

Goals, Objectives and Policies

GOAL ONE: THE PATTERN OF LAND USE IN PINELLAS COUNTY SHALL PROVIDE A VARIETY OF URBAN ENVIRONMENTS TO MEET THE NEEDS OF A DIVERSE POPULATION AND THE LOCAL ECONOMY, CONSERVE AND LIMIT DEMANDS ON NATURAL AND ECONOMIC RESOURCES TO ENSURE SUSTAINABLE BUILT AND NATURAL ENVIRONMENTS, BE IN THE OVERALL PUBLIC INTEREST, AND EFFECTIVELY SERVE THE COMMUNITY AND ENVIRONMENTAL NEEDS OF THE POPULATION.

1.1. Objective: Pinellas County shall, on a case by case basis, evaluate the use of sector planning and the use of more localized sector plans that can be responsive to the circumstances and issues affecting the various unincorporated communities throughout the County. [10-57]

1.1.1. Policy: The Local Planning Agency shall, as the need or opportunity arises, assess whether certain communities or areas might benefit from individual and specialized planning and, based on the individual need and available resources, recommend a specific planning approach for that planning sector. [10-57]

1.1.2. Policy: At a minimum, the Sector Plans shall address land use, urban design, transportation, recreation/open space, and natural resources. Other planning subjects may be addressed in a sector plan based on the issues facing the local community.

1.1.3. Policy: Any Sector Plans shall be adopted as part of the Pinellas County Comprehensive Plan and shall be consistent with the provisions of the Comprehensive Plan. [10-57]

1.2. Objective: Establish development regulations that respond to the challenges of a mature urban county with established communities that are experiencing infill development and redevelopment activity.

1.2.1. Policy: Standards of density, intensity, permitted uses, and other land use characteristics for all land uses shall be listed in the Future Land Use Category Descriptions and Rules of the Future Land Use and Quality Communities Element and incorporated as part of this policy.

1.2.2. Policy: The Local Planning Agency (LPA) of the Board shall ensure that zoning provisions within the Land Development Code are in conformance with the density, intensity, and other relevant standards contained within the Future Land Use and Quality Communities Element.

- 1.2.3. Policy: Plan designations on the Future Land Use Map shall be compatible with the natural environment, support facilities and services, and the land uses in the surrounding area.
- 1.2.4. Policy: Recognizing that successful neighborhoods are central to the quality of life in Pinellas County, redevelopment and urban infill development should be compatible with and support the integrity and viability of existing residential neighborhoods.
- 1.2.5. Policy: The Board shall implement land development regulations that are compatible with the density, intensity, and other relevant standards of those land use categories defined in the Future Land Use and Quality Communities Element.
- 1.2.6. Policy: Land development regulations that implement the Comprehensive Plan may be more restrictive than the land use standards contained within the Plan.
- 1.2.7. Policy: Special exception land uses when authorized by the Board of Adjustment after a determination of compliance with the standards specified in the Zoning Chapter of the Pinellas County Land Development Code shall be consistent with the Zoning Chapter of the Pinellas County Land Development Code.
- 1.2.8. Policy: Conditional uses, when authorized by the Board of County Commissioners after a public hearing, shall be consistent with the Pinellas County Comprehensive Plan.
- 1.2.9. Policy: The Pinellas County Land Development Code may allow a density bonus for Affordable Housing Developments as specified in the County's adopted State Housing Initiatives Partnership Housing Incentive Plan, and subject to program guidelines and specifications as well as compatibility with surrounding development, site constraints, and other appropriate considerations as determined through the Pinellas County Comprehensive Zoning Regulations and the site plan review process. Subject to the above constraints and considerations, any density bonus allowed for an affordable housing development shall not exceed 50 percent of the allowable density on a property as determined by the Future Land Use Map or the applicable land development regulations, whichever is more restrictive. A density bonus shall not be allowed for affordable housing developments located within the coastal storm area.
- 1.2.10. Policy: Affordable Housing Developments (AHDs), as defined in the Pinellas County Affordable Housing Incentive Plan (AHIP) and in the Pinellas County Comprehensive Zoning Regulations and certified by the County as an AHD, may be permitted at densities

up to 10 units per acre in the Commercial Neighborhood land use category and up to 12.5 units per acre in the Residential/Office/Retail, Residential/Office General, and Commercial General land use categories. The permitting of affordable housing developments within these land use categories shall be subject to program guidelines and specifications as well as compatibility with surrounding development, site constraints, and other appropriate considerations as determined through the Pinellas County Comprehensive Zoning Regulations and the site plan review process. Application of this affordable housing incentive shall not be allowed within the coastal storm area.

- 1.2.11 Policy: The following criteria will be used in determining preferred locations for Affordable Housing Development (AHD):
1. A mode of transportation other than privately-owned vehicles (e.g. a bus stop) is available within walking distance of the proposed AHD;
 2. The proposed AHD is located in proximity to neighborhood services such as a grocery store, pharmacy, or bank;
 3. The proposed AHD is located in proximity to places of employment;
 4. The proposed AHD is compatible with the surrounding development pattern;
 5. There is adequate infrastructure to serve the proposed AHD; and
 6. The proposed AHD is located outside the coastal storm area.

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

proximate residential neighborhoods and/or less intensive nonresidential development;

- encourage development that is compatible with the natural environment and the overall vision of the community;
- transition to a pattern of various types of land use that is more efficient in the use of energy and reduces the emission of greenhouse gases.

[10-56]

1.3.1. Policy: The following guidelines shall be used in determining appropriate locations for mixed-use development: [10-56]

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

A = This type of mixed-use development is generally appropriate within this specific form of development
R = This type of mixed-use development should be regulated to ensure that it is compatible with this specific form of development
¹ = Limitations on residential densities within the coastal high hazard area and the coastal storm area may restrict residential development
² = The general forms of development that comprise the urban land use morphology in Pinellas County are described in the Definition Section of the Future Land Use and Quality Communities Element
³ = Development policies specific to scenic/non-commercial corridors place additional requirements for locating mixed use development along these corridors
⁴ Appropriate types of mixed use development will depend upon the historic development pattern within the district.

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

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

1. The location can serve as a walkable destination for nearby areas.
2. There is adequate infrastructure serving the proposed location, including a transportation network that will provide an acceptable level of service.
3. There are transportation choices other than privately-owned vehicles that service the proposed location. At least one of the following public transit services is available to serve the proposed mixed-use development:
 - a. The location is served, or is scheduled to be served within 6 months, by enhanced bus service with no more than 15 minute headways during morning and evening rush hours. Service by more than one bus route is preferred, and the presence of a public or private circulator system that serves the location and has a service interconnection with the bus system may improve the location's suitability for mixed-use development.
 - b. The location is served by a Bus Rapid Transit (BRT) route that is in operation or that has been selected for BRT service through the MPO process and there is a firm funding commitment to establish BRT and have it operational within 5 years.
4. The location has direct access or is in close proximity to a segment of the countywide or a local multi-use path or trail system.
5. The location can accommodate a mix of land uses, including a residential component, that are able to blend with surrounding uses without juxtaposing incompatible uses or building types.
6. The mixed-use development will create opportunities for providing a mix of housing types in a range of prices, a certain percentage of which will meet the County's affordable housing criteria.
7. The mixed-use development can accommodate one or more of the County's targeted industries or businesses.
8. The mixed-use development is of sufficient size to allow a decrease in density/intensity from the center of the mixed-use development to the periphery that is compatible with the surrounding land uses.
9. The mixed-use development will provide services (e.g. services such as convenience groceries, dry cleaners, and personal care) and amenities within walking distance of residential development within the mixed use project or area or of residents in the surrounding community, if applicable.

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

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

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

TRANSIT ORIENTED DEVELOPMENT

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

- 1.3.2. Policy Mixed-use development shall be integrated into a walkable area, which exhibits most, if not all, of the following characteristics:
 - a. A pedestrian-friendly environment that results in active, walkable streets.

- b. Building setbacks are reduced.
- c. Buildings are interconnected by a continuous network of safe, convenient, comfortable, and interesting sidewalks, paths, and bicycle routes.
- d. If residential neighborhoods and other walkable destinations are located nearby, mixed-use development is interconnected with the surrounding community by a network of safe, convenient, comfortable, and interesting sidewalks, paths, and bicycle routes.
- e. Pedestrian-scale streetlights and other amenities are installed.
- f. There is safe, convenient access to public transit.
- g. The development will provide well-designed public spaces (e.g. pocket parks and plazas) and space for civic uses such as libraries, community centers, law enforcement substations.
- h. Applicable livable community characteristics identified in the policies in support of Goal 2.

1.3.3. Policy: Pinellas County shall establish the Community Redevelopment District- Activity Center Future Land Use Map category to recognize those areas of the County that are appropriate locations for mixed use development that serve as community focal points of commerce, employment, and housing.

1.3.4. Policy: Use of the Community Redevelopment District-Activity Center Future Land Use Map (FLUM) category shall require a special area plan approved by the Board of County Commissioners. The special area plan shall, at a minimum, address the following:

- a. Permitted uses and locational criteria;
- b. Density and intensity standards;
- c. Provisions for mixed use;
- d. Design guidelines, if any;
- e. Provisions for affordable housing and employment, if any;
- f. Provisions that achieve a walkable area;
- g. Impacts on public services and facilities;
- h. Integration with planned and existing mobility systems;

- i. Integration and compatibility with the surrounding community;
- j. Incentives that may be offered to encourage development that has an overall community benefit; and
- k. Consistency with the Pinellas County Comprehensive Plan.

- 1.3.5. Policy: Special area plans, as described in Policy 1.3.4., and the County's land development regulations as they apply to the Community Redevelopment District-Activity Center FLUM category may require that, in order to exceed an established base residential density or intensity of use, a project shall provide public benefits and amenities that support one or more of the objectives listed in Objective 1.3. Pinellas County would determine what public benefits and amenities would be acceptable for receiving additional development rights, and the extent of those additional development rights.
- 1.3.6 Policy: Special area plans, as described in Policy 1.3.4., and the County's land development regulations as they apply to the Community Redevelopment District-Activity Center FLUM category may require that development above an established base residential density or intensity of use rely upon the transfer of development rights from other properties to the subject property or properties.
- 1.3.7 Policy: Mixed-use development shall enhance, and not compromise, the integrity and viability of existing and planned residential neighborhoods.
- 1.3.8. Policy: Mixed-use development shall create a strong sense of community identity through consideration of such mechanisms as optional and/or required urban design and architectural design criteria, recognizing historic setback patterns and lot sizes, the creation of places that are oriented to the pedestrian and alternative modes of travel such as bicycle use, providing greenspace and landscaping in public spaces, and other appropriate mechanisms that may be specific to a particular location.
- 1.3.9. Policy: When considering a Future Land Use Map amendment to designate a Community Redevelopment District-Activity Center, implementation of Policies 4.2.3. and 4.2.4. of the Future Land Use and Quality Communities Element shall take into consideration the area's historic development pattern, the interrelationship of the proposed designation with the surrounding community, whether the proposed Community Redevelopment District-Activity Center has historically served as a community focal point, the impact on traffic patterns resulting from mixed use development and an emphasis on pedestrian activity and non-motorized modes of travel, and the

ability of the surrounding road network to distribute vehicle trips away from road corridors experiencing concurrency problems.

- 1.3.10. Policy: In association with the update to the Land Development Code, Pinellas County shall identify proposed amendments to the Land Development Code to include mixed-use development standards to achieve the intent expressed in Objective 1.3. The proposals shall also consider additional code amendments to implement recommendations in *Pinellas by Design* and the livable community objectives and policies under Goal 2 of this element.
- 1.3.11. Policy: In association with the update to the Land Development Code, Pinellas County in coordination with the Pinellas County Metropolitan Planning Organization shall recommend parking standards for mixed-use development. [10-56]
- 1.3.12. Policy: Pinellas County will amend its land development regulations as determined appropriate based on the recommendations from Policy 1.3.11. [10-56]
- 1.3.13. Policy: The Residential/Office Limited, Residential/Office General, Residential/Office/Retail, and Community Redevelopment District-Activity Center land use categories shall require a mixture of uses distributed as follows within each category: Residential (5 percent to 30 percent), and Non-residential (70 percent to 95 percent).
- 1.3.14. Policy: The Transit Oriented Development (TOD) land use categories, with the exception of the TOD – RC- E category, shall require a mixture of uses distributed as follows: Residential (20 percent to 75 percent), and Non-residential (25 percent to 80 percent). [10-56]
- 1.4. Objective: Support a coordinated approach to transit system planning within Pinellas County and the Tampa Bay area that includes all levels of government, the private sector, and the community. [10-56]
- 1.4.1. Policy: Ensure that the land use and environmental impacts of transit routes and station locations are considered throughout all steps in the transit planning process. [10-56]
- 1.4.2. Policy: Balance mobility needs (e.g. frequency, speed) and the desire for economic development with regard to the location and number of transit stations. [10-56]
- 1.4.3. Policy: The location of rail or fixed-guideway transit stations and their station area typologies shall be determined through a multi-agency process for transit corridor planning that is based on the Federal Transit Administration planning process in Pinellas County. [10-56]

- 1.4.4. Policy: The determination of the appropriate typology for each transit station area shall be based on the Station Area Typologies in Table 1 of the Future Land Use Map Category Descriptions and Rules. [10-56]
- 1.5. Objective: Establish a land use pattern that is supportive of rail or fixed guideway transit by concentrating a mix of complementary, well-integrated land uses within an easy walking distance of rail or fixed-guideway transit stations. [10-56]
- 1.5.1. Policy: Once the location of a rail or fixed-guideway transit station and the station area typology have been determined, the boundaries of the Station Area located within an easy walking distance (roughly ½ mile) of the transit station shall be identified and approved by the County through a process involving interested stakeholders, including the public. [10-56]
- 1.5.2. Policy: Objective 1.3, the guidelines contained in Policy 1.3.1, and the principles and strategies contained in Policy 1.5.11 shall be considered in determining the Station Area boundaries. [10-56]
- 1.5.3. Policy: Following approval of the Station Area boundaries for a particular transit station, the County shall initiate preparation of a Station Area Plan using as guidance Objective 1.3, Policy 1.3.2, the principles and strategies contained in Policy 1.5.11, the Station Area Typologies in Table 1, and applicable livable community policies listed under Goal 2 of this element. [10-56]
- 1.5.4. Policy: The development of Station Area Plans shall involve coordination with applicable transportation agencies, engage multiple stakeholders, and include a public involvement program. [10-56]
- 1.5.5. Policy: Station Area Plans may include an evaluation area greater in extent than the Station Area in order to provide a context for development plans within the Station Area itself. [10-56]
- 1.5.6. Policy: Station Area Plans shall be approved by the Board of County Commissioners through the public hearing process established in the Florida Statutes for adoption of a land development regulation. [10-56]
- 1.5.7. Policy: If a Station Area will encompass more than one jurisdiction, the County will coordinate with the other affected jurisdiction(s) in determining station area boundaries and in developing the Station Area Plan.
- 1.5.8. Policy: Approval of the Station Area Plan shall be separate from, but concurrent with, amendment of the Future Land Use Map to apply the appropriate Transit Oriented Development category. [10-56]

- 1.5.9. Policy: By October 2010, the County shall establish a Future Land Use Map category that can be applied to station areas whose boundaries have been approved by the Board of County Commissioners to support transit ridership and take advantage of the major public investment in transit. [10-56]
- 1.5.10. Policy: Pinellas County shall adopt transit oriented development (TOD) zoning districts as part of the major update to the Pinellas County Land Development Code that was initiated in 2010. These TOD zoning districts will be applicable to lands that are designated on the Future Land Use Map with a TOD land use category. [10-56]
- 1.5.11. Policy: In order for transit oriented development (TOD) to achieve its full potential to create well-designed, livable mixed-use urban communities, improve a community's economic well-being, and establish energy efficient and sustainable patterns of various types of land use, the following principles and strategies will guide preparation of Station Area Plans, the development of TOD zoning districts, and the planning, design, and development of TOD: [10-56]

Coordination and Economic Development

- 1) Plan for TOD in accordance with the requirements of the Federal Transit Administration New Starts planning and development process and evaluation criteria.
- 2) Establish a mechanism to coordinate all agencies, including transit agencies and the various governmental entities that can affect the success of Station Area Plans and transit oriented development.
- 3) Recognize that each station area around a rail or fixed guideway transit station is different and that each station area is located within its own unique context and serves a defined purpose in the context of the transit corridor and the regional transit system.
- 4) Strive to make TOD realistic, economically viable and valuable by conducting a location-based market analysis for development projections to identify land use mix and density/intensity of uses.
- 5) Consider Pinellas County's target industries when planning for station areas and their surrounding area of influence, and create strategies for attracting those employers.
- 6) Station Area Plans will include existing conditions, neighborhood context, station area type, redevelopment vision, concept plan, market research and development projections, appropriate zoning requirements, livable community and building design

standards, street cross sections, streetscape development standards, pedestrian and bicycle access plans, public infrastructure improvements, signage plan, public realm, open space and environmental/sustainability plans, parking accommodations, and implementation plan.

- 7) Include historic resources, publicly-owned land and public buildings in the existing conditions section of Station Area Plans.
- 8) Identify strategies to promote implementation of Station Area Plans that include various mechanisms such as changes to regulatory requirements (e.g. revisions to Zoning Code), incentives, funding, public-private partnerships, joint/shared facilities, environmental remediation, and property aggregation of small and/or fragmented lots.
- 9) Work with neighboring jurisdictions toward common goals and commit to mutually beneficial partnerships to realize the economic benefits of TOD.

Land Use

- 1) Create compact station areas within a roughly ½-mile walk of public transit stations and with sufficient density and/or intensity to support transit ridership and take advantage of the major public investment in transit.
- 2) Provide greater flexibility for mixing uses and higher density/intensity that is easier to implement than traditional requirements and are able to respond to changing conditions.
- 3) Require minimum densities for new residential development in station areas, in accordance with the station typologies and Station Area Plans.
- 4) Require minimum intensities for new non-residential development within ¼ mile of a transit station, in accordance with the station typologies and Station Area Plans.
- 5) Provide a variety of housing types, including workforce housing, for a wide range of ages and incomes within station areas.
- 6) Identify station area types that address transit technology, community character, density/intensity and mix of land uses, housing mix, and building heights.

- 7) Provide active uses that attract and generate pedestrian activity, such as retail and office on the ground floor of buildings, including parking garages.
- 8) Provide basic goods and services that serve the daily needs of residents, commuters and visitors in station areas.
- 9) Prohibit automobile-oriented uses, such as drive-through facilities, within the immediate vicinity of a transit station, and limit these uses within the remainder of the station area.
- 10) Protect existing stable neighborhoods and designated historic structures and resources both within and on the periphery of station areas.
- 11) Ensure there are appropriate transitions in densities, intensities and building heights between TOD and surrounding lower density development (e.g. single-family neighborhoods)
- 12) Development should be most intense in the areas nearest the transit stations and less intense at the edges of the station area.
- 13) Promote the location of special traffic generators – such as cultural, educational, entertainment, recreational, and governmental uses – either within or adjacent to station areas.

Mobility – Pedestrians and Bicyclists

- 1) Make the pedestrian the focus of the TOD development strategy without excluding vehicles.
- 2) Establish level of service standards for station areas that emphasize the needs of pedestrians and bicyclists.
- 3) Provide an extensive pedestrian system within station areas that minimizes obstacles for pedestrians, provides connectivity with shorter walking distances, and provides protection from the elements where appropriate.
- 4) Minimize gaps in pedestrian networks accessing transit stations and station areas.
- 5) Size the pedestrian network for the anticipated level of service needed. Provide wide sidewalks and unencumbered walkways on key pedestrian corridors.
- 6) Create continuous, direct, safe, and convenient transit and pedestrian linkages, including walkways between principal entrances of buildings and to adjacent lots.

- 7) Provide clearly delineated pedestrian paths through surface parking to transit stations.
- 8) Provide bicycle parking and encourage bicycle amenities, such as bicycle repair, rental, and cyclist comfort stations.

Mobility – Parking

- 1) Introduce creative parking strategies and reduce parking requirements over time with the option of implementing new parking requirements as land use in the station area becomes increasingly integrated with transit service.
- 2) Develop areawide parking strategies through a coordinated approach to vehicular parking for all development within the station area.
- 3) Provide park and ride lots where appropriate.
- 4) Discourage large surface parking lots within ¼ mile of suburban center, town center, and neighborhood center transit stations, especially those greater than 2 acres.
- 5) Require well-designed structured parking decks within transit station areas, when and where appropriate.
- 6) Promote shared parking facilities.
- 7) Require large-scale site plans or master plans to include a parking plan to reduce the number of spaces over time as the transit system evolves and land use becomes increasingly integrated with the transit system.

Mobility – Street Network

- 1) Accommodate local and regional multimodal connections for all types of vehicles, including trains, buses, bicycles, cars, ships, boats, aircraft and taxicabs.
- 2) Design streets to be multi-modal, with emphasis on pedestrian and bicycle safety, access and circulation.
- 3) Design an interconnected street network to provide connections to existing or planned streets at intervals no greater than the appropriate maximum length for the station type.
- 4) Provide pedestrian and bicycle networks to connect dead-end streets and pass through long blocks.

- 5) Incorporate traffic calming and context sensitive design into street designs, as appropriate.

Community Design

- 1) Require urban design that creates a sense of place and enhances the community identity of station areas and makes them attractive, safe and convenient places.
- 2) Require application of livable community design and development standards, such as those standards identified in the policies supporting Goal 2 of this element, to create active places and communities where people feel a sense of belonging and ownership.
- 3) Encourage outdoor dining and entertainment venues where appropriate.
- 4) Require engaging, high quality public spaces and amenities around transit stations that function as organizing features and gathering places for the neighborhood. Encourage surrounding buildings to be oriented toward these public spaces.
- 5) Incorporate current best practices for sustainable technologies for station design and operations, such as in lighting, signage, audio/visual, cooling, waste management, landscape and stormwater systems.
- 6) Develop graphic wayfinding systems within station areas to assist visitors and tourists with navigation.
- 7) Make safety, with the emphasis on pedestrian, bicycle and Americans with Disabilities Act (ADA) access, a key focus of the TOD development strategy.
- 8) Design should appreciate and respond to the challenges of the Florida climate through building orientation and design, and through design features and amenities that protect the pedestrian from rain and sun.
- 9) Consider building design guidelines based on street types.
- 10) Provide building entrance locations that minimize the walking distance between the transit station and entrance to the building.

- 11) Provide clearly delineated pedestrian paths through surface parking lots to transit stations.
- 12) Bury utilities underground, when resources and opportunities allow.

Community Quality and Health

- 1) Implement TOD development strategies as a means to improve air quality and contribute to improved health benefits through reduction of vehicular air pollution emissions and increased pedestrian and cycling opportunities.
- 2) Implement TOD development strategies to promote energy efficient land use patterns and sustainable building design, the reduction of greenhouse gas emissions, and preserve or improve energy conservation features, such as mature tree canopy and use of native landscaping.

1.5.12. Policy: Station area plans and the County’s land development regulations may establish a base residential density or intensity of use below the maximum allowed on the Future Land Use Map and require that a project within an approved station area provide public benefits and amenities that support one or more of the objectives listed in Objective 1.3 in order to exceed this base density or intensity. Pinellas County would determine what public benefits and amenities would be acceptable for receiving additional development rights above an established base, and the extent of those additional development rights. [10-56]

1.5.13. Policy: Station area plans and the County’s land development regulations may require that development above an established base residential density or intensity of use within an approved station area rely upon the transfer of development rights from other properties to the subject property or properties. [10-56]

1.5.14. Policy: No increase in the maximum permitted density on the Future Land Use Map shall be allowed for any portion of a station area located within the coastal high hazard area or the coastal storm area. [10-56]

1.6. Objective: Pinellas County shall annually review, and amend as necessary, land use and development code provisions which restrain development and redevelopment in areas such as hurricane velocity zones and flood-prone areas to comply with the most recent standards of the National Flood Insurance program and all other applicable federal and state regulations, including any relevant findings derived from interagency hazard mitigation reports, in order to protect property and the health, safety and welfare of all residents.

- 1.6.1. Policy: Development or redevelopment in storm impact areas shall be restricted based upon the Natural Disaster Planning objectives and policies listed in the Coastal Management Element. The policies associated with those objectives shall be consistent with the criteria in the National Flood Insurance Program, and the County's Flood Damage Prevention and Flood Plain Management provisions of the Land Development Code.
- 1.6.2. Policy: The Land Development Code provisions regulating development or redevelopment in flood-prone areas shall be reviewed and amended as necessary should the criteria in the National Flood Insurance Program be modified.
- 1.6.3. Policy: The Local Planning Agency shall review those interagency hazard mitigation report recommendations addressing the elimination or reduction of land uses that are susceptible to damage by natural hazard, and shall recommend to the Board any changes to the Future Land Use Map and/or Plan policies considered critical to reducing, or mitigating, such hazard.
- 1.7. Objective: The LPA of the Board of County Commissioners shall identify existing land uses that are inconsistent with characteristics of the surrounding area on a case by case basis or through the completion of specific area studies.
- 1.7.1. Policy: Pinellas County's program for eliminating or reducing these inconsistent land uses shall be based upon the regulations for nonconforming uses contained in the Pinellas County Land Development Code and any other applicable ordinances which may be developed.
- 1.7.2. Policy: By December 2008, Pinellas County shall have completed an assessment of the nonconforming use provisions within the Land Development Code and submit recommended amendments to the Board of County Commissioners for updating the Code based on this assessment and prior Board direction. This assessment shall also include mobile home parks whose existing density exceeds that allowed by the Future Land Use Map and/or the Zoning Atlas.
- 1.8. Objective: Pinellas County shall continue to implement future land use policies that restrict the proliferation of urban sprawl at a density which is not compatible with support facilities.
- 1.8.1. Policy: The County shall continue to utilize a maximum density of 0.5 unit per gross acre in the northern portion of Planning Sector 2 as a mechanism to contain urban sprawl and protect the County's wellfields.
- 1.8.2. Policy: Within the constraints imposed by approved major projects and developments of regional impact, the Future Land Use and Quality

Communities Element for Planning Sector 2 shall continue to maintain a gradient of decreasing residential densities from west to east and from south to north within the Sector.

- 1.8.3. Policy: The Board shall continue to pursue acquisition of open space and environmentally sensitive areas.
- 1.8.4. Policy: The Board shall continue to designate environmentally sensitive areas as Preservation or Preservation-Resource Management on the Future Land Use Map.
- 1.9. Objective: Through the application of innovative land development regulations the County will support planned residential developments and mixed land use development techniques which include intensity and use characteristics designed to make these developments more liveable and compatible with the natural environment.
- 1.9.1. Policy: The Board shall continue to utilize its innovative development regulations and staff shall continue to examine innovative techniques used elsewhere for incorporation into the Board's planning and regulatory program.
- 1.10. Objective: The scenic/non-commercial corridor policies adopted in the Comprehensive Plan shall continue to be enforced to preserve the scenic/non-commercial designations approved by resolution by the Board of County Commissioners for specific transportation corridors, and to protect their traffic carrying capacity.
- 1.10.1. Policy: Land uses along designated scenic/noncommercial corridors shall be managed to protect the traffic carrying capacity and the scenic nature of these roadways.
- 1.10.2. Policy: Low density residential development (0-5 units per acre) shall be the preferred land use along designated scenic/noncommercial corridors with the intent of keeping residential densities as low as possible within that range.
- 1.10.3. Policy: If improvements, such as a major capacity expansion to a roadway within a scenic/non-commercial corridor, or other changes within the corridor are determined to render low density residential use as untenable, then nonresidential Future Land Use Map (FLUM) categories may be considered under the following conditions:
- a. the proposed category is compatible with the existing delineation of surrounding FLUM categories and the existing land use pattern;

- b. the offsite impacts of the proposed category are compatible with, and will not adversely affect, existing and planned uses surrounding the subject site and within the corridor; and
- c. the density/intensity of the proposed category is consistent with the intent of Objective 1.10 and policies 1.10.1 and 1.10.2. of this element.

1.10.4. Policy: Through application of the County Land Development Code, Pinellas County will ensure that development and redevelopment is consistent with the desire to preserve, and where possible, enhance the scenic vistas along designated scenic/noncommercial corridors.

1.10.5. Policy: The County shall coordinate with municipalities on implementation of the scenic/noncommercial corridor policy on County-operated facilities.

1.11. Objective: Pinellas County shall implement its land use policies in a manner that clearly defines the future land use categories and the regulations pertaining to them that manage growth in Pinellas County.

1.11.1. Policy: Land use categories shall be defined with enough detail to minimize internal conflict among uses and to provide precise indications of the level of development for facility and services planning.

1.11.2. Policy: Zoning, signage, subdivision, and other existing County land development regulations that are discussed in any element of the *Pinellas County Comprehensive Plan* or have been approved by the Board of County Commissioners shall be consistent with the Plan and include additional regulations that are specified by and based upon the Plan.

1.11.3. Policy: Pinellas County shall continue to use the Countywide Sign Ordinance as the basis for County regulations pertaining to signs to meet the safety, environmental, and aesthetic needs of the County.

1.12. Objective: Pinellas County shall promote the location of community or neighborhood commercial development within centers in order to achieve optimal land use relationships, avoid commercial intrusion and impacts into established neighborhoods, achieve compatibility with traffic movement objectives, minimize air pollution, and serve the immediate retail shopping needs of limited or defined geographic areas.

1.12.1. Policy: Pinellas County shall restrict the proliferation of strip commercial development in areas where it has not yet become established as the predominant commercial land use pattern.

- 1.12.2. Policy: Pinellas County shall permit commercial development in a manner that will maintain the economic vitality of recognized and established commercial areas.
- 1.12.3. Policy: By December 2009, Pinellas County shall consider amendments to its Land Development Code to support redevelopment of commercial corridors and employment corridors within unincorporated Pinellas County that are consistent with the livable community concepts espoused in Goal 2 of this element and its supporting objectives and policies.
- 1.13. Objective: The Future Land Use Map and land use policies shall define the location, type, and intensity of industrial activities (including manufacturing, services, warehousing, and trade) that may be operated in order to diversify the County's economy and provide a broad range of employment opportunities to the County's residents.
- 1.13.1. Policy: The Land Development Code shall continue to be reviewed and amended as necessary to restrict the impacts of industrial development upon surrounding land uses and the natural environment. A review of the Land Development Code will evaluate the efficacy of various techniques such as minimum setbacks and buffering requirements, groundwater protection measures, distinguishing between where industrial activity is allowed either as a permitted or a conditional use, restrictions on certain industrial activities occurring outdoors, and the application of performance standards.
- 1.13.2. Policy: Pinellas County will evaluate recommendations in the Industrial Lands Study, upon its completion in 2008, and develop recommended amendments to the Pinellas County Comprehensive Plan and land development regulations based on the Study's results. The proposed amendments will be submitted to the Board of County Commissioners no later than June 2009, and will include recommendations on retaining sufficient acreage with appropriate future land use designations to accommodate the anticipated employment growth, by type, within the County.
- 1.13.3. Policy: In areas where the full range of activities permitted under the Industrial Limited category is not appropriate, Pinellas County may allow research/development and light manufacturing/assembly (Class A) uses as conditional uses upon properties designated on the Future Land Use Map as Commercial General or Residential/Office/Retail as long as specific criteria identified in the Pinellas County Zoning Code are met. In areas designated on the Future Land Use Map as Community Redevelopment-Activity Center, research/development and light manufacturing/assembly (Class A) uses may be allowed through provisions within the

applicable special area plan, as long as specific criteria identified in the Pinellas County Zoning Code are met.

- 1.14. Objective: Pinellas County will encourage a land use pattern that provides opportunities for employment in proximity to housing and that more effectively balances the number of jobs with the number of housing units within different areas of the County.
- 1.14.1. Policy: As a means to reduce vehicle miles traveled and vehicle hours traveled for work trips, Pinellas County shall take steps to encourage the creation of housing and employment in proximity to each other where analysis of existing conditions and future growth reveals a significant disparity between the number of housing units and jobs.
- 1.14.2. Policy: In association with development of the second phase of the Economic Element, Pinellas County will identify specific policies and/or actions that would encourage additional employment in Planning Sectors 1 through 6 so that projected employment growth would be more comparable with projected population growth in these sectors. [10-57]
- 1.14.3. Policy: Mixed-use projects and mixed-use areas that contain both residential units and jobs aligned with the employment objectives in the Economic Element shall be supported at appropriate locations as determined by the locational criteria for mixed-use development and other pertinent policies within this Plan.
- 1.15. Objective: Recognizing the economic significance of the mid-county Gateway Area, Pinellas County shall consider the recommendations in the *Gateway to the Future Plan* approved by the Board of County Commissioners on July 12, 2005 to position the Gateway Area to achieve maximum countywide benefit and as an opportunity to model sustainable planning practices and design concepts.
- 1.15.1. Policy: Pinellas County will continue to assess, and take part in, opportunities to collaborate on land use, transportation and watershed planning for the Gateway Area, including with the cities of St. Petersburg, Largo, and Pinellas Park. [10-57]
- 1.15.2. Policy: Pinellas County will coordinate both internally and with affected jurisdictions and agencies in implementing recommendations contained in the *Gateway to the Future Plan*.
- 1.15.3. Policy: Redevelopment of the St. Petersburg-Clearwater International Airport property known as the AIRCO Golf Course is subject to approval by the Federal Aviation Administration and will be consistent with the objectives of the St. Petersburg-Clearwater International Airport Master Plan. [10-16]

1.15.4. Policy: Non-aviation related uses will be oriented toward the eastern and southern portions of the AIRCO property, and will be undertaken in a manner that provides appropriate buffering for surrounding land uses and that contributes to the economic, employment and sustainability goals for the County as a whole, as defined in the individual Elements of the Pinellas County Comprehensive Plan, and consistent with the objectives of the St. Petersburg-Clearwater International Airport Master Plan. [10-16]

1.15.5. Policy: The maximum allowable development permitted on the southerly 10 acres (approximately) of Parcel No. 34/29/16/00110/000/0023 that is designated as **Commercial General** on the Future Land Map is [10-16]

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

1.15.6. Policy: The maximum allowable development permitted on the northerly 118 acres (approximately) of Parcel No. 34/29/16/00110/000/0023 that is designated as **Industrial Limited** on the Future Land Map is [10-16]

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

1.15.7. Policy: Prior to issuing any permits to redevelop the 10 acre portion of the AIRCO property in accordance with Policy 1.15.5 and designated as **Commercial General** on the Future Land Use Map, a

transportation management plan must be submitted to, and approved by, the County Administrator, following a public hearing, addressing access from Ulmerton Road to the 10 acre commercial project site, including provisions, and a schedule, for any required roadway, non-vehicular, intersection or other access-related improvements [10-16].

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

- Identification of the affected roadway network, planned mobility onsite and off for different travel modes (including roads, bicycle, pedestrian, and public transit), and required improvements to the transportation network, including the responsible entity and funding plan for those improvements.
- Water quality improvements and regional retention and treatment options.
- Appropriate buffering of the office and light industrial development from surrounding uses, particularly nearby residential uses.
- Incorporating livable community and environmental strategies that promote energy efficiency, provide choices in travel modes, and respond to water quality and other environmental concerns.
- Availability of adequate wastewater and potable water service and facilities.
- The ability to convert the office component to light industrial/flex space or vice versa as long as the resulting traffic impacts after the conversion do not exceed the traffic impacts associated with the development allocation specified in Policy 1.15.6 above.
- Determine the development rights associated with the existing water bodies located on the 118-acre subject site. [10-16]

- 1.16. Objective: Pinellas County will implement its Brownfield Program to maximize the beneficial reuse of vacant and abandoned properties in a manner that contributes to economic vitality, community revitalization, community health, and environmental improvement.
- 1.16.1. Policy: Pinellas County will implement its Brownfield Program in both the unincorporated County and within those municipalities who wish to participate in the County's program.
- 1.16.2. Policy: The Pinellas County Brownfield Program will work with public and private entities, landowners and purchasers to assess the impacts of previous site uses and to facilitate cleanup of eligible properties in order to return them to a productive economic purpose and desirable community use.
- 1.16.3. Policy: The Pinellas County Brownfield Program will utilize, and leverage, private, local, state and federal funding resources and incentives to recycle Brownfield properties for a beneficial economic and community purpose.
- 1.16.4. Policy: The Pinellas County Brownfield Program will facilitate the clean-up and beneficial reuse of contaminated properties and remove them as a threat to community health and safety.
- 1.16.5. Policy: The process of designating a Brownfield under the County's Brownfield Program will include a review for consistency with the principles, goals, objectives and policies of the Pinellas County Comprehensive Plan.
- 1.17. Objective: Pinellas County shall preserve and seek to enhance established community values, a community's unique identity, and their social support structure, and will make decisions that are in concert with a community's established vision for their future.
- 1.17.1. Policy: As appropriate, and as resources allow, the Capital Improvements Element shall include any public facilities that have been identified to implement this objective.
- 1.17.2. Policy: Consistent with the purpose and intent of the Comprehensive Plan, Section 134-82(c) of the Land Development Code, Pinellas County shall make decisions, both unincorporated and countywide, that do not detract from the established community identity and social support structure but, instead, serve to preserve and enhance that identity and structure.
- 1.17.3. Policy: Pinellas County may amend the Future Land Use Map Series to identify a local community with a Community Overlay, and include in the Future Land Use and Quality Communities Element complementary guiding principles, policies, strategies or other appropriate provisions that are specific to that community and that

further the achievement of Objective 1.17 within that community. The complementary principles, policies, strategies, or other provisions shall not conflict with or modify the characteristics, standards, criteria, and definitions contained in the Future Land Use Category Descriptions and Rules of the Pinellas County Comprehensive Plan, shall be developed so that the Pinellas County Comprehensive Plan remains internally consistent, and shall be initiated through a process approved by the Local Planning Agency.

Alderman Residential Rural Community Overlay

- 1.17.4. Policy: Pinellas County recognizes the significant contribution that the rural character of the Alderman Residential Rural Community makes toward providing a diverse mix of neighborhoods in urbanized Pinellas County; therefore, decisions by Pinellas County and its representatives will take into consideration the need to preserve and support the Community's rural character.
- 1.17.5. Policy: To help preserve the Alderman Residential Rural Community's rural character, a residential density of no greater than 0.5 units per acre shall be the preferred land use on the Pinellas County Future Land Use Map; therefore, increases in density will be discouraged within the Alderman Community Overlay.
- 1.17.6. Policy: An application to amend the Pinellas County Future Land Use Map (FLUM) for a parcel of land within the Alderman Residential Rural Community Overlay to increase the permitted residential density above 0.5 residential unit per acre shall require a corresponding amendment to the Future Land Use Map series within the Pinellas County Comprehensive Plan to remove the subject parcel from the Alderman Residential Rural Community Overlay. A proposed amendment to the boundaries of the Alderman Residential Rural Community Overlay and a proposed amendment to increase residential density within the Overlay shall not be considered small scale development amendments as described in s.163.3187(1)(c) of the Florida Statutes.

Tierra Verde Community Overlay

VISION: Tierra Verde is a beautiful, tranquil, family oriented residential island community, surrounded by natural lands, the Gulf of Mexico and Tampa Bay. Small businesses and commercial uses serve to complement and support island residents. The surrounding waters support a thriving recreational boating industry with marinas and boat access points that are complementary to the character and scale of the community.

- 1.18. Objective: The Board of County Commissioners will utilize a Community Overlay to define and recognize Tierra Verde as a cohesive community and their

decisions will support the local vision, community character, and natural environment.

- 1.18.1. Policy Land use, zoning and conditional use decisions by Pinellas County that affect properties in Tierra Verde should be compatible with the Island's established residential development pattern, allow for recreational boating opportunities where consistent with the Island's character, and/or enhance the viability of local businesses that serve the community.
- 1.18.2. Policy: The quality of life and residential character of the Tierra Verde community will be protected by retaining sufficient acreage on the Future Land Use Map for businesses that serve the local residents, by supporting recreational boating, by establishing community gathering places, and by respecting and protecting the natural environment that surrounds the Island.
- 1.18.3. Policy: All development on the Island should be compatible with the community and surrounding residential properties, and fit within the height, scale and criteria of current development regulations.
- 1.18.4. Policy: The siting of boat access facilities and services on the Island will be consistent with the siting criteria included in the Coastal Management Element of the Pinellas County Comprehensive Plan.
- 1.18.5. Policy: Pinellas County will consider Tierra Verde's coastal vulnerability when making land use, zoning and conditional use decisions in the community.
- 1.18.6. Policy: Pinellas County will work to enhance communication between the County and Tierra Verde businesses and residents.
- 1.19. Objective: The natural surroundings of Tierra Verde will be preserved and enhanced as they provide a vital coastal habitat function as well as a resource-based recreation function dependant on a coastal location.
- 1.19.1. Policy: Land use, zoning, conditional use and project decisions by Pinellas County and other agencies will place a priority on the protection of native vegetation, terrestrial and marine habitats and dependent species.
- 1.19.2. Policy: Pedestrian and bicycling connectivity on the Island, and to connect to points off the island, will be maintained and improved where feasible, as well as opportunities for kayaking and non-motorized water access.
- 1.20. Objective: Identify and prioritize infrastructure improvements necessary to maintain public safety and quality of life in Tierra Verde.

- 1.20.1. Policy: Pinellas County will identify infrastructure improvements that support the Vision for Tierra Verde and include them within the Capital Improvements Element of the Pinellas County Comprehensive Plan and/or in other applicable implementing plans or programs,
- 1.20.2. Policy: In determining priorities for infrastructure improvements Pinellas County will consider input from the community.

Ozona Community Overlay

1.21. Objective The Board of County Commissioners will adopt a Community Overlay to define and recognize Ozona as a distinct Pinellas County community.
[10-58]

1.21.1. Policy: The following statements define the distinct characteristics and features of the Ozona Community that have been identified by the Community and are recognized by the Board:

- Ozona has a history that dates back to the 1880s. Ozona was one of the original communities in Pinellas County. Evidence of this remains with not only a number of buildings, structures, and features in the community but also with many artifacts that have been preserved or discovered over the years. This heritage is valued not just because the singular value of each feature but also due to their composite and cumulative value as the origin and heritage of the community. It is the intent that these historic features be preserved, enhanced and, where possible, replicated.
- Ozona has many environmental features which include coastal waters and indigenous marine life, remnants of a natural shoreline with its associated vegetation and wildlife, inland wetlands and uplands with their associated vegetation and wildlife, and a large bird population. These features are woven into the development fabric of Ozona as an intrinsic part of the community. It is the intent that these environmental features be preserved and enhanced not only for the benefit of the residential community but also to support environmental diversity now and for the future.
- Ozona has a strong sense of community identity reflected in the general atmosphere and neighborly connectedness. There are many activities in the community that assist and further a sense of community. Since the community is composed of the people within it, it is important to provide opportunities for people to maintain their sense of community and to maintain their relationships. Community features such as activity centers and points of interest further these relationships. It is the intent to ensure that community features such as the post office, the Village Hall, Pinellas Trail, the elementary school, neighborhood gathering points, friendly developed areas, safe

walking roadways, and vantage points to appreciate the environment are fostered and supported.

- Ozona in recent years has become well established as a livable community. This was initially the result of the County Commission passing a resolution establishing Ozona as a golf cart community. That resolution established guidelines that not only permitted golf carts but defined a related set of safety procedures that the community has embraced. This form of transportation is very compatible with the pedestrian and bicycle friendly environment that also exists within the community thereby making Ozona a livable community. It would be the intent to continue to support these livable community aspects within Ozona.
- Ozona demonstrates a unique character of development where there is a diverse mix of residential and commercial activities and land-use, that has evolved in a compatible way. The businesses in their recognized areas are considered community assets which benefits and provides commercial opportunities to people without the need to leave the community. Marinas provide an ambience that is consistent with the waterfront heritage of Ozona. Residential development has developed in a low intensive character that is accepted in the community as the preferred development pattern. It is the intent to continue these compatible relationships between residential, commercial, and various land use types within Ozona. [10-58]

East Lake Tarpon Community Overlay

VISION: East Lake Tarpon is a beautiful, predominately family-oriented residential area in the unincorporated area of northern Pinellas County. It is generally bordered to the west by Lake Tarpon, to the east by the Brooker Creek Preserve, to the north by the Pasco County boundary and to the south by Tampa Road, excluding the City of Oldsmar. Small businesses and limited commercial uses serve to support the residents of the community. Lake Tarpon to the west provides recreational boating activities and the community's natural lands provide many passive resource-based recreation opportunities to the residents. This area is known for its quiet, scenic neighborhoods of unique residential communities and limited small businesses providing a safe and fun place to grow up. [12-13]

1.22 Objective: The Board of County Commissioners will utilize a community overlay to define East Lake Tarpon as a cohesive community and their decisions will support the local vision, community character and natural environment. Small businesses support the residential character of the community. Maintaining the community's quality of life, low density residential character, and expansive open spaces is to be considered before any zoning changes or increased densities are considered. [12-13]

1.22.1 Policy Land use, zoning and conditional use decisions by Pinellas County that affect properties in East Lake Tarpon should be compatible with the established residential development pattern and passive

recreation areas, allow for recreational boating, fishing and water activities consistent with the character of East Lake Tarpon, and/or enhance the viability of local businesses that serve the community. [12-13]

- 1.22.2 Policy The quality of life and the residential character of the East Lake Tarpon community will be protected by retaining sufficient acreage on the Future Land Use Map (FLUM) for businesses that serve the local residents, by supporting local boating, by establishing local gathering places, and by protecting the natural environment that defines the character of the community. [12-13]
- 1.22.3 Policy All future development in East Lake Tarpon should be compatible with the community and fit within the community's characteristic land use types, density, height, and scale. [12-13]
- 1.22.4 Policy Pinellas County will consider the residential and scenic use of East Lake Tarpon when making land use, zoning and conditional use decisions in the community to preserve the green space that helps define the quality of life. [12-13]
- 1.22.5 Policy Pinellas County will work to enhance strong communications between the County and East Lake Tarpon businesses and residents. [12-13]
- 1.22.6 Policy The natural areas within East Lake Tarpon will be protected or enhanced, as they provide boating and resource-based recreation functions for the residents who choose to live near these scenic lands. [12-13]
- 1.22.7 Policy Land use, zoning, conditional use and project decisions by Pinellas County and other agencies will place a priority on the protection of natural land resources, lake and estuary habitats and dependant species. [12-13]
- 1.22.8 Policy The County will strive to maintain the scenic corridor designation of East Lake Road (County Road 611) and Keystone Road (County Road 582), and consider this residential-oriented scenic corridor designation when evaluating land use and zoning changes within the corridors or expansion of commercial zones in the East Lake Tarpon area. [12-13]
- 1.23 Objective Identify and prioritize infrastructure improvements necessary to maintain public safety and quality of life of East Lake Tarpon. [12-13]
- 1.23.1 Policy Pinellas County will identify infrastructure improvements that support the Vision for East Lake Tarpon and include them within the Capital Improvements Element of the Pinellas County

Comprehensive Plan and/or in other applicable implementing plans or programs, if financially feasible. [12-13]

- 1.23.2 Policy In determining priorities for infrastructure improvements, Pinellas County will consider input from the community. [12-13]
- 1.24 Objective Pinellas County shall continue to pursue an overall beautification program for landscaping the County's roadway corridors and shall provide funds for implementing this program. [10-58]
 - 1.24.1 Policy Pinellas County shall continue implementation of a landscaping program for the public rights-of-way along the arterial and collector roadways of the County. This program shall use native and drought-tolerant trees and plants where feasible. [10-58]
 - 1.24.2 Policy Pinellas County's overall beautification program shall further other applicable objectives and policies of the Comprehensive Plan as they relate to such goals as water conservation and the use of native and drought-tolerant vegetation. [10-58]

GOAL TWO: IMPROVE THE QUALITY OF LIFE IN PINELLAS COUNTY BY CREATING DIVERSE AND WELL-DESIGNED WALKABLE DESTINATIONS THAT PROVIDE CHOICES IN HOUSING, SERVICES, WORKPLACES, AND TRAVEL MODES.

2.1. Objective: Create livable streets that are designed and oriented towards a multimodal transportation system.

2.1.1. Policy: Where appropriate, the County Land Development Code will promote development and re-development in commercial and employment corridors, and/or in mixed-use development as determined by Policies 1.3.1 and 1.3.2 of this element that includes the following pedestrian-friendly design features:

- a. Continuous sidewalks with a minimum width of five feet, buffered from traffic by on-street parking and/or landscaping, and that include pedestrian amenities such as benches, trash receptacles, bus shelters, and lighting.
- b. Minimal front setbacks, building heights within a comparable range, and street trees to provide a sense of vertical enclosure on streets. Building heights should occur within a comparable range of surrounding structures.
- c. Buildings should be served by primary walkways that directly link the building's main entryway to the street and parking lot. These primary walkways should be visually distinct from parking lot and driveway surfaces and may include textured or colored materials.

- d. Permanent structures such as utility poles and traffic control poles within the sidewalk that restrict pedestrian movement should be discouraged.
- e. Provide direct routes between destinations, especially between adjacent parcels, to create walking and bicycling connections between neighborhoods and centers as described in the FLUM Category Descriptions and Rules of this element. Potential conflicts between pedestrians and motor vehicles should be minimized.
- f. Clear passage zones equal to the required minimum sidewalk width in areas with movable obstructions, such as outdoor seating. Benches should be placed on a separate pad behind the back of sidewalk or between the sidewalk and the street to avoid clear passage zone obstruction.
- g. Drive-through windows along building façades facing the public right-of-way should be discouraged.
- h. Access across property lines that allow vehicular and pedestrian movement between properties without returning to the street.
- i. Build-to lines are used as an alternative to setbacks in order to form a continuous street edge and provide a sense of enclosure.
- j. Parking located to the side or rear of the structure.
- k. Land development regulations that ensure signage requirements do not create visual clutter.

2.1.2. Policy: When appropriate, implement the following livable roadway strategies within the public right-of-way on commercial corridors, employment corridors, residential corridors, scenic/non-commercial corridors, transit corridors, the coastal corridor, and in mixed-use centers and districts:

- a. Construct sidewalks on both sides of the street with a landscape strip;
- b. Provide bike lanes, wider sidewalks, landscape strip, raised median, or other roadway treatment;
- c. For roads that contain more than 4 travel lanes, consider pedestrian crossing treatments such as bulb-outs, crossing islands, pedestrian refuge islands in the median, in-pavement pedestrian lights, countdown signals, mid-block signals, and “hot response” signals;
- d. For roads that have blocks more than 800 linear feet in length, consider the use of mid-block crossings; and

- e. Require accommodation of bicycle travel and pedestrian needs in plans for future arterial and collector road construction, widening or reconstruction projects.
- 2.1.3. Policy: Where there is not enough existing right-of-way to accommodate the design features in Policy 2.1, consider requiring or providing an incentive for the dedication of additional right-of-way.
- 2.1.4. Policy: In areas where arterial roadway volumes and speeds are not appropriate for the design standards in Policy 2.1.2, consider the use of these roadway designs on parallel service roads or perpendicular collector roads.
- 2.1.5. Policy: The following criteria should be used in prioritizing sidewalk improvements needed to fill gaps: (1) proximity to public schools; (2) proximity to major public parks or cultural facilities; (3) proximity to high density residential and commercial areas, or any area exhibiting (or potentially exhibiting) a high volume of pedestrian activity; (4) location alongside arterial and collector streets; (5) proximity to transit routes; and (6) proximity to identified redevelopment areas.
- 2.1.6. Policy: Pinellas County will support improvements to Alternate U.S. Highway 19 in Palm Harbor that enhance this roadway's function as a coastal corridor linking downtown Clearwater, Dunedin, Palm Harbor, and Tarpon Springs, and will coordinate with the Florida Department of Transportation on the design of these improvements within Palm Harbor.
- 2.2. Objective: Design and provide safe, attractive, convenient, and comfortable transit stops.
- 2.2.1. Policy: Where feasible, provide transit stops with amenities including weather protection, ample paved walkways, sidewalks, lighting, and landscaping, and ancillary uses that provide conveniences to transit patrons such as cafes, news stands and food kiosks. Where transit stops can be retrofitted to meet these standards, the re-design of these stops may be prioritized in areas where higher residential densities or higher intensity commercial, employment, mixed use centers exist.
- 2.2.2. Policy: Land development regulations should ensure that parking, landscaping, or other design requirements do not contain barriers to transit.
- 2.2.3. Policy: The provision of landscaping, consistent with Policies 1.21.1 and 1.21.2 of the Future Land Use and Quality Communities Element, near the transit stop in the form of shade trees is encouraged to maximize passenger comfort.

- 2.3. Objective: The County Land Development Code will encourage design of parking lots and driveways to support pedestrian safety, connections and comfort by reducing the number of curb cuts and providing interconnectivity between and through sites.
- 2.3.1. Policy: Allow a parking requirement reduction for properties that share both cross access and a common entrance drive.
- 2.3.2. Policy: New commercial, office, and retail buildings and centers should be planned to reduce the number of curb cuts and driveways. Where possible, projects should share driveways and parking access with adjacent sites to provide an interconnected system of auto and service access points.
- 2.3.3. Policy: The location and width of driveways should be reviewed through local site plan review processes to identify opportunities for shared driveways with neighboring properties and to reduce access points on the surrounding road network to the extent possible.
- 2.3.4. Policy: Parking lots and driveways should provide pedestrian connections to building entrances. Dedicated walkways through parking lots and sidewalks should be included in the design of access roadways.
- 2.3.5. Policy: Parking lots should include trees to provide shade and reduce temperature for pedestrians.
- 2.3.6. Policy: Service windows and stacking lanes for drive-through businesses should not face public streets.
- 2.3.7. Policy: Mid-block and rear alleys should be utilized where feasible for access to parking, utilities, service and unloading areas in order to minimize the number of required curb cuts along primary access routes.
- 2.4. Objective: The County Land Development Code will promote high quality design standards that support a community's image and contribute to its identity and unique sense of place.
- 2.4.1. Policy: Encourage building design to provide an ordered variety of entries, porches, windows, bays and balconies along public rights-of-way where it is consistent with neighborhood character.
- 2.4.2. Policy: Buildings with facades greater than 50 feet in length should be broken down in scale by means of the articulation of well-proportioned and separate areas. Strategic elements include the variation of architectural treatment and elements such as colors, materials, and heights.

- 2.4.3. Policy: For ground-level facades that face a right-of-way, a minimum standard should be established for the percentage of the exterior wall containing transparent structures such as windows and doors. This standard should apply to both facades of a building on a corner lot.
- 2.4.4. Policy: Buildings should include street level elements oriented to the pedestrian, such as awnings, arcades, and signage.
- 2.4.5. Policy: In areas of the County having a historic or consistent design character, new development should be designed to maintain and support the existing character of the area. [10-20]
- 2.4.6. Policy: Preserve the character of existing residential neighborhoods by requiring infill or remodeled structures to be compatible with the neighborhood and adjacent structures.
- 2.4.7. Policy: Promote housing diversity and avoid creation of homogeneous developments, and promote the inclusion of a variety of housing types in all residential communities through local land development regulations.
- 2.4.8. Policy: Local setback requirements should allow porch easements in subdivision design and promote living areas of the structure that are closer to the street than garage areas.
- 2.4.9. Policy: Encourage single family attached and multi-family developments to be designed to include orientation of the front door to a neighborhood sidewalk and street.

GOAL THREE: PINELLAS COUNTY'S PLAN SHALL PROMOTE A BALANCED RELATIONSHIP BETWEEN THE NATURAL ENVIRONMENT AND DEVELOPMENT.

- 3.1. Objective: The Pinellas County Land Development Code shall be applied in a manner that ensures compatibility between the Future Land Use Map, existing environmental conditions and constraints, as well as environmental management goals.
 - 3.1.1. Policy: Environmentally-sensitive lands which are designated by the Preservation land use category on the Future Land Use Map, shall be protected through the application of existing land development regulations or the development of new regulations.
 - 3.1.2. Policy: Designated preservation areas shall be retained as undeveloped land suitable for passive recreation, conservation, or aesthetic uses to provide opportunities to appreciate the natural environment.
 - 3.1.3. Policy: The natural environment shall be both preserved and enhanced by a sensitive land use program which will include adherence to, but

not be limited to, the following chapters of the Land Development Code: Habitat Management and Landscaping; Floodplain Management; Flood Damage Prevention; Site Development and Platting; Comprehensive Zoning Regulations; and any other applicable regulations that deal with on-site environmental concerns but also with surrounding land uses.

- 3.1.4. Policy: The Local Planning Agency of the Board shall continue to recommend provisions within the zoning regulations for retaining open space and preserving groundwater recharge characteristics in both developed and developing areas of the County.
- 3.2. Objective: Pinellas County shall continue its proactive program for managing the impacts of development upon the County's natural resources (including wetlands, uplands, and the marine environment), and shall continue to ensure that these resources are successfully integrated into the urban environment such that the overall function and viability of these areas is maintained, or where practical, enhanced or restored.
- 3.2.1. Policy: Significant wetlands and twenty-five year floodplains shall continue to be protected and conserved by their existing designations of Preservation on the Future Land Use Map (FLUM), as adopted by the Board and based upon the comprehensive assessments performed by Pinellas County to evaluate, and subsequently identify, those wetland and floodplain resources with significant value or function.
- 3.2.2. Policy: Where development activity results in an adverse impact to wetlands, or unique ecosystems as determined by Pinellas County, mitigation by the developer shall be considered as one means to compensate for the loss of natural system function when the impact is unavoidable.
- 3.2.3. Policy: Pinellas County shall continue to use a variety of methods for protecting the County's open space areas and natural resources (including wetlands) which include, but are not limited to, the acquisition of open space and environmentally sensitive areas, allowing the Transfer of Development Rights (TDRs), density averaging, and requiring upland buffers adjacent to wetlands and other natural environments identified by Pinellas County.
- 3.2.4. Policy: Pinellas County shall continue to protect the natural resources of the County through, at a minimum, the application of the Pinellas County Stormwater Management Plan and the Florida State Implementation Plan addressing air quality, as well as enforcement of the Flood Damage Prevention, Flood Plain Management, Habitat Management and Landscape, and the Pinellas County Water and Navigation Control Authority sections of the Land Development Code, and the Future Land Use Map.

- 3.2.5. Policy: Shorelines shall be protected by preservation land use designations, aquatic preserves, development setbacks, public acquisition, or other measures as deemed necessary.
- 3.2.6. Policy: Natural drainage features/areas shall be utilized where possible as part of the Pinellas County Stormwater Management Plan.
- 3.2.7. Policy: No development use shall occur over natural water areas unless so indicated as a recognized use on the Future Land Use Map.
- 3.2.8. Policy: The potable water system, wellfields, wellheads and aquifer recharge areas shall be protected through ongoing implementation of the County's groundwater protection program; by the County's continued acquisition of environmentally sensitive areas; by permitting in the area east of East Lake Road and north of Keystone Road in the vicinity of the Eldridge-Wilde wellfield only Preservation, Preservation-Resource Management, Recreation/Open Space, and Residential Rural (0.5 unit per acre) land uses designations, and institutional uses approved through the County's conditional use or special exception process that are consistent with the very low density characteristics of the area; by regulation of borrow pits, and by prohibiting landfills and additional commercial and industrial land uses within the zones of protection determined by the County's groundwater protection program.
- 3.2.9. Policy: Natural drainage storage areas shall continue to be preserved by land use provisions.
- 3.2.10. Policy: Pinellas County shall continue its program of integrated land and water resource planning and management, as exemplified by the commitment to comprehensive watershed studies and the preparation of management plans, by the enforcement of a comprehensive wellhead protection program including land use restrictions, permitting and monitoring criteria, and land acquisition, by ongoing implementation of a multi-faceted water conservation and demand reduction program, by exploring reasonable technologies for water supply, and by the application of Comprehensive Plan policies and land development regulations directed at such things as habitat management and enhancement, promotion of native and drought tolerant plantings, wetland protection, stormwater treatment, and floodplain management.
- 3.2.11. Policy: Pinellas County shall continue to identify and protect isolated wetlands and other environmentally sensitive vegetative communities and habitats through the site plan process, which includes the application of project-appropriate land development regulations, conservation easement requirements, staff review of

pertinent vegetation and habitat information, specific permitting requirements, and field work by development review staff.

- 3.2.12. Policy: Pinellas County shall continue to participate in efforts, such as those underway by the Tampa Bay National Estuary Program, and via local watershed planning and similar initiatives in response to Policy 2.1.2. in the Natural Resource Conservation and Management (NRCM) Element of this Plan, to identify significant wetland and other habitat areas for protection, restoration and/or enhancement. Staff will periodically review, at a minimum, the maps and related information from the Florida Game and Fresh Water Fish Commission and the Southwest Florida Water Management District to ensure that the most accurate information is being used at all times, and to determine if there are additional significant wetland areas that should be amended to Preservation or Preservation-Resource Management on the Future Land Use Map.

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

- 4.1. Objective: The Pinellas County Concurrency Management System will insure the compatibility of all proposed development with the capacities of the existing and planned support facilities for which a level of service standard has been adopted in this plan.
- 4.1.1. Policy: The Concurrency Management System will ensure proposed development to be considered for approval shall be in conformance with existing and planned support facilities and that such facilities and services be available, at the adopted level of service standards, concurrent with the impacts of development.
- 4.1.2. Policy: On an annual basis, the Local Planning Agency of the Board shall develop and recommend adoption of a concurrency test statement that assesses the demands of existing and committed development upon support facilities.
- 4.2. Objective: The Concurrency Management System, applicable policies within the Pinellas County Comprehensive Plan, and the standards and the locational and use characteristics as set out in the Future Land Use Category Descriptions and Rules of the Future Land Use and Quality Communities Element comprise the County's program in which development shall be coordinated with the availability of public and private utilities.
- 4.2.1. Policy: Land use location and intensity shall be accurately defined and monitored through the Concurrency Management System, the Future Land Use and Quality Communities Element, including

Policy 1.2.1., to ensure coordination with the availability of facilities and services.

- 4.2.2. Policy: Pinellas County's Land Development Regulations shall require developers to submit their proposed development plans to the affected public utilities, who will in turn submit to the County, prior to the County's issuance of development orders or building permits, a statement of their ability to serve the proposed development.
- 4.2.3. Policy: Pinellas County shall discourage approval of Zoning and/or Future Land Use Map (FLUM) amendments that would increase the number of trips generated on corridors designated as long term concurrency management, congestion containment and constrained corridors in the Concurrency Test Statement.
- 4.2.4. Policy: Pinellas County shall discourage approval of Future Land Use Map (FLUM) amendments that would increase the number of trips generated on corridors operating at peak hour level of service E and F in 2005 and 2015 as identified in the Transportation Element.
- 4.2.5. Policy: As a part of its water supply and water resource protection program, Pinellas County shall continue to implement its concurrency management system, to schedule capital improvements, and to make land use and development-related decisions that consider both existing and projected water demand as well as fiscal and environmental constraints.
- 4.3. Objective: Pinellas County Land Development Regulations shall require that the level of population density and development intensity in the coastal planning area shall be compatible with the evacuation capabilities provided for in the hurricane evacuation program.
 - 4.3.1. Policy: In order to limit the exposure of residents and property to coastal hazards and not increase existing and planned demands on hurricane evacuation corridors and public shelters, the population density and development intensity within the coastal planning area shall be consistent with Objective 1.3 of the Coastal Management Element and the supporting policies.
- 4.4. Objective: The Pinellas County Concurrency Management System shall insure that building permits and development orders for developments of regional impact are not authorized unless the needed support facilities and services are available or such authorization is conditioned on the availability of the facilities and services necessary to serve that development at the time it is needed.
 - 4.4.1. Policy: Pinellas County's Concurrency Management System shall include, as a minimum, level of service standards for roadways, potable

water, sanitary sewer, solid waste, drainage and recreation and open space.

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

4.7.1. Policy: Pinellas County shall, as a component of its Future Land Use and Quality Communities Element, establish and maintain consistency with the Countywide Future Land Use Plan and Rules.