



Staff Report

File #: 16-364A, **Version:** 1

Agenda Date: 3/29/2016

Subject:

Ordinance amending the goals, objectives and policies, and the Future Land Use Map Category Descriptions and Rules, of the Future Land Use and Quality Communities Element of the Comprehensive Plan, amending the legend of the Future Land Use Map, and amending the Future Land Use Map.

Recommended Action:

Conduct a public hearing and adopt the proposed Ordinance amending the goals, objectives and policies, and the Future Land Use Map Category Descriptions and Rules, of the Future Land Use and Quality Communities Element of the Pinellas County Comprehensive Plan, amending the legend of the Future Land Use Map, and amending the Future Land Use Map.

Strategic Plan:

Foster Continual Economic Growth and Vitality

4.1 Proactively attract and retain businesses with targeted jobs to the county and the region

4.3 Catalyze redevelopment through planning and regulatory programs

Summary:

This is the second of two public hearings by the Board on these proposed amendments to the Pinellas County Comprehensive Plan. The first hearing was held on November 24, 2015. The proposed Ordinance is intended to provide the appropriate policy and regulatory framework within the Pinellas County Comprehensive Plan, including the Future Land Use Category Descriptions and Rules, for revisions that will be proposed to the Pinellas County Land Development Code, which includes new zoning districts and changes to existing zoning districts. Additionally, with the recent update to the Countywide Plan, the Future Land Use and Quality Communities Element and the Future Land Use Map (FLUM) would be amended to incorporate selected changes from the Countywide Plan and to retain consistency with this updated plan. Other amendments recognize the creation of a policy framework for the establishment of a mobility management system as a replacement to transportation concurrency. Other minor changes update references and terms. Most of the amendments contained in the proposed Ordinance provide policy and regulatory support for redevelopment in the unincorporated areas of Pinellas County while recognizing that there are stable neighborhoods where minimal change is anticipated during the planning horizon of the Comprehensive Plan.

The attached Staff Report and Recommendation to the Local Planning Agency summarizes the amendments to the Pinellas County Comprehensive Plan contained in the proposed Ordinance. This report includes an evaluation of the potential impact on public services and facilities for each of the seven FLUM categories where the maximum development potential is proposed to be increased. This evaluation concluded that the proposed changes to these FLUM categories are not anticipated to have a significant impact on public services and facilities.

Background Information:

The Board conducted its initial public hearing on the proposed Ordinance on November 24, 2015, at which time the Board authorized transmittal of the proposed amendments to the Florida Department of Economic Opportunity and other state and regional agencies for review and comment. The comments from the review agencies are attached, and in response to these comments a few changes have been incorporated into the proposed Ordinance. These changes are noted with red text in the attached strike-through and underlined version of the proposed Ordinance. Scrivener errors in Policy 1.15.3 and Objective 4.7 of the Future Land Use and Quality Communities Element have been corrected, and an extraneous word has been removed from the explanation of residential use within the Residential Urban FLUM category description. The definition of Target Employment Center has been revised to reference the applicable local regulatory map where these centers will be designated.

The initial proposed Ordinance considered by the Board in November 2015 included references to new or renamed zoning districts that will be presented to the Board later as part of the update to the Land Development Code. Since these new or renamed zoning districts have yet to be adopted by the Board, any references to these zoning districts have been removed from the proposed Ordinance. The Future Land Use Category Descriptions and Rules will need to be amended, however, after the updated Land Development Code has been adopted in order to include these new or renamed zoning districts in the Zoning Compatibility matrixes within the Rules.

The Residential/Office General (R/OG) and the Residential/Office/Retail (R/O/R) category descriptions have also been slightly modified in response to a comment from the Tampa Bay Regional Planning Council. It is Board policy not to support increases in density above 5 dwelling units per acre within the Coastal Storm Area, which includes the Coastal High Hazard Area and additional adjacent properties that are subject to development restrictions due to their vulnerability to coastal storms. The proposed amendments would increase the maximum density permitted in the R/OG and the R/O/R Future Land Use Map categories from 10 dwelling units per acre to 15 u/a. Consistent with Board policy, the R/OG and R/O/R category descriptions have been modified so that the proposed density increase would not apply to those few properties in the CSA that are currently designated as R/OG and R/O/R.

In response to one of the comments from the Florida Department of Transportation, more intense development potential is associated with the proposed Activity Center and Mixed Use Corridor land use categories and the existing Transit Oriented Development land use categories. Use of these categories requires preparation and approval of a Specific Area Plan, which provides the opportunity to address the concepts listed in the Department's letter to reduce impacts on transportation facilities.

The Southwest Florida Water Management District provided a technical assistance comment requesting supporting documentation that there is ongoing coordination between Pinellas County and Tampa Bay Water concerning the County's increasing potable water supply demands. Information obtained from Pinellas County Utilities reveals that total water demand by the County's retail and wholesale customers has continued its downward trend. One reason for this is the successful implementation of the County's Water Conservation Plan. Pinellas County provides annual updates to this plan to Tampa Bay Water. In addition, Pinellas County provides direct input to Tampa Bay

Water's annual update of its Long Term Demand Forecast Model. There are also year round meetings between Tampa Bay Water and its member governments via the Conservation Coordination Consortium Committee regarding potable water supply, water demand management, and conservation efforts.

The Local Planning Agency reviewed the proposed Ordinance at a public hearing on October 8, 2015 and determined that the proposed amendments are consistent with the Pinellas County Comprehensive Plan and recommended approval of the Ordinance by a vote of 6 to 0.

Fiscal Impact:

N/A

Staff Member Responsible:

Gordon Beardslee, Director, Planning Department

Partners:

Pinellas Planning Council

Attachments:

Proposed Ordinance (strike-through/underline format)
Proposed Ordinance (approved as to form)
Staff Report and LPA Recommendation
MPO Analysis of ROR Impact on U.S. Highway 19 North
State and Regional Agency Review Comments
Legal Notice
PowerPoint Summary of Proposed Amendments

ORDINANCE 16 - ____

AN ORDINANCE OF THE COUNTY OF PINELLAS AMENDING THE GOALS, OBJECTIVES AND POLICIES, AND THE FUTURE LAND USE MAP CATEGORY DESCRIPTIONS AND RULES, OF THE FUTURE LAND USE AND QUALITY COMMUNITIES ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN TO SUPPORT PROPOSED AMENDMENTS TO THE ZONING PROVISIONS OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE, TO INCLUDE SELECTED COUNTYWIDE PLAN PROVISIONS AND RETAIN CONSISTENCY WITH THE RECENTLY UPDATED COUNTYWIDE PLAN, TO SUPPORT IMPLEMENTATION OF THE PINELLAS COUNTY MOBILITY MANAGEMENT SYSTEM, AND TO DELETE REFERENCES TO TRANSPORTATION CONCURRENCY; TO AMEND THE LEGEND OF THE FUTURE LAND USE MAP AND TO AMEND THE FUTURE LAND USE MAP TO REFLECT THE AMENDMENTS TO THE MAP LEGEND; PROVIDING FOR SEVERABILITY; PROVIDING FOR LOCATION OF RECORDS; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, Section 163, Part II, Florida Statutes, establishes the requirements of the Community Planning Act and governs local government comprehensive planning and land development regulation; and

WHEREAS, Pinellas County adopted its Comprehensive Plan on August 8, 1989, and periodically reviews and updates the Plan in response to changing conditions and opportunities; and

WHEREAS, amendments are required at this time to the Future Land Use and Quality Communities Element in order to support updates to the zoning provisions of the Pinellas County Land Development Code and facilitate efficient redevelopment; and

WHEREAS, the Board of County Commissioners, under their authority as the Countywide Planning Authority, recently adopted an updated Countywide Plan pursuant to the Special Act (Chapter 2012-245, Laws of Florida) and changes are now proposed to the Pinellas County Future Land Use Map (FLUM), to the FLUM Category Descriptions and Rules, and to the goals, objectives and policies of the Future Land Use and Quality Communities Element in order to incorporate selected provisions from the updated Countywide Plan and to retain consistency with that plan; and

WHEREAS, in 2011 the Community Planning Act removed State requirements for transportation concurrency management; and

WHEREAS, Pinellas County participated in a multi-jurisdictional Mobility Plan Task Force, facilitated by the Pinellas County Metropolitan Planning Organization, to develop a framework for a countywide approach to implementation of a mobility management system in place of transportation concurrency; and

WHEREAS, Pinellas County now proposes to replace transportation concurrency with a mobility management system approach that is more flexible and designed to better support redevelopment and land use goals.

NOW THEREFORE BE IT ORDAINED, by the Board of County Commissioners of Pinellas County, Florida, in its regular meeting duly assembled on this ____ day of _____, 2016 , that:

SECTION 1: PURPOSE AND INTENT

This Ordinance is intended to provide the appropriate policy and regulatory framework within the Future Land Use and Quality Communities Element of the Pinellas County Comprehensive Plan, including the Future Land Use Category Descriptions and Rules, for revisions proposed to the Pinellas County Land Development Code, which includes new zoning districts and changes to existing zoning districts. Additionally, with the recent update to the Countywide Plan, the Future Land Use and Quality Communities Element and the Future Land Use Map are amended to incorporate selected changes from the Countywide Plan and to retain consistency with this updated plan. Other amendments create the policy framework for the establishment of a mobility management system as a replacement to transportation concurrency. Other minor changes update references and terms.

SECTION 2: POLICY 1.2.10 OF THE FUTURE LAND USE AND QUALITY COMMUNITIES ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN IS AMENDED TO READ AS FOLLOWS:

1.2.10. Policy: Affordable Housing Developments (AHDs), as defined in the Pinellas County Affordable Housing Incentive Plan (AHIP) and in the Pinellas County Comprehensive Zoning Regulations and certified by the County as an AHD, may be permitted at densities up to 10 units per acre in the Commercial Neighborhood land use category and up to ~~42.5~~ 15 units per acre in the Residential/Office/Retail, Residential/Office General, and Commercial General land use categories. The permitting of affordable housing developments within these land use categories shall be subject to program guidelines and specifications as well as compatibility with surrounding development, site constraints, and other appropriate considerations as determined through the Pinellas County Comprehensive Zoning Regulations and the site plan review process. Application of this affordable housing incentive shall not be allowed within the coastal storm area.

SECTION 3: OBJECTIVE 1.3. AND THE ASSOCIATED POLICIES OF THE FUTURE LAND USE AND QUALITY COMMUNITIES ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN ARE AMENDED TO READ AS FOLLOWS:

- 1.3 Objective: Pinellas County, through its comprehensive planning program and land development regulations, shall support efforts to create, recreate, and maintain areas of mixed-use development at appropriate locations to achieve the following objectives:
- provide vibrant and safe walkable areas;
 - concentrate growth in relatively discrete areas that are compatible with the community character, local traditions, and historic heritage;
 - place housing in proximity to employment opportunities, services and amenities;
 - establish urban areas that support transportation choices other than privately-owned vehicles and are more efficiently served by transit;
 - establish quality-designed urban environments that create vibrant, livable places;
 - provide locations that create a range of housing opportunities and choices, including the provision of affordable housing;
 - provide urban areas that incorporate well-designed public spaces;
 - ~~encourage~~ provide neighborhoods with mixed use development at an intensity and scale that fits with the context and character of is compatible with proximate residential neighborhoods;
 - provide adequate buffering and a transition gradient between non-residential and/or higher density residential development and proximate residential neighborhoods and/or less intensive nonresidential development;
 - encourage development that is compatible with the natural environment and the overall vision of the community;
 - transition to a pattern of various types of land use that is more efficient in the use of energy and reduces the emission of greenhouse gases.

- 1.3.1. Policy: The following guidelines ~~shall~~ will be used ~~in to help~~ determining appropriate locations for mixed-use development:

Table 1				
FORM OF DEVELOPMENT ²	Type of Mixed - Use Development			
	Mixed-Use Projects	Large-scale Mixed-Use Areas	Neighborhood-scale Mixed-Use Areas	Transit Oriented Development
Neighborhoods				
Traditional	-	-	R	-
Suburban	-	-	R	-
Mobile Home & Manufactured	-	-	-	-
Large Multi-family Communities & Resorts	-	-	R	-
Centers				
Urban	A	A	A	-
Town	A	A	A	-
Suburban Commercial	A	A	-	-
Neighborhood	A	-	A	-
Village	A	-	A	-
<u>Employment</u>	A	A	-	-
Corridors				
Interstate	A	A	-	-
Commercial	A	A	A	-
Employment	A	A	-	-
Residential	-	-	-	-
Scenic/Non-Commercial ³	R	R	R	-
Coastal ¹	A	A	A	-
<u>Transit-Multimodal</u>	A	A	A	A
Districts				
Employment	A	A	-	-
Airport	A	A	-	-
University/College Campuses	A	A	-	-
Arts and Cultural	R	A	-	-
Medical	R	R	-	-
Historic ⁴ -				

A = This type of mixed-use development is generally appropriate within this specific form of development

R = This type of mixed-use development should be regulated to ensure that it is compatible with this specific form of development

¹ = Limitations on residential densities within the coastal high hazard area and the coastal storm area may restrict residential development

² = The general forms of development that comprise the urban land use morphology in Pinellas County are described in the Definition Section of the Future Land Use and Quality Communities Element

³ = Development policies specific to scenic/non-commercial corridors place additional requirements for locating mixed use development along these corridors

⁴ Appropriate types of mixed use development will depend upon the historic development pattern within the district.

In addition to using **Table 1**, appropriate locations for large-scale or neighborhood-scale mixed use development shall be determined based on a balancing of the guidelines listed below that are applicable to the area under consideration, and the appropriate location for transit oriented development shall be based on the requirements listed at the end of the following guidelines:

LARGE-SCALE MIXED-USE PROJECT OR MIXED-USE AREA

1. The location can serve as a walkable destination for nearby areas.
2. There is adequate infrastructure serving the proposed location, including a transportation network that will meet the mobility needs of all principal modes of travel including bicycling, walking and transit as well as motor vehicles. ~~provide an acceptable level of service.~~
3. There are transportation choices other than privately-owned vehicles that service the proposed location. At least one of the following public transit services is available to serve the proposed mixed-use development:
 - a. The location is served, or is scheduled to be served ~~within 6 months~~, by enhanced bus service with no more than ~~45~~ 30 minute headways during weekday morning and evening ~~rush-peak~~ hours. Service by more than one bus route is preferred, and the presence of a public or private circulator system that serves the location and has a service interconnection with the bus system may improve the location's suitability for mixed-use development.
 - b. The location is served by a Bus Rapid Transit (BRT) route that is in operation or that has been selected for BRT service through the MPO process and there is a firm funding commitment to establish BRT and have it operational within 5 years.
4. The location has direct access or is in close proximity to a segment of the countywide or a local multi-use path or trail system.
5. The location can accommodate a mix of land uses, including a residential component, that are able to blend with surrounding uses without juxtaposing incompatible uses or building types.
6. The mixed-use development will create opportunities for providing a mix of housing types in a range of prices, a certain percentage of which will meet the County's affordable housing criteria.
7. The mixed-use development can accommodate one or more of the County's targeted industries or businesses.
8. The mixed-use development is of sufficient size to allow a decrease in density/intensity from the center of the mixed-use development to the periphery that is compatible with the surrounding land uses.

9. The mixed-use development will provide services (e.g. services such as convenience groceries, dry cleaners, and personal care) and amenities within walking distance of residential development within the mixed use project or area or of residents in the surrounding community, if applicable.
10. Compatibility of mixed-use development with other goals, objectives, and policies of the Pinellas County Comprehensive Plan.
11. The relationship of the mixed-use development to plans of other local governments and the Regional Planning Council, to the Countywide Plan, and to the strategies in Pinellas by Design.

NEIGHBORHOOD-SCALE MIXED-USE PROJECT OR MIXED-USE AREA

1. The location can serve as a walkable destination for nearby areas.
2. There is adequate infrastructure serving the proposed location, including a transportation network that will meet the mobility needs of all principal modes of travel including bicycling, walking and transit as well as motor vehicles. ~~provide an acceptable level of service.~~
3. The location can accommodate a mix of land uses, including a residential component, that are able to blend with surrounding uses without juxtaposing incompatible uses or building types.
4. The mixed-use development is of sufficient size to allow a decrease in density/intensity from the center of the mixed-use development to the periphery that is compatible with the surrounding land uses.
5. The mixed-use development will provide services (e.g. services such as convenience groceries, dry cleaners, and personal care) and amenities within walking distance of residential development within the mixed use project or area or of residents in the surrounding community, if applicable.
6. Compatibility of mixed-use development with other goals, objectives, and policies of the Pinellas County Comprehensive Plan.
7. The relationship of the mixed-use development to plans of other local governments and the Regional Planning Council, to the Countywide Plan, and to the strategies in Pinellas by Design.

TRANSIT ORIENTED DEVELOPMENT

Transit oriented development shall be located within an easy walking distance (roughly ½ mile) of existing or future transit stations that are part of a rail or fixed-guideway system as established in the Pinellas County Metropolitan Planning Organization's Long-Range Transportation Plan. The specific station locations are determined through a multi-

agency process for transit corridor planning that is based on the Federal Transit Administration planning process in Pinellas County.

- 1.3.2. Policy Mixed-use development shall be integrated into a walkable area, which exhibits most, if not all, of the following characteristics:
- a. A pedestrian-friendly environment that results in active, walkable streets.
 - b. Building setbacks are reduced.
 - c. Buildings are interconnected by a continuous network of safe, convenient, comfortable, and interesting sidewalks, paths, and bicycle routes.
 - d. If residential neighborhoods and other walkable destinations are located nearby, mixed-use development is interconnected with the surrounding community by a network of safe, convenient, comfortable, and interesting sidewalks, paths, and bicycle routes.
 - e. Pedestrian-scale streetlights and other amenities are installed.
 - f. There is safe, convenient access to public transit.
 - g. The development will provide well-designed public spaces (e.g. pocket parks and plazas) and space for civic uses such as libraries, community centers, law enforcement substations.
 - h. Applicable livable community characteristics identified in the policies in support of Goal 2.
- 1.3.3. Policy: Pinellas County shall establish the ~~Community Redevelopment District~~ Activity Center and Mixed Use Corridor Future Land Use Map categoryies to recognize those areas of the County that are appropriate locations for mixed use development that serve as community focal points of commerce, employment, and housing.
- 1.3.4. Policy: Use of the ~~Community Redevelopment District~~ Activity Center and Mixed Use Corridor Future Land Use Map (FLUM) categoryies shall require a ~~special~~ specific area plan approved by the Board of County Commissioners. The ~~special~~ specific area plan shall, at a minimum, address the following:
- a. Permitted uses and locational criteria;
 - b. Density and intensity standards;
 - c. Provisions for mixed use;

- d. Design criteria and/or guidelines, if any;
- e. Provisions for affordable housing and employment, if any;
- f. Provisions that achieve a walkable area;
- g. Impacts on public services and facilities;
- h. Integration with planned and existing mobility systems;
- i. ~~Integration and compatibility~~ Interrelationship of the proposed designation with the surrounding community;
- j. Projected impact on traffic patterns resulting from mixed use development and an emphasis on pedestrian activity, existing and planned/programmed transit service and non-motorized modes of travel;
- k. The ability of the surrounding road network to distribute vehicle trips away from road corridors experiencing congestion problems;
- l. Incentives that may be offered to encourage development that has an overall community benefit; and
- m. Consistency with the Pinellas County Comprehensive Plan.

These requirements for specific area plans may be met partially or in their entirety with the adoption of a form based regulating plan associated with the designation of a Form Based Code Zoning District, in which case the adopted regulating plan shall satisfy the above requirements to the extent they are addressed in the regulating plan.

It is intended that specific area plans required by this policy address the planning and urban design principles contained in Strategy LU 16.1 of the Countywide Plan Strategies.

- 1.3.5. Policy: ~~Special~~ Specific area plans or regulating plans, as described in Policy 1.3.4., and the County's land development regulations as they apply to the ~~Community Redevelopment District-Activity Center and Mixed Use Corridor~~ FLUM categoryies may require that, in order to exceed an established base residential density or intensity of use that is less than the maximum permitted in the FLUM category, a project shall provide public benefits and amenities that support one or more of the objectives listed in Objective 1.3. Pinellas County would determine what public

benefits and amenities would be acceptable for receiving additional development rights, and the extent of those additional development rights.

1.3.6 Policy: ~~Special~~ Specific area plans or regulating plans, as described in Policy 1.3.4., and the County's land development regulations as they apply to the ~~Community Redevelopment District-Activity Center~~ and Mixed Use Corridor FLUM categories may require that development above an established base residential density or intensity of use rely upon the transfer of development rights from other properties to the subject property or properties.

1.3.7 Policy: Mixed-use development shall enhance, and not compromise, the integrity and viability of existing and planned residential neighborhoods.

1.3.8. Policy: Mixed-use development shall create a strong sense of community identity through consideration of such mechanisms as optional and/or required urban design and architectural design criteria, recognizing historic setback patterns and lot sizes, the creation of places that are oriented to the pedestrian and alternative modes of travel such as bicycle use, providing greenspace and landscaping in public spaces, and other appropriate mechanisms that may be specific to a particular location.

~~1.3.9. Policy: When considering a Future Land Use Map amendment to designate a Community Redevelopment District-Activity Center implementation of Policies 4.2.3. and 4.2.4. of the Future Land Use and Quality Communities Element shall take into consideration the area's historic development pattern, the interrelationship of the proposed designation with the surrounding community, whether the proposed Community Redevelopment District-Activity Center has historically served as a community focal point, the impact on traffic patterns resulting from mixed use development and an emphasis on pedestrian activity and non-motorized modes of travel, and the ability of the surrounding road network to distribute vehicle trips away from road corridors experiencing concurrency problems.~~

1. 3.40 9. Policy: In association with the update to the Land Development Code, Pinellas County shall identify proposed amendments to the Land Development Code to include mixed-use development standards to achieve the intent expressed in Objective 1.3. The proposals shall also consider additional code amendments to implement recommendations in *Pinellas by Design* and the livable community objectives and policies under Goal 2 of this element.

1. 3.44 10. Policy: In association with the update to the Land Development Code, Pinellas County in coordination with the Pinellas County

Metropolitan Planning Organization shall recommend parking standards for mixed-use development.

1.3.42 11. Policy: Pinellas County will amend its land development regulations as determined appropriate based on the recommendations from Policy 1.3.10 44.

1.3.43 12. Policy: The Residential/Office Limited, Residential/Office General, Residential/Office/Retail, and ~~Community Redevelopment District-Activity Center, and Mixed Use Corridor~~ land use categories shall ~~require~~ seek to achieve a mixture of uses distributed as follows within each category: Residential (5 percent to ~~30~~ 50 percent), and Non-residential (~~70~~ 50 percent to 95 percent).

1.3.44 13. Policy: The Transit Oriented Development (TOD) land use categories, with the exception of the TOD – RC- E category, shall ~~require~~ seek to achieve a mixture of uses distributed as follows: Residential (20 percent to 75 percent), and Non-residential (25 percent to 80 percent).

SECTION 4: POLICIES 1.4.4 AND 1.5.3 OF THE FUTURE LAND USE AND QUALITY COMMUNITIES ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN ARE AMENDED TO READ AS FOLLOWS:

1.4.4 Policy: The determination of the appropriate typology for each transit station area shall be based on the Station Area Typologies in Table 4 ~~FLUM-3~~ of the Future Land Use Map Category Descriptions and Rules.

1.5.3. Policy: Following approval of the Station Area boundaries for a particular transit station, the County shall initiate preparation of a Station Area Plan using as guidance Objective 1.3, Policy 1.3.2, the principles and strategies contained in Policy 1.5.11, the Station Area Typologies in Table 4 FLUM-3, and applicable livable community policies listed under Goal 2 of this element.

SECTION 5: OBJECTIVE 1.13 AND THE ASSOCIATED POLICIES OF THE FUTURE LAND USE AND QUALITY COMMUNITIES ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN ARE AMENDED TO READ AS FOLLOWS:

1.13. Objective: The Future Land Use Map and land use policies shall define the location, type, and intensity of industrial activities (including manufacturing, services, warehousing, and trade) that may be operated in order to diversify the County's economy and provide a broad range of employment opportunities to the County's residents.

- 1.13.1. Policy: The Land Development Code shall continue to be reviewed and amended as necessary to restrict the impacts of industrial development upon surrounding land uses and the natural environment. A review of the Land Development Code will evaluate the efficacy of various techniques such as minimum setbacks and buffering requirements, groundwater protection measures, distinguishing between where industrial activity is allowed either as a permitted or a conditional use, restrictions on certain industrial activities occurring outdoors, and the application of performance standards.
- 1.13.2. Policy: Pinellas County will evaluate recommendations in the Industrial Lands Study, upon its completion in 2008, and develop recommended amendments to the Pinellas County Comprehensive Plan and land development regulations based on the Study's results. The proposed amendments will be submitted to the Board of County Commissioners no later than June 2009, and will include recommendations on retaining sufficient acreage with appropriate future land use designations to accommodate the anticipated employment growth, by type, within the County.
- 1.13.3 Policy: Pinellas County will prioritize coordination with other jurisdictions and the Metropolitan Planning Organization/Pinellas Planning Council to determine appropriate increases in development potential within Target Employment Centers designated on the Countywide Plan Map, and amend the Pinellas County Comprehensive Plan accordingly.
- ~~1.13.3. Policy: In areas where the full range of activities permitted under the Industrial Limited category is not appropriate, Pinellas County may allow research/development and light manufacturing/assembly (Class A) uses as conditional uses upon properties designated on the Future Land Use Map as Commercial General or Residential/Office/Retail as long as specific criteria identified in the Pinellas County Zoning Code are met. In areas designated on the Future Land Use Map as Community Redevelopment-Activity Center, research/development and light manufacturing/assembly (Class A) uses may be allowed through provisions within the applicable special area plan, as long as specific criteria identified in the Pinellas County Zoning Code are met.~~

SECTION 6: OBJECTIVE 1.15 AND THE ASSOCIATED POLICIES OF THE FUTURE LAND USE AND QUALITY COMMUNITIES ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN ARE AMENDED TO READ AS FOLLOWS:

- 1.15. Objective: Recognizing the economic significance of the mid-county Gateway Area, Pinellas County shall consider the recommendations in the *Gateway to the*

Future Plan approved by the Board of County Commissioners on July 12, 2005 to position the Gateway Area to achieve maximum countywide benefit and as an opportunity to model sustainable planning practices and design concepts.

- 1.15.1. Policy: Pinellas County will continue to assess, and take part in, opportunities to collaborate on land use, transportation and watershed planning for the Gateway Area, including with the cities of St. Petersburg, Largo, and Pinellas Park.
- 1.15.2. Policy: Pinellas County will coordinate both internally and with affected jurisdictions and agencies in implementing recommendations contained in the *Gateway to the Future Plan*.
- 1.15.3. Policy: Redevelopment of the St. Petersburg-Clearwater International Airport property known as the AIRCO Golf Course is subject to approval by the Federal Aviation Administration and will be consistent with the objectives of the St. Petersburg-Clearwater International Airport Master Plan.
- 1.15.4. Policy: Non-aviation related uses will be oriented toward the eastern and southern portions of the AIRCO property, and will be undertaken in a manner that provides appropriate buffering for surrounding land uses and that contributes to the economic, employment and sustainability goals for the County as a whole, as defined in the individual Elements of the Pinellas County Comprehensive Plan, and consistent with the objectives of the St. Petersburg-Clearwater International Airport Master Plan.
- 1.15.5. Policy: The maximum allowable development permitted on the southerly 10 acres (approximately) of Parcel No. 34/29/16/00110/000/0023 that is designated as **Commercial General** on the Future Land Map is

AIRCO Golf Course Property		
Southerly Portion of Parcel No. 34/29/00110/000/0023		
Land Use Designation: Commercial General (approx. 10 acres)		
Type of Use	Max Sq. Ft.	Max. Hotel Rooms
Transient Accommodations with conference facilities	-	250
Stand-alone restaurant	14,000	

- 1.15.6. Policy: The maximum allowable development permitted on the northerly 118 acres (approximately) of Parcel No. 34/29/16/00110/000/0023 that is designated as **Industrial Limited Employment** on the Future Land Map is

AIRCO Golf Course Property		
Northerly Portion of Parcel No. 34/29/00110/000/0023		
Land Use Designation: <u>Industrial Limited Employment</u> (approx. 118 acres)		
Type of Use	Max Sq. Ft.	Max. Acres
office	199,000	-
light industrial/flex	720,000	-
aviation uses	-	45

- 1.15.7. Policy: Prior to issuing any permits to redevelop the 10 acre portion of the AIRCO property in accordance with Policy 1.15.5 and designated as Commercial General on the Future Land Use Map, a transportation management plan must be submitted to, and approved by, the County Administrator, following a public hearing, addressing access from Ulmerton Road to the 10 acre commercial project site, including provisions, and a schedule, for any required roadway, non-vehicular, intersection or other access-related improvements.

- 1.15.8. Policy: Approval of a Master Development Plan, by the Board of County Commissioners at a public hearing, for the approximately 118 acre portion of the AIRCO property designated as **Industrial Limited Employment** on the Future Land Use Map, including any adjacent property(ies) that might be included in the master development proposal, is required prior to issuing permits for any office and/or light industrial/flex development on the subject site. Aviation uses will be subject to another approval process and are not included in the Master Development Plan. At a minimum, the Master Development Plan will address the following:

- Identification of the affected roadway network, planned mobility onsite and off for different travel modes (including roads, bicycle, pedestrian, and public transit), and required improvements to the transportation network, including the responsible entity and funding plan for those improvements.

- Water quality improvements and regional retention and treatment options.
- Appropriate buffering of the office and light industrial development from surrounding uses, particularly nearby residential uses.
- Incorporating livable community and environmental strategies that promote energy efficiency, provide choices in travel modes, and respond to water quality and other environmental concerns.
- Availability of adequate wastewater and potable water service and facilities.
- The ability to convert the office component to light industrial/flex space or vice versa as long as the resulting traffic impacts after the conversion do not exceed the traffic impacts associated with the development allocation specified in Policy 1.15.6 above.
- Determine the development rights associated with the existing water bodies located on the 118-acre subject site.

SECTION 7: GOAL 4 AND THE ASSOCIATED OBJECTIVES AND POLICIES OF THE FUTURE LAND USE AND QUALITY COMMUNITIES ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN ARE AMENDED TO READ AS FOLLOWS:

GOAL FOUR: PINELLAS COUNTY SHALL WORK TOWARD A LAND USE PATTERN THAT CAN BE SUPPORTED BY THE AVAILABLE COMMUNITY AND PUBLIC FACILITIES THAT WOULD BE REQUIRED TO SERVE THAT DEVELOPMENT.

4.1. Objective: The Pinellas County Concurrency Management System will insure the compatibility of all proposed development with the capacities of the existing and planned support facilities for which a level of service standard has been adopted in this plan.

4.1.1. Policy: The Concurrency Management System will ensure proposed development to be considered for approval shall be in conformance with existing and planned support facilities for which a level of service standard has been adopted and that such facilities and services are available, at the adopted level of service standards, concurrent with the impacts of development.

4.1.2. Policy: On an annual basis, the Pinellas County Planning Department ~~Local Planning Agency of the Board~~ shall develop and the Local Planning Agency of the Board shall recommend adoption of a concurrency test statement that assesses the demands of existing and committed development upon support facilities.

- 4.2. Objective: The Concurrency Management System, applicable policies within the Pinellas County Comprehensive Plan, and the standards and the locational and use characteristics as set out in the Future Land Use Category Descriptions and Rules of the Future Land Use and Quality Communities Element comprise the County's program in which development shall be coordinated with the availability of public and private utilities.
- 4.2.1. Policy: Land use location and intensity shall be accurately defined and monitored through the Concurrency Management System, the Future Land Use and Quality Communities Element, including Policy 1.2.1., to ensure coordination with the availability of facilities and services.
- 4.2.2. Policy: Pinellas County's Land Development Regulations shall require developers to submit their proposed development plans to the affected public utilities, who will in turn submit to the County, prior to the County's issuance of development orders or building permits, a statement of their ability to serve the proposed development.
- 4.2.3. Policy: ~~Pinellas County shall discourage approval of Zoning and/or Future Land Use Map (FLUM) amendments that would increase the number of trips generated on corridors designated as long term concurrency management, congestion containment and constrained corridors in the Concurrency Test Statement.~~ When making decisions on requests to amend the Future Land Use Map (FLUM) or the Zoning Atlas (other than decisions on appropriate locations for mixed-use development and transit oriented development), Pinellas County shall review the potential impact on the transportation system by considering the following:
- Ability of the surrounding existing and planned transportation network to meet the mobility objectives of the Comprehensive Plan;
 - Capacity of the surrounding existing and planned transportation network to accommodate any projected additional demand; and
 - Extent to which the proposed FLUM amendment or rezoning furthers the intent of the Comprehensive Plan to improve mobility.
- 4.2.4. Policy: ~~Pinellas County shall discourage approval of Future Land Use Map (FLUM) amendments that would increase the number of trips generated on corridors operating at peak hour level of service E and F in 2005 and 2015 as identified in the Transportation Element.~~ When evaluating the transportation impacts of a proposed Future Land Use Map amendment for mixed-use development, including transit oriented development, Pinellas County will use the guidelines in Policy 1.3.1 and the specific area plan required by

Policy 1.3.4 or the station area plan required by Policy 1.5.11 of the Future Land Use and Quality Communities Element.

- 4.2.5. Policy: As a part of its water supply and water resource protection program, Pinellas County shall continue to implement its concurrency management system, to schedule capital improvements, and to make land use and development-related decisions that consider both existing and projected water demand as well as fiscal and environmental constraints.
- 4.3. Objective: Pinellas County Land Development Regulations shall require that the level of population density and development intensity in the coastal planning area shall be compatible with the evacuation capabilities provided for in the hurricane evacuation program.
- 4.3.1. Policy: In order to limit the exposure of residents and property to coastal hazards and not increase existing and planned demands on hurricane evacuation corridors and public shelters, the population density and development intensity within the coastal planning area shall be consistent with Objective 1.3 of the Coastal Management Element and the supporting policies.
- 4.4. Objective: The Pinellas County Concurrency Management System shall insure that building permits and development orders for developments of regional impact are not authorized unless the needed support facilities and services are available or such authorization is conditioned on the availability of the facilities and services necessary to serve that development at the time it is needed.
- 4.4.1. Policy: Pinellas County's Concurrency Management System shall include, as a minimum, level of service standards for ~~roadways~~, potable water, sanitary sewer, solid waste, drainage and recreation and open space.
- 4.5. Objective: Pinellas County's land development regulations shall be applied to ensure the availability of suitable land for utility facilities necessary to support development.
- 4.5.1. Policy: The County shall maintain procedures in cooperation with utility companies by which the utilities are informed of development occurring in the County.
- 4.5.2. Policy: Public utilities shall be permitted in all future land use categories including planned residential developments and developments of regional impact provided the performance standards in the Power Plant Siting Act, Transmission Line Siting Act, Pinellas County Future Land Use and Quality Communities Element, Pinellas

County Zoning Regulations, and any other applicable land development regulations are met.

- 4.6. Objective: Development and redevelopment activities along U.S. Highway 19 shall be consistent with state and local efforts to provide an efficient north/south limited access highway corridor within Pinellas County and enhance its function as an employment corridor in north Pinellas.
- 4.6.1. Policy: Mixed-use development, ~~as provided in the Residential/Office/Retail future land use designation,~~ shall continue to be the preferred land use pattern along U.S. Highway 19, generally characterized by appropriate building density and land uses that are planned and designed to support accessible transit service and ~~. The restrictive floor area ratio and residential density requirements of this designation shall be utilized to limit the impact of~~ development upon the traffic-carrying capacity of U.S. Highway 19.
- 4.6.2. Policy: The number of curb cuts on U.S. Highway 19 providing access to businesses and other development located along this corridor shall be kept to a minimum by requiring new development and redeveloped sites to provide access to adjacent projects whenever feasible.
- 4.6.3. Policy: As part of the County's sector planning program, Pinellas County, in coordination with affected local governments and agencies, shall study the U.S. Highway 19 corridor in north Pinellas County to determine if what changes to the adjacent land use pattern could enhance both its function as a major commercial and employment corridor and as the primary north-south highway in the County.
- 4.7. Objective: The Future Land Use and Quality Communities Element of the Pinellas County Comprehensive Plan shall be consistent with the Countywide Future Land Use Plan, including the categories, rules, policies, and procedures thereof. ~~Future Land Use and Quality Communities Element~~
- 4.7.1. Policy: Pinellas County shall, as a component of its Future Land Use and Quality Communities Element, establish and maintain consistency with the Countywide Future Land Use Plan.

SECTION 8: APPENDIX C , THE FUTURE LAND USE MAP CATEGORY DESCRIPTIONS AND RULES, OF THE FUTURE LAND USE AND QUALITY COMMUNITIES ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN, ARE AMENDED TO READ AS FOLLOWS:

PINELLAS COUNTY COMPREHENSIVE PLAN FUTURE LAND USE (FLUM) CATEGORY DESCRIPTIONS & RULES

The Future Land Use Map (FLUM) categories establish the maximum densities and intensities, the locational and use characteristics of each category, and additional standards and criteria as necessary to assist in managing the development of land in the unincorporated areas of Pinellas County. The purpose of the attached category descriptions and rules is to aid decision makers and the general public in understanding what the appropriate uses are in each category, where they should be located, and how intensively a parcel of land can be developed.

For each FLUM category, the compatible zoning districts in the Pinellas County Land Development Code are identified. For a specific parcel of land, however, an additional zoning district may be determined by the Pinellas County Local Planning Agency (LPA) to be compatible with a particular FLUM category based on findings of the LPA for that particular situation. Such findings would not have general applications throughout the unincorporated areas of Pinellas County and would be determined on a case-by-case basis.

The Future Land Use Map was adopted as part of the Pinellas County Comprehensive Plan. Planning Department staff has automated the production of the FLUM using the Pinellas County Geographic Information System (GIS). ~~This project was completed in November of 1995.~~ The GIS now contains the digital spatial and attribute information for the FLUM, and includes all amendments that have been made to the FLUM since August 1989. As new amendments occur, they will be added to the GIS database and new Future Land Use Maps will be printed as needed. Half section maps Copies of the unincorporated FLUM are available at the Pinellas County Planning Department, 310 Court Street, ~~600 Cleveland St., Suite 750~~, Clearwater, Florida 33756 (727-464-8200). Information and Future Land Use Maps may also be obtained at the Pinellas County ~~Department of Building & Development Review Services~~ Department located at 310- 440 Court Street, Clearwater, Florida 33756 (727-464-3888).

FUTURE LAND USE MAP (FLUM) CATEGORY DESCRIPTIONS & RULES

PART I - FUTURE LAND USE MAP (FLUM) CATEGORY DESCRIPTIONS

(Page numbers assigned when
provided as a separate document)

RESIDENTIAL CLASSIFICATION

Residential Rural (RR)	
Residential Estate (RE)	
Residential Suburban (RS)	
Residential Low (RL)	
Residential Urban (RU)	
Residential Low Medium (RLM)	
Residential Medium (RM)	
Residential High (RH)	

MIXED USE CLASSIFICATION

Community Redevelopment District – Activity Center (CRD-AC)	
Activity Center – Neighborhood (AC-N)	
Activity Center – Community (AC-C)	
Activity Center – Major (AC-M)	
Mixed Use Corridor – Primary (MUC-P)	
Mixed Use Corridor – Secondary (MUC-S)	
Residential/Office Limited (R/OL)	
Residential/Office General (R/OG)	
Residential/Office/Retail (R/O/R)	
Resort Facilities Overlay-Permanent (RFO-P)	
Resort Facilities Overlay-Temporary (RFO-T)	
Transit Oriented Development – Neighborhood Center (TOD-NC)	
Transit Oriented Development – Community Center (TOD-CC)	
Transit Oriented Development – Regional Center (TOD-RC-E) & (TOD-RC-MU)	
Transit Oriented Development – Park and Ride (TOD-PR)	
Pinellas County Rail/Fixed Guideway Transit Station Area Typologies (Table 1)	
Transit Oriented Development Overlay (TODO)	

COMMERCIAL CLASSIFICATION

Commercial Neighborhood (CN)	
Commercial Recreation (CR)	
Commercial General (CG)	

INDUSTRIAL/EMPLOYMENT CLASSIFICATION

Industrial Limited (IL) Employment (E)	
Industrial General (IG)	

PUBLIC/SEMI PUBLIC CLASSIFICATION

Preservation (P)	
Preservation-Resource Management (P-RM)	
Resource Management Overlay (RMO-1 and RMO-2)	
Recreation/Open Space (R/OS)	
Institutional (I)	
Institutional Overlay (IO)	
Transportation/Utility (T/U)	

ADDITIONAL STANDARDS.....

PART II - MANDATORY RULES ON /TRANSFERABLE DEVELOPMENT RIGHTS AND
DENSITY/INTENSITY AVERAGING

PART III- SITE-SPECIFIC LAND USE RESTRICTIONS ON SPECIFIC PROPERTIES.....

GLOSSARY

PART I - FUTURE LAND USE MAP (FLUM) CATEGORY DESCRIPTIONS

RESIDENTIAL CLASSIFICATION

Category/Symbol – Residential Rural (RR)

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, very low density residential manner; and to recognize such areas as primarily well-suited for residential and agricultural uses that are consistent with the rural, exurban, non-intensive qualities and natural resource features of such areas.

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

- Primary Uses – Residential; Agricultural.
- Secondary Uses – Residential Equivalent; Institutional; Transportation/Utility; Ancillary Nonresidential.

Locational Characteristics – This category is generally appropriate in areas where use and development characteristics are rural in nature; and in areas where environmental features are linked to the protection of natural resources such as aquifer recharge areas, groundwater resource areas, and the 100-year floodplain.

Standards – Shall include the following:

- Residential Use – Shall not exceed one-half (0.5) dwelling unit per acre.
- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 0.5 dwelling unit per acre.
- Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .30, nor an impervious surface ratio (ISR) .60.
- See 'Additional Standards' section of this table.

Zoning Compatibility – The following zoning districts are compatible with the **Residential Rural (RR)** land use category:

A-E	Agricultural Estate Residential District
RPD-0.5	Residential Planned Development District <u>permitting up to 0.5 unit per acre</u>

RESIDENTIAL CLASSIFICATION– (cont'd)

Category/Symbol – Residential Estate (RE)

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 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 suburban, non-intensive qualities and natural resource characteristics of such areas.

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

- Primary Uses – Residential; Agricultural.
- Secondary Uses – Residential Equivalent; Institutional; Transportation/Utility; Ancillary Nonresidential.

Locational Characteristics – This category is generally appropriate in areas where use and development characteristics are estate residential in nature; in areas serving as a transition between more rural and more urban residential areas; in environmentally-sensitive areas where the prohibition of development is not required to protect the natural resource; and in the 100 year floodplain (where preservation, open space/restricted, or recreation/open space are not feasible).

Standards – Shall include the following:

- Residential Use – Shall not exceed one (1.0) dwelling unit per acre.
- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 1.0 dwelling unit per acre.
- Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .30, nor an impervious surface ratio (ISR) of .60.
- See 'Additional Standards' Section of this table.

Zoning Compatibility – The following zoning districts are compatible with the **Residential Estate (RE)** land use category:

A-E	Agricultural Estate Residential District
E-1	Estate Residential District
RM-4	Residential Multiple Family District
RPD-4	Residential Planned Development District
All RPD and RM zoning districts that allow <u>up to or</u> less than 1 unit per acre.	

RESIDENTIAL CLASSIFICATION – (cont'd)

Category/Symbol – Residential Suburban (RS)

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 suburban, low density residential manner, and to recognize such areas as primarily well-suited for residential uses that are consistent with the suburban, non-intensive qualities and natural resource characteristics of such areas.

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

- Primary Uses – Residential; Agricultural.
- Secondary Uses - Residential Equivalent; Institutional; Transportation/Utility; Ancillary Nonresidential.

Locational Characteristics – This category is generally appropriate in areas where use and development characteristics are suburban residential in nature; in areas serving as a transition between more rural and more urban residential areas; and in areas within the 100 year floodplain (where preservation, open space/restricted, or recreation/open space are feasible).

Standards – Shall include the following:

- Residential Use – Shall not exceed two and one-half (2.5) dwelling units per acre.
- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 2.5 dwelling units per acre.
- Non-residential Use – Shall not exceed a floor area ratio (FAR) of .30, nor an impervious surface ratio (ISR) of .60.
- See 'Additional Standards' section of this table.

Zoning Compatibility - The following zoning districts are compatible with the **Residential Suburban (RS)** land use category:

A-E	Agricultural Estate Residential District
E-1	Estate Residential District
R-R	Rural Residential District
R-1	Single Family Residential District
RM -2.5	Residential, Multiple Family District
RPD-2.5	Residential Planned Development District
All RPD and RM zoning districts that allow <u>up to or</u> less than 2.5 units per acre-	

RESIDENTIAL CLASSIFICATION – (cont’d)

Category/Symbol – Residential Low (RL)

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 low density residential manner; and to recognize such areas as primarily well suited for residential uses that are consistent with the low density, non-intensive qualities and natural resource characteristics of such areas.

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

- Primary Uses – Residential.
- Secondary Uses – Residential Equivalent, Institutional; Transportation/Utility, Ancillary Nonresidential.

Locational Characteristics – This category is generally appropriate to locations between major employment centers and community and regional shopping centers; in areas where use and development characteristics are low density residential in nature, in areas serving as a transition between more suburban and more urban residential areas; and in areas within the 100-year floodplain (where preservation, open space/restricted, or recreation/open space are not feasible).

- Residential Use – Shall not exceed five (5) dwelling units per acre.
- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 5 dwelling units per acre.
- Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .40, nor an impervious surface ratio (ISR) of .65.
- See ‘Additional Standards’ section of this table.

Zoning Compatibility - The following zoning districts are compatible with the **Residential Low (RL)** land use category:

AE	Agricultural Estate Residential District
E-1	Estate Residential District
R-R	Rural Residential District
R-1	Single Family Residential District
R-2	Single Family Residential District
R-3	Single Family Residential District
R-4	One, Two, or Three Family Residential District
<u>R-5</u>	<u>Urban Residential District</u>
RM-5	Residential, Multiple Family District
RPD-5	Residential Planned Development District

All RPD and RM zoning districts that allow up to or less than 5.0 units per acre-

RESIDENTIAL CLASSIFICATION – (cont’d)

Category/Symbol – Residential Urban – (RU)

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 an urban low density residential manner, and to recognize such areas as primarily well-suited for residential uses that are consistent with the urban qualities and natural resource characteristics of such areas.

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

- Primary Uses – Residential.
- Secondary Uses – Residential Equivalent; Institutional; Transportation/Utility; Ancillary Nonresidential.

Locational Characteristics – This category is generally appropriate to locations between major employment centers and community and regional shopping centers; in areas where use and development characteristics are urban residential in nature; and in areas serving as a transition between more suburban and more urban residential areas.

Standards – Shall include the following:

- Residential Use – Shall not exceed seven and one-half (7.5) ~~acre~~ dwelling units per acre.
- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 7.5 dwelling units per acre.
- Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .40, nor an impervious surface ratio (ISR) of .65.
- See ‘Additional Standards’ section of this table.

Zoning Compatibility – The following zoning districts are compatible with the **Residential Urban (RU)** land use category:

AE	Agricultural Estate Residential District
E-1	Estate Residential District
R-R	Rural Residential District
R-1	Single Family Residential District
R-2	Single Family Residential District
R-3	Single Family Residential District
R-4	One, Two, or Three Family Residential District
<u>R-5</u>	<u>Urban Residential District</u>
R-6	Residential, Mobile Home Parks and Subdivisions District
RM-7.5	Residential, Multiple Family District
RPD-7.5	Residential Planned Development District
All RPD and RM zoning districts that allow <u>up to or</u> less than 7.5 units per acre.	

RESIDENTIAL CLASSIFICATION– (cont'd)

Category/Symbol – Residential Low Medium (RLM)

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 low to moderately intensive residential manner, and to recognize such areas as primarily well-suited for residential uses that are consistent with the urban qualities, transportation facilities and natural resource characteristics of such areas.

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

- Primary Uses – Residential.
- Secondary Uses – Residential Equivalent; Institutional; Transportation/Utility; Ancillary Nonresidential.

Locational Characteristics – This category is generally appropriate in areas served by a complete range of urban services with particular emphasis on the availability of transit service and recreation/open space facilities; in areas where use and development characteristics are low medium residential in nature; in areas serving as a transition between low density and high density residential areas; and in areas in close proximity to major employment centers, community and regional shopping centers, and arterial and collector highway facilities.

Standards – Shall include the following:

- Residential Use – Shall not exceed ten (10) dwelling units per acre.
- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 10 dwelling units per acre.
- Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .50 nor an impervious surface ratio (ISR) of .75.
- See 'Additional Standards' section of this table.

Zoning Compatibility - The following zoning districts are compatible with the **Residential Low Medium (RLM)** land use category:

AE	Agricultural Estate Residential District
E-1	Estate Residential District
R-R	Rural Residential District
R-1	Single Family Residential District
R-2	Single Family Residential District
R-3	Single Family Residential District
R-4	One, Two, or Three Family Residential District
<u>R-5</u>	<u>Urban Residential District</u>
R-6	Residential, Mobile Home Parks and Subdivisions District
RM-40	Residential, Multiple Family District
RPD-40	Residential Planned Development District

All RPD and RM zoning districts that allow up to or less than 10.0 units per acre.

RESIDENTIAL CLASSIFICATION – (cont'd)

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 moderately intensive residential manner; and to recognize such areas as primarily well-suited for residential uses that are consistent with the urban qualities, transportation facilities and natural resource characteristics of such areas.

Use Characteristics –

- Primary Uses – Residential.
- Secondary Uses – Residential Equivalent; Institutional; Transportation/Utility; Ancillary Nonresidential.

Locational Characteristics -

This category is generally appropriate to locations in close proximity to major employment centers and community and regional shopping centers; in areas where use and development characteristics are medium density residential in nature; in areas serving as a transition between less urban and more urban residential and mixed use areas; and in areas served by a complete range of urban services with particular emphasis on transit service and recreation/open space facilities. These areas are typically in close proximity to and may have direct access from the arterial and thoroughfare highway network.

Standards – Shall include the following:

- Residential Use – Shall not exceed fifteen (15) dwelling units per acre.
- Residential Equivalent Use – shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 15 dwelling units per acre.
- Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .50, nor an impervious surface ratio (ISR) of .75.
- See 'Additional Standards' section of this table.

Zoning Compatibility - The following zoning districts are compatible with the **Residential Medium (RM)** land use category:

A-E	Agricultural Estate Residential District
E-1	Estate Residential District
R-R	Rural Residential District
R-1	Single Family Residential District
R-2	Single Family Residential District
R-3	Single Family Residential District
R-4	One, Two, or Three Family Residential District
<u>R-5</u>	<u>Urban Residential District</u>
RM-12.5	Residential, Multiple Family District
RPD-12.5	Residential Planned Development District

All RPD and RM zoning districts that allow up to or less than 12.5 units per acre.

RESIDENTIAL CLASSIFICATION – (cont'd)

Category/Symbol – Residential High (RH)

Purpose – It is the purpose of this category to depict those areas of the County that are now developed in a highly intensive 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 and natural resource characteristics of such areas.

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

- Primary Uses – Residential.
- Secondary Uses – Residential Equivalent; Institutional; Transportation/Utility; Ancillary Nonresidential.

Locational Characteristics – This category is generally appropriate to locations in close proximity to major employment centers and community and regional shopping centers; in areas where use and development characteristics are high density residential in nature; and in areas served by a complete range of urban services with particular emphasis on the availability of mass transit and recreation/open space facilities. These areas are typically in close proximity to, and may have direct access from, the arterial and thoroughfare highway network, and are served by mass transit in a manner that provides an alternative to individual automobile use.

Standards – Shall include the following:

- Residential Use – Shall not exceed thirty (30) dwelling units per acre.
- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 30 dwelling units per acre.
- Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .60 nor an impervious surface ratio (ISR) of 0.85.
- See 'Additional Standards' section of this table.

Zoning Compatibility - The following zoning districts are compatible with the **Residential High (RH)** land use category:

~~None applicable.~~

RM Residential, Multiple Family District

RPD Residential Planned Development District

All RPD and RM zoning districts that allow up to or less than 12.5 units per acre.

MIXED-USE CLASSIFICATION

Category/Symbol – Community Redevelopment District – Activity Center (CRD – AC)
Activity Center – Neighborhood (AC-N)
Activity Center – Community (AC-C)
Activity Center – Major (AC-M)

Purpose – It is the purpose of this category to depict those areas of the County that are now developed, or appropriate to be developed, as dynamic areas of mixed use that serve as neighborhood, community or regional focal points of commerce, employment, public activity, and housing; and to recognize such areas so that they ~~retain and enhance~~ compliment a community's distinctive characteristics, are compatible with natural resource features, and do not adversely affect public services and facilities. This category may be utilized to support development that will create a strong sense of community identity for a specific area as expressed in a community vision or local plan developed through a local public participation process.

Use Characteristics – Those uses as set forth in the applicable specific area plan. This category may also be depicted as an overlay on the Future Land Use Map. When an overlay is used, the Use Characteristics shall be as listed in the underlying principal FLUM category(ies), as they may be modified by the applicable specific area plan. ~~appropriate to and consistent with this category shall include:~~

- ~~• Residential; Commercial; Office; and Institutional uses as enumerated in the adopted Pinellas County Land Development Code. The Pinellas County Land Development Code may place restrictions on specific uses normally included within this generalized list of appropriate uses in order to ensure that the Community Redevelopment District-Activity Center designation as applied to a specific area plan provides for mixed use development that is compatible with the surrounding community, and supports the community vision or plan for its future that has been developed through a local public participation process.~~

Locational Characteristics – ~~†~~This category is generally appropriate to those locations that have historically served, or are appropriate to serve, as town, suburban commercial, or neighborhood centers where that are characterized by a more concentrated and integrated mixed use development pattern that creates a walkable environment and are served by, or planned to be served by, transit commensurate with the type, scale and intensity of the activity center. Appropriate locations include roadway intersections identified on the Transit Oriented Land Use Vision Map and Table 2 of the Countywide Plan Strategies or other locations identified in a community vision or through a local planning process. ~~is compatible with the surrounding community, the availability of public services and facilities, and, where applicable, the area's historic resources. This category may be utilized to promote development that will create a strong sense of community identity for a specific area as expressed in a community vision or local plan developed through a local public participation process.~~

Standards – The applicable standards for this category shall be specified in the applicable special specific area plan and the Pinellas County Land Development Code. These standards shall not exceed the following:

MIXED USE CLASSIFICATION - (cont'd)

Category/Symbol – ~~Community Redevelopment District – Activity Center (CRD – AC)~~
Activity Center – Neighborhood (AC-N)
Activity Center – Community (AC-C)
Activity Center – Major (AC-M)

Table FLUM-1. Activity Center Density/Intensity Standards

<u>Activity Center Type</u>	<u>Maximum Density (Dwelling Units per Acre)</u>	<u>Maximum Intensity (Floor Area Ratio)</u>	<u>Transient Accommodations (Floor Area Ratio)</u>
<u>Major</u>	<u>75.0</u>	<u>2.5</u>	<u>2.5</u>
<u>Community</u>	<u>50.0</u>	<u>1.5</u>	<u>1.5</u>
<u>Neighborhood</u>	<u>15.0</u>	<u>0.75</u>	<u>0.75</u>

- ~~Residential Use – Shall not exceed twelve and one-half (12.5) dwelling units per acre.~~
- Either the density standard or the intensity standard in Table FLUM-1 can be used to determine the number of dwelling units allowed on a parcel of land. For mixed-use projects, either an all-inclusive FAR or a proportionate share of units per acre and FAR can be used.
- ~~Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per the number of permitted dwelling units, at 12.5 dwelling units per acre.~~
- ~~Transient Accommodation Use – Shall not exceed twelve and one-half (12.5) transient accommodation units per acre.~~
- ~~Nonresidential Use – Shall not exceed a floor area ratio (FAR) of 0.60, nor an impervious surface ratio of 0.90.~~
- ~~Residential Use and Residential Equivalent Use combined shall not exceed more than thirty (30) percent of the total development floor area within a mixed-use project or mixed-use area designated with this category.~~

Special Note – The above standards in Table FLUM-1 represent the maximum development density and intensity that may be permitted within the ~~Community Redevelopment District-Activity~~

MIXED USE CLASSIFICATION - (cont'd)

Category/Symbol – ~~Community Redevelopment District – Activity Center (CRD – AC)~~
Activity Center – Neighborhood (AC-N)
Activity Center – Community (AC-C)
Activity Center – Major (AC-M)

Center category. The Pinellas County Land Development Code and the applicable ~~special~~ specific area plan may further restrict the density and intensity of development within an area having this designation in order to ensure that development is compatible with the surrounding community and its distinctive characteristics, with the availability of public services and facilities, and with the area's natural and cultural resources. As provided for in policies 1.3.5 and 1.3.6 of the Future Land Use and Quality Communities Element, the Pinellas County Land Development Code and the applicable ~~special~~ specific area plan or regulating plan may require that a project meet certain requirements in order to exceed a base residential density or intensity established in the ~~special~~ specific area plan, regulating plan, or the Land Development Code.

~~Special- Specific~~ **Area Plan** – Use of this category shall require a ~~special~~ specific area plan as set forth in Objective 1.3 of the Future Land Use and Quality Communities Element

Zoning Compatibility – The following zoning districts are compatible with the **Activity Center (AC)** land use category:

<u>OPH-D</u>	<u>Old Palm Harbor-Downtown District</u>
<u>MXD</u>	<u>Mixed Use District</u>
<u>FBC</u>	<u>Form Based Code District</u>

When designated as an overlay, compatible zoning districts include those identified for the underlying principal FLUM category(ies).

Generally, ~~u~~Utilization of the ~~Community Redevelopment District-Activity Center~~ designation may ~~will~~ require development of a specific Zoning District for ~~each~~ a specific location where it is designated on the Future Land Use Map.

MIXED USE CLASSIFICATION - (cont'd)

Category/Symbol – Mixed Use Corridor- Primary (MUC-P) **- Mixed Use Corridor- Secondary (MUC-S)**

Purpose – It is the purpose of this category to depict those corridors in the County that are served by multiple modes of transportation, including automobile, truck, bus, rail, bicycle, and/or pedestrian. This category is generally characterized by development of appropriate building density and land uses that are planned and designed to support accessible transit service.

Use Characteristics – Those uses as specifically set forth in the applicable specific area plan. This category may also be depicted as an overlay on the Future Land Use Map. When an overlay is used, the Use Characteristics shall be as listed in the underlying principal Plan category(ies), as they may be modified by the applicable specific area plan.

Locational Characteristics – Locations appropriate to be designated with the Mixed Use Corridor category are identified on the Transit-Oriented Land Use Vision Map of the Countywide Plan Strategies.

Standards – The applicable standards for this category shall be specified in the applicable specific area plan and the Pinellas County Land Development Code. These standards shall not exceed the following:

Table FLUM - 2. Mixed Use Corridor Density/Intensity Standards

<u>Corridor Type</u>	<u>Maximum Density (Dwelling Units per Acre)</u>	<u>Maximum Intensity (Floor Area Ratio)</u>	<u>Transient Accommodations (Floor Area Ratio)</u>
<u>Primary</u>	<u>40.0</u>	<u>1.5</u>	<u>1.5</u>
<u>Secondary</u>	<u>30.0</u>	<u>1.0</u>	<u>1.0</u>

- **Either the density standard or the intensity standard in Table FLUM-2 can be used to determine the number of dwelling units allowed on a parcel of land. For mixed-use projects, either an all-inclusive FAR or a proportionate share of units per acre and FAR can be used.**
- **Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per the number of permitted dwelling units**

MIXED USE CLASSIFICATION - (cont'd)

Category/Symbol – Mixed Use Corridor- Primary (MUC-P)
- **Mixed Use Corridor- Secondary (MUC-S)**

Special Note – The above standards represent the maximum development density and intensity that may be permitted within the Corridor category. The Pinellas County Land Development Code and the applicable specific area plan may further restrict the density and intensity of development within an area having this designation in order to ensure that development is compatible with the surrounding community and its distinctive characteristics, with the availability of public services and facilities, and with the area's natural and cultural resources. As provided for in policies 1.3.5 and 1.3.6 of the Future Land Use and Quality Communities Element, the Pinellas County Land Development Code and the applicable specific area plan or regulating plan may require that a project meet certain requirements in order to exceed a base residential density or intensity established in the specific area plan or the Land Development Code.

Specific Area Plan – Use of this category shall require a specific area plan as set forth in Objective 1.3 of the Future Land Use and Quality Communities Element.

Zoning Compatibility – The following zoning districts are compatible with the **Mixed Use Corridor (MUC)** land use category:

MXD Mixed Use District
FBC Form Based Code District

When designated as an overlay, compatible zoning districts include those identified for the underlying principal FLUM category(ies).

Application of the Corridor designation for a particular area on the Future Land Use Map may require development of a specific Zoning District for that location.

MIXED USE CLASSIFICATION - (cont'd)

Category/Symbol – Residential/Office Limited (R/OL)

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 residential and/or limited office use; and to recognize such areas as well-suited for residential and limited office use consistent with the surrounding uses, transportation facilities and natural resource characteristics of such areas.

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

- Primary Uses – ~~Residential~~; Residential Equivalent; Office.
- Secondary Uses – Residential; Institutional; Transportation/Utility; Ancillary Nonresidential; Personal Service/Office Support Use.

Locational Characteristics – This category is generally appropriate to locations where it would serve as a transition from more intensive nonresidential use to low density residential or less intensive public/semi-public use; in areas where office and residential use is established or is determined appropriate as a means of encouraging reuse and neighborhood scale conversion; and along major transportation facilities where maintaining the traffic-carrying capacity is of paramount importance (e.g., scenic/noncommercial corridors). These areas are typically in close proximity to and served by the collector and arterial highway network.

Standards – Shall include the following:

- Residential Use-Shall not exceed seven and one-half (7.5) dwelling units per acre, except on scenic/non-commercial corridors designated by the Board of County Commissioners, where residential use shall not exceed five (5.0) dwelling units per acre.
- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 7.5 dwelling units per acre, except on scenic/non-commercial corridors designated by the Board of County Commissioners, where residential equivalent use shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 5.0 dwelling units per acre.
- Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .20, nor an impervious surface ratio (ISR) of .75.
- Mixed Use-Shall not exceed, in combination, the respective number of units per acre and floor area ratio permitted, when allocated in their respective proportion to the total lot area.
- ~~• Personal Service/Office Support Use – Such use shall not exceed a maximum floor area of three thousand six hundred (3,600) square feet, or any combination of such uses in any single multi-tenant building, or in the alternative, in any group of buildings that are integral to and function as part of a unified project, shall not exceed ten (10) percent of the total floor area of said buildings, whichever is greater.~~
- See 'Additional Standards' section of this table.

MIXED USE CLASSIFICATION - (cont'd)

Category/Symbol – Residential/Office Limited (R/OL) (cont'd)

Zoning Compatibility – The following zoning district is compatible with the
Residential/Office Limited (R/OL) land use category:

P-1A	Limited Office District
<u>FBC</u>	<u>Form Based Code District</u>

Residential zoning districts allowing up to or less than 7.5 units per acre, except on scenic/non-commercial corridors designated by the Board of County Commissioners where residential zoning districts permitting up to or less than 5.0 units per acre are compatible.

MIXED USE CLASSIFICATION – (cont'd)

Category/Symbol – Residential/Office General – (R/OG)

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 residential, and/or office, and/or employment use that has off-site impacts comparable to office and medium density residential uses; and to recognize such areas as primarily well-suited for a mixed-use of a residential/office character consistent with the surrounding uses, transportation facilities and natural resource characteristics of such areas.

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

- Primary Uses – ~~Residential~~; Residential Equivalent; Office-; Research/Development-Light.
- Secondary Uses – Residential; Institutional; Transportation/Utility; Ancillary Nonresidential; Personal Service/Office Support; Light Manufacturing-Light; Research/Development

Locational Characteristics – This category is generally appropriate to locations where it would serve as a transition from a high intensity activity center (such as a major traffic corridor) or more intensive nonresidential use to low density residential or public/semi-public use; and in areas where the size and scale of office use is appropriate to free standing office. These areas are typically in close proximity to and served by the arterial and major thoroughfare highway network, as well as by mass transit.

Standards – Shall include the following:

- Residential Use – Shall not exceed ~~ten (10.0)~~ fifteen (15) dwelling units per acre. The actual dwelling unit density allowed within this density range will be determined, in part, by the characteristics and density of neighboring residential areas. Shall not exceed (10.0) dwelling units per acre on property located in the Coastal Storm Area with an R/OG designation established prior to March 29, 2016.
- Residential Equivalent Use - Shall not exceed an equivalent 3.0 beds per permitted dwelling unit at ~~40.0~~ 15.0 dwelling units per acre.
- Nonresidential Use – Shall not exceed a floor area ratio (FAR) of 0.50 ~~0.40~~, nor an impervious surface ratio (ISR) of .75.
- Mixed Use - Shall not exceed, in combination, the respective number of units per acre and floor area ratio permitted, when allocated in their respective proportion to the total lot area.
- ~~Personal Service/Office Support Use – Such use shall not exceed a maximum floor area of five thousand (5,000) square feet, or any combination of such uses in any single multi-tenant building or, in the alternative, in any group of buildings that are integral to and function as part of a unified project, shall not exceed ten (10) percent of the total floor area of said buildings, whichever is greater.~~
- See 'Additional Standards' section of this table.

Zoning Compatibility – The following zoning districts are compatible with the **Residential/Office General (R/OG)** land use category:

P-1	General Professional Office District
P-1A	Limited Office District
<u>FBC</u>	<u>Form Based Code District</u>
<u>MXD</u>	<u>Mixed Use District</u>

Residential zoning districts permitting up to or less than ~~40.0~~ 12.5 units per acre.

MIXED USE CLASSIFICATION – (cont'd)

Category/Symbol - Residential/Office/Retail (R/O/R)

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 residential, office and/or retail commercial use; and to recognize such areas as well-suited for employment uses that have off-site impacts comparable to office and retail commercial uses, and for mixed use of a residential/office/retail character consistent with the surrounding uses, transportation facilities, and natural resource characteristics of such areas.

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

- Primary Uses – Residential; Residential Equivalent; Office; Retail Commercial; Personal Service/Office Support; Commercial/Business Service; Transient Accommodation; Research/Development-Light; Light Manufacturing-Light.
- Secondary Uses – Institutional; Transportation/Utility; Ancillary Nonresidential; Manufacturing-Medium.

Locational Characteristics – This category is generally appropriate to locations where it would serve as a transition from more intensive nonresidential uses or major roadways to residential, office or public/semi-public uses; ~~and retail use.~~ These areas are typically in close proximity to and served by the arterial ~~and major thoroughfare highway~~ roadway network where mixed use development allows interaction between uses and encourages mass transit and not ~~n~~-vehicular trips.

Standards – Shall include the following:

- Residential Use – Shall not exceed ~~ten (10)~~ fifteen (15) dwelling units per acre. Shall not exceed (10.0) dwelling units per acre on property located in the Coastal Storm Area with an R/O/R designation established prior to March 29, 2016.
- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at ~~40~~ 15 dwelling units per acre.
- Transient Accommodation Use – Shall not exceed: (1) thirty (30) units per acre; or (2) in the alternative, if designated on the Zoning Atlas with the Transient Accommodation Use Overlay, the following density and intensity standards shall apply to permanent transient accommodation uses, subject to a project meeting the requirements of Section 138-1262(d) of the Pinellas County Land Development Code pertaining to the Transient Accommodation Use Overlay (which include execution of a development agreement): forty-five (45) units per acre; a floor area ratio (FAR) of 1.0; and impervious surface ratio (ISR) of 0.85.
- Nonresidential Use – Except as provided for in the above standards for transient accommodation use, nonresidential uses shall not exceed a floor area ratio (FAR) of ~~0.20 for commercial uses and 0.30 for office uses.~~ At major intersections on U.S. Highway 19 from State Road 60 to State Road 586, the FAR shall not exceed 0.30 for commercial uses and 0.40 for office uses. Shall not exceed an impervious surface ratio (ISR) of 0.75.

MIXED USE CLASSIFICATION – (cont’d)

Category/Symbol – Residential/Office/Retail (R/O/R) (cont’d)

- Mixed Use – Shall not exceed, in combination, the respective number of units per acre and floor area ratio permitted, when allocated in their respective proportion to the total lot area.
- See ‘Additional Standards’ section of this table.

Zoning Compatibility - The following zoning districts are compatible with the
Residential/Office/Retail (R/O/R) land use category:

CP-4	Commercial Parkway District
CP-2 <u>P-1A</u>	Limited Office District
P-1	General Professional Office District
C-2	General Retail Commercial and Limited Services District (with limited FAR and no residential).
C-T Overlay	Transient Accommodation Use Overlay
<u>MXD</u>	<u>Mixed Use District</u>
<u>FBC</u>	<u>Form Based Code District</u>

Residential zoning districts permitting up to or less than ~~40.0~~ 12.5 dwelling units per acre.

MIXED-USE CLASSIFICATION – (cont'd)

Category/Symbol – Resort Facilities Overlay-Permanent (RFO-P)

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 residential and permanent transient accommodation use; and to recognize such areas as well-suited for the combination of residential and permanent transient accommodation use consistent with the location, density, surrounding uses, transportation facilities and natural resource characteristics of such areas.

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

- Primary Uses – Residential; Permanent Transient Accommodations.
- Secondary Uses – Residential Equivalent; Institutional; Transportation/Utility; Ancillary Nonresidential.

Locational Characteristics - This category is generally appropriate to locations where it would identify existing low to moderately intensive mixed residential and small scale permanent transient accommodation use in and adjacent to the resort areas of the county; in locations where unique recreational assets warrant the combination of permanent accommodations in close proximity to and served by the arterial and major thoroughfare network.

Standards – Shall include the following:

- Residential Use – Shall not exceed the maximum number of dwelling units per acre dwelling unit at the underlying residential density.
- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at the underlying residential density.
- Permanent Transient Accommodation Use – Shall not exceed a ratio of 1.0 permanent transient accommodation unit to the permitted number of underlying residential units.
- Non-residential Use – Shall not exceed the maximum floor area ratio (FAR) nor the maximum impervious surface ratio (ISR) of the underlying residential category.
- Mixed Use – Shall not exceed, in combination, the respective number of units per acre and floor area ratio permitted, when allocated in their respective proportion to the total lot area.
- See 'Additional Standards' section of this table.

Zoning Compatibility – The following zoning districts are compatible with the **Resort Facilities Overlay – Permanent (RFO-P)** land use category:

All PRR Zoning.

CR Commercial Recreation

C-2 General Retail Commercial and Limited Services District

Residential zoning districts that are consistent with the underlying residential FLUM category.

MIXED USE CLASSIFICATION – (cont'd)

Category/Symbol – Resort Facilities Overlay-Temporary (RFO-T)

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 residential and temporary transient accommodation use; and to recognize such areas as well suited for the combination of residential and temporary transient accommodation use consistent with the location, density, surrounding uses, transportation facilities and natural resource characteristics of such areas.

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

- Primary Uses – Residential; Temporary Transient Accommodations.
- Secondary Uses – Residential Equivalent; Institutional; Transportation/Utility; Ancillary Nonresidential.

Locational Characteristics – This category is generally appropriate to locations where it would identify existing low to moderately intensive mixed residential and small scale temporary transient recreational assets warrant the combination of temporary accommodations in close proximity to and served by the arterial and major thoroughfare network.

Standards – Shall include the following:

- Residential Use – Shall not exceed the maximum number of dwelling units per acre determined by the underlying residential plan category.
- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at the underlying residential density.
- Temporary Transient Accommodation Use – Shall not exceed a ratio of 1.0 temporary transient accommodation unit to the permitted number of underlying residential units.
- Nonresidential Use – Shall not exceed the maximum floor area ratio (FAR) nor the maximum impervious surface ratio (ISR) of the underlying residential category.
- Mixed Use – Shall not exceed, in combination, the respective number of units per acre and floor area ratio permitted, when allocated in their respective proportion to the total lot area.
- See 'Additional Standards' section of this table.

Zoning Compatibility - The following zoning districts are compatible with the **Resort Facilities Overlay Temporary (RFO-T)** land use category:

CR Commercial Recreation District

Residential zoning districts that are consistent with the underlying residential FLUM category.

MIXED-USE CLASSIFICATION – (cont'd)

Category/Symbol –

Transit Oriented Development – Neighborhood Center (TOD-NC)

Transit Oriented Development – Community Center (TOD-CC)

Transit Oriented Development – Regional Center (TOD-RC-E) & (TOD-RC-MU)

Transit Oriented Development – Park and Ride (TOD-PR)

Purpose – It is the purpose of this category to depict those areas, by station type, that are located within an easy walking distance of rail or fixed-guideway transit stations in order to establish transit oriented development that supports, and is served by, significant public investment in public transit, resulting in community focal points of commerce, employment, housing, and culture.

Use Characteristics –

Those uses that may be allowed in the **TOD-NC** category are limited to Residential and those uses found in the Mixed Use, Commercial, and Public/Semi-Public Classifications.

Those uses that may be allowed in the **TOD-CC** category are limited to Residential; and those uses found in the Mixed Use, Commercial and Public/Semi-Public Classifications; and ~~Research/Development. Light manufacturing/assembly (Class A) uses may be allowed as a conditional use as long as specific criteria within the Pinellas County Land Development Code or applicable Station Area Plan are met.~~

Those uses that may be allowed in the **TOD-RC** category are limited to the following:

TOD-RC-E (Employment Emphasis) – Residential, those uses found in the Mixed Use, Commercial and Public/Semi-Public Classifications, and those uses found in the ~~Industrial Limited Employment~~ category.

TOD-RC-MU (Mixed-Use Emphasis) – Residential and those uses found in the Mixed Use, Commercial and Public/Semi-Public Classifications; ~~Light manufacturing/assembly (Class A) uses may be allowed as a conditional use as long as specific criteria within the Pinellas County Land Development Code or applicable Station Area Plan are met.~~

Those uses that may be allowed in the **TOD-PR** category are limited to Residential and those uses found in the Commercial Classification.

A specific Station Area Plan and the Pinellas County Land Development Code may place restrictions on specific uses normally included within this list of appropriate uses in order to ensure that the Transit Oriented Development designation as applied to a specific transit station area provides for development that reflects the results of the station area market analysis, is compatible with the station area's typology and the surrounding community, and that supports the community vision or plan for its future that has been developed through a local public participation process.

MIXED-USE CLASSIFICATION – (cont'd)

(cont'd)

Category/Symbol –

Transit Oriented Development – Neighborhood Center (TOD-NC)

Transit Oriented Development – Community Center (TOD-CC)

Transit Oriented Development – Regional Center (TOD-RC-E) & (TOD-RC-MU)

Transit Oriented Development – Park and Ride (TOD-PR)

Locational Characteristics – This category shall be restricted to those locations within an easy walking distance of a rail or fixed-guideway transit station, and the category's extent at any particular transit station shall generally conform to the station area boundaries approved by the Board of County Commissioners through the process established in the Future Land Use and Quality Communities Element.

Standards – The applicable density and intensity standards for this category are specified in Table 4 FLUM-3 (Pinellas County Rail/Fixed Guideway Transit Station Area Typologies) of these Rules.

Special Notes

¹The above standards represent the maximum development density and intensity that may be permitted within the Transit Oriented Development category. The Pinellas County Land Development Code and the applicable Station Area Plan may further restrict the density and intensity of development within an area having this designation in order to ensure that development reflects the results of the station area market analysis, is compatible with the surrounding community and its distinctive characteristics, with the availability of public services and facilities, and with the area's natural and cultural resources. As provided for in policies 1.5.12 and 1.5.13 of the Future Land Use and Quality Communities Element, the Pinellas County Land Development Code and the applicable Station Area Plan may require that a project meet certain requirements in order to exceed a base residential density or intensity established in the Station Area Plan or the Land Development Code.

²The maximum density and intensity standards for this category may be exceeded through the use of density bonus or other incentive provisions provided in the adopted Pinellas County Comprehensive Plan to further implementation of other Plan objectives, such as the provision of affordable housing.

³Residential equivalent use shall not exceed an equivalent of 3.0 beds per permitted dwelling unit.

Station Area Plan – Use of this category shall require approval of a Station Area Plan as set forth in Objective 1.5 of the Future Land Use and Quality Communities Element.

Zoning Compatibility

FBC Form Based Code District

MXD Mixed Use District

Utilization of the Transit Oriented Development (TOD) land use category may ~~will~~ require development of zoning districts specifically addressing transit oriented development.

Table 1-FLUM-3
Pinellas County Rail/Fixed Guideway Transit Station Area Typologies

Station Type	Maximum Density ¹ and Minimum Density ¹ (Dwelling Units/Acre)	Maximum FAR ¹ and Minimum FAR ¹	Project Target Building Height ² (stories)	Transit System Function	Land Use Function
Downtown Urban Core	40 - 200	Max FAR = 8.0 <u>7.0</u> Min FAR within 1/4 mile walk of station = 2.0	5 and above; governed by FAA height limits, County Airport Zoning Code, and FAR	Intermodal facility/transit hub. Major regional destination with high quality local transit feeder connections.	Major regional location for employment, retail, residential, entertainment, civic, and cultural activities. Mid-to-high-rise office and condominium buildings
Regional Center	40 to 60 ³	Max FAR = 5.0 Min FAR within 1/4 mile walk of station = 1.5	4 to 20 or as determined by Airport Zoning Code	Regional destination. Linked with high quality local transit feeder connections	Moderate to high density/intensity mix of residential and commercial uses; regional employment center
Community Center	15 to 40	Max FAR = 3.0 Min FAR within 1/4 mile walk of station = 1.0	2 to 8	Walk-up station with limited park-n-ride with local transit feeder connections	Subregional or local center of activity of historic or more recent origin; Main Street; low-rise to mid-rise residential
Neighborhood Center	10 to 20	Max FAR = 1.5 Min FAR within 1/4 mile walk of station = 0.5	1 to 3	Local transit feeder system with walk-up station or stop with limited park-n-ride	Residential and neighborhood retail/services; low-rise residential
Park and Ride	5 to 15	Max FAR = 1.0 Min FAR within 1/4 mile walk of station = 0.5	1 to 3	Capture station for in-bound commuters. Large park-n- ride with local and express connections	Residential; mix of office and retail uses to serve daily needs

¹The requirements for maximum and minimum density and intensity are incorporated as standards in the Transit Oriented Development Future Land Use Map (FLUM) categories. The minimum density/intensity standards in this table may be reduced within a station area as part of the FLUM amendment action to assign a Transit Oriented Development category to that station area in order to ensure that new development is compatible with existing stable neighborhoods and historic structures and resources. The distance from stations associated with minimum FARs is for guidance purposes. FAR = Floor Area Ratio

²The Project Target Building Heights described in this table are for guidance purposes.

³Residential uses may not be appropriate in all employment centers. For example, employment centers in the vicinity of the St. Petersburg-Clearwater International Airport may not be appropriate for a residential use component.

MIXED-USE CLASSIFICATION – (cont'd)

Category/Symbol – Transit Oriented Development Overlay (TODO)

Purpose – It is the purpose of this category to depict, using an overlay, those areas that are located within an easy walking distance of rail or fixed-guideway transit stations in order to establish transit oriented development that supports, and is served by, significant public investment in public transit, resulting in community focal points of commerce, employment, housing, and culture.

Use Characteristics – those uses listed in the underlying principal Plan categories.

A specific Station Area Plan and the Pinellas County Land Development Code may place restrictions on specific uses listed in the underlying principal Plan categories in order to ensure that the Transit Oriented Development Overlay designation as applied to a specific transit station area provides for development that reflects the results of the station area market analysis, is compatible with the station area's typology and the surrounding community, and that supports the community vision or plan for its future that has been developed through a local public participation process.

Locational Characteristics – This category shall be restricted to those locations within an easy walking distance of a rail or fixed-guideway transit station, and the category's extent at any particular transit station shall generally conform to the station area boundaries approved by the Board of County Commissioners through the process established in the Future Land Use and Quality Communities Element. This category may be most appropriate when used in conjunction with underlying mixed-use principal Plan categories such as Community Redevelopment District-Activity Center or Residential/Office/Retail.

Standards –The applicable density and intensity standards are specified in Table 4 FLUM-3 (Pinellas County Rail/Fixed Guideway Transit Station Area Typologies) of these Rules for the Transit Station Area Typology that has been assigned through implementation of Objective 1.4 of the Future Land Use and Quality Communities Element to the station area surrounding an existing or future transit station.

Special Notes

¹These standards represent the maximum development density and intensity that may be permitted within the Transit Oriented Development Overlay category. The Pinellas County Land Development Code and the applicable Station Area Plan may further restrict the density and intensity of development within an area having this designation in order to ensure that development reflects the results of the station area market analysis, is compatible with the surrounding community and its distinctive characteristics, with the availability of public services and facilities, and with the area's natural and cultural resources. As provided for in policies 1.5.12 and 1.5.13 of the Future Land Use and Quality Communities Element, the Pinellas County Land Development Code and the applicable Station Area Plan may require that a project meet certain requirements in order to exceed a base residential density or intensity established in the Station Area Plan or the Land Development Code.

MIXED-USE CLASSIFICATION – (cont'd)

Category/Symbol – Transit Oriented Development Overlay (TODO) (cont'd)

²The maximum density and intensity standards for this category may be exceeded through the use of density bonus or other incentive provisions provided in the adopted Pinellas County Comprehensive Plan to further implementation of other Plan objectives, such as the provision of affordable housing.

Station Area Plan – Use of this category shall require approval of a Station Area Plan as set forth in Objective 1.5 of the Future Land Use and Quality Communities Element. In areas where a Station Area Plan is in conflict with the Standards for the underlying principal Plan categories (except for the Preservation, Preservation-Resource Management, Resource Management Overlay, and Recreation/Open Space categories), the Station Area Plan shall supersede.

Zoning Compatibility

FBC Form Based Code District

MXD Mixed Use District

When designated as an overlay, compatible zoning districts include those identified for the underlying principal FLUM category(ies).

Generally, ~~u~~ Utilization of the Transit Oriented Development Overlay (TODO) land use category ~~will~~ may require development of zoning districts specifically addressing transit oriented development.

COMMERCIAL CLASSIFICATION

Category/Symbol – Commercial Neighborhood (CN)

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 manner to provide local, neighborhood scale convenience commercial goods and services; and to recognize such areas as primarily well-suited for neighborhood commercial use consistent with the need, scale, and character of adjoining residential areas which they serve.

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

- Primary Uses – Office, Personal Service/Office Support; Retail Commercial; Commercial/Business Service as appropriate for neighborhood-scale activity.
- Secondary Uses – Institutional; Transportation/Utility.

Locational Characteristics – This category is generally appropriate to locations adjacent to and on the periphery of large, definable residential neighborhoods; in areas distant from other commercially-designated properties and situated so as to preclude strip-like commercial development. These areas are generally located on a collector roadway and oriented to a specific and limited geographic neighborhood as distinct from through traffic on an arterial or major thoroughfare.

Standards – Shall include the following:

- Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .30, nor an impervious surface ratio (ISR) of .80.
- See 'Additional Standards' section of this table.

Zoning Compatibility - The following zoning districts are compatible with the **Commercial Neighborhood (CN)** land use category:

C-1	Neighborhood Commercial District
P-1	General Professional Office District
P-1A	Limited Office District

COMMERCIAL CLASSIFICATION – (cont'd)

Category/Symbol – Commercial Recreation (CR)

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 manner designed to provide commercial recreation activities; and to recognize such areas as primarily well-suited for commercial recreation consistent with the need, scale, and character of adjoining areas which they serve.

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

- Primary Uses – Commercial Recreation including Waterfront/Marina Facilities, Sports Stadium; Race Track/Para-mutual Facility; other similar recreation facilities.
- Secondary Uses – Transient Accommodation; Institutional; Transportation/Utility; Accessory Residential Dwellings.

Locational Characteristics – This category is generally appropriate to locations adjacent to major employment centers, community and regional shopping centers, and other areas designated for commercial use; in water-dependent locations for marina and boat service use; and with good access to major transportation facilities so as to serve the commercial recreation and major sports facility needs of the resident and tourist population of the County.

Standards – Shall include the following:

- Transient Accommodation Use – Shall not (1) exceed ten (10) units per acre; or (2) in the alternative, if designated on the Zoning Atlas with the Transient Accommodation Use Overlay, the following maximum density and intensity standards shall apply to permanent transient accommodation uses, subject to a project meeting the requirements of ~~Section 138-1262(d)~~ of the Pinellas County Land Development Code pertaining to the Transient Accommodation Use Overlay (which include execution of a development agreement): sixty (60) units per acre; a floor area ratio (FAR) of 1.2; and an impervious surface ratio (ISR) of 0.90.
- Nonresidential Use – Except as provided for in the above standards for transient accommodation use, shall not exceed a floor area ratio (FAR) of 0.35, or an FAR of 0.50 for marina facilities. Shall not exceed ~~not~~ an impervious surface ratio (ISR) or 0.90.
- Mixed Use – Shall not exceed, in combination, the respective number of units per acre and floor area ratio permitted, when allocated in their respective proportion to the total lot area.
- See 'Additional Standards' section of this table.

Zoning Compatibility - The following zoning district is compatible with the **Commercial Recreation (CR)** land use category:

CR	Commercial Recreation District
C-T Overlay	Transient Accommodation Use Overlay

COMMERCIAL CLASSIFICATION – (cont'd)

Category/Symbol – Commercial General (CG)

Purpose – It is the purposes of this category to depict those areas of the County that are now developed, or appropriate to be developed, in a manner designed to provide the community and countywide or region with commercial goods and services, to provide for employment uses that have off-site impacts comparable to office and retail commercial uses, and to provide for residential uses when appropriate as primarily consistent with the need, relationship to adjoining uses and with the objective of encouraging a mix of uses consolidated, concentrated commercial center providing primarily for the service, commercial, and employment needs of the community or region. full spectrum of commercial uses.

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

- Primary Uses – Office; Personal Service/Office Support; Retail Commercial; Commercial/Business Service; Transient Accommodation; Light Manufacturing-Light; Research and Development-Light; Wholesale/Distribution; Storage/Warehouse; Residential.
- Secondary Uses – Commercial Recreation; Manufacturing-Medium; Residential Equivalent; Institutional; Transportation/Utility; Accessory Residential Dwellings.

Locational Characteristics – This category is generally appropriate to locations in and adjacent to major employment centers where surrounding land uses support and are compatible with intensive commercial use; and in areas in proximity to and with good access to major transportation facilities, including mass transit. General commercial uses should not be located on road segments between two sequential intersections of traffic facilities, shown on the MPO Long Range Highway Plan, unless more than 50 percent of the total road frontage is developed as existing permanent commercial development.

Standards – Shall include the following:

- Residential Use – Shall not exceed a density of 15.0 units per acre. Residential use shall not be permitted in the Coastal Storm Area.
- Residential Equivalent Use – Shall not exceed a density of 50 beds per acre.
- Transient Accommodation Use – Shall not exceed: (1) forty (40) units per acre; or (2) in the alternative, if designated on the Zoning Atlas with the Transient Accommodation Use Overlay, the following density and intensity standards shall apply to permanent transient accommodation uses, subject to a project meeting the requirements of Section 138-1262(d) of the Pinellas County Land Development Code pertaining to the Transient Accommodation Use Overlay (which include execution of a development agreement): sixty (60) units per acre; a floor area ratio (FAR) of 1.2; and an impervious surface ratio (ISR) of 0.90.
- Nonresidential Use – Except as provided for in the above standards for transient accommodation use, shall not exceed a floor area ratio (FAR) of 0.35 0.55; for appropriate storage/warehouse uses as defined by the Zoning Regulations, the FAR shall not exceed 0.50; shall not exceed a maximum impervious surface ratio (ISR) of 0.90.
- Mixed Use – Shall not exceed, in combination, the respective number of units per acre and floor area ratio permitted, when allocated in their respective proportion to the total lot area.
- See 'Additional Standards' section of this table.

Zoning Compatibility -The following zoning districts are compatible with the **Commercial General (CG)** land use category:

C-1	Neighborhood Commercial District
C-2	General Retail Commercial and Limited Services District
C-3	Commercial, Wholesale and Warehousing District
P-1	General Professional Office District
P-1A	Limited Office District
CP-4	Commercial Parkway District
CP-2	Commercial Parkway District
C-T Overlay	Transient Accommodation Use Overlay

Multi-family Residential Zoning Districts allowing up to or less than 12.5 units per acre.

INDUSTRIAL/EMPLOYMENT CLASSIFICATION

Category/Symbol – Industrial Limited (IL) Employment (E)

Purpose – It is the purpose of this category to depict those areas of the County that are now developed, or appropriate to be developed, with a broad range of employment uses in a limited industrial manner; and so to encourage the reservation and use of ~~consolidated~~ areas for industrial use in a manner and location consistent with surrounding use, transportation facilities, and natural resource characteristics.

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

- Primary Uses – Research/Development-Light; Research/Development-Heavy; ~~Light~~ Manufacturing-Medium/Assembly; ~~Light~~ Manufacturing-Light/Assembly (Class ~~A~~); Wholesale/Distribution; Storage/Warehouse-;
- Secondary Uses – Office; Retail Commercial; Personal Service/Office Support; Commercial/Business Service; Transient Accommodations within Permanent Structures; Marina Facilities; Institutional; Transportation/Utility.

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 in locations suitable for light industrial use with minimal adverse impact on adjoining uses, and with good access to transportation and utility facilities such as the major collector, arterial and thoroughfare highway network, rail facilities, water transport facilities, airports, and mass transit.

Standards – Shall include the following:

- Transient Accommodation Use – Shall not exceed: (1) ~~forty (40)~~ fifty (50) units per acre; or (2) in the alternative, if designated on the Zoning Atlas with the Transient Accommodation Use Overlay, the following density and intensity standards shall apply to permanent transient accommodation uses, subject to a project meeting the requirements of ~~Section 138-1262(d)~~ of the Pinellas County Land Development Code pertaining to the Transient Accommodation Use Overlay (which include execution of a development agreement): seventy-five (75) units per acre, a floor area ratio (FAR) of 1.5 and an impervious surface ratio (ISR) of 0.85.
- All Other Uses – Shall not exceed a floor area (FAR) of 0.65 ~~0.50~~, nor an impervious surface ratio (ISR) of .85. ~~When a project is located in an area where more intensive development is appropriate, the maximum FAR may be increased to 0.60 and have a maximum building coverage of fifty (50) percent.~~
- Industrial: Residential Use – An appropriate buffer as determined by the Pinellas County Land Development Regulations shall be provided in and between the Industrial Limited Employment category and an adjoining Residential classification.
- Mixed Use – Shall not exceed, in combination, the respective number of units per acre and floor area ratio permitted, when allocated in their respective proportion to the total lot area.
- ~~Industrial/Mixed Use projects shall require the following:~~
 - a. ~~Number of Uses – Provision for two or more primary or secondary uses that are mutually supportive, and designed to be physically and functionally integrated.~~

INDUSTRIAL CLASSIFICATION - (cont'd)

Category/Symbol – Industrial Limited (IL) Employment (E) – (cont'd)

- ~~b. Public Transit — Location within reasonable proximity, and with specific provision for access, to a designated public transit corridor and connection point.~~
- ~~c. Project Components — Integration of project components, including uninterrupted pedestrian connections, an internal roadway system to reduce impacts to offsite areas, open space and recreation facilities, public/common spaces in relationship to key project uses, bicycle facilities, and accommodation for mass transit, as appropriate. Such integration shall be designed so as to increase the interaction between uses, to reduce the need for automobile use within the project, as well as reduction of off-site automobile trips attributable to the project, and to encourage the provision of shared infrastructure.~~
- ~~d. A master development plan that identifies the type and scale of uses, permitted densities and intensities, and relationships among plan components. The overall project must result in a walkable area and there must be significant physical and functional integration of the different uses within the project.~~
- ~~Planned Industrial/Mixed Use Projects that constitute a Development of Regional Impact (DRI) or that comprise not less than fifty (50) acres.~~
 - ~~a. The planned Industrial/Mixed Use project shall be developed under a unity of title, and shall be subject to master development plan for the entire project. Where the property included in the development plan is within 500 feet of an adjacent municipal jurisdiction, the master development plan shall be submitted to that adjoining jurisdiction for review and comment.~~
 - ~~b. Retail Commercial, Personal Service/Office Support, Commercial/Business Service uses, and Transient Accommodations shall be integral to, oriented within and function as part of the mixed use project as distinct from free-standing, unrelated out-parcel type uses.~~
 - ~~c. For projects that are subject to Development of Regional Impact (DRI) review, Institutional, Transportation/Utility, Retail Commercial, Personal Service/Office Support, and Commercial/Business Service uses and Transient Accommodations or their combination shall not exceed 25 percent of the total permitted floor area of the project.~~
 - ~~d. For planned Industrial/Mixed Use projects not subject to DRI review and comprising not less than 50 acres in size, Institutional, Transportation/Utility, and Retail Commercial, Personal Service/Office Support, and Commercial/Business Service uses and Transient Accommodations or their combination shall not exceed ten (10) acres.~~
- See 'Additional Standards' section of this table.

Zoning Compatibility - The following zoning districts are compatible with the ~~Industrial Limited (IL)~~ **Employment (E)** land use category:

M-1	Light Manufacturing and Industry District
C-3	Commercial, Wholesale and Warehousing District.
IPD	Industrial Planned Development District.
C-T Overlay	Transient Accommodation Use Overlay

INDUSTRIAL/EMPLOYMENT CLASSIFICATION – (cont'd)

Category/Symbol – Industrial General (IG)

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 general industrial manner, and so as to encourage the reservation and uses of consolidated areas for industrial use in a manner and location consistent with surrounding use, transportation facilities, and natural resource characteristics.

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

- Primary Uses – Research/Development-Light; Research/Development-Heavy; Manufacturing-Light; Heavy Manufacturing-Heavy/Assembly; Wholesale/Distribution; Storage/Warehouse; Agricultural Processing; Vehicular Salvage.
- Secondary Uses – Institutional; Transportation/Utility; Solid Waste/Refuse Disposal, Transfer, Recycling Facility; Electric Power Generation Plant.

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 good access to transportation and utility facilities such as the arterial and thoroughfare highway network, rail facilities, mass transit, airports, and water transport facilities.

Standards – Shall include the following:

- No use shall exceed a floor area ratio (FAR) of 0.50, nor an impervious surface ratio (ISR) of 0.95. When a project is located in an area where more intensive development is appropriate, the maximum FAR may be increased to ~~0.70~~ 0.75 ~~and have a maximum building coverage of fifty (50) percent.~~
- Office; Retail Commercial; Personal/Business Service; and Commercial/Business Service – Shall be allowed only as accessory uses, located within the structure to which it is accessory, and not exceed twenty-five (25) percent of the floor area of the principal use to which it is accessory.
- Industrial; Other Use – An appropriate buffer shall be provided in and between the Industrial General category and an adjoining plan classification other than Industrial or Transportation/Utility.
- See 'Additional Standards' section of this table.

Zoning Compatibility – the following zoning districts are compatible with the Industrial General (IG) land use category:

M-1 Light Manufacturing and Industry District
M-2 Heavy Manufacturing and Industry District
IPD Industrial Planned Development District

PUBLIC/SEMI-PUBLIC CLASSIFICATION

Category/Symbol – Preservation (P)

Purpose – It is the purpose of this category to depict those areas of the County that are now characterized, or appropriate to be characterized, as a natural resource feature worthy of preservation; and to recognize the significance of preserving such major environmental features and their ecological functions.

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

- **Primary Uses** – Open and undeveloped consistent with the following natural resource features and considerations: Tidal Wetlands and Non-tidal Wetlands; Undeveloped Barrier Islands and Spoil Islands; 25- year Floodplains; Natural Drainageways; Land Seaward of the Coastal Construction Control Line; Beach and Dune Systems; Habitat for endangered or threatened species; and such additional areas determined to have environmental significance and recognized in the Pinellas County Comprehensive Plan.

Locational Characteristics – This category is generally appropriate to areas of major ecological functions, as described in the Natural Resource Conservation and Management Element; and in areas where environmental features preserved in their natural state greatly lessen the need for governmental urban support facility expenditures. 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 plan categories.

Standards – Shall include the following:

- Preservation areas shall remain in essentially their natural condition with no development being permitted in these areas.
- Transfer of development rights shall be allowed consistent with Part II of the Future Land Use Map Category Descriptions and Rules.
- Where the mapped delineation of these areas is inconclusive due to the scale of the FLUM or the nature of the environmental feature, mapping of the actual boundary at an appropriate scale will depend upon a field determination during the specific project review.

Zoning Compatibility – The following zoning districts are compatible with the **Preservation (P)** land use category:

AL Aquatic Lands District
PC Preservation/Conservation District
All RPD zoning districts

PUBLIC/SEMI-PUBLIC CLASSIFICATION – (cont'd)

Category/Symbol – Preservation – Resource Management (P-RM)

Purpose – It is the purpose of this category to depict those areas of the County where the conservation and management of important natural and potable water resources is a priority, and to recognize those functional open space areas that are essential to the health, safety, and welfare of the County's residents. In addition, this category is compatible with the provision of resource-based recreation.

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

Primary Uses – Natural resource conservation and management, watershed management, resource-based recreation, environmental education and research, wellfield protection and groundwater recharge, replacement/repair of water infrastructure, groundwater monitoring, and site alterations that further and are compatible with these predominantly undeveloped open space uses.

Locational Characteristics – This category is generally appropriate to depict those environmentally important open space areas where the protection and management of the natural resources, including potable water resources is a priority. In addition, resource-based recreational uses are compatible with this category.

Standards – Shall include the following:

- No use shall exceed a floor area ratio (FAR) of 0.05 nor an impervious surface ratio (ISR) of 0.10, based on the area of the project site.
- Low impact, pervious, development techniques are encouraged.
- Transfer of development rights shall be allowed consistent with Part II of the Future Land Use Category Descriptions and Rules.

Zoning Compatibility - The following zoning district is compatible with the
Preservation-Resource Management (P-RM) land use category:

P-RM Preservation-Resource Management

PUBLIC/SEMI-PUBLIC CLASSIFICATION – (cont'd)

Category/Symbol - Resource Management Overlay (RMO-1 and RMO-2)

Purpose – It is the purpose of this category to depict those areas of the County where the conservation and management of important potable water resources is a priority, and to recognize those areas that are critical to the production and management of the regional potable water supply and the health, safety, and welfare of the County's residents, consistent with the natural resources of the area.

Use Characteristics - Those uses appropriate to and consistent with this category include projects that enhance or support the provision of potable water. Specifically:

- The RMO-1 category allows for wellfields and non-vertical water supply infrastructure/structures on those lands that are assets of Pinellas County Utilities or Tampa Bay Water (including necessary supporting minor appurtenances and structures) that facilitate provision of high quality potable water.
- The RMO-2 category allows for RMO-1 uses as well as vertical water supply infrastructure/structures as may be required to support the provision of high quality potable water.

Those primary uses listed in the underlying principal Plan category are also permitted.

Locational Characteristics –

The RMO-1 category is appropriate for properties designated as P-RM that are assets of Pinellas County Utilities or Tampa Bay Water.

The RMO-2 category is appropriate for properties designated as P-RM that are assets of Pinellas County Utilities or Tampa Bay Water and are located generally north of Keystone Road, west of the eastern boundary of Section/Township/Range (STR) 02/27/16 and STR 11/27/16, or located within and immediately north of the CSX (former) railroad corridor and immediately east of the eastern boundary of STR 11/27/16.

The location of vertical water supply infrastructure/structures within properties designated with the RMO-2 category is based on an assessment of the project needs and the ability to locate the planned use in a location that considers sound engineering principles, environmental compatibility and function, and economic feasibility. Location will be determined by the ability to comply with all regulatory requirements, including current environmental regulations and any approved preserve management plan(s). Final decisions regarding the location of vertical water supply infrastructure/structures within the area of the Overlay shall be the responsibility of the Pinellas County Board of County Commissioners. Prior to making a final decision, Pinellas County will provide general notice to the public, and two public informational meetings will be held to provide interested citizens with the opportunity to review the proposal for locating vertical water supply infrastructure/structures and provide comments. Following the two public informational meetings, the Board of County Commissioners will conduct a public hearing on the proposal before rendering a final decision. In addition, before a final decision is made regarding the location, the Pinellas County Planning Department will review the proposed location for compliance with the adopted Pinellas County Comprehensive Plan.

PUBLIC/SEMI-PUBLIC CLASSIFICATION – (cont'd)

Category/Symbol - Resource Management Overlay (RMO-1 and RMO-2) (cont'd)

Standards – Shall include the following:

- For properties designated with the RMO-1 category, no use shall exceed a floor area ratio (FAR) of 0.05 nor an impervious surface ratio (ISR) of 0.10, based on the area of the project site.
- Vertical water supply projects within the RMO-2 category, including site plan related alterations (e.g., impervious surfaces such as parking, paved roads, detention/retention ponds) when combined cannot exceed 260 cumulative acres.
- For properties designated with the RMO-2 category, no use shall exceed a floor area ratio (FAR) of 0.05 nor an impervious surface ratio (ISR) of 0.10, based on the area of the project site, unless the following conditions apply:
 - (a) vertical water supply infrastructure/structures shall not exceed an FAR of 0.25 and an ISR of 0.50, calculated based on the area of the project site within the 260 acres that would permit these vertical water supply uses; and
 - (b) if a reservoir is constructed within the 260 acres that would permit vertical water supply infrastructure/structures, the reservoir may be permitted up to a maximum ISR of 0.50, calculated based on the area of the project site, and any other vertical water supply infrastructure/structures shall not exceed an FAR of 0.25 and an ISR of 0.50 based on the area of the project site within the remaining portion of the 260 acres not used as a reservoir.
- Low impact, pervious, development techniques are encouraged.

Zoning Compatibility - The following zoning district is compatible with the **Resource Management Overlay** land use category:

P-RM Preservation-Resource Management

PUBLIC/SEMI-PUBLIC CLASSIFICATION – (cont'd)

Category/Symbol – Recreation/Open Space (R/OS)

Purpose – It is the purpose of this category to depict those areas of the County that are now used, or appropriate to be used, for open space and/or recreational purposes; and to recognize the significance of providing open space and recreational areas as part of the overall land use plan.

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

- Primary Uses – Public/Private Open Space; Public/Private Park; Public Recreation Facility; Public Beach/Water Access; Golf Course/Clubhouse.

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.

Standards – Shall include the following:

- No use shall exceed a floor ratio (FAR) of .25 nor an impervious surface ratio (ISR) of .60.
- Transfer of development rights shall be allowed consistent with Part II of these Rules ~~Table 4~~.

Zoning Compatibility - The following zoning districts are compatible with the **Recreation/Open Space (R/OS)** land use category:

P/C Preservation/Conservation District
FBR Facility-Based Recreation District
RBR Resource-Based Recreation District
All RPD zoning districts.

PUBLIC/SEMI-PUBLIC CLASSIFICATION – (cont'd)

Category/Symbol – Institutional (I)

Purpose – It is the purpose of this category to depict those areas of the County that are now used, or appropriate to be used, for public/semipublic institutional purposes; and to recognize such areas consistent with the need, character and scale of the institutional use relative to surrounding uses, transportation facilities, and natural resource features.

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

- Primary Uses – Public/private Schools, Colleges, Hospital, Medical Clinic; Church, Religious Institution, Cemetery; Social/Public Service Agency; Child Day Care; Fraternal, Civic Organization; Municipal Office Building, Courthouse; Library; Public Safety Facility, emergency Medical Service Building; Convention Center.
- Secondary Uses – Residential; Residential Equivalent.

Locational Characteristics – This category is generally appropriate to those locations where educational, health, public safety, civic, religious and like institutional uses 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.

Standards – Shall include the following:

- Residential Use – Shall not exceed twelve and one-half (12.5) dwelling units per acre.
- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 12.5 dwelling units per acre.
- All Other Uses – Shall not exceed a floor area ratio (FAR) of .65, nor an impervious surface ratio (ISR) of .85.

Zoning Compatibility - The following zoning districts are compatible with the **Institutional (I)** land use category:

PSP Public/Semi-Public District

IL Institutional, Limited

Residential zoning districts permitting up to 12.5 dwelling units per acre.

PUBLIC/SEMI-PUBLIC CLASSIFICATION – (cont'd)

Category/Symbol – Institutional Overlay – Community Center (IO-CC)

~~Institutional Overlay – Church (IO-CR)~~

~~Institutional Overlay – Daycare Center (IO-DC)~~

~~Institutional Overlay – Private School (IO-PS)~~

Purpose – It is the purpose of this category to depict those areas of the County that are now used, or appropriate to be used, for a specific institutional purpose while retaining the otherwise applicable provisions of the underlying principal plan category; and to recognize such areas and specific institutional uses so as not to adversely affect the surrounding community, transportation facilities, and natural resource features. Application of this overlay category shall require that a proposed institutional use consistent with the use characteristics below be approved through a local public hearing and review process that may establish and require additional safeguarding to ensure proper operation of the use and compatibility with the surrounding community.

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

• Primary Uses –

IO-CC – Community Center.

IO-CR – Church or place of religious worship and approved related activities. (Any related activities associated with a church or place of religious worship must be approved through a local public hearing and review process.)

IO-DC – Daycare Center.

IO-PS – Private School.

Those primary uses listed in the underlying principal Plan category are also permitted.

• Secondary Uses – Those secondary uses appropriate to and consistent with the underlying principal Plan category.

Locational Characteristics – This category is generally appropriate to those locations where places of religious worship and related activities, private schools, daycare centers, and community centers are required to serve the community; and to recognize the important relationship that these institutional uses have with the surrounding community, public facilities, and the natural environment. In order to ensure that a specific institutional use is compatible with the surrounding community, additional requirements affecting the use of property with this overlay designation may be imposed through a local public hearing and review process.

Standards – Shall include the following:

• Residential Use – Shall not exceed the maximum density of the underlying principal Plan category.

~~PUBLIC/SEMI-PUBLIC CLASSIFICATION — (cont'd)~~

~~Category/Symbol — Institutional Overlay — (cont'd)~~

- ~~• Residential Equivalent Use — Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at the underlying residential density.~~
- ~~• Non residential Use — Shall not exceed the floor area ratio (FAR) and impervious surface ratio (ISR) of the underlying principal Plan category.~~
- ~~• See 'Additional Standards' section of this table for the underlying principal Plan category.~~

~~Zoning Compatibility —~~ The following zoning districts are compatible with the **Institutional Overlay (IO)** land use category:

~~IL — Institutional, Limited~~

~~Those zoning districts that is compatible with the underlying principal Plan category.~~

PUBLIC/SEMI-PUBLIC CLASSIFICATION – (cont'd)

Category/Symbol – Transportation/Utility (T/U)

Purpose – It is the purpose of this category to depict those areas of the County that are now used, for transport and public/private utility services; and to recognize such areas consistent with the need, character and scale of the transport/utility use relative to surrounding uses, transportation facilities, and natural resource features.

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

- Primary Uses – Airport, Seaport, Marina; Coast Guard, Customs Facility; Electric Power Generation Plant; Utility Transmission Line; Municipal Water Supply; Wastewater ~~Disposal~~ Treatment Facility; Solid Waste/Refuse Disposal, Transfer, Recycling Facility; Public Works Garage/Storage; Electric Power Substation; Telephone Switching Station.
- Secondary Uses – Storage/Warehouse.

Locational Characteristics – This category is generally appropriate to those air and sea transport terminals, utility installations, major transmission lines, refuse disposal and public works facilities serving the County; and to reflect the unique siting requirements and consideration of adjoining uses required in the placement of these facilities.

Standards – Shall include the following:

- No use shall exceed a floor area ratio (FAR) of .70, nor an impervious surface ratio (ISR) of .90.
- An appropriate buffer shall be provided within and between the Transportation/Utility category and any other adjoining plan classification, other than Industrial.
- Where a utility transmission line otherwise included within this category is located in an easement as distinct from a right-of-way, this category may be shown as an overlay, superimposed over, and applicable in addition to, the otherwise applicable underlying plan category.

Zoning Compatibility - The following zoning districts are compatible with the **Transportation/Utility (T/U)** land use category:

PSP	Public/Semi-Public District
M-1	Light Manufacturing and Industry District

ADDITIONAL STANDARDS

Any of the uses listed below when considered for property designated with the future land use category to the left, shall require a plan amendment when the use by itself or when added to existing contiguous like uses subject to the same acreage threshold for that Future Land Use Category exceeds the applicable acreage threshold. The plan amendment shall include such use and all contiguous like uses.

FUTURE LAND USE CATEGORY	USES	ACREAGE THRESHOLD
Residential Rural (RR)	Transportation/Utility; Ancillary Nonresidential; Institutional*	3 5
Residential Estate (RE)	Transportation/Utility; Ancillary Nonresidential Institutional*	3 5
Residential Suburban (RS)	Transportation/Utility; Ancillary Nonresidential Institutional*	3 5
Residential Low (RL)	Transportation/Utility; Ancillary Nonresidential Institutional*	3 5
Residential Urban (RU)	Transportation/Utility; Ancillary Nonresidential Institutional*	3 5
Residential Low Medium (RLM)	Transportation/Utility; Ancillary Nonresidential Institutional*	3 5
Residential Medium (RM)	Transportation/Utility; Ancillary Nonresidential Institutional*	3 5
Residential High (RH)	Transportation/Utility; Ancillary Nonresidential Institutional*	3 5
Residential/Office Limited (R/OL)	Transportation/Utility; Ancillary Nonresidential; <u>Personal Service/Office Support;</u> Institutional*; <u>Residential</u>	3 3 5
Residential/Office General (R/OG)	Transportation/Utility; Ancillary Nonresidential; <u>Personal Service/Office Support; Manufacturing-Light</u> Institutional*; <u>Residential</u>	3 3 5
Residential/Office/Retail (R/O/R)	Transportation/Utility; Ancillary Nonresidential; <u>Manufacturing-Medium</u> Institutional	3 3 5
Resort Facilities Overlay- Permanent (RFO-P)	Transportation/Utility; Ancillary Nonresidential Institutional	3 5
Resort Facilities Overlay- Temporary (RFO-T)	Transportation/Utility; Ancillary Nonresidential Institutional	3 5
Commercial Neighborhood (CN)	Transportation/Utility; Institutional	5
Commercial Recreation (CR)	Transportation/Utility; Institutional <u>Transportation/Utility</u>	5 3
Commercial General	Transportation/Utility; Institutional <u>Manufacturing-Medium</u>	5 3

Industrial Limited (IL) Employment**	Retail Commercial;	5-3
	Personal Service/Office Support;	5-3
	Commercial/Business Service Support;	5
	Transportation/Utility; Institutional;	<u>5</u>
	Transient Accommodations	<u>5</u>
Industrial General (IG)	Transportation/Utility; Institutional	5

*Public educational facilities, as defined and allowed per Policy 2.1.2. and Policy 2.1.3., respectively, of the Public School Facilities Element of the Pinellas County Comprehensive Plan, are not subject to these acreage threshold limitations for public/semi-public uses.

~~**These Additional Standards do not apply to planned Industrial Mixed Use projects described in the "Standards" for this land use category.~~

These conditions do not apply if any of the uses discussed in this table are also considered as a primary use within the future land use category.

(PART II)
MANDATORY RULES ON
TRANSFERABLE DEVELOPMENT RIGHTS
AND DENSITY/INTENSITY AVERAGING

I. Transferable Development Rights

- A. Development rights may be transferred from areas designated for Preservation (P) or Preservation-Resource Management (P-RM) on the Future Land Use Map (FLUM) to other locations under the same or different ownership, regardless of whether the parcel(s) receiving development rights is(are) contiguous to the sending parcel.
 - 1. Areas designated on the FLUM as P or P-RM shall have a development rights transfer of up to one residential unit per acre, or a building floor area to lot area ratio (FAR) of up to five percent per acre (nonresidential), depending on the applicable FLUM classification(s).
 - 2. Preservation development rights noted above represent development rights that may be transferred from P and P-RM FLUM categories to other FLUM categories; actual land uses within P and P-RM FLUM categories are restricted to uses permitted by the FLUM Rules.
- B. Development rights associated with dedicated parkland or open space, dedicated drainage areas or drainage easements in conjunction with development, future public park or open space sites, and proposed open space provided in conjunction with new development proposals (e.g., public space within mixed-use projects) may be transferred to other properties, regardless of whether these properties are contiguous to the sending parcel, in accordance with the project's FLUM designation(s) or zoning, whichever is more restrictive. The area within which the transfer occurs must be subject to a site plan, master plan or comparable approval process.
- C. If the situation in the implementation of A. or B. above meets the requirements of density/intensity averaging, the provisions for density/intensity averaging under Section II. of these Mandatory Rules will be utilized.]
- D. The aggregation of development rights between contiguous property(ies) in different FLUM categories that exceed a combined total of five (5) acres is subject to these Mandatory Rules on Transferable Development Rights, and must be part of a site plan, master plan or comparable approval process.
- E. Development rights may only be transferred to a receiving parcel that remains consistent with the use characteristics of its given FLUM category, and post transfer of development rights in receiving areas should result in a land use density, intensity and pattern that is compatible with the natural environment, support facilities and services, and the land uses in adjacent and surrounding areas.
- F. There shall be no transfer of development rights to the Recreation/Open Space (R/OS), P or P-RM FLUM categories.

- G. There shall be no transfer of development rights from the ~~Community Redevelopment District-Activity Center (CRD-AC)~~, Mixed Use Corridor (MUC), or Transit Oriented Development (TOD) categories governed by a ~~special~~ specific area plan or transit station area plan, except as may be provided for in such ~~special-specific~~ area plan or transit station area plan.
- H. The nature of submerged lands is such that they do not have development potential in and of themselves. As a result, the intensity of existing and planned development should be based upon a determination of the adjacent upland's natural carrying capacity and suitability for development. Furthermore, the transferring of development rights from submerged lands often makes it extremely difficult to plan the adequate provision of public services and facilities, and frequently results in poor land use transitions resulting in adverse impacts upon adjacent land uses, and may over burden the natural carrying capacity of upland areas. Therefore, there shall be no transfer of any development rights from or to submerged lands.
- I. The maximum permitted density/intensity of the FLUM category for any parcel of land to which development rights are transferred shall not exceed twenty-five (25) percent of the otherwise maximum permitted density/intensity allowed for each respective FLUM category applicable to such parcel, except as may be otherwise specifically provided for as follows:
1. Within the ~~CRD-AC~~, MUC, and TOD categories on the FLUM, the transfer of development rights and permitted increase in maximum density/intensity as a function of such transfer shall be governed by the provisions of the applicable ~~special~~ specific area plan or transit station area plan.
- J. Where all development rights have previously been transferred from a sending parcel, no additional development rights shall be transferrable from that sending parcel.
- K. There shall be no transfer of development rights from outside the Coastal High Hazard Area (CHHA) into the CHHA, or from outside the Coastal Storm Area (CSA) into the CSA.
- L. 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 FLUM, except for preservation of archaeological, historical, or environmental sites or features.
- M. 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 FLUM category, and not otherwise transferred.
 2. 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 FLUM category for each the sending and receiving parcels, when taken together.

3. 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 R/OS category, except for sending parcels classified as P or P-RM, or required to be classified as P or P-RM as a function of the transfer, in which case such parcels shall be limited to the use characteristics and density/intensity standards of the P or P-RM category.
- N. Transfer of development rights shall require recording the transfer of density or intensity in the public records with the Clerk of the Circuit Court of Pinellas County in a form approved by the Countywide Planning Authority, and a record copy of same shall be filed with the Pinellas Planning Council.

II. Density/Intensity Averaging

- A. Density averaging may occur from any Future Land Use Map (FLUM) category to any other FLUM category, except as follows:
1. There shall be no density/intensity averaging to the Preservation (P), Preservation-Resource Management (P-RM) or Recreation/Open Space (R/OS) categories.
 2. There shall be no density/intensity averaging from the ~~Community Redevelopment District~~-Activity Center (GRD-AC), Mixed Use Corridor (MUC), or the Transit Oriented Development (TOD) categories, except as may be provided for in the applicable ~~special~~-specific area plan or station area plan.
 3. There shall be no density/intensity averaging from or to submerged land, from outside the Coastal High Hazard Area (CHHA) into the CHHA, or from outside the Coastal Storm Area (CSA) into the CSA.
- B. Density/intensity averaging may occur only in accordance with the following:
1. Aggregation within contiguous property(ies) in the same FLUM category based on the maximum density/intensity allowed in this category.
 2. Aggregation within contiguous property(ies) in different FLUM categories 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 (5) acres.
 3. When considering a project that incorporates density/intensity averaging, Pinellas County shall ensure that development within the project is compatible with the natural environment, support facilities and services, and the land uses in adjacent and surrounding areas.
 4. Such aggregation of density/intensity as provided for in either 1 or 2 above shall require the property(ies) to be subject to a site plan, master 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 of same filed with the Pinellas Planning Council.

- C. Density/intensity averaging 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 Mandatory Rules.

III. Previously Approved Transferable Development Rights & 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 April 15, 2010, shall be deemed to be consistent and conforming as to the maximum permitted density/intensity requirements of the Pinellas County Comprehensive Plan.

PART III
SITE-SPECIFIC LAND USE RESTRICTIONS ON SPECIFIC PROPERTIES

The following properties have specific development restrictions, which have been adopted by Ordinance, and are identified by a specific annotation on the Legend of the Future Land Use Map:

1. Collany Island, located in Tierra Verde, west of Pinellas Bayway, accessed by 6th Avenue South – the following development restriction applies:

The maximum density permitted on this property shall be limited to 12.5 residential dwelling units per acre in compliance with the Stipulated Settlement Agreement with the Department of Community Affairs associated with County Ordinance No. 04-92 (DOAH Case No. 05-1245GM).

2. 19.74 acres, south of Park Boulevard, approximately 106 feet west of 79th Street North, (adjacent to the western terminus of 70th Avenue North and 72 Avenue North), and north of Joe's Creek County Preserve – the following development restriction applies:

This property is located within the hurricane vulnerability zone as defined by Rule 9J-5.003 (57), F.A.C., and for this reason: Transient accommodation uses are prohibited on this site, and the maximum number of residential units is limited to either 147 residential units, or the maximum number of units permitted by Policy 1.3.13 of the Future Land Use and Quality Communities Element of the adopted Comprehensive Plan, whichever number of units is less. [Pursuant to County Ordinance 11-14, adopted April 26, 2011]. The maximum of 147 residential dwelling units is calculated as follows: 7.5 units/acre [i.e., the maximum density associated with the Residential Urban Future Land Use designation on the property before it was amended to Residential/Office/Retail] x 19.66 acres [i.e., the total acreage minus wetland/preservation acreage] = 147.

Glossary

AGRICULTURAL USES means activities within land areas that are predominantly used for the cultivation of crops and livestock, including: cropland; pastureland; orchards; vineyards; nurseries; ornamental horticulture areas; groves; specialty farms; and silviculture areas.

AIRPORT FACILITY means any area of land or water improved, maintained, or operated by a governmental agency for the landing and takeoff of aircraft or privately-owned paved runways of 4,000 or more feet in length, and any appurtenant area which is used for airport buildings or other airport facilities or rights-of-way.

ANCILLARY NON-RESIDENTIAL USE means off-street parking, drainage retention areas and open space buffer areas for adjacent contiguous non-residential uses.

AREAS SUBJECT TO COASTAL FLOODING see "Hurricane vulnerability zone."

ARTERIAL ROAD means a roadway providing service which is relatively continuous and of relatively high traffic volume, long trip length, and high operating speed. In addition, every United States numbered highway is an arterial road.

BEACH* means the zone of unconsolidated material that extends landward from the mean low water line to the place where there is marked change in material or physiographic form, or to the line of permanent vegetation, usually the effective limit of storm waves. "Beach", as used in the Coastal Management Element requirements, is limited to oceanic and estuarine shorelines.

CAPITAL IMPROVEMENT means physical assets constructed or purchased to provide, improve, or replace a public facility and which are large scale and high in cost. The cost of a capital improvement is generally nonrecurring and may require multi-year financing. For the purposes of this rule, physical assets which have been identified as existing or projected needs in the individual comprehensive plan elements shall be considered capital improvements.

CHURCH OR OTHER PLACE OF RELIGIOUS WORSHIP means any site or premises such as a church, synagogue, temple, mosque, cathedral, chapel, tabernacle or similar place which is used primarily or exclusively for religious worship and approved related activities.

COASTAL HIGH-HAZARD AREA (also "high-hazard coastal areas") shall be the area defined by the *Sea, Lake and Overland Surges from Hurricanes (SLOSH)* model to be inundated from a category one hurricane, as reflected in the most recent *Regional Evacuation Study, Storm Tide Atlas*.

COASTAL PLANNING AREA* means that when preparing and implementing all requirements of the Coastal Management Element except those requirements relating to hurricane evacuation, hazard mitigation, water quality, water quantity, estuarine pollution, or estuarine environmental quality, the coastal area shall be an area of the local government's choosing; however, this area must encompass all of the following where they occur within the local government's jurisdiction: water and submerged lands of oceanic water bodies or estuarine water bodies; shorelines adjacent to oceanic waters or estuarine waters; coastal barriers; living marine resources; marine wetlands; water-dependent facilities or water-related facilities on oceanic or estuarine waters; or public access facilities to oceanic beaches or estuarine shorelines; and all lands adjacent to such

occurrences where development activities would impact the integrity or quality of the above. When preparing and implementing the hurricane evacuation or hazard mitigation requirements of the Coastal Management Element, the coastal area shall be those portions of the local government's jurisdiction which lie in the hurricane vulnerability zone. When preparing and implementing the requirements of the coastal management element concerning water quality, water quantity, estuarine pollution, or estuarine environmental quality, the coastal area shall be all occurrences within the local government's jurisdiction of oceanic waters or estuarine waters.

COASTAL STORM AREA shall be the area delineated in the Coastal Management Element, which encompasses all of the following:

- (1) the Coastal High Hazard Area (CHHA),
- (2) all land connected to the mainland of Pinellas County by bridges or causeways,
- (3) those isolated areas that are defined by the SLOSH model to be inundated by a category two hurricane or above and that are surrounded by the CHHA or by the CHHA and a body of water, and
- (4) all land located within the Velocity Zone as designated by the Federal Emergency Management Agency.

If 20% or more of a parcel of land is located within the coastal storm area, then the entire parcel shall be considered within the coastal storm area. However, if either a parcel of land or a group of parcels that are part of a master development plan is equal to or greater than 5 acres and less than 50% of the parcel or group of parcels is within the coastal storm area, the property owner may elect to provide a survey of the parcel or parcels to determine the exact location of the coastal storm area.

COLLECTOR ROAD means a roadway providing service which is of relatively moderate traffic volume, moderate trip length, and moderate operating speed. Collector roads collect and distribute traffic between local roads or arterial roads.

COMMERCIAL/BUSINESS SERVICE USE means an occupation or service involving the sale, storage, repair, service or rental of automobiles, boats, recreational vehicles, machinery, equipment or like merchandise; the production assembly or dismantling of which shall clearly be secondary and incidental to the primary use characteristics.

COMMERCIAL USES means activities within land areas which are predominantly connected with the sale, rental, and distribution of products or performance of services.

COMMUNITY CENTER means a building used for recreational, social, educational and cultural activities usually owned and operated by a public or non-profit group or agency for the benefit of the local community.

COMMUNITY GARDENING means an activity on property where more than one person grows produce and/or horticulture plants for their personal consumption and enjoyment, for the consumption and enjoyment of friends and relatives and/or donation to a not-for-profit organization, generally on a not-for-profit basis, except as expressly allowed herein.

COMMUNITY PARK means a park located near major roadways and designed to serve the needs of more than one neighborhood.

CONCESSIONS mean restaurants, cafeterias, snack bars, and goods and services customarily offered in connection with park programs, special events or for public convenience. It also includes vending machines dispensing foods when operated independently or in conjunction with facilities in or under the control of a government agency.

CONCURRENCY means that the necessary public facilities and services to maintain the adopted level of service are available when the impacts of development occur.

CONCURRENCY MANAGEMENT SYSTEM means the procedures and/or processes that the local government will utilize to assure that development orders and permits are not issued unless the necessary facilities and services are available concurrent with the impacts of development.

CONE OF INFLUENCE means an area around one or more major waterwells 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.

CONSERVATION USES means activities within land areas designated for the purpose of conserving or protecting natural resources or environmental quality and includes areas designated for such purposes as flood control, protection of quality or quantity of groundwater or surface water, floodplain management, fisheries management, or protection of vegetative communities or wildlife habitats.

COUNTYWIDE PLAN MAP means the future land use map to guide the future development pattern and use of land countywide as adopted by the Countywide Planning Authority pursuant to Chapter 2012-245, Laws of Florida.

DAY CARE CENTER means and includes any day nursery, nursery school, kindergarten, or other facility, as defined by state law, as amended, which with or without compensation cares for five or more children 17 years of age or under, not related to the operator by blood, marriage or adoption, away from the child's own home. Such facilities shall be licensed and operated in strict accord with the provision of the above referenced laws of the state. This term includes adult day care as defined by state law but does not include a family day care center as defined by state law.

DENSITY means the measure of permitted residential development expressed as a maximum number of dwelling units per net acre of land area.

DENSITY/INTENSITY AVERAGING is 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 the Pinellas County Comprehensive Plan and land development regulations.

DEPARTMENT means the Florida Department of Community Affairs.

DEVELOPMENT FORMS in Pinellas County are identified and described as follows:

1. Neighborhoods

- a. Traditional – In the unincorporated area, traditional neighborhoods are the historic small towns and villages that were established in isolated locations not adjacent to a downtown. Several of them are located on the coast since travel was by water prior to the railroads. Unlike the suburban neighborhoods, they tend to contain

more of a mix of housing types. Small scale commercial uses may be present within these neighborhoods on small lots, sometimes as non-conforming uses.

- i. Crystal Beach
 - ii. Old Palm Harbor (formerly known as Sutherland)
 - iii. Ozona
 - iv. Lealman east of 49th Street
 - v. Ridgecrest (portions)
 - vi. Highpoint (portions)
 - vii. Anclote
 - viii. Various municipal neighborhoods
- b. Suburban
- i. Most unincorporated area neighborhoods are suburban in character.
 - ii. Typical lot sizes - $\leq 7,000$ square feet. There are some areas of large lot zoning (1/4 acre lots or larger) in the unincorporated area.
 - iii. Some of the County's suburban communities contain a mixture of residential dwellings and are not solely single-family homes. These different housing types are not integrated, however, but are constructed in separate locations within the neighborhood or development. For example, Feather Sound contains single-family homes, townhomes, multi-family structures (both condominiums and apartments). The East Lake Tarpon Area also contains a mix of residential types, although they are usually segregated into different areas of the community.
- c. Mobile Home and Manufactured Home Communities – The housing types found in these communities distinguishes them from other neighborhoods. These neighborhoods often exhibit a strong social support structure and sense of community.
- d. Large Multi-family Communities and Resorts (e.g. Top of the World, Five Towns, and Innisbrook)

2. Centers

- a. Urban Centers – Primary office center, urban entertainment and cultural venues, multi-family housing, retail, educational facilities, all modes of transit service available at no less than 20 minutes frequencies.
- i. Downtown St. Petersburg
 - ii. Downtown Clearwater
- b. Town Centers – The historic downtowns of smaller communities. They typically offer public uses such as town halls, libraries, public parks or pavilions, community centers, post offices, places of worship, retail, services, entertainment, dining options, and residential (multi-family and single-family)
- i. ~~Downtowns of Largo, Oldsmar, Tarpon Springs, Safety Harbor, Dunedin, Pinellas Park, Palm Harbor is an example, Gulfport, Madeira Beach, St. Pete Beach.~~
- c. Suburban Commercial Centers – Have a concentration of retail, restaurant, entertainment, personal services, and occasionally, office uses. They are often clustered around an indoor or outdoor mall. They have been designed primarily for access by motor vehicles with little thought given to other modes of transportation.

It is usually difficult to access different structures within these commercial centers other than by driving. Examples of suburban commercial centers include:

- i. ~~†~~The regional malls and adjacent/nearby nonresidential development (may include standalone “big box” stores),
 - ~~i. Large Mall~~
 - ~~ii. Proposed Large Town Center (former Crossroads Mall)~~
 - ~~iii. ii.~~ Larger shopping centers that are generally greater than 10 acres in size and serve a market greater than the immediate neighborhood. ~~An e~~ Examples include the retail and office uses at Boot Ranch and at the intersection of U.S. Highway 19 and Curlew Road.
- d. Neighborhood Centers – Located within or on the periphery of a neighborhood often at the intersection of two roadways, these centers provide neighborhood-scale retail and services. Uses often include a grocery store, a pharmacy, banking services, dry cleaners, barbershop/hair salon, a variety of eating establishments, etc. They usually contain no residential uses or public uses. In Pinellas County, most groupings of retail/service uses that serve as a neighborhood center are located at a major intersection or are intermingled with strip commercial development along major roadways. Examples of neighborhood centers are ~~LaBelle Plaza~~ the commercial uses at the intersection of Alderman Road and Alternate U.S. Highway 19 Highland Avenue and Belleair Road, the shopping center at the intersection of CR1 and Tampa Road, and Oakhurst Plaza Shopping Center at the intersection of Oakhurst Road and Antilles Drive.
- e. Village Centers – These centers are distinguished from Neighborhood Centers by the presence of only individually-owned small commercial lots that preclude the presence of larger retail and service establishments, such as a typical neighborhood-scale grocery store or pharmacy. These centers are typically embedded within the surrounding residential neighborhood and are served by the local street system, and are not located on an arterial facility. Typical uses within a village center include a variety of restaurants, small shops and offices, small grocery stores and specialized food stores. Examples would be the village centers located on Orange Street in Ozona and at the intersection of Walsingham Road and Ridge Road.
- f. Employment Centers – Historically, these are areas that have been principally devoted to manufacturing, warehousing, businesses and business services, professional services, other office uses, research and development, and hotel accommodations. Recently, residential uses and supporting retail and personal services have been introduced or planned within selected employment districts. Examples include:
- i. Industrial and Office DRIs (Carillon, Gateway, Gateway Areawide, Bay Vista, DRI in Oldsmar) and surrounding related and supportive land uses
 - ii. Industrial areas not part of a planned development (Joe’s Creek, Airport Industrial Park, Clearwater Airpark Industrial Park, Mid-county Industrial Area, Tyrone Industrial Park, Dome Industrial Park)

3. Corridors

- a. Interstate – This corridor is located along I-275 from the Howard Frankland Bridge and Causeway to the Sunshine Skyway Bridge and Causeway. This is a limited

access roadway with no parallel local access roads. There is no direct access to any property from this federal roadway.

- b. Commercial Corridors – These corridors are located along municipal, county, or state arterial facilities where the primary orientation is toward the roadway, providing easy accessibility for the automobile. There is often little connectivity between the commercial uses along the arterial facility and the adjacent neighborhoods. The “strip” development within these corridors typically consists of surface parking in front of one- or two-story commercial establishments. A commercial corridor generally serves a larger trade area than the immediate neighborhood. Apartment complexes may also be found along these corridors interspersed among the nonresidential uses. The “big box” national chains are often located within these corridors.
- c. Employment Corridors – These corridors are distinguished from commercial corridors in that they also include a significant number of jobs that are typically found in employment centers. In this case, the employment center is linearly oriented along a major roadway. Development along U.S. Highway 19 in mid and north Pinellas County contains a substantial quantity of office space as well as the retail and personal services typically found within a commercial corridor.
- d. Residential Corridors – These corridors are formed when residential development (single-family and multi-family) is adjacent to an arterial roadway and have direct access onto that roadway. In some cases, the residential structures were constructed prior to the roadway being upgraded to a larger facility (e.g. from a two-lane to a four-lane facility).
- e. Scenic/Non-Commercial Corridors – Roadways and the adjacent lands designated by the Board of County Commissioners to protect their traffic-carrying capacity and scenic qualities. These corridors are usually, though not exclusively, found in conjunction with residential corridors.
- f. Coastal Corridor – This is a unique roadway corridor in Pinellas County that runs the length of the barrier island chain to Clearwater Beach, and then continues northward on the mainland along the coast from Downtown Clearwater through Dunedin, Palm Harbor, Tarpon Springs to the Pasco County line. This corridor includes the major centers of tourism along the County’s Gulf beaches, and connects the historic downtowns on the west coast of north Pinellas County.
- g. ~~Transit~~ Multimodal Corridors – This represents a nascent development form in Pinellas County since it is characterized by development supported by and designed to facilitate ~~depends upon~~ frequent, high-quality transit service. These corridors identify those areas that are served by multiple modes of transport, including those areas ~~that have been selected through the Pinellas Alternatives Analysis are proposed~~ to be served by a rail or fixed-guideway system, ~~and where funding has been approved to construct the system~~. It is anticipated that a transit multimodal corridor would usually be in conjunction with one of the other corridors (e.g. a commercial corridor).

4. Districts

- ~~a. Employment Districts – Historically, these are larger areas that have been principally devoted to manufacturing, warehousing, businesses and business services, professional services, other office uses, research and development, and hotel accommodations. Recently, residential uses and supporting retail and personal services have been introduced or planned within selected employment districts. Examples include:~~
 - ~~i. Industrial and Office DRIs (Carillon, Gateway, Gateway Areawide, Bay Vista, DRI in Oldsmar) and surrounding related and supportive land uses~~
 - ~~ii. Industrial areas not part of a planned development (Joe's Creek, Airport Industrial Park, Clearwater Airpark Industrial Park, Mid-county Industrial Area, Tyrone Industrial Park, Dome Industrial Park)~~
- a. Historic Districts – These are districts containing a number of historically-significant structures that are designated on the National Register and/or by the local government as being historically significant. Historic Districts can be residential or commercial in character.
- b. Arts and Cultural Districts – These districts are typically mixed-use areas in which concentrations of cultural facilities serve as economic and cultural anchors. There defining characteristic is the prevalence of cultural facilities, arts organizations, individual artists, and arts-based businesses.
- c. Airport District – The St. Petersburg-Clearwater International Airport, Coast Guard Air Operations, Black Hawk Training Center, and businesses and operations supporting the Airport.
- d. University/College Campuses – The campuses of USF-St. Petersburg, Eckerd College, and St. Petersburg College.
- e. Medical District – These districts represent the major hospitals in the County and the concentration of medical offices and services that occur in the vicinity of the hospital campus. Examples include:
 - i. Morton Plant Hospital in Clearwater.
 - ii. All Children's Hospital in St. Petersburg
 - iii. Mease Countryside Hospital in Safety Harbor

DRAINAGE BASIN means the area defined by topographic boundaries which contributes stormwater to a drainage system, estuarine waters, or oceanic waters, including all areas artificially added to the basin.

DRAINAGE FACILITIES means a system of man-made structures designed to collect, convey, hold, divert, or discharge stormwater and includes stormwater sewers, canals, detention structures, and retention structures.

DWELLING UNIT means 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.

EDUCATIONAL USES means activities and facilities of public or private primary or secondary schools, vocational and technical schools, and colleges and universities licensed by the Florida Department of Education, including the areas of buildings, campus open space, dormitories, recreational facilities, or parking. (This land use is recorded under the Public/Semi-Public land use category).

ENVIRONMENTAL LANDS* Any lands or related water resources that are determined to contain major ecological, hydrological, physiographic components, and whose interdependent biophysical or biocultural components can only be maintained through preservation or extreme limitations on development. These lands are set aside to protect significant natural or potable water resources, remnant landscapes, open space, and visual aesthetics/buffering characteristics. County preserve lands and designated management areas are included in this definition.

ESTUARY means 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.

EVACUATION ROUTES means routes designated by county civil defense authorities or the regional evacuation plan, for the movement of persons to safety, in the event of a hurricane.

FACILITY-BASED RECREATION means recreational activities that usually require a built facility such as a playfield, court, horse stable, swimming pool, etc. to accommodate them. Uses may include softball, baseball, football, tennis, basketball, soccer, playgrounds, fitness trails, pool swimming, etc. These activities are not natural resource dependent.

FLOODPLAINS means areas inundated during a 100-year flood event or identified by the National Flood Insurance Program as an A Zone or V Zone on Flood Insurance Rate Maps or Flood Hazard Boundary Maps.

FLOODPROOFING means any combination of structural and non-structural additions, changes, or adjustments to structures which reduce or eliminate flood damage to real estate or improved real property, water and sanitary facilities, structures and their contents.

FLOODWAY means the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the 25 year flood without cumulatively increasing the water surface elevation more than one-tenth of a foot.

FLOOR AREA, GROSS means 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) means 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.

GOAL means the long-term end toward which programs or activities are ultimately directed.

GRAPHIC INFORMATION SYSTEMS means a computerized system by which land information is indexed geographically from a digitized base map.

GROUP HOME means a facility which provides a living environment for unrelated residents who operate as the functional equivalent of a family, including such supervision and care as may be necessary to meet the physical, emotional, and social needs of the residents. Assisted Living Facilities comparable in size to group homes are included in this definition. It shall not include rooming or boarding homes, clubs, fraternities, sororities, monasteries or convents, hotels, residential treatment facilities, nursing homes, or emergency shelters.

HURRICANE VULNERABILITY ZONE (also "areas subject to coastal flooding") means the areas delineated by the regional or local hurricane evacuation plan as requiring evacuation. The hurricane vulnerability zone shall include areas requiring evacuation in the event of a 100-year storm or Category 3 storm event.

IMPERVIOUS SURFACE means 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 limerock or clay, as well as conventionally surfaced streets, sidewalks, parking lots, and other similar surfaces.

IMPERVIOUS SURFACE RATIO (ISR) means 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.

INDUSTRIAL USES means the activities within land areas predominantly connected with manufacturing, assembly, processing, or storage of products.

INFRASTRUCTURE means those man-made structures which serve the common needs of the population, such as: sewage disposal systems; potable water systems; potable water wells serving a system; solid waste disposal sites or retention areas; stormwater systems; utilities; piers; docks; wharves; breakwaters; bulkheads; seawalls; bulwarks; revetments; causeways; marinas; navigation channels; bridges; and roadways.

INSTITUTIONAL USES means those facilities and services of a public, private, or quasi-private nature, including educational, medical, governmental civic, and religious uses. ~~primary and secondary uses listed under the Use Characteristics of the Institutional plan category.~~

LEVEL OF SERVICE means an indicator of the extent or degree of service provided by, or proposed to be provided by, a facility based on and related to the operational characteristics of the facility. Level of service shall indicate the capacity per unit of demand for each public facility.

LIMITED ACCESS FACILITY means a roadway especially designed for through traffic and over, from, or to which owners or occupants of abutting land or other persons have no greater than a limited right or easement of access.

LOCAL ROAD means a roadway providing service which is of relatively low traffic volume, short average trip length or minimal through traffic movements, and high volume land access for abutting property.

LOW AND MODERATE INCOME FAMILIES means "lower income families" as defined under the Section 8 Assisted Housing Program or families whose annual income does not exceed 80 percent of the median income for the area. The term "families" includes "households."

MAJOR TRIP GENERATORS OR ATTRACTORS means concentrated areas of intense land use or activity that produces or attracts a significant number of local trip ends.

MANUFACTURING - HEAVY means a use engaged in the manufacturing of finished products or parts, including processing, fabrication, assembly, treatment, packaging, storage, sales and distribution of such products consistent with standards contained in the Pinellas County Land Development Code. This use may include or allow for exterior storage or processing of equipment or materials, and has the potential to produce impacts such as noise, odor, vibration, etc. that may affect adjacent land uses.

LIGHT MANUFACTURING – LIGHT /ASSEMBLY (CLASS A) USE means a use engaged in the manufacturing, predominately from previously prepared materials, of finished products or parts, including processing, fabrication, assembly, treatment, packaging, storage, sales and distribution of such products within enclosed buildings consistent with standards contained in the Pinellas County Land Development Code. ~~This use shall be limited to clean industries having onsite and offsite impacts comparable to the primary uses listed under the Commercial General, Residential/Office/Retail, and Community Redevelopment District Activity Center categories as applicable.~~ This use shall not include or allow for any exterior storage or processing of equipment or materials of any kind.

MANUFACTURING – MEDIUM means a use engaged in the manufacturing, predominately from previously prepared materials, of finished products or parts, including processing, fabrication, assembly, treatment, packaging, storage, sales and distribution of such products consistent with standards contained in the Pinellas County Land Development Code. This use may include or allow for exterior storage or processing of equipment or materials as long as impacts do not negatively affect adjacent land uses.

MARINE HABITAT means areas where living marine resources naturally occur, such as mangroves, seagrass beds, algae beds, salt marshes, transitional wetlands, marine wetlands, rocky shore communities, hard bottom communities, oyster bars or flats, mud flats, coral reefs, worm reefs, artificial reefs, offshore springs, nearshore mineral deposits, and offshore sand deposits.

MARINE WETLANDS means areas with a water regime determined primarily by tides and the dominant vegetation is salt tolerant plant species including those species listed in Subsection 17-4.02 (17), Florida Administrative Code, "Submerged Marine Species."

MINERALS means all solid minerals, including clay, gravel, phosphate rock, lime, shells (excluding living shellfish), stone, sand, heavy minerals, and any rare earths, which are contained in the soils or waters of the state.

MIXED-USE DEVELOPMENT generally occurs as one of the following types:

1. Mixed-Use Projects

Mixed-use projects combine single-use buildings, typically on distinct parcels, in a range of land uses in one planned development project, although combining both vertical and horizontal mix of uses can also occur. The overall project must result in a walkable area and there must be significant physical and functional integration of the different uses. These projects may occur within a mixed-use walkable area or they may be located in a more suburban setting.

2. Mixed-Use Areas – Larger Scale

Areas where there is a mixing of different land uses – e.g. residential, shopping, eating establishments, employment, lodging, civic, cultural – in one relatively discrete area. These areas usually have multiple ownerships, and combine both a vertical and horizontal mix of uses where there is significant physical and functional integration of the different uses, resulting in a walkable area. Urban centers and town centers usually exhibit these characteristics; examples in Pinellas County include Downtown St. Petersburg, Downtown Dunedin, Downtown Palm Harbor, Downtown Clearwater, and Downtown Largo. A larger-scale mixed-use area may or may not include a mixed-use project.

3. Mixed-Use Areas- Neighborhood Scale

Areas where there is a mixing of land uses at a neighborhood scale in one relatively discrete area. The range of uses is generally more restricted focusing on neighborhood retail and services, eating establishments, and residential. These areas may be under one ownership or have multiple owners, and often emphasize a horizontal mix of uses, although some vertical mix may occur. There is significant physical and functional integration of the different uses that result in a walkable area. The collection of retail, service, office, and civic uses in Ozone in north Pinellas County exemplifies these characteristics. A neighborhood-scale mixed-use area may or may not include a mixed-use project.

4. Transit Oriented Development (TOD)

TOD represents an approach to community building where housing, jobs, shopping, community services, and recreational opportunities are within an easy walking distance of a rail or fixed-guideway transit station, where transit service is convenient, frequent and of high quality. TOD results in compact and pedestrian-friendly neighborhoods where the walker takes precedence over other modes of transportation, and expands options for housing, mobility, shopping, and employment. TOD should achieve a functional integration of transit with development in the immediate area around the transit station and with the surrounding neighborhood.

MOBILE HOME means a structure, transportable in one or more sections, which, in the traveling mode, is eight feet or more in width and which is built on a metal frame and designed to be used as a dwelling with or without a permanent foundation when connected to the required utilities and includes the plumbing, heating, air conditioning, and electrical systems contained therein. If fabricated after June 15, 1976, each section bears a U.S. Department of Housing and Urban Development label certifying that it is built in compliance with the federal Manufactured Home Construction and Safety Standards.

NATURAL DRAINAGE FEATURES means the naturally occurring features of an area which accommodate the flow of stormwater, such as streams, rivers, lakes, and wetlands.

NATURAL RESERVATIONS means areas designated for conservation purposes and operated by contractual agreement with or managed by a federal, state, regional, or local government or nonprofit agency, such as: national parks; state parks; lands purchased under the Save Our Coast, Conservation and Recreation Lands, or Save Our Rivers programs; sanctuaries; preserves; monuments; archaeological sites; historic sites; wildlife management areas; national seashores; and Outstanding Florida Waters.

NEIGHBORHOOD PARK means a park which serves the population of a neighborhood and is generally accessible by bicycle or pedestrian ways.

NET LAND AREA means the land area for the purpose of computing density/intensity shall be the total land area within the property boundaries of the subject parcel, and specifically exclusive of any submerged land or pre-existing dedicated public road right-of-way.

NONPOINT SOURCE POLLUTION means any source of water pollution that is not a point source.

NON-VERTICAL WATER SUPPLY INFRASTRUCTURE/INFRASTRUCTURES* Any below ground structures such as wells, pipes, pumps, etc. (and their supporting above-ground minor appurtenances and structures), that facilitate the provision of high quality potable water. Reservoirs are not included in this definition.

OBJECTIVE means a specific, measurable, intermediate, and that is achievable and marks progress toward a goal.

OFFICE USE means 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/Business Service Use, as specifically defined within these Rules ~~Table 4~~.

ONE HUNDRED (100) YEAR FLOODPLAIN means the land within a community subject to the base flood.

OPEN SPACES* means undeveloped lands suitable for resource-based outdoor recreation or conservation purposes. This definition can include land with environmental value such as preserve/preservation lands, and can also include land required or desired to provide for visual relief, and aesthetic and scenic value.

PARK means a neighborhood, community, or regional park.

PERMANENT TRANSIENT ACCOMMODATION USE means a transient accommodation use such as a hotel, motel, inn, or resort. This use does not include facilities that accommodate recreational vehicles and travel trailers.

PERMANENT TRANSIENT ACCOMMODATION UNIT means an individual room, rooms, or suite within a permanent transient accommodation use designed to be occupied as a single unit for temporary occupancy.

PERSONAL SERVICE OFFICE SUPPORT USE means 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; 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/Business Service Use, as specifically defined within these Rules Table 4.

POINT SOURCE POLLUTION means any source of water pollution that constitutes a discernible, confined, and discrete conveyance, including but not limited to any pipe, ditch, channel, tunnel, conduit, well, discrete fissure, container, rolling stock, concentrated animal feeding operation, or vessel or other floating craft from which pollutants are or may be discharged. This term does not include return flows from irrigated agriculture.

POLICY means the way in which programs and activities are conducted to achieve an identified goal.

POLLUTION means the presence in the outdoor atmosphere, ground, or water of any substances, contaminants, noise, or man-made or man-induced alteration of the chemical, physical, biological, or radiological integrity of air or water, in quantities or at levels which are or may be potentially harmful or injurious to human health or welfare, animal or plant life, or property, or unreasonably interfere with the enjoyment of life or property.

PORT FACILITY means harbor or shipping improvements used predominantly for commercial purposes including channels, turning basins, jetties, breakwaters, landings, wharves, docks, markets, structures, buildings, piers, storage facilities, plazas, anchorages, utilities, bridges, tunnels, roads, causeways, and all other property or facilities necessary or useful in connection with commercial shipping.

POTABLE WATER FACILITIES means a system of structures designed to collect, treat, or distribute potable water and includes water wells, treatment plants, reservoirs, and distribution mains.

PRIMARY USES means a principal use identified under the use characteristics of each Plan category. These categories of uses are those which the Plan category is primarily designed to accommodate.

PRIVATE RECREATION SITES means sites owned by private, commercial, or nonprofit entities available to the public for purposes of recreational use.

PRIVATE SCHOOL means a building or part thereof, or group of buildings, which is used for kindergarten, primary or secondary education, and which use is not part of the inventory of public school facilities.

PUBLIC ACCESS means the ability of the public to physically reach, enter, or use recreation sites including beaches and shores.

PUBLIC FACILITIES means transportation systems or facilities, sewer systems or facilities, solid waste systems or facilities, drainage systems or facilities, potable water systems or facilities,

educational systems or facilities, parks and recreation systems or facilities, and public health systems or facilities.

PUBLIC RECREATION SITES means sites owned or leased on a long-term basis by a federal, state, regional, or local government agency for purposes of recreational use.

PUBLIC/SEMI-PUBLIC means structures or lands that are owned, leased, or operated by a government entity, such as civic and community centers; hospitals; libraries; police stations; fire stations; and government administration buildings.

RECREATION means the pursuit of leisure time activities occurring in an indoor or outdoor setting.

RECREATION FACILITY means a component of a recreation site used by the public such as a trail, court, athletic field, or swimming pool.

RECREATIONAL USES means activities within areas where recreation occurs.

REGIONAL PARK means a park which is designed to serve two or more communities.

RESEARCH/DEVELOPMENT-LIGHT USE means a use devoted to investigation in the natural, physical, or social sciences, or engineering and development as an extension of investigation, with the objective of creating an end product. Activities associated with this use must occur within enclosed buildings, and shall not include or allow for any exterior storage or processing of equipment or materials of any kind.

RESEARCH/DEVELOPMENT-HEAVY USE means a use devoted to investigation in the natural, physical, or social sciences, or engineering and development as an extension of investigation, with the objective of creating an end product. This use may include exterior storage or processing of equipment and materials.

RESIDENT POPULATION means permanent and seasonal residents living in permanent dwelling units intended for year-round occupancy.

RESIDENTIAL EQUIVALENT USE means a residential-like accommodation other than a dwelling unit, including 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.

RESIDENTIAL USE means a dwelling unit including, single-family, multi-family, 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.

RESIDENTIAL USES means activities within land areas used predominantly for housing.

RESOURCE-BASED RECREATION means recreational activities that are dependent on natural resources and a healthy outdoor environment. These activities have little 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. Specific types of resource-based recreation for each County Park and Preserve will be identified in

the respective management plans. Such uses may be further defined and, if appropriate, be listed in any land development regulations developed pursuant to s. 163.3202, Florida Statutes.

RETAIL COMMERCIAL USE means commercial activities which are predominantly connected with the sale, rental and distribution of products.

RIGHT-OF-WAY means land in which the state, a county, or a municipality owns the fee simple title or has an easement dedicated or required for a transportation or utility use.

SEASONAL POPULATION means temporary residents occupying units intended for short-term or seasonal occupancy (i.e. hotels, motels, timeshare or migrant units).

SECONDARY USES means use which is designed to accommodate as a secondary priority. In certain instances secondary use may only be allowed through approval of a conditional use or special exception application.

SERVICES means the programs and employees determined necessary by local government to provide adequate operation and maintenance of public facilities and infrastructure as well as those educational, health care, social, and other programs necessary to support the programs, public facilities, and infrastructure set out in the local plan or required by local, state, or federal law.

SHORELINE or SHORE* means the interface of land and water and, as used in the Coastal Management Element requirements, is limited to oceanic and estuarine interfaces.

STORAGE/WAREHOUSE USE means a use devoted to the storage of goods and materials, motor vehicles and equipment.

STORMWATER means the flow of water which results from a rainfall event.

SUBMERGED LANDS are defined as the area situated below the mean high water line or the ordinary high water line of a standing body of water, including gulf, 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 Pinellas County, 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 land area for the purpose of determining permitted density and intensity.

SUPPORT DOCUMENTS means any surveys, studies, inventory maps, data, inventories, listings, or analyses used as bases for or in developing the local comprehensive plan.

TARGET EMPLOYMENT CENTER means those areas of the county that are depicted on the ~~Countywide Plan Future Land Use~~ Map with the Target Employment Center ~~Overlay~~ land use category.

TEMPORARY TRANSIENT ACCOMMODATION USE means a use offering facilities to accommodate recreational vehicles and travel trailers.

TRANSFER OF DEVELOPMENT RIGHTS is 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 Future Land Use Map (FLUM)

category to a similar, but non-contiguous, or to a different, FLUM category, other than as is permitted by Part II of the Rules.

TRANSIENT ACCOMMODATION USE means a facility offering transient lodging accommodations for tourists and visitors; such as hotels, motels, inns, resorts and recreational vehicle parks.

TRANSPORTATION/UTILITY USE means those activities involved in transport and public/private utility services such as airport, seaport; Coast Guard, Customs Facility; electric power generation plant; utility transmission line; municipal water supply; wastewater treatment facility; solid waste/refuse disposal, transfer, recycling facility; public works garage/storage; electric power substation; telephone switching station. ~~primary and secondary uses listed under the Use Characteristics of the Transportation/Utility plan category.~~

TWENTY-FIVE (25) YEAR FLOOD means the flood having a four percent chance of being equaled or exceeded in any given year.

VEGETATIVE COMMUNITIES means ecological communities, such as coastal strands, oak hammocks, and cypress swamps, which are classified based on the presence of certain soils, vegetation, and animals.

VERTICAL WATER SUPPLY INFRASTRUCTURE/STRUCTURES* Any building, facility, fixture, machinery, reservoir or appurtenant structure used or useful to the provision of high quality potable water, including the development, supply, storage, distribution, treatment, conservation, acquisition or transfer of water to meet the needs of Pinellas County customers.

WATER-DEPENDENT USES means activities which can be carried out only on, in or adjacent to water areas because the use requires access to the water body for: waterborne transportation including ports or marinas; recreation; electrical generating facilities; or water supply.

WATER RECHARGE AREAS means land or water areas through which groundwater is replenished.

WATER-RELATED USES means activities which are not directly dependent upon access to a water body but which provide goods and services that are directly associated with water-dependent or waterway uses.

WATER WELLS means wells excavated, drilled, dug, or driven for the supply of industrial, agricultural, or potable water for general public consumption.

WELLFIELD* means an area of land that is developed or could be developed with one or more wells for obtaining water.

WHOLESALE/DISTRIBUTION USE means a use engaged in the storage, wholesale, and distribution of manufactured products, supplies, and equipment.

SECTION 9: THE FUTURE LAND USE MAP LEGEND IS AMENDED TO INCLUDE THE FOLLOWING FUTURE LAND USE MAP CATEGORIES:

Residential

Residential Rural (0.5 u.p.a. max)
Residential Estate (1.0 u.p.a. max)
Residential Suburban (2.5 u.p.a. max)
Residential Low (5.0 u.p.a. max)
Residential Urban (7.5 u.p.a. max)
Residential Low Medium (10.0 u.p.a. max)
Residential Medium (15.0 u.p.a. max)
Residential High (30.0 u.p.a. max)

Mixed Use

Residential/Office Limited
Residential/Office General
Residential/Office/Retail
~~Community Redevelopment District-Activity Center~~
Activity Center-Neighborhood
Activity Center-Community
Activity Center-Major
Resort Facilities Overlay-Permanent
Resort Facilities Overlay-Temporary
Transit Oriented Development –Neighborhood Center
Transit Oriented Development –Community Center
Transit Oriented Development –Regional Center
Transit Oriented Development –Park and Ride
Transit Oriented Development Overlay
Mixed Use Corridor-Primary
Mixed Use Corridor-Secondary

Commercial

Commercial Recreation
Commercial Neighborhood
Commercial General

Industrial/Employment

Industrial-Limited Employment
Industrial General

Public/Semi-Public

Preservation
Preservation-Resource Management
Resource Management Overlay-1
Resource Management Overlay-2
Recreation/Open Space
Institutional
Transportation/Utility
Transportation/Utility Overlay

Special Information

Historic District/Properties
Wellhead Protection Zone
Public Water Supply Wells
Approved Public School Site
Water Feature

The maximum density permitted on properties included within the area designated by this overlay shall be limited to 12.5 dwelling units per acre in compliance with the Stipulated Settlement Agreement with the Department of Community Affairs associated with County Ordinance No. 04-92 (DOAH Case No. 05-1245GM).

SECTION 10: THE FUTURE LAND USE MAP OF THE PINELLAS COUNTY COMPREHENSIVE PLAN IS AMENDED AS FOLLOWS:

1. Properties designated as Industrial Limited on the Future Land Use Map shall be identified as Employment to reflect the amended name of this category from Industrial Limited to Employment in the Future Land Use Map Category Descriptions and Rules; and
2. Properties designated as Community Redevelopment District-Activity Center on the Future Land Use Map shall be identified as Activity Center-Neighborhood to reflect the replacement of the Community Redevelopment District-Activity Center category with the Activity Center-Neighborhood category in the Future Land Use Map Category Descriptions and Rules.

SECTION 11: SEVERABILITY

If any section, paragraph, clause, sentence, or provision of the Ordinance shall be adjudged by any Court of competent jurisdiction to be invalid, such judgment shall not affect, impair, invalidate, or nullify the remainder of this Ordinance, but the effect therefore shall be confined to the section, paragraph, clause, sentence, or provision immediately involved in the controversy in which such judgment or decree shall be rendered.

SECTION 12: LOCATION OF RECORDS

Pursuant to requirements of Section 125.68, Florida Statutes, this Ordinance to amend the Pinellas County Comprehensive Plan is incorporated into the Quality Communities and Future Land Use Element, including the Future Land Use Map and the Future Land Use Map Category Descriptions and Rules, of the Pinellas County Comprehensive Plan, located at, and maintained by, the Clerk of the Pinellas County Board of County Commissioners.

SECTION 13: FILING OF ORDINANCE: ESTABLISHING AN EFFECTIVE DATE

Pursuant to Section 163.3184(3), Florida Statutes, if not timely challenged, an amendment adopted under the expedited provisions of this section shall not become effective until 31 days after adoption. If timely challenged, the amendment shall not become effective until the state land planning agency or the Administration Commission enters a final order determining the adopted amendment to be in compliance. No development orders, development permits, or land uses dependent on this Amendment may be issued or commence before the amendment has become effective.

Rev. October 27, 2015

ORDINANCE 16 - ____

AN ORDINANCE OF THE COUNTY OF PINELLAS AMENDING THE GOALS, OBJECTIVES AND POLICIES, AND THE FUTURE LAND USE MAP CATEGORY DESCRIPTIONS AND RULES, OF THE FUTURE LAND USE AND QUALITY COMMUNITIES ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN TO SUPPORT PROPOSED AMENDMENTS TO THE ZONING PROVISIONS OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE, TO INCLUDE SELECTED COUNTYWIDE PLAN PROVISIONS AND RETAIN CONSISTENCY WITH THE RECENTLY UPDATED COUNTYWIDE PLAN, TO SUPPORT IMPLEMENTATION OF THE PINELLAS COUNTY MOBILITY MANAGEMENT SYSTEM, AND TO DELETE REFERENCES TO TRANSPORTATION CONCURRENCY; TO AMEND THE LEGEND OF THE FUTURE LAND USE MAP AND TO AMEND THE FUTURE LAND USE MAP TO REFLECT THE AMENDMENTS TO THE MAP LEGEND; PROVIDING FOR SEVERABILITY; PROVIDING FOR LOCATION OF RECORDS; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, Section 163, Part II, Florida Statutes, establishes the requirements of the Community Planning Act and governs local government comprehensive planning and land development regulation; and

WHEREAS, Pinellas County adopted its Comprehensive Plan on August 8, 1989, and periodically reviews and updates the Plan in response to changing conditions and opportunities; and

WHEREAS, amendments are required at this time to the Future Land Use and Quality Communities Element in order to support updates to the zoning provisions of the Pinellas County Land Development Code and facilitate efficient redevelopment; and

WHEREAS, the Board of County Commissioners, under their authority as the Countywide Planning Authority, recently adopted an updated Countywide Plan pursuant to the Special Act (Chapter 2012-245, Laws of Florida) and changes are now proposed to the Pinellas County Future Land Use Map (FLUM), to the FLUM Category Descriptions and Rules, and to the goals, objectives and policies of the Future Land Use and Quality Communities Element in order to incorporate selected provisions from the updated Countywide Plan and to retain consistency with that plan; and

WHEREAS, in 2011 the Community Planning Act removed State requirements for transportation concurrency management; and

WHEREAS, Pinellas County participated in a multi-jurisdictional Mobility Plan Task Force, facilitated by the Pinellas County Metropolitan Planning Organization, to develop a framework for a countywide approach to implementation of a mobility management system in place of transportation concurrency; and

WHEREAS, Pinellas County now proposes to replace transportation concurrency with a mobility management system approach that is more flexible and designed to better support redevelopment and land use goals.

NOW THEREFORE BE IT ORDAINED, by the Board of County Commissioners of Pinellas County, Florida, in its regular meeting duly assembled on this ____ day of _____, 2016 , that:

SECTION 1: PURPOSE AND INTENT

This Ordinance is intended to provide the appropriate policy and regulatory framework within the Future Land Use and Quality Communities Element of the Pinellas County Comprehensive Plan, including the Future Land Use Category Descriptions and Rules, for revisions proposed to the Pinellas County Land Development Code, which includes new zoning districts and changes to existing zoning districts. Additionally, with the recent update to the Countywide Plan, the Future Land Use and Quality Communities Element and the Future Land Use Map are amended to incorporate selected changes from the Countywide Plan and to retain consistency with this updated plan. Other amendments create the policy framework for the establishment of a mobility management system as a replacement to transportation concurrency. Other minor changes update references and terms.

SECTION 2: POLICY 1.2.10 OF THE FUTURE LAND USE AND QUALITY COMMUNITIES ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN IS AMENDED TO READ AS FOLLOWS:

1.2.10. Policy: Affordable Housing Developments (AHDs), as defined in the Pinellas County Affordable Housing Incentive Plan (AHIP) and in the Pinellas County Comprehensive Zoning Regulations and certified by the County as an AHD, may be permitted at densities up to 10 units per acre in the Commercial Neighborhood land use category and up to 15 units per acre in the Residential/Office/Retail, Residential/Office General, and Commercial General land use categories. The permitting of affordable housing developments within these land use categories shall be subject to program guidelines and specifications as well as compatibility with surrounding development, site constraints, and other appropriate considerations as determined through the Pinellas County Comprehensive Zoning Regulations and the site plan review process. Application of this affordable housing incentive shall not be allowed within the coastal storm area.

SECTION 3: OBJECTIVE 1.3. AND THE ASSOCIATED POLICIES OF THE FUTURE LAND USE AND QUALITY COMMUNITIES ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN ARE AMENDED TO READ AS FOLLOWS:

- 1.3 Objective: Pinellas County, through its comprehensive planning program and land development regulations, shall support efforts to create, recreate, and maintain areas of mixed-use development at appropriate locations to achieve the following objectives:
- provide vibrant and safe walkable areas;
 - concentrate growth in relatively discrete areas that are compatible with the community character, local traditions, and historic heritage;
 - place housing in proximity to employment opportunities, services and amenities;
 - establish urban areas that support transportation choices other than privately-owned vehicles and are more efficiently served by transit;
 - establish quality-designed urban environments that create vibrant, livable places;
 - provide locations that create a range of housing opportunities and choices, including the provision of affordable housing;
 - provide urban areas that incorporate well-designed public spaces;
 - provide neighborhoods with mixed use development that fits with the context and character of proximate residential neighborhoods;
 - provide adequate buffering and a transition gradient between non-residential and/or higher density residential development and proximate residential neighborhoods and/or less intensive nonresidential development;
 - encourage development that is compatible with the natural environment and the overall vision of the community;
 - transition to a pattern of various types of land use that is more efficient in the use of energy and reduces the emission of greenhouse gases.
- 1.3.1. Policy: The following guidelines will be used to help determine appropriate locations for mixed-use development:

Table 1				
FORM OF DEVELOPMENT ²	Type of Mixed - Use Development			
	Mixed-Use Projects	Large-scale Mixed-Use Areas	Neighborhood-scale Mixed-Use Areas	Transit Oriented Development
Neighborhoods				
Traditional	-	-	R	-
Suburban	-	-	R	-
Mobile Home & Manufactured	-	-	-	-
Large Multi-family Communities & Resorts	-	-	R	-
Centers				
Urban	A	A	A	-
Town	A	A	A	-
Suburban Commercial	A	A	-	-
Neighborhood	A	-	A	-
Village	A	-	A	-
Employment	A	A	-	-
Corridors				
Interstate	A	A	-	-
Commercial	A	A	A	-
Employment	A	A	-	-
Residential	-	-	-	-
Scenic/Non-Commercial ³	R	R	R	-
Coastal ¹	A	A	A	-
Multimodal	A	A	A	A
Districts				
Airport	A	A	-	-
University/College Campuses	A	A	-	-
Arts and Cultural	R	A	-	-
Medical	R	R	-	-
Historic ⁴ -				

A = This type of mixed-use development is generally appropriate within this specific form of development

R = This type of mixed-use development should be regulated to ensure that it is compatible with this specific form of development

¹ = Limitations on residential densities within the coastal high hazard area and the coastal storm area may restrict residential development

² = The general forms of development that comprise the urban land use morphology in Pinellas County are described in the Definition Section of the Future Land Use and Quality Communities Element

³ = Development policies specific to scenic/non-commercial corridors place additional requirements for locating mixed use development along these corridors

⁴ Appropriate types of mixed use development will depend upon the historic development pattern within the district.

In addition to using **Table 1**, appropriate locations for large-scale or neighborhood-scale mixed use development shall be determined based on a balancing of the guidelines listed below that are applicable to the area under consideration, and the appropriate location for transit oriented development shall be based on the requirements listed at the end of the following guidelines:

LARGE-SCALE MIXED-USE PROJECT OR MIXED-USE AREA

1. The location can serve as a walkable destination for nearby areas.
2. There is adequate infrastructure serving the proposed location, including a transportation network that will meet the mobility needs of all principal modes of travel including bicycling, walking and transit as well as motor vehicles.
3. There are transportation choices other than privately-owned vehicles that service the proposed location. At least one of the following public transit services is available to serve the proposed mixed-use development:
 - a. The location is served, or is scheduled to be served, by enhanced bus service with no more than 30 minute headways during weekday morning and evening peak hours. Service by more than one bus route is preferred, and the presence of a public or private circulator system that serves the location and has a service interconnection with the bus system may improve the location's suitability for mixed-use development.
 - b. The location is served by a Bus Rapid Transit (BRT) route that is in operation or that has been selected for BRT service through the MPO process and there is a firm funding commitment to establish BRT and have it operational within 5 years.
4. The location has direct access or is in close proximity to a segment of the countywide or a local multi-use path or trail system.
5. The location can accommodate a mix of land uses, including a residential component, that are able to blend with surrounding uses without juxtaposing incompatible uses or building types.
6. The mixed-use development will create opportunities for providing a mix of housing types in a range of prices, a certain percentage of which will meet the County's affordable housing criteria.
7. The mixed-use development can accommodate one or more of the County's targeted industries or businesses.
8. The mixed-use development is of sufficient size to allow a decrease in density/intensity from the center of the mixed-use development to the periphery that is compatible with the surrounding land uses.
9. The mixed-use development will provide services (e.g. services such as convenience groceries, dry cleaners, and personal care) and amenities within walking distance of

residential development within the mixed use project or area or of residents in the surrounding community, if applicable.

10. Compatibility of mixed-use development with other goals, objectives, and policies of the Pinellas County Comprehensive Plan.
11. The relationship of the mixed-use development to plans of other local governments and the Regional Planning Council, to the Countywide Plan, and to the strategies in Pinellas by Design.

NEIGHBORHOOD-SCALE MIXED-USE PROJECT OR MIXED-USE AREA

1. The location can serve as a walkable destination for nearby areas.
2. There is adequate infrastructure serving the proposed location, including a transportation network that will meet the mobility needs of all principal modes of travel including bicycling, walking and transit as well as motor vehicles.
3. The location can accommodate a mix of land uses, including a residential component, that are able to blend with surrounding uses without juxtaposing incompatible uses or building types.
4. The mixed-use development is of sufficient size to allow a decrease in density/intensity from the center of the mixed-use development to the periphery that is compatible with the surrounding land uses.
5. The mixed-use development will provide services (e.g. services such as convenience groceries, dry cleaners, and personal care) and amenities within walking distance of residential development within the mixed use project or area or of residents in the surrounding community, if applicable.
6. Compatibility of mixed-use development with other goals, objectives, and policies of the Pinellas County Comprehensive Plan.
7. The relationship of the mixed-use development to plans of other local governments and the Regional Planning Council, to the Countywide Plan, and to the strategies in Pinellas by Design.

TRANSIT ORIENTED DEVELOPMENT

Transit oriented development shall be located within an easy walking distance (roughly ½ mile) of existing or future transit stations that are part of a rail or fixed-guideway system as established in the Pinellas County Metropolitan Planning Organization's Long-Range Transportation Plan. The specific station locations are determined through a multi-agency process for transit corridor planning that is based on the Federal Transit Administration planning process in Pinellas County.

- 1.3.2. Policy Mixed-use development shall be integrated into a walkable area, which exhibits most, if not all, of the following characteristics:
- a. A pedestrian-friendly environment that results in active, walkable streets.
 - b. Building setbacks are reduced.
 - c. Buildings are interconnected by a continuous network of safe, convenient, comfortable, and interesting sidewalks, paths, and bicycle routes.
 - d. If residential neighborhoods and other walkable destinations are located nearby, mixed-use development is interconnected with the surrounding community by a network of safe, convenient, comfortable, and interesting sidewalks, paths, and bicycle routes.
 - e. Pedestrian-scale streetlights and other amenities are installed.
 - f. There is safe, convenient access to public transit.
 - g. The development will provide well-designed public spaces (e.g. pocket parks and plazas) and space for civic uses such as libraries, community centers, law enforcement substations.
 - h. Applicable livable community characteristics identified in the policies in support of Goal 2.
- 1.3.3. Policy: Pinellas County shall establish the Activity Center and Mixed Use Corridor Future Land Use Map categoryies to recognize those areas of the County that are appropriate locations for mixed use development that serve as community focal points of commerce, employment, and housing.
- 1.3.4. Policy: Use of the Activity Center and Mixed Use Corridor Future Land Use Map (FLUM) categories shall require a specific area plan approved by the Board of County Commissioners. The specific area plan shall, at a minimum, address the following:
- a. Permitted uses and locational criteria;
 - b. Density and intensity standards;
 - c. Provisions for mixed use;
 - d. Design criteria and/or guidelines;
 - e. Provisions for affordable housing and employment, if any;

- f. Provisions that achieve a walkable area;
- g. Impacts on public services and facilities;
- h. Integration with planned and existing mobility systems;
- i. Interrelationship of the proposed designation with the surrounding community;
- j. Projected impact on traffic patterns resulting from mixed use development and an emphasis on pedestrian activity, existing and planned/programmed transit service and non-motorized modes of travel;
- k. The ability of the surrounding road network to distribute vehicle trips away from road corridors experiencing congestion problems;
- l. Incentives that may be offered to encourage development that has an overall community benefit; and
- m. Consistency with the Pinellas County Comprehensive Plan.

These requirements for specific area plans may be met partially or in their entirety with the adoption of a form based regulating plan associated with the designation of a Form Based Code Zoning District, in which case the adopted regulating plan shall satisfy the above requirements to the extent they are addressed in the regulating plan.

It is intended that specific area plans required by this policy address the planning and urban design principles contained in Strategy LU 16.1 of the Countywide Plan Strategies.

- 1.3.5. Policy: Specific area plans or regulating plans, as described in Policy 1.3.4., and the County's land development regulations as they apply to the Activity Center and Mixed Use Corridor FLUM categories may require that, in order to exceed an established base residential density or intensity of use that is less than the maximum permitted in the FLUM category, a project shall provide public benefits and amenities that support one or more of the objectives listed in Objective 1.3. Pinellas County would determine what public benefits and amenities would be acceptable for receiving additional development rights, and the extent of those additional development rights.

- 1.3.6 Policy: Specific area plans or regulating plans, as described in Policy 1.3.4., and the County's land development regulations as they apply to the Activity Center and Mixed Use Corridor FLUM categories may require that development above an established base residential density or intensity of use rely upon the transfer of development rights from other properties to the subject property or properties.
- 1.3.7 Policy: Mixed-use development shall enhance, and not compromise, the integrity and viability of existing and planned residential neighborhoods.
- 1.3.8. Policy: Mixed-use development shall create a strong sense of community identity through consideration of such mechanisms as optional and/or required urban design and architectural design criteria, recognizing historic setback patterns and lot sizes, the creation of places that are oriented to the pedestrian and alternative modes of travel such as bicycle use, providing greenspace and landscaping in public spaces, and other appropriate mechanisms that may be specific to a particular location.
1. 3. 9. Policy: In association with the update to the Land Development Code, Pinellas County shall identify proposed amendments to the Land Development Code to include mixed-use development standards to achieve the intent expressed in Objective 1.3. The proposals shall also consider additional code amendments to implement recommendations in *Pinellas by Design* and the livable community objectives and policies under Goal 2 of this element.
1. 3.10. Policy: In association with the update to the Land Development Code, Pinellas County in coordination with the Pinellas County Metropolitan Planning Organization shall recommend parking standards for mixed-use development.
- 1.3.11. Policy: Pinellas County will amend its land development regulations as determined appropriate based on the recommendations from Policy 1.3.10.
- 1.3.12. Policy: The Residential/Office Limited, Residential/Office General, Residential/Office/Retail, Activity Center, and Mixed Use Corridor land use categories shall seek to achieve a mixture of uses distributed as follows within each category: Residential (5 percent to 50 percent), and Non-residential (50 percent to 95 percent).
- 1.3.13. Policy: The Transit Oriented Development (TOD) land use categories, with the exception of the TOD – RC- E category, shall seek to achieve a mixture of uses distributed as follows: Residential (20 percent to 75 percent), and Non-residential (25 percent to 80 percent).

SECTION 4: POLICIES 1.4.4 AND 1.5.3 OF THE FUTURE LAND USE AND QUALITY COMMUNITIES ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN ARE AMENDED TO READ AS FOLLOWS:

- 1.4.4 Policy: The determination of the appropriate typology for each transit station area shall be based on the Station Area Typologies in Table FLUM-3 of the Future Land Use Map Category Descriptions and Rules.
- 1.5.3. Policy: Following approval of the Station Area boundaries for a particular transit station, the County shall initiate preparation of a Station Area Plan using as guidance Objective 1.3, Policy 1.3.2, the principles and strategies contained in Policy 1.5.11, the Station Area Typologies in Table FLUM-3, and applicable livable community policies listed under Goal 2 of this element.

SECTION 5: OBJECTIVE 1.13 AND THE ASSOCIATED POLICIES OF THE FUTURE LAND USE AND QUALITY COMMUNITIES ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN ARE AMENDED TO READ AS FOLLOWS:

- 1.13. Objective: The Future Land Use Map and land use policies shall define the location, type, and intensity of industrial activities (including manufacturing, services, warehousing, and trade) that may be operated in order to diversify the County's economy and provide a broad range of employment opportunities to the County's residents.
- 1.13.1. Policy: The Land Development Code shall continue to be reviewed and amended as necessary to restrict the impacts of industrial development upon surrounding land uses and the natural environment. A review of the Land Development Code will evaluate the efficacy of various techniques such as minimum setbacks and buffering requirements, groundwater protection measures, distinguishing between where industrial activity is allowed either as a permitted or a conditional use, restrictions on certain industrial activities occurring outdoors, and the application of performance standards.
- 1.13.2. Policy: Pinellas County will evaluate recommendations in the Industrial Lands Study, upon its completion in 2008, and develop recommended amendments to the Pinellas County Comprehensive Plan and land development regulations based on the Study's results. The proposed amendments will be submitted to the Board of County Commissioners no later than June 2009, and will include recommendations on retaining sufficient acreage with appropriate future land use designations to accommodate the anticipated employment growth, by type, within the County.

- 1.13.3 Policy: Pinellas County will prioritize coordination with other jurisdictions and the Metropolitan Planning Organization/Pinellas Planning Council to determine appropriate increases in development potential within Target Employment Centers designated on the Countywide Plan Map, and amend the Pinellas County Comprehensive Plan accordingly.

SECTION 6: OBJECTIVE 1.15 AND THE ASSOCIATED POLICIES OF THE FUTURE LAND USE AND QUALITY COMMUNITIES ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN ARE AMENDED TO READ AS FOLLOWS:

- 1.15. Objective: Recognizing the economic significance of the mid-county Gateway Area, Pinellas County shall consider the recommendations in the *Gateway to the Future Plan* approved by the Board of County Commissioners on July 12, 2005 to position the Gateway Area to achieve maximum countywide benefit and as an opportunity to model sustainable planning practices and design concepts.
- 1.15.1. Policy: Pinellas County will continue to assess, and take part in, opportunities to collaborate on land use, transportation and watershed planning for the Gateway Area, including with the cities of St. Petersburg, Largo, and Pinellas Park.
- 1.15.2. Policy: Pinellas County will coordinate both internally and with affected jurisdictions and agencies in implementing recommendations contained in the *Gateway to the Future Plan*.
- 1.15.3. Policy: Redevelopment of the St. Pete-Clearwater International Airport property known as the AIRCO Golf Course is subject to approval by the Federal Aviation Administration and will be consistent with the objectives of the St. Pete-Clearwater International Airport Master Plan.
- 1.15.4. Policy: Non-aviation related uses will be oriented toward the eastern and southern portions of the AIRCO property, and will be undertaken in a manner that provides appropriate buffering for surrounding land uses and that contributes to the economic, employment and sustainability goals for the County as a whole, as defined in the individual Elements of the Pinellas County Comprehensive Plan, and consistent with the objectives of the St. Pete-Clearwater International Airport Master Plan.
- 1.15.5. Policy: The maximum allowable development permitted on the southerly 10 acres (approximately) of Parcel No. 34/29/16/00110/000/0023

that is designated as **Commercial General** on the Future Land Map is

AIRCO Golf Course Property		
Southerly Portion of Parcel No. 34/29/00110/000/0023		
Land Use Designation: Commercial General (approx. 10 acres)		
Type of Use	Max Sq. Ft.	Max. Hotel Rooms
Transient Accommodations with conference facilities	-	250
Stand-alone restaurant	14,000	

- 1.15.6. Policy: The maximum allowable development permitted on the northerly 118 acres (approximately) of Parcel No. 34/29/16/00110/000/0023 that is designated as **Employment** on the Future Land Map is

AIRCO Golf Course Property		
Northerly Portion of Parcel No. 34/29/00110/000/0023		
Land Use Designation: Employment (approx. 118 acres)		
Type of Use	Max Sq. Ft.	Max. Acres
office	199,000	-
light industrial/flex	720,000	-
aviation uses	-	45

- 1.15.7. Policy: Prior to issuing any permits to redevelop the 10 acre portion of the AIRCO property in accordance with Policy 1.15.5 and designated as Commercial General on the Future Land Use Map, a transportation management plan must be submitted to, and approved by, the County Administrator, following a public hearing, addressing access from Ulmerton Road to the 10 acre commercial project site, including provisions, and a schedule, for any required roadway, non-vehicular, intersection or other access-related improvements.

- 1.15.8. Policy: Approval of a Master Development Plan, by the Board of County Commissioners at a public hearing, for the approximately 118 acre

portion of the AIRCO property designated as Employment on the Future Land Use Map, including any adjacent property(ies) that might be included in the master development proposal, is required prior to issuing permits for any office and/or light industrial/flex development on the subject site. Aviation uses will be subject to another approval process and are not included in the Master Development Plan. At a minimum, the Master Development Plan will address the following:

- Identification of the affected roadway network, planned mobility onsite and off for different travel modes (including roads, bicycle, pedestrian, and public transit), and required improvements to the transportation network, including the responsible entity and funding plan for those improvements.
- Water quality improvements and regional retention and treatment options.
- Appropriate buffering of the office and light industrial development from surrounding uses, particularly nearby residential uses.
- Incorporating livable community and environmental strategies that promote energy efficiency, provide choices in travel modes, and respond to water quality and other environmental concerns.
- Availability of adequate wastewater and potable water service and facilities.
- The ability to convert the office component to light industrial/flex space or vice versa as long as the resulting traffic impacts after the conversion do not exceed the traffic impacts associated with the development allocation specified in Policy 1.15.6 above.
- Determine the development rights associated with the existing water bodies located on the 118-acre subject site.

SECTION 7: GOAL 4 AND THE ASSOCIATED OBJECTIVES AND POLICIES OF THE FUTURE LAND USE AND QUALITY COMMUNITIES ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN ARE AMENDED TO READ AS FOLLOWS:

GOAL FOUR: PINELLAS COUNTY SHALL WORK TOWARD A LAND USE PATTERN THAT CAN BE SUPPORTED BY THE AVAILABLE COMMUNITY AND PUBLIC FACILITIES THAT WOULD BE REQUIRED TO SERVE THAT DEVELOPMENT.

- 4.1. Objective: The Pinellas County Concurrency Management System will insure the compatibility of all proposed development with the capacities of the

existing and planned support facilities for which a level of service standard has been adopted in this plan.

- 4.1.1. Policy: The Concurrency Management System will ensure proposed development to be considered for approval shall be in conformance with existing and planned support facilities for which a level of service standard has been adopted and that such facilities and services are available, at the adopted level of service standards, concurrent with the impacts of development.
- 4.1.2. Policy: On an annual basis, the Pinellas County Planning Department shall develop and the Local Planning Agency of the Board shall recommend adoption of a concurrency test statement that assesses the demands of existing and committed development upon support facilities.
- 4.2. Objective: The Concurrency Management System, applicable policies within the Pinellas County Comprehensive Plan, and the standards and the locational and use characteristics as set out in the Future Land Use Category Descriptions and Rules of the Future Land Use and Quality Communities Element comprise the County's program in which development shall be coordinated with the availability of public and private utilities.
- 4.2.1. Policy: Land use location and intensity shall be accurately defined and monitored through the Concurrency Management System, the Future Land Use and Quality Communities Element, including Policy 1.2.1., to ensure coordination with the availability of facilities and services.
- 4.2.2. Policy: Pinellas County's Land Development Regulations shall require developers to submit their proposed development plans to the affected public utilities, who will in turn submit to the County, prior to the County's issuance of development orders or building permits, a statement of their ability to serve the proposed development.
- 4.2.3. Policy: When making decisions on requests to amend the Future Land Use Map (FLUM) or the Zoning Atlas (other than decisions on appropriate locations for mixed-use development and transit oriented development), Pinellas County shall review the potential impact on the transportation system by considering the following:
- Ability of the surrounding existing and planned transportation network to meet the mobility objectives of the Comprehensive Plan;
 - Capacity of the surrounding existing and planned transportation network to accommodate any projected additional demand; and

- Extent to which the proposed FLUM amendment or rezoning furthers the intent of the Comprehensive Plan to improve mobility.

- 4.2.4. Policy: When evaluating the transportation impacts of a proposed Future Land Use Map amendment for mixed-use development, including transit oriented development, Pinellas County will use the guidelines in Policy 1.3.1 and the specific area plan required by Policy 1.3.4 or the station area plan required by Policy 1.5.11 of the Future Land Use and Quality Communities Element.
- 4.2.5. Policy: As a part of its water supply and water resource protection program, Pinellas County shall continue to implement its concurrency management system, to schedule capital improvements, and to make land use and development-related decisions that consider both existing and projected water demand as well as fiscal and environmental constraints.
- 4.3. Objective: Pinellas County Land Development Regulations shall require that the level of population density and development intensity in the coastal planning area shall be compatible with the evacuation capabilities provided for in the hurricane evacuation program.
- 4.3.1. Policy: In order to limit the exposure of residents and property to coastal hazards and not increase existing and planned demands on hurricane evacuation corridors and public shelters, the population density and development intensity within the coastal planning area shall be consistent with Objective 1.3 of the Coastal Management Element and the supporting policies.
- 4.4. Objective: The Pinellas County Concurrency Management System shall insure that building permits and development orders for developments of regional impact are not authorized unless the needed support facilities and services are available or such authorization is conditioned on the availability of the facilities and services necessary to serve that development at the time it is needed.
- 4.4.1. Policy: Pinellas County's Concurrency Management System shall include, as a minimum, level of service standards for ~~roadways~~, potable water, sanitary sewer, solid waste, drainage and recreation and open space.
- 4.5. Objective: Pinellas County's land development regulations shall be applied to ensure the availability of suitable land for utility facilities necessary to support development.

- 4.5.1. Policy: The County shall maintain procedures in cooperation with utility companies by which the utilities are informed of development occurring in the County.
- 4.5.2. Policy: Public utilities shall be permitted in all future land use categories including planned residential developments and developments of regional impact provided the performance standards in the Power Plant Siting Act, Transmission Line Siting Act, Pinellas County Future Land Use and Quality Communities Element, Pinellas County Zoning Regulations, and any other applicable land development regulations are met.
- 4.6. Objective: Development and redevelopment activities along U.S. Highway 19 shall be consistent with state and local efforts to provide an efficient north/south limited access highway corridor within Pinellas County and enhance its function as an employment corridor in north Pinellas.
- 4.6.1. Policy: Mixed-use development shall continue to be the preferred land use pattern along U.S. Highway 19, generally characterized by appropriate building density and land uses that are planned and designed to support accessible transit service and limit the impact of development upon the traffic-carrying capacity of U.S. Highway 19.
- 4.6.2. Policy: The number of curb cuts on U.S. Highway 19 providing access to businesses and other development located along this corridor shall be kept to a minimum by requiring new development and redeveloped sites to provide access to adjacent projects whenever feasible.
- 4.6.3. Policy: As part of the County's sector planning program, Pinellas County, in coordination with affected local governments and agencies, shall study the U.S. Highway 19 corridor in north Pinellas County to determine what changes to the adjacent land use pattern could enhance both its function as a major commercial and employment corridor and as the primary north-south highway in the County.
- 4.7. Objective: The Future Land Use and Quality Communities Element of the Pinellas County Comprehensive Plan shall be consistent with the Countywide Future Land Use Plan, including the categories, rules, policies, and procedures thereof.
- 4.7.1. Policy: Pinellas County shall, as a component of its Future Land Use and Quality Communities Element, establish and maintain consistency with the Countywide Future Land Use Plan.

SECTION 8: APPENDIX C , THE FUTURE LAND USE MAP CATEGORY DESCRIPTIONS AND RULES, OF THE FUTURE LAND USE AND QUALITY COMMUNITIES ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN, ARE AMENDED TO READ AS FOLLOWS:

**PINELLAS COUNTY COMPREHENSIVE PLAN
FUTURE LAND USE (FLUM) CATEGORY DESCRIPTIONS & RULES**

The Future Land Use Map (FLUM) categories establish the maximum densities and intensities, the locational and use characteristics of each category, and additional standards and criteria as necessary to assist in managing the development of land in the unincorporated areas of Pinellas County. The purpose of the attached category descriptions and rules is to aid decision makers and the general public in understanding what the appropriate uses are in each category, where they should be located, and how intensively a parcel of land can be developed.

For each FLUM category, the compatible zoning districts in the Pinellas County Land Development Code are identified. For a specific parcel of land, however, an additional zoning district may be determined by the Pinellas County Local Planning Agency (LPA) to be compatible with a particular FLUM category based on findings of the LPA for that particular situation. Such findings would not have general applications throughout the unincorporated areas of Pinellas County and would be determined on a case-by-case basis.

The Future Land Use Map was adopted as part of the Pinellas County Comprehensive Plan. Planning Department staff has automated the production of the FLUM using the Pinellas County Geographic Information System (GIS). The GIS now contains the digital spatial and attribute information for the FLUM, and includes all amendments that have been made to the FLUM since August 1989. As new amendments occur, they will be added to the GIS database and new Future Land Use Maps will be printed as needed. Half section maps of the unincorporated FLUM are available at the Pinellas County Planning Department, 310 Court Street, Clearwater, Florida 33756 (727-464-8200). Information and Future Land Use Maps may also be obtained at the Pinellas County Development Review Services Department located at 440 Court Street, Clearwater, Florida 33756 (727-464-3888).

FUTURE LAND USE MAP (FLUM) CATEGORY DESCRIPTIONS & RULES

PART I - FUTURE LAND USE MAP (FLUM) CATEGORY DESCRIPTIONS

(Page numbers assigned when
provided as a separate document)

RESIDENTIAL CLASSIFICATION

Residential Rural (RR)	
Residential Estate (RE)	
Residential Suburban (RS)	
Residential Low (RL)	
Residential Urban (RU)	
Residential Low Medium (RLM)	
Residential Medium (RM)	
Residential High (RH)	

MIXED USE CLASSIFICATION

Activity Center – Neighborhood (AC-N)	
Activity Center – Community (AC-C)	
Activity Center – Major (AC-M)	
Mixed Use Corridor – Primary (MUC-P)	
Mixed Use Corridor – Secondary (MUC-S)	
Residential/Office Limited (R/OL)	
Residential/Office General (R/OG)	
Residential/Office/Retail (R/O/R)	
Resort Facilities Overlay-Permanent (RFO-P)	
Resort Facilities Overlay-Temporary (RFO-T)	
Transit Oriented Development – Neighborhood Center (TOD-NC)	
Transit Oriented Development – Community Center (TOD-CC)	
Transit Oriented Development – Regional Center (TOD-RC-E) & (TOD-RC-MU)	
Transit Oriented Development – Park and Ride (TOD-PR)	
Transit Oriented Development Overlay (TODO)	

COMMERCIAL CLASSIFICATION

Commercial Neighborhood (CN)	
Commercial Recreation (CR)	
Commercial General (CG)	

INDUSTRIAL/EMPLOYMENT CLASSIFICATION

Employment (E)	
Industrial General (IG)	

PUBLIC/SEMI PUBLIC CLASSIFICATION

Preservation (P)	
Preservation-Resource Management (P-RM)	
Resource Management Overlay (RMO-1 and RMO-2)	
Recreation/Open Space (R/OS)	
Institutional (I)	
Transportation/Utility (T/U)	

ADDITIONAL STANDARDS

PART II - MANDATORY RULES ON /TRANSFERABLE DEVELOPMENT RIGHTS AND DENSITY/INTENSITY AVERAGING
PART III- SITE-SPECIFIC LAND USE RESTRICTIONS ON SPECIFIC PROPERTIES.....
GLOSSARY

PART I - FUTURE LAND USE MAP (FLUM) CATEGORY DESCRIPTIONS

RESIDENTIAL CLASSIFICATION

Category/Symbol – Residential Rural (RR)

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, very low density residential manner; and to recognize such areas as primarily well-suited for residential and agricultural uses that are consistent with the rural, exurban, non-intensive qualities and natural resource features of such areas.

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

- Primary Uses – Residential; Agricultural.
- Secondary Uses – Residential Equivalent; Institutional; Transportation/Utility; Ancillary Nonresidential.

Locational Characteristics – This category is generally appropriate in areas where use and development characteristics are rural in nature; and in areas where environmental features are linked to the protection of natural resources such as aquifer recharge areas, groundwater resource areas, and the 100-year floodplain.

Standards – Shall include the following:

- Residential Use – Shall not exceed one-half (0.5) dwelling unit per acre.
- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 0.5 dwelling unit per acre.
- Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .30, nor an impervious surface ratio (ISR) .60.
- See 'Additional Standards' section of this table.

Zoning Compatibility – The following zoning districts are compatible with the **Residential Rural (RR)** land use category:

A-E	Agricultural Estate Residential District
RPD	Residential Planned Development District permitting up to 0.5 unit per acre

RESIDENTIAL CLASSIFICATION– (cont'd)

Category/Symbol – Residential Estate (RE)

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 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 suburban, non-intensive qualities and natural resource characteristics of such areas.

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

- Primary Uses – Residential; Agricultural.
- Secondary Uses – Residential Equivalent; Institutional; Transportation/Utility; Ancillary Nonresidential.

Locational Characteristics – This category is generally appropriate in areas where use and development characteristics are estate residential in nature; in areas serving as a transition between more rural and more urban residential areas; in environmentally-sensitive areas where the prohibition of development is not required to protect the natural resource; and in the 100 year floodplain (where preservation, open space/restricted, or recreation/open space are not feasible).

Standards – Shall include the following:

- Residential Use – Shall not exceed one (1.0) dwelling unit per acre.
- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 1.0 dwelling unit per acre.
- Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .30, nor an impervious surface ratio (ISR) of .60.
- See 'Additional Standards' Section of this table.

Zoning Compatibility – The following zoning districts are compatible with the **Residential Estate (RE)** land use category:

A-E	Agricultural Estate Residential District
E-1	Estate Residential District
RM	Residential Multiple Family District
RPD	Residential Planned Development District

All RPD and RM zoning districts that allow up to or less than 1.0 unit per acre.

RESIDENTIAL CLASSIFICATION – (cont'd)

Category/Symbol – Residential Suburban (RS)

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 suburban, low density residential manner, and to recognize such areas as primarily well-suited for residential uses that are consistent with the suburban, non-intensive qualities and natural resource characteristics of such areas.

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

- Primary Uses – Residential; Agricultural.
- Secondary Uses - Residential Equivalent; Institutional; Transportation/Utility; Ancillary Nonresidential.

Locational Characteristics – This category is generally appropriate in areas where use and development characteristics are suburban residential in nature; in areas serving as a transition between more rural and more urban residential areas; and in areas within the 100 year floodplain (where preservation, open space/restricted, or recreation/open space are feasible).

Standards – Shall include the following:

- Residential Use – Shall not exceed two and one-half (2.5) dwelling units per acre.
- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 2.5 dwelling units per acre.
- Non-residential Use – Shall not exceed a floor area ratio (FAR) of .30, nor an impervious surface ratio (ISR) of .60.
- See 'Additional Standards' section of this table.

Zoning Compatibility - The following zoning districts are compatible with the **Residential Suburban (RS)** land use category:

A-E	Agricultural Estate Residential District
E-1	Estate Residential District
R-R	Rural Residential District
R-1	Single Family Residential District
RM	Residential, Multiple Family District
RPD	Residential Planned Development District
All RPD and RM zoning districts that allow up to or less than 2.5 units per acre.	

RESIDENTIAL CLASSIFICATION – (cont'd)

Category/Symbol – Residential Low (RL)

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 low density residential manner; and to recognize such areas as primarily well suited for residential uses that are consistent with the low density, non-intensive qualities and natural resource characteristics of such areas.

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

- Primary Uses – Residential.
- Secondary Uses – Residential Equivalent, Institutional; Transportation/Utility, Ancillary Nonresidential.

Locational Characteristics – This category is generally appropriate to locations between major employment centers and community and regional shopping centers; in areas where use and development characteristics are low density residential in nature, in areas serving as a transition between more suburban and more urban residential areas; and in areas within the 100-year floodplain (where preservation, open space/restricted, or recreation/open space are not feasible).

- Residential Use – Shall not exceed five (5) dwelling units per acre.
- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 5 dwelling units per acre.
- Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .40, nor an impervious surface ratio (ISR) of .65.
- See 'Additional Standards' section of this table.

Zoning Compatibility - The following zoning districts are compatible with the **Residential Low (RL)** land use category:

AE	Agricultural Estate Residential District
E-1	Estate Residential District
R-R	Rural Residential District
R-1	Single Family Residential District
R-2	Single Family Residential District
R-3	Single Family Residential District
R-4	One, Two, or Three Family Residential District
R-5	Urban Residential District
RM	Residential, Multiple Family District
RPD	Residential Planned Development District

All RPD and RM zoning districts that allow up to or less than 5.0 units per acre.

RESIDENTIAL CLASSIFICATION – (cont'd)

Category/Symbol – Residential Urban – (RU)

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 an urban low density residential manner, and to recognize such areas as primarily well-suited for residential uses that are consistent with the urban qualities and natural resource characteristics of such areas.

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

- Primary Uses – Residential.
- Secondary Uses – Residential Equivalent; Institutional; Transportation/Utility; Ancillary Nonresidential.

Locational Characteristics – This category is generally appropriate to locations between major employment centers and community and regional shopping centers; in areas where use and development characteristics are urban residential in nature; and in areas serving as a transition between more suburban and more urban residential areas.

Standards – Shall include the following:

- Residential Use – Shall not exceed seven and one-half (7.5) dwelling units per acre.
- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 7.5 dwelling units per acre.
- Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .40, nor an impervious surface ratio (ISR) of .65.
- See 'Additional Standards' section of this table.

Zoning Compatibility – The following zoning districts are compatible with the **Residential Urban (RU)** land use category:

AE	Agricultural Estate Residential District
E-1	Estate Residential District
R-R	Rural Residential District
R-1	Single Family Residential District
R-2	Single Family Residential District
R-3	Single Family Residential District
R-4	One, Two, or Three Family Residential District
R-5	Urban Residential District
R-6	Residential, Mobile Home Parks and Subdivisions District
RM	Residential, Multiple Family District
RPD	Residential Planned Development District
All RPD and RM zoning districts that allow up to or less than 7.5 units per acre.	

RESIDENTIAL CLASSIFICATION– (cont'd)

Category/Symbol – Residential Low Medium (RLM)

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 low to moderately intensive residential manner, and to recognize such areas as primarily well-suited for residential uses that are consistent with the urban qualities, transportation facilities and natural resource characteristics of such areas.

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

- Primary Uses – Residential.
- Secondary Uses – Residential Equivalent; Institutional; Transportation/Utility; Ancillary Nonresidential.

Locational Characteristics – This category is generally appropriate in areas served by a complete range of urban services with particular emphasis on the availability of transit service and recreation/open space facilities; in areas where use and development characteristics are low medium residential in nature; in areas serving as a transition between low density and high density residential areas; and in areas in close proximity to major employment centers, community and regional shopping centers, and arterial and collector highway facilities.

Standards – Shall include the following:

- Residential Use – Shall not exceed ten (10) dwelling units per acre.
- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 10 dwelling units per acre.
- Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .50 nor an impervious surface ratio (ISR) of .75.
- See 'Additional Standards' section of this table.

Zoning Compatibility - The following zoning districts are compatible with the **Residential Low Medium (RLM)** land use category:

AE	Agricultural Estate Residential District
E-1	Estate Residential District
R-R	Rural Residential District
R-1	Single Family Residential District
R-2	Single Family Residential District
R-3	Single Family Residential District
R-4	One, Two, or Three Family Residential District
R-5	Urban Residential District
R-6	Residential, Mobile Home Parks and Subdivisions District
RM	Residential, Multiple Family District
RPD	Residential Planned Development District
All RPD and RM zoning districts that allow up to or less than 10.0 units per acre.	

RESIDENTIAL CLASSIFICATION – (cont'd)

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 moderately intensive residential manner; and to recognize such areas as primarily well-suited for residential uses that are consistent with the urban qualities, transportation facilities and natural resource characteristics of such areas.

Use Characteristics –

- Primary Uses – Residential.
- Secondary Uses – Residential Equivalent; Institutional; Transportation/Utility; Ancillary Nonresidential.

Locational Characteristics -

This category is generally appropriate to locations in close proximity to major employment centers and community and regional shopping centers; in areas where use and development characteristics are medium density residential in nature; in areas serving as a transition between less urban and more urban residential and mixed use areas; and in areas served by a complete range of urban services with particular emphasis on transit service and recreation/open space facilities. These areas are typically in close proximity to and may have direct access from the arterial and thoroughfare highway network.

Standards – Shall include the following:

- Residential Use – Shall not exceed fifteen (15) dwelling units per acre.
- Residential Equivalent Use – shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 15 dwelling units per acre.
- Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .50, nor an impervious surface ratio (ISR) of .75.
- See 'Additional Standards' section of this table.

Zoning Compatibility - The following zoning districts are compatible with the **Residential Medium (RM)** land use category:

A-E	Agricultural Estate Residential District
E-1	Estate Residential District
R-R	Rural Residential District
R-1	Single Family Residential District
R-2	Single Family Residential District
R-3	Single Family Residential District
R-4	One, Two, or Three Family Residential District
R-5	Urban Residential District
RM	Residential, Multiple Family District
RPD	Residential Planned Development District

All RPD and RM zoning districts that allow up to or less than 12.5 units per acre.

RESIDENTIAL CLASSIFICATION – (cont'd)

Category/Symbol – Residential High (RH)

Purpose – It is the purpose of this category to depict those areas of the County that are now developed in a highly intensive 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 and natural resource characteristics of such areas.

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

- Primary Uses – Residential.
- Secondary Uses – Residential Equivalent; Institutional; Transportation/Utility; Ancillary Nonresidential.

Locational Characteristics – This category is generally appropriate to locations in close proximity to major employment centers and community and regional shopping centers; in areas where use and development characteristics are high density residential in nature; and in areas served by a complete range of urban services with particular emphasis on the availability of mass transit and recreation/open space facilities. These areas are typically in close proximity to, and may have direct access from, the arterial and thoroughfare highway network, and are served by mass transit in a manner that provides an alternative to individual automobile use.

Standards – Shall include the following:

- Residential Use – Shall not exceed thirty (30) dwelling units per acre.
- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 30 dwelling units per acre.
- Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .60 nor an impervious surface ratio (ISR) of 0.85.
- See 'Additional Standards' section of this table.

Zoning Compatibility - The following zoning districts are compatible with the **Residential High (RH)** land use category:

RM Residential, Multiple Family District

RPD Residential Planned Development District

All RPD and RM zoning districts that allow up to or less than 12.5 units per acre.

MIXED-USE CLASSIFICATION

Category/Symbol – Activity Center – Neighborhood (AC-N)
Activity Center – Community (AC-C)
Activity Center – Major (AC-M)

Purpose – It is the purpose of this category to depict those areas of the County that are now developed, or appropriate to be developed, as dynamic areas of mixed use that serve as neighborhood, community or regional focal points of commerce, employment, public activity, and housing; and to recognize such areas so that they compliment a community's distinctive characteristics, are compatible with natural resource features, and do not adversely affect public services and facilities. This category may be utilized to support development that will create a strong sense of community identity for a specific area as expressed in a community vision or local plan developed through a local public participation process.

Use Characteristics – Those uses as set forth in the applicable specific area plan. This category may also be depicted as an overlay on the Future Land Use Map. When an overlay is used, the Use Characteristics shall be as listed in the underlying principal FLUM category(ies), as they may be modified by the applicable specific area plan.

Locational Characteristics – This category is generally appropriate to those locations that have historically served, or are appropriate to serve, as town, suburban commercial, or neighborhood centers that are characterized by a more concentrated and integrated mixed use development pattern that creates a walkable environment and are served by, or planned to be served by, transit commensurate with the type, scale and intensity of the activity center. Appropriate locations include roadway intersections identified on the Transit Oriented Land Use Vision Map and Table 2 of the Countywide Plan Strategies or other locations identified in a community vision or through a local planning process.

Standards – The applicable standards for this category shall be specified in the applicable specific area plan and the Pinellas County Land Development Code. These standards shall not exceed the following:

MIXED USE CLASSIFICATION - (cont'd)

Category/Symbol – Activity Center – Neighborhood (AC-N)
Activity Center – Community (AC-C)
Activity Center – Major (AC-M)

(cont'd)

Table FLUM-1. Activity Center Density/Intensity Standards

Activity Center Type	Maximum Density (Dwelling Units per Acre)	Maximum Intensity (Floor Area Ratio)	Transient Accommodations (Floor Area Ratio)
Major	75.0	2.5	2.5
Community	50.0	1.5	1.5
Neighborhood	15.0	0.75	0.75

- Either the density standard or the intensity standard in Table FLUM-1 can be used to determine the number of dwelling units allowed on a parcel of land. For mixed-use projects, either an all-inclusive FAR or a proportionate share of units per acre and FAR can be used.
- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per the number of permitted dwelling units.

Special Note – The above standards in Table FLUM-1 represent the maximum development density and intensity that may be permitted within the Activity Center category. The Pinellas County Land Development Code and the applicable specific area plan may further restrict the density and intensity of development within an area having this designation in order to ensure that development is compatible with the surrounding community and its distinctive characteristics, with the availability of public services and facilities, and with the area's natural and cultural resources. As provided for in policies 1.3.5 and 1.3.6 of the Future Land Use and Quality Communities Element, the Pinellas County Land Development Code and the applicable specific area plan or regulating plan may require that a project meet certain requirements in order to exceed a base residential density or intensity established in the specific area plan, regulating plan, or the Land Development Code.

Specific Area Plan – Use of this category shall require a specific area plan as set forth in Objective 1.3 of the Future Land Use and Quality Communities Element

MIXED USE CLASSIFICATION - (cont'd)

Category/Symbol – Activity Center – Neighborhood (AC-N) (cont'd)
Activity Center – Community (AC-C)
Activity Center – Major (AC-M)

Zoning Compatibility – The following zoning districts are compatible with the **Activity Center (AC)** land use category:

OPH-D Old Palm Harbor-Downtown District

MXD Mixed Use District

FBC Form Based Code District

When designated as an overlay, compatible zoning districts include those identified for the underlying principal FLUM category(ies).

Utilization of the Activity Center designation may require development of a specific Zoning District for a specific location where it is designated on the Future Land Use Map.

MIXED USE CLASSIFICATION - (cont'd)

Category/Symbol – Mixed Use Corridor- Primary (MUC-P) - Mixed Use Corridor- Secondary (MUC-S)

Purpose – It is the purpose of this category to depict those corridors in the County that are served by multiple modes of transportation, including automobile, truck, bus, rail, bicycle, and/or pedestrian. This category is generally characterized by development of appropriate building density and land uses that are planned and designed to support accessible transit service.

Use Characteristics – Those uses as specifically set forth in the applicable specific area plan. This category may also be depicted as an overlay on the Future Land Use Map. When an overlay is used, the Use Characteristics shall be as listed in the underlying principal Plan category(ies), as they may be modified by the applicable specific area plan.

Locational Characteristics – Locations appropriate to be designated with the Mixed Use Corridor category are identified on the Transit-Oriented Land Use Vision Map of the Countywide Plan Strategies.

Standards – The applicable standards for this category shall be specified in the applicable specific area plan and the Pinellas County Land Development Code. These standards shall not exceed the following:

Table FLUM - 2. Mixed Use Corridor Density/Intensity Standards

Corridor Type	Maximum Density (Dwelling Units per Acre)	Maximum Intensity (Floor Area Ratio)	Transient Accommodations (Floor Area Ratio)
Primary	40.0	1.5	1.5
Secondary	30.0	1.0	1.0

- Either the density standard or the intensity standard in Table FLUM-2 can be used to determine the number of dwelling units allowed on a parcel of land. For mixed-use projects, either an all-inclusive FAR or a proportionate share of units per acre and FAR can be used.
- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per the number of permitted dwelling units

MIXED USE CLASSIFICATION - (cont'd)

Category/Symbol – Mixed Use Corridor- Primary (MUC-P)
- **Mixed Use Corridor- Secondary (MUC-S)**

(cont'd)

Special Note – The above standards represent the maximum development density and intensity that may be permitted within the Corridor category. The Pinellas County Land Development Code and the applicable specific area plan may further restrict the density and intensity of development within an area having this designation in order to ensure that development is compatible with the surrounding community and its distinctive characteristics, with the availability of public services and facilities, and with the area's natural and cultural resources. As provided for in policies 1.3.5 and 1.3.6 of the Future Land Use and Quality Communities Element, the Pinellas County Land Development Code and the applicable specific area plan or regulating plan may require that a project meet certain requirements in order to exceed a base residential density or intensity established in the specific area plan or the Land Development Code.

Specific Area Plan – Use of this category shall require a specific area plan as set forth in Objective 1.3 of the Future Land Use and Quality Communities Element.

Zoning Compatibility – The following zoning districts are compatible with the **Mixed Use Corridor (MUC)** land use category:

MXD Mixed Use District
FBC Form Based Code District

When designated as an overlay, compatible zoning districts include those identified for the underlying principal FLUM category(ies).

Application of the Corridor designation for a particular area on the Future Land Use Map may require development of a specific Zoning District for that location.

MIXED USE CLASSIFICATION - (cont'd)

Category/Symbol – Residential/Office Limited (R/OL)

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 residential and/or limited office use; and to recognize such areas as well-suited for residential and limited office use consistent with the surrounding uses, transportation facilities and natural resource characteristics of such areas.

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

- Primary Uses – Residential Equivalent; Office.
- Secondary Uses – Residential; Institutional; Transportation/Utility; Ancillary Nonresidential; Personal Service/Office Support Use.

Locational Characteristics – This category is generally appropriate to locations where it would serve as a transition from more intensive nonresidential use to low density residential or less intensive public/semi-public use; in areas where office and residential use is established or is determined appropriate as a means of encouraging reuse and neighborhood scale conversion; and along major transportation facilities where maintaining the traffic-carrying capacity is of paramount importance (e.g., scenic/noncommercial corridors). These areas are typically in close proximity to and served by the collector and arterial highway network.

Standards – Shall include the following:

- Residential Use-Shall not exceed seven and one-half (7.5) dwelling units per acre, except on scenic/non-commercial corridors designated by the Board of County Commissioners, where residential use shall not exceed five (5.0) dwelling units per acre.
- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 7.5 dwelling units per acre, except on scenic/non-commercial corridors designated by the Board of County Commissioners, where residential equivalent use shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 5.0 dwelling units per acre.
- Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .20, nor an impervious surface ratio (ISR) of .75.
- Mixed Use-Shall not exceed, in combination, the respective number of units per acre and floor area ratio permitted, when allocated in their respective proportion to the total lot area.
- See 'Additional Standards' section of this table.

Zoning Compatibility – The following zoning district is compatible with the
Residential/Office Limited (R/OL) land use category:

P-1A	Limited Office District
FBC	Form Based Code District

Residential zoning districts allowing up to or less than 7.5 units per acre, except on scenic/non-commercial corridors designated by the Board of County Commissioners where residential zoning districts permitting up to or less than 5.0 units per acre are compatible.

MIXED USE CLASSIFICATION – (cont'd)

Category/Symbol – Residential/Office General – (R/OG)

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 residential, office, and/or employment use that has off-site impacts comparable to office and medium density residential uses; and to recognize such areas as primarily well-suited for a mixed-use of a residential/office character consistent with the surrounding uses, transportation facilities and natural resource characteristics of such areas.

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

- Primary Uses – Residential Equivalent; Office; Research/Development-Light.
- Secondary Uses – Residential; Institutional; Transportation/Utility; Ancillary Nonresidential; Personal Service/Office Support; Manufacturing-Light.

Locational Characteristics – This category is generally appropriate to locations where it would serve as a transition from a high intensity activity center (such as a major traffic corridor) or more intensive nonresidential use to low density residential or public/semi-public use; and in areas where the size and scale of office use is appropriate to free standing office. These areas are typically in close proximity to and served by the arterial and major thoroughfare highway network, as well as by mass transit.

Standards – Shall include the following:

- Residential Use – Shall not exceed fifteen (15) dwelling units per acre. The actual dwelling unit density allowed within this density range will be determined, in part, by the characteristics and density of neighboring residential areas. Shall not exceed (10.0) dwelling units per acre on property located in the Coastal Storm Area with an R/OG designation established prior to March 29, 2016.
- Residential Equivalent Use - Shall not exceed an equivalent 3.0 beds per permitted dwelling unit at 15.0 dwelling units per acre.
- Nonresidential Use – Shall not exceed a floor area ratio (FAR) of 0.50, nor an impervious surface ratio (ISR) of .75.
- Mixed Use - Shall not exceed, in combination, the respective number of units per acre and floor area ratio permitted, when allocated in their respective proportion to the total lot area.
- See 'Additional Standards' section of this table.

Zoning Compatibility – The following zoning districts are compatible with the **Residential/Office General (R/OG)** land use category:

P-1	General Professional Office District
P-1A	Limited Office District
FBC	Form Based Code District
MXD	Mixed Use District

Residential zoning districts permitting up to or less than 12.5 units per acre.

MIXED USE CLASSIFICATION – (cont'd)

Category/Symbol - Residential/Office/Retail (R/O/R)

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 residential, office and/or retail commercial use; and to recognize such areas as well-suited for employment uses that have off-site impacts comparable to office and retail commercial uses, and for mixed use of a residential/office/retail character consistent with the surrounding uses, transportation facilities, and natural resource characteristics of such areas.

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

- Primary Uses – Residential; Residential Equivalent; Office; Retail Commercial; Personal Service/Office Support; Commercial/Business Service; Transient Accommodation; Research/Development-Light; Manufacturing-Light.
- Secondary Uses – Institutional; Transportation/Utility; Ancillary Nonresidential; Manufacturing-Medium.

Locational Characteristics – This category is generally appropriate to locations where it would serve as a transition from more intensive nonresidential uses or major roadways to residential, office or public/semi-public uses. These areas are typically in close proximity to and served by the arterial roadway network where mixed use development allows interaction between uses and encourages mass transit and non-vehicular trips.

Standards – Shall include the following:

- Residential Use – Shall not exceed fifteen (15) dwelling units per acre. Shall not exceed (10.0) dwelling units per acre on property located in the Coastal Storm Area with an R/O/R designation established prior to March 29, 2016.
- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 15 dwelling units per acre.
- Transient Accommodation Use – Shall not exceed: (1) thirty (30) units per acre; or (2) in the alternative, if designated on the Zoning Atlas with the Transient Accommodation Use Overlay, the following density and intensity standards shall apply to permanent transient accommodation uses, subject to a project meeting the requirements of the Pinellas County Land Development Code pertaining to the Transient Accommodation Use Overlay (which include execution of a development agreement): forty-five (45) units per acre; a floor area ratio (FAR) of 1.0; and impervious surface ratio (ISR) of 0.85.
- Nonresidential Use – Except as provided for in the above standards for transient accommodation use, nonresidential uses shall not exceed a floor area ratio (FAR) of 0.30 for commercial uses and 0.40 for office uses. Shall not exceed an impervious surface ratio (ISR) of 0.75.
- Mixed Use – Shall not exceed, in combination, the respective number of units per acre and floor area ratio permitted, when allocated in their respective proportion to the total lot area.
- See 'Additional Standards' section of this table.

MIXED USE CLASSIFICATION – (cont'd)

Category/Symbol – Residential/Office/Retail (R/O/R) (cont'd)

Zoning Compatibility - The following zoning districts are compatible with the **Residential/Office/Retail (R/O/R)** land use category:

CP	Commercial Parkway District
P-1A	Limited Office District
P-1	General Professional Office District
C-2	General Retail Commercial and Limited Services District (with limited FAR and no residential).
C-T Overlay	Transient Accommodation Use Overlay
MXD	Mixed Use District
FBC	Form Based Code District

Residential zoning districts permitting up to or less than 12.5 dwelling units per acre.

MIXED-USE CLASSIFICATION – (cont'd)

Category/Symbol – Resort Facilities Overlay-Permanent (RFO-P)

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 residential and permanent transient accommodation use; and to recognize such areas as well-suited for the combination of residential and permanent transient accommodation use consistent with the location, density, surrounding uses, transportation facilities and natural resource characteristics of such areas.

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

- Primary Uses – Residential; Permanent Transient Accommodations.
- Secondary Uses – Residential Equivalent; Institutional; Transportation/Utility; Ancillary Nonresidential.

Locational Characteristics - This category is generally appropriate to locations where it would identify existing low to moderately intensive mixed residential and small scale permanent transient accommodation use in and adjacent to the resort areas of the county; in locations where unique recreational assets warrant the combination of permanent accommodations in close proximity to and served by the arterial and major thoroughfare network.

Standards – Shall include the following:

- Residential Use – Shall not exceed the maximum number of dwelling units per acre dwelling unit at the underlying residential density.
- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at the underlying residential density.
- Permanent Transient Accommodation Use – Shall not exceed a ratio of 1.0 permanent transient accommodation unit to the permitted number of underlying residential units.
- Non-residential Use – Shall not exceed the maximum floor area ratio (FAR) nor the maximum impervious surface ratio (ISR) of the underlying residential category.
- Mixed Use – Shall not exceed, in combination, the respective number of units per acre and floor area ratio permitted, when allocated in their respective proportion to the total lot area.
- See 'Additional Standards' section of this table.

Zoning Compatibility – The following zoning districts are compatible with the **Resort Facilities Overlay – Permanent (RFO-P)** land use category:

All PRR Zoning

CR

Commercial Recreation

C-2

General Retail Commercial and Limited Services District

Residential zoning districts that are consistent with the underlying residential FLUM category.

MIXED USE CLASSIFICATION – (cont'd)

Category/Symbol – Resort Facilities Overlay-Temporary (RFO-T)

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 residential and temporary transient accommodation use; and to recognize such areas as well suited for the combination of residential and temporary transient accommodation use consistent with the location, density, surrounding uses, transportation facilities and natural resource characteristics of such areas.

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

- Primary Uses – Residential; Temporary Transient Accommodations.
- Secondary Uses – Residential Equivalent; Institutional; Transportation/Utility; Ancillary Nonresidential.

Locational Characteristics – This category is generally appropriate to locations where it would identify existing low to moderately intensive mixed residential and small scale temporary transient recreational assets warrant the combination of temporary accommodations in close proximity to and served by the arterial and major thoroughfare network.

Standards – Shall include the following:

- Residential Use – Shall not exceed the maximum number of dwelling units per acre determined by the underlying residential plan category.
- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at the underlying residential density.
- Temporary Transient Accommodation Use – Shall not exceed a ratio of 1.0 temporary transient accommodation unit to the permitted number of underlying residential units.
- Nonresidential Use – Shall not exceed the maximum floor area ratio (FAR) nor the maximum impervious surface ratio (ISR) of the underlying residential category.
- Mixed Use – Shall not exceed, in combination, the respective number of units per acre and floor area ratio permitted, when allocated in their respective proportion to the total lot area.
- See 'Additional Standards' section of this table.

Zoning Compatibility - The following zoning districts are compatible with the **Resort Facilities Overlay Temporary (RFO-T)** land use category:

CR Commercial Recreation District

Residential zoning districts that are consistent with the underlying residential FLUM category.

MIXED-USE CLASSIFICATION – (cont'd)

Category/Symbol –

Transit Oriented Development – Neighborhood Center (TOD-NC)

Transit Oriented Development – Community Center (TOD-CC)

Transit Oriented Development – Regional Center (TOD-RC-E) & (TOD-RC-MU)

Transit Oriented Development – Park and Ride (TOD-PR)

Purpose – It is the purpose of this category to depict those areas, by station type, that are located within an easy walking distance of rail or fixed-guideway transit stations in order to establish transit oriented development that supports, and is served by, significant public investment in public transit, resulting in community focal points of commerce, employment, housing, and culture.

Use Characteristics –

Those uses that may be allowed in the **TOD-NC** category are limited to Residential and those uses found in the Mixed Use, Commercial, and Public/Semi-Public Classifications.

Those uses that may be allowed in the **TOD-CC** category are limited to Residential and those uses found in the Mixed Use, Commercial and Public/Semi-Public Classifications.

Those uses that may be allowed in the **TOD-RC** category are limited to the following:

TOD-RC-E (Employment Emphasis) – Residential, those uses found in the Mixed Use, Commercial and Public/Semi-Public Classifications, and those uses found in the Employment category.

TOD-RC-MU (Mixed-Use Emphasis) – Residential and those uses found in the Mixed Use, Commercial and Public/Semi-Public Classifications.

Those uses that may be allowed in the **TOD-PR** category are limited to Residential and those uses found in the Commercial Classification.

A specific Station Area Plan and the Pinellas County Land Development Code may place restrictions on specific uses normally included within this list of appropriate uses in order to ensure that the Transit Oriented Development designation as applied to a specific transit station area provides for development that reflects the results of the station area market analysis, is compatible with the station area's typology and the surrounding community, and that supports the community vision or plan for its future that has been developed through a local public participation process.

MIXED-USE CLASSIFICATION – (cont'd)

(cont'd)

Category/Symbol –

Transit Oriented Development – Neighborhood Center (TOD-NC)

Transit Oriented Development – Community Center (TOD-CC)

Transit Oriented Development – Regional Center (TOD-RC-E) & (TOD-RC-MU)

Transit Oriented Development – Park and Ride (TOD-PR)

Locational Characteristics – This category shall be restricted to those locations within an easy walking distance of a rail or fixed-guideway transit station, and the category's extent at any particular transit station shall generally conform to the station area boundaries approved by the Board of County Commissioners through the process established in the Future Land Use and Quality Communities Element.

Standards – The applicable density and intensity standards for this category are specified in Table FLUM-3 (Pinellas County Rail/Fixed Guideway Transit Station Area Typologies) of these Rules.

Special Notes

¹The above standards represent the maximum development density and intensity that may be permitted within the Transit Oriented Development category. The Pinellas County Land Development Code and the applicable Station Area Plan may further restrict the density and intensity of development within an area having this designation in order to ensure that development reflects the results of the station area market analysis, is compatible with the surrounding community and its distinctive characteristics, with the availability of public services and facilities, and with the area's natural and cultural resources. As provided for in policies 1.5.12 and 1.5.13 of the Future Land Use and Quality Communities Element, the Pinellas County Land Development Code and the applicable Station Area Plan may require that a project meet certain requirements in order to exceed a base residential density or intensity established in the Station Area Plan or the Land Development Code.

²The maximum density and intensity standards for this category may be exceeded through the use of density bonus or other incentive provisions provided in the adopted Pinellas County Comprehensive Plan to further implementation of other Plan objectives, such as the provision of affordable housing.

³Residential equivalent use shall not exceed an equivalent of 3.0 beds per permitted dwelling unit.

Station Area Plan – Use of this category shall require approval of a Station Area Plan as set forth in Objective 1.5 of the Future Land Use and Quality Communities Element.

Zoning Compatibility

FBC	Form Based Code District
MXD	Mixed Use District

Utilization of the Transit Oriented Development (TOD) land use category may require development of zoning districts specifically addressing transit oriented development.

**Table FLUM-3
Pinellas County Rail/Fixed Guideway Transit Station Area Typologies**

Station Type	Maximum Density¹ and Minimum Density¹ (Dwelling Units/Acre)	Maximum FAR¹ and Minimum FAR¹	Project Target Building Height² (stories)	Transit System Function	Land Use Function
Downtown Urban Core	40 - 200	Max FAR = 7.0 Min FAR within 1/4 mile walk of station = 2.0	5 and above; governed by FAA height limits, County Airport Zoning Code, and FAR	Intermodal facility/transit hub. Major regional destination with high quality local transit feeder connections.	Major regional location for employment, retail, residential, entertainment, civic, and cultural activities. Mid-to-high-rise office and condominium buildings
Regional Center	40 to 60 ³	Max FAR = 5.0 Min FAR within 1/4 mile walk of station = 1.5	4 to 20 or as determined by Airport Zoning Code	Regional destination. Linked with high quality local transit feeder connections	Moderate to high density/intensity mix of residential and commercial uses; regional employment center
Community Center	15 to 40	Max FAR = 3.0 Min FAR within 1/4 mile walk of station = 1.0	2 to 8	Walk-up station with limited park-n-ride with local transit feeder connections	Subregional or local center of activity of historic or more recent origin; Main Street; low-rise to mid-rise residential
Neighborhood Center	10 to 20	Max FAR = 1.5 Min FAR within 1/4 mile walk of station = 0.5	1 to 3	Local transit feeder system with walk-up station or stop with limited park-n-ride	Residential and neighborhood retail/services; low-rise residential
Park and Ride	5 to 15	Max FAR = 1.0 Min FAR within 1/4 mile walk of station = 0.5	1 to 3	Capture station for in-bound commuters. Large park-n- ride with local and express connections	Residential; mix of office and retail uses to serve daily needs

¹The requirements for maximum and minimum density and intensity are incorporated as standards in the Transit Oriented Development Future Land Use Map (FLUM) categories. The minimum density/intensity standards in this table may be reduced within a station area as part of the FLUM amendment action to assign a Transit Oriented Development category to that station area in order to ensure that new development is compatible with existing stable neighborhoods and historic structures and resources. The distance from stations associated with minimum FARs is for guidance purposes. FAR = Floor Area Ratio

²The Project Target Building Heights described in this table are for guidance purposes.

³Residential uses may not be appropriate in all employment centers. For example, employment centers in the vicinity of the St. Petersburg-Clearwater International Airport may not be appropriate for a residential use component.

MIXED-USE CLASSIFICATION – (cont'd)

Category/Symbol – Transit Oriented Development Overlay (TODO)

Purpose – It is the purpose of this category to depict, using an overlay, those areas that are located within an easy walking distance of rail or fixed-guideway transit stations in order to establish transit oriented development that supports, and is served by, significant public investment in public transit, resulting in community focal points of commerce, employment, housing, and culture.

Use Characteristics – those uses listed in the underlying principal Plan categories.

A specific Station Area Plan and the Pinellas County Land Development Code may place restrictions on specific uses listed in the underlying principal Plan categories in order to ensure that the Transit Oriented Development Overlay designation as applied to a specific transit station area provides for development that reflects the results of the station area market analysis, is compatible with the station area's typology and the surrounding community, and that supports the community vision or plan for its future that has been developed through a local public participation process.

Locational Characteristics – This category shall be restricted to those locations within an easy walking distance of a rail or fixed-guideway transit station, and the category's extent at any particular transit station shall generally conform to the station area boundaries approved by the Board of County Commissioners through the process established in the Future Land Use and Quality Communities Element. This category may be most appropriate when used in conjunction with underlying mixed-use principal Plan categories such as Community Redevelopment District-Activity Center or Residential/Office/Retail.

Standards –The applicable density and intensity standards are specified in Table FLUM-3 (Pinellas County Rail/Fixed Guideway Transit Station Area Typologies) of these Rules for the Transit Station Area Typology that has been assigned through implementation of Objective 1.4 of the Future Land Use and Quality Communities Element to the station area surrounding an existing or future transit station.

Special Notes

¹These standards represent the maximum development density and intensity that may be permitted within the Transit Oriented Development Overlay category. The Pinellas County Land Development Code and the applicable Station Area Plan may further restrict the density and intensity of development within an area having this designation in order to ensure that development reflects the results of the station area market analysis, is compatible with the surrounding community and its distinctive characteristics, with the availability of public services and facilities, and with the area's natural and cultural resources. As provided for in policies 1.5.12 and 1.5.13 of the Future Land Use and Quality Communities Element, the Pinellas County Land Development Code and the applicable Station Area Plan may require that a project meet certain requirements in order to exceed a base residential density or intensity established in the Station Area Plan or the Land Development Code.

MIXED-USE CLASSIFICATION – (cont'd)

Category/Symbol – Transit Oriented Development Overlay (TODO) (cont'd)

²The maximum density and intensity standards for this category may be exceeded through the use of density bonus or other incentive provisions provided in the adopted Pinellas County Comprehensive Plan to further implementation of other Plan objectives, such as the provision of affordable housing.

Station Area Plan – Use of this category shall require approval of a Station Area Plan as set forth in Objective 1.5 of the Future Land Use and Quality Communities Element. In areas where a Station Area Plan is in conflict with the Standards for the underlying principal Plan categories (except for the Preservation, Preservation-Resource Management, Resource Management Overlay, and Recreation/Open Space categories), the Station Area Plan shall supersede.

Zoning Compatibility

FBC Form Based Code District

MXD Mixed Use District

When designated as an overlay, compatible zoning districts include those identified for the underlying principal FLUM category(ies).

Utilization of the Transit Oriented Development Overlay (TODO) land use category may require development of zoning districts specifically addressing transit oriented development.

COMMERCIAL CLASSIFICATION

Category/Symbol – Commercial Neighborhood (CN)

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 manner to provide local, neighborhood scale convenience commercial goods and services; and to recognize such areas as primarily well-suited for neighborhood commercial use consistent with the need, scale, and character of adjoining residential areas which they serve.

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

- Primary Uses – Office, Personal Service/Office Support; Retail Commercial; Commercial/Business Service as appropriate for neighborhood-scale activity.
- Secondary Uses – Institutional; Transportation/Utility.

Locational Characteristics – This category is generally appropriate to locations adjacent to and on the periphery of large, definable residential neighborhoods; in areas distant from other commercially-designated properties and situated so as to preclude strip-like commercial development. These areas are generally located on a collector roadway and oriented to a specific and limited geographic neighborhood as distinct from through traffic on an arterial or major thoroughfare.

Standards – Shall include the following:

- Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .30, nor an impervious surface ratio (ISR) of .80.
- See 'Additional Standards' section of this table.

Zoning Compatibility - The following zoning districts are compatible with the **Commercial Neighborhood (CN)** land use category:

C-1	Neighborhood Commercial District
P-1	General Professional Office District
P-1A	Limited Office District

COMMERCIAL CLASSIFICATION – (cont'd)

Category/Symbol – Commercial Recreation (CR)

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 manner designed to provide commercial recreation activities; and to recognize such areas as primarily well-suited for commercial recreation consistent with the need, scale, and character of adjoining areas which they serve.

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

- Primary Uses – Commercial Recreation including Waterfront/Marina Facilities, Sports Stadium; Race Track/Para-mutual Facility; other similar recreation facilities.
- Secondary Uses – Transient Accommodation; Institutional; Transportation/Utility; Accessory Residential Dwellings.

Locational Characteristics – This category is generally appropriate to locations adjacent to major employment centers, community and regional shopping centers, and other areas designated for commercial use; in water-dependent locations for marina and boat service use; and with good access to major transportation facilities so as to serve the commercial recreation and major sports facility needs of the resident and tourist population of the County.

Standards – Shall include the following:

- Transient Accommodation Use – Shall not (1) exceed ten (10) units per acre; or (2) in the alternative, if designated on the Zoning Atlas with the Transient Accommodation Use Overlay, the following maximum density and intensity standards shall apply to permanent transient accommodation uses, subject to a project meeting the requirements of the Pinellas County Land Development Code pertaining to the Transient Accommodation Use Overlay (which include execution of a development agreement): sixty (60) units per acre; a floor area ratio (FAR) of 1.2; and an impervious surface ratio (ISR) of 0.90.
- Nonresidential Use – Except as provided for in the above standards for transient accommodation use, shall not exceed a floor area ratio (FAR) of 0.35, or an FAR of 0.50 for marina facilities. Shall not exceed an impervious surface ratio (ISR) or 0.90.
- Mixed Use – Shall not exceed, in combination, the respective number of units per acre and floor area ratio permitted, when allocated in their respective proportion to the total lot area.
- See 'Additional Standards' section of this table.

Zoning Compatibility - The following zoning district is compatible with the **Commercial Recreation (CR)** land use category:

CR	Commercial Recreation District
C-T Overlay	Transient Accommodation Use Overlay

COMMERCIAL CLASSIFICATION – (cont'd)

Category/Symbol – Commercial General (CG)

Purpose – It is the purposes of this category to depict those areas of the County that are now developed, or appropriate to be developed, in a manner designed to provide the community or region with commercial goods and services, to provide for employment uses that have off-site impacts comparable to office and retail commercial uses, and to provide for residential uses when appropriate consistent with the objective of encouraging a mix of uses providing primarily for the service, commercial, and employment needs of the community or region.

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

- Primary Uses – Office; Personal Service/Office Support; Retail Commercial; Commercial/Business Service; Transient Accommodation; Manufacturing-Light; Research and Development-Light; Wholesale/Distribution; Storage/Warehouse; Residential.
- Secondary Uses – Commercial Recreation; Manufacturing-Medium; Residential Equivalent; Institutional; Transportation/Utility; Accessory Residential Dwellings.

Locational Characteristics – This category is generally appropriate to locations in and adjacent to major employment centers where surrounding land uses support and are compatible with intensive commercial use; and in areas in proximity to and with good access to major transportation facilities, including mass transit. General commercial uses should not be located on road segments between two sequential intersections of traffic facilities, shown on the MPO Long Range Highway Plan, unless more than 50 percent of the total road frontage is developed as existing permanent commercial development.

Standards – Shall include the following:

- Residential Use – Shall not exceed a density of 15.0 units per acre. Residential use shall not be permitted in the Coastal Storm Area.
- Residential Equivalent Use – Shall not exceed a density of 50 beds per acre.
- Transient Accommodation Use – Shall not exceed: (1) forty (40) units per acre; or (2) in the alternative, if designated on the Zoning Atlas with the Transient Accommodation Use Overlay, the following density and intensity standards shall apply to permanent transient accommodation uses, subject to a project meeting the requirements of the Pinellas County Land Development Code pertaining to the Transient Accommodation Use Overlay (which include execution of a development agreement): sixty (60) units per acre; a floor area ratio (FAR) of 1.2; and an impervious surface ratio (ISR) of 0.90.
- Nonresidential Use – Except as provided for in the above standards for transient accommodation use, shall not exceed a floor area ratio (FAR) of 0.55; and shall not exceed a maximum impervious surface ratio (ISR) of 0.90.
- Mixed Use – Shall not exceed, in combination, the respective number of units per acre and floor area ratio permitted, when allocated in their respective proportion to the total lot area.
- See 'Additional Standards' section of this table.

COMMERCIAL CLASSIFICATION – (cont'd)

Category/Symbol – Commercial General (CG) – (cont'd)

Zoning Compatibility -The following zoning districts are compatible with the **Commercial General (CG)** land use category:

C-1	Neighborhood Commercial District
C-2	General Retail Commercial and Limited Services District
C-3	Commercial, Wholesale and Warehousing District
P-1	General Professional Office District
P-1A	Limited Office District
CP	Commercial Parkway District
C-T Overlay	Transient Accommodation Use Overlay

Multi-family Residential Zoning Districts allowing up to or less than 12.5 units per acre.

INDUSTRIAL/EMPLOYMENT CLASSIFICATION

Category/Symbol – Employment (E)

Purpose – It is the purpose of this category to depict those areas of the County that are now developed, or appropriate to be developed, with a broad range of employment uses; and so to encourage the reservation and use of areas for industrial use in a manner and location consistent with surrounding use, transportation facilities, and natural resource characteristics.

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

- Primary Uses – Research/Development-Light; Research/Development-Heavy; Manufacturing-Medium; Manufacturing-Light; Wholesale/Distribution; Storage/Warehouse;
- Secondary Uses – Office; Retail Commercial; Personal Service/Office Support; Commercial/Business Service; Transient Accommodations within Permanent Structures; Marina Facilities; Institutional; Transportation/Utility.

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 in locations suitable for light industrial use with minimal adverse impact on adjoining uses, and with good access to transportation and utility facilities such as the major collector, arterial and thoroughfare highway network, rail facilities, water transport facilities, airports, and mass transit.

Standards – Shall include the following:

- Transient Accommodation Use – Shall not exceed: (1) fifty (50) units per acre; or (2) in the alternative, if designated on the Zoning Atlas with the Transient Accommodation Use Overlay, the following density and intensity standards shall apply to permanent transient accommodation uses, subject to a project meeting the requirements of the Pinellas County Land Development Code pertaining to the Transient Accommodation Use Overlay (which include execution of a development agreement): seventy-five (75) units per acre, a floor area ratio (FAR) of 1.5 and an impervious surface ratio (ISR) of 0.85.
- All Other Uses – Shall not exceed a floor area (FAR) of 0.65, nor an impervious surface ratio (ISR) of .85.
- Industrial: Residential Use – An appropriate buffer as determined by the Pinellas County Land Development Regulations shall be provided in and between the Employment category and an adjoining Residential classification.
- Mixed Use – Shall not exceed, in combination, the respective number of units per acre and floor area ratio permitted, when allocated in their respective proportion to the total lot area.
- See 'Additional Standards' section of this table.

Zoning Compatibility - The following zoning districts are compatible with the **Employment (E)** land use category:

M-1	Light Manufacturing and Industry District
C-3	Commercial, Wholesale and Warehousing District.
IPD	Industrial Planned Development District.
C-T Overlay	Transient Accommodation Use Overlay

INDUSTRIAL/EMPLOYMENT CLASSIFICATION – (cont'd)

Category/Symbol – Industrial General (IG)

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 general industrial manner, and so as to encourage the reservation and uses of consolidated areas for industrial use in a manner and location consistent with surrounding use, transportation facilities, and natural resource characteristics.

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

- Primary Uses – Research/Development-Light; Research/Development-Heavy; Manufacturing-Light; Manufacturing-Heavy; Wholesale/Distribution; Storage/Warehouse; Agricultural Processing; Vehicular Salvage.
- Secondary Uses – Institutional; Transportation/Utility; Solid Waste/Refuse Disposal, Transfer, Recycling Facility; Electric Power Generation Plant.

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 good access to transportation and utility facilities such as the arterial and thoroughfare highway network, rail facilities, mass transit, airports, and water transport facilities.

Standards – Shall include the following:

- No use shall exceed a floor area ratio (FAR) of 0.50, nor an impervious surface ratio (ISR) of 0.95. When a project is located in an area where more intensive development is appropriate, the maximum FAR may be increased to 0.75.
- Office; Retail Commercial; Personal/Business Service; and Commercial/Business Service – Shall be allowed only as accessory uses, located within the structure to which it is accessory, and not exceed twenty-five (25) percent of the floor area of the principal use to which it is accessory.
- Industrial; Other Use – An appropriate buffer shall be provided in and between the Industrial General category and an adjoining plan classification other than Industrial or Transportation/Utility.
- See 'Additional Standards' section of this table.

Zoning Compatibility – the following zoning districts are compatible with the Industrial General (IG) land use category:

M-1 Light Manufacturing and Industry District
M-2 Heavy Manufacturing and Industry District
IPD Industrial Planned Development District

PUBLIC/SEMI-PUBLIC CLASSIFICATION

Category/Symbol – Preservation (P)

Purpose – It is the purpose of this category to depict those areas of the County that are now characterized, or appropriate to be characterized, as a natural resource feature worthy of preservation; and to recognize the significance of preserving such major environmental features and their ecological functions.

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

- **Primary Uses** – Open and undeveloped consistent with the following natural resource features and considerations: Tidal Wetlands and Non-tidal Wetlands; Undeveloped Barrier Islands and Spoil Islands; 25- year Floodplains; Natural Drainageways; Land Seaward of the Coastal Construction Control Line; Beach and Dune Systems; Habitat for endangered or threatened species; and such additional areas determined to have environmental significance and recognized in the Pinellas County Comprehensive Plan.

Locational Characteristics – This category is generally appropriate to areas of major ecological functions, as described in the Natural Resource Conservation and Management Element; and in areas where environmental features preserved in their natural state greatly lessen the need for governmental urban support facility expenditures. 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 plan categories.

Standards – Shall include the following:

- Preservation areas shall remain in essentially their natural condition with no development being permitted in these areas.
- Transfer of development rights shall be allowed consistent with Part II of the Future Land Use Map Category Descriptions and Rules.
- Where the mapped delineation of these areas is inconclusive due to the scale of the FLUM or the nature of the environmental feature, mapping of the actual boundary at an appropriate scale will depend upon a field determination during the specific project review.

Zoning Compatibility – The following zoning districts are compatible with the **Preservation (P)** land use category:

AL Aquatic Lands District
PC Preservation/Conservation District
All RPD zoning districts

PUBLIC/SEMI-PUBLIC CLASSIFICATION – (cont'd)

Category/Symbol – Preservation – Resource Management (P-RM)

Purpose – It is the purpose of this category to depict those areas of the County where the conservation and management of important natural and potable water resources is a priority, and to recognize those functional open space areas that are essential to the health, safety, and welfare of the County's residents. In addition, this category is compatible with the provision of resource-based recreation.

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

Primary Uses – Natural resource conservation and management, watershed management, resource-based recreation, environmental education and research, wellfield protection and groundwater recharge, replacement/repair of water infrastructure, groundwater monitoring, and site alterations that further and are compatible with these predominantly undeveloped open space uses.

Locational Characteristics – This category is generally appropriate to depict those environmentally important open space areas where the protection and management of the natural resources, including potable water resources is a priority. In addition, resource-based recreational uses are compatible with this category.

Standards – Shall include the following:

- No use shall exceed a floor area ratio (FAR) of 0.05 nor an impervious surface ratio (ISR) of 0.10, based on the area of the project site.
- Low impact, pervious, development techniques are encouraged.
- Transfer of development rights shall be allowed consistent with Part II of the Future Land Use Category Descriptions and Rules.

Zoning Compatibility - The following zoning district is compatible with the
Preservation-Resource Management (P-RM) land use category:

P-RM Preservation-Resource Management

PUBLIC/SEMI-PUBLIC CLASSIFICATION – (cont'd)

Category/Symbol - Resource Management Overlay (RMO-1 and RMO-2)

Purpose – It is the purpose of this category to depict those areas of the County where the conservation and management of important potable water resources is a priority, and to recognize those areas that are critical to the production and management of the regional potable water supply and the health, safety, and welfare of the County's residents, consistent with the natural resources of the area.

Use Characteristics - Those uses appropriate to and consistent with this category include projects that enhance or support the provision of potable water. Specifically:

- The RMO-1 category allows for wellfields and non-vertical water supply infrastructure/structures on those lands that are assets of Pinellas County Utilities or Tampa Bay Water (including necessary supporting minor appurtenances and structures) that facilitate provision of high quality potable water.
- The RMO-2 category allows for RMO-1 uses as well as vertical water supply infrastructure/structures as may be required to support the provision of high quality potable water.

Those primary uses listed in the underlying principal Plan category are also permitted.

Locational Characteristics –

The RMO-1 category is appropriate for properties designated as P-RM that are assets of Pinellas County Utilities or Tampa Bay Water.

The RMO-2 category is appropriate for properties designated as P-RM that are assets of Pinellas County Utilities or Tampa Bay Water and are located generally north of Keystone Road, west of the eastern boundary of Section/Township/Range (STR) 02/27/16 and STR 11/27/16, or located within and immediately north of the CSX (former) railroad corridor and immediately east of the eastern boundary of STR 11/27/16.

The location of vertical water supply infrastructure/structures within properties designated with the RMO-2 category is based on an assessment of the project needs and the ability to locate the planned use in a location that considers sound engineering principles, environmental compatibility and function, and economic feasibility. Location will be determined by the ability to comply with all regulatory requirements, including current environmental regulations and any approved preserve management plan(s). Final decisions regarding the location of vertical water supply infrastructure/structures within the area of the Overlay shall be the responsibility of the Pinellas County Board of County Commissioners. Prior to making a final decision, Pinellas County will provide general notice to the public, and two public informational meetings will be held to provide interested citizens with the opportunity to review the proposal for locating vertical water supply infrastructure/structures and provide comments. Following the two public informational meetings, the Board of County Commissioners will conduct a public hearing on the proposal before rendering a final decision. In addition, before a final decision is made regarding the location, the Pinellas County Planning Department will review the proposed location for compliance with the adopted Pinellas County Comprehensive Plan.

PUBLIC/SEMI-PUBLIC CLASSIFICATION – (cont'd)

Category/Symbol - Resource Management Overlay (RMO-1 and RMO-2) (cont'd)

Standards – Shall include the following:

- For properties designated with the RMO-1 category, no use shall exceed a floor area ratio (FAR) of 0.05 nor an impervious surface ratio (ISR) of 0.10, based on the area of the project site.
- Vertical water supply projects within the RMO-2 category, including site plan related alterations (e.g., impervious surfaces such as parking, paved roads, detention/retention ponds) when combined cannot exceed 260 cumulative acres.
- For properties designated with the RMO-2 category, no use shall exceed a floor area ratio (FAR) of 0.05 nor an impervious surface ratio (ISR) of 0.10, based on the area of the project site, unless the following conditions apply:
 - (a) vertical water supply infrastructure/structures shall not exceed an FAR of 0.25 and an ISR of 0.50, calculated based on the area of the project site within the 260 acres that would permit these vertical water supply uses; and
 - (b) if a reservoir is constructed within the 260 acres that would permit vertical water supply infrastructure/structures, the reservoir may be permitted up to a maximum ISR of 0.50, calculated based on the area of the project site, and any other vertical water supply infrastructure/structures shall not exceed an FAR of 0.25 and an ISR of 0.50 based on the area of the project site within the remaining portion of the 260 acres not used as a reservoir.
- Low impact, pervious, development techniques are encouraged.

Zoning Compatibility - The following zoning district is compatible with the **Resource Management Overlay** land use category:

P-RM Preservation-Resource Management

PUBLIC/SEMI-PUBLIC CLASSIFICATION – (cont'd)

Category/Symbol – Recreation/Open Space (R/OS)

Purpose – It is the purpose of this category to depict those areas of the County that are now used, or appropriate to be used, for open space and/or recreational purposes; and to recognize the significance of providing open space and recreational areas as part of the overall land use plan.

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

- Primary Uses – Public/Private Open Space; Public/Private Park; Public Recreation Facility; Public Beach/Water Access; Golf Course/Clubhouse.

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.

Standards – Shall include the following:

- No use shall exceed a floor ratio (FAR) of .25 nor an impervious surface ratio (ISR) of .60.
- Transfer of development rights shall be allowed consistent with Part II of these Rules.

Zoning Compatibility - The following zoning districts are compatible with the **Recreation/Open Space (R/OS)** land use category:

P/C Preservation/Conservation District
FBR Facility-Based Recreation District
RBR Resource-Based Recreation District
All RPD zoning districts.

PUBLIC/SEMI-PUBLIC CLASSIFICATION – (cont'd)

Category/Symbol – Institutional (I)

Purpose – It is the purpose of this category to depict those areas of the County that are now used, or appropriate to be used, for public/semipublic institutional purposes; and to recognize such areas consistent with the need, character and scale of the institutional use relative to surrounding uses, transportation facilities, and natural resource features.

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

- **Primary Uses** – Public/private Schools, Colleges, Hospital, Medical Clinic; Church, Religious Institution, Cemetery; Social/Public Service Agency; Child Day Care; Fraternal, Civic Organization; Municipal Office Building, Courthouse; Library; Public Safety Facility, emergency Medical Service Building; Convention Center.
- **Secondary Uses** – Residential; Residential Equivalent.

Locational Characteristics – This category is generally appropriate to those locations where educational, health, public safety, civic, religious and like institutional uses 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.

Standards – Shall include the following:

- **Residential Use** – Shall not exceed twelve and one-half (12.5) dwelling units per acre.
- **Residential Equivalent Use** – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 12.5 dwelling units per acre.
- **All Other Uses** – Shall not exceed a floor area ratio (FAR) of .65, nor an impervious surface ratio (ISR) of .85.

Zoning Compatibility - The following zoning districts are compatible with the **Institutional (I)** land use category:

PSP Public/Semi-Public District

IL Institutional, Limited

Residential zoning districts permitting up to or less than 12.5 dwelling units per acre.

PUBLIC/SEMI-PUBLIC CLASSIFICATION – (cont'd)

Category/Symbol – Transportation/Utility (T/U)

Purpose – It is the purpose of this category to depict those areas of the County that are now used, for transport and public/private utility services; and to recognize such areas consistent with the need, character and scale of the transport/utility use relative to surrounding uses, transportation facilities, and natural resource features.

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

- Primary Uses – Airport, Seaport, Marina; Coast Guard, Customs Facility; Electric Power Generation Plant; Utility Transmission Line; Municipal Water Supply; Wastewater Treatment Facility; Solid Waste/Refuse Disposal, Transfer, Recycling Facility; Public Works Garage/Storage; Electric Power Substation; Telephone Switching Station.
- Secondary Uses – Storage/Warehouse.

Locational Characteristics – This category is generally appropriate to those air and sea transport terminals, utility installations, major transmission lines, refuse disposal and public works facilities serving the County; and to reflect the unique siting requirements and consideration of adjoining uses required in the placement of these facilities.

Standards – Shall include the following:

- No use shall exceed a floor area ratio (FAR) of .70, nor an impervious surface ratio (ISR) of .90.
- An appropriate buffer shall be provided within and between the Transportation/Utility category and any other adjoining plan classification, other than Industrial.
- Where a utility transmission line otherwise included within this category is located in an easement as distinct from a right-of-way, this category may be shown as an overlay, superimposed over, and applicable in addition to, the otherwise applicable underlying plan category.

Zoning Compatibility - The following zoning districts are compatible with the **Transportation/Utility (T/U)** land use category:

PSP	Public/Semi-Public District
M-1	Light Manufacturing and Industry District

ADDITIONAL STANDARDS

Any of the uses listed below when considered for property designated with the future land use category to the left, shall require a plan amendment when the use by itself or when added to existing contiguous uses subject to the same acreage threshold for that Future Land Use Category exceeds the applicable acreage threshold. The plan amendment shall include such use and all contiguous like uses.

FUTURE LAND USE CATEGORY	USES	ACREAGE THRESHOLD
Residential Rural (RR)	Transportation/Utility; Ancillary Nonresidential;	3
	Institutional*	5
Residential Estate (RE)	Transportation/Utility; Ancillary Nonresidential	3
	Institutional*	5
Residential Suburban (RS)	Transportation/Utility; Ancillary Nonresidential	3
	Institutional*	5
Residential Low (RL)	Transportation/Utility; Ancillary Nonresidential	3
	Institutional*	5
Residential Urban (RU)	Transportation/Utility; Ancillary Nonresidential	3
	Institutional*	5
Residential Low Medium (RLM)	Transportation/Utility; Ancillary Nonresidential	3
	Institutional*	5
Residential Medium (RM)	Transportation/Utility; Ancillary Nonresidential	3
	Institutional*	5
Residential High (RH)	Transportation/Utility; Ancillary Nonresidential	3
	Institutional*	5
Residential/Office Limited (R/OL)	Transportation/Utility; Ancillary Nonresidential;	3
	Personal Service/Office Support;	3
	Institutional*; Residential	5
Residential/Office General (R/OG)	Transportation/Utility; Ancillary Nonresidential;	3
	Personal Service/Office Support; Manufacturing-Light	3
	Institutional*; Residential	5
Residential/Office/Retail (R/O/R)	Transportation/Utility; Ancillary Nonresidential;	3
	Manufacturing-Medium	3
	Institutional	5
Resort Facilities Overlay- Permanent (RFO-P)	Transportation/Utility; Ancillary Nonresidential	3
	Institutional	5
Resort Facilities Overlay- Temporary (RFO-T)	Transportation/Utility; Ancillary Nonresidential	3
	Institutional	5
Commercial Neighborhood (CN)	Transportation/Utility; Institutional	5
Commercial Recreation (CR)	Institutional	5
	Transportation/Utility	3
Commercial General (CG)	Transportation/Utility; Institutional	5
	Manufacturing-Medium	3

Employment (E)	Retail Commercial;	3
	Personal Service/Office Support;	3
	Commercial/Business Service Support;	5
	Transportation/Utility; Institutional;	5
	Transient Accommodations	5
Industrial General (IG)	Transportation/Utility; Institutional	5

*Public educational facilities, as defined and allowed per Policy 2.1.2. and Policy 2.1.3., respectively, of the Public School Facilities Element of the Pinellas County Comprehensive Plan, are not subject to these acreage threshold limitations for public/semi-public uses.

These conditions do not apply if any of the uses discussed in this table are also considered as a primary use within the future land use category.

(PART II)
MANDATORY RULES ON
TRANSFERABLE DEVELOPMENT RIGHTS
AND DENSITY/INTENSITY AVERAGING

I. Transferable Development Rights

- A. Development rights may be transferred from areas designated for Preservation (P) or Preservation-Resource Management (P-RM) on the Future Land Use Map (FLUM) to other locations under the same or different ownership, regardless of whether the parcel(s) receiving development rights is(are) contiguous to the sending parcel.
 - 1. Areas designated on the FLUM as P or P-RM shall have a development rights transfer of up to one residential unit per acre, or a building floor area to lot area ratio (FAR) of up to five percent per acre (nonresidential), depending on the applicable FLUM classification(s).
 - 2. Preservation development rights noted above represent development rights that may be transferred from P and P-RM FLUM categories to other FLUM categories; actual land uses within P and P-RM FLUM categories are restricted to uses permitted by the FLUM Rules.
- B. Development rights associated with dedicated parkland or open space, dedicated drainage areas or drainage easements in conjunction with development, future public park or open space sites, and proposed open space provided in conjunction with new development proposals (e.g., public space within mixed-use projects) may be transferred to other properties, regardless of whether these properties are contiguous to the sending parcel, in accordance with the project's FLUM designation(s) or zoning, whichever is more restrictive. The area within which the transfer occurs must be subject to a site plan, master plan or comparable approval process.
- C. If the situation in the implementation of A. or B. above meets the requirements of density/intensity averaging, the provisions for density/intensity averaging under Section II. of these Mandatory Rules will be utilized.]
- D. The aggregation of development rights between contiguous property(ies) in different FLUM categories that exceed a combined total of five (5) acres is subject to these Mandatory Rules on Transferable Development Rights, and must be part of a site plan, master plan or comparable approval process.
- E. Development rights may only be transferred to a receiving parcel that remains consistent with the use characteristics of its given FLUM category, and post transfer of development rights in receiving areas should result in a land use density, intensity and pattern that is compatible with the natural environment, support facilities and services, and the land uses in adjacent and surrounding areas.
- F. There shall be no transfer of development rights to the Recreation/Open Space (R/OS), P or P-RM FLUM categories.

- G. There shall be no transfer of development rights from the Activity Center (AC), Mixed Use Corridor (MUC), or Transit Oriented Development (TOD) categories governed by a specific area plan or transit station area plan, except as may be provided for in such specific area plan or transit station area plan.
- H. The nature of submerged lands is such that they do not have development potential in and of themselves. As a result, the intensity of existing and planned development should be based upon a determination of the adjacent upland's natural carrying capacity and suitability for development. Furthermore, the transferring of development rights from submerged lands often makes it extremely difficult to plan the adequate provision of public services and facilities, and frequently results in poor land use transitions resulting in adverse impacts upon adjacent land uses, and may over burden the natural carrying capacity of upland areas. Therefore, there shall be no transfer of any development rights from or to submerged lands.
- I. The maximum permitted density/intensity of the FLUM category for any parcel of land to which development rights are transferred shall not exceed twenty-five (25) percent of the otherwise maximum permitted density/intensity allowed for each respective FLUM category applicable to such parcel, except as may be otherwise specifically provided for as follows:
 - 1. Within the AC, MUC, and TOD categories on the FLUM, the transfer of development rights and permitted increase in maximum density/intensity as a function of such transfer shall be governed by the provisions of the applicable specific area plan or transit station area plan.
- J. Where all development rights have previously been transferred from a sending parcel, no additional development rights shall be transferrable from that sending parcel.
- K. There shall be no transfer of development rights from outside the Coastal High Hazard Area (CHHA) into the CHHA, or from outside the Coastal Storm Area (CSA) into the CSA.
- L. 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 FLUM, except for preservation of archaeological, historical, or environmental sites or features.
- M. 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 FLUM category, and not otherwise transferred.
 - 2. 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 FLUM category for each the sending and receiving parcels, when taken together.

3. 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 R/OS category, except for sending parcels classified as P or P-RM, or required to be classified as P or P-RM as a function of the transfer, in which case such parcels shall be limited to the use characteristics and density/intensity standards of the P or P-RM category.
- N. Transfer of development rights shall require recording the transfer of density or intensity in the public records with the Clerk of the Circuit Court of Pinellas County in a form approved by the Countywide Planning Authority, and a record copy of same shall be filed with the Pinellas Planning Council.

II. Density/Intensity Averaging

- A. Density averaging may occur from any Future Land Use Map (FLUM) category to any other FLUM category, except as follows:
1. There shall be no density/intensity averaging to the Preservation (P), Preservation-Resource Management (P-RM) or Recreation/Open Space (R/OS) categories.
 2. There shall be no density/intensity averaging from the Activity Center (AC), Mixed Use Corridor (MUC), or the Transit Oriented Development (TOD) categories, except as may be provided for in the applicable specific area plan or station area plan.
 3. There shall be no density/intensity averaging from or to submerged land, from outside the Coastal High Hazard Area (CHHA) into the CHHA, or from outside the Coastal Storm Area (CSA) into the CSA.
- B. Density/intensity averaging may occur only in accordance with the following:
1. Aggregation within contiguous property(ies) in the same FLUM category based on the maximum density/intensity allowed in this category.
 2. Aggregation within contiguous property(ies) in different FLUM categories 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 (5) acres.
 3. When considering a project that incorporates density/intensity averaging, Pinellas County shall ensure that development within the project is compatible with the natural environment, support facilities and services, and the land uses in adjacent and surrounding areas.
 4. Such aggregation of density/intensity as provided for in either 1 or 2 above shall require the property(ies) to be subject to a site plan, master 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 of same filed with the Pinellas Planning Council.

- C. Density/intensity averaging 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 Mandatory Rules.

III. Previously Approved Transferable Development Rights & 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 April 15, 2010, shall be deemed to be consistent and conforming as to the maximum permitted density/intensity requirements of the Pinellas County Comprehensive Plan.

PART III
SITE-SPECIFIC LAND USE RESTRICTIONS ON SPECIFIC PROPERTIES

The following properties have specific development restrictions, which have been adopted by Ordinance, and are identified by a specific annotation on the Legend of the Future Land Use Map:

1. Collany Island, located in Tierra Verde, west of Pinellas Bayway, accessed by 6th Avenue South – the following development restriction applies:

The maximum density permitted on this property shall be limited to 12.5 residential dwelling units per acre in compliance with the Stipulated Settlement Agreement with the Department of Community Affairs associated with County Ordinance No. 04-92 (DOAH Case No. 05-1245GM).

2. 19.74 acres, south of Park Boulevard, approximately 106 feet west of 79th Street North, (adjacent to the western terminus of 70th Avenue North and 72 Avenue North), and north of Joe's Creek County Preserve – the following development restriction applies:

This property is located within the hurricane vulnerability zone as defined by Rule 9J-5.003 (57), F.A.C., and for this reason: Transient accommodation uses are prohibited on this site, and the maximum number of residential units is limited to either 147 residential units, or the maximum number of units permitted by Policy 1.3.13 of the Future Land Use and Quality Communities Element of the adopted Comprehensive Plan, whichever number of units is less. [Pursuant to County Ordinance 11-14, adopted April 26, 2011]. The maximum of 147 residential dwelling units is calculated as follows: 7.5 units/acre [i.e., the maximum density associated with the Residential Urban Future Land Use designation on the property before it was amended to Residential/Office/Retail] x 19.66 acres [i.e., the total acreage minus wetland/preservation acreage] = 147.

Glossary

AGRICULTURAL USES means activities within land areas that are predominantly used for the cultivation of crops and livestock, including: cropland; pastureland; orchards; vineyards; nurseries; ornamental horticulture areas; groves; specialty farms; and silviculture areas.

AIRPORT FACILITY means any area of land or water improved, maintained, or operated by a governmental agency for the landing and takeoff of aircraft or privately-owned paved runways of 4,000 or more feet in length, and any appurtenant area which is used for airport buildings or other airport facilities or rights-of-way.

ANCILLARY NON-RESIDENTIAL USE means off-street parking, drainage retention areas and open space buffer areas for adjacent contiguous non-residential uses.

AREAS SUBJECT TO COASTAL FLOODING see "Hurricane vulnerability zone."

ARTERIAL ROAD means a roadway providing service which is relatively continuous and of relatively high traffic volume, long trip length, and high operating speed. In addition, every United States numbered highway is an arterial road.

BEACH* means the zone of unconsolidated material that extends landward from the mean low water line to the place where there is marked change in material or physiographic form, or to the line of permanent vegetation, usually the effective limit of storm waves. "Beach", as used in the Coastal Management Element requirements, is limited to oceanic and estuarine shorelines.

CAPITAL IMPROVEMENT means physical assets constructed or purchased to provide, improve, or replace a public facility and which are large scale and high in cost. The cost of a capital improvement is generally nonrecurring and may require multi-year financing. For the purposes of this rule, physical assets which have been identified as existing or projected needs in the individual comprehensive plan elements shall be considered capital improvements.

CHURCH OR OTHER PLACE OF RELIGIOUS WORSHIP means any site or premises such as a church, synagogue, temple, mosque, cathedral, chapel, tabernacle or similar place which is used primarily or exclusively for religious worship and approved related activities.

COASTAL HIGH-HAZARD AREA (also "high-hazard coastal areas") shall be the area defined by the *Sea, Lake and Overland Surges from Hurricanes (SLOSH)* model to be inundated from a category one hurricane, as reflected in the most recent *Regional Evacuation Study, Storm Tide Atlas*.

COASTAL PLANNING AREA* means that when preparing and implementing all requirements of the Coastal Management Element except those requirements relating to hurricane evacuation, hazard mitigation, water quality, water quantity, estuarine pollution, or estuarine environmental quality, the coastal area shall be an area of the local government's choosing; however, this area must encompass all of the following where they occur within the local government's jurisdiction: water and submerged lands of oceanic water bodies or estuarine water bodies; shorelines adjacent to oceanic waters or estuarine waters; coastal barriers; living marine resources; marine wetlands; water-dependent facilities or water-related facilities on oceanic or estuarine waters; or public access facilities to oceanic beaches or estuarine shorelines; and all lands adjacent to such

occurrences where development activities would impact the integrity or quality of the above. When preparing and implementing the hurricane evacuation or hazard mitigation requirements of the Coastal Management Element, the coastal area shall be those portions of the local government's jurisdiction which lie in the hurricane vulnerability zone. When preparing and implementing the requirements of the coastal management element concerning water quality, water quantity, estuarine pollution, or estuarine environmental quality, the coastal area shall be all occurrences within the local government's jurisdiction of oceanic waters or estuarine waters.

COASTAL STORM AREA shall be the area delineated in the Coastal Management Element, which encompasses all of the following:

- (1) the Coastal High Hazard Area (CHHA),
- (2) all land connected to the mainland of Pinellas County by bridges or causeways,
- (3) those isolated areas that are defined by the SLOSH model to be inundated by a category two hurricane or above and that are surrounded by the CHHA or by the CHHA and a body of water, and
- (4) all land located within the Velocity Zone as designated by the Federal Emergency Management Agency.

If 20% or more of a parcel of land is located within the coastal storm area, then the entire parcel shall be considered within the coastal storm area. However, if either a parcel of land or a group of parcels that are part of a master development plan is equal to or greater than 5 acres and less than 50% of the parcel or group of parcels is within the coastal storm area, the property owner may elect to provide a survey of the parcel or parcels to determine the exact location of the coastal storm area.

COLLECTOR ROAD means a roadway providing service which is of relatively moderate traffic volume, moderate trip length, and moderate operating speed. Collector roads collect and distribute traffic between local roads or arterial roads.

COMMERCIAL/BUSINESS SERVICE USE means an occupation or service involving the sale, storage, repair, service or rental of automobiles, boats, recreational vehicles, machinery, equipment or like merchandise; the production assembly or dismantling of which shall clearly be secondary and incidental to the primary use characteristics.

COMMERCIAL USES means activities within land areas which are predominantly connected with the sale, rental, and distribution of products or performance of services.

COMMUNITY CENTER means a building used for recreational, social, educational and cultural activities usually owned and operated by a public or non-profit group or agency for the benefit of the local community.

COMMUNITY GARDENING means an activity on property where more than one person grows produce and/or horticulture plants for their personal consumption and enjoyment, for the consumption and enjoyment of friends and relatives and/or donation to a not-for-profit organization, generally on a not-for-profit basis, except as expressly allowed herein.

COMMUNITY PARK means a park located near major roadways and designed to serve the needs of more than one neighborhood.

CONCESSIONS mean restaurants, cafeterias, snack bars, and goods and services customarily offered in connection with park programs, special events or for public convenience. It also includes vending machines dispensing foods when operated independently or in conjunction with facilities in or under the control of a government agency.

CONCURRENCY means that the necessary public facilities and services to maintain the adopted level of service are available when the impacts of development occur.

CONCURRENCY MANAGEMENT SYSTEM means the procedures and/or processes that the local government will utilize to assure that development orders and permits are not issued unless the necessary facilities and services are available concurrent with the impacts of development.

CONE OF INFLUENCE means an area around one or more major waterwells 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.

CONSERVATION USES means activities within land areas designated for the purpose of conserving or protecting natural resources or environmental quality and includes areas designated for such purposes as flood control, protection of quality or quantity of groundwater or surface water, floodplain management, fisheries management, or protection of vegetative communities or wildlife habitats.

COUNTYWIDE PLAN MAP means the future land use map to guide the future development pattern and use of land countywide as adopted by the Countywide Planning Authority pursuant to Chapter 2012-245, Laws of Florida.

DAY CARE CENTER means and includes any day nursery, nursery school, kindergarten, or other facility, as defined by state law, as amended, which with or without compensation cares for five or more children 17 years of age or under, not related to the operator by blood, marriage or adoption, away from the child's own home. Such facilities shall be licensed and operated in strict accord with the provision of the above referenced laws of the state. This term includes adult day care as defined by state law but does not include a family day care center as defined by state law.

DENSITY means the measure of permitted residential development expressed as a maximum number of dwelling units per net acre of land area.

DENSITY/INTENSITY AVERAGING is 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 the Pinellas County Comprehensive Plan and land development regulations.

DEPARTMENT means the Florida Department of Community Affairs.

DEVELOPMENT FORMS in Pinellas County are identified and described as follows:

1. Neighborhoods
 - a. Traditional – In the unincorporated area, traditional neighborhoods are the historic small towns and villages that were established in isolated locations not adjacent to a downtown. Several of them are located on the coast since travel was by water prior to the railroads. Unlike the suburban neighborhoods, they tend to contain

more of a mix of housing types. Small scale commercial uses may be present within these neighborhoods on small lots, sometimes as non-conforming uses.

- i. Crystal Beach
 - ii. Old Palm Harbor (formerly known as Sutherland)
 - iii. Ozona
 - iv. Lealman east of 49th Street
 - v. Ridgecrest (portions)
 - vi. Highpoint (portions)
 - vii. Anclote
 - viii. Various municipal neighborhoods
- b. Suburban
- i. Most unincorporated area neighborhoods are suburban in character.
 - ii. Typical lot sizes - $\leq 7,000$ square feet. There are some areas of large lot zoning (1/4 acre lots or larger) in the unincorporated area.
 - iii. Some of the County's suburban communities contain a mixture of residential dwellings and are not solely single-family homes. These different housing types are not integrated, however, but are constructed in separate locations within the neighborhood or development. For example, Feather Sound contains single-family homes, townhomes, multi-family structures (both condominiums and apartments). The East Lake Tarpon Area also contains a mix of residential types, although they are usually segregated into different areas of the community.
- c. Mobile Home and Manufactured Home Communities – The housing types found in these communities distinguishes them from other neighborhoods. These neighborhoods often exhibit a strong social support structure and sense of community.
- d. Large Multi-family Communities and Resorts (e.g. Top of the World, Five Towns, and Innisbrook)

2. Centers

- a. Urban Centers – Primary office center, urban entertainment and cultural venues, multi-family housing, retail, educational facilities, all modes of transit service available at no less than 20 minutes frequencies.
 - i. Downtown St. Petersburg
 - ii. Downtown Clearwater
- b. Town Centers – The historic downtowns of smaller communities. They typically offer public uses such as town halls, libraries, public parks or pavilions, community centers, post offices, places of worship, retail, services, entertainment, dining options, and residential (multi-family and single-family).
Downtown Palm Harbor is an example.
- c. Suburban Commercial Centers – Have a concentration of retail, restaurant, entertainment, personal services, and occasionally, office uses. They are often clustered around an indoor or outdoor mall. They have been designed primarily for access by motor vehicles with little thought given to other modes of transportation. It is usually difficult to access different structures within these commercial centers other than by driving. Examples of suburban commercial centers include:

- i. The regional malls and adjacent/nearby nonresidential development (may include standalone “big box” stores),
 - ii. Larger shopping centers that are generally greater than 10 acres in size and serve a market greater than the immediate neighborhood. Examples include the retail and office uses at Boot Ranch and at the intersection of U.S. Highway 19 and Curlew Road.
- d. Neighborhood Centers – Located within or on the periphery of a neighborhood often at the intersection of two roadways, these centers provide neighborhood-scale retail and services. Uses often include a grocery store, a pharmacy, banking services, dry cleaners, barbershop/hair salon, a variety of eating establishments, etc. They usually contain no residential uses or public uses. In Pinellas County, most groupings of retail/service uses that serve as a neighborhood center are located at a major intersection or are intermingled with strip commercial development along major roadways. Examples of neighborhood centers are the commercial uses at the intersection of Alderman Road and Alternate U.S. Highway 19, the shopping center at the intersection of CR1 and Tampa Road, and Oakhurst Plaza Shopping Center at the intersection of Oakhurst Road and Antilles Drive.
- e. Village Centers – These centers are distinguished from Neighborhood Centers by the presence of only individually-owned small commercial lots that preclude the presence of larger retail and service establishments, such as a typical neighborhood-scale grocery store or pharmacy. These centers are typically embedded within the surrounding residential neighborhood and are served by the local street system, and are not located on an arterial facility. Typical uses within a village center include a variety of restaurants, small shops and offices, small grocery stores and specialized food stores. Examples would be the village centers located on Orange Street in Ozone and at the intersection of Walsingham Road and Ridge Road.
- f. Employment Centers – Historically, these are areas that have been principally devoted to manufacturing, warehousing, businesses and business services, professional services, other office uses, research and development, and hotel accommodations. Recently, residential uses and supporting retail and personal services have been introduced or planned within selected employment districts. Examples include:
 - i. Industrial and Office DRIs (Carillon, Gateway, Gateway Areawide, Bay Vista, DRI in Oldsmar) and surrounding related and supportive land uses
 - ii. Industrial areas not part of a planned development (Joe’s Creek, Airport Industrial Park, Clearwater Airport Industrial Park, Mid-county Industrial Area, Tyrone Industrial Park, Dome Industrial Park)

3. Corridors

- a. Interstate – This corridor is located along I-275 from the Howard Frankland Bridge and Causeway to the Sunshine Skyway Bridge and Causeway. This is a limited access roadway with no parallel local access roads. There is no direct access to any property from this federal roadway.
- b. Commercial Corridors – These corridors are located along municipal, county, or state arterial facilities where the primary orientation is toward the roadway,

providing easy accessibility for the automobile. There is often little connectivity between the commercial uses along the arterial facility and the adjacent neighborhoods. The “strip” development within these corridors typically consists of surface parking in front of one- or two-story commercial establishments. A commercial corridor generally serves a larger trade area than the immediate neighborhood. Apartment complexes may also be found along these corridors interspersed among the nonresidential uses. The “big box” national chains are often located within these corridors.

- c. Employment Corridors – These corridors are distinguished from commercial corridors in that they also include a significant number of jobs that are typically found in employment centers. In this case, the employment center is linearly oriented along a major roadway. Development along U.S. Highway 19 in mid and north Pinellas County contains a substantial quantity of office space as well as the retail and personal services typically found within a commercial corridor.
- d. Residential Corridors – These corridors are formed when residential development (single-family and multi-family) is adjacent to an arterial roadway and have direct access onto that roadway. In some cases, the residential structures were constructed prior to the roadway being upgraded to a larger facility (e.g. from a two-lane to a four-lane facility).
- e. Scenic/Non-Commercial Corridors – Roadways and the adjacent lands designated by the Board of County Commissioners to protect their traffic-carrying capacity and scenic qualities. These corridors are usually, though not exclusively, found in conjunction with residential corridors.
- f. Coastal Corridor – This is a unique roadway corridor in Pinellas County that runs the length of the barrier island chain to Clearwater Beach, and then continues northward on the mainland along the coast from Downtown Clearwater through Dunedin, Palm Harbor, Tarpon Springs to the Pasco County line. This corridor includes the major centers of tourism along the County’s Gulf beaches, and connects the historic downtowns on the west coast of north Pinellas County.
- g. Multimodal Corridors – This represents a nascent development form in Pinellas County since it is characterized by development supported by and designed to facilitate frequent, high-quality transit service. These corridors identify those areas that are served by multiple modes of transport, including those areas that are proposed to be served by a rail or fixed-guideway system. It is anticipated that a multimodal corridor would usually be in conjunction with one of the other corridors (e.g. a commercial corridor).

4. Districts

- a. Historic Districts – These are districts containing a number of historically-significant structures that are designated on the National Register and/or by the local government as being historically significant. Historic Districts can be residential or commercial in character.

- b. Arts and Cultural Districts – These districts are typically mixed-use areas in which concentrations of cultural facilities serve as economic and cultural anchors. Their defining characteristic is the prevalence of cultural facilities, arts organizations, individual artists, and arts-based businesses.
- c. Airport District – The St. Petersburg-Clearwater International Airport, Coast Guard Air Operations, Black Hawk Training Center, and businesses and operations supporting the Airport.
- d. University/College Campuses – The campuses of USF-St. Petersburg, Eckerd College, and St. Petersburg College.
- e. Medical District – These districts represent the major hospitals in the County and the concentration of medical offices and services that occur in the vicinity of the hospital campus. Examples include:
 - i. Morton Plant Hospital in Clearwater.
 - ii. All Children's Hospital in St. Petersburg
 - iii. Mease Countryside Hospital in Safety Harbor

DRAINAGE BASIN means the area defined by topographic boundaries which contributes stormwater to a drainage system, estuarine waters, or oceanic waters, including all areas artificially added to the basin.

DRAINAGE FACILITIES means a system of man-made structures designed to collect, convey, hold, divert, or discharge stormwater and includes stormwater sewers, canals, detention structures, and retention structures.

DWELLING UNIT means 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.

EDUCATIONAL USES means activities and facilities of public or private primary or secondary schools, vocational and technical schools, and colleges and universities licensed by the Florida Department of Education, including the areas of buildings, campus open space, dormitories, recreational facilities, or parking. (This land use is recorded under the Public/Semi-Public land use category).

ENVIRONMENTAL LANDS* Any lands or related water resources that are determined to contain major ecological, hydrological, physiographic components, and whose interdependent biophysical or biocultural components can only be maintained through preservation or extreme limitations on development. These lands are set aside to protect significant natural or potable water resources, remnant landscapes, open space, and visual aesthetics/buffering characteristics. County preserve lands and designated management areas are included in this definition.

ESTUARY means 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.

EVACUATION ROUTES means routes designated by county civil defense authorities or the regional evacuation plan, for the movement of persons to safety, in the event of a hurricane.

FACILITY-BASED RECREATION means recreational activities that usually require a built facility such as a playfield, court, horse stable, swimming pool, etc. to accommodate them. Uses may include softball, baseball, football, tennis, basketball, soccer, playgrounds, fitness trails, pool swimming, etc. These activities are not natural resource dependent.

FLOODPLAINS means areas inundated during a 100-year flood event or identified by the National Flood Insurance Program as an A Zone or V Zone on Flood Insurance Rate Maps or Flood Hazard Boundary Maps.

FLOODPROOFING means any combination of structural and non-structural additions, changes, or adjustments to structures which reduce or eliminate flood damage to real estate or improved real property, water and sanitary facilities, structures and their contents.

FLOODWAY means the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the 25 year flood without cumulatively increasing the water surface elevation more than one-tenth of a foot.

FLOOR AREA, GROSS means 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) means 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.

GOAL means the long-term end toward which programs or activities are ultimately directed.

GRAPHIC INFORMATION SYSTEMS means a computerized system by which land information is indexed geographically from a digitized base map.

GROUP HOME means a facility which provides a living environment for unrelated residents who operate as the functional equivalent of a family, including such supervision and care as may be necessary to meet the physical, emotional, and social needs of the residents. Assisted Living Facilities comparable in size to group homes are included in this definition. It shall not include rooming or boarding homes, clubs, fraternities, sororities, monasteries or convents, hotels, residential treatment facilities, nursing homes, or emergency shelters.

HURRICANE VULNERABILITY ZONE (also "areas subject to coastal flooding") means the areas delineated by the regional or local hurricane evacuation plan as requiring evacuation. The hurricane vulnerability zone shall include areas requiring evacuation in the event of a 100-year storm or Category 3 storm event.

IMPERVIOUS SURFACE means 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 limerock or clay, as well as conventionally surfaced streets, sidewalks, parking lots, and other similar surfaces.

IMPERVIOUS SURFACE RATIO (ISR) means 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.

INDUSTRIAL USES means the activities within land areas predominantly connected with manufacturing, assembly, processing, or storage of products.

INFRASTRUCTURE means those man-made structures which serve the common needs of the population, such as: sewage disposal systems; potable water systems; potable water wells serving a system; solid waste disposal sites or retention areas; stormwater systems; utilities; piers; docks; wharves; breakwaters; bulkheads; seawalls; bulwarks; revetments; causeways; marinas; navigation channels; bridges; and roadways.

INSTITUTIONAL USES means those facilities and services of a public, private, or quasi-private nature, including educational, medical, governmental civic, and religious uses.

LEVEL OF SERVICE means an indicator of the extent or degree of service provided by, or proposed to be provided by, a facility based on and related to the operational characteristics of the facility. Level of service shall indicate the capacity per unit of demand for each public facility.

LIMITED ACCESS FACILITY means a roadway especially designed for through traffic and over, from, or to which owners or occupants of abutting land or other persons have no greater than a limited right or easement of access.

LOCAL ROAD means a roadway providing service which is of relatively low traffic volume, short average trip length or minimal through traffic movements, and high volume land access for abutting property.

LOW AND MODERATE INCOME FAMILIES means "lower income families" as defined under the Section 8 Assisted Housing Program or families whose annual income does not exceed 80 percent of the median income for the area. The term "families" includes "households."

MAJOR TRIP GENERATORS OR ATTRACTORS means concentrated areas of intense land use or activity that produces or attracts a significant number of local trip ends.

MANUFACTURING - HEAVY means a use engaged in the manufacturing of finished products or parts, including processing, fabrication, assembly, treatment, packaging, storage, sales and distribution of such products consistent with standards contained in the Pinellas County Land Development Code. This use may include or allow for exterior storage or processing of equipment or materials, and has the potential to produce impacts such as noise, odor, vibration, etc. that may affect adjacent land uses.

MANUFACTURING – LIGHT USE means a use engaged in the manufacturing, predominately from previously prepared materials, of finished products or parts, including processing, fabrication, assembly, treatment, packaging, storage, sales and distribution of such products within enclosed

buildings consistent with standards contained in the Pinellas County Land Development Code. This use shall not include or allow for any exterior storage or processing of equipment or materials of any kind.

MANUFACTURING – MEDIUM means a use engaged in the manufacturing, predominately from previously prepared materials, of finished products or parts, including processing, fabrication, assembly, treatment, packaging, storage, sales and distribution of such products consistent with standards contained in the Pinellas County Land Development Code. This use may include or allow for exterior storage or processing of equipment or materials as long as impacts do not negatively affect adjacent land uses.

MARINE HABITAT means areas where living marine resources naturally occur, such as mangroves, seagrass beds, algae beds, salt marshes, transitional wetlands, marine wetlands, rocky shore communities, hard bottom communities, oyster bars or flats, mud flats, coral reefs, worm reefs, artificial reefs, offshore springs, nearshore mineral deposits, and offshore sand deposits.

MARINE WETLANDS means areas with a water regime determined primarily by tides and the dominant vegetation is salt tolerant plant species including those species listed in Subsection 17-4.02 (17), Florida Administrative Code, "Submerged Marine Species."

MINERALS means all solid minerals, including clay, gravel, phosphate rock, lime, shells (excluding living shellfish), stone, sand, heavy minerals, and any rare earths, which are contained in the soils or waters of the state.

MIXED-USE DEVELOPMENT generally occurs as one of the following types:

1. Mixed-Use Projects

Mixed-use projects combine single-use buildings, typically on distinct parcels, in a range of land uses in one planned development project, although combining both vertical and horizontal mix of uses can also occur. The overall project must result in a walkable area and there must be significant physical and functional integration of the different uses. These projects may occur within a mixed-use walkable area or they may be located in a more suburban setting.

2. Mixed-Use Areas – Larger Scale

Areas where there is a mixing of different land uses – e.g. residential, shopping, eating establishments, employment, lodging, civic, cultural – in one relatively discrete area. These areas usually have multiple ownerships, and combine both a vertical and horizontal mix of uses where there is significant physical and functional integration of the different uses, resulting in a walkable area. Urban centers and town centers usually exhibit these characteristics; examples in Pinellas County include Downtown St. Petersburg, Downtown Dunedin, Downtown Palm Harbor, Downtown Clearwater, and Downtown Largo. A larger-scale mixed-use area may or may not include a mixed-use project.

3. Mixed-Use Areas- Neighborhood Scale

Areas where there is a mixing of land uses at a neighborhood scale in one relatively discrete area. The range of uses is generally more restricted focusing on neighborhood retail and services, eating establishments, and residential. These areas may be under one ownership or have multiple owners, and often emphasize a horizontal mix of uses, although some vertical mix may occur. There is significant physical and functional integration of the different uses that result in a walkable area. The collection of retail, service, office, and civic uses in Ozone in north Pinellas County exemplifies these characteristics. A neighborhood-scale mixed-use area may or may not include a mixed-use project.

4. Transit Oriented Development (TOD)

TOD represents an approach to community building where housing, jobs, shopping, community services, and recreational opportunities are within an easy walking distance of a rail or fixed-guideway transit station, where transit service is convenient, frequent and of high quality. TOD results in compact and pedestrian-friendly neighborhoods where the walker takes precedence over other modes of transportation, and expands options for housing, mobility, shopping, and employment. TOD should achieve a functional integration of transit with development in the immediate area around the transit station and with the surrounding neighborhood.

MOBILE HOME means a structure, transportable in one or more sections, which, in the traveling mode, is eight feet or more in width and which is built on a metal frame and designed to be used as a dwelling with or without a permanent foundation when connected to the required utilities and includes the plumbing, heating, air conditioning, and electrical systems contained therein. If fabricated after June 15, 1976, each section bears a U.S. Department of Housing and Urban Development label certifying that it is built in compliance with the federal Manufactured Home Construction and Safety Standards.

NATURAL DRAINAGE FEATURES means the naturally occurring features of an area which accommodate the flow of stormwater, such as streams, rivers, lakes, and wetlands.

NATURAL RESERVATIONS means areas designated for conservation purposes and operated by contractual agreement with or managed by a federal, state, regional, or local government or nonprofit agency, such as: national parks; state parks; lands purchased under the Save Our Coast, Conservation and Recreation Lands, or Save Our Rivers programs; sanctuaries; preserves; monuments; archaeological sites; historic sites; wildlife management areas; national seashores; and Outstanding Florida Waters.

NEIGHBORHOOD PARK means a park which serves the population of a neighborhood and is generally accessible by bicycle or pedestrian ways.

NET LAND AREA means the land area for the purpose of computing density/intensity shall be the total land area within the property boundaries of the subject parcel, and specifically exclusive of any submerged land or pre-existing dedicated public road right-of-way.

NONPOINT SOURCE POLLUTION means any source of water pollution that is not a point source.

NON-VERTICAL WATER SUPPLY INFRASTRUCTURE/INFRASTRUCTURES* Any below ground structures such as wells, pipes, pumps, etc. (and their supporting above-ground minor

appurtenances and structures), that facilitate the provision of high quality potable water. Reservoirs are not included in this definition.

OBJECTIVE means a specific, measurable, intermediate, and that is achievable and marks progress toward a goal.

OFFICE USE means 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/Business Service Use, as specifically defined within these Rules ~~Table 4~~.

ONE HUNDRED (100) YEAR FLOODPLAIN means the land within a community subject to the base flood.

OPEN SPACES* means undeveloped lands suitable for resource-based outdoor recreation or conservation purposes. This definition can include land with environmental value such as preserve/preservation lands, and can also include land required or desired to provide for visual relief, and aesthetic and scenic value.

PARK means a neighborhood, community, or regional park.

PERMANENT TRANSIENT ACCOMMODATION USE means a transient accommodation use such as a hotel, motel, inn, or resort. This use does not include facilities that accommodate recreational vehicles and travel trailers.

PERMANENT TRANSIENT ACCOMMODATION UNIT means an individual room, rooms, or suite within a permanent transient accommodation use designed to be occupied as a single unit for temporary occupancy.

PERSONAL SERVICE OFFICE SUPPORT USE means 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; 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/Business Service Use, as specifically defined within these Rules.

POINT SOURCE POLLUTION means any source of water pollution that constitutes a discernible, confined, and discrete conveyance, including but not limited to any pipe, ditch, channel, tunnel, conduit, well, discrete fissure, container, rolling stock, concentrated animal feeding operation, or vessel or other floating craft from which pollutants are or may be discharged. This term does not include return flows from irrigated agriculture.

POLICY means the way in which programs and activities are conducted to achieve an identified goal.

POLLUTION means the presence in the outdoor atmosphere, ground, or water of any substances, contaminants, noise, or man-made or man-induced alteration of the chemical, physical, biological,

or radiological integrity of air or water, in quantities or at levels which are or may be potentially harmful or injurious to human health or welfare, animal or plant life, or property, or unreasonably interfere with the enjoyment of life or property.

PORT FACILITY means harbor or shipping improvements used predominantly for commercial purposes including channels, turning basins, jetties, breakwaters, landings, wharves, docks, markets, structures, buildings, piers, storage facilities, plazas, anchorages, utilities, bridges, tunnels, roads, causeways, and all other property or facilities necessary or useful in connection with commercial shipping.

POTABLE WATER FACILITIES means a system of structures designed to collect, treat, or distribute potable water and includes water wells, treatment plants, reservoirs, and distribution mains.

PRIMARY USES means a principal use identified under the use characteristics of each Plan category. These categories of uses are those which the Plan category is primarily designed to accommodate.

PRIVATE RECREATION SITES means sites owned by private, commercial, or nonprofit entities available to the public for purposes of recreational use.

PRIVATE SCHOOL means a building or part thereof, or group of buildings, which is used for kindergarten, primary or secondary education, and which use is not part of the inventory of public school facilities.

PUBLIC ACCESS means the ability of the public to physically reach, enter, or use recreation sites including beaches and shores.

PUBLIC FACILITIES means transportation systems or facilities, sewer systems or facilities, solid waste systems or facilities, drainage systems or facilities, potable water systems or facilities, educational systems or facilities, parks and recreation systems or facilities, and public health systems or facilities.

PUBLIC RECREATION SITES means sites owned or leased on a long-term basis by a federal, state, regional, or local government agency for purposes of recreational use.

PUBLIC/SEMI-PUBLIC means structures or lands that are owned, leased, or operated by a government entity, such as civic and community centers; hospitals; libraries; police stations; fire stations; and government administration buildings.

RECREATION means the pursuit of leisure time activities occurring in an indoor or outdoor setting.

RECREATION FACILITY means a component of a recreation site used by the public such as a trail, court, athletic field, or swimming pool.

RECREATIONAL USES means activities within areas where recreation occurs.

REGIONAL PARK means a park which is designed to serve two or more communities.

RESEARCH/DEVELOPMENT-LIGHT USE means a use devoted to investigation in the natural, physical, or social sciences, or engineering and development as an extension of investigation, with

the objective of creating an end product. Activities associated with this use must occur within enclosed buildings, and shall not include or allow for any exterior storage or processing of equipment or materials of any kind.

RESEARCH/DEVELOPMENT-HEAVY USE means a use devoted to investigation in the natural, physical, or social sciences, or engineering and development as an extension of investigation, with the objective of creating an end product. This use may include exterior storage or processing of equipment and materials.

RESIDENT POPULATION means permanent and seasonal residents living in permanent dwelling units intended for year-round occupancy.

RESIDENTIAL EQUIVALENT USE means a residential-like accommodation other than a dwelling unit, including 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.

RESIDENTIAL USE means a dwelling unit including, single-family, multi-family, 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.

RESIDENTIAL USES means activities within land areas used predominantly for housing.

RESOURCE-BASED RECREATION means recreational activities that are dependent on natural resources and a healthy outdoor environment. These activities have little 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. Specific types of resource-based recreation for each County Park and Preserve will be identified in the respective management plans. Such uses may be further defined and, if appropriate, be listed in any land development regulations developed pursuant to s. 163.3202, Florida Statutes.

RETAIL COMMERCIAL USE means commercial activities which are predominantly connected with the sale, rental and distribution of products.

RIGHT-OF-WAY means land in which the state, a county, or a municipality owns the fee simple title or has an easement dedicated or required for a transportation or utility use.

SEASONAL POPULATION means temporary residents occupying units intended for short-term or seasonal occupancy (i.e. hotels, motels, timeshare or migrant units).

SECONDARY USES means use which is designed to accommodate as a secondary priority. In certain instances secondary use may only be allowed through approval of a conditional use or special exception application.

SERVICES means the programs and employees determined necessary by local government to provide adequate operation and maintenance of public facilities and infrastructure as well as those educational, health care, social, and other programs necessary to support the programs, public facilities, and infrastructure set out in the local plan or required by local, state, or federal law.

SHORELINE or SHORE* means the interface of land and water and, as used in the Coastal Management Element requirements, is limited to oceanic and estuarine interfaces.

STORAGE/WAREHOUSE USE means a use devoted to the storage of goods and materials, motor vehicles and equipment.

STORMWATER means the flow of water which results from a rainfall event.

SUBMERGED LANDS are defined as the area situated below the mean high water line or the ordinary high water line of a standing body of water, including gulf, 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 Pinellas County, 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 land area for the purpose of determining permitted density and intensity.

SUPPORT DOCUMENTS means any surveys, studies, inventory maps, data, inventories, listings, or analyses used as bases for or in developing the local comprehensive plan.

TARGET EMPLOYMENT CENTER means those areas of the county that are depicted on the Future Land Use Map with the Target Employment Center Overlay land use category.

TEMPORARY TRANSIENT ACCOMMODATION USE means a use offering facilities to accommodate recreational vehicles and travel trailers.

TRANSFER OF DEVELOPMENT RIGHTS is 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 Future Land Use Map (FLUM) category to a similar, but non-contiguous, or to a different, FLUM category, other than as is permitted by Part II of the Rules.

TRANSIENT ACCOMMODATION USE means a facility offering transient lodging accommodations for tourists and visitors; such as hotels, motels, inns, resorts and recreational vehicle parks.

TRANSPORTATION/UTILITY USE means those activities involved in transport and public/private utility services such as airport, seaport; Coast Guard, Customs Facility; electric power generation plant; utility transmission line; municipal water supply; wastewater treatment facility; solid waste/refuse disposal, transfer, recycling facility; public works garage/storage; electric power substation; telephone switching station.

TWENTY-FIVE (25) YEAR FLOOD means the flood having a four percent chance of being equaled or exceeded in any given year.

VEGETATIVE COMMUNITIES means ecological communities, such as coastal strands, oak hammocks, and cypress swamps, which are classified based on the presence of certain soils, vegetation, and animals.

VERTICAL WATER SUPPLY INFRASTRUCTURE/STRUCTURES* Any building, facility, fixture, machinery, reservoir or appurtenant structure used or useful to the provision of high quality potable

water, including the development, supply, storage, distribution, treatment, conservation, acquisition or transfer of water to meet the needs of Pinellas County customers.

WATER-DEPENDENT USES means activities which can be carried out only on, in or adjacent to water areas because the use requires access to the water body for: waterborne transportation including ports or marinas; recreation; electrical generating facilities; or water supply.

WATER RECHARGE AREAS means land or water areas through which groundwater is replenished.

WATER-RELATED USES means activities which are not directly dependent upon access to a water body but which provide goods and services that are directly associated with water-dependent or waterway uses.

WATER WELLS means wells excavated, drilled, dug, or driven for the supply of industrial, agricultural, or potable water for general public consumption.

WELLFIELD* means an area of land that is developed or could be developed with one or more wells for obtaining water.

WHOLESALE/DISTRIBUTION USE means a use engaged in the storage, wholesale, and distribution of manufactured products, supplies, and equipment.

SECTION 9: THE FUTURE LAND USE MAP LEGEND IS AMENDED TO INCLUDE THE FOLLOWING FUTURE LAND USE MAP CATEGORIES:

Residential

- Residential Rural (0.5 u.p.a. max)
- Residential Estate (1.0 u.p.a. max)
- Residential Suburban (2.5 u.p.a. max)
- Residential Low (5.0 u.p.a. max)
- Residential Urban (7.5 u.p.a. max)
- Residential Low Medium (10.0 u.p.a. max)
- Residential Medium (15.0 u.p.a. max)
- Residential High (30.0 u.p.a. max)

Mixed Use

- Residential/Office Limited
- Residential/Office General
- Residential/Office/Retail
- Activity Center-Neighborhood
- Activity Center-Community

Activity Center-Major
Resort Facilities Overlay-Permanent
Resort Facilities Overlay-Temporary
Transit Oriented Development –Neighborhood Center
Transit Oriented Development –Community Center
Transit Oriented Development –Regional Center
Transit Oriented Development –Park and Ride
Transit Oriented Development Overlay
Mixed Use Corridor-Primary
Mixed Use Corridor-Secondary

Commercial

Commercial Recreation
Commercial Neighborhood
Commercial General

Industrial/Employment

Employment
Industrial General

Public/Semi-Public

Preservation
Preservation-Resource Management
Resource Management Overlay-1
Resource Management Overlay-2
Recreation/Open Space
Institutional
Transportation/Utility
Transportation/Utility Overlay

Special Information

Historic District/Properties
Wellhead Protection Zone
Public Water Supply Wells
Approved Public School Site
Water Feature

The maximum density permitted on properties included within the area designated by this overlay shall be limited to 12.5 dwelling units per acre in compliance with the Stipulated Settlement Agreement with the Department of Community Affairs associated with County Ordinance No. 04-92 (DOAH Case No. 05-1245GM).

SECTION 10: THE FUTURE LAND USE MAP OF THE PINELLAS COUNTY COMPREHENSIVE PLAN IS AMENDED AS FOLLOWS:

1. Properties designated as Industrial Limited on the Future Land Use Map shall be identified as Employment to reflect the amended name of this category from Industrial Limited to Employment in the Future Land Use Map Category Descriptions and Rules; and
2. Properties designated as Community Redevelopment District-Activity Center on the Future Land Use Map shall be identified as Activity Center-Neighborhood to reflect the replacement of the Community Redevelopment District-Activity Center category with the Activity Center-Neighborhood category in the Future Land Use Map Category Descriptions and Rules.

SECTION 11: SEVERABILITY

If any section, paragraph, clause, sentence, or provision of the Ordinance shall be adjudged by any Court of competent jurisdiction to be invalid, such judgment shall not affect, impair, invalidate, or nullify the remainder of this Ordinance, but the effect therefore shall be confined to the section, paragraph, clause, sentence, or provision immediately involved in the controversy in which such judgment or decree shall be rendered.

SECTION 12: LOCATION OF RECORDS

Pursuant to requirements of Section 125.68, Florida Statutes, this Ordinance to amend the Pinellas County Comprehensive Plan is incorporated into the Quality Communities and Future Land Use Element, including the Future Land Use Map and the Future Land Use Map Category Descriptions and Rules, of the Pinellas County Comprehensive Plan, located at, and maintained by, the Clerk of the Pinellas County Board of County Commissioners.

SECTION 13: FILING OF ORDINANCE: ESTABLISHING AN EFFECTIVE DATE

Pursuant to Section 163.3184(3), Florida Statutes, if not timely challenged, an amendment adopted under the expedited provisions of this section shall not become effective until 31 days after adoption. If timely challenged, the amendment shall not become effective until the state land planning agency or the Administration Commission enters a final order determining the adopted amendment to be in compliance. No development orders, development permits, or land uses dependent on this Amendment may be issued or commence before the amendment has become effective.

APPROVED AS TO FORM

**LOCAL PLANNING AGENCY (LPA) RECOMMENDATION to the
Board of County Commissioners**



Regarding: Proposed Amendments to the Future Land Use and Quality Communities Element of the Pinellas County Comprehensive Plan

LPA Recommendation: At the September 15, 2015 LPA meeting, and at the request of staff, the LPA held a public hearing and continued action on this agenda item to the October 8, 2015 LPA meeting.

LPA Recommendation: The LPA finds that the proposed amendments to the Future Land Use and Quality Communities Element are consistent with the Pinellas County Comprehensive Plan and recommends that the amendments be approved. (The vote was 6-0, in favor)

LPA Report No. CP-22-9-15

LPA Public Hearing Date: October 8, 2015

PLANNING STAFF RECOMMENDATION:

- Staff recommends that the LPA find the proposed amendments to the Future Land Use and Quality Communities Element of the Pinellas County Comprehensive Plan to be consistent with the Pinellas County Comprehensive Plan.
- Further, staff recommends that the LPA recommend approval of the proposed amendments to the Pinellas County Board of County Commissioners following required public hearings and agency reviews.

OVERVIEW:

The Future Land Use and Quality Communities Element (FLUE) of the Comprehensive Plan is an important tool for implementing the County's goals, objectives and policies related to land use decisions throughout the unincorporated area. From time to time it is necessary to amend the FLUE in order to support updates to and remain consistent with other elements of the Comprehensive Plan as well as the County's Land Development Code (LDC); and updates to other agency plans having jurisdiction in and influence on Pinellas County. Also, amendments are necessary over time to support changing conditions and circumstances and to support quality redevelopment throughout the County.

This proposed Ordinance is intended to provide the appropriate policy and regulatory framework within the Future Land Use and Quality Communities Element of the Pinellas

County Comprehensive Plan, including the Future Land Use Category Descriptions and Rules, for revisions that will be proposed to the Pinellas County Land Development Code, which includes new zoning districts and changes to existing zoning districts. Additionally, with the recent update to the Countywide Plan, the Future Land Use and Quality Communities Element and the Future Land Use Map would be amended to incorporate selected changes from the Countywide Plan and to retain consistency with this updated plan. Other amendments recognize the creation of a policy framework for the establishment of a mobility management system as a replacement to transportation concurrency. Other minor changes update references and terms. Most of the amendments contained in the proposed Ordinance provide policy and regulatory support for redevelopment in the unincorporated areas of Pinellas County while recognizing that there are stable neighborhoods where minimal change is anticipated during the planning horizon of the Comprehensive Plan.

A brief summary of the proposed Ordinance is provided below.

Changes to the Future Land Use Map (FLUM) Category Descriptions and Rules:

- A new Activity Center FLUM category is added to depict those areas to be developed as dynamic areas of mixed use. Activity Centers would be differentiated as neighborhood, community or regional in scale and type of activities.
- A new Mixed Use Corridor FLUM category is added to depict those unincorporated corridors that are served by multiple modes of transportation where development would be characterized by building density and land uses that support accessible transit service.
- Application of the new Activity Center and Mixed Use Corridor categories would require a specific area plan to be developed and approved for each area designated with these categories. These new categories would permit development at a density and intensity that is greater than what is allowed in most other FLUM categories. Floor Area Ratio (FAR) may be used to determine the number of dwelling units and transient accommodation units rather than density.
- The Industrial Limited FLUM category is being renamed as the “Employment” category to reflect the range of employment uses permitted in this category in addition to light industrial uses.
- The maximum permitted density in the Residential/Office General and the Residential/Office/Retail FLUM categories would be increased from 10 units per acre to 15 units per acre. Residential use up to 15 units per acre would be allowed in the Commercial General category; currently residential uses are not allowed in this category and would continue to be prohibited in the coastal storm area. (See table below.)
- The maximum permitted Floor Area Ratio (FAR) for nonresidential uses in the following FLUM categories would be increased: Residential/Office General, Residential/Office/Retail, Commercial Recreation, Commercial General, Employment, Industrial General, Activity Center – Neighborhood. (See table below.)
- Employment uses that have limited off-site impacts (e.g. light manufacturing, medium manufacturing, and research/development) would be permitted in certain commercial and office FLUM categories. In some situations, there would be acreage limitations on these uses.
- The Definitions section would be amended to add some new definitions and to modify some existing definitions to support the proposed amendments to the FLUM categories.

**Proposed Amendments to the Future Land Use Map Category Descriptions and Rules
of the Pinellas County Comprehensive Plan**

FLUM Category	Existing Density (units/acre)	Proposed Density (units/acre)	Existing FAR	Proposed FAR
Activity Center - Neighborhood	12.5	15	0.6	0.75
Residential/Office General	10	15	0.4	0.5
Residential/Office/Retail	10	15	0.2 commercial 0.3 office 0.3 for com and 0.4 for office at major US 19 intersec ¹	0.3 com and 0.4 office
Commercial Recreation			0.35	0.35 0.50 marinas
Commercial General	not allowed	15 (Not allowed in CSA ²)	0.35	0.55
Employment			0.6	0.65
General Industrial			0.5 - 0.7	0.5 - 0.75
¹ Major intersections on US 19 from SR 60 to SR 586 (Curlew Road)				
² CSA = Coastal Storm Area				
Table revised on November 23, 2015				

Changes to the objectives and policies of the Future Land Use and Quality Communities Element:

- Objectives and policies providing guidance on appropriate locations for mixed use development are being amended to take into consideration the mobility needs of all anticipated users of the transportation network serving these mixed use areas.
- Table 1 in Objective 1.3 is being amended to reflect some changes in what locations are considered to be generally appropriate for different types of mixed use development.
- The minimum requirements for preparing a specific area plan in support of an Activity Center or Mixed Use Corridor FLUM designation (Policy 1.3.4) are expanded to clarify how potential impacts on the transportation network are to be addressed in the plan.
- Policy 1.13.3 would be deleted since those employment uses that are considered conditional uses in this policy would now be recognized as permitted uses in the proposed amendments to the FLUM Category Descriptions and Rules.
- A new Policy 1.13.3 would be added to prioritize determining appropriate increases in development potential within Target Employment Centers.
- The proposed amendments to Policies 4.2.3 and 4.2.4 would specify how potential impacts on the transportation system are considered when the FLUM or the Zoning Atlas is being amended.
- Objective 4.6 and its associated policies that provide direction on the development pattern along U.S. Highway 19 in north Pinellas would be amended to provide more flexibility in planning for future development along this important transportation corridor.

Changes to the Future Land Use Map:

- Properties designated as Industrial Limited on the Future Land Use Map shall be identified as Employment to reflect the amended name of this category from Industrial Limited to Employment in the Future Land Use Map Category Descriptions and Rules; and
- Properties designated as Community Redevelopment District-Activity Center on the Future Land Use Map shall be identified as Activity Center-Neighborhood to reflect the replacement of the Community Redevelopment District-Activity Center category with the Activity Center-Neighborhood category in the Future Land Use Map Category Descriptions and Rules.

Analysis of potential impacts on public services and facilities:

The above table in this staff report compares existing densities/intensities with proposed increases in development potential for seven Future Land Use Map (FLUM) categories. In six of the seven FLUM categories, the current maximum density and/or intensity permitted in the category is proposed to be increased to the maximums currently permitted in the Countywide Rules for administering the Countywide Plan Map. For the seventh FLUM category (i.e. Residential/Office/Retail), the proposed increase in the maximum FAR for commercial development would still be less than what is allowed in the Countywide Rules. The potential impact on public services and facilities has been evaluated for each of these seven FLUM categories where an increase is being proposed. The impact analysis includes only those properties that currently are designated on the FLUM with one of these seven categories since

the potential impacts of any future amendment to the FLUM would be evaluated at the time the map is being amended.

In conducting the analysis of potential impacts on public services and facilities, the following data sources were used:

- In 2004, the Pinellas County Planning Department prepared a countywide compilation of the different existing uses for all properties with a particular FLUM designation (e.g. Commercial General). It was then determined what percentage of the total land area in a particular FLUM category was occupied by each of these different uses (e.g. multi-family residential or commercial). This provides useful information on how different FLUM categories are developed and used throughout the County.
- The Pinellas Planning Council (PPC) funded a study that estimated the average intensities of existing development for non-residential future land use map categories throughout the County. This study was prepared by gathering representative examples of development from various jurisdictions within Pinellas County and determining the average FAR and impervious surface ratios of development within a particular map category.

Below is an evaluation of the potential impact for each of the seven FLUM categories where the maximum development potential is proposed to be increased:

1. Residential/Office General (R/OG)

Proposal: the maximum residential density would be increased from 10 units/acre to 15 units/acre and the maximum floor area ratio (FAR) would be increased from 0.4 FAR to 0.5 FAR.

Analysis: According to the 2004 Planning Department information, approximately 31% of the R/OG acreage was developed for residential use. Unincorporated Pinellas County contains 168 acres designated as R/OG, and these properties are not concentrated in one geographic area, but are instead widely distributed throughout the County. Consequently, the proposed changes to this FLUM category are not projected to have a significant impact on public services and facilities.

2. Commercial Recreation (CR)

Proposal: The maximum FAR for marinas would be increased from 0.35 FAR to 0.50 FAR.

Analysis: In 2008, amendments to the Pinellas County Comprehensive Plan included several new policies giving priority to water-dependent uses, including the preservation of recreational and commercial working waterfronts. Because of the urbanization that has occurred in Pinellas County, there are very limited opportunities for converting additional acreage for marina use. Increasing the maximum FAR for marinas in the CR category provides for more efficient utilization of existing marina acreage and acknowledges the constraints on the geographic expansion of existing marinas. Because of the limited acreage of CR

properties in the unincorporated area, this proposed change is not anticipated to have a significant impact on public services and facilities.

3. Commercial General (CG)

Proposal: Permit residential development up to 15 units/acre (residential would not be allowed in the Coastal Storm Area) and increase the FAR from 0.35 FAR to 0.55 FAR. Currently, residential is not a permitted use in the CG category.

Analysis: There are 1,253 acres designated as CG in unincorporated Pinellas County. The 2004 County data revealed that only 5 percent of properties designated as CG were used for residential purposes. Over time, therefore, it is anticipated that residential development would occur on some properties designated as CG, but this use would not be a substantial percentage of the overall properties with this designation. While the maximum FAR would be increased from 0.35 to 0.55, the PPC study determined that the average FAR for development in the CG category is 0.33, which is less than the current maximum of 0.35. So while some projects in the CG category would be able to consider an FAR above 0.35 if the proposed amendments are approved, site planning constraints will limit what can be built and tend to result in development that is comparable in intensity to the average determined by the PPC study. A further consideration is that much of the CG in the unincorporated area is located in areas between municipalities, which already permit a maximum FAR of 0.55 in this category. Increasing the maximum permitted FAR would provide an incentive for redevelopment of some existing commercial sites.

4. Residential/Office/Retail (R/O/R)

Proposal: The maximum residential density would increase from 10 units/acre to 15 units/acre, and the maximum FAR for commercial development would increase from 0.2 FAR to 0.3 FAR. (The R/O/R category already permits office uses and commercial development at major intersections along U.S. 19 between S.R. 580 and Curlew Road to be developed up to 0.3 FAR.)

Analysis: There are 879 acres designated as R/O/R in unincorporated Pinellas County. The 2004 County data shows that 8.75 percent of the acreage designated as R/O/R throughout the County were used for residential purposes. The PPC study determined that the average FAR for development in the R/O/R category is 0.24. This exceeds the current maximum FAR of 0.20 for commercial uses since existing development on properties designated R/O/R includes office uses that can be built at an FAR 0.30, commercial properties at major intersections along U.S. 19 that can be built at an FAR 0.30, and development in the municipalities that may permit development up to an FAR 0.40. It is anticipated, therefore, that redevelopment of some commercial properties designated R/O/R would result in projects that exceed an FAR of 0.20, which would be permitted if the proposed amendment is approved. The R/O/R designation is distributed in generally isolated areas throughout the unincorporated area with one exception – R/O/R is the primary FLUM category along U.S. 19 in the unincorporated area north of S.R. 580, and accounts for approximately 82 percent of all of the acreage designated with this category in

unincorporated Pinellas County. So while the proposed increase in maximum density and intensity is not anticipated to have a significant impact on public services and facilities throughout most of the County, County staff requested that the Pinellas County Metropolitan Planning Organization (MPO) analyze and evaluate the potential impact of the proposed increase in density and intensity on the level of service conditions on U.S. 19 north of S.R. 580. (The MPO analysis is attached to this staff report.) The MPO analysis is based on a worst-case scenario in which all development would be commercial shopping centers. In actuality, based on the 2004 Planning Department data, commercial and office uses in the R/O/R category accounts for about 73 percent of development with the remaining comprised of primarily industrial, residential, and public/semi-public uses and vacant land. All of these uses typically generate less traffic per acre than commercial and office uses. When this mix of land uses is taken into consideration along with the planned improvements to U.S. 19, the opportunity to distribute trips off U.S. 19 using cross streets and local roads, and the reduction in vehicle trips through improved transit service, the MPO analysis concluded that increasing the FAR for commercial uses to 0.30 would not create a substantial impact on traffic in the U.S. 19 corridor in north Pinellas.

5. Industrial Limited [being renamed Employment (E)]

Proposal: The maximum FAR would be increased from 0.60 FAR to 0.65 FAR.

Analysis: There are 2,591 acres designated as Employment in the unincorporated area. Most of this acreage is located in the Gateway Area, the mid-county industrial area located along Ulmerton Road and C.R. 296, in the Lealman area around the Joe's Creek Industrial Park, in the Hercules Industrial Park in the Clearwater area, and north of the Anclote River west of Alternate U.S. 19. The proposed increase in the maximum FAR is minimal and the PPC study determined that the average FAR of development on property designated as Employment is 0.39. Based on this information, while the proposed amendment would permit development or redevelopment up to 0.65 FAR, it is anticipated that most projects on properties designated as Employment would continue to occur at an FAR of less than the current maximum FAR of 0.60. The proposed amendment, therefore, should have minimal impact on public services and facilities.

6. General Industrial (GI)

Proposal: The maximum FAR would be increased from 0.50 – 0.70 FAR to 0.50 – 0.75 FAR.

Analysis: Properties designated as GI are limited to a few locations within Pinellas County. The proposed increase in the maximum FAR is minimal and approval of this change is not anticipated to have a significant impact on public services and facilities.

7. Community Redevelopment District - Activity Center [being renamed Activity Center – Neighborhood (AC-N)]

Proposal: The maximum density would be increased from 12.5 units/acre to 15 units/acre, and the maximum FAR would be increased from 0.60 FAR to 0.75 FAR.

Analysis: Only one area in unincorporated Pinellas County currently is designated AC-N. That area is Historic Downtown Palm Harbor. This area encompasses approximately 20 acres and is subject to the adopted *Downtown Historic Palm Harbor Master Plan*, which limits development to 12.5 units/acre and 0.60 FAR. The Board of County Commissioners would need to amend the *Master Plan* in order to permit the proposed higher density and FAR within Downtown Palm Harbor. Consequently, if the proposed changes to the AC-N category were approved, they would not affect Downtown Palm Harbor unless the Board amended the *Master Plan*, at which time the potential impact on public services and facilities would be evaluated.

This Ordinance is scheduled to go before the Board of County Commissioners at their meeting on November 24, 2015 to receive public comment on the proposed amendments to the Comprehensive Plan and authorize transmittal to the State Land Planning Agency for review and comment.

**IMPLEMENTATION OF
THE PINELLAS COUNTY COMPREHENSIVE PLAN**

Staff finds that the proposed amendments, at a minimum, are consistent with the following principles, goal, objectives and policies of the Comprehensive Plan:

Planning to Stay, Governing Principles for a Sustainable Future Element

Sustain a Quality Urban Community and Promote Strong Neighborhoods and Diverse Housing Opportunities

Principle 3: To improve Pinellas County's appeal as a place to live and work, it will be necessary for the public and private sectors to focus more resources on improving the quality of the urban experience and the natural environment. Therefore, public policy should emphasize the importance of protecting and promoting community character, supporting economic development, and enhancing the lives of all segments of the County's population.

Principle 4: Pinellas County will continue to support efforts to create, or recreate, lively and dynamic areas of mixed-use. Revitalization efforts have so far focused primarily on historic downtowns, neighborhood commercial centers, and older commercial

corridors. These revitalized mixed-use areas provide vibrant places where urban life can be experienced first-hand on foot. They also create a conducive environment for the type of residential development where services and amenities are often within walking distance.

Principle 5: Pinellas County recognizes that successful neighborhoods are central to the quality of life in Pinellas County. Therefore, redevelopment and urban infill should not compromise the integrity and viability of existing residential neighborhoods.

Principle 7: As Pinellas County moves toward build out, conflicts between land uses have the potential to increase as development activity shifts to redevelopment and infill urban development. To minimize the potential for conflicts, Pinellas County should ensure that its revitalization and redevelopment plans, codes and public participation procedures provide effective guidance for change in a highly urbanized county.

Principle 8: Pinellas County will work with communities to create, reestablish, or expand public spaces in neighborhoods – whether they be linear recreational trails, parks, public open spaces, shoreline access, revitalized “main street” commercial centers, or even sidewalks. These shared public spaces can link neighborhoods together and provide a common area where people can feel they are part of a larger community.

Principle 11: Pinellas County should promote revitalization of those land use corridors along the County’s roadways that suffer from inefficient road access conditions, obsolete land development patterns, changes in demographics, and inadequate building maintenance.

Principle 13: Pinellas County must take into account the housing needs of those who are susceptible to displacement by redevelopment. This includes those living in modestly priced homes on valuable real estate that will be under pressure to be converted to other uses due to market forces. In some situations, it may be necessary to preserve such dwellings in order to ensure that housing remains affordable to all income groups.

Principle 15: Pinellas County will continue to support opportunities throughout the County where jobs are located in proximity to housing so that residents are able to work close to home.

Provide Realistic Mobility and Transportation Choices

Principle 1: Viable transportation alternatives will reduce dependence upon the automobile for moving people about the county and region. These transportation alternatives include transit, pedestrian, and bicycle systems and will be effectively integrated into the overall transportation network to maximize access and use by residents and visitors for all types of trips.

Principle 2: To maximize the potential of the pedestrian/bicycle trails throughout the County, planning and design for development and redevelopment will be encouraged to

recognize the trail system as an additional transportation network within the County.

Principle 4: Transportation improvements will support pedestrian enhancements and alternative modes of travel such as bicycle use. Streets should be safe, comfortable, and interesting to the pedestrian and bicyclist.

Maintain a Competitive Edge by Promoting a Sustainable Economy

Principle 1: Economic development should support the overall aspirations of the community. Economic development is not an end in itself, but a means to help achieve a sustainable community and the quality of life desired by the County's citizens.

Future Land Use & Quality Communities Element

GOAL ONE: THE PATTERN OF LAND USE IN PINELLAS COUNTY SHALL PROVIDE A VARIETY OF URBAN ENVIRONMENTS TO MEET THE NEEDS OF A DIVERSE POPULATION AND THE LOCAL ECONOMY, CONSERVE AND LIMIT DEMANDS ON NATURAL AND ECONOMIC RESOURCES TO ENSURE SUSTAINABLE BUILT AND NATURAL ENVIRONMENTS, BE IN THE OVERALL PUBLIC INTEREST, AND EFFECTIVELY SERVE THE COMMUNITY AND ENVIRONMENTAL NEEDS OF THE POPULATION.

1.2. Objective: Establish development regulations that respond to the challenges of a mature urban county with established communities that are experiencing infill development and redevelopment activity.

1. 2.1. Policy: Standards of density, intensity, permitted uses, and other land use characteristics for all land uses shall be listed in the Future Land Use Category Descriptions and Rules of the Future Land Use and Quality Communities Element and incorporated as part of this policy.

1.3. Objective: Pinellas County, through its comprehensive planning program and land development regulations, shall support efforts to create, recreate, and maintain areas of mixed-use development at appropriate locations to achieve the following objectives:

- provide vibrant and safe walkable areas;
- concentrate growth in relatively discrete areas that are compatible with the community character, local traditions, and historic heritage;
- place housing in proximity to employment opportunities, services and amenities;
- establish urban areas that support transportation choices other than privately-owned vehicles and are more efficiently served by transit;
- establish quality-designed urban environments that create vibrant, livable places;
- provide locations that create a range of housing opportunities and choices, including the provision of affordable housing;
- provide urban areas that incorporate well-designed public spaces;

- encourage development at an intensity and scale that is compatible with proximate residential neighborhoods;
- provide adequate buffering and a transition gradient between non-residential and/or higher density residential development and proximate residential neighborhoods and/or less intensive nonresidential development;
- encourage development that is compatible with the natural environment and the overall vision of the community;
- transition to a pattern of various types of land use that is more efficient in the use of energy and reduces the emission of greenhouse gases.

(Note: The proposed amendments described in this report include a change to the above objective that would promote neighborhood mixed use development fitting with the context and character of the proximate area. The objective as currently stated and the change both support the proposed amendments.)

1.5. Objective: Establish a land use pattern that is supportive of rail or fixed guideway transit by concentrating a mix of complementary, well-integrated land uses within an easy walking distance of rail or fixed-guideway transit stations.

1.12. Objective: Pinellas County shall promote the location of community or neighborhood commercial development within centers in order to achieve optimal land use relationships, avoid commercial intrusion and impacts into established neighborhoods, achieve compatibility with traffic movement objectives, minimize air pollution, and serve the immediate retail shopping needs of limited or defined geographic areas.

GOAL TWO: IMPROVE THE QUALITY OF LIFE IN PINELLAS COUNTY BY CREATING DIVERSE AND WELL-DESIGNED WALKABLE DESTINATIONS THAT PROVIDE CHOICES IN HOUSING, SERVICES, WORKPLACES, AND TRAVEL MODES.

2.1. Objective: Create livable streets that are designed and oriented towards a multimodal transportation system.

GOAL FOUR: PINELLAS COUNTY SHALL WORK TOWARD A LAND USE PATTERN THAT CAN BE SUPPORTED BY THE AVAILABLE COMMUNITY AND PUBLIC FACILITIES THAT WOULD BE REQUIRED TO SERVE THAT DEVELOPMENT.

- 4.7. Objective: The Future Land Use Element of the Pinellas County Comprehensive Plan shall be consistent with the Countywide Future Land Use Plan, including the categories, rules, policies, and procedures thereof.

1. 2.1. Policy: Pinellas County shall, as a component of its Future Land Use and Quality Communities Element, establish and maintain consistency with the Countywide Future Land Use Plan and Rules.

Transportation Element

GOAL ONE: PROVIDE FOR A SAFE, CONVENIENT, AND ENERGY EFFICIENT MULTIMODAL TRANSPORTATION SYSTEM THAT SERVES TO INCREASE MOBILITY,

REDUCE THE INCIDENCE OF SINGLE-OCCUPANT VEHICLES, PROTECT ROADWAY CAPACITY, REDUCE THE CONTRIBUTION TO AIR POLLUTION FROM MOTORIZED VEHICLES AND IMPROVE THE QUALITY OF LIFE FOR THE CITIZENS OF PINELLAS COUNTY. *(Note: A revision to the above goal is currently being proposed in a separate Ordinance. The revision would change “protect” to “efficiently utilize.” The remainder of the goal as currently stated, however, supports these proposed amendments.)*

- 1.3. Objective: The Transportation Element shall be coordinated with the goals, objectives and policies of the Future Land Use and Quality Communities elements in guiding population distribution, economic growth, and the overall pattern of urban development.
- 1.6. Objective: Encourage bicycle use and pedestrian activity throughout Pinellas County for recreational and non-recreational purposes.

Housing Element

GOAL ONE: SUPPORT THE PROVISION OF DECENT, SAFE AND SOUND HOUSING IN A VARIETY OF TYPES, SIZES, LOCATIONS AND COSTS TO MEET THE NEEDS OF CURRENT AND FUTURE RESIDENTS OF UNINCORPORATED PINELLAS COUNTY, AND THOSE COUNTY RESIDENTS THAT BENEFIT FROM HOUSING INITIATIVES UNDER THE AUTHORITY OF THE BOARD OF COUNTY COMMISSIONERS, REGARDLESS OF RACE, COLOR, RELIGION, SEX, NATIONAL ORIGIN, HANDICAP OR FAMILIAL STATUS.

- 1.1. Objective: Support the provision of dwelling units in a variety of types, locations and costs so that housing supply matches the projected housing need in Pinellas County while encouraging development that is consistent with the Future Land Use and Quality Communities Element.
- 1.1.1 Policy: Utilize Objective 1.3 in the Future Land Use and Quality Communities Element and its associated policies to support mixed-use development that creates a variety of housing choices towards fulfillment of Objective 1.1. above and includes a residential component where locationally appropriate.
- 1.1.2 Policy: Support a land use pattern and land use decisions that provide for housing opportunities at varying densities and at appropriate locations consistent with the Future Land Use and Quality Communities Element.

Economic Element

GOAL ONE: TO FACILITATE A STRONG AND ROBUST LOCAL ECONOMY THAT PROVIDES GROWTH OPPORTUNITIES FOR EXISTING BUSINESSES, ATTRACTS NEW HIGH-WAGE PRIMARY EMPLOYERS AND PROMOTES A DIVERSE RANGE OF INDUSTRIES THROUGH INNOVATIVE, SUSTAINABLE METHODS THAT, IN A RESPONSIBLE MANNER, ENHANCE THE COUNTY'S VITALITY AND THE QUALITY OF LIFE FOR RESIDENTS AND VISITORS.

- 1.2. Objective: To provide quality siting opportunities for primary employers by maintaining and enhancing industrial lands within Pinellas County.
- 1.2.2 Policy: Pinellas County will examine the feasibility and appropriateness of allowing certain Industrial Limited uses in Commercial General and Residential-Office-Retail designated lands, and will amend the Comprehensive Plan as necessary to support the results of this examination.
- 1.6. Objective: To provide a system of land development regulations that facilitate design flexibility, demonstrate a commitment to environmental improvement, and ensure provisions for quality redevelopment.
- 1.6.5. Policy: Pinellas County will, in an effort to achieve improved development plans, streetscapes and livability consistent with provisions in the Future Land Use and Quality Communities Element, promote development patterns that are compact, of mixed use, pedestrian-friendly, and provide options for housing in close proximity to employment centers to ease traffic congestion and reduce worker commutes.

ATTACHMENT

DOCUMENTATION OF IMPACTS OF POTENTIAL LAND USE CHANGES TO US HIGHWAY 19

Overview

MPO staff was asked by Pinellas County Planning to assist in the review of the potential impacts created by altering the density/intensity standards of the Residential/Office/Retail (ROR) category on the Pinellas County Future Land Use Map. Below is a description of the assumptions and methodology used to evaluate the impacts of proposed changes.

Assumptions

The current maximum Floor Area Ratio (FAR) for the ROR category is 0.2. MPO staff was asked to evaluate traffic impacts to US 19 in northern Pinellas County if this ratio was increased to 0.3. To evaluate worst case scenario impacts, MPO staff assumed that each parcel would develop to the maximum allowable FAR by 2040.

Methodology

To estimate the number of new trips that could be generated by changes to the ROR category, MPO staff utilized nationally accepted International Traffic Engineer (ITE) rates. General commercial/shopping center rates are the highest of any use that would be allowed in the ROR category, and were utilized for this review, in order to evaluate a ‘worst-case-scenario’ for the proposed changes. The rates used are as listed below.

Building Floor Area	Trip Rate	%New Trips
Under 100,000 SF	94.7	.49
100,000 – 199,999 SF	74.3	.63
200,000 – 299,999 SF	58.9	.75
300,000 – 399,999	48.3	.79
400,000 – 499,999	43.0	.80
500,000 – 1,000,000	37.7	.81
Over 1,000,000	33.4	.81

To apply the rates, MPO staff used an inventory of all parcels with the ROR land use category in Planning Sectors 3 and 4, provided by Pinellas County Planning staff. It should be noted that there are a few ROR parcels that are not located along the US 19 corridor that are included in the analysis, but these parcels are very small and the impact of their inclusion is not considered significant. For each parcel, the maximum building floor area was calculated, trip rates applied, and maximum number of trips were determined. This was done for 0.2 FAR (existing potential), 0.3 FAR. The table below shows the resulting maximum number of trips generated by development, based on the various FAR thresholds.

Maximum Number of Trips Generated in the Study Area Based on FAR	
Total Maximum Trips with Existing 0.2 FAR	244,623.90
Total Maximum Trips with 0.3 FAR	342,644.27

Based on these calculations, the *existing* potential of the ROR parcels in this area is over 240,000 trips. The segment of US 19 in this area has a 2014 Average Annual Daily Volume of only 65,000 trips. Again, these calculations assumed that every property would develop to the maximum amount allowable, consist of all general commercial uses, and all traffic would utilize US 19. In reality, few parcels outside of the urban core develop to their maximum potential, it is very unlikely that every parcel in this area would be a general commercial use, and many trips may be diverted to cross streets and local roads.

Based on the current rate of utilization, about 27% of the maximum potential of a 0.2 FAR is being realized along this stretch of US 19. Given this reality, MPO staff calculated 27% of the maximum potential for the 0.3 FAR scenario to determine the potential impacts of adjusting the land use category thresholds, which resulted in 92,513.95 trips, an additional 27,514 trip over the current traffic there. In 2040, this area of US 19 is planned to be partially controlled with frontage roads. MPO staff evaluated the distribution of trips on the existing partially controlled segments of US 19, determining that an average of 8% of the total trips along the corridor is diverted to the frontage roads. Applying this assumption to the study area, it is assumed that 25,313 additional trips could be added to the mainline of US 19 in the year 2040.

Results

MPO staff conducted a Level of Service (LOS) analysis, adding these additional trips to US Highway 19 to determine the potential impacts of this proposed change in 2040. The software utilized divides US Highway 19 into segments, so the mid-point of the study area was selected to add these trips to in order to determine LOS impacts (Tampa Rd. to Alderman Rd.). Traffic volumes projected out to 2040 by the Tampa Bay Regional Travel Demand Model were utilized for this exercise, assuming 100% build out of these parcels by year 2040.

In 2040, this segment of US 19 was projected to have an LOS rating of D, and a volume to capacity (V/C) ratio of 0.827. Adding the trips that could be generated by the change to the ROR category, the LOS rating deteriorates to F and the V/C ratio increases to 1.061.

While any roadway with a V/C ratio over 1 is considered to be overcapacity, this analysis is assuming that all trips generated by the proposed change will be utilizing US 19. In reality, some of these trips will be utilizing cross streets, local roads, or even transit services. In addition, not all parcels will generate the same amount of traffic, and this analysis assumed a worst case scenario. Because of these factors, it is not anticipated that increasing the FAR in the ROR category will create a substantial impact on traffic in the US 19 corridor.

Prepared For: Pinellas County Planning Department

Prepared By: Pinellas County Metropolitan Planning Organization Staff, September 2015

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Prepared For: Pinellas County Planning Department

Prepared By: Pinellas County Metropolitan Planning Organization Staff, September 2015

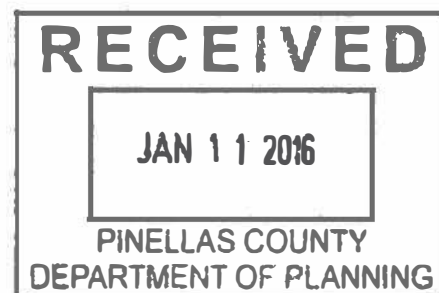
Rick Scott
GOVERNOR



Jesse Panuccio
EXECUTIVE DIRECTOR

January 6, 2016

The Honorable John Morroni
Chairman, Pinellas County
Board of County Commissioners
310 Court Street
Clearwater, Florida 33756



Dear Chairman Morroni:

The Department of Economic Opportunity has completed its review of the proposed comprehensive plan amendment for Pinellas County (Amendment No. 16-2ESR), which was received on December 8, 2015. We have reviewed the proposed amendment pursuant to Sections 163.3184(2) and (3), Florida Statutes (F.S.), and identified no comment related to important state resources and facilities within the Department of Economic Opportunity's authorized scope of review that will be adversely impacted by the amendment if adopted.

The County is reminded that pursuant to Section 163.3184(3)(b), F.S., other reviewing agencies have the authority to provide comments directly to the County. If other reviewing agencies provide comments, we recommend the County consider appropriate changes to the amendment based on those comments. If unresolved, such comments could form the basis for a challenge to the amendment after adoption.

The County should act by choosing to adopt, adopt with changes, or not adopt the proposed amendment. Also, please note that Section 163.3184(3)(c)1, F.S., provides that if the second public hearing is not held within 180 days of your receipt of agency comments, the amendment shall be deemed withdrawn unless extended by agreement with notice to the Department of Economic Opportunity and any affected party that provided comment on the amendment. For your assistance, we have enclosed the procedures for adoption and transmittal of the comprehensive plan amendment.

If you have any questions concerning this review, please contact Valerie Jenkins, at (850) 717-8493, or by email at valerie.jenkins@deo.myflorida.com.

Sincerely,

A handwritten signature in blue ink, appearing to read "J.A. Dennis".

Julie A. Dennis, Interim Director
Division of Community Development

JAD/vj

Enclosure(s): Procedures for Adoption

cc: Mr. Gordon Beardslee, Director, Pinellas County Department of Planning
Mr. Avera Wynne, AICP, Interim Executive Director, Tampa Bay Regional Planning Council

SUBMITTAL OF ADOPTED COMPREHENSIVE PLAN AMENDMENTS
FOR EXPEDITED STATE REVIEW

Section 163.3184(3), Florida Statutes

NUMBER OF COPIES TO BE SUBMITTED: Please submit three complete copies of all comprehensive plan materials, of which one complete paper copy and two complete electronic copies on CD ROM in Portable Document Format (PDF) to the Department of Economic Opportunity and one copy to each entity below that provided timely comments to the local government: the appropriate Regional Planning Council; Water Management District; Department of Transportation; Department of Environmental Protection; Department of State; the appropriate county (municipal amendments only); the Florida Fish and Wildlife Conservation Commission and the Department of Agriculture and Consumer Services (county plan amendments only); and the Department of Education (amendments relating to public schools); and for certain local governments, the appropriate military installation and any other local government or governmental agency that has filed a written request.

SUBMITTAL LETTER: Please include the following information in the cover letter transmitting the adopted amendment:

_____ Department of Economic Opportunity identification number for adopted amendment package;

_____ Summary description of the adoption package, including any amendments proposed but not adopted;

_____ Identify if concurrency has been rescinded and indicate for which public facilities. (Transportation, schools, recreation and open space).

_____ Ordinance number and adoption date;

_____ Certification that the adopted amendment(s) has been submitted to all parties that provided timely comments to the local government;

_____ Name, title, address, telephone, FAX number and e-mail address of local government contact;

_____ Letter signed by the chief elected official or the person designated by the local government.

ADOPTION AMENDMENT PACKAGE: Please include the following information in the amendment package:

_____ In the case of text amendments, changes should be shown in strike-through/underline format.

_____ In the case of future land use map amendments, an adopted future land use map, **in color format**, clearly depicting the parcel, its future land use designation, and its adopted designation.

_____ A copy of any data and analyses the local government deems appropriate.

Note: If the local government is relying on previously submitted data and analysis, no additional data and analysis is required;

_____ Copy of the executed ordinance adopting the comprehensive plan amendment(s);

Suggested effective date language for the adoption ordinance for expedited review:

The effective date of this plan amendment, if the amendment is not timely challenged, shall be 31 days after the Department of Economic Opportunity notifies the local government that the plan amendment package is complete. If timely challenged, this amendment shall become effective on the date the Department of Economic Opportunity or the Administration Commission enters a final order determining this adopted amendment to be in compliance. No development orders, development permits, or land uses dependent on this amendment may be issued or commence before it has become effective. If a final order of noncompliance is issued by the Administration Commission, this amendment may nevertheless be made effective by adoption of a resolution affirming its effective status, a copy of which resolution shall be sent to the Department of Economic Opportunity.

_____ List of additional changes made in the adopted amendment that the Department of Economic Opportunity did not previously review;

_____ List of findings of the local governing body, if any, that were not included in the ordinance and which provided the basis of the adoption or determination not to adopt the proposed amendment;

_____ Statement indicating the relationship of the additional changes not previously reviewed by the Department of Economic Opportunity in response to the comment letter from the Department of Economic Opportunity.



Florida Department of Transportation

RICK SCOTT
GOVERNOR

11201 N. McKinley Drive
Tampa, Florida 33612

JIM BOXOLD
SECRETARY

January 6, 2016

Mr. Gordon Beardslee, Planning Division Director
Pinellas County Department of Planning
310 Court Street
Clearwater, FL 33756

Re: Pinellas County Comprehensive Plan Amendment 16-2 ESR

Dear Mr. Beardslee:

We have reviewed the Pinellas County proposed Comprehensive Plan (the Plan) Amendment 16-2 ESR according to Chapter 163, Florida Statutes, and the Florida Department of Transportation (the Department) review guidelines.

Background: Unincorporated Pinellas County had a 2010 estimated population of 271,022, and was composed of roughly 97 square miles. Residential, Conservation/Preservation, Recreation/Open Space and Public/Semi-public land uses predominate. Twenty-four other incorporated local governments collectively make Pinellas County the most densely populated county in Florida. A plethora of federal and state roads traverse the county, including I-175, I-275, I-375, US 19, US 19A, US 92, SR 60, SR 580, SR 582, SR 586, SR 590, SR 666, SR 679, SR 682, SR 686, SR 688, SR 693, SR 694, and SR 699.

Proposal: The County is proposing two sets of amendments:

CP 23-9-15: This amendment proposes to modify the Transportation, Capital Improvements and Intergovernmental Coordination Elements and the Concurrency Management Section of their comprehensive plan in order to remove the requirements of transportation concurrency. For the Transportation Element, this involved modifications reflecting current site plan and right-of-way utilization review; changes to truck route planning policy; altering the name of the St. Pete-Clearwater International Airport; adding language regarding Complete Streets right-of-way planning; and including language that recognizes the value of right-of-way to local mobility and connectivity. The Capital Improvements Element was revised to make the schedule of improvements ten years, to remove road and mass transit level of service standards, and revise the Transportation Impact Fee to the Multimodal Impact Fee. For the Intergovernmental Coordination Element, "minor changes have been made to reflect the coordination of local governments and partner agencies required to implement the Pinellas County Mobility Plan,

Metropolitan Planning Organization corridor plans, and transportation system monitoring.” Finally, the Concurrency Management Section was altered to eliminate transportation concurrency management and make updates to delineate the current concurrency review process.

Comments:

Transportation Element, Policy 1.1.20: “Pinellas County shall continue to coordinate with TBARTA as necessary to provide ride sharing opportunities for Pinellas County employees and to promote this service to other employers.”

Transportation Element, Policy 1.1.27: “Pinellas County shall develop pedestrian ways and bikeways in and around the vicinity of schools where opportunities exist to utilize utility rights-of-way and, drainage easements.”

Capital Improvements Element, Policy 1.5.1: “*Water Supply* ...Pinellas County shall respond with one or more of the following actions and alternatives;....”

Concurrency Management System, Minimum Requirements for Concurrency, B.3: “...or under actual construction not more than one year after issuance of a certificate of occupancy or its functional equivalent as provided in the adopted ~~ten~~-year schedule of capital improvements in the Pinellas County Capital Improvements Element;....”

Transportation Data and Analysis: In addition to the Mobility Management System, would the County want to consider updating the background information in the document to reflect recent conditions? Much has changed with regard to US 19 and the SR 686 partially controlled access facility.

CP 22-9-25: This amendment proposes the addition of new Future Land Use Map Categories, including Activity Center-Neighborhood, Mixed Use Corridor, and Employment (previously Industrial Limited); it also provides for specific area plans for the former two categories, and maximum permitted densities and intensities for the latter two categories. Additionally, the density in Residential/Office General (ROG) and Residential/Office/Retail (R/O/R) is proposed to be increased from 10 UPA to 15 UPA, and Residential up to 15 UPA will be allowed in the Commercial General (CG) category. As well, the FAR for R/OG, R/O/R, Commercial Recreation (CR), CG, Employment, Industrial General and AC-N is being proposed to be increased. Objectives and policies, or changes thereto, within the Future Land Use and Quality Communities Element are also being proposed, including providing guidance on mixed use development locations; minimum requirements for preparing a specific area plan; deleting a policy “since those employment uses that are considered conditional uses in this policy would now be recognized as

permitted uses in the proposed amendments”; adding a policy that will prioritize determining appropriate increases in Target Employment Center development potential; specifying the consideration of potential impacts on the transportation system when amending the Future Land Use Map or Zoning Atlas; and more flexibility is being allowed in the planning for future development along US 19 in north Pinellas. Finally, changes to the Future Land use Map include identifying Industrial Limited parcels as Employment and designating Community Redevelopment District-Activity Center as Activity Center-Neighborhood.

Comments:

Future Land Use and Quality Communities Element, Policy 1.15.3: “Redevelopment of the St. Petersburg-Clearwater International Airport property....”

Future Land Use and Quality Communities Element, Objective 4.7: “The Future Land Use Element of the Pinellas County Comprehensive Plan shall be consistent with the Countywide Future Land Use Plan, including the categories, rules, policies, and procedures thereof. ~~Future Land Use and Quality Communities Element~~”

Residential Urban: “Residential Use – Shall not exceed seven and one-half (7.5) ~~acre~~ dwelling units per acre.”

There are several proposed increases in either density or intensity or both in R/OG, R/O/R, CG, IG and CR (for marina facilities). Additionally, the transient accommodation density is proposed to increase in the Employment category. An analysis of such changes to the R/O/R category along US 19 lead to the conclusion that “it is not anticipated that increasing the FAR in the ROR [sic] category will create substantial impact on traffic in the US 19 corridor.” While the Department does not dispute the findings, it is still concerned that these wholesale changes will eventually cause countywide impacts as parcels are redeveloped at higher allowable densities and intensities. The Department encourages the County to take proactive steps in order to minimize these impacts in all of the categories through the following (some of which are touched on in policies sprinkled throughout the amendment):

- ✓ Maximize internal capture through integration, orientation, connection and appropriate proportions of residential and non-residential land uses;
- ✓ The creation of backage roads connecting different developments that will keep local traffic off of the major facilities;

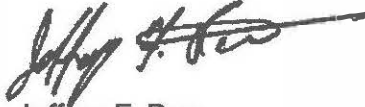
Mr. Gordon Beardslee
Page 4
January 6, 2016

- ✓ The incorporation into development agreements of Transportation Demand Management strategies such as flexible work schedules and telecommuting; and
- ✓ The promotion of bicycle, carpooling and transit alternatives.

Indeed, Future Land Use and Quality Communities Element Policy 4.6.1 says that Mixed-use development is preferred along US 19 but impacts of development will be limited. Such approaches countywide would reduce impacts not only on state facilities but on county and local roadways as well.

Thank you for the opportunity to review this amendment. Please ensure that we receive a copy of the adopted amendment. Should you have any questions please do not hesitate to contact me at 813-975-6444 or at jeffery.dow@dot.state.fl.us.

Sincerely,



Jeffery F. Dow
LGCP Coordinator

cc: Carmen Monroy, Director of Policy Planning, FDOT
Dana Reiding, Administrator of Intergovernmental Programs, FDOT
Maria Cahill, AICP, Statewide Growth Management Coordinator, FDOT
Ray Eubanks, Plan Processing Administrator, DCA
Waddah Farah, PDA Administrator, FDOT District 7
Daniel Santos, AICP, Growth Management Supervisor, FDOT District 7



LGCPAR

Local Government Comprehensive Plan Amendment Review
4000 Gateway Centre Boulevard, Suite 100, Pinellas Park, FL 33782
(727) 570-5151 / www.tbrpc.org

LOCAL GOVERNMENT:

STATE LAND PLANNING AGENCY REFERENCE:

LOCAL GOVT REFERENCE:

AMENDMENT TYPE:

ELEMENTS AFFECTED:

Pinellas County

DEO #16-2ESR

CP-22-9-15 and CP-23-9-15 (2 amendments)

Text & Map

**Future Land Use and Quality Communities,
Transportation, Capital Improvements,
Intergovernmental Coordination, and
Concurrency Management Elements, Future
Land Use Map**

DATE RECEIVED FROM LOCAL GOVERNMENT: **12/7/2015**

LINK TO PROPOSED AMENDMENT TRANSMITTAL PACKAGE:

<https://papers.deo.myflorida.com/FloridaPapers/FlashAug16/Model/documentView.cfm?UserID=6239&AreaID=11&DocumentID=467935>

AMENDMENT INITIATED BY: Pinellas County

SUMMARY OF THE PROPOSED AMENDMENTS:

CP-22-9-15

This proposed amendment would make changes to the text of the Future Land Use and Quality Communities Element and Future Land Use Map (FLUM) as follows (Source: Local Planning Agency (LPA) Recommendation to the Pinellas County Board of County Commissioners [LPA meeting date 10/8/15]):

Changes to the Future Land Use Map (FLUM) Category Descriptions and Rules:

- A new Activity Center FLUM category is added to depict those areas to be developed as dynamic areas of mixed use. Activity Centers would be differentiated as neighborhood, community or regional in scale and type of activities.
- A new Mixed Use Corridor FLUM category is added to depict those unincorporated corridors that are served by multiple modes of transportation where development would be characterized by building density and land uses that support accessible transit service.
- Application of the new Activity Center and Mixed Use Corridor categories would require a specific area plan to be developed and approved for each area designated with these categories. These new categories would permit development at a density and intensity that is greater than what is allowed in most other FLUM categories. Floor Area Ratio (FAR) may be used to determine the number of dwelling units and transient accommodation units rather than density.
- The Industrial Limited FLUM category is being renamed as the "Employment" category to reflect the range of employment uses permitted in this category in addition to light industrial uses.
- The maximum permitted density in the Residential/Office General and the Residential/Office/Retail FLUM categories would be increased from 10 units per acre to 15 units per acre. Residential use up to 15 units per acre would be allowed in the Commercial General category; currently residential uses are not allowed in this category and would continue to be prohibited in the coastal storm areas. (See table below.)
- The maximum permitted Floor Area Ratio (FAR) for nonresidential uses in the following FLUM categories would be increased: Residential/Office General, Residential/Office/Retail, Commercial Recreation, Commercial General, Employment, Industrial General, Activity Center - Neighborhood. (See table below.)
- Employment uses that have limited off-site impacts (e.g. light manufacturing, medium manufacturing, and research/development) would be permitted in certain commercial and office FLUM categories. In some situations, there would be acreage limitations on these uses.
- The Definitions section would be amended to add some new definitions and to modify some existing definitions to support the proposed amendments to the FLUM categories.

Proposed Amendments to the Future Land Use Map Category Descriptions and Rules of the Pinellas County Comprehensive Plan

FLUM Category	Existing Density (units/acre)	Proposed Density (units/acre)	Existing FAR	Proposed FAR
Activity Center - Neighborhood	12.5	15	0.6	0.75
Residential/Office General	10	15	0.4	0.5
Residential/Office/Retail	10	15	0.2 commercial 0.3 office 0.3 for com and 0.4 for office at major US 19 intersection ¹	0.3 commercial and 0.4 office
Commercial Recreation			0.35	0.39 0.50 marinas
Commercial General	not allowed	15 (Not allowed in CSA ²)	0.35	0.55
Employment			0.6	0.65
General Industrial			0.5-0.7	0.5-0.75

¹Major intersections on US 19 from SR 60 to SR 586 (Chirley Road)

²CSA = Coastal Storm Area

Table revised on November 23, 2015

Changes to the objectives and policies of the Future Land Use and Quality Communities Element:

- Objectives and policies providing guidance on appropriate locations for mixed use development are being amended to take into consideration the mobility needs of all anticipated users of the transportation network serving these mixed use areas.
- Table 1 in Objective 1.3 is being amended to reflect some changes in what locations are considered to be generally appropriate for different types of mixed use development.
- The minimum requirements for preparing a specific area plan in support of an Activity Center or Mixed Use Corridor FLUM designation (Policy 1.3.4) are expanded to clarify how potential impacts on the transportation network are to be addressed in the plan.
- Policy 1.13.3 would be deleted since those employment uses that are considered conditional uses in this policy would now be recognized as permitted uses in the proposed amendments to the FLUM Category Descriptions and Rules.
- A new Policy 1.13.3 would be added to prioritize determining appropriate increases in development potential within Target Employment Centers.
- The proposed amendments to Policies 4.2.3 and 4.2.4 would specify how potential impacts on the transportation system are considered when the FLUM or the Zoning Atlas is being amended.
- Objective 4.6 and its associated policies that provide direction on the development pattern along U.S. Highway 19 in north Pinellas would be amended to provide more flexibility in planning for future development along this important transportation corridor.

Changes to the Future Land Use Map:

- Properties designated as Industrial Limited on the Future Land Use Map shall be identified as Employment to reflect the amended name of this category from Industrial Limited to Employment in the Future Land Use Map Category Descriptions and Rules; and
- Properties designated as Community Redevelopment District-Activity Center on the Future Land Use Map shall be identified as Activity Center-Neighborhood to reflect the replacement of the Community Redevelopment District-Activity Center category with the Activity Center-Neighborhood category in the Future Land Use Map Category Descriptions and Rules.

CP-23-9-15

This proposed amendment would make changes to the Transportation, Intergovernmental Coordination, and Capital Improvements Elements, and the Concurrency Management Section. According to the Local Planning Agency (LPA) Recommendation to the Board of County Commissioners for this amendment (LPA meeting date 9/10/15), "The main purpose of the (amendments)... is to eliminate transportation concurrency and associated level of service standards, and set up the policy framework necessary to implement a more flexible mobility management system in place."

In addition, the proposed amendment would make the following changes to the County's comprehensive plan:

1. **Transportation Element:** several minor clean-up/corrections have been made, including changes to reflect current site plan and right of way utilization review procedures and practices related to transportation; revising the truck route planning policy; and to recognize the change in the name of the St. Pete-Clearwater International Airport. Additionally, policy language has been added to recognize the purpose and efficiencies of a Complete Streets approach to Right-of-Way (ROW) planning which incorporates design and infrastructure to provide for diverse modes of transportation, including bicycle, pedestrian, vehicular, and public transit into in an
2. **10-Year Capital Improvement Schedule:** In order to create consistency with the County's Capital Improvement Program, the Capital Improvements Element of the Comprehensive Plan is being amended to change the six-year schedule of improvements to ten-years, consistent with current County practice. Additionally, to support the changes to the Transportation Element, references to road and mass transit level of service standards have been removed, and references to the Transportation Impact Fee are revised to a Multimodal Impact Fee.
3. **Intergovernmental Coordination:** Minor changes have been made to reflect the coordination of local governments and partner agencies required to implement the Pinellas County Mobility Plan, Metropolitan Planning Organization corridor plans, and transportation system monitoring.
4. **Concurrency Management Section:** Changes made to this section of the Comprehensive Plan reflect elimination of transportation concurrency management and make minor updates to reflect the current concurrency review process.

REVIEW COMMENTS:

Pursuant to section 163.3184(3)(b), *Florida Statutes*, Tampa Bay Regional Planning Council (TBRPC) staff has reviewed the proposed comprehensive plan amendments, and identified no adverse effects on regional resources or facilities as identified in *Future of the Region: A Strategic Regional Policy Plan for the Tampa Bay Region*. Additionally, no extrajurisdictional impacts were identified that would be inconsistent with the comprehensive plan of any affected local government.

TECHNICAL ASSISTANCE COMMENTS:

TBRPC staff offers the following technical assistance comments related to CP-22-9-15 for consideration by the local government.

The proposed amendment would increase the allowable residential density for properties in four (4) different Future Land Use Map (FLUM) categories. A cursory review of the County's FLUM and the Pinellas County Storm Tide Atlas (TBRPC, 2010) finds that there are a handful of properties that currently have the Residential/Office General (ROG) or Residential/Office/Retail (ROR) FLUM designation that are also partially or entirely located in the Coastal High Hazard Area (CHHA). For these properties, any increase in residential density above the current allowable density of 10 dwelling units per acre should be mitigated in accordance with section 163.3178(8)(a)3., *Florida Statutes*.



FLORIDA DEPARTMENT OF AGRICULTURE AND CONSUMER SERVICES
COMMISSIONER ADAM H. PUTNAM

January 5, 2016

VIA EMAIL (gbeardsl@pinellascounty.org)

Pinellas County Planning Department
Mr. Gordon Beardslee
310 Court Street
Clearwater, Florida 33756

Re: DACS Docket # -- 20151207-675
Pinellas County CP-22-9-15; CP-23-9-15
Submission dated December 4, 2015

Dear Mr. Beardslee:

The Florida Department of Agriculture and Consumer Services (the "Department") received the above-referenced proposed comprehensive plan amendment on December 7, 2015 and has reviewed it pursuant to the provisions of Chapter 163, Florida Statutes to address any potential adverse impacts to important state resources or facilities related to agricultural, aquacultural, or forestry resources in Florida if the proposed amendment(s) are adopted. Based on our review of your county's submission, the Department has no comment on the proposal.

If we may be of further assistance, please do not hesitate to contact me at 850-410-2289.

Sincerely,

Stormie Knight
Sr. Management Analyst I
Office of Policy and Budget

cc: Florida Department of Economic Opportunity
(SLPA #: Pinellas County 16-2 ESR)

Swearengen, Scott M

From: Beardslee, Gordon R
Sent: Wednesday, December 23, 2015 10:14 AM
To: Swearengen, Scott M
Subject: FW: Pinellas County 16-2ESR Proposed

For file

From: Ray, Suzanne E. [<mailto:Suzanne.E.Ray@dep.state.fl.us>]
Sent: Wednesday, December 23, 2015 10:00 AM
To: Beardslee, Gordon R; DCPexternalagencycomments@DEO.myflorida.com
Subject: FW: Pinellas County 16-2ESR Proposed

To: Gordon Beardslee, Director

Re: Pinellas County 16-2ESR – Expedited Review of Proposed Comprehensive Plan Amendment

The Office of Intergovernmental Programs of the Florida Department of Environmental Protection (Department) has reviewed the above-referenced amendment package under the provisions of Chapter 163, Florida Statutes. The Department conducted a detailed review that focused on potential adverse impacts to important state resources and facilities, specifically: air and water pollution; wetlands and other surface waters of the state; federal and state-owned lands and interest in lands, including state parks, greenways and trails, conservation easements; solid waste; and water and wastewater treatment.

Based on our review of the submitted amendment package, the Department has found no provision that, if adopted, would result in adverse impacts to important state resources subject to the Department's jurisdiction.

Feel free to contact me at Suzanne.e.ray@dep.state.fl.us or (850) 245-2172 for assistance or additional information. Please send all amendments, both proposed and adopted, to plan.review@dep.state.fl.us or

Florida Department of Environmental Protection
Office of Intergovernmental Programs, Plan Review
3900 Commonwealth Blvd., MS 47
Tallahassee, FL 32399-3000



Swearengen, Scott M

From: Beardslee, Gordon R
Sent: Friday, December 18, 2015 10:29 AM
To: Swearengen, Scott M
Subject: FW: Pinellas County 16-2 CPA-ESR (CP-22-9-15 and CP-23-9-15)

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Comp Plan

For file

From: Hight, Jason [<mailto:Jason.Hight@MyFWC.com>]
Sent: Friday, December 18, 2015 10:16 AM
To: DCPexternalagencycomments@deo.myflorida.com; Beardslee, Gordon R
Cc: Wallace, Traci; Chabre, Jane; Schulz, Mark
Subject: Pinellas County 16-2 CPA-ESR (CP-22-9-15 and CP-23-9-15)

Dear Mr. Beardslee:

Florida Fish and Wildlife Conservation Commission (FWC) staff has reviewed the proposed comprehensive plan amendment in accordance with Chapter 163.3184(3), Florida Statutes. We have no comments, recommendations, or objections related to fish and wildlife or listed species and their habitat to offer on this amendment.

If you need any further assistance, please do not hesitate to contact Jane Chabre either by phone at (850) 410-5367 or by email at FWCConservationPlanningServices@MyFWC.com. If you have specific technical questions, please contact Mark Schulz at (863) 648-3820 or by email at Mark.Schulz@myfwc.com.

Sincerely,

Jason Hight
Biological Administrator II
Office of Conservation Planning Services
Division of Habitat and Species Conservation
620 S. Meridian Street, MS 5B5
Tallahassee, FL 32399-1600
(850) 228-2055

Pinellas County 16-2 CPA-ESR_22294



An Equal
Opportunity
Employer

Southwest Florida Water Management District

2379 Broad Street, Brooksville, Florida 34604-6899

(352) 796-7211 or 1-800-423-1476 (FL only)

WaterMatters.org

Bartow Service Office

170 Century Boulevard
Bartow, Florida 33830-7700
(863) 534-1448 or
1-800-492-7862 (FL only)

Sarasota Service Office

6750 Fruitville Road
Sarasota, Florida 34240-9711
(941) 377-3722 or
1-800-320-3503 (FL only)

Tampa Service Office

7601 U.S. 301 North (Fort King Highway)
Tampa, Florida 33637-6759
(813) 985-7481 or
1-800-836-0797 (FL only)

Michael A. Babb

Chair, Hillsborough

Randall S. Maggard

Vice Chair, Pasco

Jeffrey M. Adams

Secretary, Pinellas

David W. Dunbar

Treasurer, Hillsborough, Pinellas

H. Paul Seiff, Jr.

Former Chair, Polk

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Pinellas

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Thomas E. Bronson

Hernando, Marion

Wendy Griffin

Hillsborough

John Henslick

Manatee

George W. Mann

Polk

Michael A. Moran

Charlotte, Sarasota

Kelly S. Rice

Citrus, Lake, Levy, Sumter

Robert R. Beltran, P.E.

Executive Director

December 15, 2015

Mr. Gordon Beardslee, Director
Pinellas County Planning Department
310 Court Street
Clearwater, FL 33756

Subject: Pinellas 16-2ESR

Dear Mr. Beardslee:

The Southwest Florida Water Management District (District) has reviewed the proposed amendment package which includes two map/text amendments identified by the County as CP-22-9-15 and CP-23-9-15. We are not forwarding any comments for consideration on CP-23-9-15. We offer the following technical assistance comments for consideration on CP-22-9-15.

Regional Water Supply

1. The amendment increases development density and intensity and the demand for potable water. Consequently, the adopted amendment should include supporting documentation that there is ongoing coordination between the County and Tampa Bay Water concerning the County's increasing potable water demands.

Floodplains and Floodprone Areas

2. No comments.

Wetlands and Other Surface Waters

3. No comments.

We appreciate this opportunity to participate in the review process. Please provide the District with a copy of the adopted amendment, including any supporting data and analysis. If you have any questions or require further assistance, please do not hesitate to contact me at (352) 796-7211, extension 4790, or james.golden@watermatters.org.

Sincerely,

James J. Golden, AICP
Senior Planner

JG

cc: Ray Eubanks, DEO
Estella Gray, SWFWMD
Suzanne Ray, FDEP

Rick Scott
GOVERNOR

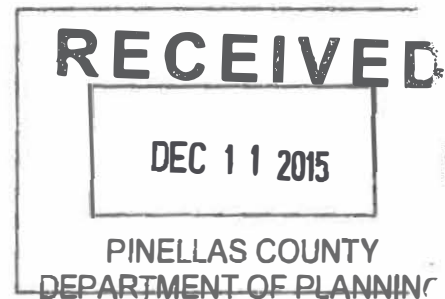


Jesse Panuccio
EXECUTIVE DIRECTOR

December 8, 2015

Mr. Gordon Beardslee, Director
Pinellas County Planning Department
310 Court Street
Clearwater, Florida 33756

Dear Mr. Beardslee:



Thank you for submitting Pinellas County's proposed comprehensive plan amendments (**CP-22-9-15 and CP-23-9-15**) submitted for our review pursuant to the Expedited State Review process. The reference number for this amendment package is **Pinellas County 16-2ESR**.

The proposed submission package will be reviewed pursuant to Section 163.3184(3), Florida Statutes. Once the review is underway, you may be asked to provide additional supporting documentation by the review team to ensure a thorough review. You will receive the State Land Planning Agency's Comment Letter no later than **January 6, 2016**.

If you have any questions please contact Anita Franklin, Senior Plan Processor at (850) 717-8486 or Brenda Winningham, Regional Planning Administrator, whom will be overseeing the review of the amendments, at (850) 717-8516.

Sincerely,

A handwritten signature in blue ink, appearing to read "D. Ray Eubanks".

D. Ray Eubanks, Administrator
Plan Review and Processing

DRE/af

Rick Scott
GOVERNOR



Jesse Panuccio
EXECUTIVE DIRECTOR

MEMORANDUM

TO: Suzanne Ray, DEP
Deena Woodward, DOS
Tracy Suber, DOE
Dan Santos, FDOT
Brady Smith, Tampa Bay RPC
Trisha Neasman, Southwest Florida WMD
Wendy Evans, AG
Scott Sanders, FWC

DATE: December 8, 2015

SUBJECT: EXPEDITED STATE REVIEW PROCESS

COMMENTS FOR PROPOSED COMPREHENSIVE PLAN AMENDMENT

LOCAL GOVERNMENT/ STATE LAND PLANNING AGENCY AMENDMENT #:

Pinellas County 16-2ESR

STATE LAND PLANNING AGENCY CONTACT PERSON/PHONE NUMBER:

Brenda Winningham/850-717-8516

The referenced proposed comprehensive plan amendment is being reviewed pursuant the Expedited State Review Process according to the provisions of Section 163.3184(3), Florida Statutes. Please review the proposed documents for consistency with applicable provisions of Chapter 163, Florida Statutes.

Please note that your comments must be sent directly to and received by the above referenced local government within 30 days of receipt of the proposed amendment package. A copy of any comments shall be sent directly to the local government and ALSO to the State Land Planning Agency to the attention of Ray Eubanks, Administrator, Plan Review and Processing at the Department E-mail address: DCPexternalagencycomments@deo.myflorida.com

Please use the above referenced State Land Planning Agency AMENDMENT NUMBER on all correspondence related to this amendment.

Note: Review Agencies - The local government has indicated that they have mailed the proposed amendment *directly to your agency*. See attached transmittal letter. *Be sure to contact the local government if you have not received the amendment*. Also, letter to the local government from State Land Planning Agency acknowledging receipt of amendment is attached.

**BOARD OF COUNTY
COMMISSIONERS**

Dave Eggers

Pat Gerard

Charlie Justice

Janet C. Long

John Morroni

Karen Williams Seel

Kenneth T. Welch



December 4, 2015

RECEIVED
Bureau of Community Planning

DEC - 7 2015

Div. of Community Development
Dept. of Economic Opportunity

Ray Eubanks, Plan Processing Administrator
State Land Planning Agency
Caldwell Building
107 East Madison – MSC 160
Tallahassee, Florida 32399

**Subject: Transmittal of Proposed Amendments to the Pinellas County Comprehensive Plan
– Expedited State Review (16-01)**

Dear Mr. Eubanks:

The Pinellas County Board of County Commissioners conducted a public hearing on November 24, 2015 and authorized transmittal of the attached proposed amendments to the Pinellas County Comprehensive Plan to the Florida Department of Economic Opportunity (DEO) for review and comment under the expedited state review process.

The Local Planning Agency (LPA) conducted public hearings on the proposed amendments on September 10, 2015 and on October 8, 2015. Staff Reports and Local Planning Agency Review and Recommendations, summarizing the content and effect of the proposed amendments, as well as documenting consistency of the amendments with the Comprehensive Plan, are attached to this transmittal.

Included with this letter are three sets of the Amendment Package as described below (1 hard copy and 2 electronic copies):

Case No. CP-22-9-15: This is a request to amend the Future Land Use and Quality Communities Element to provide the appropriate policy and regulatory framework within the Pinellas County Comprehensive Plan, including the Future Land Use Category Descriptions and Rules, for revisions that will be proposed to the Pinellas County Land Development Code. Additionally, with the recent update to the Countywide Plan, the Future Land Use and Quality Communities Element and the Future Land Use Map would be amended to incorporate selected changes from the updated Countywide Plan and to retain consistency with this updated plan. Other amendments recognize the creation of a policy framework for the establishment of a mobility management system as a replacement to transportation concurrency. Other minor changes update references and terms. Most of the changes contained in the proposed

Pinellas County Planning
310 Court Street
Clearwater, FL 33756
Main Office: (727) 464-8200
FAX: (727) 464-8201
V/TDD: (727) 464-4062

www.pinellascounty.org



amendment provide policy and regulatory support for redevelopment in the unincorporated areas of Pinellas County while recognizing that there are stable neighborhoods where minimal change is anticipated during the planning horizon of the Comprehensive Plan.

Case No. CP-23-9-15: This is a request to amend the Future Land Use, Transportation, Capital Improvements, Intergovernmental Coordination, and the Concurrency Management Elements of the Pinellas County Comprehensive Plan. These changes will effectively repeal Transportation Concurrency and replace it with the Mobility Management System. An almost identical version of this proposed amendment (Case CP-22-09-14) was transmitted to the State Land Planning Agency on November 10, 2014. On December 16, 2014, the Department of Economic Opportunity apprised Pinellas County that it had no comments on the proposed amendment (Case DEO #14-3ESR). The Pinellas County Planning Department, however, submitted a letter on June 8, 2015 rescinding DEO# 14-3ESR to allow more time to work with the municipalities on elimination of transportation concurrency and the implementation of a transportation mobility management system coordinated throughout the County. Additional coordination with the municipalities has occurred, and Case No. CP-23-9-15 includes only minor revisions to the prior case that was transmitted in 2014.

For each of the two cases, the following have been attached:

- *Staff Report and LPA Review and Recommendation;*
- Strike-through/underline amendatory ordinance identifying proposed changes described in the LPA Report;
- Clean version of amendatory ordinance;
- Agenda memorandum for the Board of County Commissioners meeting of November 24, 2015; and
- Additional data and analysis supporting the proposed amendments (for Case No. **CP-22-9-15** this information is included in the LPA Report).

By this letter, Pinellas County is also **certifying its direct submittal on this same date** of the complete amendment package to each of the review agencies defined in 163.3184(1), F.S., and copied on this letter.

The amendments do not affect an area of critical state concern, 163.3184 (13), F.S.

At this time, Pinellas County anticipates adopting the amendments in February or March of 2016.

Should you have any comments, questions, or need additional information, please contact me or Scott Swarengen at (727) 464-8200, FAX (727) 464-8201. Or email us at gbeardsl@pinellascounty.org or swarengen@pinellascounty.org. The mailing address is 310 Court Street, Clearwater, Florida 33756.

Sincerely,



Gordon Beardslee, Director
Pinellas County Planning Department

Enclosures

cc: Brady Smith, Sr. Principal Planner, Tampa Bay Regional Planning Council
Trisha Neasman, AICP, Planning Supervisor, Southwest Florida Water Management District

Daniel C. Santos, AICP, Growth Management Supervisor, Florida Department of Transportation – District Seven Office

Attn: Plan Review, Office of Intergovernmental Programs, Florida Department of Environmental Protection – Office of Intergovernmental Programs

Tracy D. Suber, Educational Consultant- Growth Management Liaison, Department of Education

Deena Woodward, Historic Preservation Planner, Florida Department of State – Bureau of Historic Preservation

Scott Sanders, Florida Fish & Wildlife Conservation Commission – Conservation Planning Services

Attn: Comprehensive Plan Review, Department of Agriculture and Consumer Services – Office of Policy and Budget

**NOTICE OF PUBLIC HEARING:
PROPOSED ORDINANCES AND RESOLUTIONS
AMENDING THE PINELLAS COUNTY COMPREHENSIVE
PLAN, FUTURE LAND USE MAP, ZONING ATLAS, AND
LAND DEVELOPMENT CODE, AND MODIFYING A
DEVELOPMENT AGREEMENT**

The Pinellas County Board of County Commissioners proposes to adopt the following Ordinances and Resolutions amending the Pinellas County Comprehensive Plan, Future Land Use Map, Zoning Atlas, and the Land Development Code, and modifying a development agreement. A public hearing on the Resolutions and Ordinances will be held on Tuesday **March 29, 2016 at 6:00 p.m.** in the County Commission Assembly Room, Fifth Floor, Pinellas County Courthouse, 315 Court Street, Clearwater, FL 33756.

Interested parties may appear at the hearing and be heard regarding the proposed Resolutions and Ordinances:

A. PROPOSED RESOLUTIONS AND ORDINANCE AMENDING THE FUTURE LAND USE MAP AND ZONING ATLAS AND MODIFYING A DEVELOPMENT AGREEMENT

1. (Q) DA-4-2-16

Resolution for a modification of an existing Development Agreement for an assisted living facility by increasing the maximum number of beds from 39 to 58, allowing for the enlargement of the existing building, limiting the building height to 16 feet and one story, prohibiting the use of DeLong Way by commercial or delivery vehicles and removing the parking variance for a parcel of land containing approximately 1.56 acres located at 7770 128th Street in the unincorporated area of Seminole; page 282 of the Zoning Atlas, as being in Section 29, Township 30, Range 15; upon application of GIB Properties, LLC through Todd Pressman, Pressman & Associates, Inc., Representative.

2. (Q) Z/LU-5-2-16

Resolution changing the Zoning classification of approximately 0.7 acre located at 1003 Virginia Avenue in Palm Harbor; Page 74 of the Zoning Atlas, as being in Section 01, Township 28, Range 15; from R-3, Single Family Residential to P-1, General Professional Offices; upon application of Janet O'Harrow through Stephen O'Harrow, Representative,
and

An Ordinance amending the Future Land Use Map of Pinellas County, Florida by changing the Land Use designation of approximately 0.7 acre located at 1003 Virginia Avenue in Palm Harbor, located in Section 01, Township 28, Range 15, from Residential Urban to Residential/Office-General, providing for other modifications that may arise from review of this Ordinance at the public hearing and/or with other responsible parties and providing an effective date.

B. PROPOSED ORDINANCES AMENDING THE PINELLAS COUNTY LAND DEVELOPMENT CODE

1. AN ORDINANCE OF THE COUNTY OF PINELLAS UPDATING THE LEVEL OF SERVICE CONDITIONS FOR PUBLIC SERVICES AND FACILITIES AND REPEALING TRANSPORTATION CONCURRENCY FROM CHAPTER 134 OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE, CONCURRENCY SYSTEM; REVISING SECTIONS 134-221, 134-223, 134-225 AND 134-226 TO REMOVE LANGUAGE PERTAINING TO TRANSPORTATION CONCURRENCY; REPEALING SECTION 134-222 AND SECTIONS 134-227 THROUGH 134-231 TO REMOVE LANGUAGE PERTAINING TO TRANSPORTATION CONCURRENCY AND MANAGEMENT PLANS; RENUMBERING SECTIONS 134-224, 134-233 AND 134-261; REVISING SECTION 134-232 TO REMOVE TRAFFIC CIRCULATION AND MASS TRANSIT AS PERTAINING TO LEVEL OF SERVICE STANDARDS; REVISING SECTION 134-234 TO REMOVE LANGUAGE PERTAINING TO TRANSPORTATION CONCURRENCY IN REFERENCE TO THE BOARD OF ADJUSTMENT VARIANCE AND APPEALS REVIEW GUIDELINES; REVISING SECTION 134-256 TO REMOVE

LANGUAGE PERTAINING TO TRANSPORTATION CONCURRENCY IN THE ANNUAL CONCURRENCY TEST STATEMENT; UPDATING SECTIONS 134-258 THROUGH 134-261 TO REFLECT CURRENT YEAR LEVEL OF SERVICE CONDITIONS FOR PUBLIC SERVICES AND FACILITIES AND TO REPEAL CONCURRENCY TEST STATEMENT LANGUAGE PERTAINING TO TRANSPORTATION, ROADWAY AND MASS TRANSIT LEVEL OF SERVICE; PROVIDING FOR OTHER MODIFICATIONS THAT MAY ARISE FROM REVIEW OF THIS ORDINANCE AT THE PUBLIC HEARING AND/OR WITH OTHER RESPONSIBLE PARTIES; PROVIDING FOR SEVERABILITY; PROVIDING FOR INCLUSION IN THE CODE; AND PROVIDING FOR AN EFFECTIVE DATE.

2. AN ORDINANCE OF THE COUNTY OF PINELLAS ESTABLISHING A MOBILITY MANAGEMENT SYSTEM BY AMENDING CHAPTER 150, IMPACT FEES, OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE, BY CHANGING THE NAME OF ARTICLE II FROM TRANSPORTATION IMPACT FEES TO MULTIMODAL IMPACT FEES; REVISING SECTIONS 150-36 THROUGH 150-47 TO REPEAL LANGUAGE REFERRING TO TRANSPORTATION IMPACT FEES AND CONCURRENCY AND REPLACING WITH MULTIMODAL IMPACT FEES AND MOBILITY MANAGEMENT RESPECTIVELY; REVISING SECTION 150-40, COMPUTATION OF AMOUNT, TO CORRECT UNIT RATE FOR ADULT CONGREGATE LIVING FACILITY AND ADDING FOOTNOTE RELATED TO GENERAL COMMERCIAL CATEGORY; ADDING SECTION 150-48 TO ESTABLISH A MOBILITY MANAGEMENT SYSTEM; RENUMBERING AND AMENDING SECTIONS 150-48 AND 150-49; REVISING EXHIBITS "A" THROUGH "J" TO REFLECT ARTICLE II NAME CHANGE AND ADDING EXHIBIT "K", DEFICIENT ROADS; MODIFYING IMPACT FEE DISTRICTS BOUNDARIES; PROVIDING FOR OTHER MODIFICATIONS THAT MAY ARISE FROM REVIEW OF THIS ORDINANCE AT THE PUBLIC HEARING AND/OR WITH OTHER RESPONSIBLE PARTIES; PROVIDING FOR SEVERABILITY; PROVIDING FOR INCLUSION IN THE CODE; AND PROVIDING FOR AN EFFECTIVE DATE.
3. AN ORDINANCE OF THE COUNTY OF PINELLAS, PROVIDING THAT THE PINELLAS COUNTY LAND DEVELOPMENT CODE, BE AMENDED BY REVISING SECTIONS 166-242 (DEFINITIONS) & 166-322 (DOCK REPAIR PERMITS); PROVIDING THAT THE DEFINITION OF "REPAIR PERMIT" BE REMOVED FROM SECTION 166-242 (DEFINITIONS); PROVIDING THAT SECTION 166-322 (DOCK REPAIR PERMITS) BE RENAMED "DOCK REPAIR AND RECONSTRUCTION" AND REVISING THE STANDARDS AND CRITERIA CONTAINED THEREIN; PROVIDING FOR OTHER MODIFICATIONS THAT MAY ARISE FROM REVIEW OF THIS ORDINANCE AT THE PUBLIC HEARING AND/OR WITH OTHER RESPONSIBLE PARTIES; PROVIDING FOR SEVERABILITY; PROVIDING FOR INCLUSION IN THE LAND DEVELOPMENT CODE; AND PROVIDING FOR AN EFFECTIVE DATE.

C. PROPOSED ORDINANCES AMENDING TO THE PINELLAS COUNTY COMPREHENSIVE PLAN

1. AN ORDINANCE OF THE COUNTY OF PINELLAS AMENDING THE GOALS, OBJECTIVES AND POLICIES, AND THE FUTURE LAND USE MAP CATEGORY DESCRIPTIONS AND RULES, OF THE FUTURE LAND USE AND QUALITY COMMUNITIES ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN TO SUPPORT PROPOSED AMENDMENTS TO THE ZONING PROVISIONS OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE, TO INCLUDE SELECTED COUNTYWIDE PLAN PROVISIONS AND RETAIN CONSISTENCY WITH THE RECENTLY UPDATED COUNTYWIDE PLAN, TO SUPPORT IMPLEMENTATION OF THE PINELLAS COUNTY MOBILITY MANAGEMENT SYSTEM, AND TO DELETE REFERENCES TO TRANSPORTATION CONCURRENCY; TO AMEND THE LEGEND OF THE FUTURE LAND USE MAP AND TO AMEND THE FUTURE LAND USE MAP TO REFLECT THE AMENDMENTS TO THE MAP LEGEND; PROVIDING FOR OTHER MODIFICATIONS THAT MAY ARISE FROM REVIEW OF THIS ORDINANCE AT THE PUBLIC HEARING AND/OR WITH OTHER RESPONSIBLE PARTIES; PROVIDING FOR SEVERABILITY; PROVIDING FOR LOCATION OF RECORDS; AND ESTABLISHING AN EFFECTIVE DATE.
2. AN ORDINANCE OF THE COUNTY OF PINELLAS AMENDING THE GOALS, OBJECTIVES AND POLICIES OF THE TRANSPORTATION ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN TO ESTABLISH A MOBILITY MANAGEMENT SYSTEM, TO DELETE TRANSPORTATION CONCURRENCY, TO UPDATE VARIOUS TERMS AND REFERENCES, AND TO REFLECT NEW

INFORMATION; AMENDING THE INTERGOVERNMENTAL COORDINATION ELEMENT TO RECOGNIZE THE COORDINATION REQUIRED TO IMPLEMENT THE COUNTYWIDE COMPONENTS OF A MOBILITY MANAGEMENT SYSTEM; AMENDING THE CAPITAL IMPROVEMENTS ELEMENT TO SUPPORT ESTABLISHMENT OF A MOBILITY MANAGEMENT SYSTEM AND TO REFLECT IMPLEMENTATION OF A TEN-YEAR CAPITAL IMPROVEMENTS PROGRAM; AMENDING THE CONCURRENCY MANAGEMENT SYSTEM PROVISIONS OF THE COMPREHENSIVE PLAN TO ELIMINATE REFERENCES TO TRANSPORTATION CONCURRENCY; PROVIDING FOR OTHER MODIFICATIONS THAT MAY ARISE FROM REVIEW OF THIS ORDINANCE AT THE PUBLIC HEARING AND/OR WITH OTHER RESPONSIBLE PARTIES; PROVIDING FOR SEVERABILITY; PROVIDING FOR LOCATION OF RECORDS; AND ESTABLISHING AN EFFECTIVE DATE.

Any written arguments, evidence, explanations, studies, reports, petitions or other documentation that an applicant, proponent or opponent wishes to be provided to the Board of County Commissioners for their consideration in support of, or in opposition to, any of the applications proposed above should be submitted to the attention of the Pinellas County Zoning Manager, 440 Court Street, Fourth Floor, Clearwater, Florida 33756. Materials must be submitted at least one week (7 days) in advance of the advertised hearing. Hard copy written comments must be submitted on 8½ × 11-inch paper.

The proposed Resolutions and Ordinance amending the Pinellas County Zoning Atlas and the Future Land Use Map and modifying a development agreement can be inspected by the public in the Pinellas County Planning Department; Land Use and Zoning Division, located at 440 Court Street, Fourth Floor, Clearwater, Florida 33756, or at the Pinellas County Board Records Department, located at 315 Court Street, Fifth Floor, Clearwater, Florida 33756. You can contact the Pinellas County Zoning Division at (727) 464-5047 or zoning@pinellascounty.org with any questions.

The proposed Resolutions and Ordinances amending the Pinellas County Comprehensive Plan and the Land Development Code can be inspected at the Pinellas County Planning Department, located at 310 Court Street, First Floor, Clearwater, Florida 33756, or at the at Pinellas County Board Records Department, located at 315 Court Street, Fifth Floor, Clearwater, Florida, 33756. You can contact the Pinellas County Long Range Planning Division at (727) 464-8200 with any questions.

Persons are advised that, if they decide to appeal any decision made at this meeting/hearing, they will need a record of the proceedings, and, for such purpose, they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

IF YOU ARE A PERSON WITH A DISABILITY WHO NEEDS ANY ACCOMMODATION IN ORDER TO PARTICIPATE IN THIS PROCEEDING, YOU ARE ENTITLED, AT NO COST TO YOU, TO THE PROVISION OF CERTAIN ASSISTANCE WITHIN TWO (2) WORKING DAYS OF YOUR RECEIPT OF THIS NOTICE, PLEASE CONTACT THE OFFICE OF HUMAN RIGHTS, 400 SOUTH FORT HARRISON AVENUE, SUITE 500, CLEARWATER, FLORIDA 33756 (727) 464-4880 (VOICE) (727) 464-4062 (TDD).

KEN BURKE, CLERK TO THE
BOARD OF COUNTY COMMISSIONERS
By Norman D. Loy, Deputy Clerk

REQUEST FOR ADVERTISING FORM

Phone No. 464-8200

Fax No. 464-8201

To: Board Records

FROM: Tammy Swinton, Planning Department (March 29, 2016 BCC Hearing)

DATE: March 8, 2016

AD COPY ATTACHED: Yes X No WITH MAP

REQUIRES SPECIAL HANDLING: Yes No X

NEWSPAPER: St. Petersburg Times X

DATE(S) TO APPEAR: March 18, 2016

SIZE OF AD: 2 COLUMN BY 10 INCH AD (or quarter-page ad if necessary for legibility)

SIZE OF HEADER: 18 Point Header

SIZE OF PRINT: N/A

SPECIAL INSTRUCTIONS: Do Not Print in Legal/Classified Section

cc: Glenn Bailey, Planning Department
Gordon Beardslee, Planning Department
Scott Swearengen, Planning Department
Tammy Swinton, Planning Department
Amber McGill, Planning Department

Risk Management Contract Review

Contract Name	Ordinance amending the goals, objectives and policies, and the Future Land Use Map Category Descriptions and Rules, of the Future Land Use and Quality Communities Element of the Pinellas County Comprehensive Plan, amending the legend of the Future Land Use Map, and amending the Future Land Use Map				
Bid/Contract#		Granicus	16-364A	PID #	
Department	Planning / Comm Dvlp	Project Mgr	Gordon Beardslee		Date In 3/8/2016
Contract Mgr		RUSH?		Pre-Review?	Date Out 3/10/2016
Purchasing Contact		Term		Amount	\$
Type of Contract (select both)	Not Specified		Non-Purchasing		Method of Review Granicus
Limitation of Liability?		Indemnification Language?		If PE to PE, \$768.28?	
JPA:	Choose an item	Name of JPA:			

Required Coverages	Add'l Language / Exclusions	Limits	Justification
Choose an item.	Amendment to land use plans		No insurance requirements
Choose an item.			
Choose an item.			
Choose an item.			
Choose an item.			
Choose an item.			
Choose an item.			
Choose an item.			

Discussed scope & suggested insurance requirements with	
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Date/Time/Comments:	
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NOTES:	
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Reviewed By	Rick Kahler	Date	3/10/2016
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<input checked="" type="checkbox"/> Ready for Signature	Authorized By GWHITE Virginia E. Holscher, Director
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Proposed Amendments to Future Land Use and Quality Communities Element, Future Land Use Map (FLUM) and Rules

Purpose:

- ⦿ Relationship to the Land Development Code update
- ⦿ Relationship to the recently updated Countywide Plan
 - Vision Map
 - Regulatory Map and Rules

Proposed Amendments to Future Land Use and Quality Communities Element, FLUM and Rules

Pinellas County Strategic Plan

4) *Foster Continual Economic Growth and Vitality*

4.2 Invest in communities...

4.3 Catalyze redevelopment...

4.5 Provide safe and efficient transportation...

Proposed Amendments to Future Land Use Map Category Descriptions and Rules (FLUM Rules)

New FLUM Category:

● *Activity Center*

- Depicts areas to be developed with a mix of land uses. Type of Activity Center dependent upon scale of development and type of activities:
 - *Neighborhood*
 - *Community*
 - *Regional*

Proposed Amendments to FLUM Rules

New FLUM Category:

● *Mixed Use Corridor*

- Served by multiple modes of transportation; building densities and land uses that support transit service

Proposed Amendments to FLUM Rules

Deleted FLUM Category:

- *Institutional Overlay*

Proposed Amendments to FLUM Rules

Renamed FLUM Category:

- ◎ From “*Industrial Limited*” to “*Employment*”
 - Better represents the range of employment uses permitted in the category

Proposed Amendments to FLUM Rules

Changes in permitted uses:

- ⦿ Activity Centers and Mixed Use Corridors
 - Uses identified in specific area plans
- ⦿ Manufacturing-Light
 - Permitted in R/OG (3 acre limitation)
 - Permitted in R/O/R & CG (no acreage limit)
- ⦿ Manufacturing-Medium
 - Permitted in R/O/R & CG (3 acre limitation)
- ⦿ Research & Development
 - Permitted in R/OG, R/O/R & CG (no acreage limit)
- ⦿ Marinas
 - Permitted in Employment
- ⦿ Residential
 - Permitted in CG (except CSA); prohibited in Employment

Proposed Amendments to FLUM Rules

Changes in densities and intensities:

*Refer to Table on Page 3
of the Staff Report to the
Local Planning Agency*

Proposed Amendments to FLUM Rules

Definitions

⦿ New:

- *Countywide Plan Map*
- *Manufacturing – Heavy and Medium*
- *Research/Development – Heavy*
- *Target Employment Center*

⦿ Several definitions amended

Proposed Amendments to FLUM Rules

Zoning Compatibility

- ⦿ Updated list of compatible zoning districts for each FLUM category

FLUM AMENDMENTS

- ◎ FLUM Legend amended
 - In response to changes in FLUM categories
- ◎ FLUM (map) amended
 - Properties designated *Industrial Limited* now identified as *Employment*
 - Properties designated *Community Redevelopment District-Activity Center* now identified as *Activity Center – Neighborhood*

Policy Changes in the Future Land Use and Quality Communities Element

- Amended policies providing guidance on appropriate locations for mixed-use development
- Amended Table 1 in Objective 1.3
- Amended minimum requirements for preparing a Specific Area Plan
- Deleted Policy 1.13.3 – conditional employment uses

Policy Changes in the Future Land Use and Quality Communities Element

- New Policy 1.13.3 – coordination in determining appropriate development potential in target employment centers
- Amended Policies 4.2.3 and 4.2.4 – FLUM or Zoning amendment impacts on transportation
- Amended Objective 4.6 and policies on development pattern along US 19 in north Pinellas County

Changes Resulting from State and Regional Agencies' Review

- ⦿ Proposed density increase to 15 units per acre will not be permitted in the Coastal Storm Area for properties designated as RO/G and R/O/R on the Future Land Use Map
- ⦿ Non-substantive changes to remove extraneous words, correct references to documents and facilities, etc.