

**PINELLAS PLANNING COUNCIL
AGENDA MEMORANDUM**

**PRELIMINARY FOR
PAC REVIEW ONLY**

AGENDA ITEM:

MEETING DATE: September 15, 2010

SUBJECT:

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

RECOMMENDATION:

Council Consider at Public Hearing and Adopt Accompanying Resolution No. 10-5 Recommending Approval of the Amendment of the Countywide Rules to the Countywide Planning Authority

I. BACKGROUND

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

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

PINELLAS PLANNING COUNCIL ACTION:

COUNTYWIDE PLANNING AUTHORITY ACTION:

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

II. TRANSIT ORIENTED DEVELOPMENT (TOD) CATEGORY

Category Use

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

Primary and Secondary Corridors

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

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

Station Types

Within the proposed Countywide Rule amendment there are four station "types" that are based on the form of transit serving the area, as well as the existing or planned development within an area. The proposed types provide a continuum of density/intensity, from Type I to Type IV. Type I provides for the highest density and intensity transit station areas, and would include areas such as downtown St. Petersburg and downtown Clearwater. The significant densities and intensities proposed in the Type I area dictate that these areas be connected to at least one Primary Corridor. The remaining Types II to IV can locate on either a Primary or Secondary Corridor, including more locally-oriented transit such as a transit center. A TSAP would be required to employ the additional development rights within any one of these station area types.

SUBJECT: Amendment of the Countywide Rules Re: Transit Oriented Development
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Map Adjustment Process

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

As part of the map adjustment process, the TOD overlay and underlying Countywide Plan Map categories will either remain in place, or be replaced by the TOD category proper, for the applicable transit station area, depending on the provisions found in the TSAP.¹ For TSAPs that include planning for Primary and Secondary Corridors, the overlay will remain in place on these corridors after the TSAP is adopted, and the enhanced development standards will be relative to the uses, intensities, and other standards found in the underlying Countywide Plan Map categories.

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

III. LIST OF ATTACHMENTS

Attachment 1 Resolution No. 10-5:
 Exhibit I - Ordinance

Attachment 2 Proposed Amendments to Countywide Rules (Strikethrough/Underline)

¹ In cases of Special Area Plan designations such as Community Redevelopment District or one of the Planned Redevelopment categories, the TSAP coupled with the TOD overlay will guide development, and will be an enhancement to the existing Special Area Plan and commensurate Countywide Plan Map category.

**PINELLAS PLANNING COUNCIL
RESOLUTION NO. 10-5**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Councilmember _____ offered the foregoing Resolution which was seconded by Councilmember _____ and the vote was:

AYES:

NAYS:

ABSENT AND NOT VOTING:

pg.

ATTEST:

David P. Healey, Executive Director
Pinellas Planning Council

Mayor Patricia Gerard, Chairman
Pinellas Planning Council

ORDINANCE NO. _____

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SEC. 2.3.2 LEGEND.

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

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

6. Planned Redevelopment:

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

7. Special Designations:

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

SEC. 2.3.3 OUTLINE OF COUNTYWIDE PLAN MAP CATEGORIES.

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

2.3.3.9 SPECIAL DESIGNATIONS.

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

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

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

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

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

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

Transit Corridor Subclassifications

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

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

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

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

Transit Station Area Subclassifications

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

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

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

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

Table 1
Standards Applicable to Transit
Station Area Subclassifications

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

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

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

Other Standards – Shall include the following:

- The utilization of the provisions of this category shall require a transit station area plan as set forth in Section 4.2.7.7.
- This category shall initially be applied to the Countywide Plan Map as an overlay, superimposed over the otherwise applicable underlying category(ies) along transit corridors and in transit station areas which have been identified as part of the Locally Preferred Alternative in the adopted MPO Long-Range Transportation Plan, or as part of the PSTA Enhanced Bus Network Plan. The overlay shall encompass areas extending a half-mile from the center of each transit station and transit center so designated, and a quarter-mile from the centerline of each transit corridor.
- Additional transit station areas and/or transit corridors may be designated if justified by the local government(s) with jurisdiction, in coordination with applicable transit providers, pursuant to the transit station area plan process set forth in Section 4.2.7.7.

Table 2
SUMMARY CATEGORY MATRIX

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

Recreation/Open Space (R/OS)		.25/.15	.60/.45	3
Institutional (I)	12.5	.65/.39*	.85/.65	192
Transportation/Utility (T/U)		.70/.42	.90/.68	18
Resource Management Overlay (RMO)		.25/.15	.50/.30	See Sec. 2.3.3.7.5

PLANNED REDEVELOPMENT

Residential (PR-R)	Per Approved Special Area Plan
Mixed Use (PR-MU)	Per Approved Special Area Plan
Commercial (PR-C)	Per Approved Special Area Plan
Industrial (PR-IND)	Per Approved Special Area Plan

SPECIAL DESIGNATIONS:

Water/Drainage Feature	Not Applicable
Scenic/Non-Commercial Corridor	See Otherwise Applicable Category
Activity Center (AC)	See Otherwise Applicable Category and Multiplier Factor
Community Redevelopment District (CRD)	Per Approved Plan
Central Business District (CBD)	Per Approved Plan
Transit Oriented Development (TOD)	Per Approved Plan

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

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

SEC. 4.2.2 MAJOR CLASSIFICATIONS AND CATEGORIES/CONTINUUM.

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

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

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

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

- * Based upon the underlying density/intensity
- ** Due to the unique nature of the Planned Redevelopment and Special Designations there is no continuum comparison between or among these categories.

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

4.2.7.7 Transit Station Area Plans.

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

4.2.7.7.2 Optional Inclusion of Transit Corridors. Transit station area plans may also address transit corridors connecting the transit station or transit center to other such facilities. Utilization of the TOD category provisions on a transit corridor requires the inclusion of the transit corridor in a transit station area plan, with such boundaries typically extending a quarter-mile from the centerline of a transit corridor, but shorter or longer distances may be permitted if justified by the local government(s) with jurisdiction.

4.2.7.7.3 Applicability. Local governments must prepare and submit a transit station area plan for each transit station located within their jurisdiction. The transit station area plan shall address, at a minimum, the following subjects:

- Redevelopment vision/concept plans;
- Existing conditions/neighborhood context;
- Transit station area types;
- Land use/zoning requirements;
- Building design standards;
- Site development standards;
- Streetscape development standards and typical street cross-sections;
- Pedestrian and bicycle access plans;
- Public infrastructure improvements;
- Signage plans;
- Public realm and open space plans;
- Parking accommodations;
- Market research and development projections; and
- Implementation plans.

In addition, the transit station area plan must satisfy the intent of the following position statements and their associated strategies from Part II, Chapter 4 of the Countywide Plan for Pinellas County:

- Position Statement 4.1: Improved transit options;
- Position Statement 4.2: Transit station area planning;
- Position Statement 4.3: Densities and intensities to support transit;
- Position Statement 4.4: Building and site design in transit station areas;
- Position Statement 4.5: Streetscapes in transit station areas;
- Position Statement 4.6: Open space in transit areas;
- Position Statement 4.7: Multimodal street design;
- Position Statement 5.3: Pedestrian/bicycle planning in transit station areas;
- Position Statement 7.2: Parking in transit station areas; and
- Position Statement 14.3: Transit-related economic development.

The transit station area plan must address the above items in one document, but to accomplish this, the local government may reference other documents (e.g., the local government's comprehensive plan or implementing land development regulations) as appropriate.

4.2.7.7.4 Determination of Sufficiency. The transit station area plan, along with any adjustment to the boundaries of the TOD category, shall be reviewed for sufficiency with respect to the criteria contained in subsection 4.2.7.7.3. The PPC staff shall, within twenty-eight (28) days of the receipt of such proposed transit station area plan, notify the local government of the plan's sufficiency, and any corresponding advisory recommendations.

4.2.7.7.5 Local Action Required. Following the PPC staff's determination of sufficiency, the transit station area plan shall be approved, and corresponding amendment(s) to the local future land use map shall be made, by official action of the legislative body of the local government.

4.2.7.7.6 Receipt, Acceptance, and Map Adjustment. Following local approval of the transit station area plan and amendment of the local future land use map pursuant to subsection 4.2.7.7.5, the transit station area plan, and any changes to the boundaries of the TOD category governed by said plan, shall be submitted to the PPC and CPA for receipt and acceptance.

When a transit station area plan is received and accepted, the boundaries of the TOD category, as applied to the transit station area and any applicable transit corridors, will be adjusted on the Countywide Plan Map, consistent with the approved transit station area plan. Any adjustments to the Countywide Plan Map will be considered for official acceptance by the CPA, upon recommendation by the PPC.

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

For transit corridors, the TOD overlay will be used along with the uses, densities, intensities, and other standards found in the underlying categories.

4.2.7.7.7 Relationship to Special Area Plans. For areas governed by existing special area plans, as set forth in 4.2.7.5, the TOD overlay will be used along with the standards applicable to transit station area subclassifications in Table 1. In the event of any inconsistency(ies) between an existing special area plan and a transit station area plan as set forth in Section 4.2.7.7, the transit station area plan shall be deemed to be controlling. The special area plan shall be subsequently revised by the local government with jurisdiction to resolve the inconsistent provisions. This shall be considered a minor plan change pursuant to Section 4.2.7.5.3.

4.2.7.7.8 Subsequent Amendments to Transit Station Area Plan. Subsequent amendments to the transit station area plan, and any changes to the boundaries of the TOD category applicable to said amendment, shall be governed by the provisions of Section 4.2.7.7.

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

DIV. 7.2 DEFINITIONS.

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

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

vehicles. Transit centers primarily serve non-fixed-guideway modes of transit, and serve fewer routes and offer fewer amenities than transit stations.

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

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

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

Transit Station Area – An area generally encompassing a half-mile radius from the center of a transit station or transit center, which serves as a mixed-use activity center, where higher densities/intensities and urban design support transit usage and other modes of travel in addition to the private automobile.

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

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

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

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**PROPOSED AMENDMENTS TO COUNTYWIDE RULES
(STRIKETHROUGH/UNDERLINE)**

Proposed additions are denoted by underline, and deletions are denoted by ~~strikethrough~~. All other sections remain as previously set forth in the Countywide Rules, and will be renumbered as necessary.

SEC. 2.3.2 LEGEND.

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

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

Institutional	I
Transportation/Utility	T/U
Resource Management Overlay	RMO

6. Planned Redevelopment:

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

7. Special Designations:

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

SEC. 2.3.3 OUTLINE OF COUNTYWIDE PLAN MAP CATEGORIES.

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

2.3.3.9 SPECIAL DESIGNATIONS.

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

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

These areas are intended to serve a mix of incomes; provide sustainable, resilient, and environmentally responsive development and infrastructure that are interrelated and complementary; and facilitate redevelopment that increases transit

ridership, increases pedestrian activity, increases use of bicycles, and reduces automobile usage relative to other areas of the county.

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

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

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

Transit Corridor Subclassifications

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

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

- Primary Corridor is used to designate transit corridors identified in the Locally Preferred Alternative, as adopted into the Metropolitan Planning Organization (MPO) Long-Range Transportation Plan. These corridors will typically be

served by fixed-guideway transit which is more robust (higher-speed, higher-capacity, and with more frequent headways) than in Secondary Corridors.

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

Transit Station Area Subclassifications

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

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

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

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

Table 1
Standards Applicable to Transit
Station Area Subclassifications

<u>Transit Station Area Sub-classification</u>	<u>Applicable Corridor Sub-classification</u>	<u>Required Intensity Standards (FAR)</u>		<u>Recommended Density Targets (Units Per Acre)</u>		<u>Comparative Transit Station Area Typologies²</u>
		<u>Minimum</u>	<u>Maximum</u>	<u>Per Project</u>	<u>Areawide</u>	
<u>Type I</u>	<u>Primary</u>	<u>1.0</u>	<u>7.0¹</u>	<u>40 to 100</u>	<u>25</u>	<ul style="list-style-type: none"> • <u>Downtown – Urban Core</u> • <u>Regional – Urban Center</u>
<u>Type II</u>	<u>Primary or Secondary</u>	<u>0.5</u>	<u>5.0</u>	<u>20 to 50</u>	<u>20</u>	<ul style="list-style-type: none"> • <u>Regional – Mixed Use Suburban Center</u> • <u>Regional Commercial/ Employment Center</u> • <u>Community Center – Urban</u>
<u>Type III</u>	<u>Primary or Secondary</u>	<u>0.5</u>	<u>3.0</u>	<u>10 to 30</u>	<u>15</u>	<ul style="list-style-type: none"> • <u>Community Center – Urban</u> • <u>Neighborhood Center</u> • <u>Park and Ride</u>
<u>Type IV</u>	<u>Primary or Secondary</u>	<u>0.5</u>	<u>2.0</u>	<u>7.5 to 25</u>	<u>10</u>	<ul style="list-style-type: none"> • <u>Community Center – Urban</u> • <u>Neighborhood Center</u> • <u>Park and Ride</u>

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

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

Other Standards – Shall include the following:

- The utilization of the provisions of this category shall require a transit station area plan as set forth in Section 4.2.7.7.
- This category shall initially be applied to the Countywide Plan Map as an overlay, superimposed over the otherwise applicable underlying category(ies) along transit corridors and in transit station areas which have been identified as part of the Locally Preferred Alternative in the adopted MPO Long-Range Transportation Plan, or as part of the PSTA Enhanced Bus Network Plan. The overlay shall encompass areas extending a half-mile from the center of each transit station and transit center so designated, and a quarter-mile from the centerline of each transit corridor.
- Additional transit station areas and/or transit corridors may be designated if justified by the local government(s) with jurisdiction, in coordination with applicable transit providers, pursuant to the transit station area plan process set forth in Section 4.2.7.7.

Table 12
SUMMARY CATEGORY MATRIX

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

Recreation/Open Space (R/OS)		.25/.15	.60/.45	3
Institutional (I)	12.5	.65/.39*	.85/.65	192
Transportation/Utility (T/U)		.70/.42	.90/.68	18
Resource Management Overlay (RMO)		.25/.15	.50/.30	See Sec. 2.3.3.7.5

PLANNED REDEVELOPMENT

Residential (PR-R)	Per Approved Special Area Plan
Mixed Use (PR-MU)	Per Approved Special Area Plan
Commercial (PR-C)	Per Approved Special Area Plan
Industrial (PR-IND)	Per Approved Special Area Plan

SPECIAL DESIGNATIONS:

Water/Drainage Feature	Not Applicable
Scenic/Non-Commercial Corridor	See Otherwise Applicable Category
Activity Center (AC)	See Otherwise Applicable Category and Multiplier Factor
Community Redevelopment District (CRD)	Per Approved Plan
Central Business District (CBD)	Per Approved Plan
<u>Transit Oriented Development (TOD)</u>	<u>Per Approved Plan</u>

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

SEC. 4.2.2 MAJOR CLASSIFICATIONS AND CATEGORIES/CONTINUUM.

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

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

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

* Based upon the underlying density/intensity

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

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

4.2.7.7 Transit Station Area Plans.

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

4.2.7.7.2 Optional Inclusion of Transit Corridors. Transit station area plans may also address transit corridors connecting the transit station or transit center to other such facilities. Utilization of the TOD category provisions on a transit corridor requires the inclusion of the transit corridor in a transit station area plan, with such boundaries typically extending a quarter-mile from the centerline of a transit corridor, but shorter or longer distances may be permitted if justified by the local government(s) with jurisdiction.

4.2.7.7.3 Applicability. Local governments must prepare and submit a transit station area plan for each transit station located within their jurisdiction. The transit station area plan shall address, at a minimum, the following subjects:

- Redevelopment vision/concept plans;
- Existing conditions/neighborhood context;
- Transit station area types;
- Land use/zoning requirements;
- Building design standards;
- Site development standards;
- Streetscape development standards and typical street cross-sections;
- Pedestrian and bicycle access plans;
- Public infrastructure improvements;
- Signage plans;
- Public realm and open space plans;
- Parking accommodations;
- Market research and development projections; and
- Implementation plans.

In addition, the transit station area plan must satisfy the intent of the following position statements and their associated strategies from Part II, Chapter 4 of the Countywide Plan for Pinellas County:

- Position Statement 4.1: Improved transit options;
- Position Statement 4.2: Transit station area planning;
- Position Statement 4.3: Densities and intensities to support transit;
- Position Statement 4.4: Building and site design in transit station areas;
- Position Statement 4.5: Streetscapes in transit station areas;
- Position Statement 4.6: Open space in transit areas;
- Position Statement 4.7: Multimodal street design;
- Position Statement 5.3: Pedestrian/bicycle planning in transit station areas;
- Position Statement 7.2: Parking in transit station areas; and
- Position Statement 14.3: Transit-related economic development.

The transit station area plan must address the above items in one document, but to accomplish this, the local government may reference other documents (e.g., the local government’s comprehensive plan or implementing land development regulations) as appropriate.

4.2.7.7.4 Determination of Sufficiency. The transit station area plan, along with any adjustment to the boundaries of the TOD category, shall be reviewed for sufficiency with respect to the criteria contained in subsection 4.2.7.7.3. The PPC staff shall, within twenty-eight (28) days of the receipt of such proposed transit station area plan, notify the local government of the plan’s sufficiency, and any corresponding advisory recommendations.

4.2.7.7.5 Local Action Required. Following the PPC staff’s determination of sufficiency, the transit station area plan shall be approved, and corresponding amendment(s) to the local future land use map shall be made, by official action of the legislative body of the local government.

4.2.7.7.6 Receipt, Acceptance, and Map Adjustment. Following local approval of the transit station area plan and amendment of the local future land use map pursuant to subsection 4.2.7.7.5, the transit station area plan, and any changes to the boundaries of the TOD category governed by said plan, shall be submitted to the PPC and CPA for receipt and acceptance.

When a transit station area plan is received and accepted, the boundaries of the TOD category, as applied to the transit station area and any applicable transit corridors, will be adjusted on the Countywide Plan Map, consistent with the approved transit station area plan. Any adjustments to the Countywide Plan Map will be considered for official acceptance by the CPA, upon recommendation by the PPC.

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

For transit corridors, the TOD overlay will be used along with the uses, densities, intensities, and other standards found in the underlying categories.

4.2.7.7.7 Relationship to Special Area Plans. For areas governed by existing special area plans, as set forth in 4.2.7.5, the TOD overlay will be used along with the standards applicable to transit station area subclassifications in Table 1. In the event of any inconsistency(ies) between an existing special area plan and a transit station area plan as set forth in Section 4.2.7.7, the transit station area plan shall be deemed to be controlling. The special area plan shall be subsequently revised by the local government with jurisdiction to resolve the inconsistent provisions. This shall be considered a minor plan change pursuant to Section 4.2.7.5.3.

4.2.7.7.8 Subsequent Amendments to Transit Station Area Plan. Subsequent amendments to the transit station area plan, and any changes to the boundaries of the TOD category applicable to said amendment, shall be governed by the provisions of Section 4.2.7.7.

DIV. 7.2 DEFINITIONS.

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

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

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

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

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

Transit Station Area – An area generally encompassing a half-mile radius from the center of a transit station or transit center, which serves as a mixed-use activity center, where higher densities/intensities and urban design support transit usage and other modes of travel in addition to the private automobile.

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

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

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