



FORWARD
PINELLAS

Integrating Land Use & Transportation

Countywide Planning Authority Countywide Plan Map Amendment

CW 20-10

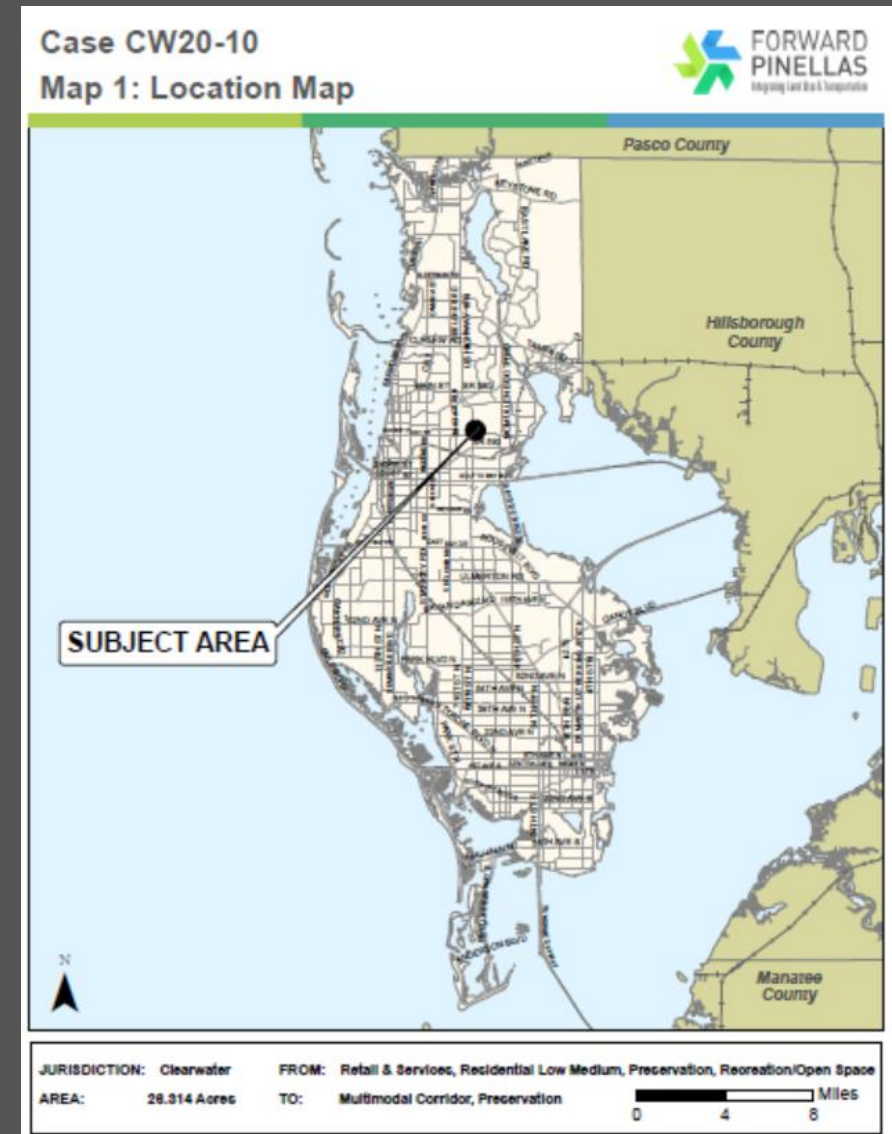
City of Clearwater

July 21, 2020



City of Clearwater Requested Action

- The City of Clearwater seeks to amend properties from Retail & Services, Residential Low Medium, Preservation and Recreation/Open Space to Multimodal Corridor and Preservation
- The purpose of the proposed amendment is to allow for the redevelopment of the property along this section of the US 19 corridor



Site Description

- **Location:** 24323 & 24479 US Highway 19 N.
- **Area Size:** approximately 26.3 acres
- **Existing Uses:** Vehicle storage, indoor recreation, closed mobile home park
- **Surrounding Uses:** Commercial, Preservation, and Mini-Storage



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Map 3: Aerial Map



JURISDICTION: Clearwater FROM: Retail & Services, Residential Low Medium, Preservation, Recreation/Open Space
AREA: 26.314 Acres TO: Multimodal Corridor, Preservation

0 250 500 Feet

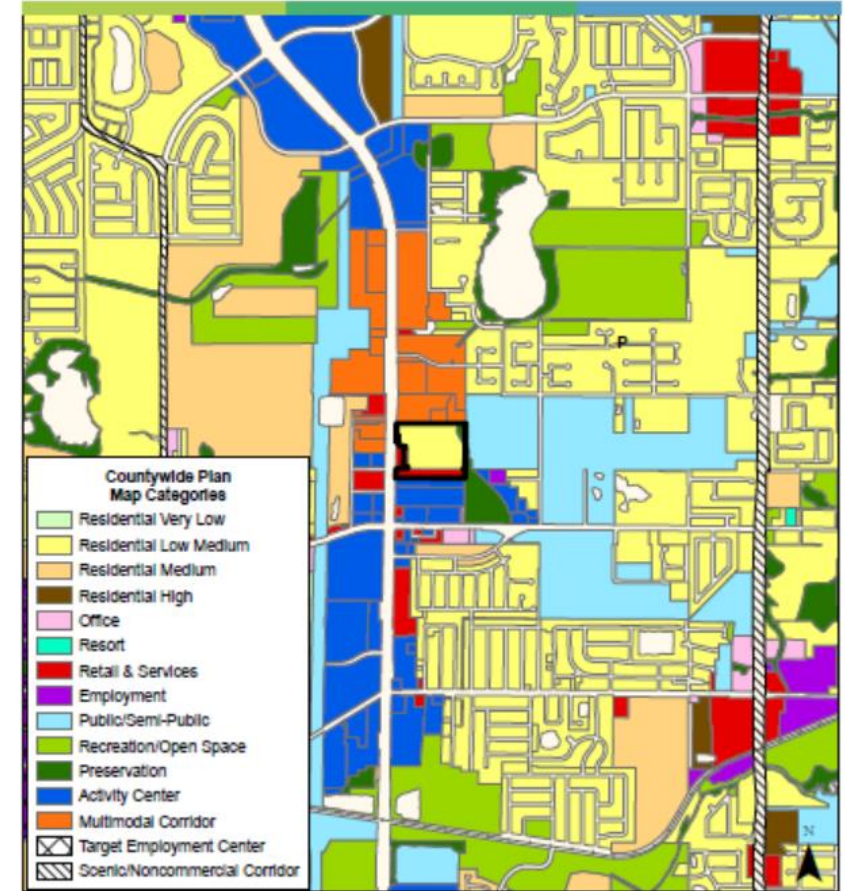
Area Context

- The purpose of the Multimodal Corridor plan category is to recognize those corridors of critical importance to the movement of people and goods throughout the county, and that are served by a combination of walking, bicycling, automobile, bus, or rail
- The City of Clearwater adopted the US 19 Corridor Redevelopment Plan in 2012 to serve as the guiding vision to strengthen the identity, design, mobility and competitiveness of the corridor in the region



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Map 6: Current Multimodal Corridor

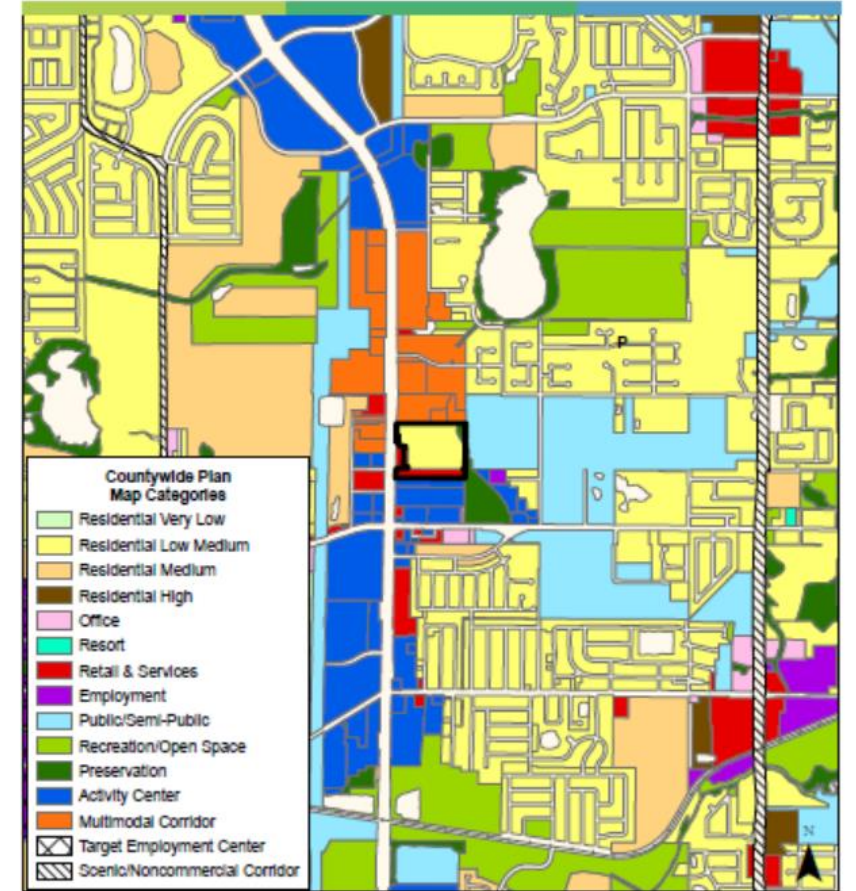


Area Context

- This category supports mixed-use development that is supported by and designed to facilitate transit and is particularly appropriate for creating transit connections between Activity Centers
- The action would further strengthen the linkage between the Activity Center in the Countryside area and the Activity Center in the Sunset Point Road area

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Map 6: Current Multimodal Corridor



JURISDICTION: Clearwater FROM: Retail & Services, Residential Low Medium, Preservation, Recreation/Open Space
AREA: 28.314 Acres TO: Multimodal Corridor, Preservation

0 1,500 3,000 Feet



Front of the Subject Property (24323 US Hwy 19)



Front of the Subject Property (24479 US Hwy 19)



South of the Subject Property (24323 US Hwy 19)



North of the Subject Property (24323 US Hwy 19)



North of the Subject Property (24479 US Hwy 19)



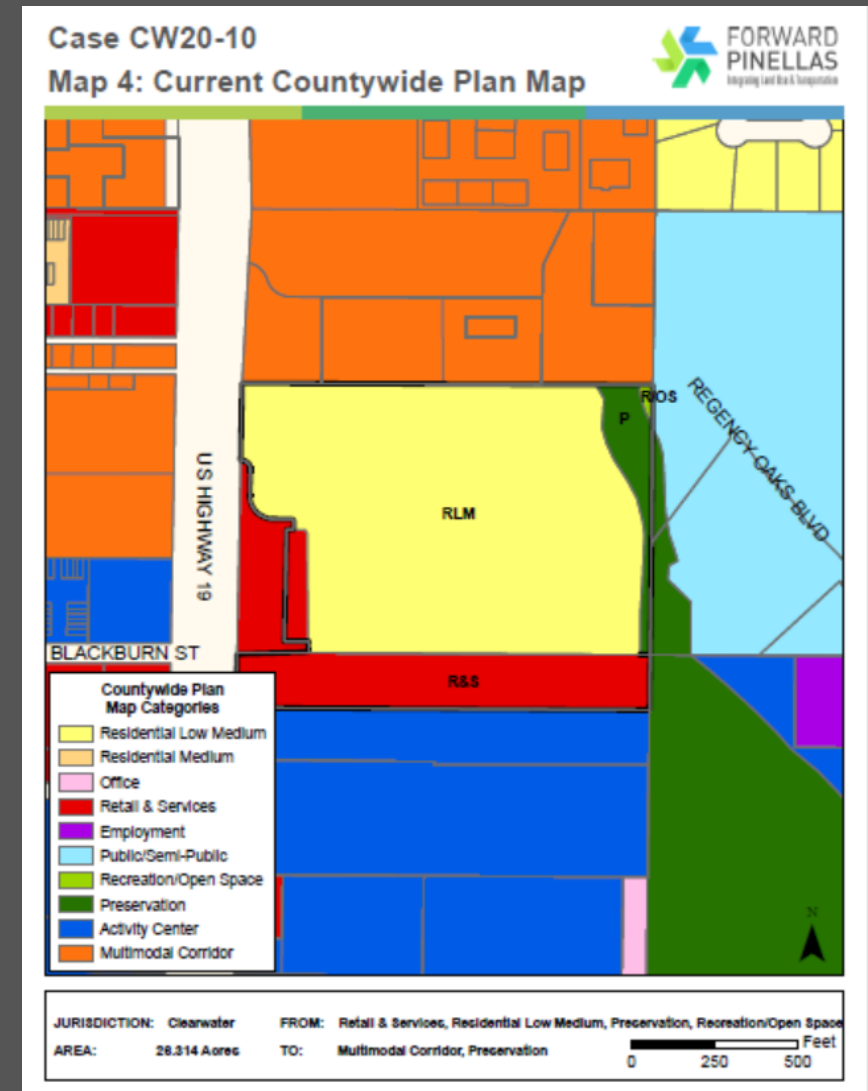
West of the Subject Property (24479 US Hwy 19)



Current Countywide Plan Map Category

- **Categories:** Retail & Services, Residential Low Medium, Preservation, Recreation/Open Space
- **Permitted Uses:**
- **Retail and Services*** - Office; Personal Service/Office Support; Retail Commercial; Commercial/Business Service; Commercial Recreation, Residential; Residential Equivalent; Vacation Rental pursuant to the provisions of Section 509.242(1)(c), Florida Statutes; Recreational Vehicle Park; Temporary Lodging; Research/Development- Light; Storage/Warehouse-Light; Manufacturing-Light; Recreation/Open Space; Community Garden; Agricultural-Light

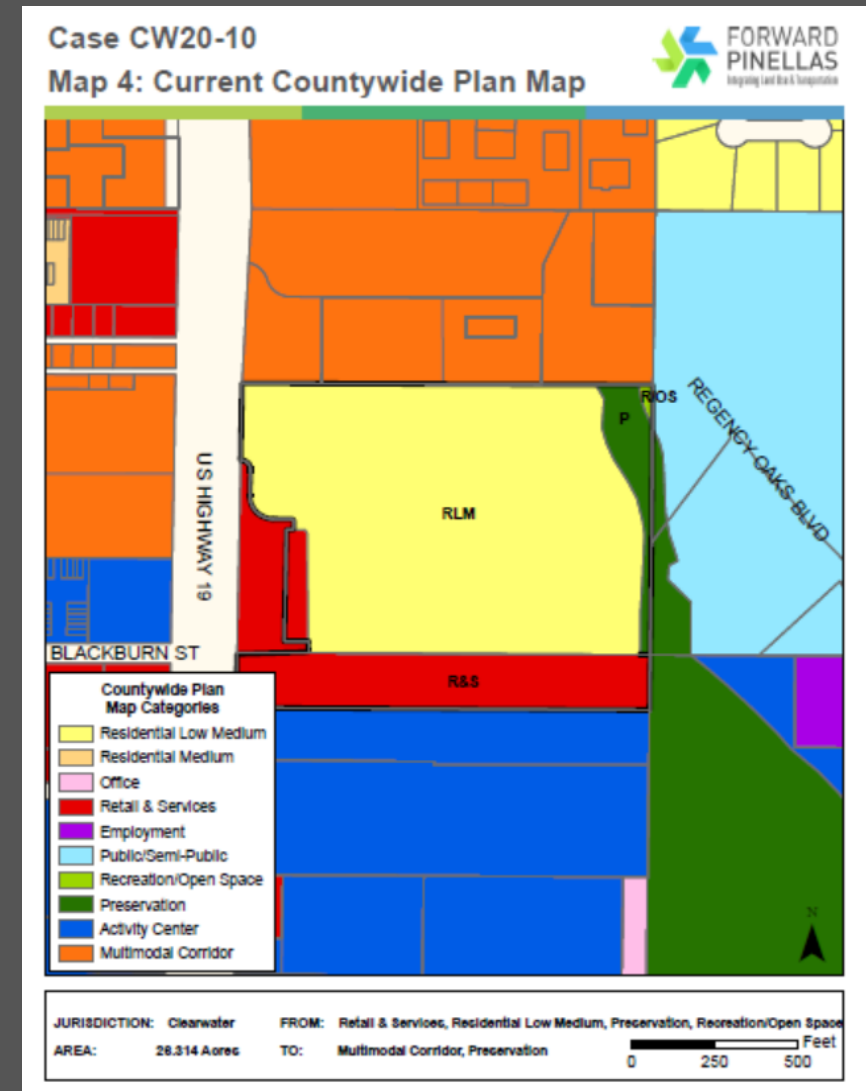
*uses not subject to acreage thresholds



Current Countywide Plan Map Category (continued)

- **Categories:** Retail & Services, Residential Low Medium, Preservation, Recreation/Open Space
- **Permitted Uses:**
- **Residential Low Medium*** - Residential; Residential Equivalent; Vacation Rental pursuant to the provisions of Section 509.242(1)(c), Florida Statutes; Accessory Dwelling Unit; Public Educational Facility; Recreation/Open Space; Community Garden; Agricultural-Light; Agricultural
- **Preservation*** - Preservation; Environmental Education/Research; Wellfield Protection, and Groundwater Monitoring and Recharge; Resource-Based Recreation; Replacement/Repair of Water Infrastructure; Site Alterations as Permitted by a Management Plan Approved by a Local Government
- **Recreation/Open Space*** - Recreation/Open Space; Community Garden; Agricultural-Light; Electric substations in compliance with Section 163.3208, F.S.

*uses not subject to acreage thresholds



Current Countywide Plan Map Category (continued)

- **Categories:** Retail & Services, Residential Low Medium, Preservation, Recreation/Open Space
- **Density/Intensity Standards:**

Retail & Services

Use	Density/Intensity Standard
Residential and Vacation Rental Use	Shall not exceed 24 units per acre (UPA)
Residential Equivalent Use	Shall not exceed 3 beds per permitted dwelling unit at 24 UPA
Recreational Vehicle Use	Shall not exceed 24 UPA
Nonresidential Use	Shall not exceed a floor area ratio (FAR) of .55 nor an impervious surface ratio (ISR) of .90

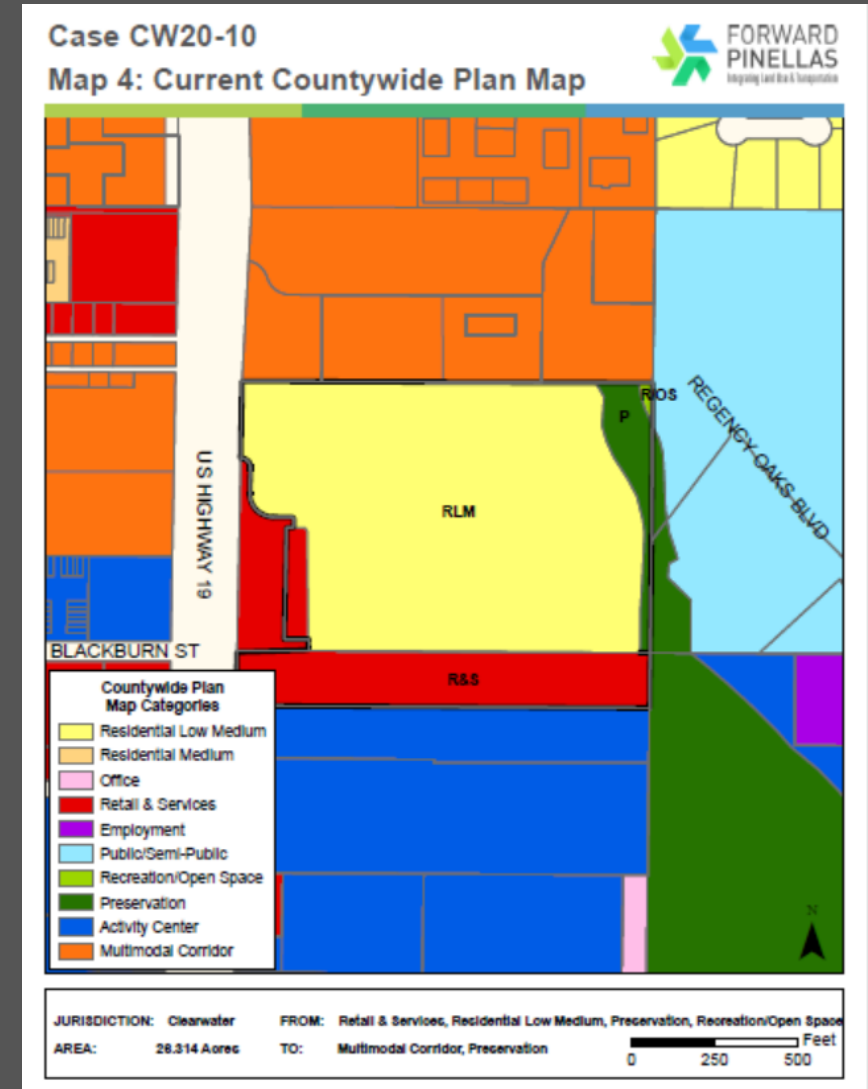


Current Countywide Plan Map Category (continued)

- **Categories:** Retail & Services, Residential Low Medium, Preservation, Recreation/Open Space
- **Density/Intensity Standards:**

Residential Low Medium

Use	Density/Intensity Standard
Residential and Vacation Rental Use	Shall not exceed 10 units per acre (UPA)
Residential Equivalent Use	Shall not exceed 3 beds per permitted dwelling unit at 10 UPA
Nonresidential Use	Shall not exceed a floor area ratio (FAR) of .50 nor an impervious surface ratio (ISR) of .75



Current Countywide Plan Map Category (continued)

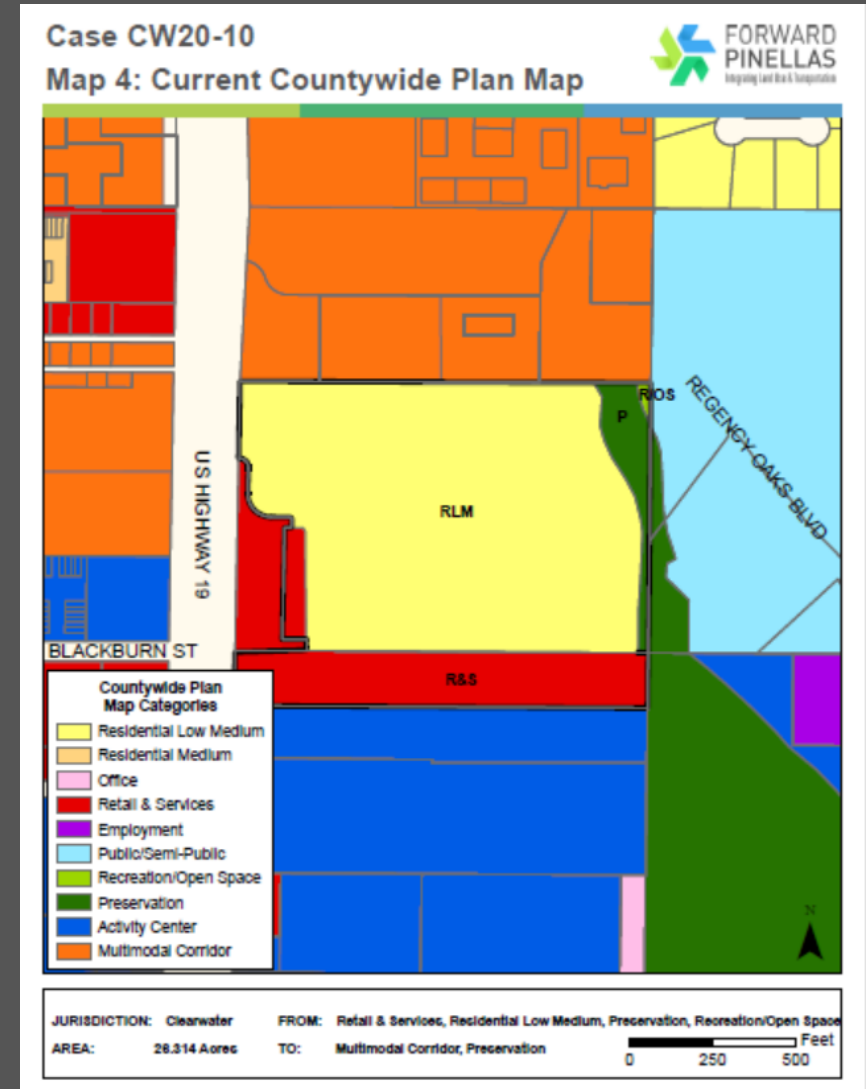
- **Categories:** Retail & Services, Residential Low Medium, Preservation, Recreation/Open Space
- **Density/Intensity Standards:**

Preservation

Use	Density/Intensity Standard
Nonresidential Use	Shall not exceed a floor area ratio (FAR) of .10 nor an impervious surface ratio (ISR) of .20
Public Water Supply Use	Shall not exceed an FAR of .25 nor an ISR of .50

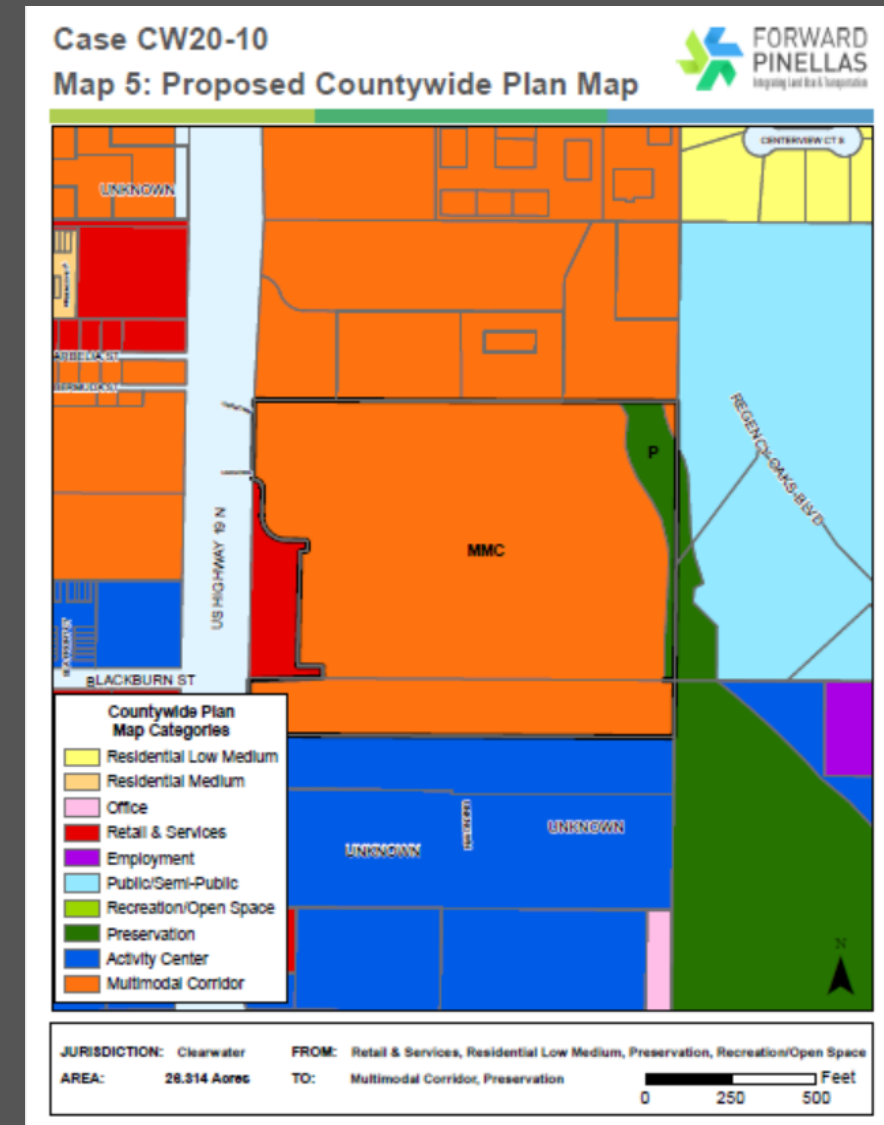
Recreation/Open Space

Use	Density/Intensity Standard
Any Use	Shall not exceed a floor area ratio (FAR) of .25 nor an impervious surface ratio (ISR) of .60



Proposed Countywide Plan Map Category

- **Category:** Multimodal Corridor and Preservation
- **Permitted Uses:**
- **Multimodal Corridor** - As determined by the local government's implementing regulations adopted pursuant to Section 6.2.3.2. Amendments to permitted uses shall be pursuant to the Planning and Urban Design Principles described in Section 6.2.6 and Land Use Goal 16.0 of the Countywide Plan Strategies, and the use provisions of Section 6.2.4
- **Preservation*** - Preservation; Environmental Education/Research; Wellfield Protection, and Groundwater Monitoring and Recharge; Resource-Based Recreation; Replacement/Repair of Water Infrastructure; Site Alterations as Permitted by a Management Plan Approved by a Local Government



Proposed Countywide Plan Map Category (continued)

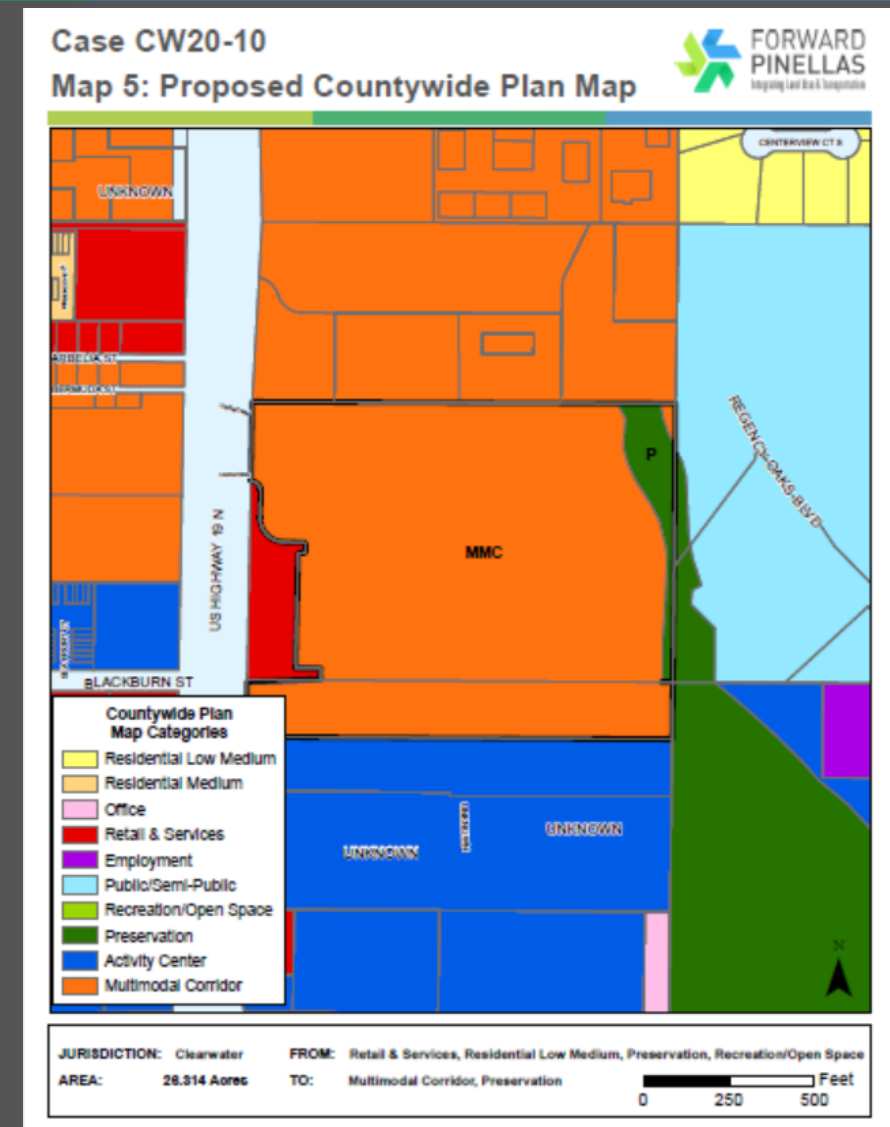
- **Category:** Multimodal Corridor and Preservation
- **Density/Intensity Standards:**

Multimodal Corridor (Primary Corridor)

Use	Density/Intensity Standard
Residential	Shall not exceed 55 units per acre (UPA)
Temporary Lodging	Shall not exceed 90 units per acre (UPA)
Non-Residential/Mixed-Use	Shall not exceed a floor area ratio (FAR) of 3.5

Preservation

Use	Density/Intensity Standard
Nonresidential Use	Shall not exceed a floor area ratio (FAR) of .10 nor an impervious surface ratio (ISR) of .20
Public Water Supply Use	Shall not exceed an FAR of .25 nor an ISR of .50



Planning and Urban Design Principles

- Amendments to the Multimodal Corridor are pursuant to the Planning and Urban Design Principles (PUDP) described in Section 6.2.6 and Land Use Goal 16.0 of the Countywide Plan Strategies
- The following are examples of how the City addresses the PUDP in their US 19 Zoning District & Development Standards:

Principle	Application
Location, Size, and Areawide Density/Intensity Ranges	This principle requires that amendment areas are identified as Major, Center, Community Center, or Primary Corridor. The proposed amendment is located within an area identified as Primary Corridor.
Connectivity	The US 19 Zoning District and Development Standards preserves and enhances the existing circulation grid through the requirements in Appendix B. Division 5. Site Design Standards, which establish an urban development pattern.
Site Orientation	The US 19 Zoning District & Development Standards utilize a Regulating Plan to identify five Street Frontage Types. These Street Frontage Types address building setbacks, including minimum and maximum front setbacks in certain areas, parking location (prohibiting front parking in several areas), and requiring buildings be oriented to the street with primary entries facing the street.



Planning and Urban Design Principles (continued)

- Amendments to the Multimodal Corridor are pursuant to the Planning and Urban Design Principles (PUDP) described in Section 6.2.6 and Land Use Goal 16.0 of the Countywide Plan Strategies
- The following are examples of how the City addresses the PUDP in their US 19 Zoning District & Development Standards:

Principle	Application
Public Realm Enhancements	Primary and Secondary Drives are required for amendment areas more than 10 acres in size. The proposed amendment area is more than 10 acres in size, therefore, it will require new drives be established.
Ground Floor Design and Use	The US 19 Development Standards limit blank façades, require façade bays, and require pedestrian-oriented design for structured parking that faces pedestrian ways or public sidewalks.
Transition to Neighborhoods	Building height and setbacks are required within certain distances for properties adjacent to the City's Low Density Residential, Low Medium Density Residential or Medium Density Residential categories. The proposed amendment is not adjacent to these categories, therefore, those policies are not applicable.



Conclusion:

- The proposed amendment is appropriate for the intended purpose, and is consistent with the locational characteristics for the Multimodal Corridor and Preservation categories.
- On balance, it can be concluded that the proposed amendment is consistent with the Relevant Countywide Considerations contained in Section 6.5.3.1 of the Countywide Rules.



Analysis of the Relevant Countywide Considerations

Relevant Countywide Considerations

1. Consistency with the Countywide Rules: Consistent with purpose and locational characteristics.
2. Adopted Roadway Level of Service (LOS) Standard: The amendment area is located on a roadway segment, US Highway 19, where the existing Level of Service is operating at an LOS “F.” However, the expected increase of average daily trips is less than 3 percent of current traffic, therefore, it is not expected to have a major impact on this segment of US Highway 19. Furthermore, the US 19 Zoning District & Development Standards would alleviate trips from the frontage by enhancing connectivity to more of the street network.
3. Location on a Scenic/Noncommercial Corridor (SNCC): The amendment area is not located within a SNCC; therefore, those policies are not applicable.
4. Coastal High Hazard Areas (CHHA): The amendment area is not located with CHAA; therefore, those policies are not applicable.
5. Activity Center and Multimodal Corridor Plan Categories: The amendment area involves the expansion of the Multimodal Corridor category. The amendment conforms to the purpose and requirements of the proposed category and addresses the relevant Planning and Urban Design Principles; therefore, the amendment can be deemed consistent with this Relevant Countywide Consideration.
6. Adjacent to or Impacting an Adjoining Jurisdiction or Public Educational Facility: The amendment area is not adjacent to a public educational facility; therefore those policies are not applicable. The proposed amendment area is adjacent to Unincorporated Pinellas County, however, the subject property is part of an enclave of properties which were planned to be annexed into the City of Clearwater.
7. Reservation of Industrial Land: Does not involve the conversion of Employment, Industrial, or Target Employment Center-designated land to another category.



Public Comments

- There were no public comments for Case CW 20-10.

