



Land Development Code Update Workgroup

AGENDA

Thursday, November 1, 2012

3:00 PM – 5:00 PM

Pinellas County Strategic Planning & Initiatives

310 Court Street, Clearwater, Florida 33756 ~ (727) 464-8200

Conference Room – 1st Floor

1. Call to Order
2. Review of October 18th Meeting summary
3. Complete Review of Proposed Residential Districts
 - Review modifications based on last discussion
 - Discuss proposed Residential Dwelling Definitions
 - Discuss thresholds for applying new code standards
4. Begin Review of Proposed Office, Commercial, Industrial & Mixed-Use Districts
5. What's next?
 - Decide topics for next meeting
 - Confirm next meeting date

(Proposed Next Meeting: December 6, 2012 ~~~~ 3:00 PM – 5:00 PM)

**Pinellas County Land Development Code
Update Workgroup**

November 1, 2012 Meeting Summary

Call to Order:

The meeting started at 3:05 pm.

A brief overview of the code update project was provided followed by workgroup introductions from those in attendance. Those present included: Cyndi Tarapani, Jake Stowers, Michael Hendry, Robert Pergolizzi, Roxanne Amoroso, Steve Englehardt, and new attendee, Pete Pensa. County staff present included: Liz Freeman, David Sadowsky, Gordon Beardslee, Ryan Brinson, John Cueva, Al Navaroli, Glenn Bailey, Marcella Faucette and Marc Mariano (consultant).

The purpose of the Nov. 1st meeting was to complete the discussion of the Residential Code Districts and then begin discussion on the proposed Office, Commercial, Industrial and Mixed-Use Districts.

Review of October 18, 2012 Meeting Summary:

The group had no comments on the previous meeting summary and agreed it was accurate.

Complete Review of Proposed Residential Districts

The changes made to the residential code sections following the last meeting were reviewed. The changes included:

- The Density Intensity Standards (Table 138-351) was moved out of the residential section to the beginning of Article III.
- Page 28, section (5) – 50% changed to 35%; also changed in RPD section
- Page 31, section (4) – language clarified
- Page 31, section (f)(2)c. – clarification of “Common Open Space;” stormwater management language changed to recognize up to 50% of common open space requirement can be satisfied by surface water management systems.
- Page 32, section (f)(2)f – Family or non-senior housing developments - added that a minimum of 20% of their common open space must be dedicated as active recreation (e.g., playground, etc.).
- Page 37, section (5) – 50% changed to 35%; driveway changed to drive aisle in Section (c)(1)d.

Discussion of Gross Floor Area vs. Developable Area:

Clarification was provided on the language change regarding the gross floor area component on Page 34 – (d)(1) which reads: *Commercial and office uses shall not occupy more than 5% of the total gross floor area of the development.* It should say: *“5% of the total developable area of the development.”* In a previous workgroup meeting, it was concluded that was easier to calculate by land area rather than calculating by floor area. There was concern with the new language that now a wetlands survey would have to be obtained with new developments that include wetlands. However, this is already required now.

The following comment was brought up from a previous meeting: “Commercial office space occupancy limitations need to be measured off of units instead of total gross floor area.” It was explained that the language now reads “total land area” in order to be more compatible with developable area.

Discussion of need for some flexibility with RPDs and Master Plans:

There was some concern regarding the strictness of modifications in the RPD Development Master Plan (page 40) under (f): “All previously approved Master Plans or equivalent thereof shall remain in effect. Development may occur consistent with a previously approved master plan. Any modifications to

existing plans shall be consistent with the standards of this section.” There were comments suggesting that the language be modified for flexibility.

Staff agreed that additional changes are still required to address administrative minor/major modifications to master plans in the RPD section. References were made to the Hillsborough County’s Planned Development Master Plan Modification Example (handout) which listed how administrative, minor, major modifications are handled in Hillsborough County.

A question was posed as to whether or not someone could apply for a variance if the desired modification was not a part of the Master Plan. There was also the concern that someone would always have to apply for a variance to get things done. It was explained that some modifications could already be a part of the Master Plan (grandfathered); however, when the grandfathered master plans are changed the whole concept plan changes. One is only vested for what they already have – if modifications are desired, they would have to comply with new code. There will be additional discussion on this, however, as the concepts of minor and major come in to play here too.

A question was asked as to how it would be handled if someone has a partially built project, but the new code has kicked in. The following (questions) examples were given for illustration:

a) Project X is MU-RPD 100 acres – of those 100 acres, 10 acres or 10% is commercial space. Someone wants to modify the master plan to expand commercial and add some office space. They are grandfathered in for that commercial space (100,000 sq. ft). If they want to come in and expand office space 20,000 – 30,000 sq ft, could they? It was concluded that they couldn’t do it because under the new code they would be limited to 5% developable plan area.

b) What if someone was approved for townhomes that never got built (within 4 yrs) and they wanted to trade that for office space? Could they? It was concluded that no, they couldn’t because it would not be a grandfathered in project. It would be a new project and would have to comply with the new code.

Concern was expressed about the unfairness of having to start all over if someone has begun to build but were unable to finish their project. There was a suggestion to add some language – regarding what to do if platted but not built. There needs to be some recognition to what has been done down the line. Comments were that this may be too restrictive and maybe addressing this in the major/minor modifications would also help.

Regarding LID:

On Low Impact Development: a suggestion was made to include provisions in the code for the consideration of administrative flexibility when it comes to a developer applying Low Impact Development standards to a project.

Discussion of Building Coverage and ISR:

Referencing Pages in Draft: 10-16 – Code Section: All Dimensional Tables. A comment was made: *“Not sure why a maximum building coverage is needed in residential districts. Typically, density is the measure used for residential uses, not building coverage or ISR”*. Staff said if it’s a residential development, the County has a maximum building coverage and also a maximum impervious surface coverage. If it’s a non-residential development, the County has a maximum floor area ratio but it would also have to meet the maximum ISR. Additional feedback was requested: Do we need maximum building coverage for the residential districts or can it be regulated solely by ISR for example? Staff likes ISR because of County’s

water quality issues. ISR does limit the amount of impervious surface you can have. Example – If maximum ISR is .06, still have 40% of lot that is pervious. Water quality is an important issue that the County is facing so we want to keep that. So we have ISR and density, do we need building coverage in the residential districts?

A comment was made about the importance of having controls in place so that the ISR would be adhered to. It was later unanimously concluded that building coverage would be redundant and is therefore not needed in the residential districts.

Discussion on neighborhood connectivity and extension of roads:

Referencing Page 13 in Draft – Code Section 138-372 (a)(1). Comment on last sentence: *“Exemptions shall apply to situations identified in a traffic study that would cause excessive traffic into single-family neighborhoods.” “Excessive traffic” is a vague term and needs to be defined or revised. Also not sure what the intent of this exemption is. Does it mean that if a neighborhood doesn’t want the extension, then the road extension would not be built? That seems contrary to new urbanism which seeks to improve connectivity, and to the need for alternate transportation routes.”*

Staff directed the workgroup to Page 14 of the Residential Code Revision document (top graphic – described as a residential single family neighborhood being built in an area with possibly other single family neighborhoods around it). The discussion was deferred to Ms. Tarapani for clarification of her submitted comment. There is an understanding that the goal is to have connectivity but there is a belief that using language stating that you don’t have to connect if there’s excessive traffic is very vague. Term needs to be defined **OR** another option would be to simply say *“when a road extension is not required”* as opposed to referring to “excessive traffic”. People often complain about extra traffic coming through their neighborhood with new projects

The following questions were raised from the workgroup in response:

What if there is a situation where you’re doing a new development where a grid pattern already exists? County staff indicated that we want to encourage the extension of that grid pattern through the development. The question was asked - extend it to the edge, not through the development? It seemed logical as long as there’s a connection and/or continuation through the new residential neighborhood with what’s around it.

Are there any examples where you wouldn’t make the extensions? It seemed that where you have wetlands etc. they would be logical barriers/obstructions to connectivity and the route would have to deviate around. Connection may have to be made in a different way. If there was a wetland that went through the center there would be no connection. Might want to state in code that exemptions may apply when some natural features i.e., wetlands prevent connectivity rather than using excessive traffic language.

There was some discussion regarding the possibility of creating or identifying exemptions as a hearing process in order to plead the case as to why having a public hearing is necessary. It was concluded that requesting a variance would be a better process/approach. More discussion is needed to determine who can request the variance.

At this point the discussion transitioned to the handout on Residential Dwelling Definitions (a work still in progress).

Residential Dwelling definition discussion:

Staff explained that the Residential Dwelling Definitions handout was a response to questions that came up in a previous workgroup meeting. Efforts are in progress to appropriately define residential definitions and to determine what the residential dwelling unit definitions are actually trying to regulate. The definitions are very simple. Duplex/triplex language has been removed. In comparison with newer styles of development, duplex/triplex appears to be an antiquated way of thinking about units.

The proposed Residential Dwelling definition for a single family dwelling unit was discussed. Staff requested feedback for determining whether or not a single family dwelling unit **had to** be on a single lot. The way that we currently define single family dwellings requires it to be on a single lot.

A question also asked was whether there is really a need for the single lot requirement if it is not attached to anything else? For example, in multifamily, there may be a townhouse project with four (4) units in a single-structure building. Some may be rental, or each individual unit may be owner-occupied. It doesn't matter if rental or owned, so why is there a need for a single lot for a single family?

Staff responded that this is due to: 1) historic platting requirements; 2) the Code has specific lot sizes, width, frontage on public roads, setback restrictions in the various districts which have to be met; 3) if you create two separate structures on a single lot, you have to question if they have the appropriate frontage etc. and if can they meet the minimum requirements of tradition, and; 4) the Code currently states that if you divide parcels into two or more pieces they are subject to subdivision requirements.

The workgroup pointed out that the mother-in-law cottage style was not addressed. This style has separate mailboxes, separate driveways, separate utility hookup etc. There are also some houses on the beaches that have a house out front with separate living quarters in the back.

During the discussion, staff commented that the language may not be needed in the code but it may be necessary to examine the platting requirements. However, if language were to be included, cottages can be addressed by adding language in the accessory living units section. It can say that it is limited by area and does require ownership, not rentals (primary structure – owner occupied doesn't require a separate meter but can always ask for a variance with the 500 ft limitation where you can have a potentially larger than 500 ft accessory dwelling – can have a relative etc. in other structure but utility is still controlled by owner).

A comment was made from the workgroup that in Hyde Park and in some other urban areas, a lot of people have garage apartments that are not necessarily rented to a family member which is a form of affordable housing. While it is important to keep a desirable product – when writing language for the code, caution must be taken to ensure that there is no perception of discriminating against renters.

Re: Question on Page 21 - 138-1385.2 (b) Special requirements

It says: *“The maximum density of the R-4 district shall be one unit for each full 2,500 square feet of lot area”*. If the minimum lot area is 7,500 square feet – you can have 3 separate structures – but ISR and other code requirements must still be met. The typical 7,500 x 100 lot might not always allow for 3 units as the ISR may limit it. When referencing *“no structure may contain more than three dwelling units”*, historically the intent was referring to attached units. It was concluded that it should not matter whether the units are attached or detached as someone may have an oversized lot that would comply with the density requirement. Additionally, there are a few duplexes & triplexes that are connected by a roof structure and not necessarily by a common wall.

The workgroup agreed that the proposed Residential Dwelling Definitions were good and brought better clarification to the definitions.

Staff commented that having the units on a single lot in some cases make sense; however, there can also be a benefit of not restricting the units to a single lot as there are some development/opportunities that would be excluded. Staff stated that they will revisit the current definitions for *accessory & platting*.

Beginning Review of Proposed Office, Commercial, Industrial & Mixed-Use Districts

Staff explained the set up/format of the Office, Commercial, Industrial and Mixed-Use Districts section: The LO, P-1, C-1, C-2, CR, and CP districts with descriptions and the use tables are located at the front of the section. The Section is separated out into 4 separate Divisions:

Division 2 - Office & Commercial Zoning Districts

Division 3 - Industrial Zoning Districts

Division 4 - Mixed –Use Zoning Districts

Division 6 - Old Palm Harbor – Downtown District

A numbering error was pointed out (Division 5 was skipped).

It was explained that there have been some significant changes to the front setbacks throughout the code (reducing the minimum) to encourage building a little closer to the front lot lines. Buildings closer to the street) it is not required but encouraged. Reducing the minimum setbacks in the redevelopment areas allows for more use of the property. Some minor changes include P-1A being renamed LO (Limited Office District); the district criteria, however, has not changed. C-3 has been renamed WD (Warehouse District) and was moved into the Industrial Zoning section.

Question from the workgroup: “In many instances there is C-3 zoning with a Commercial General land use. Now that C-3 has been eliminated and we have the new WD zoning district, is the WD district compatible with CG land use? Staff indicated yes.

The new district has been introduced so that there is more flexibility with uses on the property. It is appropriate in many areas to have a mix of small scale light industrial and light assembly uses (which don’t typically impact traffic, have loud noise or have odors associated with them). It is compatible with CG land use category; however, there are no retail uses in WD. One would have to re-zone to C-2.

There were no increases to the FAR for the commercial districts. The FAR is based on the Future Land Use category. Higher FARs are in some of the Mixed-Use categories and in our Future Land Use categories for Transit Oriented Developments. We are going to have to go back and revisit our Future Land Use categories and will probably have to create some new ones or increase the FARs in some of them in order to recognize mixed uses.

Suggestion from the workgroup: referencing Page 15, Sec. 138-750.1 *Site Layout and Orientation*

Regarding (a) Street, Drive Aisle, and Accessway Design, under (1) “Internal streets, drive aisles, and accessways **shall** be designed as an extension of the surrounding roadway pattern...”. There is an understanding that roadway patterns may want to be continued in a residential neighborhood but in a commercial or office use - is this something that **shall** occur? It was suggested that it should be clarified if a developer is dealing with an extension of the roadway pattern as it is laid out in the surrounding area versus the developer being able to modify it internally by connecting parking lots (within their office or commercial development).

There was discussion regarding the intent of extending the public roadway within the commercial property. If so, it implies a variety of design standards. Language stating that “*internal streets, drive aisles, and accessways shall connect to the public roadway outside*” ... may be an issue as the intent is to connect

the office/commercial development into the adjacent property. There are issues with using the language “*designed as an extension*” as it implies design standards.

Suggestion: *Internal streets, drive aisles, and accessways should provide connectivity to the surrounding roadway pattern?* This raised the question of what to do if roadway doesn’t exist; whether this can be enforced; or if adjacent neighbor is amenable regarding ingress, egress, easements etc.

Questions from the workgroup regarding: Top of page 16, item (2) states:

- (2) The first floor of large format commercial buildings housing a single tenant occupying more than 80,000 square feet shall be edged with small scale uses (e.g. retail, restaurant, residential) or the entire wall shall include architectural details such as fenestration, large display windows, natural finishes and other architectural features intended to break-up large expansive facades.

The question asked was: Is this referring to stores built into (e.g.) a larger store like Walmart/Target? Staff indicated yes, and/or making the walls look as if they have shops in them. Staff acknowledged that this is a big issue and that it comes from the desire to have a commercial development that doesn’t look like a solid block wall to the adjoining streets or to surrounding adjacent residential single family development. This is addressing the look of the development. There is an attempt to create an aesthetic look instead of blank walls (e.g., new restaurants at Tyrone Mall). There was a question though about who was going to decide/approve these types of development? Isn’t it a matter of taste?

As a result, the group asked for some examples of pictures to be added to this section of the code so that the lay person/developer would have some idea of what this design looks like or the options available.

A suggestion was also made to staff that the City of Tampa’s code be reviewed as they have language in their code that specifically addresses this in reference to design, color, etc. The City of Tampa has set the guidelines. There was some concern with the possibility of Pinellas County getting into dictating design and trying to legislate what should ultimately be left up to the market place.

There was general consensus that items 3, 4, & 5 on page 16 are good. It was pointed out that there may be site circulation situations that may prohibit what is stated specifically in 2 & 6 (an example with 6 – McDonalds on Ulmerton Road)

There were several issues with Page 17 (c) (1) a & b regarding parking, which reads:

- (c) Parking Lots and Parking Structures
 - (1) Parking lot location should be as follows:
 - a. Parking areas should be located behind a front building façade.
 - b. Parking areas shall not be located between a building façade and a roadway or regional trail (e.g. the Pinellas Trail).

a) There was a concern that the code is dictating that buildings on a street front must have parking behind them. It was suggested that “*and a roadway*” be removed from (1) (b). Dictating may make County look like it is not pro-development. **b)** This could also cause an increase in requests for variances. **c)** There is limited unincorporated land, therefore designs will be in, or close to municipalities where the County has no jurisdiction. Some property owners annex into the municipalities to get the design standards they want. The County is trying to get balance.

Right now most developments, particularly in built out areas, have a huge parking area first, then the development. If there is a desire to see the development, rather than parking, there may need to be more restrictions in screening – what is the view of that development? May need to work “*limited to drive aisles*” into the definitions.

This is an opportunity to have some standards for desired development in the unincorporated areas. There is an attempt to eliminate the sea of parking between the street and the development. Staff stated that they may need to look at certain corridors (similar to what the City of St. Petersburg does). Which corridors would this work on?

The Palm Harbor, Ozona and Lealman unincorporated communities may embrace this design. It may not be accepted in Indian Rocks Beach.

Page 18 paragraph (d)(2) re: (2) Cross easements which connect the internal pedestrian system shall be provided between abutting property owners

The group said this can't be forced. A suggestion was to add "where compatible uses abut one another". A daycare center may be next to an undesirable commercial use in which there may not be a desire for an internal pedestrian connection.

Sec. 138-750.2 – Building and Architectural Design Standards on page 19 - (a) (1), which reads:

(a) Building Style

(1) New construction shall utilize an identifiable architectural style which is recognized by design professionals as having a basis in academic architectural design philosophies.

The question raised was, why is there a need to state this? Staff agreed and said this was borrowed from St. Pete. This will be deleted. This concept is covered elsewhere.

There were questions about Sec. 138-750.2 – Building and Architectural Design Standards on page 19 - (a)(3) and (a)(4) regarding the statements about “complementary building style” and “compatible building materials, etc.” as applied to shopping centers, accessory structures, etc.

The question asked was: Who is going to determine what's complementary? Who will do the review of the building materials? Will the County end up having to get an architectural review committee? Staff recognized it will be more staff intensive, but it will be up to the Board to decide if they want to add this level of review. It's probably more about finding a good balance of requirements and having some flexibility.

Suggestions on page 20 for (b) (4) Building Form & (d) (2) Transparency

Replace “awning” with the word “shade feature.” Delete requirement that “(2) Windows on the street side façades shall be evenly distributed in a consistent pattern.”

Summary: The meeting concluded at 5:20 pm with the completion of the commercial section. It was decided that the workgroup would meet again on December 6, 2012 at 3:00pm. The discussion will continue with the review of the Proposed Office, Industrial & Mixed-Use Districts.

Proposed Residential Code Revisions

New Code Revisions Based on Discussions
during the October 18, 2012 Workgroup Meeting

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CHAPTER 138 – ZONING

ARTICLE III. – DISTRICT DENSITY AND INTENSITY STANDARDS

The maximum density and intensity (Floor Area Ratio) standards for each zoning district are governed by the underlying Future Land Use Map (FLUM) Category identified within the Pinellas County Comprehensive Plan. The following table lists the maximum Floor Area Ratio (FAR) and Density for each Future Land Use (FLUM) Category:

Table 138-351 Density and Intensity Standards				
<i>Underlying Future Land Use Map Classification</i>	<i>Floor Area Ratio (FAR)</i>	<i>Density (dwelling units per acre)</i>	<i>Residential Equivalent</i>	<i>Transient Accommodation Use</i>
Residential Rural (RR)	0.30	0.5 Max	3 beds per permitted density	N/A
Residential Estate (RE)	0.30	1.0 Max	N/A	N/A
Residential Suburban (RS)	0.30	2.5 Max	3 beds per permitted density	N/A
Residential Low (RL)	0.40	5.0 Max	3 beds per permitted density	N/A
Residential Urban (RU)	0.40	7.5 Max	3 beds per permitted density	N/A
Residential Low Medium (RLM)	0.50	10.0 Max	3 beds per permitted density	N/A
Residential Medium (RM)	0.50	15.0 Max	3 beds per permitted density	N/A
Residential High (RH)	0.60	30.0 Max	3 beds per permitted density	N/A
Community Redevelopment District – Activity Center (CRD-AC)	0.60	12.5 Max	3 beds per permitted density AND 30% of total development floor area	12.5 units per acre
Residential/Office Limited (R/OL)	0.20	7.5 Max	3 beds per permitted density	N/A

Table 138-351 Density and Intensity Standards				
Underlying Future Land Use Map Classification	Floor Area Ratio (FAR)	Density (dwelling units per acre)	Residential Equivalent	Transient Accommodation Use
Residential/Office General (R/OG)	0.40	10.0 Max	3 beds per permitted density	N/A
		12.5 Max Affordable Housing Units		
Residential/Office/Retail (R/O/R)	0.20 Commercial ⁴ 0.30 Office	10.0 Max	3 beds per permitted density	30 units per acre
	<i>At major intersections on U.S. Highway 19 from State Road 60 to State Road 586,</i> 0.30 for commercial 0.40 for office	12.5 Max Affordable Housing Units		45 units per acre / 1.0 FAR Within Transient Accommodating Use Overlay
Resort Facilities Overlay-Permanent (RFO-P)	See underlying future land use category		3 beds per permitted density	1 unit per permitted underlying density
Resort Facilities Overlay-Temporary (RFO-T)	See underlying future land use category		3 beds per permitted density	1 unit per permitted underlying density
Transit Oriented Development – Neighborhood Center (TOD-NC)	1.5 Max 0.5 Min within ¼ Mile of Transit Station	20 Max 10 Min	3 beds per permitted density	See applicable station area plan
Transit Oriented Development – Community Center (TOD-CC)	3.0 Max 1.0 Min within ¼ Mile of Transit Station	40 Max 15 Min	3 beds per permitted density	See applicable station area plan
Transit Oriented Development – Regional Center (TOD-RC-E) & (TOD-RC-MU)	5.0 Max 1.5 Min within ¼ Mile of Transit Station	60 Max 40 Min	3 beds per permitted density	See applicable station area plan
Transit Oriented Development – Downtown Core	8.0 Max 2.0 Min within ¼ Mile of Transit Station	200 Max 40 Min	3 beds per permitted density	See applicable station area plan
Transit Oriented	1.0 Max	15 Max	3 beds per	N/A

Table 138-351 Density and Intensity Standards				
Underlying Future Land Use Map Classification	Floor Area Ratio (FAR)	Density (dwelling units per acre)	Residential Equivalent	Transient Accommodation Use
Development – Park and Ride (TOD-PR)	0.5 Min within ¼ Mile of Transit Station	5 Min	permitted density	
Transit Oriented Development Overlay (TODO)	Depends on transit station area typology	Depends on transit station area typology	See applicable station area plan	See applicable station area plan
Commercial Neighborhood (CN)	0.30	10 Max Affordable Housing Units	N/A	N/A
Commercial Recreation (CR)	0.35	N/A	N/A	10 units per acre
				60 units per acre / 1.2 FAR Within Transient Accommodating Use Overlay
Commercial General (CG)	0.35 0.50 Storage/ Warehouse	N/A	50 beds per acre	40 units per acre
				60 units per acre / 1.2 FAR Within Transient Accommodating Use Overlay
Industrial Limited (IL)	0.50	N/A	N/A	40 units per acre
				75 units per acre / 1.5 FAR Within Transient Accommodating Use Overlay

Table 138-351 Density and Intensity Standards				
Underlying Future Land Use Map Classification	Floor Area Ratio (FAR)	Density (dwelling units per acre)	Residential Equivalent	Transient Accommodation Use
Industrial General (IG)	0.50	N/A	N/A	N/A
Preservation (P)	0.05 Transfer of Development Rights Allowance	1.0 MAX Transfer of Development Rights Allowance	N/A	N/A
Preservation-Resource Management (P-RM)	0.05	1.0 MAX	N/A	N/A
	0.05 Transfer of Development Rights Allowance	Transfer of Development Rights Allowance		
Recreation/Open Space (R/OS)	0.25	N/A	N/A	N/A
Institutional (I)	0.65	12.5	25 beds per acre	N/A
Institutional Overlay (IO)	See underlying future land use category		3 beds per permitted density	N/A
Transportation/Utility (T/U)	0.70	N/A	N/A	N/A
<p>General Notes:</p> <ol style="list-style-type: none"> Density and Intensity limitations are governed by the underlying Future Land Use Map (FLUM) category as part of the Pinellas County Comprehensive Plan. Floor Area Ratio (FAR) is applicable to non-residential and mixed-use structures. The Comprehensive Plan encourages and allows specific transfer of development rights from the Preservation (P) and Preservation-Resource Management (P-RM) classifications. See applicable sections of the zoning code for process and standards. At major intersections on U.S. Highway 19 from S.R. 60 to S.R. 586, the FAR shall not exceed 0.30 for commercial uses and 0.40 for office uses. 				

ARTICLE IV. - RESIDENTIAL AND AGRICULTURAL DISTRICTS

DIVISION 1. – GENERALLY

Secs. 138-352—138-359. - Reserved.

DIVISION 2. – SINGLE-FAMILY RESIDENTIAL (SFR) ZONING DISTRICTS: A-E, E-1, R-R, R-1, R-2, R-3 AND RMH

Sec. 138-360. – A-E, E-1, R-R, R-1, R-2, R-3 and RMH Zoning Districts - Definition, purpose and intent of districts.

The Single-family zoning districts comprise seven zoning districts ranging in lot size from two or more acres to less than 6,000 square feet. The unifying characteristic these districts have is the single-family residential dwelling. Most of the lots within these districts are also suburban in nature and typified by single-use development.

The regulations within these districts are designed to protect the single-family residential character of these neighborhoods while permitting rehabilitation, improvements and redevelopment in keeping with the scale of the each respective neighborhood.

Sec. 138-361. – Table of Uses: A-E, E-1, R-R, R-1, R-2, R-3 and RMH Zoning Districts

Land uses within the single-family districts shall be permitted as defined in *Table 138-361 – Table of Uses for the A-E, E-1, R-R, R-1, R-2, R-3 and RMH districts*. The review procedures are further defined in Article II of the Zoning Code.

- (a) An “A” in Table 138-361 denotes that the specific use is permitted as an accessory use to other uses within the district.
- (b) A “1” in Table 138-361 denotes that the specific use is a permitted use and may be established and expanded as an administrative review as defined in Article II.
- (c) A “2” in Table 138-361 denotes that the establishment of the specific use requires Board of Adjustment review, approval and/or approval with conditions as defined in Article II.
- (d) A “3” in Table 138-361 denotes that the establishment of the specific use requires Board of County Commissioners review, approval, and/or approval with conditions as defined in Article II.
- (e) A blank in Table 138-361 denotes that the specific use is not allowed in the zone.
- (f) A “Y” in the Supplemental Uses Standards column of Table 138-361 indicates that there are specific land development or operational requirements that must be provided for the specific use.

Table 138-361 – Table of Use for the A-E, E-1, R-R, R-1, R-2, R-3 and RMH Districts								
LEGEND: 1 = Permitted Use/ Administrative Review; 2 = Board of Adjustment Review; 3 = Board of County Commissioners Review; A = Accessory	A-E	E-1	R-R	R-1	R-2	R-3	RMH	Supplemental Use Standards (refer to specific Code

Use								
Residential Uses								
Accessory Dwelling Unit	A	A	A	A	A	A		Y
Assisted Living Facility	2	2	2	2	2	2	2	
Affordable Housing Development (AHD)	3	3	3	3	3	3	3	Y
Community Residential Home, Category 1: 1 to 6 residents	1	1	1	1	1	1		Y
Community Residential Home, Category 2: 7 to 14 residents	2	2	2					Y
Community Residential Home, Category 3: more than 14 residents	2	2						Y
Dwelling, Single-family Detached and their customary accessory uses	1	1	1	1	1	1	1	Y
Manufactured Home	1	1	1	1	1	1	1	Y
Mobile Home and their customary accessory uses							1	
Mobile Home Park and their customary accessory uses							1	
Mobile Home Subdivision and their customary accessory uses							1	
Overnight Accommodations								
Bed and Breakfast	2	2	2	2	2	2	2	Y
Kennel/Pet Care Indoor	3							Y
Kennel/Pet Care Outdoor	3							Y
Commercial and Office Uses								
Home Occupation	A	A	A	A	A	A	A	Y
Office, Veterinary	3							Y
Industrial, Manufacturing and Warehouse Uses								
Electric Vehicle Charging Station	A	A	A	A	A	A	A	Y
Arts, Recreation and Entertainment Uses								
Club, Community Service and Fraternal	2	2	2	2	2	2	2	
Golf courses and accessory structures	2	2	2	2	2	2	2	Y
Public or private parks, playgrounds and recreation areas	2	2	2	2	2	2	2	Y
Recreation Use, Accessory to Residential Use							A	

Table 138-361 – Table of Use for the A-E, E-1, R-R, R-1, R-2, R-3 and RMH Districts

LEGEND: 1 = Permitted Use/ Administrative Review; 2 = Board of Adjustment Review; 3 = Board of County Commissioners Review; A = Accessory									
Use	A-E	E-1	R-R	R-1	R-2	R-3	RMH	Supplemental Use Standards (refer to specific Code section)	
Education, Public Administration and Health Care Uses									
Cemetery	2	2	2	2	2	2	2	Y	
Cemetery, Accessory to a Place of Worship	2	2	2	2	2	2	2	Y	
Day Care Center, adult	2	2	2	2	2	2	2	Y	
Day Care Facility, child	2	2	2	2	2	2	2	Y	
Government Building or Use	3	3	3	3	3	3		Y	
Place of worship	2	2	2	2	2	2	2	Y	
School, Public, Pre-K thru 12 (Governmental)	1	1	1	1	1	1	1	Y	
School, Private, Pre-K thru 12 (Nongovernmental)	2	2	2	2	2	2	2	Y	
Transportation, Communication and Information Uses									
Docks and Piers	A	A	A	A	A	A	A	Y	
Heliport and Helistops	3	3						Y	
Navigation safety devices and structures	2	2	2	2	2	2	2		
Parking, Surface - Accessory	2	2	2	2	2	2	2	Y	
Transmitting stations, remote radio and television, not including broadcast studios or office	2	2	2				2	Y	
Wireless Communication Antennae (WCA)	A	A	A	A	A	A	A	Y	
Wireless Communication Tower	1	1	1	1	1	1	1	Y	
Utilities									
Solar Energy Systems	A	A	A	A	A	A		Y	
Utility Substation	3	3	3	3	3	3	3	Y	
Wind Energy Conservation System (WECS), Small Scale	A or 2	A or 2	A or 2	A or 2	A or 2	A or 2		Y	
Agricultural Uses									
Agricultural Activities, Commercial Use	3							Y	
Agricultural Activities, Personal Use	1, A	1, A	1, A	1, A				Y	
Community Gardens	2	2	2	2	2	2	2	Y	

Table 138-361 – Table of Use for the A-E, E-1, R-R, R-1, R-2, R-3 and RMH Districts

Use	A-E	E-1	R-R	R-1	R-2	R-3	RMH	Supplemental Use Standards (refer to specific Code section)
	LEGEND: 1 = Permitted Use/ Administrative Review; 2 = Board of Adjustment Review; 3 = Board of County Commissioners Review; A = Accessory							
Nursery / Greenhouse, Retail	3							
Other Uses								
Land Fills or excavations of More than 1,000 Cubic Yards	2	2	2	2	2	2	2	Y
Land Fills or Excavations of Less than 1,000 Cubic Yards	1	1	1	1	1	1	1	Y

Secs. 138-362—138-364. - Reserved.

Sec. 138-365. - A-E, Agricultural Estate Residential District

- (a) The A-E District is characterized by large residential lots of a size and character that can accommodate agricultural activities.
- (b) The district is intended to retain and preserve much of the natural character of the area including vegetation, hydrology, and topography.
- (c) Personal and commercial agricultural uses may also be permitted within this district as authorized. In Table 138-361; however, due to the extensively urbanized character of the county, agriculture may not be appropriate within a given area of this district.

Sec. 138-365.1 - A-E, Agricultural Estate Residential District – Development Parameters

A-E – Development Parameters Table										
Max. Density ¹	Max. Building Coverage	Max. FAR ¹	Max. ISR	Max. Building Height (ft)	Min. Lot			Min. Setbacks (ft)		
					Area	Width (ft)	Depth (ft)	Front	Side	Rear
See Table 138-351	0.25 (why big difference from ISR?)	See Table 138-351	0.6	45	2 ac.	90	100	50	25	25
1. Density and Intensity limitations are governed by the underlying Future Land Use Map (FLUM) category as part of the Pinellas County Comprehensive Plan. 2. Building Coverage is applicable to residential-only structures. Floor Area Ratio (FAR) is applicable to non-residential and mixed-use structures.										

Sec. 138-366. - E-1, Estate Residential District

- (a) The E-1 District is characterized by large lot, low density residential communities.
- (b) The area is generally developed with large lot residential estates, while maintaining open spaces and native landscape.

Sec. 138-366.1 - E-1, Estate Residential District – Development Parameters.

E-1 – Development Parameters Table										
Max. Density ¹	Max. Building Coverage	Max. FAR ¹	Max. ISR	Max. Building Height (ft)	Min. Lot			Min. Setbacks (ft)		
					Area	Width (ft)	Depth (ft)	Front	Side	Rear
See Table 138-351	0.5	See Table 138-351	0.6	45	32,000 sf	125 (larger than A-E?)	125 (larger than A-E?)	25	15	20

- 1. Density and Intensity limitations are governed by the underlying Future Land Use Map (FLUM) category as part of the Pinellas County Comprehensive Plan.
- 2. Building Coverage is applicable to residential-only structures. Floor Area Ratio (FAR) is applicable to non-residential and mixed-use structures.

Sec. 138-367. - R-R, Rural Residential District

- (a) The R-R District is characterized by medium to large lot, low density residential communities.
- (b) Complete urbanization of these areas is not intended.
- (c) The District acts as a transition between rural and suburban neighborhoods within the County.

Sec. 138-367.1 - R-R, Rural Residential District – Development Parameters.

R-R – Development Parameters Table										
Max. Density ¹	Max. Building Coverage	Max. FAR ¹	Max. ISR	Max. Building Height (ft)	Min. Lot			Min. Setbacks (ft)		
					Area	Width (ft)	Depth (ft)	Front	Side	Rear
See Table 138-351	0.5	See Table 138-351	0.6	45	16,000 sf	90	100	25	10	15

- 1. Density and Intensity limitations are governed by the underlying Future Land Use Map (FLUM) category as part of the Pinellas County Comprehensive Plan.
- 2. Building Coverage is applicable to residential-only structures. Floor Area Ratio (FAR) is applicable to

non-residential and mixed-use structures.

Sec. 138-368. - R-1, Single-Family Residential District

(a) The R-1, single-family residential district provides areas of single-family residential development located where lower density single-family uses are desirable.

Sec. 138-368.1 - R-1, Single-Family Residential District – Development Parameters.

R-1 – Development Parameters Table										
Max. Density ¹	Max. Building Coverage	Max. FAR ¹	Max. ISR	Max. Building Height (ft)	Min. Lot			Min. Setbacks (ft)		
					Area	Width (ft)	Depth (ft)	Front	Side	Rear
See Table 138-351	not listed	See Table 138-351	0.6	45	9,500 sf	80	90	25	8	10

1. Density and Intensity limitations are governed by the underlying Future Land Use Map (FLUM) category as part of the Pinellas County Comprehensive Plan.
 2. Building Coverage is applicable to residential-only structures. Floor Area Ratio (FAR) is applicable to non-residential and mixed-use structures.

Sec. 138-369. - R-2, Single-Family Residential District

(a) The R-2, single-family residential district provides areas of single-family residential development located where moderate density single-family uses are desirable.

Sec. 138-369.1 - R-2, Single-Family Residential District – Development Parameters.

R-2 – Development Parameters Table										
Max. Density ¹	Max. Building Coverage	Max. FAR ¹	Max. ISR	Max. Building Height (ft)	Min. Lot			Min. Setbacks (ft)		
					Area	Width (ft)	Depth (ft)	Front	Side	Rear
See Table 138-351	Un-specified	See Table 138-351	0.6	45	7,500 sf	75	80	25	7	10

1. Density and Intensity limitations are governed by the underlying Future Land Use Map (FLUM) category as part of the Pinellas County Comprehensive Plan.
 2. Building Coverage is applicable to residential-only structures. Floor Area Ratio (FAR) is applicable to non-residential and mixed-use structures.

Sec. 138-370. - R-3, Single-Family Residential District

(a) The R-3, single-family residential district is comprised of single-family dwellings with the most intensive use of land with regard to density of the single-family residential zoning districts.

Sec. 138-370.1 - R-3, Single-Family Residential District – Development Parameters.

R-3 – Development Parameters Table										
Max. Density ¹	Max. Building Coverage	Max. FAR ¹	Max. ISR	Max. Building Height (ft)	Min. Lot			Min. Setbacks (ft)		
					Area	Width (ft)	Depth (ft)	Front	Side	Rear
See Table 138-351	Un-specified	See Table 138-351	0.6	45	6,000 sf	60	80	20	6	10
<p>1. Density and Intensity limitations are governed by the underlying Future Land Use Map (FLUM) category as part of the Pinellas County Comprehensive Plan.</p> <p>2. Building Coverage is applicable to residential-only structures. Floor Area Ratio (FAR) is applicable to non-residential and mixed-use structures.</p>										

Sec. 138-371. - Reserved.

Sec. 138-372. – Single-Family Residential Districts – Design Criteria

In addition to the land use standards listed for individual districts, Single-Family Residential districts (A-E, E-1, R-R, R-1, R-2, and R-3 districts), should be planned, phased, and developed consistent with the design criteria listed in the following subsections.

Specific life/safety standards shall prevail and supersede these design criteria when there is a conflict with other governmental life/safety codes. The Zoning Administrator may administratively relax any design criteria that is in conflict with life/safety standards.

(a) Street, Drive Aisle, and Accessway Design

- (1) Internal streets, drive aisles, and accessways shall be designed as an extension of the surrounding roadway pattern. Specifically, adjacent roadways shall be extended into the development and integrated into the project transportation network. Exemptions shall apply to situations identified in a traffic study that would cause excessive traffic into single-family neighborhoods.

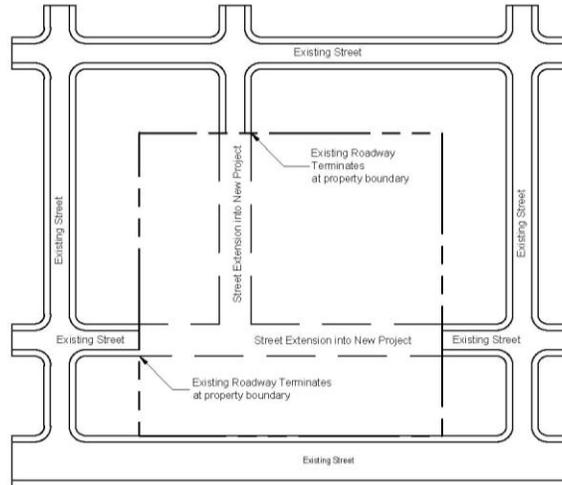


Figure 138-372.(a).1 – Site Layout – Street Extensions into New Projects/Developments

- (2) Internal collector and local roadways that exceed 400 linear feet on a given block should incorporate on-street parking where practical.
- (3) Internal blocks should not exceed 600 linear feet. Block lengths shall be limited and interrupted with a roadway connection, open space tract, and/or significant pedestrian pathway.

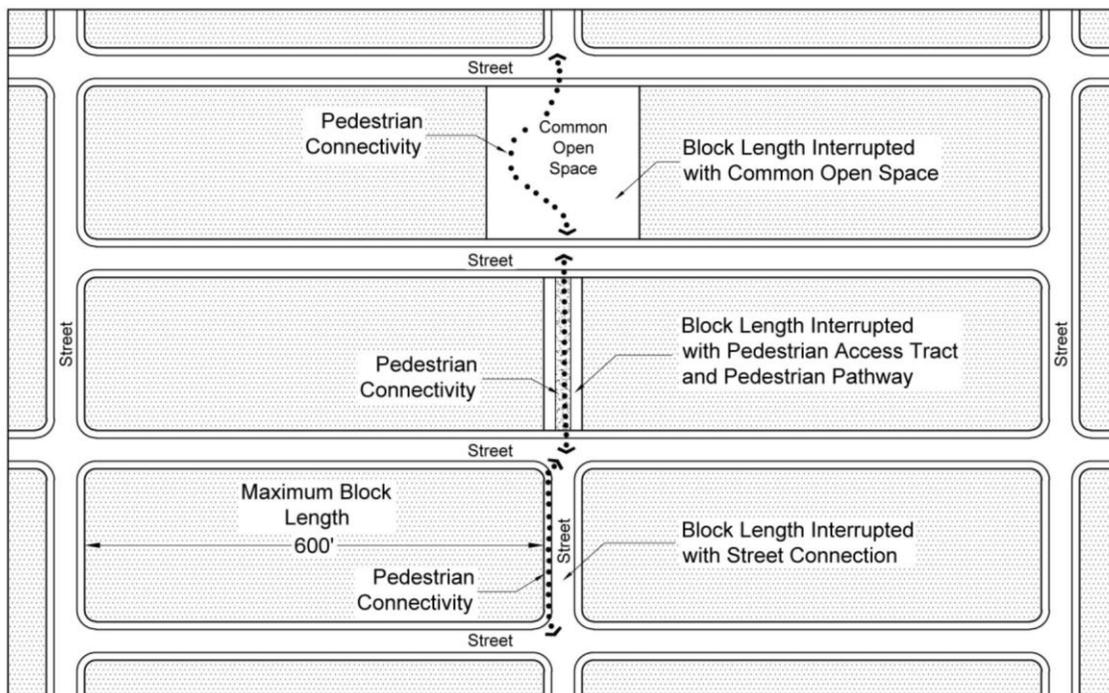


Figure 138-372.(a).3 – Site Layout – Block Length Standards

- (4) All internal and abutting streets shall be lined with sidewalks. Exceptions to this standard are allowed to protect natural resources, to recognize onerous

topographic features, and to comply with design restrictions from other governing agencies.

Secs. 138-373—138-374. - Reserved.

Sec. 138-375. - RMH, Residential Mobile/Manufactured Home District

- (a) The RMH, residential, mobile/manufactured home district is composed of mobile/manufactured and single-family residential areas comprised of mobile homes.
- (b) Developers shall avoid the monotony of rectilinear or herringbone patterns.

Sec. 138-375.1 - RMH, Residential Mobile/Manufactured Home District – Development Parameters for Mobile Home Parks and their individual lots.

RMH – Development Parameters Table										
Max. Density ¹	Max. Building Coverage	Max. FAR ¹	Max. ISR	Max. Building Height (ft)	Min. Lot			Min. Setbacks (ft)		
					Area	Width (ft)	Depth (ft)	Front	Side	Rear
See Table 138-351	0.4	See Table 138-351	0.65	35	15 ac ²	150 ²	200 ⁴	25 ⁴	10 ⁴	10 ⁴
					3,500 sf ³	20 ³	NA	10 ⁵	5 ⁵	5 ⁵

1. Density and Intensity limitations are governed by the underlying Future Land Use Map (FLUM) category as part of the Pinellas County Comprehensive Plan.
2. Mobile Home Park site
3. Individual Mobile Home lot: 25% of the spaces to be provided in a mobile home park may be a minimum of 3,000 square feet, provided that for each such space one space shall be provided with at least 4,000 square feet. Lot area shall be exclusive of street or drive. See section 138-209 for lots or parcels of substandard dimensions.
4. Outer perimeter of park
5. Interior lots: hitches may encroach into the front setback
6. Building Coverage is applicable to residential-only structures. Floor Area Ratio (FAR) is applicable to non-residential and mixed-use structures.

Sec. 138-375.2 - RMH, Residential Mobile/Manufactured Home District – Development Parameters for Mobile Home Subdivision individual lots.

RMH – Development Parameters Table – Subdivision Lots										
Max. Density ¹	Max. Building Coverage	Max. FAR ¹	Max. ISR	Max. Building Height (ft)	Min. Lot			Min. Setbacks (ft)		
					Area	Width (ft)	Depth (ft)	Front	Side	Rear
See Table 138-351	0.4	See Table 138-351	not listed	35	6,000 sf ²	60	80	25 ³	6	10

1. Density and Intensity limitations are governed by the underlying Future Land Use Map (FLUM) category as part of the Pinellas County Comprehensive Plan.

2. Mobile Home subdivision site must be a min. of 10 ac

3. Permitted structures on substandard lots in a mobile home subdivision of record prior to May 7, 1963, shall be set back a minimum of 15 feet in depth, measured from the right-of-way line to the front of the structure.

4. Building Coverage is applicable to residential-only structures. Floor Area Ratio (FAR) is applicable to non-residential and mixed-use structures.

Sec. 138-375.3. – RMH, Residential Mobile/Manufactured Home District. Additional Requirements and Clarifications.

- (a) Street requirements. Roadways or streets within a mobile home park may be private, but the following requirements shall apply:
- (1) Internal collector streets shall be 30 feet in width, with a minimum of 24 feet of paved surface inclusive of 12 foot lanes. (Is this width needed to move manufactured homes onto the site?)
 - (2) Internal minor streets shall be 25 feet in width, with a minimum of 20 feet of paved surface.
 - (3) A collector street shall be defined as a street designed to facilitate adequate traffic flow from two or more internal minor streets to dedicated rights-of-way. All streets which provide ingress and egress from dedicated public rights-of-way shall be deemed to be collector streets. All other streets within the park may be internal minor streets.
 - (4) Except as otherwise provided in this chapter, the design and construction of roads, streets, drives, utilities and drainage installations shall be in compliance with the minimum standards of the site development regulations and the county utilities system. The county administrator may require a state registered engineer to provide a statement of such compliance prior to the issuance of a certificate of occupancy.

- (b) Recreation area requirements. Not less than ten percent of the gross site area shall be devoted to open space and recreation facilities, generally provided in a central location, or in larger sites, decentralized. Such areas include space for community buildings and community use facilities, such as recreation and play areas, swimming pools and open space.
- (c) Subdivision standards. A mobile home subdivision shall be platted in accordance with the standards of this chapter and chapter 154 of this Code.
- (e) Any real property zoned R-6 after January 30, 1990, shall comply with all of the provisions set forth in this division. Any legally established mobile home park in existence on or prior to January 30, 1990, may continue to operate in accordance with approved plans and in accordance with the regulations which were in effect at the time of the park's site plan approval. Legally established mobile home parks in existence prior to February 5, 1963, may continue to operate in accordance with approved plans subject to compliance with the zoning regulations in effect on the date of such approval.
- (f) Any additions, expansions or substantial changes to existing mobile home parks or subdivisions shall comply with the provisions of the current requirements of this division.

Secs. 138-376—138-379. - Reserved.

DIVISION 3. – MULTI-FAMILY RESIDENTIAL ZONING DISTRICTS: R-4, R-5, RM, AND RPD

Sec. 138-380. – R-4, R-5, RM, and RPD Zoning Districts - Definition, purpose and intent of districts.

The Multi-family zoning districts comprise individual zoning districts ranging in lot size from two or more acres to less than 3,000 square feet. The unifying characteristic of these districts is the flexibility of providing multi- and single-family residential dwellings or a mix of such uses. These districts also provide a wide range of accessory uses typical of multi-family developments.

The regulations within these districts are designed to protect the residential character of these neighborhoods while permitting rehabilitation, improvements and redevelopment in keeping with the scale of each respective neighborhood and surrounding areas.

Sec. 138-381. – Table of Uses: R-4, R-5, RM, and RPD Zoning.

The following table provides the review and approval level for all uses permitted within the Multi-Family zoning Districts. Criteria for specific uses can be found in Section 138-239.

Land uses within the multi-family districts shall be permitted as defined in *Table 138-781 – Table of Uses for the R-4, R-5, RM, AND RPD districts*. The review procedures are further defined in Article II of the Zoning Code.

- (a) An "A" in Table 138-781 denotes that the specific use is permitted as an accessory use to other uses within the district.
- (b) A "1" in Table 138-781 denotes that the specific use is a permitted use and may be established and expanded as an administrative review as defined in Article II.
- (c) A "2" in Table 138-781 denotes that the establishment of the specific use requires Board of Adjustment review, approval and/or approval with conditions as defined in Article II.
- (d) A "3" in Table 138-781 denotes that the establishment of the specific use requires Board of County Commissioners review, approval, and/or approval with conditions as defined in Article II.

- (e) A blank in Table 138-781 denotes that the specific use is not allowed in the zone.
- (f) A “Y” in the Supplemental Uses Standards column of Table 138-781 indicates that there are specific land development or operational requirements that must be provide for the specific use.

Table 138-781 – Table of Use for the R-4, R-5, RM AND RPD Districts					
LEGEND: 1 = Permitted Use/ Administrative Review; 2 = Board of Adjustment Review; 3 = Board of County Commissioners Review; A = Accessory					
Use	R-4	R-5	RM	RPD	Supplemental Use Standards (refer to specific Code section)
Residential Uses					
Accessory Dwelling Unit	A	A	A	A	Y
Affordable Housing Development (AHD)	2	2	2	2	Y
Assisted Living Facility		3	2	2	
Community Residential Home, Category 1: 1 to 6 residents	1	1	1		Y
Community Residential Home, Category 2: 7 to 14 residents			1	1	Y
Community Residential Home, Category 3: more than 14 residents			2	2	Y
Dwelling, Duplex	1	1	1	1	
Dwelling, Multifamily and their customary accessory uses		2	1	1	Y
Dwelling, Single-family Attached (Townhouse) and their customary accessory uses	1	1	1	1	Y
Dwelling, Single-family Detached and their customary accessory uses	1	1	2	1	Y
Dwelling, Single-family Zero Lot Line and their customary accessory uses		1	1	1	Y
Marina				A	Y
Dwelling, Triplex and their customary accessory uses	1	1	1	1	
Storage, accessory			1	1	Y
Accommodations					
Bed and Breakfast	2	2	2	1	Y
Hotel				1	

Table 138-781 – Table of Use for the R-4, R-5, RM AND RPD Districts					
LEGEND: 1 = Permitted Use/ Administrative Review; 2 = Board of Adjustment Review; 3 = Board of County Commissioners Review; A = Accessory					
Use	R-4	R-5	RM	RPD	Supplemental Use Standards (refer to specific Code section)
Commercial and Office Uses					
Convenience Store with or without Fuel Pumps				1	Y
Dispensing Alcohol: On-premise consumption - 138 Art. VII Div.3				1	Y
Home Occupation	A	A	A	A	Y
Office, Veterinary			2	1	
Restaurant				1	
Retail Sales and Service				1	
Service, Personal				1	Y
Industrial, Manufacturing and Warehouse Uses					
Electric Vehicle Charging Station	A	A	A	A	Y
Arts, Recreation and Entertainment Uses					
Club, Community Service and Fraternal	2	2	2	2	
Golf Course and accessory structures	2	2	2	A	Y
Public or private parks, playgrounds and recreation areas	2	2	2	2 or A	Y
Recreation Use, Accessory to Residential Use		A	A	A	
Education, Public Administration and Health Care Uses					
Congregate care facility		2	2	3	Y
Day Care Center, adult	2	2	3	1, 2 or A	Y
Day Care Facility, child	2	2	3	1, 2 or A	Y
Cemetery	2	2	2	2	Y
Cemetery, Accessory to a House of Worship	2	2	2	2 or A	Y
Government Building or Use	3	3	3	3	Y
Meeting Hall and other Community Assembly Facility				1	
Nursing Home			3	3	Y

Table 138-781 – Table of Use for the R-4, R-5, RM AND RPD Districts					
LEGEND: 1 = Permitted Use/ Administrative Review; 2 = Board of Adjustment Review; 3 = Board of County Commissioners Review; A = Accessory					
Use	R-4	R-5	RM	RPD	Supplemental Use Standards (refer to specific Code section)
Place of Worship	2	2	2	2 or A	Y
School, Public, Pre-K thru 12 (Governmental)	1	1	1	1 or A	Y
School, Private, Pre-K thru 12 (Nongovernmental)	2	2	2	2	Y
Transportation, Communication and Information Uses					
Docks and Piers	A	A	A	A	Y
Heliport and Helistops				3	Y
Mass Transit Center	1	1	1	1	Y
Navigation safety devices and structures	2	2	2	2	
Parking, Surface - Accessory	2	2	2	2	Y
Transmitting stations, remote radio and television, not including broadcast studios or office			2	2	Y
Wireless Communication Antennae (WCA)	A	A	A	A	Y
Wireless Communication Tower	1	1	1	1	Y
Utilities					
Solar Energy Systems	A	A	A	A	Y
Solar Generation Station	3	3	2	2	Y
Utility Substation	3	3	3	3	Y
Wind Energy Conservation System (WECS), Small Scale	A or 2	A or 2	A or 2	A or 2	Y
Agricultural Uses					
Community Gardens	2	2	2	2	Y
Other Uses					
Excavation Pits and Quarries, in excess of 1,000 cubic yards	2	2	2	2	Y
Land Fills of More than 1,000 Cubic Yards	2	2	2	2	Y
Land Fills or Excavations of Less than 1,000 Cubic Yards (Need to Re-visit)	1	1	1	1	Y

Secs. 138-382—138-384. - Reserved.

Sec. 138-385. – R-4, One-, Two- and Three-Family Residential District

- (a) The R-4, one-, two- and three-family residential district is comprised of areas where the development of single-family dwellings, duplexes, and triplexes is appropriate.
- (b) It is intended that such areas be located in or near urbanized areas where good transportation facilities and urban services are readily available.

Sec. 138-385.1 – R-4, One-, Two- and Three-Family Residential District – Development Parameters.

R-4 – Development Parameters Table										
Max. Density ¹	Max. Building Coverage	Max. FAR ¹	Max. ISR	Max. Building Height (ft)	Min. Lot			Min. Setbacks (ft.)		
					Area	Width (ft.)	Depth (ft.)	Front	Side	Rear
See Table 138-351	NA	See Table 138-351	0.75	45	7,500 sf	75	80	25	7.5	10

1. Density and Intensity limitations are governed by the underlying Future Land Use Map (FLUM) category as part of the Pinellas County Comprehensive Plan.

2. Building Coverage is applicable to residential-only structures. Floor Area Ratio (FAR) is applicable to non-residential and mixed-use structures.

Sec. 138-385.2 – R-4, One-, Two- and Three-Family Residential District - Additional Requirements and Clarifications.

- (a) Platting of single-family attached dwellings to allow individual unit ownership is permitted provided the duplexes or triplexes subject to platting were initially approved subject to the provisions of R-4 zoning. No such platting shall be approved until such time as a final site plan for the project has been reviewed and approved for construction purposes. Provisions for parking and easements for access to units and parking areas are required and are to be recorded as part of the plat, and must be shown on the submitted site plan. Easements for maintenance shall be required where necessary. The unit access easements are to be a minimum of four feet in width. It is the intent of this section to allow individual dwelling unit fee simple ownership without creating a nonconforming building area requirement.
- (b) Special requirements. The maximum density of the R-4 district shall be one unit for each full 2,500 square feet of lot area (no structure may contain more than three dwelling units) or the density permitted by the Future Land Use Map, whichever is less.

Sec. 138-386. – R-5, Single-Family Urban Residential District

- (a) The R-5 is comprised of areas where the development of small-lot detached single-family dwellings, duplexes, triplexes and townhouses are appropriate. The district is intended to allow compact, urban-style dwelling units typically comprised of smaller living spaces on smaller lots.
- (b) It is intended that such areas be located in or near urbanized areas where sufficient transportation facilities and urban infrastructure are readily available. The district is also

intended for properties in and around established urban residential neighborhoods that are planned to accommodate infill redevelopment.

- (c) The district is intended to facilitate compact infill redevelopment by allowing housing types with small lots and minor structural setbacks.
- (d) Residential neighborhoods should be developed around and incorporate common open space areas such as parks and courtyards.

Sec. 138-386.1 – R-5, Single-Family Urban Residential District – Development Parameters.

R-5 – Development Parameters Table										
Max. Density ¹	Max. Building Coverage	Max. FAR ¹	Max. ISR	Max. Building Height (ft)	Min. Lot ²			Min. Setbacks ³		
					Area	Width (ft)	Depth (ft)	Front	Side	Rear
See Table 138-351	NA	See Table 138-351	.85	45 too high?	Single-Family Detached					
					3,500 sf	35-ft	80-ft	10-ft	5-ft	5-ft
					Single-Family Attached (duplex, triplex, townhouse)					
					2,000 sf	25-ft	70-ft	8-ft	0/5-ft	5-ft
All Other Uses and Building Types										
					NA	NA	NA	15-ft	5-ft	10-ft
<p>1. Density and Intensity limitations are governed by the underlying Future Land Use Map (FLUM) category as part of the Pinellas County Comprehensive Plan.</p> <p>2. Lot standards are only applicable where units are built on individual lots. (Then what? Min. project ac?)</p> <p>3. Interior units 0-ft, end units 5-ft. For units not located in individual platted lots, buildings must provide a 10-ft separation from an adjacent structure. Zero Lot Line units shall provide 0-ft setback on one side and 10-ft side setback on the opposite side property line.</p> <p>4. Building Coverage is applicable to residential-only structures. Floor Area Ratio (FAR) is applicable to non-residential and mixed-use structures.</p>										

Sec. 138-386.2 – R-5, Single-Family Urban Residential District - Additional Requirements and Clarifications.

- (a) Each residential building may only include up to four individual dwelling units.
- (b) Lots that abut an improved alley shall provide parking in the rear of the dwelling and/or within rear loaded garages.
- (c) Entrances for residential units shall be oriented to an adjacent street, alley, open space area, or internal courtyard.

- (d) A garage vehicle door/opening located on a street-facing façade shall be limited to 55 percent of the façade width in which it is located. This standard shall not be applicable to garages served by alleys.
- (e) All street-facing garage vehicle door/openings should be set back behind the primary home door and/or porch structure.

Secs. 138-387—138-388. - Reserved.

Sec. 138-389. – R-4 and R-5 Residential Districts – Design Criteria

In addition to the land use standards listed for individual districts, R-4 and R-5 districts should be planned, phased, and developed consistent with the design criteria listed in the following subsections.

Specific life/safety standards shall prevail and supersede these design criteria when there is a conflict with other governmental life/safety codes. The Zoning Administrator may administratively relax any design criteria that is in conflict with life/safety standards.

- (a) Street, Drive Aisle, and Accessway Design
 - (1) Internal streets, drive aisles, and accessways shall be designed as an extension of the surrounding roadway pattern. Specifically, adjacent roadways shall be extended into the development and integrated into the project transportation network. Exemptions shall apply to situations identified in a traffic study that would cause excessive traffic into single-family neighborhoods.

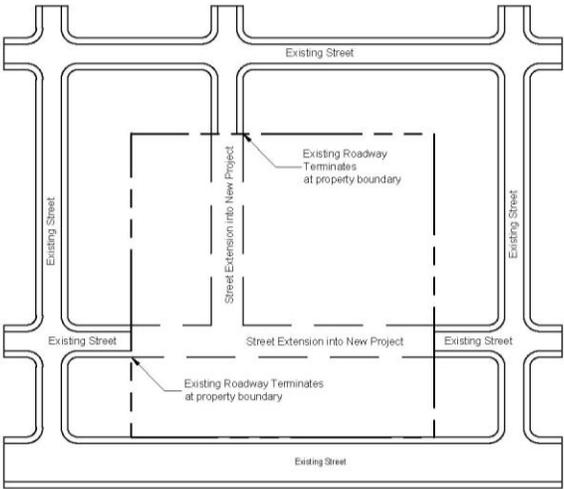


Figure 138-389.(a).1 – Site Layout – Street Extensions into New Projects/Developments

- (2) Internal collector and local roadways that exceed 400 linear feet on a given block should incorporate on-street parking where practical.
- (3) Internal blocks should not exceed 600 linear feet. Block lengths shall be limited and interrupted with a roadway connection, open space tract, and/or significant pedestrian pathway.

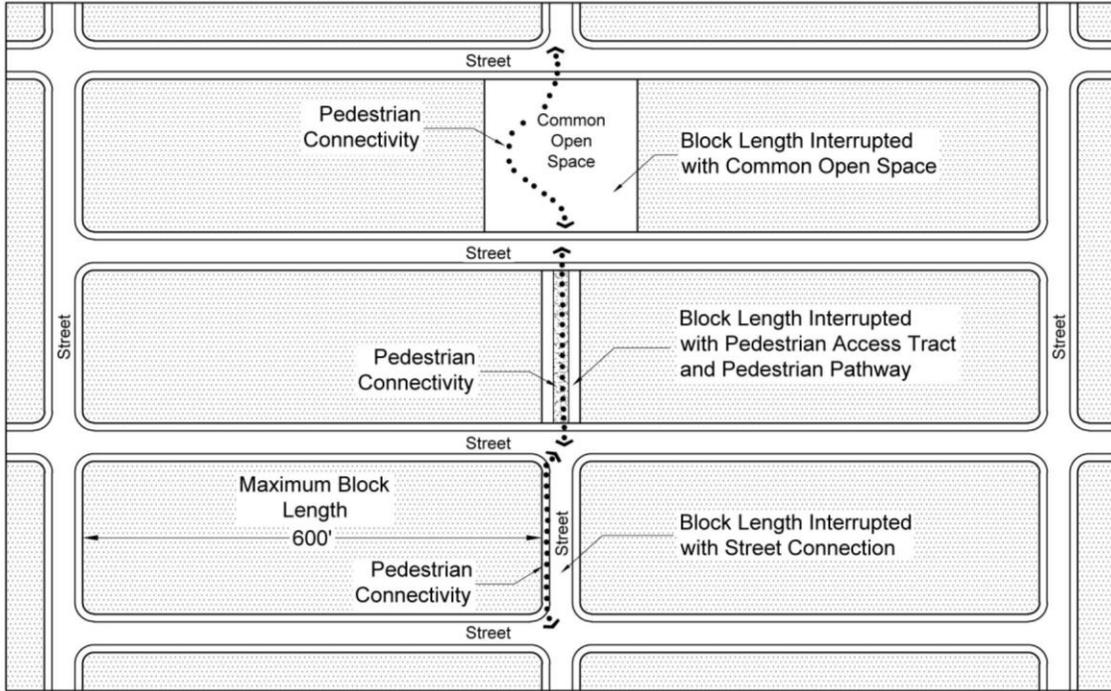


Figure 138-389.(a).3 – Site Layout – Block Length Standards

- (4) All internal and abutting streets shall be lined with sidewalks. Exceptions to this standard are allowed to protect natural resources, to recognize onerous topographic features, and to comply with design restrictions from other governing agencies.

Sec. 138-390 – RM, Multi-Family Residential District

(a) The RM, residential, multiple-family district is intended to provide a broad range of residential development types and intensities.

Sec. 138-390.1 – RM, Multi-Family Residential District – Development Parameters.

RM – Development Parameters Table										
Max. Density ¹	Max. Building Coverage	Max. FAR ¹	Max. ISR	Max. Building Height (ft)	Min. Lot ²			Min. Setbacks ³		
					Area	Width (ft)	Depth (ft)	Front	Side	Rear
See Table 138-351	0.4	See Table 138-351	0.75/ 0.60 ⁵	45	Single-Family Detached					
					3,000 sf	35-ft	80-ft	10-ft	5-ft	5-ft
					Single-Family Attached (duplex, triplex, townhouse)					
					1,600 sf	24-ft	70-ft	8-ft	0/5-ft	5-ft
					All Other Uses and Building Types					
7,500 ft	75-ft	80-ft	15-ft	5-ft	10-ft					
<p>1. Density and Intensity limitations are governed by the underlying Future Land Use Map (FLUM) category as part of the Pinellas County Comprehensive Plan.</p> <p>2. Lot standards are only applicable where units are built on individual lots.</p> <p>3. Interior units 0-ft, end units 5-ft. For units not located in individual platted lots, buildings must provide a 10-ft separation from an adjacent structure.</p> <p>4. Building Coverage is applicable to residential-only structures. Floor Area Ratio (FAR) is applicable to non-residential and mixed-use structures.</p> <p>5. The Impervious Surface Ratio (ISR) standard for properties within the RE, RS, RL, and RU Future Land Use Map (FLUM) categories.</p>										

Sec. 138-390.2. – RM, Multi-Family Residential District - Additional Requirements and Design Criteria.

In addition to the land use standards listed for individual districts, RM districts should be planned, phased, and developed consistent with the design criteria listed in the following subsections.

Specific life/safety standards shall prevail and supersede these design criteria when there is a conflict with other governmental life/safety codes. The Zoning Administrator may administratively relax any design criteria that is in conflict with life/safety standards.

(a) Street, Drive Aisle, and Accessway Design

- (1) Internal streets, drive aisles, and accessways shall be designed as an extension of the surrounding roadway pattern. Specifically, adjacent roadways shall be extended into the development and integrated into the project transportation network. Exemptions shall apply to situations identified in a traffic study that would cause excessive traffic into single-family neighborhoods.

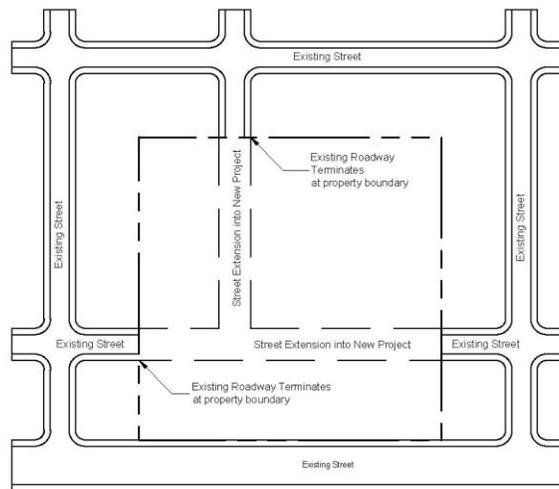


Figure 138-390.2.(a).1 – Site Layout – Street Extensions into New Projects/Developments

- (2) Internal collector and local roadways that exceed 400 linear feet on a given block should incorporate on-street parking where practical.

- (3) Internal blocks should not exceed 600 linear feet. Block lengths shall be limited and interrupted with a roadway connection, open space tract, and/or significant pedestrian pathway.

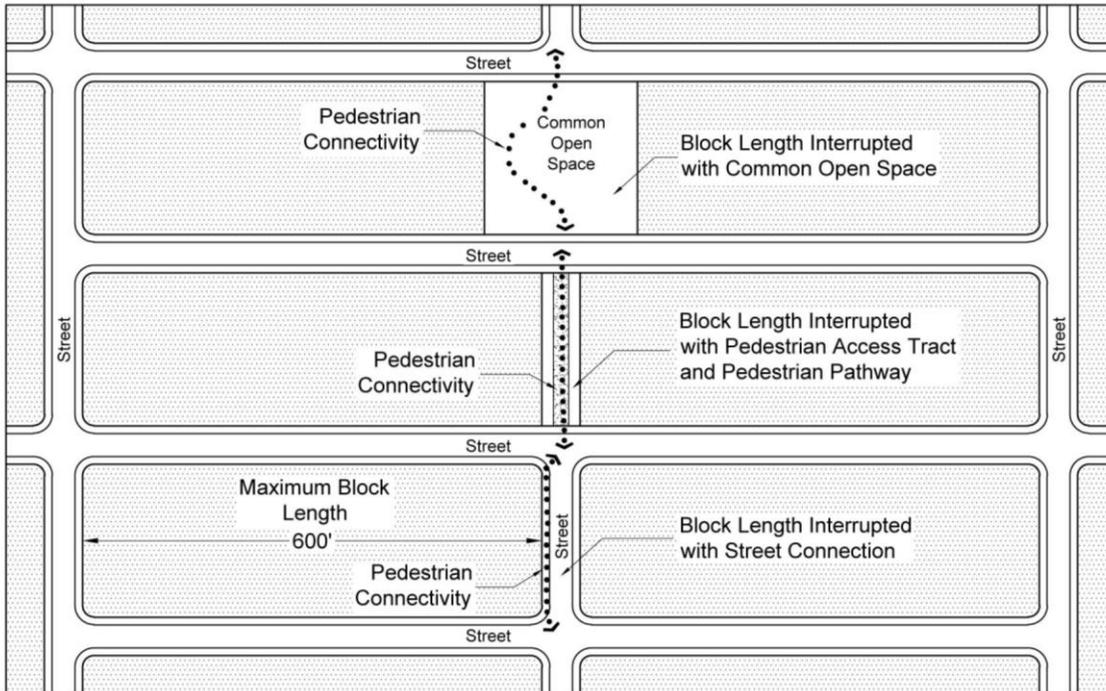


Figure 138-390.2.(a).3 – Site Layout – Block Length Standards

- (4) All internal and abutting streets shall be lined with sidewalks. Exceptions to this standard are allowed to protect natural resources, to recognize onerous topographic features, and to comply with design restrictions from other governing agencies.
- (b) Building Orientation and Design
- (1) Structures shall be oriented toward an adjacent roadway or public open space area. Buildings shall be located adjacent to streets to establish an urban form that is oriented to the pedestrian and provides walkway connections to transit stops and public sidewalks.
 - a. Building entrances/entryways shall be oriented to adjacent roadways. A public entrance shall be provided via a façade adjacent to roadway.
 - b. Individual buildings may be located internal (set back from the street) to the development when separate buildings are located along adjacent streets.
 - (2) New multi-building developments shall be designed so that individual buildings relate to other structures on site in terms of façade design and pedestrian access.

- (3) All service areas and loading docks shall be located behind the front facade line of the principle structure they are intended to serve and shall be screened from adjacent roadways and uses.
- (4) All mechanical equipment and utility functions (e.g. electrical conduits, meters, HVAC equipment) shall be located behind the front façade line of the principal structure. Mechanical equipment that is visible from the streets shall be screened with a material that is compatible with the architecture of the principal structure.

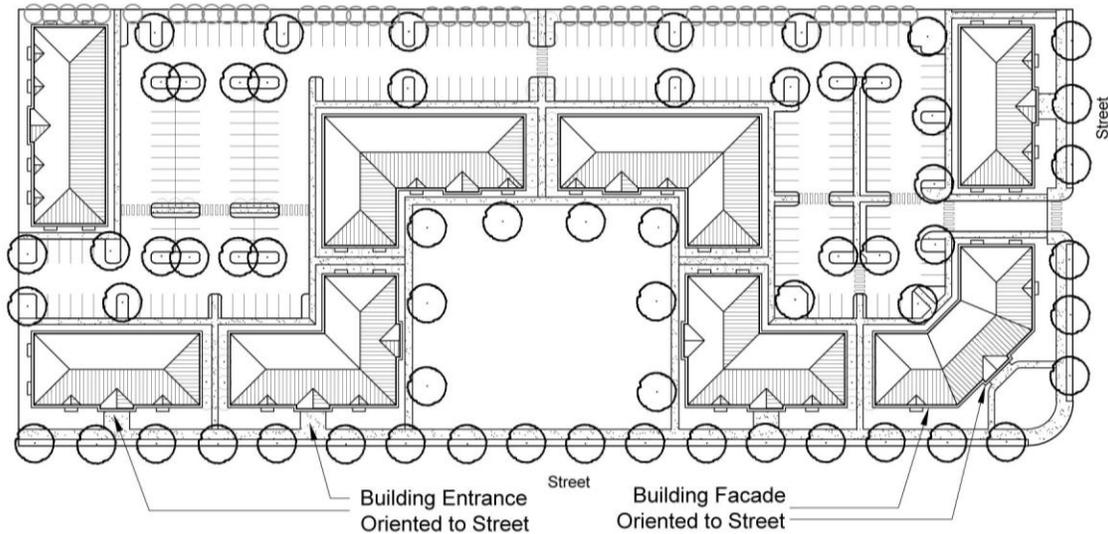


Figure 138-390.2.(b).4 – Site Layout – Building Orientation

- (5) ~~Fifty (50)~~ Thirty-five (35) percent of ~~all the~~ single-family detached and attached units within ~~the a~~ development shall be designed with rear loaded garages and/or parking areas.
- (6) A garage vehicle door/opening located on a street-facing façade shall be limited to 55 percent of the façade width in which it is located. This standard shall not be applicable to garages served by alleys.
- (7) Entrances/Entryways for residential units shall be oriented to an adjacent street, alley, open space area, or internal courtyard.
- (8) Portions of a structure located within 25 feet of any parcel zoned, utilized, or approved for single-family dwellings shall be limited to 45-ft in height.
- (9) Detached open carports which are supported by columns which have a maximum cross-sectional dimension of six inches or less may be permitted with no required front yard setback, provided no portion of the carport, including overhang, extends into the vehicular street or roadway. This portion of the regulation shall not be permitted in single-family areas, nor shall any carport be permitted within the right-of-way of any publicly dedicated street or roadway. No carport shall be permitted within 25 feet of the right-of-way of any street or roadway which is defined as a collector or arterial by the county traffic corridors plan as incorporated into the site development regulations.

(c) Building Style

- (1) New non-residential, multifamily and single-family attached construction shall utilize an identifiable architectural style which is recognized by design professionals as having a basis in academic architectural design philosophies.
- (2) Renovations and additions to non-residential, multifamily and single-family attached buildings shall utilize the architectural style of the existing structure, or the entire existing structure shall be modified to utilize an identifiable architectural style which is recognized by design professionals as having a basis in academic architectural design philosophies.
- (3) Non-residential, multifamily, and single-family attached buildings shall provide a unified architectural theme with standardized building materials, finishes, and color schemes. All buildings on the site shall project a complementary building style and/or architectural theme.

(d) Parking Lots and Parking Structures

- (1) Parking lot location should be as follows:
 - a. Parking areas should be located behind a front building façade.
 - b. Parking areas shall not be located between a building façade and a roadway or regional trail (e.g. the Pinellas Trail).
 - c. Drive aisles shall not be located between the front building façade and a roadway.
 - d. Passenger loading and unloading areas may be provided between a front building façade and an adjacent street. When a passenger loading and unloading area is provided in this arrangement, one driveway aisle may be provided to link vehicles to parking areas.
- (2) Parking lots shall be compartmentalized with islands as required by other sections of this code. There should not be more than an average of 20 parking spaces between islands to reduce the overall scale of the parking area.
- (3) Parking areas shall provide cross access easements connecting an internal vehicle systems between abutting parking areas.

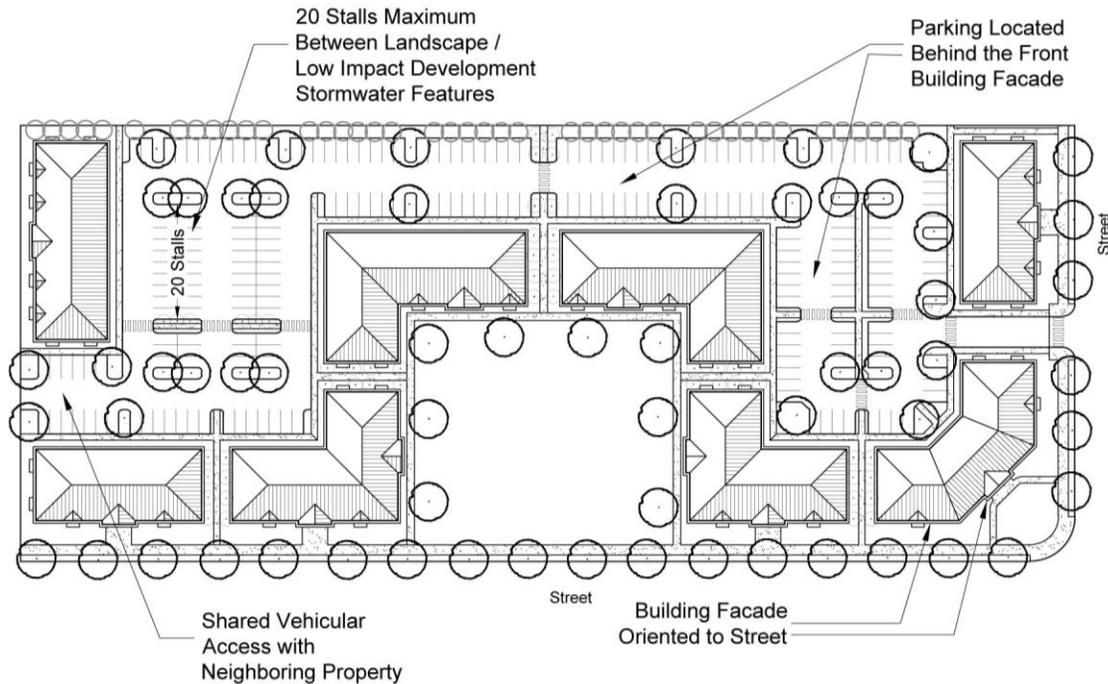


Figure 138-390.2.(d),3- Site Layout – Parking Lot Standards

- (4) Parking structures shall be designed as follows:
 - a. Parking structures should be internal to the site and include architectural features related to the principal structure.
 - b. Parking structures should not be located between the primary front building façade and a roadway.
 - c. Parking structures located along a roadway shall include a façade treatment that resembles a habitable building and is designed to an identifiable architectural style. Parking structures proposed in this arrangement shall include ground-floor residential, commercial, office or employment uses along a minimum of 50% of the roadway frontage.
- (e) Pedestrian Connections/Circulation
 - (1) Where multiple buildings exist within the same development, each tenant space shall be connected by an internal sidewalk system that is clearly delineated from the vehicular pavement. The internal sidewalk system shall connect to any public sidewalk that abuts the property.
 - (2) Pedestrian access easements which connect the internal pedestrian system shall be provided between abutting property owners.

- (3) All buildings that face a primary street shall contain a primary entry that faces the adjacent roadway. The primary entry shall include decorative door surrounds, porches, porticos and/or stoops.
- (4) A designated pedestrian pathway shall be provided across ~~open~~ parking fields ~~lots~~ that exceed 50 total ~~stalls~~ parking spaces. This designated pedestrian pathway shall be a minimum of five (5) feet in pavement width. The pedestrian pathway should be provided between facing parking stalls.

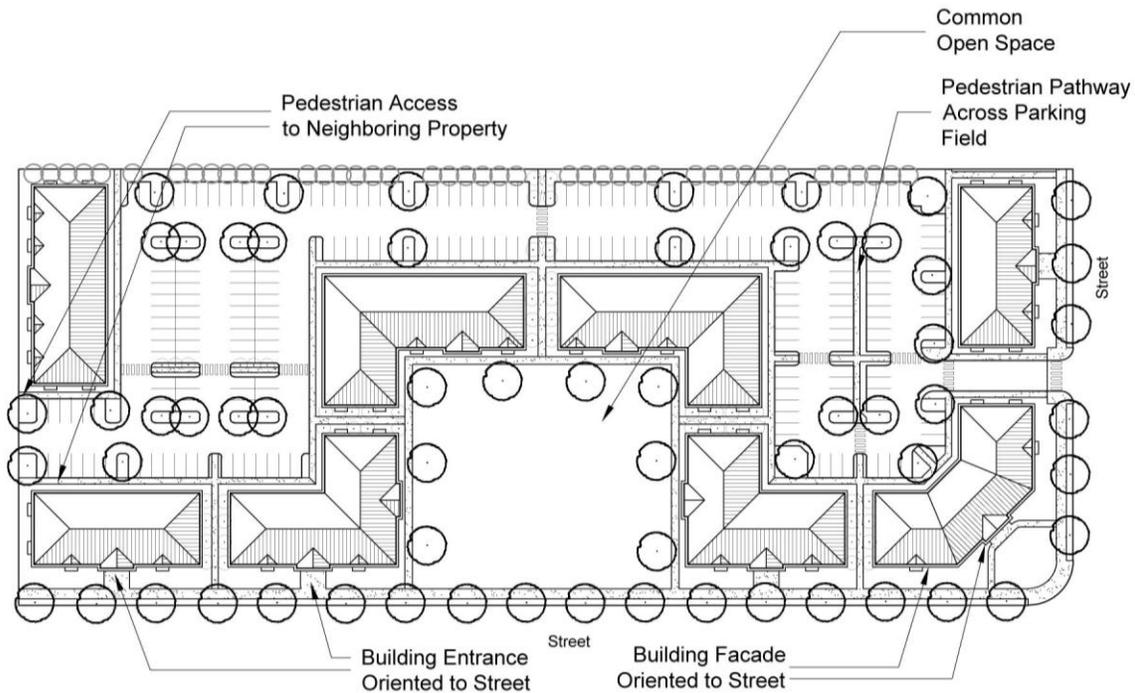


Figure 138-390.2.(e).4 – Site Layout – Pedestrian Standards

(f) Common Open Space

- (1) Developments shall provide Common Open Space pursuant to the following:
 - a. Developments ~~under~~ less than five (5) acres shall provide a minimum of 10% of the development land area as common open space.
 - b. Developments ~~over~~ greater than or equal to five (5) acres shall provide a minimum of 20% of the buildable land area as common open space.
- (2) Required open space shall be developed according to the following:
 - a. Located within 15 feet of finished grade of the site.
 - b. Required common open space shall be accessible, at a minimum, to all residents within the development.
 - c. Stormwater management may not be counted towards satisfying the common open space requirement. ~~Exceptions may be allowed for portions of the system.~~ However, up to 50% of the common open space requirement may be satisfied by stormwater management systems that utilize Low Impact Design (LID) stormwater management principles, including but not limited to bio/vegetated swales, buffers and landscape strips; bioretention

and biofiltration; rainwater harvesting systems, ~~greenroof stormwater treatments, pervious pavements~~ and rain gardens.

- d. A minimum of one-third of the common open space area shall be in one location on the site.
- e. Required common open space shall be usable for parks, recreation, and/or retained for natural resource protection.
- f. Family or non-senior housing developments shall provide at a minimum 20% of their common open space as active recreation for intended ages of residents, such as but not limited to tot lots, playgrounds, ball courts or ball fields.

Sec. 138-395. – RPD, Residential Planned Development District

- (a) The RPD, residential planned development district, allows a variety of housing options to accommodate multi-generational communities with a range of residential building forms and housing sizes.
- (b) The intent of this district is to encourage use of imaginative design, to avoid monotonous repetition of pattern, to provide adequate open space and to permit flexibility of site design.
- (c) Promote the health and well-being of residents by including active and passive public open space that encourages physical activity, promotes pedestrian activity, provides access to alternative transportation choices, and fosters greater social interaction.
- (d) Provide for flexible mixed-use developments at a scale that serves one or more neighborhoods in appropriate locations that have adequate infrastructure, transportation access, and market demand, consistent with the vision articulated within the Pinellas County Comprehensive Plan.
- (e) Encourage walkable, mixed use neighborhood centers within the community that provide greater opportunity for pedestrian activity, bicycle uses, resulting in reduced parking demand, and establish a sense of place. These centers should include community uses, recreation opportunities, and appropriate commercial services.
- (f) The district should also achieve compatibility with surrounding neighborhoods by avoiding commercial intrusion and associated impacts into established neighborhoods.
- (g) Communities within the RPD district are developed and redeveloped pursuant to an approved Development Master Plan.
- (h) This district shall include those areas on the zoning atlas maps designated as RPD.

Sec. 138-395.1 – RPD, Residential Planned Development District – Development Parameters.

RPD – Development Parameters Table										
Max. Density ¹	Max. Building Coverage ⁴	Max. FAR ¹	Max. ISR	Max. Building Height (ft)	Min. Lot ²			Min. Setbacks ³		
					Area	Width (ft)	Depth (ft)	Front	Side	Rear
See Table 138-351	0.4	See Table 138-351	See Underlying Future Land Use Map Category ⁵	Single-Family Detached						
				45	3,000 sf	35-ft	80-ft	10-ft	5-ft	5-ft
				Single-Family Attached (duplex, triplex, townhouse)						
				45	1,600 sf	24-ft	70-ft	8-ft	0/5-ft ³	5-ft
All Other Uses and Building Types										
				70	20,000 sf	75-ft	100-ft	10-ft	7-ft	10-ft

1. Density and Intensity limitations are governed by the underlying Future Land Use Map (FLUM) category as part of the Pinellas County Comprehensive Plan.

2. Lot standards are only applicable where units are built on individual lots.

3. Interior units 0-ft, end units 5-ft. For units not located in individual platted lots, buildings must provide a 10-ft separation from an adjacent structure. Zero lot line units may have a 0-ft side setback on one side whereas a 10-ft side setback is provided from the opposite lot line.

4. Building Coverage is applicable to residential-only structures. Floor Area Ratio (FAR) is applicable to non-residential and mixed-use structures.

5. Impervious Service Ratio standards are applied based on the Future Land Use Map classification.

Sec. 138-395.2– RPD, Residential Planned Development District – Land Uses

The RPD, Residential Planned Development district shall be planned and developed according to the following use standards.

- (a) Land uses shall be allowed pursuant to Table 138-786. Specific uses shall obtain the review approval as defined in the table.
- (b) Mixed-use development may be permitted as follows:
 - (1) Vertical Mixed-use – A variety of uses may be provided within a single building atop one another.
 - (2) Horizontal Mixed-use – A variety of uses may be provided within the same development in separate buildings.
- (c) Residential - All developments shall be planned and developed with residential as the predominate land use. Residential shall be planned and developed according to the following:

- (1) Residential uses shall occupy the majority of the total ~~gross floor~~ lot area of the development.
 - (2) Residential areas shall provide a variety of housing options and shall include a minimum of two of the following building types:
 - a. Duplex/Triplex
 - b. Multifamily
 - c. Single-family attached/townhouse
 - d. Single-family detached
 - (3) Areas located within 50 feet and adjacent to platted single-family detached lots shall be limited to single-family detached, duplex, triplex, and townhouse type housing. This standard does not apply to internal single-family lots that are a part of and located within the RPD district.
- (d) Commercial and Non-Residential Uses - All developments may include or provide lease space for one or more of the commercial land uses listed in Table 138-786. Commercial land uses shall be planned and developed according to the following:
- (1) Commercial and office uses shall not occupy more than 5% of the total ~~gross floor~~ area of the development.
 - (2) ~~All individual~~ Individual commercial tenant space shall be limited to 14,000 square feet ~~of gross leasable area~~.
 - (3) Commercial uses shall be restricted from areas located within 50 feet and adjacent to platted single-family detached lots. This standard does not apply to internal single-family lots that are a part of and located within the RPD district.
 - (4) Commercial uses shall be located at one or more of the following locations:
 - a. Along arterials, collectors, or other primary streets
 - b. Adjacent to required open space tracts
 - c. Along regional trails (e.g. the Pinellas Trail)
 - d. Adjacent to designated or planned transit stops/stations
- (e) Common Open Space -
- (1) Developments shall provide Common Open Space pursuant to the following:
 - a. Developments ~~under~~ less than ten (10) acres shall provide a minimum of 10% of the development land area as common open space.
 - b. Developments ~~over~~ greater than or equal to ten (10) acres shall provide a minimum of 20% of the buildable land area as common open space.
 - (2) Required open space shall be developed according to the following:
 - a. Located within 15 feet of finished grade of the site.
 - b. Required common open space shall be accessible, at a minimum, to all residents within the development.
 - c. Stormwater management may not be counted towards satisfying the common open space requirement. ~~Exceptions may be made for portions of the system~~ However, up to 50% of the common open space requirement may be satisfied by storm water management systems that utilize Low Impact Design (LID) stormwater management principles, including but not limited to bio/vegetated swales, buffers and landscape strips; bioretention

and biofiltration; rainwater harvesting systems, ~~greenroof stormwater treatments, pervious pavements~~ and rain gardens.

- d. A minimum of one-third of the common open space area shall be in one location on the site.
- e. Required common open space shall be usable for parks, recreation, and/or retained for natural resource protection.
- f. Family or non-senior housing developments shall provide at a minimum 20% of their common open space as active recreation for intended ages of residents, such as but not limited to tot lots, playgrounds, ball courts or ball fields.

Sec. 138-395.3– RPD, Residential Planned Development District – Design Criteria

Residential Planned Development Districts shall be planned, phased, and developed consistent with the design criteria listed in the following subsections.

Specific life/safety standards shall prevail and supersede these design criteria when there is a conflict with other governmental life/safety codes. The Zoning Administrator may administratively relax any design criteria that is in conflict with life/safety standards.

(a) Street, Drive Aisle, and Accessway Design

- (1) Internal streets, drive aisles, and accessways shall be designed as an extension of the surrounding roadway pattern. Specifically, adjacent roadways shall be extended into the development and integrated into the project transportation network. Exemptions shall apply to situations identified in a traffic study that would cause excessive traffic into single-family neighborhoods.

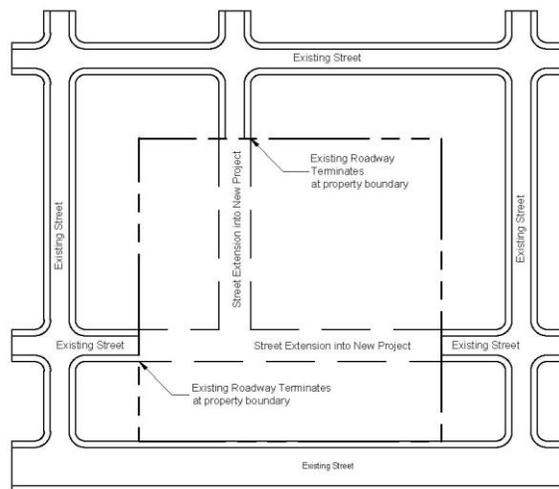


Figure 138-395.3.(a).1 – Site Layout – Street Extensions into New Projects/Developments

- (2) Internal collector and local roadways that exceed 400 linear feet on a given block should incorporate on-street parking where practical.

- (3) Internal blocks should not exceed 600 linear feet. Block lengths shall be limited and interrupted with a roadway connection, open space tract, and/or significant pedestrian pathway.

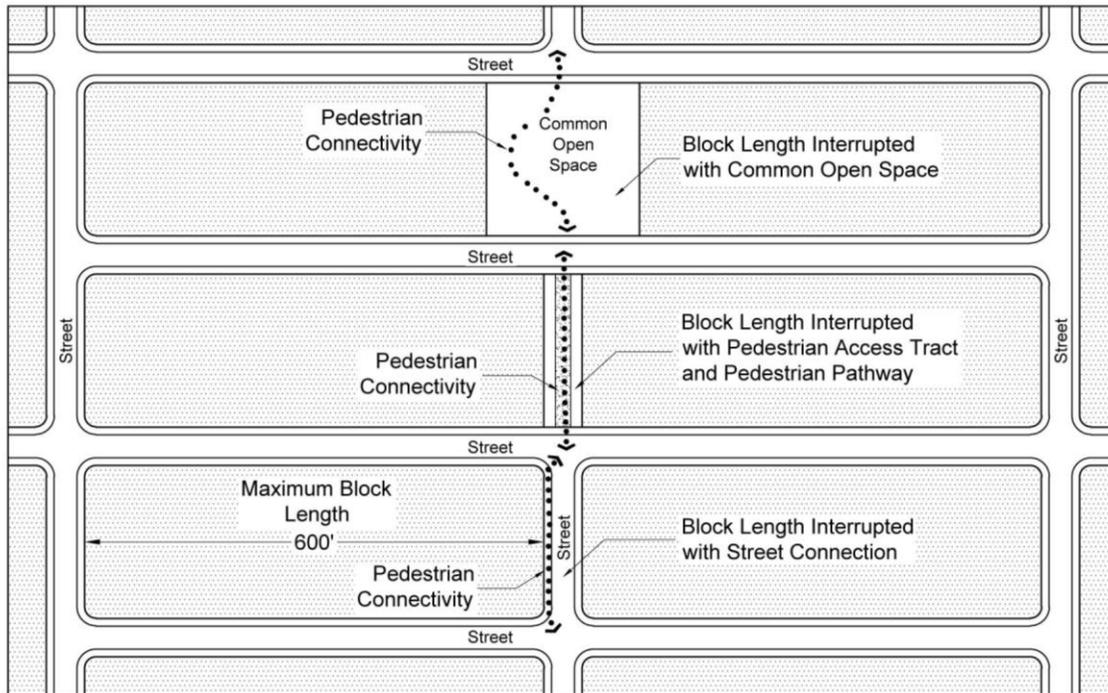


Figure 138-395.3.(a).2- Site Layout – Block Length Standards

- (4) All internal and abutting streets shall be lined with sidewalks. Exceptions to this standard are allowed to protect natural resources, to recognize onerous topographic features, and to comply with design restrictions from other governing agencies.

(b) Building Orientation

- (1) Structures shall be oriented toward an adjacent roadway or public open space area. Buildings shall be located adjacent to streets to establish an urban form that is oriented to the pedestrian and provides walkway connections to transit stops and public sidewalks.
 - a. Building entrances/entryways shall be oriented to adjacent roadways. A public entrance shall be provided via a façade adjacent to roadway.
 - b. Individual buildings may be located internal (set back from the street) to the development when separate buildings are located along adjacent streets.
- (2) New multi-building developments shall be designed so that individual buildings relate to other structures on site in terms of façade design and pedestrian access.
- (3) All service areas and loading docks shall be located behind the front facade line of the principle structure they are intended to serve and shall be screened from adjacent roadways and uses.
- (4) All mechanical equipment and utility functions (e.g. electrical conduits, meters, HVAC equipment) shall be located behind the front façade line of the principal

structure. Mechanical equipment that is visible from the streets shall be screened with a material that is compatible with the architecture of the principal structure.

- (5) ~~Fifty (50)~~ Thirty-five (35) percent of the single-family detached and attached units within ~~the~~ a development shall be designed with rear loaded garages and/or parking areas.
- (6) A garage vehicle door/opening located on a street-facing façade shall be limited to 55 percent of the façade width in which it is located. This standard shall not be applicable to garages served by alleys.
- (7) Entrances/Entryways for residential units shall be oriented to an adjacent street, alley, open space area, or internal courtyard.
- (8) Portions of a structure located within 25 feet of any parcel zoned, utilized, or approved for single-family dwellings shall be limited to 45-ft in height.

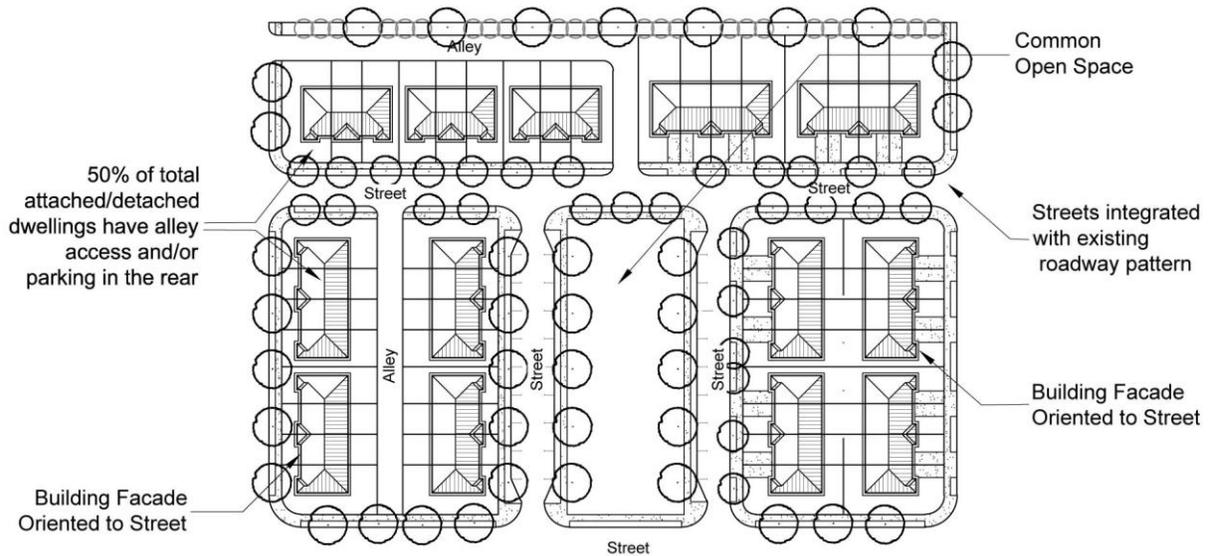


Figure 138-395.3.(b).4 – Site Layout – Building Orientation

(c) Parking Lots and Parking Structures

- (1) Parking lot location should be as follows:
 - a. Parking areas should be located behind a front building façade.
 - b. Parking areas shall not be located between a building façade and a roadway or regional trail (e.g. the Pinellas Trail).
 - c. Drive aisles shall not be located between the front building façade and a roadway. This standard does not apply to one-way drive ways serving drive-through service windows.
 - d. Passenger loading and unloading areas may be provided between a front building façade and an adjacent street. When a passenger loading and unloading area is provided in this arrangement, one driveway aisle may be provided to link vehicles to parking areas.
- (2) Parking lots shall be compartmentalized with landscape planters and/or Low Impact Development stormwater features as required by other sections of this

code. There should not be more than an average of 20 parking spaces between islands to reduce the overall scale of the parking area.

- (3) Parking areas shall provide cross access easements connecting an internal vehicle systems between abutting parking areas.
- (4) Parking structures shall be designed as follows:
 - a. Parking structures should be internal to the site and to include architectural features related to the principal structure.
 - b. Parking structures should not be located between the primary front building façade and a roadway.
 - c. Parking structures located along a roadway shall include a façade treatment that resembles a habitable building and is designed to an identifiable architectural style. Parking structures proposed in this arrangement shall include ground-floor residential, commercial, office or employment uses along a minimum of 50% of the roadway frontage.

(d) Pedestrian Connections/Circulation

- (1) Where multiple buildings exist within the same development, each tenant space shall be connected by an internal sidewalk system that is clearly delineated from the vehicular pavement. The internal sidewalk system shall connect to any public sidewalk that abuts the property.
- (2) Pedestrian access easements which connect the internal pedestrian system shall be provided between abutting property owners.
- (3) All buildings that face a primary street shall contain a primary entry which faces the adjacent roadway. The primary entry shall include decorative door surrounds, porches, porticos and/or stoops.
- (4) A designated pedestrian pathway ~~parking area~~ shall be provided across ~~open parking fields~~ lots that exceed 50 total ~~stalls~~ parking spaces. This designated pedestrian pathway shall be a minimum of five (5) feet in pavement width. The pedestrian pathway should be provided between facing parking stalls.

(e) Building Style

- (1) New non-residential, multifamily and single-family attached construction shall utilize an identifiable architectural style which is recognized by design professionals as having a basis in academic architectural design philosophies.
- (2) Renovations and additions to non-residential, multifamily and single-family attached shall utilize the architectural style of the existing structure, or the entire existing structure shall be modified to utilize an identifiable architectural style which is recognized by design professionals as having a basis in academic architectural design philosophies.
- (3) Non-residential, multifamily, and single-family attached buildings shall provide a unified architectural theme with standardized building materials, finishes, and color schemes. All buildings on the site shall project a complementary building style and/or architectural theme.

Sec. 138-395.4. – RPD, Residential Planned Development District – Development Master Plan

The Residential Planned Development District shall be planned, phased, and developed as part of a Development Master Plan that is created and approved for each Residential Planned Development district or portion thereof. Each Development Master Plan shall be subject to the following standards.

- (a) A site-specific Development Master Plan shall be created and approved for each Residential Planned Development.
 - (1) The Development Master Plan shall be created by the land owner, developer, authorized agent, and/or contract purchaser. The County may initiate and approve a Development Master Plan with the owner's approval.
 - (2) Multiple Development Master Plans may be approved for distinctive developments within the overall district and specifically reserved for situations of separate ownerships and developer entities.
 - (3) A Development Master Plan shall be created and approved prior to any site development or significant redevelopment.
 - a. All new development shall be consistent with an approved Development Master Plan or an equivalent thereof.
 - b. Existing buildings, uses, and parking areas that were present before the RPD district was assigned to the land may be expanded up to 20% when:
 - 1. There is no Development Master Plan approved on the site OR
 - 2. There is an approved Development Master Plan approved for the site and existing buildings are a part of a distinct future redevelopment phase.
 - 3. The total of past expansions to the buildings, uses, and/or parking areas do not exceed 20% of their original size, from the date the RPD district designation was assigned to the land.
- (b) A Development Master Plan shall be designed as a series of framework plans that, collectively, create a complete future development plan. The Development Master Plan shall include the following framework plans:
 - (1) Transportation Framework – The Development Master Plan shall depict all access points, internal roadways, surrounding roadways, transit stops (if available), bicycle facilities, and pedestrian facilities.
 - (2) Land Use Framework – The Development Master Plan shall assign future land use designations to all areas of the development. The future land use designations shall correspond with a table of specific land uses that are proposed and ultimately permitted with each designation. The plan shall list the proposed land use intensity/density for each land use designation.
 - (3) Open Space Framework – The Development Master Plan shall depict the open space network within the community. The individual open space areas shall correspond with a table that identifies the planned open space and recreation uses unique to each tract.
 - (4) Utilities Framework – The Development Master Plan shall depict all future potable water, sanitary sewer, reclaimed water, stormwater management, and water quality facilities that will serve the overall development.

- (5) Phasing Framework – The Development Master Plan shall illustrate a phasing plan for development and/or redevelopment. The phasing plan shall include the applicable sequencing of utilities, transportation, and land uses.
 - (6) Theming Framework – The Development Master Plan shall include a theming plan that identifies the intended design and style ~~for common elements such as street furniture, lighting, signage, architectural styles, landscaping, paving, public art, and building materials of the building architecture.~~ The Theming Framework contents may be general in nature but should include images, illustrations, and/or details.
 - (7) Sustainability Framework – The Development Master Plan shall depict and identify all sustainability efforts included as part of the overall project. These efforts shall include but not be limited to reduced vehicle travel initiatives, proximity to transit, connections to or addition of multimodal travel options and park and open space, use of ~~rainwater harvesting initiatives~~ Low Impact Development (LID) techniques, solar and alternative energy initiatives, ground water recharge initiatives and recycling initiatives.
- (c) A Development Master Plan shall be reviewed and amended as a Level 3 review.
- (1) Specific uses shall be reviewed and may be approved pursuant to Table 138-781.
 - (2) A land owner or development entity may only amend portions of the Development Master Plan that is under their ownership or purchaser contract.
 - (3) A Development Master Plan may be reviewed concurrent or subsequent to a zoning application.
 - (4) When a complete Development Master Plan is deferred, a Preliminary Development Master Plan shall be prepared and reviewed as part of a land use and/or rezoning application to the RPD district. A preliminary master plan may be more general but shall include: proposed land uses, primary roadways, primary access points, common open space areas, and stormwater management locations/strategies. A full Development Master Plan may be reviewed and approved separately from a land use and/or rezoning application but shall be in substantial compliance with a preliminary plan that is a part of a land use and/or rezoning approval.
- (d) A Development Master Plan may be reviewed and amended as a Level 3 ~~Board of County Commissioners~~ review in order to seek flexibility in the dimensional standards listed in section 138-395.1. When reviewed as a Level 3, the developer may propose dimensional standards unique to the RPD development.
- (e) The County's concurrency standards shall apply and be tied to the project phasing plan.
- (f) All previously approved Master Plans or equivalent thereof shall remain in effect. Development may occur consistent with a previously approved master plans. Any modifications to existing plans shall be consistent with the standards of this section.

DIVISION 4. – SUPPLEMENTAL RESIDENTIAL STANDARDS

Sec. 138-398. – Residential Subdivision Design Criteria

Sec. 138-399. – Residential Infill Development

This section may be applied to all residential districts as a goal to create compatible and harmonious infill development and redevelopment in established residential neighborhoods. The setback requirements of residential districts may be administratively adjusted to allow development and redevelopment to occur in concert with abutting properties. In cases where properties exist in established residential neighborhoods, development of said properties may occur to be compatible with abutting lots in terms of setbacks and height adjustments.

- (a) The proposed infill development may conform to any standards required by valid recorded plats, deed restriction or approved valid site plans, to the extent provided by law. OR
- (b) Where such documentation is not available, the setbacks of the proposed infill units shall be based upon the average setbacks of abutting units. [Example: if a proposed infill lot abuts two single-family homes with front setbacks of 10 feet and 20 feet, the proposed unit may be constructed with a minimum 15 feet front setback]. This standard shall be applied to the primary structure; accessory structures may not be used in determining the average setback.
- (c) When a primary structure is constructed using a reduced setback afforded by this section, the structural height shall be limited by the average stories/levels of the primary structures on the abutting properties. In this case, a structure that utilizes the reduced setback may not necessarily be permitted the full building height of the district. This standard is intended to achieve compatible infill development.
- (d) The property owner may pursue the development flexibility afforded in this section by providing proper documentation to the applicable County reviewing department. Proper documentation may include official surveys, development plans, blueprints or other documentation as may be approved by the Zoning Administrator.

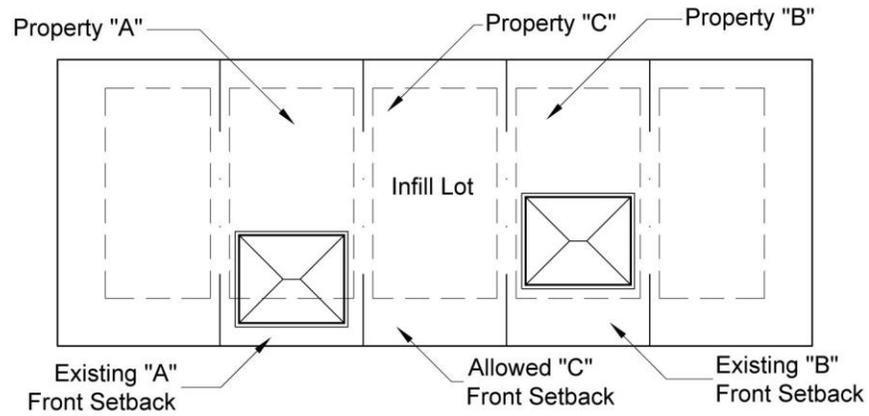


Figure 138-398.(a). – Residential Infill Standards:
 Property "C" (infill lot) may be permitted a reduced front structural setback based on the average existing front setbacks of adjacent properties "A" and "B". The average setback of the adjacent properties shall be calculated as follows:

$$\text{Existing Front Setback "A"} + \text{Existing Front Setback "B"} / 2 = \text{Allowed Front Setback "C"}$$

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CHAPTER 138 – ZONING

ARTICLE V – OFFICE, COMMERCIAL, INDUSTRIAL & MULTIUSE DISTRICTS

DIVISION 1. – GENERALLY

Secs. 138-711—138-740. - Reserved.

DIVISION 2. - OFFICE AND COMMERCIAL ZONING DISTRICTS

Sec. 138-741. – LO, P-1, C-1, C-2, CR, and CP - Definition, purpose and intent of district.

The office and commercial districts implement the commercial policies of the Pinellas County Comprehensive Plan. Individual and unique zoning districts are established to support land uses, development and redevelopment of office and commercial uses that are strategically planned areas within unincorporated Pinellas County. Each zone is established to achieve a specific community character and land use intensity. Some zones are intended to support surrounding residential neighborhoods and others are intended to serve a greater community and/or regional market. All office and commercial zoning districts are intended to facilitate development and redevelopment that is attractive, economically viable, pedestrian-oriented and transit supportive.

- (a) **LO and P-1 Districts** - The purpose of the LO and P-1 districts is to permit general professional services, offices, employment, and related uses. These districts also support limited commercial uses that are complementary to office uses. These office districts include intensity limits and design standards that achieve development and redevelopment that is complementary and compatible with adjacent neighborhoods and commercial districts.
- (b) **C-1 and C-2 Districts** –The purpose of the C-1 and C-2 districts is to permit commercial sales and services at various intensities that are responsive to the surrounding uses and the markets they are intended to serve. The C-1 district is intended to support neighborhood oriented retail sales and services by allowing land uses and imposing design standards that will complement the neighborhoods they are intended to serve. The C-2 district is intended to support retail sales and services to a regional market by allowing more intensive land uses and larger scale commercial buildings to serve the intended market.
- (c) **CR District** – The purpose of the CR district is to permit certain uses of land for commercial outdoor recreation. The CR district is intended to support recreational and entertainment uses that contribute to a livable and vibrant community. The CR district supports recreational uses that are oriented to a neighborhood and/or surrounding community. The district includes intensity and design standards to achieve development and redevelopment that is appropriate and responsive to the adjacent community.
- (d) **CP District** - The purpose of the CP district is to allow and plan for orderly development and redevelopment along the arterial roadways. The CP district is intended to support land uses that are normally associated and marketed to primary transportation corridors yet achieve an attractive, economically viable, and orderly appearance. While development within the CP district is associated with primary transportation corridors, district standards are intended to result in pedestrian-oriented and transit supportive site design.

Sec. 138-742. – P-1, P-1A, C-1, C-2, CR, and CP – Table of Uses

Land uses within the office and commercial districts shall be permitted as defined in *Table 138-742 – Table of Uses for the P-1, P-1A, C1, C2, CR, and CP districts*. The review procedures are further defined in Article II of the Zoning Code.

- (a) An “A” in Table 138-742 denotes that the specific use is permitted as an accessory use to other uses within the district.
- (b) A “1” in Table 138-742 denotes that the specific use is a permitted use and may be established and expanded as an administrative review as defined in Article II.
- (c) A “2” in Table 138-742 denotes that the establishment of the specific use requires Board of Adjustment review, approval and/or approval with conditions as defined in Article II.
- (d) A “3” in Table 138-742 denotes that the establishment of the specific use requires Board of County Commissioners review, approval, and/or approval with conditions as defined in Article II.
- (e) A blank in Table 138-742 denotes that the specific use is not allowed in the zone.
- (f) A “Y” in the Supplemental Uses Standards column of Table 138-742 indicates that there are specific land development or operational requirements that must be provide for the specific use.

Table 138-742 – Table of Use for the LO, P-1, C-1, C-2, CR, and CP Districts								
LEGEND: 1 = Permitted Use/ Administrative Review; 2 = Board of Adjustment Review; 3 = Board of County Commissioners Review; A = Accessory								
USE	LO: Limited Office District	P-1: General Professional Office District	C-1: Neighborhood Commercial District	C-2: General Retail Commercial and Limited	RESERVED	CP: Commercial Parkway District	CR: Commercial Recreation District	Supplemental Use Standards (refer to specific Code section)
Residential Uses								
Accessory Artist in Residence		A	A	A		A		
Accessory Dwelling Unit						1		Y
Accessory Dwelling Unit, Owner/Manager		1	1	1		1		Y
Affordable Housing Development (AHD)			1	1		1		Y
Assisted Living Facility				1		1		Y
Community Residential Home, Category 1: 1 to 6 residents						1		Y
Community Residential Home, Category 2: 7 to 14 residents						1		Y
Community Residential Home, Category 3: more than 14 residents						1		Y
Dormitory		A		A		A		Y

Table 138-742 – Table of Use for the LO, P-1, C-1, C-2, CR, and CP Districts

LEGEND: 1 = Permitted Use/ Administrative Review; 2 = Board of Adjustment Review; 3 = Board of County Commissioners Review; A = Accessory								
USE	LO: Limited Office District	P-1: General Professional Office District	C-1: Neighborhood Commercial District	C-2: General Retail Commercial and Limited	RESERVED	CP: Commercial Parkway District	CR: Commercial Recreation District	Supplemental Use Standards (refer to specific Code section)
Dwelling, Duplex and their customary accessory uses						1		
Dwelling, Live/Work						1		Y
Dwelling, Multifamily and their customary accessory uses						1		Y
Dwelling, Single-family Detached and their customary accessory uses						1		Y
Dwelling, Single-family Zero Lot Line and their customary accessory uses						1		Y
Dwelling, Triplex						1		Y
Accommodations								
Bed and Breakfast			1	1		1		Y
Hotel				1		1	1	Y
Kennel/Pet Care Indoor				1		1		Y
Motel				1		1	1	Y
Commercial and Office Uses								
Bank	1	1	1	1		1		
Car Wash and Detailing				1		1		Y
Catering Service / Food Service Contractor				1		1		
Convenience Store with or without Fuel Pumps			1	1		1		Y
Dispensing Alcohol: Off-premise consumption			1	1		1		Y
Dispensing Alcohol: On-premise consumption			1	1		1		Y
Drive-Thru Facility or Use with a Drive-Thru	A	A		1		1		Y
Drug Store			1	1		1		
Home Occupation						A		Y
Vehicle Sales				1		1		
Motor Vehicle Service and Repair				1		1		Y
Office, General	1	1	1	1		1		
Office, Medical or Dental	1	1	1	1		1		

Table 138-742 – Table of Use for the LO, P-1, C-1, C-2, CR, and CP Districts

LEGEND: 1 = Permitted Use/ Administrative Review; 2 = Board of Adjustment Review; 3 = Board of County Commissioners Review; A = Accessory								
USE	LO: Limited Office District	P-1: General Professional Office District	C-1: Neighborhood Commercial District	C-2: General Retail Commercial and Limited	RESERVED	CP: Commercial Parkway District	CR: Commercial Recreation District	Supplemental Use Standards (refer to specific Code section)
Office, Temporary Labor (Day Labor)			3	3		3		
Office, Veterinary	1	1	1	1		1		Y
Outdoor Sales, Accessory Use				A		A		Y
Outdoor Sales, Accessory Use Garden Oriented				A		A		Y
Outdoor Sales, Principal Use Outdoor Oriented Goods				1		1		Y
Outdoor Sales, Principal Use Garden Oriented				1		1		Y
Outdoor Storage, Accessory, Commercial			A	A		A	2	Y
Pharmacy	A	A	1	1		1		
Restaurant	A	A	1	1		1		Y
Restaurant: Accessory Outdoor Area			-	A		A		Y
Retail Sales and Service	A	A	1	1		1		
Service Establishment			1	1		1		
Service, Office	1	1	1	1		1		Y
Service, Personal	A	A	1	1		1		Y
Sidewalk Café	A	A	1	1		1		Y
Studio and Gallery	1	1	1	1		1		Y
Industrial, Manufacturing, and Warehousing Uses								
Battery Exchange Stations		1	1	1		1		
Electric Vehicle Charging Station	A	A	1	1		1	A	Y
Laboratories and Research and Development	1	1		1		1		
Manufacturing - Light, Assembly and Processing: Type A				1		1		Y
Storage, Self / Mini Warehouse			2	1		1		Y
Vehicle Towing				1		1		
Vehicle Refueling Station			1	1		1		Y
Vehicle Storage, Maintenance and Repair				1		1		Y
Warehouse				A				

Table 138-742 – Table of Use for the LO, P-1, C-1, C-2, CR, and CP Districts

LEGEND: 1 = Permitted Use/ Administrative Review; 2 = Board of Adjustment Review; 3 = Board of County Commissioners Review; A = Accessory	LO: Limited Office District	P-1: General Professional Office District	C-1: Neighborhood Commercial District	C-2: General Retail Commercial and Limited	RESERVED	CP: Commercial Parkway District	CR: Commercial Recreation District	Supplemental Use Standards (refer to specific Code section)
USE	LO: Limited Office District	P-1: General Professional Office District	C-1: Neighborhood Commercial District	C-2: General Retail Commercial and Limited	RESERVED	CP: Commercial Parkway District	CR: Commercial Recreation District	Supplemental Use Standards (refer to specific Code section)
Arts, Recreation and Entertainment Uses								
Adult Use, Adult Use Establishment, Adult use Business				1		1		Y
Club, Community Service and Fraternal	2	2	2	1		1	2	
Commercial Recreation, Indoor				1			1	Y
Commercial Recreation, Outdoor	A	A					1	Y
Shooting Range/Gun Club - indoor				1		1	1	Y
Golf Course and accessory structures							1	Y
Health Club/Fitness Center	2	2	1	1		1		Y
Movie Theater/Cinema				1		1		
Movie Theater/Cinema, Drive-In				3		3		
Museum/Cultural Facility				1		1	1	
Performing Arts Venue				1		1		
Education, Public Administration, Health Care, and Industrial Uses								
Day Care Center, adult		1	1	1				Y
Day Care Facility, child	1	1	1	1		1		Y
Birthing Center		1		1				
Cemetery		2	2	2		2	2	Y
Cemetery, Accessory to a Place of Worship		2	2	2		2	2	Y
Funeral Home / Mortuary		1	1	1		1		
Government Building or Use		1		1		1		Y
Hospital				1				Y
Library				1		1		
Meeting Hall and other Community Assembly Facility				1		1		
Nursing Home				1				Y
Place of Worship		1	1	1		1		Y

Table 138-742 – Table of Use for the LO, P-1, C-1, C-2, CR, and CP Districts

LEGEND: 1 = Permitted Use/ Administrative Review; 2 = Board of Adjustment Review; 3 = Board of County Commissioners Review; A = Accessory	LO: Limited Office District	P-1: General Professional Office District	C-1: Neighborhood Commercial District	C-2: General Retail Commercial and Limited	RESERVED	CP: Commercial Parkway District	CR: Commercial Recreation District	Supplemental Use Standards (refer to specific Code section)
USE								
Probation / Parole Correction Office				1		1		
School, Public, Pre-K thru 12 (Governmental)		1	1	1		1		Y
School, Private, Pre-K thru 12 (Nongovernmental)		1	1	1		1		Y
School, Post-Secondary		1	1	1		1		
School, All Others		1	1	1		1		
Social Service Agencies								Y
Transportation, Communication, and Information Uses								
Airports and Air Transportation								Y
Docks and Piers		A	A	A		A	A	Y
Commercial Marina				3		3	3	Y
Heliport and Helistops	3	3		3		3		Y
Mass Transit Center	1	1	1	1		1	1	Y
Navigation safety devices and structures		2	2	2		2	2	
Off-shore Tour Vessels and Water Transport				3		3	3	Y
Parking, Surface - Principal Use				1		1		
Parking Structure		1		1		1	1	Y
Wireless Communication Antennae (WCA)		A	A	A			A	Y
Wireless Communication Tower		1	1	1		1	1	Y
Utilities								
Solar Energy Systems		A	A	A		A	A	Y
Solid Waste Transfer Facility				3				Y
Utility Substation		3	3	3		3	3	Y
Water and Wastewater Utility Infrastructure								Y
Wind Energy Conservation System (WECS), Small Scale		1	1	1		1	1	Y
Agricultural Uses								
Community Gardens			1	1		1	1	Y

Table 138-742 – Table of Use for the LO, P-1, C-1, C-2, CR, and CP Districts

LEGEND: 1 = Permitted Use/ Administrative Review; 2 = Board of Adjustment Review; 3 = Board of County Commissioners Review; A = Accessory								
USE	LO: Limited Office District	P-1: General Professional Office District	C-1: Neighborhood Commercial District	C-2: General Retail Commercial and Limited	RESERVED	CP: Commercial Parkway District	CR: Commercial Recreation District	Supplemental Use Standards (refer to specific Code section)
Nursery / Greenhouse, Retail				1		1		
Other Uses								
Land Fills of More than 1,000 Cubic Yards		2	2	2			2	Y
Land Fills or Excavations of Less than 1,000 Cubic Yards		1	1	1			1	Y

Sec. 138-743. – LO, Limited Office District

The purpose of the LO, limited office district is to permit areas for the development of very low intensity office uses which may be compatible with neighboring land uses. This district may serve as a step-down in transition between a high intensity activity area (such as a major traffic corridor) and a low density neighborhood in areas where more intense uses may not be appropriate.

Sec. 138-743.1. - LO – Development Parameters

LO – Development Parameters Table										
					Min. Lot			Min. Setbacks (ft)		
Max. Density ¹	Max. Building Coverage ³	Max. FAR ¹	Max. ISR	Max. Building Height (ft)	Area	Width (ft)	Depth (ft)	Front	Side	Rear
See Table 138-351		See Table 138-351	0.75	35/ 20 ²	6,000 sf	60	80	10	15	
<p>1. Density and Intensity limitations are governed by the underlying Future Land Use Map (FLUM) category as part of the Pinellas County Comprehensive Plan.</p> <p>2. When not abutting single-family dwellings/when abutting single-family dwellings.</p> <p>3. Building Coverage is applicable to residential-only structures. Floor Area Ratio (FAR) is applicable to non-residential and mixed-use structures.</p>										

Sec. 138-744. - P-1, General Professional Office District

The purpose of the P-1, general professional office district is to permit general professional office buildings of high character and attractive surroundings in areas where such uses are appropriate. It is intended that the P-1 district be located in areas where high intensity uses would not be appropriate, but where moderate intensity office buildings will not have an adverse impact on the adjoining neighborhood. This zone is not intended for use in areas which are predominantly single-family residential in character.

Sec. 138-744.1. P-1 - Development Parameters

P-1 – Development Parameters Table										
					Min. Lot			Min. Setbacks (ft)		
Max. Density ¹	Max. Building Coverage ³	Max. FAR ¹	Max. ISR	Max. Building Height (ft)	Area	Width (ft)	Depth (ft)	Front	Side	Rear
See Table 138-351		See Table 138-351	0.75	75/35 ²	6,000 sf	60	80	15	15	
<p>1. Density and Intensity limitations are governed by the underlying Future Land Use Map (FLUM) category as part of the Pinellas County Comprehensive Plan.</p> <p>2. 50 feet or farther from residentially zoned property/within 50 ft of residentially zoned property.</p> <p>3. Building Coverage is applicable to residential-only structures. Floor Area Ratio (FAR) is applicable to non-residential and mixed-use structures.</p>										

Sec. 138-745. – C-1, Neighborhood Commercial District

The C-1, neighborhood commercial district provides areas for commercial development such as compact shopping areas located in the neighborhood which they serve. The location of such areas is intended to conveniently supply the immediate needs of the neighborhood where the types of services rendered and the commodities sold are those which are needed daily and purchased at frequent intervals.

Sec. 138-745.1. - C-1 – Development Parameters.

C-1 – Development Parameters Table										
					Min. Lot			Min. Setbacks (ft)		
Max. Density ¹	Max. Building Coverage	Max. FAR ¹	Max. ISR	Max. Building Height (ft)	Area	Width (ft)	Depth (ft)	Front	Side	Rear
See Table 138-351	0.30	See Table 138-351	0.80	35	6,000 sf	60	80	10	0 – 20 ²	
<p>1. Density and Intensity limitations are governed by the underlying Future Land Use Map (FLUM) category as part of the Pinellas County Comprehensive Plan.</p> <p>2. None required for commercial uses or structures; except that, when the side or rear of a lot abuts a residential district, there shall be a side or rear yard provided of a minimum of 20 percent of the lot width or depth, respectively, but this section shall not require more than 20 feet.</p> <p>3. Building Coverage is applicable to residential-only structures. Floor Area Ratio (FAR) is applicable to non-residential and mixed-use structures.</p>										

Sec. 138-746. – C-2, General Retail Commercial and Limited Services District

The C-2, general retail commercial and limited services district provides an area for the retailing of certain commodities, the furnishing of several limited services and certain selected trade shops, with related commercial activities conveniently located in a community of several neighborhoods. It is intended that this district shall serve a considerably greater population than the C-1 district and offer certain specialized services in addition to all other retail sales outlets for consumer products.

Sec. 138-746.1. - C-2 – Development Parameters.

C-2 – Development Parameters Table										
					Min. Lot			Min. Setbacks		
Max. Density ¹	Max. Building Coverage	Max. FAR ¹	Max. ISR	Max. Building Height (ft) ⁵	Area	Width (ft)	Depth (ft)	Front	Side	Rear
See Table 138-351	0.50	See Table 138-351	0.90 /0.75 ⁴	50/35 ⁵	10,000 sf	80	100	10	0 – 20 ²	
<ol style="list-style-type: none"> 1. Density and Intensity limitations are governed by the underlying Future Land Use Map (FLUM) category as part of the Pinellas County Comprehensive Plan. 2. None required for commercial uses or structures; except that, when the side or rear of a lot abuts a residential district, there shall be a side or rear yard provided of a minimum of 20 percent of the lot width or depth, respectively, but this section shall not require more than 20 feet. 3. Building Coverage is applicable to residential-only structures. Floor Area Ratio (FAR) is applicable to non-residential and mixed-use structures. 4. In the Future Land Use Map Classification R/O/R – residential/office/retail 5. The maximum building height shall be limited to 35 feet for portions of the site that are within 50-feet of R-1, R-2, R-3, R-4, R-5, and or RMH zoning district. 										

Sec. 138-748. – CR, Commercial Recreation District

The CR, commercial recreation district supports recreational destinations within the County such as parks, golf courses, sporting venues and other recreational sites. The district is also intended to support temporary accommodations for visitors and tourists of the area. The district supports complementary commercial services that are intended to serve daily and seasonal users of the primary recreational and temporary accommodation use.

Sec. 138-748.1. - CR, Commercial Recreation District – Development Parameters.

CR – Development Parameters Table										
					Min. Lot			Min. Setbacks		
Max. Density ¹	Max. Building Coverage	Max. FAR ¹	Max. ISR	Max. Building Height (ft)	Area	Width (ft)	Depth (ft)	Front	Side	Rear
See Table 138-351	0.35 ²	See Table 138-351	0.75	50	1 ac of upland / 2,500 sf ⁴	150/25 ⁴	200/na ⁴	15/5 ⁴		20/5 ⁴
<p>1. Density and Intensity limitations are governed by the underlying Future Land Use Map (FLUM) category as part of the Pinellas County Comprehensive Plan.</p> <p>2. Includes area covered by recreational vehicles</p> <p>3. See applicable specific use listed under each specific zoning district</p> <p>4. General site requirement/Travel trailer parks and campgrounds vehicle site requirement</p> <p>5. Building Coverage is applicable to residential-only structures. Floor Area Ratio (FAR) is applicable to non-residential and mixed-use structures.</p>										

Sec. 138-749. – CP, Commercial Corridor District

- (a) The CP, commercial parkway district shall include those areas indicated on the zoning atlas maps as CP, CP-1, and CP-2. Adoption of this chapter will not change this classification designation, but will make this division applicable to it. Those areas indicated as CP and CP-1 shall be designated as CP-1. Those areas designated as CP-2 shall remain designated as CP-2 until otherwise changed by law. This district is stratified into two integrally linked highway oriented segments, the characteristics of which vary only by the intensity of use allowed in each. These subclassifications are denoted as:
 - (1) CP-1: Includes those areas fronting on major arterial highways where established land use planning criteria would indicate this district could be located.
 - (2) CP-2: Includes those areas located at major arterial highway intersections, where established land use planning criteria indicate that more intense uses of land as permitted in this division are appropriate.
- (b) The purpose of establishing the CP, commercial parkway district is to allow for a variety of uses along the arterial roadways and to require that development occur in such a manner as to protect the interest, health, safety and welfare of the general public. Toward that end, the following statements of intent are applicable:
 - (1) Minimize development in the CP-1 classification to a level of intensity having lower traffic generation rates than normally found in a general business area.
 - (2) Allow development in the CP-2 classification to a level of intensity more equivalent to a general business category.

- (3) Minimize points of access which interrupt the smooth and safe flow of traffic, by encouraging the provision of service roads, common curb and median cuts, acceleration/deceleration lanes and/or interconnected parking facilities between properties under individual ownership.
- (4) Provide adequate structural setbacks.
- (5) Promote an aesthetic appearance to and from the roadway.

Sec. 138-749.1. – CP – Development Parameters.

CP – Development Parameters Table										
					Min. Lot			Min. Setbacks		
Max. Density ¹	Max. Building Coverage	Max. FAR ¹	Max. ISR	Max. Building Height (ft)	Area	Width (ft)	Depth (ft)	Front	Side	Rear
<i>CP-1 District</i>										
See Table 138-351	N/A	See Table 138-351	0.75	35	1 ac	150	200	20 ³		15
<i>CP-2 District</i>										
See Table 138-351	N/A	See Table 138-351	0.75	50	1 ac	150	200	20 ³		15
<ol style="list-style-type: none"> 1. Density and Intensity limitations are governed by the underlying Future Land Use Map (FLUM) category as part of the Pinellas County Comprehensive Plan. 2. Building Coverage is applicable to residential-only structures. Floor Area Ratio (FAR) is applicable to non-residential and mixed-use structures. 3. The first 20 feet of the front setback, measured from the right-of-way, shall remain in permeable open space and may be used for planting, screening, fencing, etc., but in no case shall be used for parking or display of merchandise. 										

Sec. 138-750. – Office and Commercial Zoning Districts – Design Criteria

In addition to the land use standards listed for individual districts, office and commercial districts should be planned, phased, and developed consistent with the design criteria listed in the following subsections.

Specific life/safety standards shall prevail and supersede these design criteria when there is a conflict with other governmental life/safety codes. The Zoning Administrator may administratively relax any design criteria that is in conflict with life/safety standards.

Sec. 138-750.1 – Site Layout and Orientation

(a) Street, Drive Aisle, and Accessway Design

- (1) Internal streets, drive aisles, and accessways shall be designed as an extension of the surrounding roadway pattern. Specifically, adjacent roadways shall be extended into the development and integrated into the project transportation network, unless such connections would conflict with adjacent uses. Exemptions shall apply to situations identified in a traffic study that would cause excessive traffic into single-family neighborhoods.

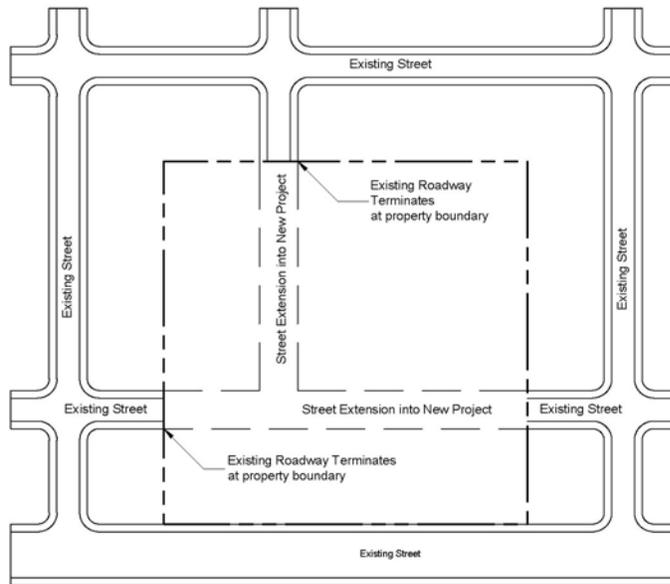


Figure 138-750.1.(a). – Site Layout – Street Extensions into New Projects/Developments

- (2) Internal collector and local roadways that exceed 400 linear feet on a given block should incorporate on-street parking where practical.
 - (3) All internal and abutting streets shall be lined with sidewalks. Exceptions to this standard are allowed to protect natural resources, to recognize onerous topographic features, and to comply with design restrictions from other governing agencies.
- (b) Building Orientation
- (1) Structures shall be oriented toward an adjacent roadway or public open space area. Buildings shall be located adjacent to streets to establish an urban form that is oriented to the pedestrian and provides walkway connections to transit stops and public sidewalks.
 - a. Building entrances/entryways shall be oriented to adjacent roadways. A public entrance shall be provided via a façade adjacent to roadway.
 - b. Large format commercial buildings may be located internal (set back from the street) to the development when separate buildings are located along adjacent streets.
 - c. Fuel service stations may be exempt from this building orientation standard.

- (2) The first floor of large format commercial buildings housing a single tenant occupying more than 80,000 square feet shall be edged with small scale uses (e.g. retail, restaurant, residential) or the entire wall shall include architectural details such as fenestration, large display windows, natural finishes and other architectural features intended to break-up large expansive facades.
- (3) New multi-building developments shall be designed so that individual buildings relate to other structures on site in terms of façade design and pedestrian access.
- (4) All service areas and loading docks shall be located behind the front façade line of the principal structure they are intended to serve and shall be screened from adjacent roadways and uses. This standard is not intended to be applied to vehicle service station garages.
- (5) All mechanical equipment and utility functions (e.g. electrical conduits, meters, HVAC equipment) shall be located behind the front façade line of the principal structure. Mechanical equipment that is visible from the streets shall be screened with a material that is compatible with the architecture of the principal structure.
- (6) Drive-through service windows shall not be located between a building façade and a street. Service windows may be placed on the side or rear building facades; service windows shall not be oriented to an adjacent street.

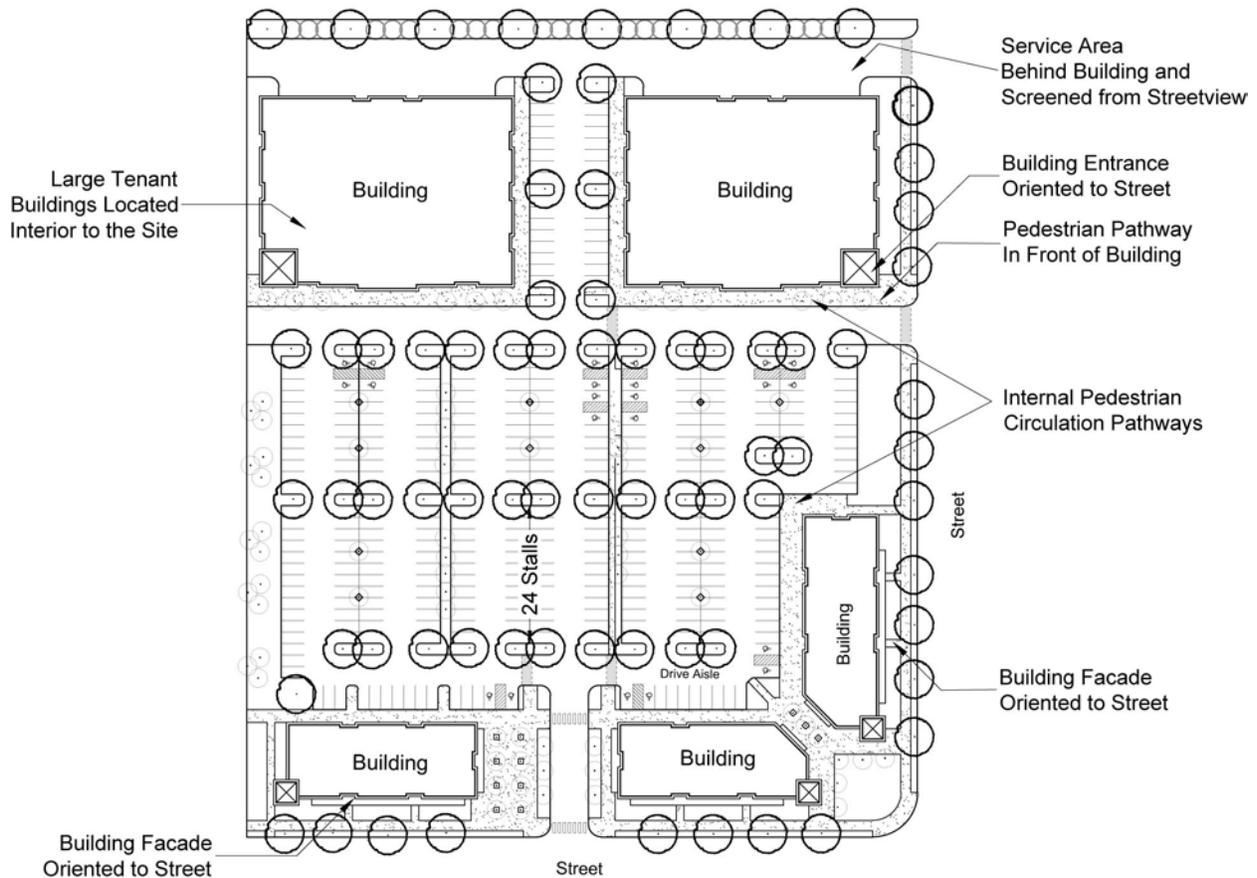


Figure 138-750.1.(b). – Site Layout - Building Orientation Standards

(c) Parking Lots and Parking Structures

- (1) Parking lot location should be as follows:
 - a. Parking areas should be located behind a front building façade.
 - b. Parking areas shall not be located between a building façade and a roadway or regional trail (e.g. the Pinellas Trail).
 - c. Drive aisles shall not be located between the front building façade and a roadway. This standard does not apply to drive-through service aisles.
 - d. Passenger loading and unloading areas may be provided between a front building façade and an adjacent street. When a passenger loading and unloading area is provided in this arrangement, one drive aisle may be provided to link vehicles to parking areas.
- (2) Parking lots shall be compartmentalized with landscape planters and/or Low Impact Design (LID) stormwater features as required by other sections of this code. No more than 24 parking spaces shall be allowed between islands to reduce the overall scale of the parking area.
- (3) Parking areas shall provide cross access easements connecting an internal vehicle system between abutting parking areas.
- (4) Parking lots should be designed to respond to and preserve existing mature trees to the greatest extent possible. Pervious paving and/or pavers may be used for parking surfaces near mature trees to ensure root health and preservation.
- (5) Parking structures shall be designed as follows:
 - a. Parking structures should be internal to the site and should include architectural features related to the principal structure.
 - b. Parking structures should not be located between the primary front building façade and a roadway.
 - c. Parking structures located along a roadway shall include a façade treatment that resembles a habitable building and is designed to an identifiable architectural style. Stand-alone parking structures proposed in this arrangement shall include ground-floor commercial or employment along a minimum of 50% of the roadway frontage.

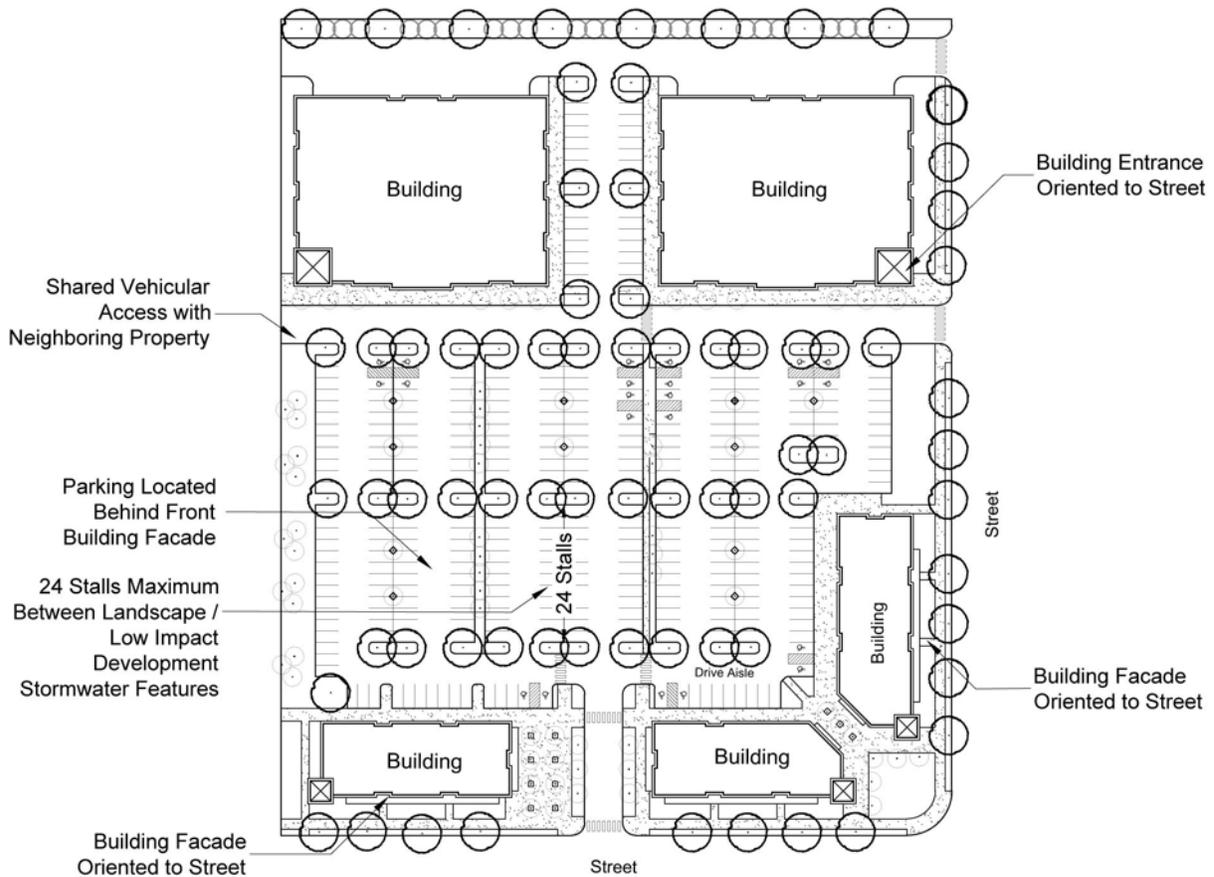


Figure 138-750.1.(c). – Site Layout - Parking Standards

(d) Pedestrian Connections/Circulation

- (1) Where multiple store fronts or multiple buildings exist within the same development, each tenant space shall be connected by an internal sidewalk system that is clearly delineated from the vehicular pavement. The internal sidewalk system shall connect to any public sidewalk that abuts the property.
- (2) Cross easements which connect the internal pedestrian system shall be provided between abutting property owners.
- (3) All buildings that face a primary street shall contain a primary entry which faces the adjacent roadway. The primary entry shall include decorative door surrounds, porches, porticos and/or stoops.
- (4) At least one designated pedestrian pathway shall be provided across parking lots that exceed 50 total parking spaces. This designated pedestrian pathway shall be a minimum of five (5) feet in pavement width. The pedestrian pathway shall provide a direct connection between building entrances and all adjacent streets.
- (5) Shopping centers shall provide a pedestrian pathway/sidewalk along the full length of the primary center façade. This pedestrian pathway/sidewalk shall average 10-feet in width.
- (6) Structures and landscaping shall be constructed/planted around pedestrian use areas to provide shade and reduce heat island effects.

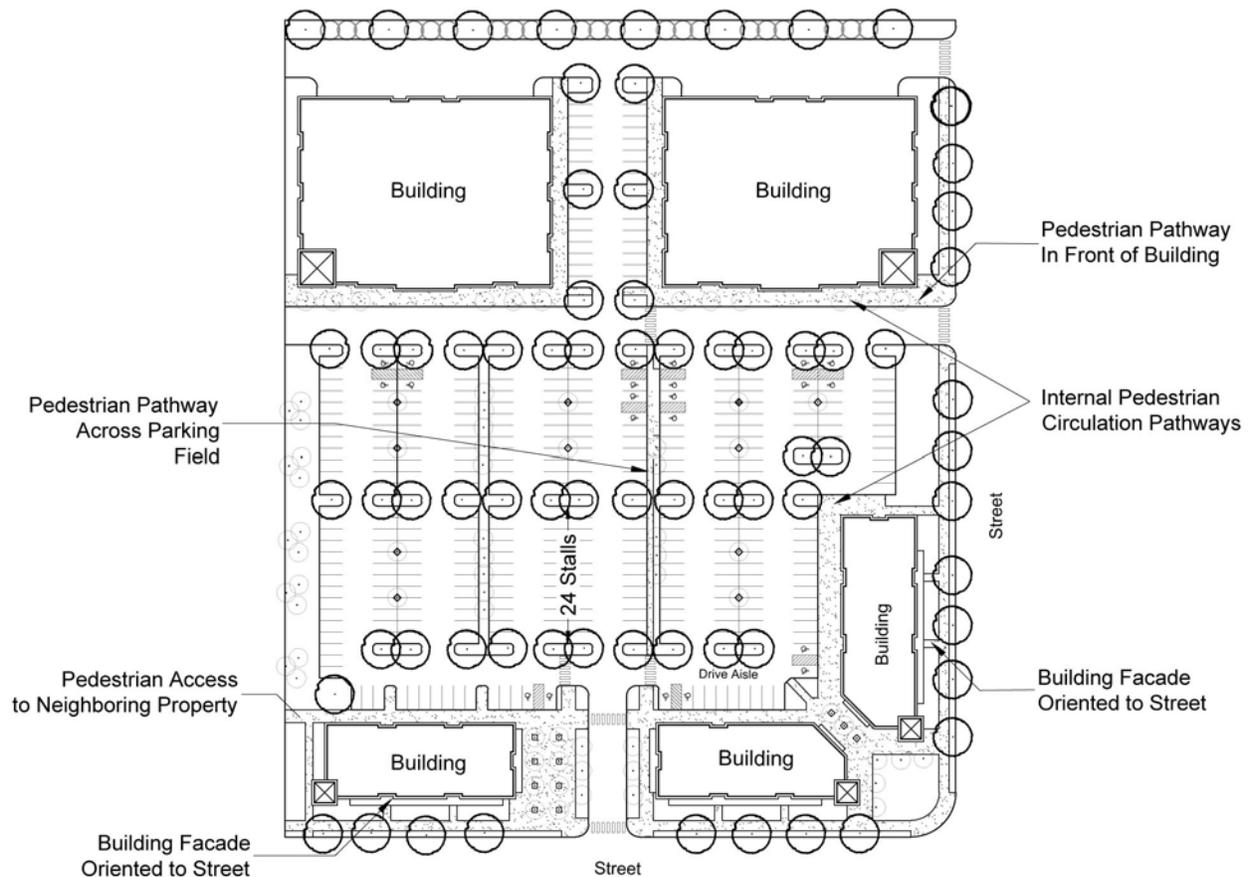


Figure 138-750.1.(d). – Site Layout - Pedestrian Standards

Sec. 138-750.2 – Building and Architectural Design Standards

(a) Building Style

- (1) New construction shall utilize an identifiable architectural style which is recognized by design professionals as having a basis in academic architectural design philosophies.
- (2) Renovations, additions and accessory structures shall be designed to complement the architectural style of the structure in which they are a part.
- (3) Shopping centers shall provide a unified architectural theme with standardized building materials, finishes, and color schemes. All buildings on the site shall project a complementary building style and/or architectural theme.
- (4) All accessory structures including, but not limited to, drive-thrus, canopies, storage buildings, and solid waste enclosures shall be compatible with the architectural design of the principal structure. Compatibility shall be determined by reviewing building materials, finishes and other significant features.

(b) Building Form

- (1) Non-residential and vertical mixed-use buildings should create a width to height ratio of no more than 3:1. Buildings that exceed the width to height ratio of 3:1 shall have architectural fenestration creating a bay system that divides the building design into a maximum ratio of 3:1. This may be done through pilasters, arcades, building line and roof line off-sets, materials and other appropriate architectural features.
- (2) Multifamily residential projects should provide a width to height ratio of no more than 2:1. Buildings that exceed the width to height ratio of 2:1 shall have architectural fenestration creating a bay system that divides the building design into a maximum ratio of 2:1.
- (3) The first floor of each multi-story building shall not be less than 12 feet in height measured from the finished first floor surface to the bottom of the second floor. This standard is only applicable to non-residential and vertical mixed-use buildings.
- (4) Shopping centers shall provide an arcade or awning along 75 percent of the primary center façade. The required arcades and/or awnings are intended to protect people from natural elements including sun, wind, and rain.

(c) Wall Composition

Wall composition standards ensure that ground-level storefronts, and multi-family residential buildings, offer attractive features to the pedestrian. Wall composition also mitigates blank walls and ensures that all sides of a building have visual interest.

- (1) Structures which are situated on corner lots or through lots, or which by the nature of the site layout are otherwise clearly visible from rights-of-way, shall be designed with full architectural treatment on all sides that are visible from rights-of-way, primary accessways, and internal roadways. Full architectural treatment shall include roof design, wall materials, architectural trim, and door and window. While it is recognized that buildings have primary and secondary facades, the construction materials and detailing should be similar throughout.
- (2) There shall be no blank facades. All facades shall include fenestration or other architectural features. No façade on any floor shall have a blank area wider than 24 feet or higher than the height between two floors.

(d) Transparency

The provision of transparency enhances visual connections between activities inside and outside buildings thereby improving pedestrian safety.

- (1) At least 50 percent of ground level, street facing facades of non-residential, multifamily residential, and vertical mixed-use buildings shall be transparent.
- (2) Windows on the street side façades shall be evenly distributed in a consistent pattern.

DIVISION 3. – INDUSTRIAL ZONING DISTRICTS

Sec. 138-760. – M-1, M-2, WD, and IPD - Definition, purpose and intent of district.

The industrial districts implement the industrial, manufacturing, and employment policies of the Pinellas County Comprehensive Plan. Each zone is established to achieve a specific industrial, manufacturing and employment characteristic and land use intensity. Some zones are intended to support industrial and employment at a smaller, community-oriented scale, while others support large and regionally significant employment centers. All industrial zoning districts are intended to accommodate industrial and manufacturing operations that contribute to the County's economic vitality while protecting surrounding uses through sound site design, buffering, and compatibility standards.

- (a) **M-1 and M-2 Districts** - The purpose of the M-1 and M-2 district is to provide areas within the County that allow and support industrial and manufacturing land uses and activities. The M-1 district is intended for lower intensity industrial and manufacturing activities by limiting uses, limiting intensities, and imposing certain site design standards to ensure compatibility with nearby residential and commercial districts. The M-2 district is intended for intensive industrial and manufacturing activities by allowing a wider variety of uses, increased intensities, and limited site design standards to recognize and accommodate more intense operations that contribute to the economic vitality of the region.
- (b) **WD District** - The purpose of the WD district is to provide areas within the County that allow and support warehousing, service offices, large/bulky item sales, and other intensive commercial uses.
- (c) **IPD District** – The purpose of the IPD district is to allow employment areas to be master planned as highly specialized and technological industries, industrial support facilities, research and experimental institutions, administrative facilities and commercial uses, all of which are within a planned industrial park. The IPD is planned at the developer's option with a land use mix that is unique to the site and is implemented through a master site plan. The IPD district is a land planning option that may be used as an alternative to other industrial zones.

Sec. 138-761. – M-1, M-2, WD, and IPD – Table of Uses

Land uses within the office and commercial districts shall be permitted as defined in *Table 138-761 – Table of Uses for the M-1, M-2-, WD, and IPD districts*. The review procedures are further defined in Article II of the Zoning Code.

- (a) An "A" in Table 138-761 denotes that the specific use is permitted as an accessory use to other uses within the district.
- (b) A "1" in Table 138-761 denotes that the specific use is a permitted use and may be established and expanded as an administrative review as defined in Article II.
- (c) A "2" in Table 138-761 denotes that the establishment of the specific use requires Board of Adjustment review, approval and/or approval with conditions as defined in Article II.
- (d) A "3" in Table 138-761 denotes that the establishment of the specific use requires Board of County Commissioners review, approval, and/or approval with conditions as defined in Article II.
- (e) A blank in Table 138-761 denotes that the specific use is not allowed in the zone.

- (f) A "Y" in the Supplemental Uses Standards column of Table 138-761 indicates that there are specific land development or operational requirements that must be provided for the specific use.

Table 138-761 – Table of Use for the M-1, M-2, WD, and IPD Districts					
LEGEND: 1 = Permitted Use/ Administrative Review; 2 = Board of Adjustment Review; 3 = Board of County Commissioners Review; A = Accessory	M-1: Light Manufacturing and Industry District	M-2: Heavy Manufacturing and Industry District	WD: Warehouse District	IPD: Industrial Planned Development District	Supplemental Use Standards (refer to specific Code section)
USE					
Residential Uses					
Accessory Dwelling Unit, Owner/Manager	1	1	1		Y
Dwelling, Live/Work				2	Y
Dwelling, Multifamily and their customary accessory uses				2	Y
Dwelling, Triplex				2	Y
Marina			1		
Storage, accessory				2	Y
Accommodations					
Hotel	3			2	Y
Kennel/Pet Care Indoor	2	2		2	Y
Kennel/Pet Care Outdoor	2	2		2	Y
Motel	3			2	Y
Commercial and Office Uses					
Alcohol - Wholesale Storage and Distribution	1	1	1		
Bank				2	
Car Wash and Detailing				2	Y
Catering Service / Food Service Contractor			1	2	
Convenience Store with or without Fuel Pumps				2	Y
Drug Store				3	
Motor Vehicle Service and Repair	1		1	3	Y
Office, General	1	1	1	2	
Office, Medical or Dental				2	
Office, Temporary Labor (Day Labor)	3				
Office, Veterinary				2	Y

Table 138-761 – Table of Use for the M-1, M-2, WD, and IPD Districts

LEGEND: 1 = Permitted Use/ Administrative Review; 2 = Board of Adjustment Review; 3 = Board of County Commissioners Review; A = Accessory	M-1: Light Manufacturing and Industry District	M-2: Heavy Manufacturing and Industry District	WD: Warehouse District	IPD: Industrial Planned Development District	Supplemental Use Standards (refer to specific Code section)
USE					
Outdoor Sales, Accessory Use			A		Y
Outdoor Sales, Accessory Use Garden Oriented			A		Y
Outdoor Sales, Principal Use Outdoor Oriented Goods			1		Y
Outdoor Sales, Principal Use Garden Oriented			1		Y
Outdoor Storage, Accessory, Commercial			A		Y
Pharmacy				3	
Restaurant	2			3	
Restaurant: Accessory Outdoor Area				3	Y
Retail Sales and Service	A	A		3	Y
Service Establishment			1	3	
Service, Fleet-Based	1	1	1	3	
Service, Office				3	Y
Service, Personal	1	1	1	2	Y
Sidewalk Café				2	Y
Studio and Gallery				3	Y
Industrial, Manufacturing, and Warehousing Uses					
Battery Exchange Stations	1	1	1	3	
Concrete Mixing Facilities/Asphalt		1		3	
Contractors Yard and Building	1	1	1	3	Y
Electric Vehicle Charging Station	1	1	1	1	Y
Laboratories and Research and Development	1	1	1	1	
Manufacturing - Light, Assembly and Processing: Type A	1	1	3	1	
Manufacturing - Light, Assembly and Processing: Type B	1	1	1	2	
Manufacturing - Heavy		1		3	
Outdoor Storage, Accessory Industrial	A	A	A	A	Y

Table 138-761 – Table of Use for the M-1, M-2, WD, and IPD Districts

LEGEND: 1 = Permitted Use/ Administrative Review; 2 = Board of Adjustment Review; 3 = Board of County Commissioners Review; A = Accessory	M-1: Light Manufacturing and Industry District	M-2: Heavy Manufacturing and Industry District	WD: Warehouse District	IPD: Industrial Planned Development District	Supplemental Use Standards (refer to specific Code section)
USE					
Outdoor Storage, Principal Use	1	1	1	3	Y
Publishing and Printing	1	1	1	2	
Recycling Center	1	1		2	Y
Salvage Yard		3			Y
Storage, Self / Mini Warehouse	1	1	1	3	Y
Freight Trucking	1	1			
Vehicle Towing	1	1	1		
Vehicle Refueling Station	1	1	1		Y
Vehicle Storage, Maintenance and Repair	1	1	1	3	Y
Transfer Station	3	1	3		Y
Warehouse	1	1	1	1	
Wholesale Establishment	1	1	1	3	
Arts, Manufacturing, and Warehousing Uses					
Club, Community Service and Fraternal	2	2	2	2	
Commercial Recreation, Indoor			2	2	Y
Commercial Recreation, Outdoor	A	A	2	2	Y
Facility Based Recreation				2	Y
Shooting Range/Gun Club - indoor	2	2	2	2	Y
Shooting Range/Gun Club - outdoor	2	2	2	2	Y
Golf Course and accessory structures				2	Y
Health Club/Fitness Center				1	Y
Movie Theater/Cinema				2	
Museum/Cultural Facility				2	
Public or private parks, playgrounds and recreation areas	2	2	2	2	
Performing Arts Venue				3	
Recreation Use, Accessory to Residential Use				1	

Table 138-761 – Table of Use for the M-1, M-2, WD, and IPD Districts

LEGEND: 1 = Permitted Use/ Administrative Review; 2 = Board of Adjustment Review; 3 = Board of County Commissioners Review; A = Accessory	M-1: Light Manufacturing and Industry District	M-2: Heavy Manufacturing and Industry District	WD: Warehouse District	IPD: Industrial Planned Development District	Supplemental Use Standards (refer to specific Code section)
USE					
Resource Based Recreation				1	Y
Education, Public Administration, Health Care, and Industrial Uses					
Congregate care facility				3	
Day Care Center, adult				3	Y
Day Care Facility, child				2	Y
Cemetery	2	2	2	3	Y
Cemetery, Accessory to a Place of Worship	2	2	2	3	Y
Correctional Facilities				3	
Crematorium	1	1		3	Y
Environmental Education Facilities				1	
Funeral Home / Mortuary				3	
Government Building or Use	1	1		2	Y
Hospital				2	Y
Library				2	
Meeting Hall and other Community Assembly Facility				2	
Nursing Home				3	Y
Place of Worship				2	Y
School, Public, Pre-K thru 12 (Governmental)				2	Y
School, Private, Pre-K thru 12 (Nongovernmental)				2	Y
School, Post-Secondary				2	
School, All Others				2	
Social Service Agencies				2	Y
Transportation, Communication, and Information Uses					
Airports and Air Transportation	3	3	3	3	
Docks and Piers	A	A	A	A	Y

Table 138-761 – Table of Use for the M-1, M-2, WD, and IPD Districts

LEGEND: 1 = Permitted Use/ Administrative Review; 2 = Board of Adjustment Review; 3 = Board of County Commissioners Review; A = Accessory	M-1: Light Manufacturing and Industry District	M-2: Heavy Manufacturing and Industry District	WD: Warehouse District	IPD: Industrial Planned Development District	Supplemental Use Standards (refer to specific Code section)
USE					
Commercial Marina	1	1	1	1	Y
Heliport and Helistops	3	3	3	3	Y
Mass Transit Center	1	1	1	2	Y
Navigation safety devices and structures	2	2	2	2	
Off-shore Tour Vessels and Water Transport	3	3	3	3	Y
Parking, Surface - Accessory				1	Y
Parking, Surface - Principal Use			1	2	
Parking Structure	1	1	1	1	Y
Transmitting stations, remote radio and television, not including broadcast studios or office				2	
Wireless Communication Antennae (WCA)	A	A	A	A	Y
Wireless Communication Tower	1	1	1	1	Y
Utilities					
Biohazardous or Hazardous Waste Storage and Treatment	3	3	3	3	Y
Solar Energy Systems	A	A	A	A	Y
Solar Generation Station	1	1		2	Y
Solid Waste Disposal Facility	3	3	3	3	Y
Utility Plant and Storage (fossil fuel)	3	3	3	3	Y
Utility Substation	1	1	3	3	Y
Water and Wastewater Utility Infrastructure				3	Y
Wind Energy Conservation System (WECS), Medium Scale	1	1	1	2	Y
Wind Energy Conservation System (WECS), Small Scale	1	1	1	1	Y
Agricultural Uses					
Agricultural Activities, Commercial Use				3	Y
Community Gardens				2	Y
Nursery / Greenhouse, Retail				3	

USE	M-1: Light Manufacturing and Industry District	M-2: Heavy Manufacturing and Industry District	WD: Warehouse District	IPD: Industrial Planned Development District	Supplemental Use Standards (refer to specific Code section)
Nursery / Greenhouse, Wholesale			1	3	
Other Uses					
Excavation Pits and Quarries, in excess of 1,000 cubic yards	2	2		2	Y
Land Fills of More than 1,000 Cubic Yards (Need to re-visit)	2	2	2	2	Y
Land Fills or Excavations of Less than 1,000 Cubic	1	1	1	1	Y

Sec. 138-762. – M-1, Light Manufacturing and Industry District

The M-1, light manufacturing and industry district will provide areas for light manufacturing, industry, industrial support facilities, and certain public service functions. It is intended that this district will provide low intensity general industrial development which will have minimal impact on the surrounding areas.

Sec. 138-762.1. – M-1, Light Manufacturing and Industry District – Development Parameters.

M-1 – Development Parameters Table										
					Min. Lot			Min. Setbacks		
Max. Density ¹	Max. Building Coverage	Max. FAR ¹	Max. ISR	Max. Building Height (ft)	Area	Width (ft)	Depth (ft)	Front	Side	Rear
See Table 138-351	0.50	See Table 138-351	0.85	75/35 ³	12,000 sf	80-ft	100-ft	25-ft	10-ft	
<p>1. Density and Intensity limitations are governed by the underlying Future Land Use Map (FLUM) category as part of the Pinellas County Comprehensive Plan.</p> <p>2. Building Coverage is applicable to residential-only structures. Floor Area Ratio (FAR) is applicable to non-residential and mixed-use structures.</p> <p>3. Height limit 50 feet or farther from residentially zoned property/Height limit within 50 ft of residentially zoned property.</p>										

Sec. 138-763. – M-2, Heavy Manufacturing and Industry District

The M-2, heavy manufacturing and industry district is intended to permit general manufacturing and industry. It is further intended that this district will be less restrictive than the M-1 district so as to provide a wider variety of industrial uses.

Sec. 138-763.1. – M-2, Heavy Manufacturing and Industry District – Development Parameters.

M-2 – Development Parameters Table										
					Min. Lot			Min. Setbacks		
Max. Density ¹	Max. Building Coverage	Max. FAR ¹	Max. ISR	Max. Building Height (ft)	Area	Width (ft)	Depth (ft)	Front	Side	Rear
See Table 138-351	0.50	See Table 138-351	0.95	100/35 ³	25,000 sf	100-ft	200-ft	25-ft	20-ft	
<p>1. Density and Intensity limitations are governed by the underlying Future Land Use Map (FLUM) category as part of the Pinellas County Comprehensive Plan.</p> <p>2. Building Coverage is applicable to residential-only structures. Floor Area Ratio (FAR) is applicable to non-residential and mixed-use structures.</p> <p>3. Height limit 50 feet or farther from residentially zoned property/Height limit within 50 ft of residentially zoned property.</p>										

Sec. 138-764. – WD - Wholesale District

The WD, warehouse district will provide areas for general services, wholesale distribution, storage and light fabrication. These areas should be conveniently located to arterial highways and transportation facilities. This district is intended as a distribution center for products sold, serviced, stored and warehoused for retail or wholesale sales to a consumer, jobber, sales outlet or wholesaler. Such districts shall be located in the community as to minimize the flow of heavy trucking routes through residential areas. These areas may also provide support services to adjacent or nearby industrial areas.

Sec. 138-764.1. - WD – Development Parameters.

WD – Development Parameters Table										
Max. Density ¹	Max. Building Coverage	Max. FAR ¹	Max. ISR	Max. Building Height (ft)	Min. Lot			Min. Setbacks		
					Area	Width (ft)	Depth (ft)	Front	Side	Rear
See Table 138-351	N/A	See Table 138-351	0.85	75/35 ³	12,000 sf	80	100	25-ft	10-ft	
<p>1. Density and Intensity limitations are governed by the underlying Future Land Use Map (FLUM) category as part of the Pinellas County Comprehensive Plan.</p> <p>2. Building Coverage is applicable to residential-only structures. Floor Area Ratio (FAR) is applicable to non-residential and mixed-use structures.</p> <p>3. Height limit 50 feet or farther from residentially zoned property/Height limit within 50 ft of residentially zoned property.</p>										

Sec. 138-765. – IPD, Industrial Planned Development District

The IPD, industrial planned development district will provide areas exclusively for and conducive to the development of highly specialized and technological industries, industrial support facilities, research and experimental institutions, administrative facilities and commercial uses, all of which are within a planned industrial park. It is intended that these parks be created to produce a campus-like setting; to be aesthetically pleasing and not obnoxious or offensive to the surrounding area. These should also provide maximum protection for the specialized uses against odor, fumes, smoke, gas, dust, noise, vibration, and similar objectionable hazards. It is further intended that this district be located in keeping with established planning and zoning practices so as to be readily accessible to major transportation facilities and other municipal services and to provide compatibility between the uses both internal and external to the site. The IPD is intended to create a sustainable employment center that is master planned to incorporate complementary land uses and provide a high quality pedestrian environment.

Sec. 138-765.1. – IPD, Industrial Planned Development District – Development Parameters.

IPD – Development Parameters Table										
					Min. Lot ³			Min. Setbacks ³		
Max. Density ¹	Max. Building Coverage	Max. FAR	Max. ISR	Max. Building Height (ft) ³	Area	Width (ft)	Depth (ft)	Front	Side	Rear
See Table 138-351	0.60	See Table 138-351	0.85	100	20,000 sf	100-ft	200-ft	10-ft	10-ft	
<p>1. Density and Intensity limitations are governed by the underlying Future Land Use Map (FLUM) category as part of the Pinellas County Comprehensive Plan.</p> <p>2. Building Coverage is applicable to residential-only structures. Floor Area Ratio (FAR) is applicable to non-residential and mixed-use structures.</p> <p>3. Dimensional standards may be modified if a part of a previously approved master plan and/or as adjusted by the Board of County Commissioners.</p>										

Sec. 138-765.2. – Industrial Planned Development District – Design Criteria

Industrial Planned Development Districts shall be planned, phased, and developed consistent with the design criteria listed in the following subsections.

Specific life/safety standards shall prevail and supersede these design criteria when there is a conflict with other governmental life/safety codes. The Zoning Administrator may administratively relax any design criteria that is in conflict with life/safety standards.

(a) Street, Drive Aisle, and Accessway Design

- (1) Internal streets, drive aisles, and accessways shall be designed as an extension of the surrounding roadway pattern. Specifically, adjacent roadways shall be extended into the development and integrated into the project transportation network. Exemptions shall apply to situations identified in a traffic study that would cause excessive traffic into single-family neighborhoods

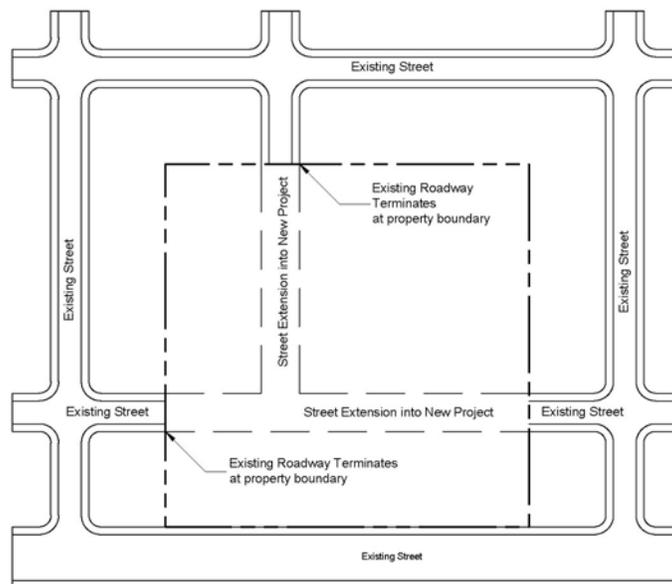


Figure 138-765.2.(a). – Site Layout – Street Extensions into New Projects/Developments

- (2) Internal collector and local roadways that exceed 800 linear feet on a given block should incorporate on-street parking where practical.
 - (3) All internal and abutting streets shall be lined with sidewalks. Exceptions to this standard are allowed to protect natural resources, to recognize onerous topographic features, and to comply with design restrictions from other governing agencies.
- (b) Building Orientation
- (1) Structures shall be oriented toward an adjacent roadway or public open space area. Buildings shall be located adjacent to streets to establish an urban form that is oriented to the pedestrian and provides walkway connections to transit stops and public sidewalks.

- a. Building entrances/entryways shall be oriented to adjacent roadways. A public entrance shall be provided via a façade adjacent to roadway.
 - b. Large buildings may be located internal (set back from the street) to the development when separate buildings are located along adjacent streets.
 - c. Fuel service stations may be exempt for this building orientation standard.
- (2) New multi-building developments shall be designed so that individual buildings relate to other structures on site in terms of façade design and pedestrian access.
 - (3) All service areas and loading docks shall be located behind the front facade line of the principle structure they are intended to serve and shall be screened from adjacent roadways and uses. This standard is not intended to be applied to vehicle service station garages.
 - (4) All mechanical equipment and utility functions (e.g. electrical conduits, meters, HVAC equipment) shall be located behind the front façade line of the principal structure. Mechanical equipment that is visible from the streets shall be screened with a material that is compatible with the architecture of the principal structure.

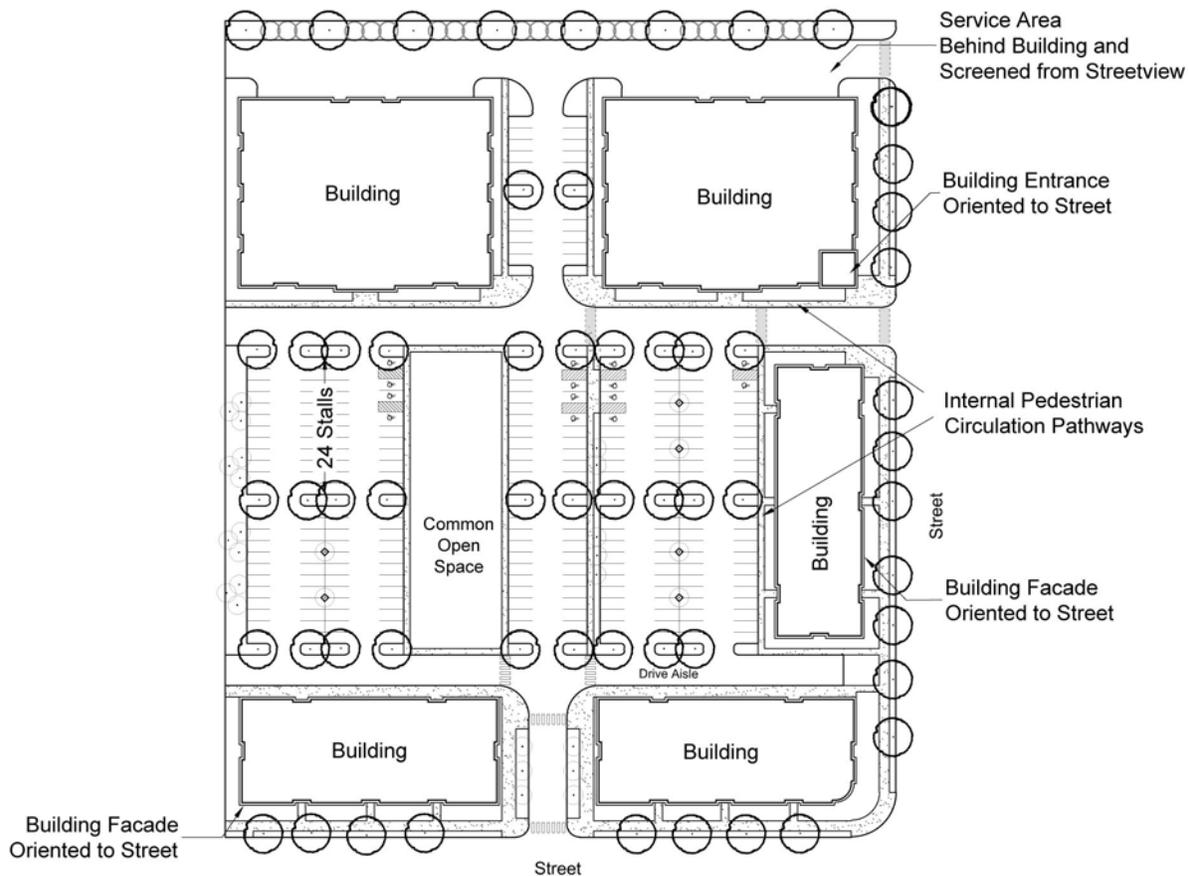


Figure 138-765.2.(b). – Site Layout – Building Orientation

(c) Parking Lots and Parking Structures

- (1) Parking lot location should be as follows:
 - a. Parking areas should be located behind a front building façade.

- b. Parking areas shall not be located between a building façade and a roadway.
 - d. Drive aisles shall not be located between the front building façade and a roadway. This standard does not apply to drive aisles serving drive-through service windows.
 - c. Passenger loading and unloading areas may be provided between a front building façade and an adjacent street. When a passenger loading and unloading area is provided in this arrangement, one drive aisle may be provided to link vehicles to parking areas.
- (2) Parking lots shall be compartmentalized with landscape planters and/or Low Impact Design (LID) stormwater features as required by other sections of this code. No more than 24 parking spaces shall be allowed between islands in order to reduce the overall scale of the parking area.
- (3) Parking areas shall provide cross access easements connecting an internal vehicle systems between abutting parking areas.
- (4) Large parking lots should incorporate a direct pedestrian pathway connection between building entrances and all adjacent streets.
- (5) Parking structures shall be designed as follows:
- a. Parking structures should be internal to the site and to include architectural features related to the principal structure.
 - b. Parking structures should not be located between the primary front building façade and a roadway.
 - c. Parking structures located along a roadway shall include a façade treatment that resembles a habitable building and is designed to an identifiable architectural style. Parking structures proposed in this arrangement shall include ground-floor commercial or employment along a minimum of 50% of the roadway frontage.

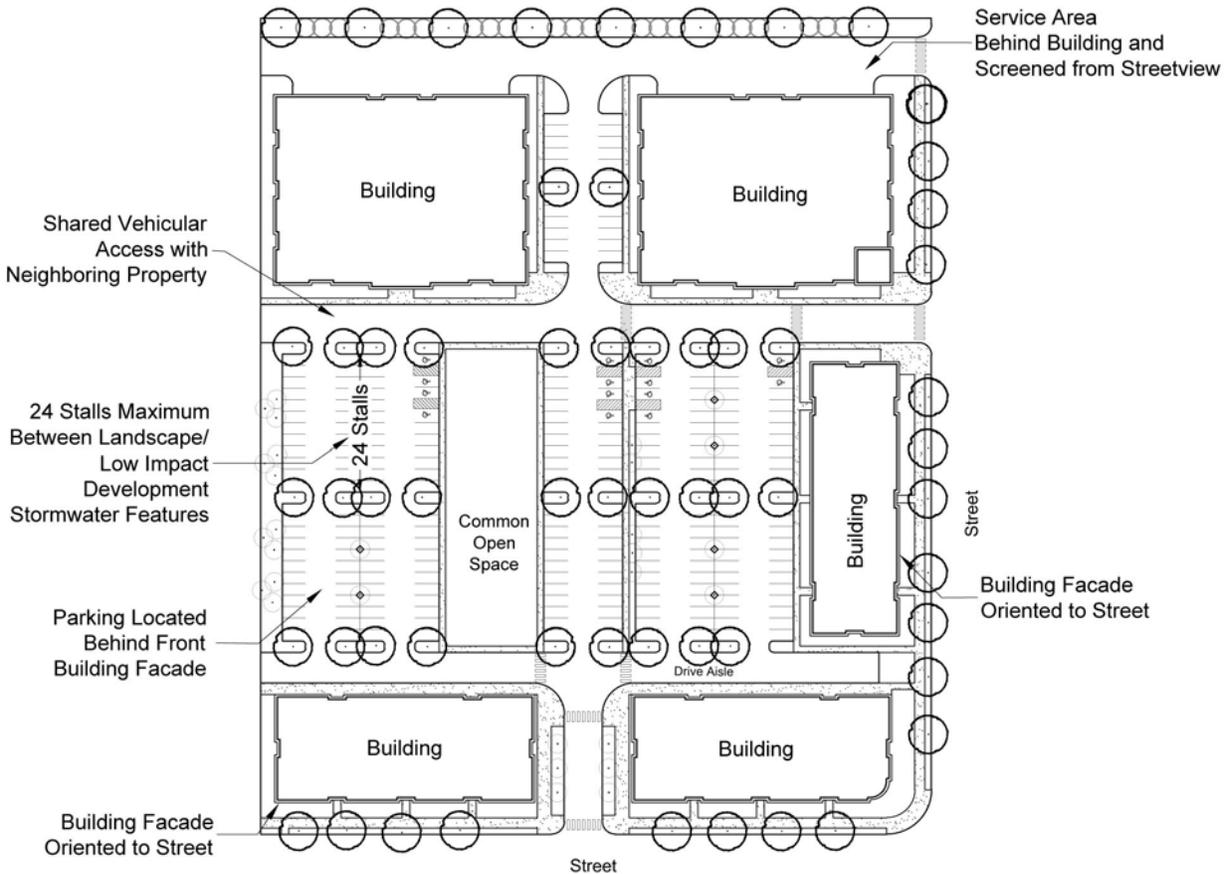


Figure 138-765.2.(C). – Site Layout – Parking Standards

(d) Pedestrian Connections/Circulation

- (1) Where multiple buildings exist within the same development, each tenant space shall be connected by an internal sidewalk system that is clearly delineated from the vehicular pavement. The internal sidewalk system shall connect to any public sidewalk that abuts the property.
- (2) Cross easements which connect the internal pedestrian system shall be provided between abutting property owners.
- (3) All buildings that face a primary street shall contain a primary entry which faces the adjacent roadway. The primary entry shall include decorative door surrounds, porches, porticos and/or stoops.
- (4) Structures and/or landscaping shall be constructed/planted around pedestrian use areas to provide shade and reduce heat island effects.

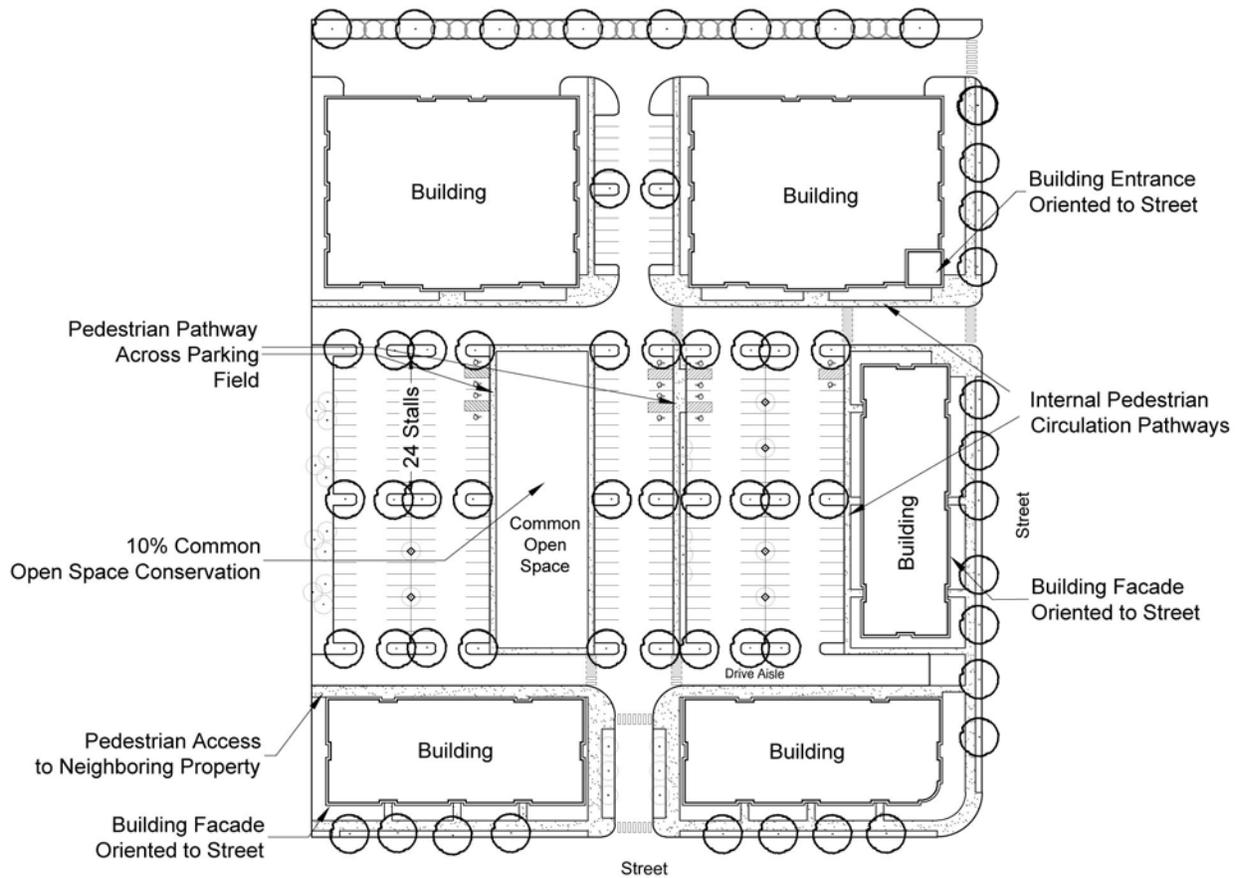


Figure 138-765.2.(d). – Site Layout – Pedestrian Standards

(e) Building Style

- (1) New construction shall utilize an identifiable architectural style which is recognized by design professionals as having a basis in academic architectural design philosophies.
- (2) Renovations, additions and accessory structures shall utilize the architectural style of the existing structure, or the entire existing structure shall be modified to utilize an identifiable architectural style which is recognized by design professionals as having a basis in academic architectural design philosophies.
- (3) Individual commercial centers, multi-family housing, and office developments shall provide a unified architectural theme with standardized building materials, finishes, and color schemes. All buildings on the site shall project a complementary building style and/or architectural theme.
- (4) All accessory structures including, but not limited to, drive-thrus, canopies, storage buildings, and solid waste enclosures shall be compatible with the architectural design of the principal structure. Compatibility shall be determined by reviewing building materials, finishes and other significant features.

- (f) Common Open Space - All developments shall provide 10% of the developable land area as public/semi-public common open space. Required common open space shall

be satisfied as part of the master plan for the development and developed according to the following:

- (1) The required common open space area shall be planned within 15 feet of finished grade.
- (2) Required common open space shall be accessible, at a minimum to all buildings and properties within the development.
- (3) Stormwater management may not be counted towards satisfying the common open space requirement. However, up to 100% of the common open space requirement may be satisfied by stormwater management systems that utilize Low Impact Design (LID) stormwater management principles, including but not limited to bio/vegetated swales, buffers and landscape strips; bioretention and biofiltration; rainwater harvesting systems and rain gardens.
- (4) Required green space shall be usable for active or passive recreation or retained for natural resource protection.
- (5) Addition green space, open space, parks, and recreational uses are permitted in addition to the minimum requirements of this section.

Sec. 138-765.3. – Industrial Planned Development – Development Master Plan

The Industrial Planned Development District shall be planned, phased, and developed as part of a Development Master Plan that is created and approved for each Industrial Planned Development district or portion thereof. Each Development Master Plan shall be subject to the following standards.

- (a) A site-specific Development Master Plan shall be created and approved for each Industrial Planned Development district.
 - (1) The Development Master Plan shall be created by the land owner, developer, authorized agent, and/or contract purchaser. The County may initiate and approve a Development Master Plan with the owner’s approval.
 - (2) Multiple Development Master Plans may be approved for distinctive developments within the overall district and specifically reserved for situations of separate ownerships and developer entities.
 - (3) A Development Master Plan shall be created and approved prior to any site development or significant redevelopment.
 - a. All new development shall be consistent with an approved Development Master Plan.
 - b. Existing buildings, uses, and parking areas that were present before the IPD district was assigned to the land may be expanded up to 20% when:
 1. There is no Development Master Plan approved on the site OR
 2. There is an approved Development Master Plan approved for the site and existing buildings are a part of a distinct future redevelopment phase.
 3. The total of past expansions to the buildings, uses, and/or parking areas does not exceed 20% of their original size since the IPD district was assigned to the land.

- (b) A Development Master Plan shall be designed as a series of framework plans that, collectively, create a complete future development plan. The Development Master Plan shall include the following framework plans:
- (1) Transportation Framework – The Development Master Plan shall depict all access points, internal roadways, surrounding roadways, transit stops (if available), bicycle facilities, and pedestrian facilities.
 - (2) Land Use Framework – The Development Master Plan shall assign future land use designations to all areas of the development. The future land use designations shall correspond with a table of specific land uses that are proposed and ultimately permitted with each designation. The plan shall list the proposed land use intensity/density for each land use designation.
 - (3) Open Space Framework – The Development Master Plan shall depict the open space network within the community. The individual open space areas shall correspond with a table that identifies the planned uses and recreation programming unique to each tract.
 - (4) Utilities Framework – The Development Master Plan shall depict all future potable water, sanitary sewer, stormwater management, and water quality facilities that will serve the overall development.
 - (5) Phasing Framework – The Development Master Plan shall illustrate a phasing plan for development and/or redevelopment. The phasing plan shall include the applicable sequencing of utilities, transportation, and land uses.
 - (6) Theming Framework – The Development Master Plan shall include a theming plan that identifies the intended design and style of the building architecture. The Theming Framework contents may be general in nature but should include images, illustrations, and/or details.
 - (7) Sustainability Framework – The Development Master Plan shall depict and identify all sustainability efforts included as part of the overall project. These efforts shall include but not be limited to reduced vehicle travel initiative, proximity to transit, connections to or addition of multimodal travel options and park and open space, use of Low Impact Development (LID) techniques, solar and alternative energy initiatives, ground water recharge initiatives and recycling initiatives.
- (c) A Development Master Plan shall be reviewed and amended as a Level 3 review.
- (1) Specific uses shall be reviewed and may be approved pursuant to Table 138-761.
 - (2) A land owner or development entity may only amend portions of the Development Master Plan that is under their ownership or purchaser contract.
 - (3) A Development Master Plan may be reviewed concurrent or subsequent to a zoning application.
- (d) A Development Master Plan may be reviewed and amended as a Level 3 review in order to seek flexibility in the dimensional standards listed in section 138-764.1. When reviewed as a Level 3, the developer may propose dimensional standards unique to the RPD development.
- (e) The County's concurrency standards shall apply and be tied to the project phasing plan.
- (f) All previously approved Master Plans or equivalent thereof shall remain in effect. Development may occur consist with all approved master plans. Any modifications to existing plans shall be consistent with the standards of this section.