local government, by ordinance, for the regulation of any aspect of development and includes any local government zoning, rezoning, subdivision, building construction, or any other regulations controlling the development of land.

**Local Planning Agency** – The agency designated by each local government to prepare that local government's comprehensive plan as required by Chapter 163 Part II, Florida Statutes.

**Local Street** – A minor roadway designed to provide access to adjacent land. Local streets carry a small percentage of the total vehicle mileage traveled, but make up a large percentage of the total street mileage and serve to interconnect individual properties with the collector road system.

**Major Transportation Facilities** – One or more arterial roadways or highways identified by the roadway classification system of the Metropolitan Planning Organization; and/or transit with headways (i.e., service frequency) of no less than 30 minutes.

**Manufacturing - Light** – A use engaged in the manufacture of products or parts, including processing, fabrication, assembly, treatment, packaging, storage, sales, and distribution of such products, occurring entirely within enclosed buildings. This use shall not include or allow for any exterior storage or processing of equipment or materials of any kind. Noise, odor, smoke, heat, glare, vibration, hazardous chemicals, and other impacts must be entirely contained within enclosed buildings, consistent with such standards as may be prescribed by the local government with jurisdiction.

**Manufacturing - Medium** – A use engaged in the manufacture of products or parts, including processing, fabrication, assembly, treatment, packaging, storage, sales, and distribution of such products. This use may include or allow for exterior storage of equipment or materials, provided that impacts are contained on-site and do not negatively affect adjacent land uses, consistent with such standards as may be prescribed by the local government with jurisdiction.

**Manufacturing - Heavy** – A use engaged in the manufacture of products or parts, including processing, fabrication, assembly, treatment, packaging, storage, sales, and distribution of such products, with potential to produce noise, odor, smoke, heat, glare, vibration, hazardous chemicals, and other impacts that may affect adjacent land uses. Such use may include the exterior storage and processing of materials and equipment to the extent and in such manner as is permitted by the local government with jurisdiction.

**Mini-warehouse Storage** – An enclosed, indoor facility containing individual compartmentalized storage units for the inside storage of customers' goods or wares.

**Mixed Use** – A combination of uses on a single property.

**Multimodal Transportation** – A combination of automobile, pedestrian, bicycle, and/or transit travel modes sharing a transportation facility or system. When used alone as an adjective, “multimodal” indicates the presence of characteristics supportive of such transportation (e.g., multimodal infrastructure).

**Municipality** – An incorporated city or town in Pinellas County.

**Net Land Area** – Net land area for the purpose of computing density/intensity shall be that total land area within the property boundaries of the subject parcel, and specifically exclusive of any submerged land or public road right-of-way existing at the time of the most recent future land use map amendment.

**Nonconforming Lot, Use, or Structure** – A lot, use, or structure which was previously legal and at inception conformed to the then-applicable regulations, that subsequently fails to conform to the requirements of the Countywide Plan Map and these Countywide Rules, as either may be amended from time to time.

**Nonresidential Use** – Those uses as provided for under the respective categories, other than residential or residential equivalent use.

**Nontidal Wetlands** – Wetlands that occur further inland, beyond tidal influence. Included, are freshwater marshes and ponds, shrub swamps, bottomland hardwood forests, wooded swamps, and bogs, as well as inland saline and alkaline marshes and ponds.

**Off-Premise Sign** – Any sign identifying or advertising a product, business, person, activity, condition, or service not located or available on the same lot where the sign is installed and maintained.

**Off-Street Parking** – A parking area improved for licensed motor vehicles, temporarily stored in connection with a use requiring same.

**Office Use** – An occupation or service providing primarily an administrative, professional or clerical service and not involving the sale of merchandise; examples of which include medical, legal, real estate, design, and financial services, and like uses. No “Office Use” shall include any Personal Service/Office Support Use, Retail Commercial Use, or Commercial/Transportation Service Use, as specifically defined within these Countywide Rules.

**Personal Service/Office Support Use** – An occupation or service attending primarily to one’s personal care or apparel; examples of which include hair and beauty care, clothing repair or alteration, dry cleaning/laundry service (collection and distribution only), and like personal service uses; animal grooming; and office equipment or supplies, and like office support uses. Any assembly, sale of merchandise or conveyance of a product in support of a personal service or office support use shall be clearly secondary and incidental to the primary use characteristics of the Personal Service/Office Support Use. No “Personal Service/Office Support Use” shall include any Retail Commercial Use or Commercial/Transportation Service Use, as specifically defined within these Countywide Rules.

**Pinellas County Home Rule Charter** – The Pinellas County Home Rule Charter as it applies to the authority for countywide planning is found in Section 2.04(s) of the Pinellas County Home Rule Charter, Chapter 80-590, Laws of Florida, as amended, which established the legislative authority for the creation, by special law, of a countywide planning authority.

**Pinellas Planning Council (PPC)** – The Pinellas Planning Council is comprised of thirteen (13) elected officials representing their respective governing bodies in Pinellas County. As described in Chapter 2012-245, Laws of Florida, as amended, the membership of the Pinellas Planning Council shall be composed of the voting membership of the Pinellas County Metropolitan Planning Organization (MPO). The terms of office and appointments to fill vacancies shall be consistent with Florida law governing the MPO.

**Planners Advisory Committee (PAC)** – The Planners Advisory Committee is comprised of the directors of individual local government land use and planning departments, or their designees. The PAC may also include a representative from the planning departments maintained by the Pinellas County School Board, the Pinellas Suncoast Transit Authority, the Florida Department of Transportation, and other agencies as the council may determine appropriate. The PAC, at the direction of the Pinellas Planning Council, performs a professional planning review of the PPC staff recommendations of plans that are to be acted upon by the PPC. The PAC may perform other such duties assigned to it by the PPC, but may not be involved in the administrative or executive functions of the PPC.

**Preservation Uses** – Uses primarily providing passive open space, providing for the conservation and management of natural features, providing for watershed management and designed to recognize and protect open and undeveloped areas, providing habitat for endangered or threatened species, and generally recognizing environmentally significant areas.

**Primary Industry** – A business that imports more than half of its revenue from outside of Pinellas County. May also be referred to as *contributory*, *basic*, or *traded-sector* industries.

**Public Educational Facility** – Elementary schools, special education facilities, alternative education facilities, middle schools, high schools, and area vocational-technical schools of the Pinellas County School District.

**Public Recreation Facility** – A publicly owned or leased recreation site or component thereof, used by the public for active or passive recreational pursuits such as a trail, marina, ball court, athletic field or swimming pool. This term includes both Facility-Based Recreation and Resource-Based Recreation, which terms may be distinguished between as to the use characteristics permitted within a given plan category.

**Quasi-Public Uses** – A noncommercial use, such as a private school or religious institution, which is open to and/or serves an identified membership, group of people (as opposed to the public), and/or partisan cause.

**Recreation/Open Space Uses** – Uses providing recreation facilities, sporting facilities, and open space, such as a park, public recreation facility, public beach/water access, and public or private golf course/clubhouse.

**Recreational Vehicle Park** – A lot or parcel of land upon which spaces are occupied or intended for occupancy on a temporary basis by recreational vehicles designed for travel, recreation, and vacation uses.

**Religious Institution Use** – A site, premise, or location that is used principally, primarily, or exclusively for the purposes of religious exercise as protected by the First Amendment to the U.S. Constitution.

**Research/Development - Light** – A use engaged in the research, testing, and development of goods, materials, or products, occurring entirely within enclosed buildings. Manufacturing uses conducted on the premises shall be limited to those needed for experimental or testing purposes. This use shall not include or allow for any exterior storage or processing of equipment or materials of any kind, and shall be consistent with such standards as may be prescribed by the local government with jurisdiction.

**Research/Development - Heavy** – A use engaged in the research, testing, and development of goods, materials, or products. Manufacturing uses conducted on the premises shall be limited to those needed for experimental or testing purposes. Such use may include the exterior storage and processing of materials and equipment to the extent and in such manner as is permitted by the local government with jurisdiction.

**Residential Equivalent Use** – A residential-like accommodation other than a dwelling unit, including bed and breakfast, group home, congregate care, nursing home and comparable assisted living facilities. No such use shall be required or eligible to employ the residential equivalent standards for density/intensity for any household that qualifies as a dwelling unit. This use shall not include any type of use authorized by Chapter 419, F.S., Community Residential Homes, which is entitled to be treated as a dwelling unit.

**Residential Use** – A dwelling unit including, single-family, multifamily, and mobile home dwelling unit. This use shall include any type of use authorized by Chapter 419, F.S., Community Residential Homes which is entitled to be treated as a residential dwelling unit.

**Resource-Based Recreation** – Recreational activities that typically are dependent on natural resources and a natural outdoor environment. These activities have little, if any, adverse impact on a site and are compatible with natural and/or cultural resource protection. Depending on the site, uses may include picnicking, low-impact camping, educational nature studies, wildlife viewing, horseback riding on trails, fishing, hiking, saltwater beach activities, or freshwater swimming.



**Retail Commercial Use** – An occupation or service providing primarily for the sale of consumer goods, products, merchandise or services from within an enclosed building; examples of which include grocery, pharmacy, apparel, jewelry, electronics, sporting goods, specialty shops, building supplies, convenience goods, restaurant, indoor recreation/entertainment uses (such as billiard halls, bowling alleys, movie theaters, and video game parlors) and like uses. Any exterior storage or facilities in connection with such use shall be clearly secondary and incidental to the primary use characteristics of the Retail Commercial Use. No “Retail Commercial Use” shall include any Commercial/Business Service Use, as specifically defined within these Countywide Rules.

**Saltwater Marsh** – A wetland having saline (including brackish) soils with 40 percent or less cover by woody plants and 25 percent or more cover by terrestrial herbs that is occasionally or regularly flooded by brackish or saline water (e.g., smooth cordgrass marshes).

**Saltwater Swamp** – A wetland having saline (including brackish) soils with 40 percent or more cover by woody plants and occasionally or regularly flooded by brackish or saline water (e.g., mangrove swamps).

**Solid Waste/Refuse Disposal Use** – A facility approved for the collection, separation, storage and disposal of waste materials including garbage, trash, building materials and/or yard waste. Such use shall comprise an approved land fill, compost or incineration facility in accord with the otherwise required provisions of law.

**Special Act** – Chapter 2012-245, Laws of Florida, as amended. The Special Act establishes the Pinellas Planning Council and the authority for the Countywide Planning Authority and provides the legal requirements for countywide planning and coordination in Pinellas County.

**Special Area Plan** – A plan adopted by a local government under the provisions of Section 4.2.7.6 of the *Rules Concerning the Administration of the Countywide Future Land Use Plan*, as amended through July 21, 2014, which establishes and governs the density, intensity, use, and other standards for a defined area within the local government’s jurisdiction.

**Storage/Warehouse - Light** – A use devoted primarily to the storage of goods, materials or equipment. Such use shall be located within an enclosed building and any exterior storage shall be incidental to and not exceed twenty (20) percent of the area of the building to which it is accessory.

**Storage/Warehouse - Heavy** – A use devoted primarily to the storage of goods, materials or equipment. Such use may include exterior storage to the extent and in such manner as is permitted by the local government with jurisdiction.

**Submerged Land** – The area situated below the mean high water line or the ordinary high water line of a standing body of water, including ocean, estuary, lake, pond, river or stream. For the purpose of this definition, drainage detention areas created as a function of development that are recorded on an approved final site plan or other authorized development order action of the local government with jurisdiction, and wetlands landward of the mean and/or ordinary high water line, shall not be considered submerged land, and thus may be included in the computation of net land area for the purpose of determining permitted density/intensity.

**TBRPC** – The Tampa Bay Regional Planning Council.

**Target Employment** – High-wage, primary employment , including but not limited to, the fields of aviation/aerospace, financial services, high tech industries, information technology, marine science, medical technology, microelectronics, modeling/simulation, optics/photonics, research/development, and wireless technology.

**Temporary Lodging Unit** – An individual room, rooms or suite within a temporary lodging use designed to be occupied as a single unit for temporary occupancy.

**Temporary Lodging Use** – A facility containing one or more temporary lodging units, the occupancy of which occurs, or is offered or advertised as being available, for a term of less than one (1) month, more than three (3) times in any consecutive twelve (12) month period. In determining whether a property is used as a temporary lodging use, such determination shall be made without regard to the form of ownership of the property or unit, or whether the occupant has a direct or indirect ownership interest in the property or unit; and without regard to whether the right of occupancy arises from a rental agreement, other agreement, or the payment of consideration.

**Tidal Wetlands** – Areas that are comprised of coastal marshes, mudflats and mangrove swamps that are subject to periodic flooding by ocean-driven tides.

**Traffic Generation Characteristics** – The measure of traffic impact expressed as a countywide standard in terms of primary network vehicle trips per day per acre, attributable to each land use category, as determined specifically for the Countywide Future Land Use Plan.

**Transfer of Development Rights** – The conveyance of development rights by deed, easement, or other legal instrument from a parcel or parcels of land to another parcel or parcels, or within the same parcel, where such conveyance is from one Countywide Plan Map category to a similar, but separately located, or a different, Countywide Plan Map category, other than as is permitted by Sec. 5.2.1.1 of these Rules, and as may be authorized by the local government with jurisdiction, and otherwise consistent with these Countywide Rules.

**Transfer/Recycling Use** – A use designed to accommodate the temporary location, sorting and transfer of solid waste. Such use shall be limited as to the type of waste, the time within which it must be transferred from the site and limitations on exterior location by the local government with jurisdiction.

**Transit** – Passenger services provided by public, private or nonprofit entities including the following surface transit modes: commuter rail, rail rapid transit, light rail transit, light guideway transit, express bus, and local fixed route bus.

**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-oriented Use** – A use that benefits from proximity to transit in a built environment characterized by compact, mixed-use, pedestrian-friendly, and higher density/intensity development. This may include target employment uses.

**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.

**Transportation/Utility Uses** – Uses including transportation facilities and utilities infrastructure, such as an airport, seaport, marina, electric power generation plant, electric power substation, and telephone switching station.

**Undeveloped Barrier Island** – A land form facing the waters of the Gulf of Mexico and surrounded by water, consisting mainly of quartz sands, limestone, rock, coral and other material, including spoil disposal islands, which features lie above the line of mean high water and which has not been developed.

**Vehicular Salvage Use** – A use that provides for the location, storage, dismantling, repair, or salvage of abandoned, derelict or junk vehicles or vehicle parts.

**Water-Dependent Use** – A use that requires a location adjacent to a water body because of the intrinsic nature of its operations, such as seaports, marinas, and marine-related facilities.

**Water Supply Infrastructure and Support Facilities** – Above or below ground structures, including wells, pipes, pumps, buildings, facilities, fixtures, machinery, reservoirs, and appurtenant facilities and structures, required for the provision of high quality potable water.

**Wetlands** – Those areas that are inundated or saturated by ground or surface water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

**Working Waterfront** – Property that provides access for water-dependent commercial activities, or provides public access to the water. Working waterfronts require direct access to or a location on, over, or adjacent to a body of water. The term includes water-dependent facilities that are open to the public and offer public access by vessels to a body of water or that are support facilities for recreational, commercial, research, or governmental vessels. These facilities include docks, wharfs, lifts, wet and dry marinas, boat ramps, boat hauling and repair facilities, commercial fishing facilities, boat construction facilities, and other support structures over water.

**Countywide Plan Map**  
**Pinellas County, Florida**

- Residential Very Low
- Residential Low
- Residential Medium
- Residential High
- Office
- Resort
- Retail & Services
- Industrial
- Employment
- Public/Semi-Public
- Recreation/Open Space
- Preservation
- Activity Center
- Multimodal Corridor
- Target Employment Center
- Scenic/Noncommercial Corridor

Hillsborough County

Tampa Bay

Gulf of Mexico

1" = 3,000'



The Countywide Plan Map is prepared and maintained by the Pinellas Planning Council in accord with The Countywide Plan and any interpretation of the Plan Map shall be in accord with said Plan. All rights to this map and the information on which it is based are reserved by the Pinellas Planning Council.



Prepared by:

The Pinellas Planning Council  
and

the Board of County Commissioners

Acting Pursuant to its

Countywide Planning Authority

Pursuant to Chapter 2012-245,

Laws of Florida, As Amended.

Adopted \_\_\_\_\_, 2015

by Ordinance No. 15-\_\_

Updated March 2015





# THE COUNTYWIDE PLAN APPENDIX

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**Publication Date:** [Adoption Date of Ordinance]



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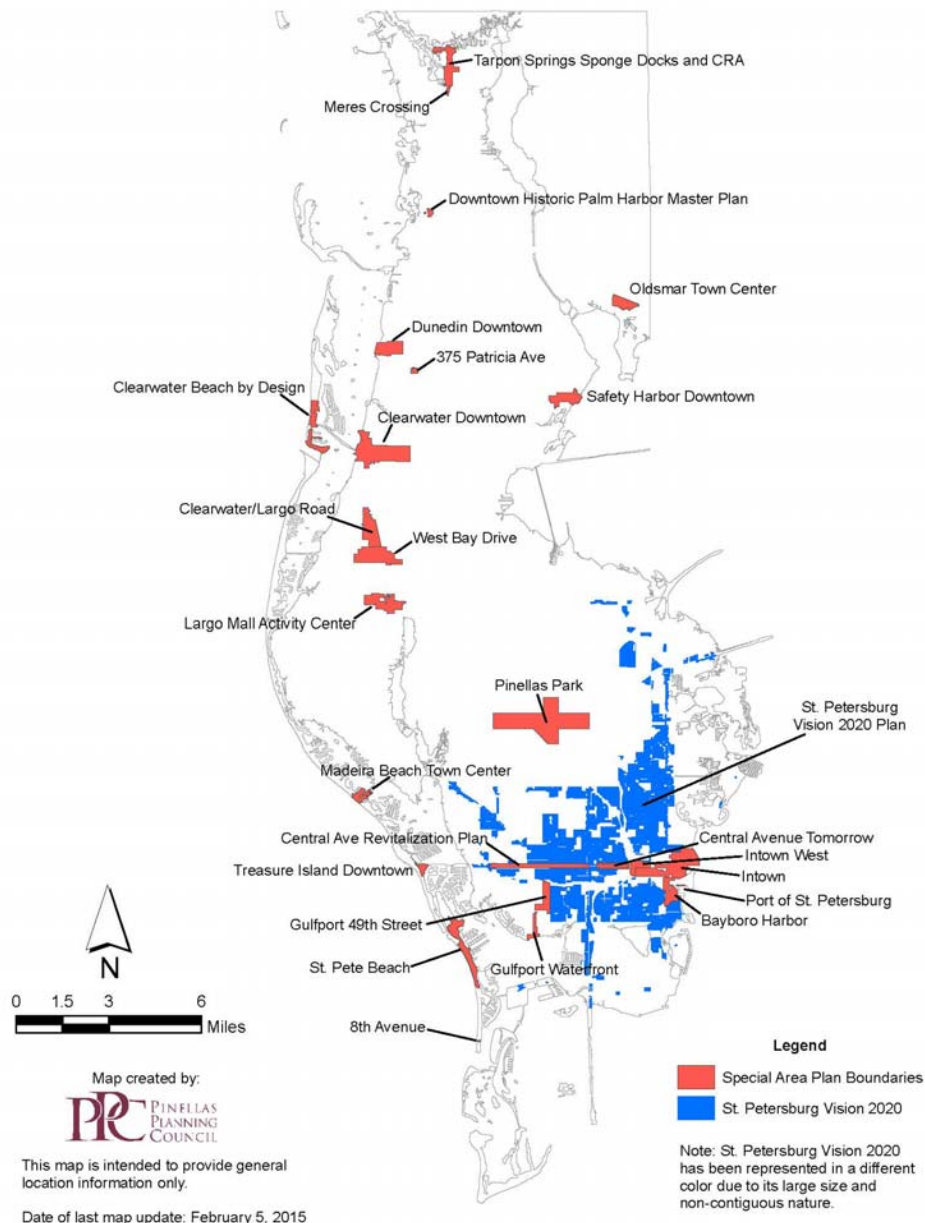


## Appendix A

### Existing Special Area Plans Identified on Countywide Plan Map as the Activity Center or Multimodal Corridor Category

In order to recognize local special area plans adopted prior to [adoption date of Countywide Plan], as shown on the map below, subcategories of the Activity Center and Multimodal Corridor categories were created, respectively known as Special Centers and Special Corridors. Each area designated with one of these subcategories will continue to be governed by the density, intensity, use, and other standards of the applicable special area plan, as amended through the Countywide Plan process by the local government with jurisdiction.

#### Map of Special Area Plans Adopted Prior to [Adoption Date of Plan]



## Special Centers

Special Centers are a subcategory of the Activity Center category, and reflect areas delineated on the Countywide Plan Map prior to [adoption date of updated Countywide Plan], which were previously designated Central Business District, Community Redevelopment District, certain Planned Redevelopment categories, and other standard plan categories with boundaries identified by an adopted special area plan. These areas are delineated as the Activity Center category on the current Countywide Plan Map and identified as Special Centers on the Transit-Oriented Land Use Vision Map. Each of these Special Centers is specifically identified by jurisdiction, name and previously adopted plan category(ies) in the table below.

### Activity Center – Special Center

	<b>Municipality</b>	<b>Plan Title</b>	<b>Previous Plan Category</b>
1.	Clearwater	Beach By Design	CRD
2.	Clearwater	Downtown Redevelopment Plan	CBD, RU, RM, RH, R/OG, CG, R/OS, I
3.	Dunedin	Guideways To Downtown's Future	CRD, RL, R/OS
4.	Dunedin	375 Patricia Avenue	PR-MU
5.	Gulfport	49 <sup>th</sup> Street Redevelopment Plan Update	CRD, R/OS, I
6.	Gulfport	Waterfront Area Redevelopment Plan	CRD
7.	Largo	Clearwater – Largo Road Community Redevelopment	CRD
8.	Largo	Largo Mall Activity Center Special Area Plan	AC
9.	Largo	West Bay Drive Community Redevelopment District	CRD
10.	Madeira Beach	Town Center Special Area Plan	PR-MU
11.	Oldsmar	Town Center Redevelopment Plan	CRD
12.	Pinellas County	Downtown Historic Palm Harbor Master Plan	CRD
13.	Pinellas Park	Community Redevelopment Plan	CRD, RLM, RU, I, P, IL
14.	Safety Harbor	Downtown Master Plan	CRD, P
15.	St. Pete Beach	Community Redevelopment Plan	CRD
16.	St. Pete Beach	Eighth Avenue Commercial District Special Area Plan	CRD
17.	St. Petersburg	Bayboro Harbor Redevelopment Plan	CRD, AC, I, T/U, PR-R, PR-MU, RM, R/OG
18.	St. Petersburg	Central Avenue Revitalization Plan	PR-MU, CRD, AC
19.	St. Petersburg	Central Avenue Tomorrow Redevelopment Plan	CRD
20.	St. Petersburg	Intown Redevelopment Plan	CBD, AC, I, R/OS, and T/U
21.	St. Petersburg	Intown West Redevelopment Plan	CBD, PR-C, AC
22.	St. Petersburg	Port of St. Petersburg Master Plan	CRD, AC
23.	St. Petersburg	Vision 2020 Plan*	PR-R, PR-MU, PR-C
24.	Tarpon Springs	Meres Crossing Special Area Plan	PR-MU
25.	Tarpon Springs	Sponge Docks and CRA Special Area Plan	CRD
26.	Treasure Island	Downtown Special Area Plan	I, PR-MU, RFM, R/OS, T/U

\* The Vision 2020 plan contains both the Activity Center and Multimodal Corridor categories and covers noncontiguous areas. These areas are depicted on the Countywide Plan Map and Vision Map.

**Special Corridors**

Special Corridors are a subcategory of the Multimodal Corridor category, and reflect certain areas delineated on the Countywide Plan Map prior to [adoption date of updated Countywide Plan], which were previously designated Planned Redevelopment-Mixed Use with boundaries identified by an adopted special area plan, and which occur in a linear configuration. These areas are delineated as the Multimodal Corridor category on the current Countywide Plan Map and identified as Special Corridors on the Transit-Oriented Land Use Vision Map. The special area plan governing the Special Corridors is identified by jurisdiction, name and previously adopted plan category in the table below.

**Multimodal Corridor – Special Corridor**

Municipality	Plan Title	Previous Plan Category
St. Petersburg	Vision 2020 Plan*	PR-MU

\* The Vision 2020 plan contains both the Activity Center and Multimodal Corridor categories and covers noncontiguous areas. These areas are depicted on the Countywide Plan Map and Vision Map.

## **Appendix B**

### **Tampa Bay Area Regional Transportation Authority Transit-Oriented Development Guiding Principles**

The Tampa Bay Area Regional Transportation Authority (TBARTA) urges all planning agencies to consider these guiding principles when adjusting their policies and regulations in order to help our region better compete for federal funds. The guiding principles can also help our region meet certain expectations relating to prioritization, corridor studies and Federal Transit Administration (FTA) land use criteria. These guiding principles are intended to serve as an important step in an evolving process for planning along corridors in the TBARTA Master Plan, resulting in transit-oriented development (TOD) projects that support the goals of the community.

#### **Coordination, Economic Development, and Implementation**

- 1) Plan for TOD in accordance with the requirements of the Federal Transit Administration New Starts planning and development process and evaluation criteria.
- 2) Recognize that each TOD is different, and each development is located within its own unique context and serves a defined purpose in the context of the corridor and the regional system.
- 3) Strive to make TODs realistic, economically viable, and valuable by conducting a location-based market analysis for development projections to identify land use mix and density/intensity of uses.
- 4) Consider Tampa Bay area's target industries when planning for the area of influence of the station area development, and create strategies for attracting those employers.
- 5) Introduce creative parking strategies, account for the actual costs of parking, and reduce parking requirements for most developments with the option of implementing new requirements over time.
- 6) Identify implementation strategies that include various mechanisms such as regulatory requirements, incentives, funding, public-private partnerships, joint/shared facilities, environmental remediation, and property aggregation.
- 7) Establish a method for preparing Station Area Plans, coordinated by government agencies, that engages multiple stakeholders including the public.
- 8) Specify that Station Area Plans will include existing conditions, neighborhood context, station area types, redevelopment vision, concept plan, 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 plan, public realm and open space plan, parking accommodations, and implementation plan.
- 9) Recognize the need for jurisdictions to work together toward common goals, and commit to mutually beneficial partnerships.
- 10) Convey how TOD benefits citizens, local governments, the environment, and private entities such as employers and developers, and financial institutions.
- 11) Ensure that the land use impacts of transit routes and station locations are considered throughout all steps in the transit planning process.

## **Land Use**

- 1) Create compact development areas within a ½-mile walk of public transit and with sufficient density and/or intensity to support ridership.
- 2) Create easy to implement development zones with greater flexibility for mixing uses and higher density/intensity that are easier to implement than traditional requirements, and are able to respond to changing conditions.
- 3) Provide a variety of housing types for a wide range of ages and incomes.
- 4) Identify station area types that address transit technology, community character, density/intensity and mix of land uses, housing mix, and building heights.
- 5) Provide active uses such as retail and office on the ground floor of buildings, including parking garages.
- 6) Provide uses that serve the daily needs of residents, commuters, and visitors.

## **Mobility**

- 1) Make the pedestrian the focus of the development strategy without excluding the automobile.
- 2) Create continuous, direct, convenient transit and pedestrian linkages, including walkways between principal entrances of buildings and to adjacent lots.
- 3) Provide park and ride lots where appropriate.
- 4) Accommodate multimodal local and regional connections for all types of vehicles, including trains, buses, bicycles, cars, ships, boats, aircraft, and taxicabs.
- 5) Establish thresholds for trade-offs between mobility needs (e.g. frequency, speed) and the desire for economic development with regard to the location and number of stations.

## **Community Design**

- 1) Use urban design to enhance the community identity of station areas and to make them attractive, safe and convenient places.
- 2) Create active places and livable communities where people feel a sense of belonging and ownership.
- 3) Include engaging, high quality public spaces that function as organizing features and gathering places for the neighborhood.
- 4) Ensure there are appropriate transitions in densities, intensities, and building heights between TODs and surrounding lower-density development (e.g. single-family neighborhoods).
- 5) Strive to incorporate sustainable technologies in station design and operations, such as in lighting, signage, audio/visual, cooling, waste management, and stormwater systems.
- 6) Develop graphic wayfinding systems at station areas to assist visitors and tourists with navigation.
- 7) Make safety, with the emphasis on pedestrian, bicycle, and ADA access, a key focus of the development strategy.

## Appendix C

### Scenic/Noncommercial Corridor Element

#### Part I: Introduction

##### *Background*

Several local governments in Pinellas County have identified one or more roadway corridors as “Scenic/ Noncommercial Corridors” dating from 1965. In most cases, this action took the form of a resolution that assigned the “scenic/noncommercial” term to the roadway without the benefit of a definitive plan of action by which to achieve the stated purpose. Over time, eight separate roadways or portions of roadways have been recognized as Scenic/Noncommercial Corridors in some form throughout Pinellas County.

With the adoption of the Countywide Plan in 1989 and the update of the Countywide Rules in 1992, it became apparent that a more explicit enumeration of the purpose, method of selection and guidelines by which to implement Scenic/Noncommercial Corridors was in order. To address these issues in a manner that would build upon the previous efforts of local government and the Pinellas County Planning Council, the Planning Council authorized the preparation of the *Scenic/Noncommercial Corridor Master Plan*. The Council approved the Master Plan as an advisory document to support this Scenic/Noncommercial Corridor Element.

##### *Purpose*

The purpose of this Scenic/Noncommercial Corridor Element is to provide a basis for protecting scenic qualities, ensuring the integrity of the Countywide Plan, discouraging visual clutter, enhancing design considerations and encouraging more efficient traffic operation along selected roadway corridors in the County.

This Scenic/Noncommercial Corridor Element provides data and analysis to support the Scenic/Noncommercial Corridor portion of the Countywide Plan Strategies Transportation Component. The element establishes the rationale, recommended delineation and proposed treatment for a system of especially important Pinellas County roadway corridors. The Scenic/Noncommercial Corridor strategies comprise the adopted policy framework which are implemented in Countywide Rules.

##### *Organization*

The Scenic/Noncommercial Corridor Element is derived from the *Scenic/Noncommercial Corridor Master Plan* approved by the Pinellas Planning Council Resolution No. 94-9 and received by Countywide Planning Authority Resolution No. 94-228. The Master Plan was prepared to establish an advisory document that would both serve as support documentation for this Scenic/Noncommercial Corridor Plan Element and corresponding Countywide Rules and to illustrate potentially useful landscape and streetscape design treatments.

This Countywide Scenic/Noncommercial Corridor Element establishes a common, recognized policy for the selection and treatment of Scenic/Noncommercial Corridors under the Countywide Plan. The Countywide Rules identify the approved Scenic/Noncommercial Corridors and the factors to be considered in amendment of the Countywide Future Land Use Plan along such corridors. The relationship between the various documents and the respective role of each is as follows:

- *The Scenic/Noncommercial Corridor Master Plan* is an approved, non-binding advisory or reference document which supports this Scenic/Noncommercial Corridor Element, the Countywide Plan Strategies, and the Countywide Rules.
- The Scenic/Noncommercial Corridor portion of the adopted Countywide Plan Strategies, together with the data and analysis contained in this Scenic/Noncommercial Corridor Element, establish a formal, rational methodology and recommended means of implementation. The Strategies serve as the basis for amendment to the Countywide Rules and their subsequent administration.
- Section 6.5.4.1 of the Countywide Rules includes the adopted enumeration of corridors and guidelines for the administration of the Scenic/Noncommercial Corridor designation of the Countywide Plan Map.

## **Part II: Corridor Identification and Evaluation**

This Scenic/Noncommercial Corridor Element serves as a basis for identifying and evaluating qualified candidate roadway corridors regarding their scenic characteristics, land use relationships, and traffic operational qualities. Roadway corridors are first qualified based on the criteria identified below. Extensive evaluation is then conducted for each qualified roadway to produce a recommended corridor network.

### *Qualification Criteria*

Ultimate designation of a roadway corridor as a Scenic/Noncommercial Corridor requires consideration of many factors. A corridor, or segment of a corridor, must meet the following criteria to qualify for consideration:

- A-1: The roadway/roadway segment shall either currently, or be proposed to, serve as a significant carrier of vehicular traffic, which shall be defined as having a future functional classification of minor arterial or greater by the Pinellas County Metropolitan Planning Organization (MPO); and
- A-2: The corridor containing the roadway/roadway segment has considerable potential to experience, within the next fifteen years, land use and development pressures that could result in a significant increase in land use intensity/density or altered use characteristics; and

A-3: The roadway/roadway segment within the corridor has, or is projected to have within the next fifteen years, significant traffic volumes based on the planned future capacity of that roadway; and

A-4: The corridor containing the roadway/roadway segment demonstrates the presence of “scenic qualities” of a natural or architectural form, or the potential for enhancement or creation of these “scenic qualities”.

-OR-

B-1: The roadway/roadway segment contains unique scenic, cultural, recreational or historic resources within the corridor, irrespective of that roadway corridor's ability to meet other qualification criteria.

Those roadway corridors meeting criteria A-1 through A-4 are termed “Primary” Corridor candidates. Those meeting only criteria B-1 are identified as “Unique” Corridor candidates.

#### *Corridor Evaluation*

Exhibit C-1 - Corridor Evaluation & Classification Form identifies the criteria by which to further evaluate those corridors that pass the initial qualification screening process. The form is structured to gather information and rate each qualified corridor to assist in making a determination as to its appropriateness for Scenic/Noncommercial Corridor designation. In order to qualify for recommendation as a Scenic/Noncommercial Corridor, individual segments of a corridor and the corridor as a whole are rated based on existing conditions and potential for enhancement relative to the enumerated factors.

In addition to the numerical rating assigned each evaluated roadway, other factors to be considered in recommending a corridor for classification as a Scenic/Noncommercial Corridor include, but are not limited to, the following:

1. Inclusion of significant “gateway” roadways, or roadway segments, that welcome visitors to Pinellas County;
2. Inclusion, where possible, of roadways that create a network of Scenic/Noncommercial Corridors to permit travel throughout the County; and
3. Inclusion, where possible, of roadways that are principal means of access to tourist/visitor attractions.



## Exhibit C-1 - Corridor Evaluation & Classification Form

ROADWAY \_\_\_\_\_

SEGMENT FROM \_\_\_\_\_ to \_\_\_\_\_

SCENIC CRITERIA	RATING				UNIQUE FEATURE
	NEGATIVE		POSITIVE		
• Upland treed area	0	1	2	3	[ ]
• Environmentally significant area	0	1	2	3	[ ]
• Corridor tree canopy	0	1	2	3	[ ]
• Water views & vistas	0	1	2	3	[ ]
• R.O.W. enhancement potential	0	1	2	3	[ ]
• Absence of above ground utilities	0	1	2	3	[ ]
• Absence of off-premise signs	0	1	2	3	[ ]
• Acceptable treatment of reverse frontage lots	0	1	2	3	[ ]
• High quality landscape and architectural elements	0	1	2	3	[ ]

Comments: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Total

LAND USE CRITERIA	RATING				UNIQUE FEATURE
	NEGATIVE		POSITIVE		
• Absence of the proliferation of existing or FLUP- designated commercial or intensive residential development	0	1	2	3	[ ]
• Significant public or quasi-public land uses	0	1	2	3	[ ]
• Existing of FLUP-designated open space, recreation or parks	0	1	2	3	[ ]
• Cultural or historic resources	0	1	2	3	[ ]
• Tourist & entertainment facilities	0	1	2	3	[ ]
• Absence of small-lot land uses	0	1	2	3	[ ]
• Consolidated commercial development consistent w/ FLUP	0	1	2	3	[ ]
• Integrated, well-planned community development	0	1	2	3	[ ]
• Community gateway area	0	1	2	3	[ ]

Comments: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Total

TRAFFIC OPERATIONAL CRITERIA	RATING				UNIQUE FEATURE
	NEGATIVE		POSITIVE		
• Low frequency of driveways	0	1	2	3	[ ]
• Cross-access or frontage road provisions	0	1	2	3	[ ]
• Appropriate frequency of signalization	0	1	2	3	[ ]
• Acceptable traffic volume to capacity ratio (2010)	0	1	2	3	[ ]
• Absence of unnecessary median openings	0	1	2	3	[ ]
• Pedestrian and bike movement facilities	0	1	2	3	[ ]
• Transit routes and shelters	0	1	2	3	[ ]

Comments: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Total

RECOMMENDATION \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

### **Part III: Corridor Selection and Classification**

#### *Scenic/Noncommercial Corridors*

Based upon the evaluation of qualified corridors, the following roadway corridors are designated Scenic/Noncommercial Corridors, and depicted as part of the Countywide Plan Map series:

##### **Primary Corridors:**

- Keystone Road from US 19 to Hillsborough County Line
- Alderman Road from US Alternate 19 to Fish Hatchery Road
- Tampa Road from US Alternate 19 to East Lake Woodlands Pkwy.
- Curlew Road from US Alternate 19 to McMullen-Booth Road
- CR-1/Keene Road from Alderman Road to East Bay Drive
- Belcher Road from Klosterman Road to 38th Avenue North
- McMullen-Booth Road/East Lake Road from Pasco County Line to SR-60
- 102nd Avenue North/Bryan Dairy Road from Oakhurst Road to Belcher Road
- Pinellas County Bayway from Gulf Boulevard to US-19/I-275
- 113th Street/Ridge Road from West Bay Drive to Madeira Beach Causeway
- Park Street from Park Boulevard to Central Avenue
- Tyrone Boulevard from 113th Street North to Park Street

##### **“Unique” Corridors:**

- Edgewater Drive from Scotland Street (Dunedin) to Sunset Point Road
- Bayshore Drive from Main Street (Safety Harbor) to SR-60
- Courtney Campbell Parkway (Causeway) from McMullen-Booth Road/Bayside Bridge (49th Street Bridge) to Hillsborough County Line
- Dunedin Causeway from Honeymoon Island Park to east approach
- Memorial Causeway and its approaches
- Bayside Bridge (49th Street Bridge) and its approaches
- Gandy Bridge approach to Hillsborough County Line
- Howard Frankland Bridge (I-275) approach to Hillsborough County Line
- Belleair Causeway and its approaches
- Park Boulevard Bridge and its approaches
- Treasure Island Causeway and its approaches
- Pinellas Bayway (SR-679) from Fort DeSoto Park to Pinellas County Bayway (SR-682)
- Sunshine Skyway Bridge (I-275) approach to Hillsborough County line

#### *Corridor Subclassification*

To develop standards that will guide the preservation and enhancement of the scenic qualities of roadways recommended for designation as Scenic/Noncommercial Corridors, it is necessary to classify roadway segments of each corridor by their individual characteristics.

- Rural/Open Space - Areas characterized by rural residential and open space uses.
- Residential - Areas characterized by low density residential uses.
- Mixed Use - Areas characterized by medium to high density residential uses.
- Unique/Scenic View - Areas characterized by their unique scenic, cultural, recreational or historic resources.
- Enhancement Connector - Areas characterized by an existing or evolving pattern of land uses that are not exclusively non-commercial. This subclassification may include roadway segments that would not otherwise qualify as a Scenic/Noncommercial Corridor, but where it is appropriate to include such segments in order to provide continuity and interconnection of the corridor designation, as well as to encourage their visual and operational enhancement to compliment the larger corridor.

The classification of individual roadway segments is intended to be consistent with the abutting Countywide Plan Map designation; therefore, if an abutting Countywide Plan Map designation is amended, it is the intent of this element that a corresponding, consistent modification in the Scenic/Noncommercial Corridor subclassification be implemented simultaneously.

The corridor subclassifications are designed to reflect the character of the Countywide Plan Map categories of which they are comprised and as the basis to differentiate between appropriate design guidelines applicable thereto. They are not intended to support, and shall not serve as justification for, amendment of the Countywide Plan Map.

The delineation and subsequent modification of the corridor subclassifications shall be as set forth in the Countywide Rules.

#### *Other Corridor Classifications*

The process to qualify, evaluate and select Scenic/Noncommercial Corridors led to the identification of two other corridor classifications, each of which is described below.

Visual Enhancement Thoroughfare – A roadway corridor not recommended for designation as a Scenic/Noncommercial Corridor, but that warrants consideration of its visual character to recognize the roadway is a significant carrier of vehicular traffic, functions as a “gateway” to the County, or links designated Scenic/Noncommercial Corridors.

Locally Significant Corridor/View – A roadway corridor not recommended for designation as a Scenic/Noncommercial Corridor but that may warrant special consideration and treatment on the local level due to its unique, scenic, cultural or historical character.

Visual Enhancement Thoroughfares and Locally Significant Corridors/Views are identified in the *Scenic/Noncommercial Corridor Master Plan* for consideration by the local government/agency with jurisdiction. The designation and treatment of either of these other types of corridors shall be as determined appropriate by the local government/agency with jurisdiction.

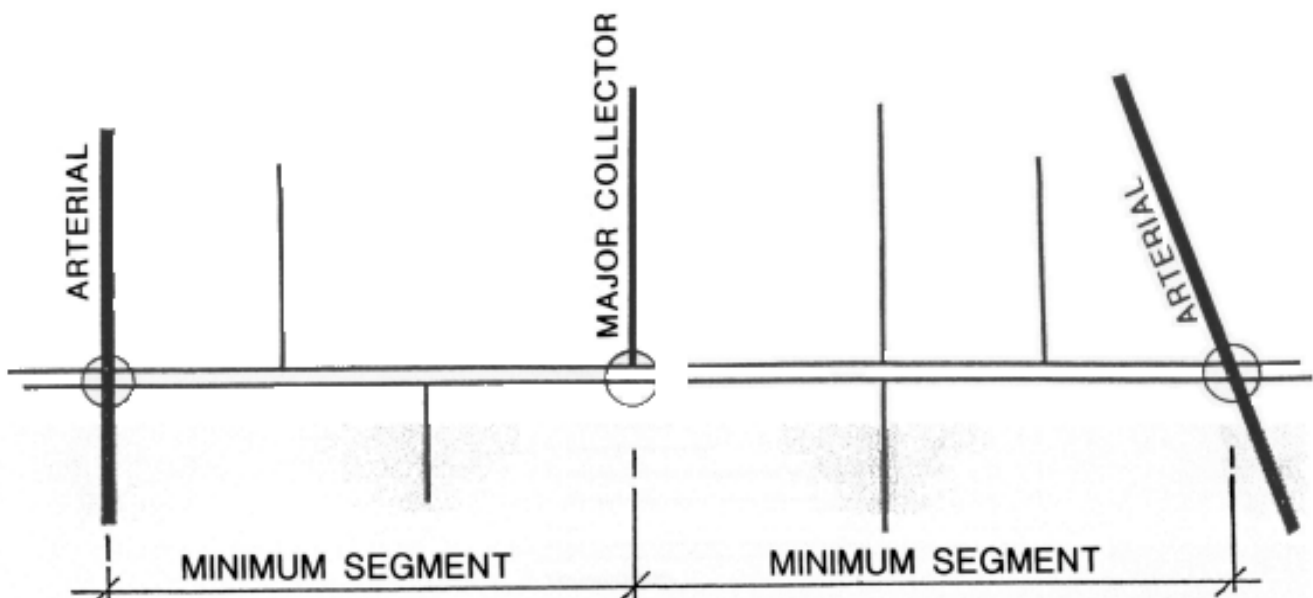
## Part IV: Corridor Components

### *Minimum Roadway Segments*

That segment spanning between the corridors intersection with major collector roadways as illustrated in accompanying Exhibit C-2 - Minimum Roadway Classification Segment is the minimum roadway segment length that is eligible for separate subclassification.

It is the intent of this provision to encourage continuity of the corridor subclassification between major collector roadways and to discourage a disjointed, non-continuous pattern as to the corridor subclassifications.

**Exhibit C-2 - Minimum Roadway Classification Segments**

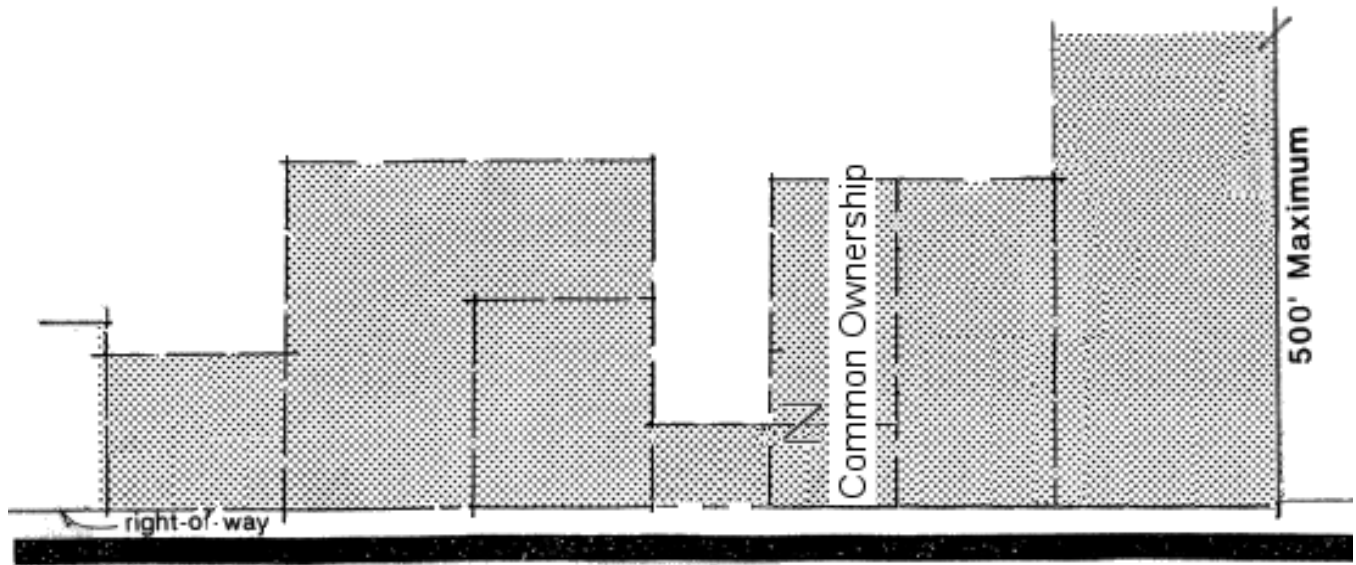


### *Corridor Width*

Corridor width varies as illustrated in Exhibit C-3 - Corridor Width. Width determinations shall consider the depth of each vacant parcel or land use that abuts or functionally relates to the road right-of-way, from a land use, visual or traffic operations standpoint, generally extending to a depth of five hundred (500) feet from the corridor right-of-way.

The five hundred (500) feet distance may be expanded or diminished at the discretion of the Pinellas Planning Council and Countywide Planning Authority, for the purpose of reviewing amendments to the Countywide Plan Map, only where exceptional circumstances warrant and based upon such factors as may be enumerated in the Countywide Rules.

### Exhibit C-3 - Corridor Width



#### ***Other Corridor Components***

Other components of a Scenic/Noncommercial Corridor are identified to establish a common terminology among corridors in separate jurisdictions. The terms and their description are illustrative only and nothing herein shall preclude a local jurisdiction from adopting different terms or definitions for these corridor components.

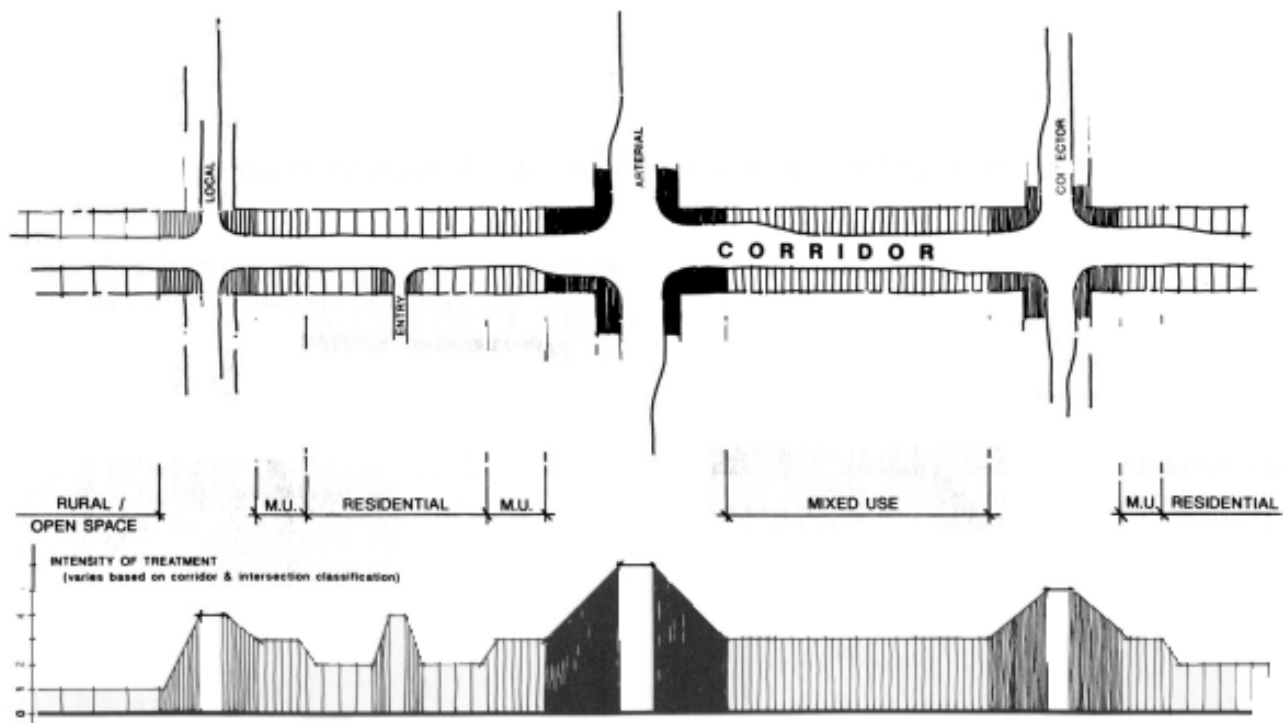
Other components of the Scenic/Noncommercial Corridor are illustrated in Exhibit D-4 - Design Intensity and Exhibit C-5 - Design Components and include the following:

- Design Intensity -The intensity of landscape/streetscape improvements should vary based upon the specific subclassification of the Corridor (Rural/Open Space, Residential, Mixed Use, Unique/Scenic View, or Enhancement Connector) and proximity to intersections of varying importance (Gateway, Primary, or Secondary). Generally, intensity of corridor landscape/streetscape treatment should increase as land use intensity increases and as intersection importance increases. This concept shall not be construed to mean that land use intensity should increase at intersections or other “nodal” areas.
- Corridor Boundary -The limits of the Scenic/Noncommercial Corridor as defined by land uses which abut or functionally relate to the corridor from a land use, visual or traffic operations standpoint.
- Visual Enhancement Area (VEA) - That area readily visible from a Scenic/Noncommercial Corridor roadway.
- Buffer Zone - That portion of the Visual Enhancement Area located interior to the lot and adjacent to the public right-of-way of a Scenic/Noncommercial Corridor roadway.
- Roadway Edge Treatment - That portion of the Visual Enhancement Area located within the public right-of-way and lying between the property line and edge of pavement.

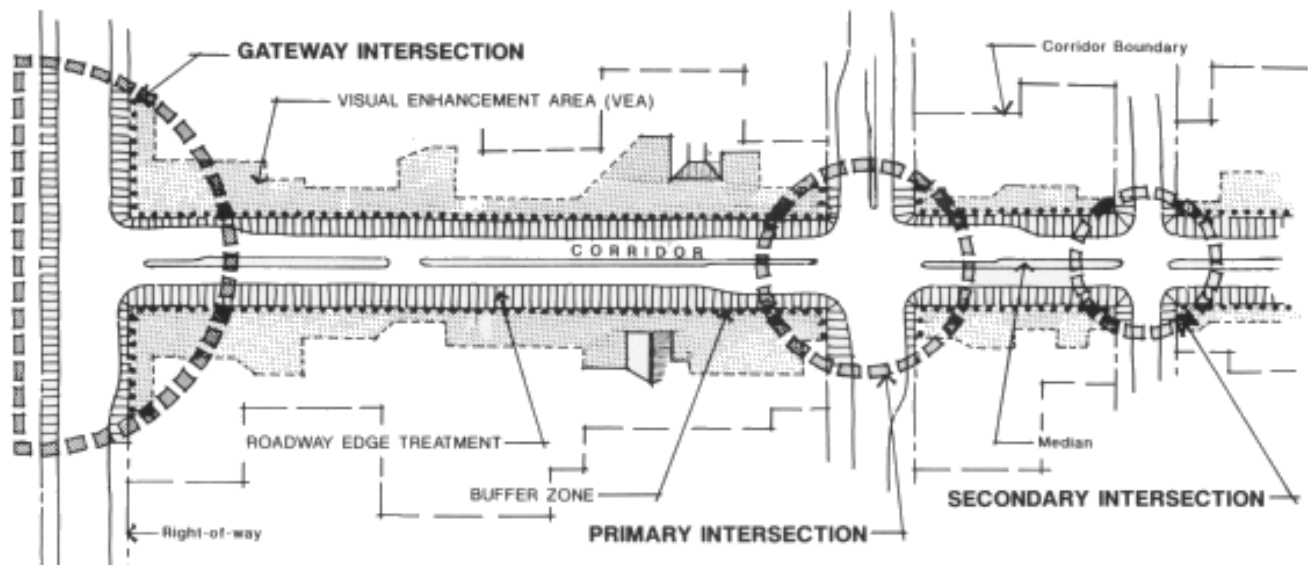
- Median - That portion of the Visual Enhancement Area located within the public right-of-way and serving as a directional divider of traffic flow capable of accommodating landscape enhancement.
- Gateway Intersection - Corridor roadway with a major arterial roadway or the entry or terminus point of a designated Corridor.
- Primary Intersection - The intersection of a designated Scenic/Noncommercial Corridor roadway with a minor arterial or major or minor collector roadway.
- Secondary Intersection - The intersection of a designated Scenic/Noncommercial Corridor roadway with a local street or project entry.

The specific design treatment of these corridor components shall rest with the local government jurisdiction that regulates the use of land through which the corridor traverses outside the public right-of-way and the agency responsible for the road within the public right-of-way. Visual enhancement guidelines have been prepared as set forth in the Scenic/Noncommercial Corridor Master Plan and are recommended to be used as an advisory guide in selecting the appropriate design principles for the respective corridor components.

**Exhibit C-4 – Design Intensity**



## Exhibit C-5 – Design Components



### Part V: Implementation

The Pinellas Planning Council and Countywide Planning Authority shall implement this Scenic/Noncommercial Corridor Element through the Countywide Rules, and by assisting member local governments in achieving the visual and operational enhancement of the designated corridors, as requested and to the extent possible, consistent with the Countywide Plan Strategies and Countywide Rules.

#### *Countywide Plan Strategies and Countywide Rules*

The adopted Scenic/Noncommercial Corridor portion of the Countywide Plan Strategies provides a policy foundation on which subsequent amendments to the Countywide Rules and Countywide Plan Map will be based. Should the strategies be amended in the future, the Countywide Rules shall be amended as needed to maintain consistency.

It is also essential that local governments review their local plans and development regulations to establish and maintain consistency with the Rules, as amended. Applicable requirements for local government plans or regulations relative to consistency with the Scenic/Noncommercial Corridor provisions shall be as set forth in the Countywide Rules. However, nothing in the adopted strategies nor this Scenic/Noncommercial Corridor Element shall be construed or applied so as to require local government plans or regulations to be amended to address the recommendations set forth herein, beyond the requirements set forth in the Rules.

### *Local Plans, Regulations, and Public Improvements*

Only through a combined public/private effort can the maximum benefit and the full impact of the visual enhancement guidelines be realized. It is recommended that local plans and regulations be compared with the advisory visual enhancement guidelines of the *Scenic/Noncommercial Corridor Master Plan*. Such a review and any adjustment based on the visual enhancement guidelines would be conducted solely at the discretion of the local government.

Separately, local governments or agencies with jurisdiction over roadway design, construction or improvement are encouraged to allocate sufficient funds to adequately landscape and provide street furnishings consistent with the guidelines identified in the advisory *Scenic/Noncommercial Corridor Master Plan*. It is recommended that priorities for improvements within the public rights-of-way be based upon the opportunity to preserve and enhance scenic qualities, achieve maximum visual impact, and recognize economies of scale and timing. The establishment of priorities, the utilization of the advisory visual enhancement guidelines and the funding, construction and maintenance of public improvements in the road right-of-way shall be at the sole discretion of the local government or agency with responsibility for constructing/maintaining the roadway.

### *Review/Update*

It is the intent of the Scenic/Noncommercial Corridor provisions to provide for the periodic evaluation of designated corridors and potential new corridors. The procedure for candidate selection, evaluation and classification, as set forth in this Scenic/Noncommercial Corridor Element, should be applied regularly (at intervals of not greater than five years) in order to insure that all Pinellas County roadways that warrant designation as a Scenic/Noncommercial Corridor are included and that such designations reflect current conditions and policies.



# Countywide Plan Update

## BOCC Request for Public Hearing

*June 2, 2015*



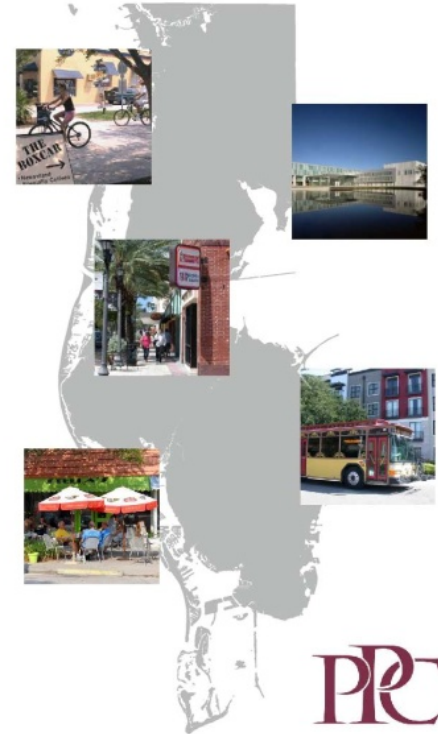
# We've developed...

...a new Countywide Plan that offers:

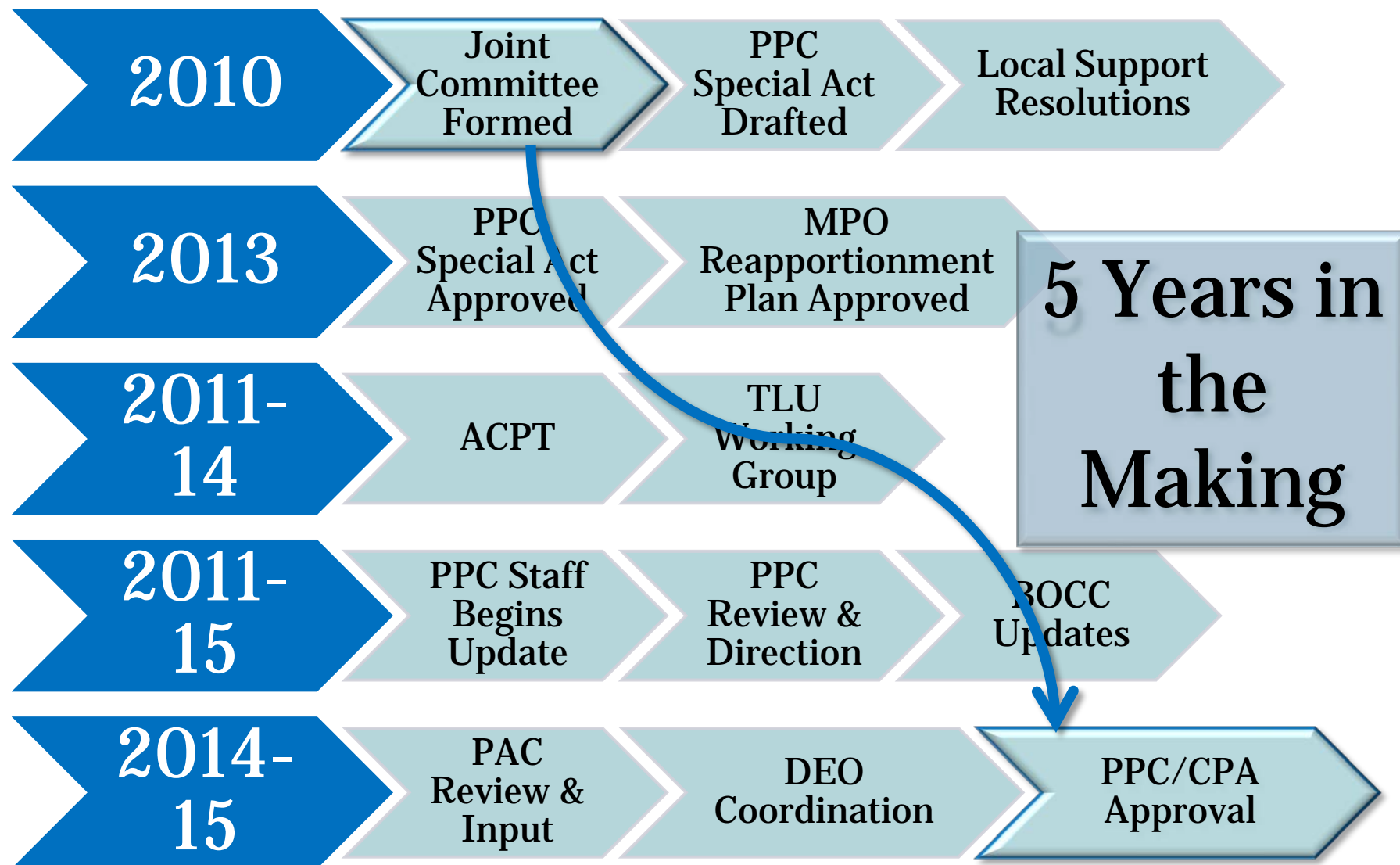
- A partnership with our local governments – with more flexibility
- Future-orientation and redevelopment readiness
- Multi-modal transportation and land use integration

## THE COUNTYWIDE PLAN

---



# Historical perspective...



# Outreach and development...

## 3 years, 8 months

- 25 TLU Working Group meetings
- 3 tech memos approved
- 1 outreach brochure
- 16 PAC/PPC presentations
- 32 local governments and agencies presentations
- 48 informal meetings
- 28 local government comment letters

Over 120 Meetings

Pinellas  
Planning  
Council

Phase II-  
Summary Report



### The Countywide Plan Update



Connecting Land Use and Transportation in Pinellas County

A Publication of the Pinellas Planning Council • October 2013

# The Countywide Plan Update

- *The New Special Act*
- **The Countywide Plan Contents**
- **Major Concepts of the New Plan**
- **Adoption Process**
- **The Future**



# The Council's New Special Act

## CHAPTER 2012-245

### Committee Substitute for House Bill No. 869

An act relating to the Pinellas Planning Council, Pinellas County; codifying, amending, reenacting, and repealing special acts relating to the district; reorganizing the council; setting forth the purpose of the council; providing

legislative intent that the countywide plan be broadly defined and policy-based; providing that the primary focus of the council will be land use and transportation planning; providing that the council shall be the membership of the council shall be the same as that of the Pinellas County

# What are we required to do?

Metropolitan Planning Organization; providing for the election of officers, meetings of the council, requirements of a quorum, and member expenses; providing for the powers and duties of the council, including revising the required components of the countywide plan, consistent with the stated legislative intent; providing for countywide staff and committees; providing for a budget and annual independent audit; recognizing the countywide planning authority of the Pinellas County Board of County Commissioners as provided by the Pinellas County Charter; providing for the repeal of the existing countywide plan, adoption of a new countywide plan, future amendment of the plan, and standards and procedures for such actions; providing a timetable for consistency review after adoption of a new countywide plan; providing for public hearing and notice requirements; requiring the authority to adopt specific notice standards in the countywide rules; providing for compliance with part II of chapter 163, Florida

# Direction from the New Special Act

- Unify the MPO and PPC Boards ✓
- Broadly defined and policy-based CWP ✓
- Significantly fewer land use categories ✓
- Coordination of land use and transportation planning ✓
- Collaboration with member local governments ✓

## CHAPTER 2012-245

### Committee Substitute for House Bill No. 869

An act relating to the Pinellas Planning Council, Pinellas County; codifying, amending, reenacting, and repealing special acts relating to the district; reorganizing the council; setting forth the purpose of the council; providing legislative intent that the countywide plan be broadly defined and policy-based; providing that the primary focus of the council will be land use and transportation planning; providing definitions; providing that the membership of the council shall be the same as that of the Pinellas County Metropolitan Planning Organization; providing for the election of officers, meetings of the council, requirements of a quorum, and member expenses; providing for the powers and duties of the council, including revising the required components of the countywide plan, consistent with the stated legislative intent; providing for countywide staff and committees; providing for a budget and annual independent audit; recognizing the countywide planning authority of the Pinellas County Board of County Commissioners as provided by the Pinellas County Charter; providing for the repeal of the existing countywide plan, adoption of a new countywide plan, future amendment of the plan, and standards and procedures for such actions; providing a timetable for consistency review after adoption of a new countywide plan; providing for public hearing and notice requirements; requiring the authority to adopt specific notice standards in the countywide rules; providing for compliance with part II of chapter 163, Florida Statutes; repealing chapters 73-594, 74-584, 74-586, 76-473, 88-464, and 90-396, Laws of Florida; providing an effective date.

WHEREAS, Pinellas County is approaching a built-out condition, and planned redevelopment of the built environment is critical to maintaining and improving the countywide economy and quality of life, and

WHEREAS, given the land constraints within the county, it is recognized that countywide traffic issues cannot be solved by road building alone but must be addressed through a multimodal transportation system, and

WHEREAS, with the Legislature's creation of the Tampa Bay Area Regional Transportation Authority ("TBARTA") in 2007, the provision of enhanced public transit within the county has become a high transportation planning priority, and

WHEREAS, land use patterns are a critical factor in determining whether multimodal transportation, particularly transit, is functional and effective, and

# The Countywide Plan Update

- **The New Special Act**
- ***The Countywide Plan Contents***
- **Major Concepts of the New Plan**
- **Adoption Process**
- **The Future**



**Part I: Plan Preface**

- Chapter 1: Plan Background and Statutory Authority
- Chapter 2: Plan Organization and Terms
- Chapter 3: Plan Rationale and Summary Observations

**Part II: Plan Strategies**

- Chapter 4: Land Use Component: Issues, Position Statements, and Strategies
- Chapter 5: Intergovernmental Coordination Component: Issues, Position Statements, and Strategies

**Part III: Future Land Use Plan and Rules**

- Chapter 6: Future Land Use Plan Map (Exhibits I and II, Ordinance No. 89-4, as amended)
- Chapter 7: Countywide Plan Rules (Exhibit III, Ordinance No. 89-4, as amended)

**Part IV: Plan Elements**

- Chapter 8: Original Comprehensive Plan Elements (Exhibits IV through XIV, Ordinance No. 89-4, as amended)
  - Exhibit IV: Goals and Policies
  - Exhibit V: Water Supply Element
  - Exhibit VI: Air Quality Element
  - Exhibit VII: Recreation and Open Space Element
  - Exhibit VIII: Drainage Element and Master Drainage Plan
  - Exhibit IX: Intergovernmental Coordination Element
  - Exhibit X: Health and Safety Element
  - Exhibit XI: Utility Element
  - Exhibit XII: Waste Water Treatment Element
  - Exhibit XIII: Solid Waste and Resource Recovery Element
  - Exhibit XIV: Conservation and CZM Element

- Chapter 9: Scenic/Non-Commercial Corridor Plan Element (Ordinance No. 89-4, as amended by Ordinance No. 95-55)

**Part V: Appendices**

- Table of Contents
- Appendix 1: Data and Analysis
  - The Land Use Component
    - Theme: The Established Development Pattern
    - Theme: The Land Use/Transportation Relationship
    - Theme: The Natural Environment
    - Theme: Economic Sustainability
  - The Intergovernmental Coordination Component
    - Theme: The Current Environment
    - Theme: The Redevelopment and Regulatory Challenge
    - Theme: The Governance and Service Delivery Challenge
    - Theme: Opportunities for Enhanced Intergovernmental Relations
- Appendix 2: Glossary
- Appendix 3: References
- Appendix 4: Responsibility Matrix

# Proposed CWP

- Countywide Plan Strategies
- Countywide Rules
- Countywide Plan Map

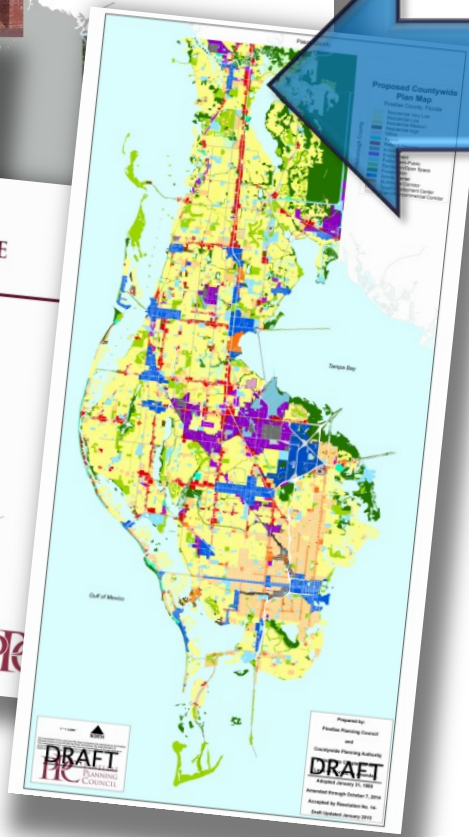
# THE COUNTYWIDE PLAN



## THE COUNTYWIDE PLAN STRATEGIES

## THE COUNTYWIDE PLAN RULES

Effective Date: February 6, 1989  
Amended Through June 20, 2011



# Proposed CWP

- Countywide Plan Strategies
- Countywide Rules
- Countywide Plan Map

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# Fewer Categories

## Current

36 Categories

### Residential

- Residential Rural
- Residential Estate
- Residential Suburban
- Residential Low
- Residential Urban
- Residential Low Medium
- Residential Medium
- Residential High
- Residential Very High

### Mixed Use

- Residential/Office Limited
- Residential/Office General
- Residential/Office/Retail
- Resort Facilities Overlay
- Resort Facilities Medium
- Resort Facilities High

### Commercial

- Commercial Neighborhood
- Commercial Limited
- Commercial Recreation
- Commercial General

### Industrial

- Industrial Limited
- Industrial General

### Public / Semi-Public

- Preservation
- Recreation/Open Space
- Institutional
- Transportation/Utility
- Transportation/Utility Overlay
- Resource Management Overlay

### Planned Redevelopment

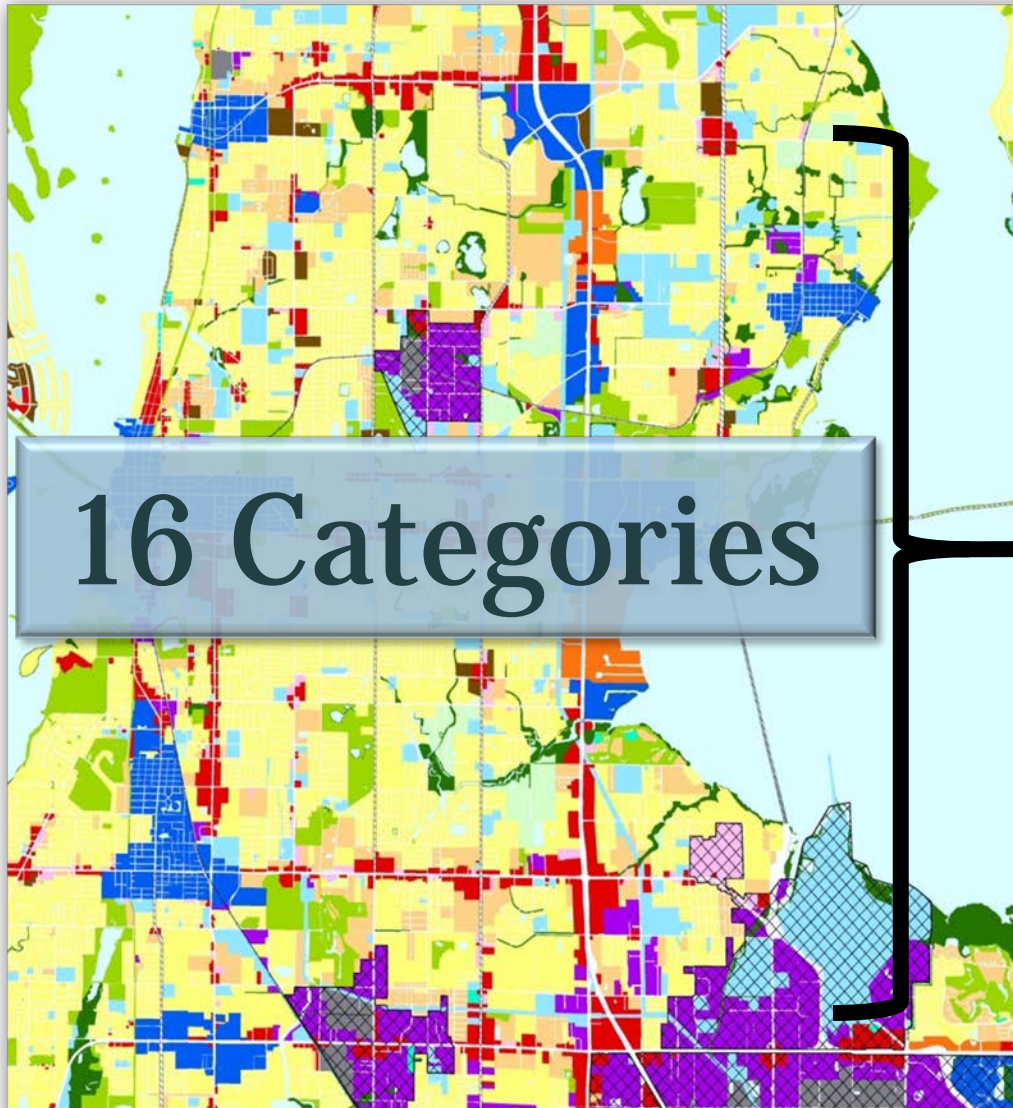
- Planned Redevelopment Residential
- Planned Redevelopment Mixed-Use
- Planned Redevelopment Commercial
- Planned Redevelopment Industrial

### Special Designations

- Water
- Water/Drainage Feature Overlay
- Scenic/Noncommercial Corridor
- Activity Center
- Community Redevelopment District
- Central Business District
- Right-of-Way



# Fewer Categories



## Proposed

- Residential Very Low
- Residential Low
- Residential Medium
- Residential High
- Office
- Resort
- Retail & Services
- Industrial
- Employment
- Public/Semi-Public
- Recreation/Open Space
- Preservation
- Activity Center
- Multimodal Corridor
- Target Employment Center
- Scenic/Noncommercial Corridor

# Amendment Process Now More Appropriate...



- Receive & Record  
Administrative

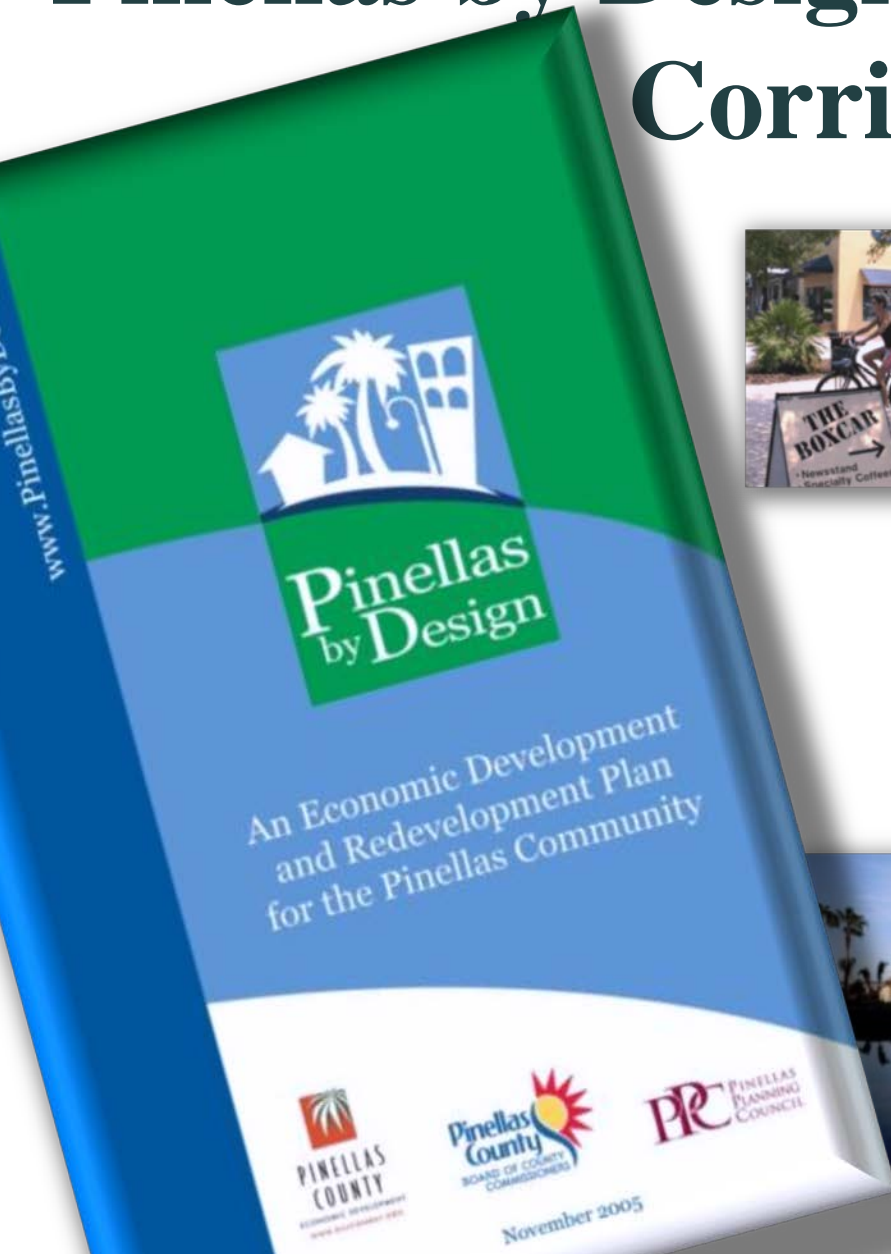


- Limited Review  
PPC/CPA



- Full Review  
PPC/CPA

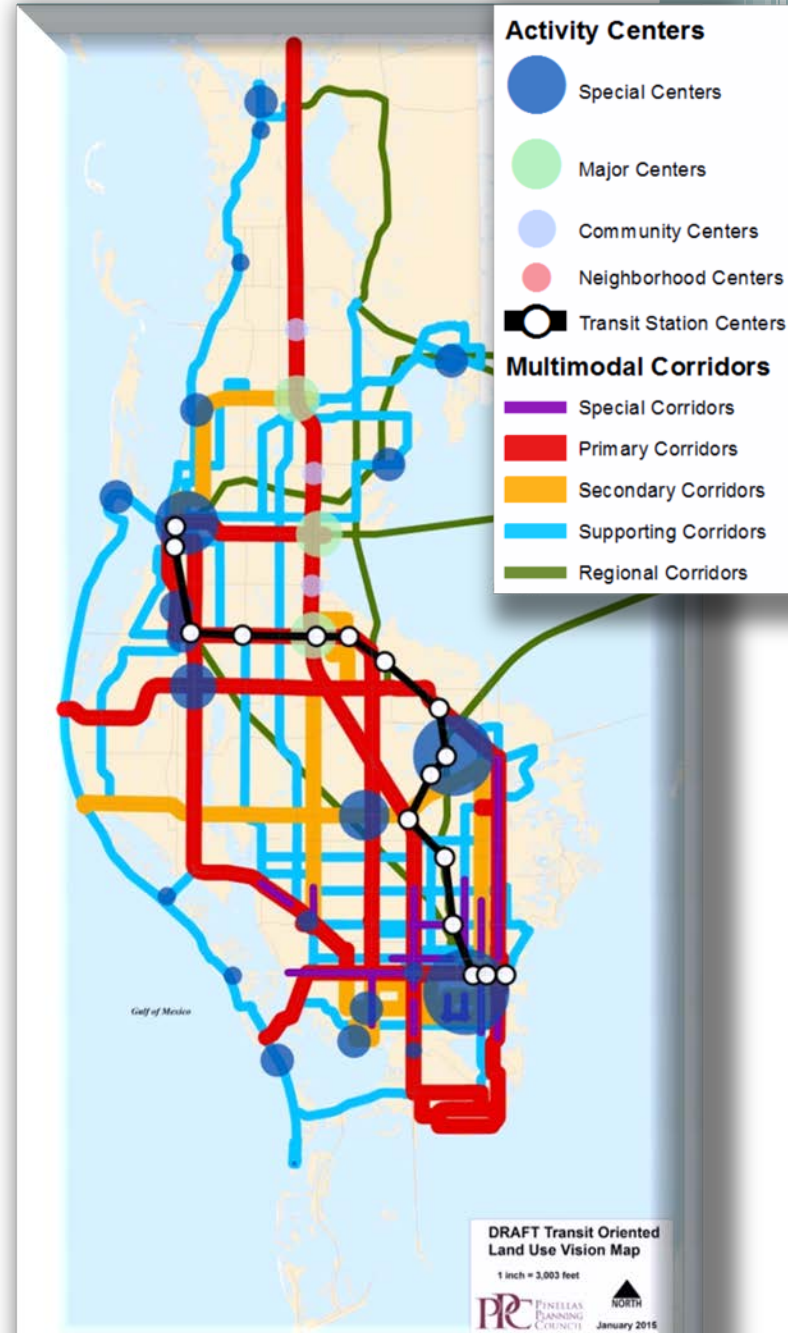
# Pinellas by Design - Centers, Corridors, and Districts





# Transit-Oriented Land Use Vision Map

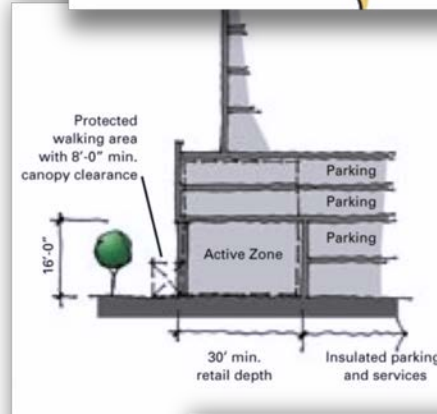
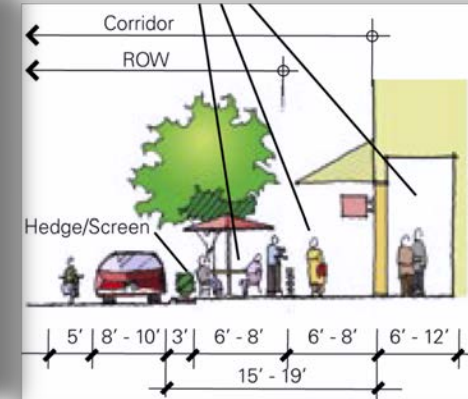
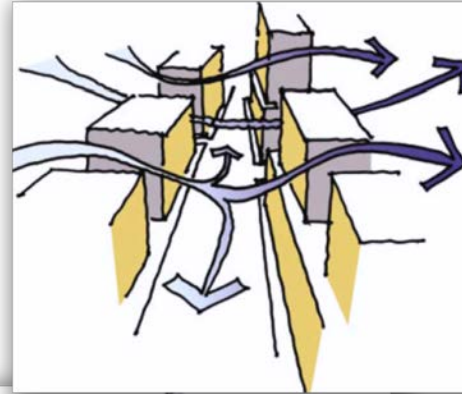
- Areas appropriate for higher densities/intensities
- Coupled with criteria to qualify locations countywide
- Recognizes existing SAPs
- Provides direction for future centers/corridors
- Enables streamlined CWP Map amendments





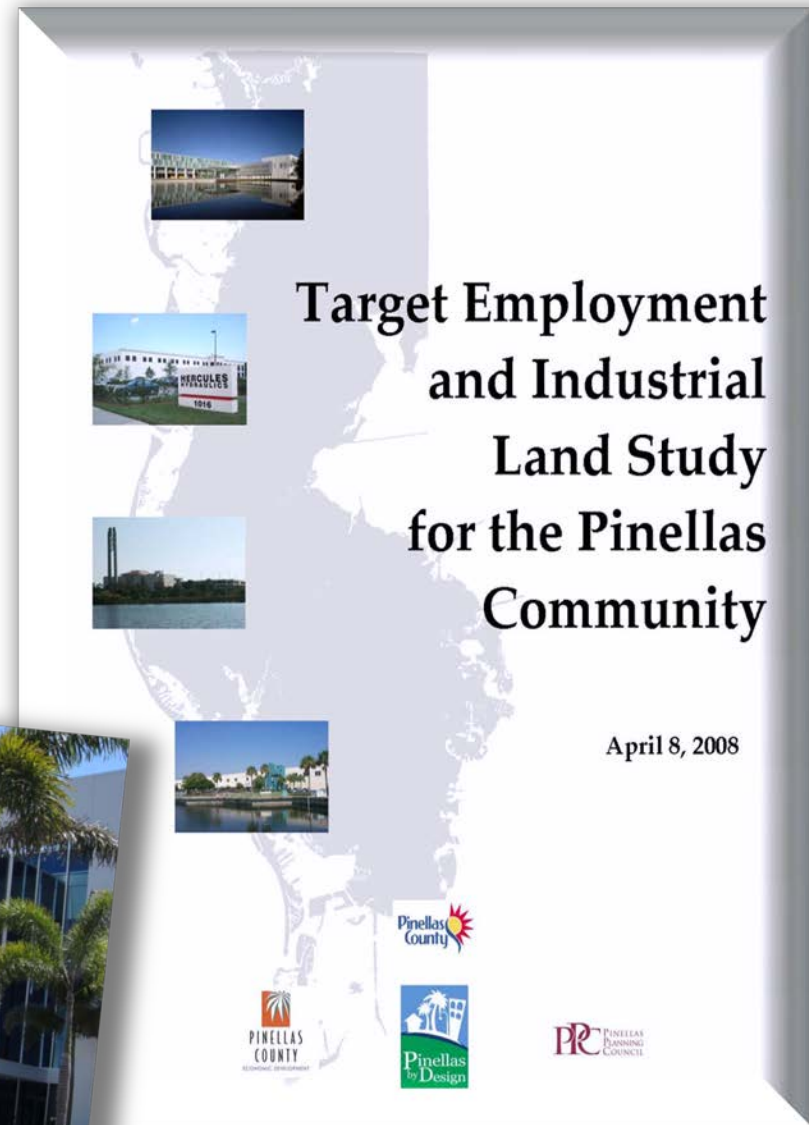
# Planning and Urban Design Principles

- ACs and MMCs
- Replaces SAP process
- Offsets significant increases in density/intensity
- Ensures transit-readiness



# TEILS

- Protect employment land from conversion
- Find new locations to accommodate employers
- Protect adjacent uses



# Employment-Related Uses/TECs

- Updated definitions for manufacturing and research/development focus on external impacts
- Employment uses allowed in more categories/acres
- Employment, Industrial, and/or Office 100 acres +
  - Offer intensity bonus: 100% for manufacturing, research & development, and office uses

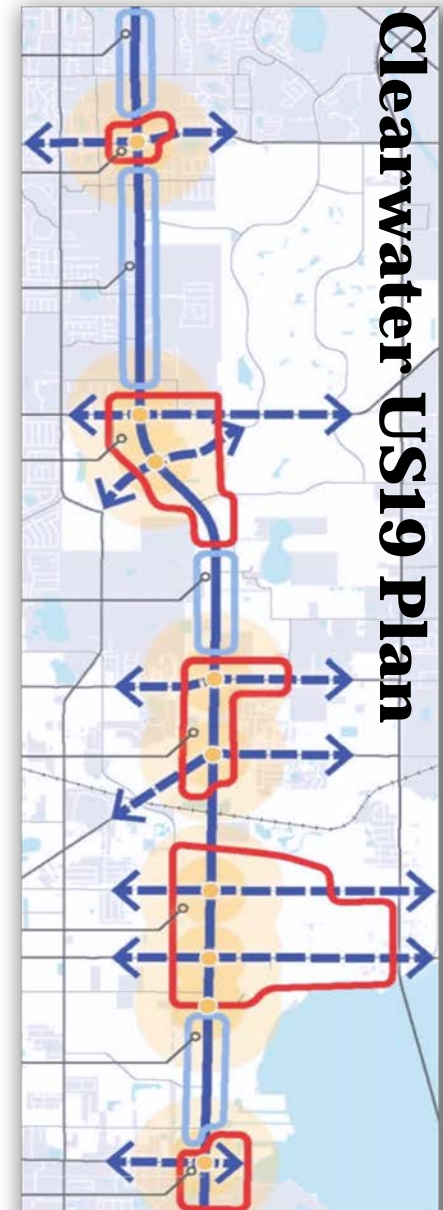




# Plans in Transition

Significant local redevelopment plans in process

- Proposed AC or MMC categories recognized on CWP Map
- Local resolutions passed delineating location and designation
- Local governments to adopt codes/other tools to implement the AC or MMC



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# Countywide Plan Adoption Process

- April 8<sup>th</sup> – PPC - recommended adoption of new plan (unanimous)
- June 2<sup>nd</sup> – Countywide Planning Authority workshop/request for public hearing
- July 21<sup>st</sup> – (tentative) CPA 1<sup>st</sup> public hearing to adopt new plan
- August 4<sup>th</sup> – (tentative) CPA 2<sup>nd</sup> public hearing to adopt new plan

# The Countywide Plan Update

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# Where to now?

## Following BOCC approval:

- Recognize future Work Program – Rule Amendments
- Assist in carrying out - via local assistance and coordination with the DEO
- Evaluate new Countywide Plan and update as needed

## THE COUNTYWIDE PLAN





# THE COUNTYWIDE PLAN

## Questions/ Comments?



### THE COUNTYWIDE PLAN STRATEGIES

### THE COUNTYWIDE PLAN RULES

Effective Date: February 6, 1989  
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**PRC** PINE  
PLAN  
COUNCIL

**PRC** PINE  
PLAN  
COUNCIL

