

The background features a collection of 3D geometric shapes, primarily cubes and rectangular prisms, rendered in a minimalist style with thin black outlines. The shapes are composed of various colors including teal, orange, red, and light blue, arranged in a non-linear, overlapping fashion that creates a sense of depth and volume. The overall aesthetic is clean and modern, with a focus on form and color.

# **BELLEAIR DEVELOPMENT GROUP**

# **13400 PINE STREET**

REQUEST FOR FLUM AMENDMENT

PARCEL ID: 05-30-15-00000-440-0300

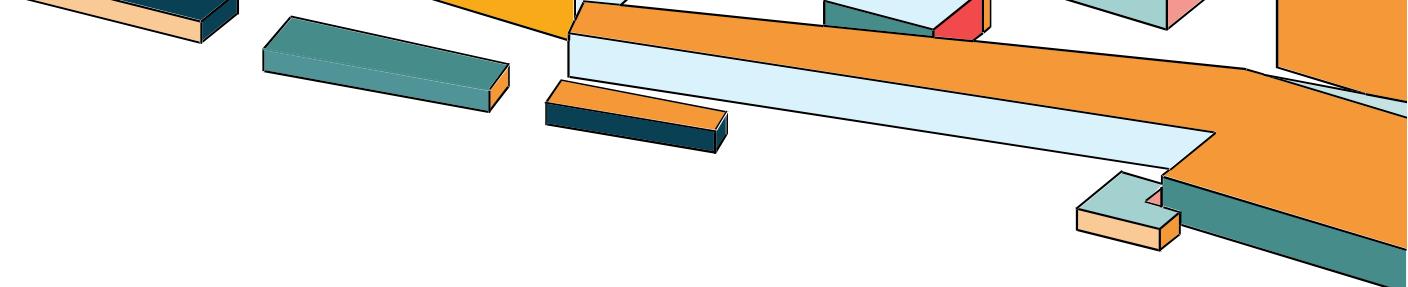
# AERIAL OF SUBJECT PROPERTY



- Property Use: 1000 Vacant Commercial property
- Land Use: Residential Urban (RU)
- Zoning: Residential Planned Development (RPD)
- Land Area: 18.4 Units | 801,504 sf

# LAND USE & ZONING MAP



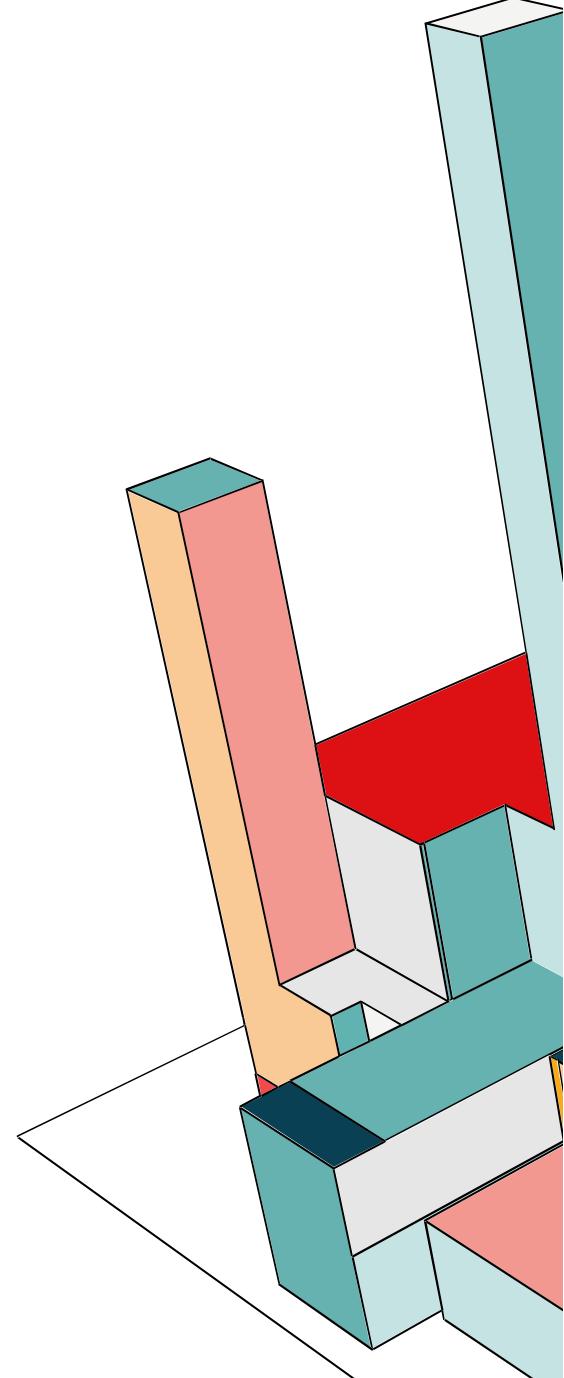


## HISTORY OF PROPERTY

- **Prior County Approval** - The property was previously approved and funded by the County for development of 207 affordable multifamily housing units.
- **Funding/Ownership Dispute** - A dispute arose concerning housing funding, ownership, and development, which delayed progress for several years.
- **Quiet Title Action** - After litigation, the current owner obtained clear title through a quiet title action, resolving the ownership dispute.

## CURRENT REQUEST

- **Current Request** – Applicant seeks a Future Land Use amendment from Residential Urban (RU) to **Residential Medium (RM)**, while keeping the Residential Planned Development (RPD) zoning in place.
- **Proposed Development** – 15 units/acre (FAR  $\leq 0.50$ ); if developed solely as residential, this would yield approximately 270 units (exclusive of potential bonus units).



# FUTURE LAND USE: RU VERSUS RM

Category	Residential Urban (RU)	Residential Medium (RM)
Purpose	Urban low-density residential; suited for less intense residential in urban settings.	Moderately intensive residential; suited for urban housing near transit, jobs, services.
Primary Uses	Residential (primarily low-density).	Residential (multifamily).
Secondary Uses	Office, personal service, retail, institutional, live/work, recreation, ancillary nonresidential, transportation/utility.	Same secondary uses as RU.
Locational Characteristics	Between employment and shopping centers; transitional from suburban → urban residential areas.	Near major employment/shopping centers; transit access; recreation facilities; transitional between suburban & urban.
Density Standard	Up to <b>7.5 du/acre</b> (significantly lower yield).	Up to <b>15 du/acre</b> (allows ~270 units on site).
Nonresidential Standards	FAR $\leq 0.40$ ; ISR $\leq 0.65$ .	FAR $\leq 0.50$ ; ISR $\leq 0.75$ .
Project Fit	Too restrictive for scale; does not maximize site's urban location and potential for development outside of the CHHA.	Supports affordable/workforce housing demand; consistent with Comp Plan housing goals.

# SUPPORTING COMPREHENSIVE PLAN GOALS

## FLU Goal 3: Range of Housing

Promote mixed-income communities that provide a range of housing types and costs to meet the needs of our residents.

- FLU Objective 3.1 – Increases development and design flexibility to encourage a greater diversity of housing types in Unincorporated Pinellas County.
- FLU Policy 3.1.2 – Encourage the implementation of missing middle housing as defined in the Countywide Plan.
- FLU Policy 3.1.3 – Encourage the implementation of affordable housing development (AHDs) as defined in the Land Development Code.

## How the Project Aligns:

- **Diversity of Housing:** Increases development/design flexibility with multifamily affordable units.
- **Missing Middle Housing:** Adds medium-density housing in mid-county near services and transit.
- **Affordable Housing Development (AHDs):** Provides option for more affordable units consistent with Countywide Plan density bonus provisions.

# WHY RESIDENTIAL MEDIUM (RM) FITS BEST

## Stronger Housing Alignment

- Provides capacity for multifamily and workforce housing to meet mid-county demand.
- Supports mixed-income community consistent with Comp Plan policies.

## Ideal Location Advantages

- Close to Ulmerton Road and beaches – strong access to employment and regional destinations.
- Proximity to Largo's Southwest Recreation Center – enhances livability with recreation opportunities.
- Adjacent affordable housing & new fire station – compatible with surrounding development.

## Smart Growth & Safety

- Property is outside the Coastal High Hazard Area → avoids flood/evacuation risks.
- Directs density where infrastructure, services, and transit already exist.
- Provides options for increased density outside of the CHHA on the western side of the County

## AFFORDABLE HOUSING



## FIRE STATION



# RPD – RESIDENTIAL PLANNED DEVELOPMENT DISTRICT

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

The RPD, Residential Planned Development District is intended to provide for a wide variety of housing types and densities while permitting some complementing non-residential, neighborhood-oriented uses. The RPD district requires that the district be master planned as a creative, walkable and context-sensitive community that responds to the surrounding land use pattern and preserves unique natural features. The RPD district requires a development master plan and allows the applicant to establish the permitted uses and associated development standards that will be applied therein.

- (a) The RPD, residential planned development district, allows a variety of housing options to accommodate multi-generational communities with a range of residential building forms and housing sizes.
- (b) The intent of this district is to encourage use of imaginative design, to avoid monotonous repetition of pattern, to provide adequate open space and to permit flexibility of site design. The development parameters including building height, lot sizes, and setbacks shall be established for each RPD district.
- (c) The RPD district is intended to promote the health and well-being of residents by including facility-based and resource-based open space that encourages physical activity, promotes pedestrian activity, provides access to alternative transportation choices, and fosters greater social interaction.
- (d) The RPD district is intended to provide for flexible mixed-use developments at a scale that serves one or more neighborhoods in appropriate locations that have adequate infrastructure, transportation access, and market demand, consistent with the vision articulated within the Pinellas County Comprehensive Plan.
- (e) The RPD district is intended to encourage walkable, mixed use neighborhood centers within the community that provide greater opportunity for pedestrian activity, bicycle uses, resulting in reduced parking demand, and establish a sense of place. These centers should include community uses, recreation opportunities, and appropriate commercial services.
- (f) The RPD district should also achieve compatibility with surrounding neighborhoods by avoiding commercial intrusion and associated impacts into established neighborhoods.
- (g) RPDs with approved master plans prior to Oct. 23, 2018, shall continue to conform to regulations in place at the time of approval. Changes to approved master plans shall conform to current adopted standards.
- (h) Communities within the RPD district are developed and redeveloped pursuant to an approved development master plan pursuant to chapter 138, article II, division 11.

# DEVELOPMENT MASTER PLAN REQUIREMENTS

## Sec. 138-263. - Development master plan requirements.

All new development master plans shall include the following elements.

**(a) Framework plans** – A development master plan shall be designed as a series of framework plans that, collectively, create a complete future development plan. These framework plans should be created at a conceptual level that illustrate key development features such as primary transportation corridors, land use areas, and utility locations; detailed site design is not necessarily required. The development master plan shall include the following framework plans:

**1. Transportation framework plan** – The development master plan shall depict all access points, primary internal roadways (collectors/arterials), surrounding roadways, transit stops (if available), and primary bicycle/pedestrian facilities. The transportation framework shall assign a street classification to each roadway within the plan.

**2. Land use framework plan** – The development master plan shall assign land use designations to individual areas within the district and indicate acreage and proposed density/intensity. The individual land use areas shall correspond with a table that identifies the list of permitted uses and housing types; these shall be consistent with the underlying zoning district.

**3. Open space framework plan** – The development master plan shall depict the open space network within the district. The individual open space areas shall correspond with a table that identifies the planned open space and recreation uses unique to each tract. All conservation areas, wetlands, and waterbodies shall be depicted on the open space framework plan.

**4. Utilities and stormwater framework plan** – The development master plan shall depict the primary potable water, sanitary sewer and reclaimed water lines that will serve the district. The plans shall also depict any regional/district-scale stormwater management system(s) consistent with the Pinellas County Stormwater Manual and other state standards.

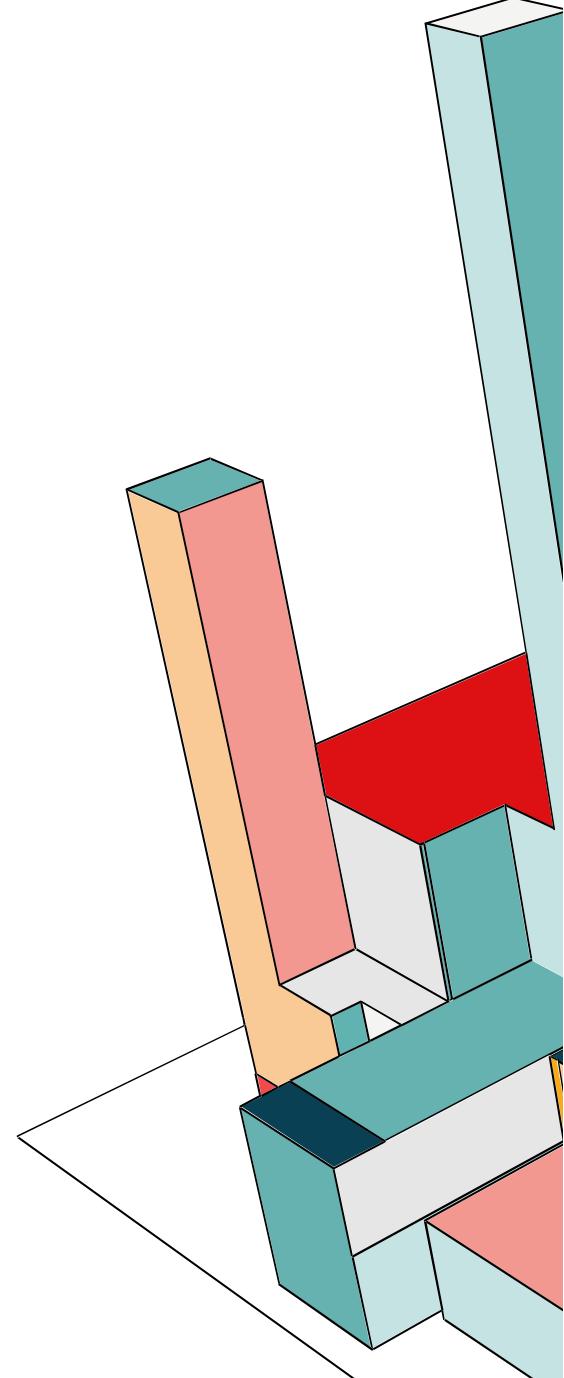
**(b) Development parameters and guidelines** – A development master plan shall establish the development parameters and guidelines that will be applicable to buildings and lots and correspond to the land use framework. At a minimum, the development parameters and guidelines shall establish standards for the following:

1. Building height limits and setback requirements;
2. Lot dimension standards that address area, width, and depth;
3. Land uses and building types that are permitted within the district; and
4. Any other design requirements that will be applicable to site development and buildings within the development master plan.

**(c) Small district option** – For small districts and as determined by the county administrator or designee, the required elements in this section may be displayed on a single plan sheet.

## LIVE LOCAL PARAMETERS

- Requires a minimum of 40 percent of residential units to be affordable for at least 30 years.
- Affordability applies to households earning up to 120 percent of the Area Median Income (AMI).
- Projects are entitled to the maximum allowable residential density permitted within the local jurisdiction.
- Projects may be built to a height equal to the tallest building within one mile or three stories, whichever is greater.



# MISSING MIDDLE HOUSING

## Scope

- Housing types between single-family and large apartments
- Includes duplexes, triplexes, townhomes, and cottage courts
- Fits within walkable, neighborhood-scale settings

## Purpose & Rationale

- Expands affordable, diverse housing choices
- Supports teachers, nurses, seniors, and young families
- Promotes walkability, sustainability, and variety

## Local Context

- Median Sale Price of Homes: \$340,000

# TRAFFIC GENERATION LETTER



August 21, 2025

Pinellas County Development Review Services  
440 Court Street, 3rd Floor  
Clearwater, FL 33756

**RE: 13400 Pine Street  
TRAFFIC GENERATION LETTER**

To Whom It May Concern,

The purpose of this letter is to show the amount of vehicular traffic the proposed improvements generate for this project. Currently, the site is vacant; however, we propose 276 multi-family units with a change to the land use category.

The following traffic counts as provided ITE TGM 11<sup>th</sup> Edition:

**276 Multi-Family Units (ITE Code 221)**

- ADT = 276 units x 4.54 trips/unit = 1,253 trips
- AM Peak Hr = 276 units x 0.40 trips/unit = 110.4 trips
- PM Peak Hr = 276 units x 0.51 trips/unit = 140.8 trips

It must be noted that this site was already approved for 207 units. The traffic generated by 207 units is shown below:

**207 Multi-Family Units (ITE Code 221)**

- ADT = 207 units x 4.54 trips/unit = 940 trips
- AM Peak Hr = 207 units x 0.40 trips/unit = 82.8 trips
- PM Peak Hr = 207 units x 0.51 trips/unit = 105.6 trips

**CONCLUSION:** The change in use for this parcel, which would allow 276 units, proposes 313 more daily trips, 27.6 more AM Peak Hr trips, and 35.2 more PM Peak Hr trips than 207 units would generate.

Sincerely,  
**NATIVE ENGINEERING, PLLC**

# THANK YOU

Questions?

