

PINELLAS COUNTY

COUNTYWIDE
SCENIC/NON-COMMERCIAL
CORRIDOR
PLAN ELEMENT

ORDINANCE NO. 95-55

AN ORDINANCE AMENDING PINELLAS COUNTY ORDINANCE NO. 89-4, AS AMENDED, THE COUNTYWIDE COMPREHENSIVE PLAN ADOPTION ORDINANCE, BY ADOPTING THE SCENIC/NON-COMMERCIAL CORRIDOR PLAN ELEMENT; PROVIDING FOR AN INTRODUCTION, INCLUDING BACKGROUND, PURPOSE AND ORGANIZATION; PROVIDING FOR GOALS, OBJECTIVES AND POLICIES, INCLUDING OVERALL GOAL STATEMENT AND OBJECTIVES AND POLICIES; PROVIDING FOR CORRIDOR IDENTIFICATION AND EVALUATION, INCLUDING QUALIFICATION CRITERIA AND CORRIDOR EVALUATION; PROVIDING FOR CORRIDOR SELECTION AND CLASSIFICATION, INCLUDING SCENIC/NON-COMMERCIAL CORRIDORS, CORRIDOR SUBCLASSIFICATION AND OTHER CORRIDOR CLASSIFICATIONS; PROVIDING FOR CORRIDOR COMPONENTS, INCLUDING MINIMUM ROADWAY SEGMENTS, CORRIDOR WIDTH AND OTHER CORRIDOR COMPONENTS; PROVIDING FOR IMPLEMENTATION, INCLUDING PRINCIPAL STEPS, PLAN ADOPTION, RULE AMENDMENTS, LOCAL GOVERNMENT PLANS/REGULATIONS, PUBLIC IMPROVEMENTS AND PERIODIC REVIEW/UPDATE; PROVIDING FOR A CONCLUSION; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE; AND PROVIDING FOR OTHER MODIFICATIONS THAT MAY ARISE FROM REVIEW OF THE ORDINANCE AT THE PUBLIC HEARINGS AND WITH RESPONSIBLE AUTHORITIES.

WHEREAS, the Board of County Commissioners acting as the Countywide Planning Authority, adopted a Countywide Comprehensive Plan by adoption of Ordinance 89-4, as amended by Ordinance No's. 89-66A, 91-5, 92-4, 92-51, 93-112, 94-20 and 94-55; and

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

WHEREAS, The Pinellas County Planning Council, pursuant to Section 5(8)(i) and 10(4)(a) of Chapter 88-464, Laws of Florida, as amended is authorized to develop such elements of the Countywide Comprehensive Plan and to initiate amendment thereto, as determined necessary by the Council to establish effective countywide planning; and

WHEREAS, the Pinellas County Planning Council has, by Resolution No.94-9, approved the Countywide Scenic/Non-Commercial Corridor Master Plan as a policy document that is advisory in nature to assist in establishing a countywide strategy for

the protection and improvement of key roadway corridors consistent with the foregoing provisions; and

WHEREAS, The Countywide Planning Authority has, by Resolution No.94-228, received the advisory Master Plan; and

WHEREAS, the Master Plan and the above-referenced actions of the Pinellas Planning Council and Countywide Planning Authority contemplate and specifically authorize the preparation of a Plan Element and Rule Amendment directed at achieving the objectives of the Master Plan; and

WHEREAS, The Pinellas County Planning Council has, by Resolution No.95-2, prepared and recommended adoption of the Scenic/Non-Commercial Corridor Plan Element, attached hereto as Exhibit "A"; and

WHEREAS, the procedures of Chapter 88-464, Laws of Florida, as amended, and the County Charter have been followed by the Pinellas County Planning Council and the Board of County Commissioners, acting as the Countywide Planning Authority, concerning the adoption of the Scenic/Non-Commercial Corridor Plan Element by the Board of County Commissioners of Pinellas County; and

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

WHEREAS, the Pinellas County Planning Council and the Board of County Commissioners of Pinellas County, Florida, acting in their capacity as the Countywide Planning Authority, desire to adopt the Scenic/Non-Commercial Corridor Plan Element, attached hereto as Exhibit "A".

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

Section 1. Adoption of Scenic/Non-Commercial Corridor Plan Element.

The Scenic/Non-Commercial Corridor Plan Element as set forth in Exhibit "A" of this Ordinance is hereby adopted. This Element is declared to be advisory and nonbinding on the local governments of Pinellas County.

Section 2. Amendment of the Countywide Comprehensive Plan.

The Countywide Comprehensive Plan as adopted by Ordinance No.89-4, and as subsequently amended, is hereby further amended to include the Scenic/Non-Commercial Corridor Plan Element as an Element of the Countywide Comprehensive Plan for Pinellas County by amending Section 3 of Ordinance No. 89-4 as follows:

- a) Add a new paragraph n.) to read:
"n) The Scenic/Non-Commercial Corridor Plan Element, attached hereto as Exhibit "A", is adopted as the Scenic/Non-Commercial Corridor Plan Element of the Countywide Comprehensive Plan for Pinellas County."
- b) Change existing paragraph "n)" to "o)" and existing paragraph "o)" to "p)"
- c) Change amended paragraph p) to read:
"p) The elements adopted in subparagraphs a) through n) of this Section are adopted as the Countywide Comprehensive Plan for Pinellas County."

Section 3. Severability.

If any section, sentence, clause, phrase, or word of this Ordinance is, for any reason, held or declared to be unconstitutional, inoperative or void, such holding or invalidity shall not affect the remaining portions of the Ordinance, and it shall be construed to be the legislative intent to pass this Ordinance without such unconstitutional, invalid, or inoperative part therein.

Section 4. Effective Date.

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

ACKNOWLEDGEMENTS

PINELLAS PLANNING COUNCIL

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Commissioner Blaine LeCouris, Vice Chairperson
Commissioner Daniel Pohto, Secretary
Commissioner George M. Jirotko, Treasurer
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Councilmember Daryl Landis

David P. Healey, AICP
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Fred E. Marquis
County Administrator

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Part I: INTRODUCTION

Section 1.0 BACKGROUND

Several local governments in Pinellas County have identified one or more roadway corridors as "Scenic/Non-Commercial Corridors" dating from 1965. In most cases, this action took the form of a resolution that assigned the "scenic/non-commercial" term to the roadway without the benefit of a definitive plan of action by which to achieve the stated purpose. Over time, eight separate roadways or portions of roadways have been recognized as Scenic/Non-Commercial Corridors in some form throughout Pinellas County.

With the readoption of the Countywide Plan in 1989 and the update of the Plan Rules in 1992, it became apparent that a more explicit enumeration of the purpose, method of selection and guidelines by which to implement Scenic/Non-Commercial Corridors was in order. To address these issues in a manner that would build upon the previous efforts of local government and the Pinellas County Planning Council, the Planning Council authorized the preparation of the Scenic Non-Commercial Corridor Master Plan. The Council approved the Master Plan as an advisory document to support this Scenic/Non- Commercial Corridor Plan Element.

Section 1.1 PURPOSE

The purpose of this Scenic/Non-Commercial Corridor Plan Element is to provide a basis for protecting scenic qualities, ensuring the integrity of the Countywide Future Land Use Plan, discouraging visual clutter, enhancing design considerations and encouraging more efficient traffic operation along selected roadway corridors in the County.

The Scenic/Non-Commercial Corridor Plan Element establishes the rationale, recommended delineation and proposed treatment for a system of especially important Pinellas County roadway corridors. The Scenic/Non-Commercial Corridor Plan Element is the adopted policy from which to develop relevant amendments to the Rules Concerning the Administration of the Countywide Future Land Use Plan.

Section 1.2 ORGANIZATION

The Scenic/Non-Commercial Corridor Plan Element is derived from the Countywide Scenic/Non-Commercial Corridor Master Plan approved by the Pinellas Planning Council Resolution No. 94-9 and received by Countywide Planning Authority Resolution No. 94-228. The Master Plan was prepared to establish an advisory document that would both serve as support documentation for this Scenic/Non-

Commercial Corridor Plan Element and corresponding Countywide Plan Rules and to illustrate potentially useful landscape and streetscape design treatments.

This Countywide Scenic/Non-Commercial Corridor Plan Element establishes a common, recognized policy for the selection and treatment of Scenic/Non-Commercial Corridors under the Countywide Plan.

The Rules Concerning the Administration of the Countywide Future Land Use Plan will identify the approved Scenic/Non-Commercial Corridors and the factors to be considered in amendment of the Countywide Future Land Use Plan along such corridors.

The hierarchy or relationship between the three separate documents and the respective role of each is as follows:

- Master Plan - The Scenic/Non-Commercial Corridor Master Plan is an approved, non-binding advisory or reference document which supports the Scenic/Non-Commercial Corridor Plan Element and the Rules Concerning the Administration of the Countywide Future Land Use Plan.
- Plan Element - The Scenic/Non-Commercial Corridor Plan Element is the adopted component of the Countywide Comprehensive Plan establishing formal rationale, methodology and recommended means of implementation. The Plan Element will serve as the basis for amendment to the Rules Concerning the Administration of the Countywide Future Land Use Plan and the subsequent administration of the Rules.
- Rules - The Rules Concerning the Administration of the Countywide Future Land Use Plan include the adopted enumeration of corridors and guidelines for their consideration in the administration of the Countywide Future Land Use Plan.

PART II: GOALS, OBJECTIVES AND POLICIES

The overall goal statement, four major objectives and policies by which those objectives are to be achieved are enumerated below. Together, these goals, objectives and policies identify the purpose and establish the rationale for the selection, classification, protection and improvement of special roadway corridors in Pinellas County.

Section 2.0: OVERALL GOAL STATEMENT

THE INTENT AND PURPOSE OF THE SCENIC/NON-COMMERCIAL CORRIDOR PLAN ELEMENT IS TO GUIDE THE PRESERVATION AND ENHANCEMENT OF THE SCENIC QUALITIES, TO ENSURE THE INTEGRITY OF THE COUNTYWIDE FUTURE LAND USE PLAN AND TO MAINTAIN AND ENHANCE THE TRAFFIC OPERATION OF DESIGNATED ROADWAY CORRIDORS IN PINELLAS COUNTY.

Section 2.1 OBJECTIVES AND POLICIES

Objective 1.0 TO PRESERVE AND ENHANCE THE SCENIC QUALITIES FOUND ALONG THESE CORRIDORS.

Policy 1.1 Encourage the preservation and use of existing natural landscape features, where appropriate, within required landscape buffers.

Policy 1.2 Encourage the preservation of views or vistas of particular scenic or unique features, such as waterbodies, significant wetland preserves, or parks and open space areas.

Objective 2.0 TO ENCOURAGE SUPERIOR COMMUNITY DESIGN AND ENHANCED LANDSCAPE TREATMENT, BOTH OUTSIDE OF AND WITHIN THE PUBLIC RIGHT-OF-WAY, AND TO FOSTER COMMUNITY AWARENESS OF THE SCENIC NATURE OF THESE CORRIDORS.

Policy 2.1 Encourage the establishment of standards requiring minimum landscape buffers or green space areas (varying in width based upon land use and proposed buffer landscaping) adjacent to a Scenic/Non-Commercial Corridor roadway.

- Policy 2.2 Recommend landscaping within the public right-of-way meet all safety and design (clear recovery and sight distance) standards to ensure roadway safety.
- Policy 2.3 Recommend landscape design standards (including plant materials, walls or fencing, and landscape appurtenances) as set forth in the Scenic/Non-Commercial Corridor Master Plan consistent with the various Corridor Subclassifications.
- Policy 2.4 Encourage the use of low maintenance and low water demand (xeriscape) plant materials within both the public right-of-way and within on-site buffer and landscape areas.
- Policy 2.5 Encourage the installation of landscaping within the public right-of-way. To the maximum extent possible, it is recommended such landscaping be done in accordance with the design standards identified within the Scenic/Non-Commercial Corridor Master Plan, providing that it does not impede the flow or safe movement of traffic and there is a mechanism for adequate maintenance.
- Policy 2.6 Recommend that proper landscape maintenance of on-site buffer areas be the responsibility of the property owner.
- Policy 2.7 Recommend that public signs be coordinated as to method of display and multiple signs be placed on a single stanchion, where appropriate, and graphic content (similar size, color, font) for similar signs be coordinated.
- Policy 2.8 Encourage on-site pedestrian and on-site bikeway facilities to connect with any existing or planned system along Scenic/Non-Commercial Corridor rights-of-way.
- Policy 2.9 Encourage stormwater management detention/retention areas within, and adjacent to, a Scenic/Non-Commercial Corridor right-of-way to be designed to blend with the overall landscape theme established for the Corridor.
- Policy 2.10 Encourage, where appropriate, the replacement of traffic signals on wires with freestanding single fixtures which also provide space for public directional signage.

- Policy 2.11 Encourage the identification and use of standard guidelines for the location and design of street lighting fixtures.
- Policy 2.12 Encourage the consolidation and coordination of all street furnishings as listed within the Scenic/Non-Commercial Corridor Master Plan and the prioritization of upgraded furnishings along designated Corridors.
- Policy 2.13 Encourage, where appropriate and economically feasible, the installation or relocation of utilities underground, such as power lines, transformers, utility easement/right-of-way markers, utility meters and traffic control devices, in order to minimize visual clutter.
- Objective 3.0 TO ENCOURAGE LAND USES ALONG THESE CORRIDORS, WHICH CONTRIBUTE TO AN INTEGRATED, WELL PLANNED AND VISUALLY PLEASING DEVELOPMENT PATTERN, WHILE DISCOURAGING THE PROLIFERATION OF COMMERCIAL, OFFICE, INDUSTRIAL OR INTENSE RESIDENTIAL DEVELOPMENT BEYOND AREAS SPECIALLY DESIGNATED FOR SUCH USES ON THE FLUP.**
- Policy 3.1 Encourage development that is compatible in scale and intensity with the intent of the Corridor classification.
- Policy 3.2 Guide land use types and densities/intensities adjacent to a designated Corridor roadway in a manner consistent with the Pinellas County Countywide Future Land Use Plan and the specific objectives of the Scenic/Non-Commercial Corridor Master Plan.
- Policy 3.3 Encourage the establishment of standards by local governments regulating setbacks for buildings, accessory structures and parking areas, such that the recommendations contained within the Scenic/Non-Commercial Corridor Master Plan may be implemented.
- Policy 3.4 Encourage consolidation of small lots to create better quality of development.
- Policy 3.5 Encourage the prohibition of free-standing, off premises signs (billboards) within a specified distance of the right-of-way of a Scenic/Non-Commercial Corridor roadway.

Policy 3.6 Encourage all new and existing development to, at a minimum, comply with the provisions of the "Countywide Sign Ordinance".

Policy 3.7 Respect established policies by local governments as they relate to Scenic/Non-Commercial Corridors where those policies further the goals, objectives and policies of the Scenic/Non-Commercial Corridor Plan Element.

Objective 4.0 TO ASSIST IN MAINTAINING AND ENHANCING THE TRAFFIC OPERATION OF ROADWAYS WITHIN THESE CORRIDORS THROUGH LAND USE TYPE AND DENSITY/INTENSITY CONTROLS, BY CONFORMANCE TO ACCESS MANAGEMENT REGULATIONS, BY SELECTIVE TRANSIT ROUTE LOCATION, AND BY THE DEVELOPMENT OF INTEGRATED AND SAFE PEDESTRIAN AND BICYCLE ACCESS SYSTEMS.

Policy 4.1 Recommend that public signs of a directional, informational and advisory nature be limited to those required to adequately inform the public and to those required by law.

Policy 4.2 Encourage the connection of adjacent commercial, office, industrial and multi-family parking and internal access or interior frontage road facilities, and the granting of appropriate cross-access easements, to permit access between compatible uses and limit unnecessary access conflicts on Scenic/Non-Commercial Corridor roadways.

Policy 4.3 Encourage the identification of heightened access management standards that address the special importance of and opportunities to enhance access management on Scenic/Non-Commercial Corridors.

PART III: CORRIDOR IDENTIFICATION AND EVALUATION

This Scenic/Non-Commercial Corridor Plan Element serves as a basis for identifying and evaluating qualified candidate roadway corridors regarding their scenic characteristics, land use relationships, and traffic operational qualities. Roadway corridors are first qualified based on the criteria identified below. Extensive evaluation is then conducted for each qualified roadway to produce a recommended corridor network.

Section 3.0 QUALIFICATION CRITERIA

Ultimate designation of a roadway corridor as a Scenic/Non-Commercial Corridor requires consideration of many factors. A corridor, or segment of a corridor, must meet the following criteria to qualify for consideration:

- A-1: The roadway/roadway segment shall either currently, or be proposed to, serve as a significant carrier of vehicular traffic, which shall be defined as having a future functional classification of minor arterial or greater in the MPO Year 2010 Long Range Highway Plan or its successor plan; and
- A-2: The corridor containing the roadway/roadway segment has considerable potential to experience, within the MPO Year 2010 Plan or its successor plan, land use and development pressures that could result in a significant increase in land use intensity/density or altered use characteristics; and
- A-3: The roadway/roadway segment within the corridor has, or is projected to have within the MPO Year 2010 Plan or its successor plan, significant traffic volumes based on the planned future capacity of that roadway; and
- A-4: The corridor containing the roadway/roadway segment demonstrates the presence of "scenic qualities" of a natural or architectural form, or the potential for enhancement or creation of these "scenic qualities".

-OR-

- B-1: The roadway/roadway segment contains unique scenic, cultural, recreational or historic resources within the corridor, irrespective of that roadway corridor's ability to meet other qualification criteria.

Those roadway corridors meeting criteria A-1 through A-4 are termed "Primary" Corridor candidates. Those meeting only criteria B-1 are identified as "Unique" Corridor candidates.

Exhibit 1 -- CORRIDOR EVALUATION & CLASSIFICATION FORM

ROADWAY _____

SEGMENT FROM _____ to _____

SCENIC CRITERIA	RATING				UNIQUE FEATURE
	NEGATIVE		POSITIVE		
• Upland treed area	0	1	2	3	[]
• Environmentally significant area	0	1	2	3	[]
• Corridor tree canopy	0	1	2	3	[]
• Water views & vistas	0	1	2	3	[]
• R.O.W. enhancement potential	0	1	2	3	[]
• Absence of above ground utilities	0	1	2	3	[]
• Absence of off-premise signs	0	1	2	3	[]
• Acceptable treatment of reverse frontage lots	0	1	2	3	[]
• High quality landscape and architectural elements	0	1	2	3	[]

Comments: _____

Total

LAND USE CRITERIA	RATING				UNIQUE FEATURE
	NEGATIVE		POSITIVE		
• Absence of the proliferation of existing or FLUP- designated commercial or intensive residential development	0	1	2	3	[]
• Significant public or quasi-public land uses	0	1	2	3	[]
• Existing of FLUP-designated open space, recreation or parks	0	1	2	3	[]
• Cultural or historic resources	0	1	2	3	[]
• Tourist & entertainment facilities	0	1	2	3	[]
• Absence of small-lot land uses	0	1	2	3	[]
• Consolidated commercial development consistent w/ FLUP	0	1	2	3	[]
• Integrated, well-planned community development	0	1	2	3	[]
• Community gateway area	0	1	2	3	[]

Comments: _____

Total

TRAFFIC OPERATIONAL CRITERIA	RATING				UNIQUE FEATURE
	NEGATIVE		POSITIVE		
• Low frequency of driveways	0	1	2	3	[]
• Cross-access or frontage road provisions	0	1	2	3	[]
• Appropriate frequency of signalization	0	1	2	3	[]
• Acceptable traffic volume to capacity ratio (2010)	0	1	2	3	[]
• Absence of unnecessary median openings	0	1	2	3	[]
• Pedestrian and bike movement facilities	0	1	2	3	[]
• Transit routes and shelters	0	1	2	3	[]

Comments: _____

Total

RECOMMENDATION _____

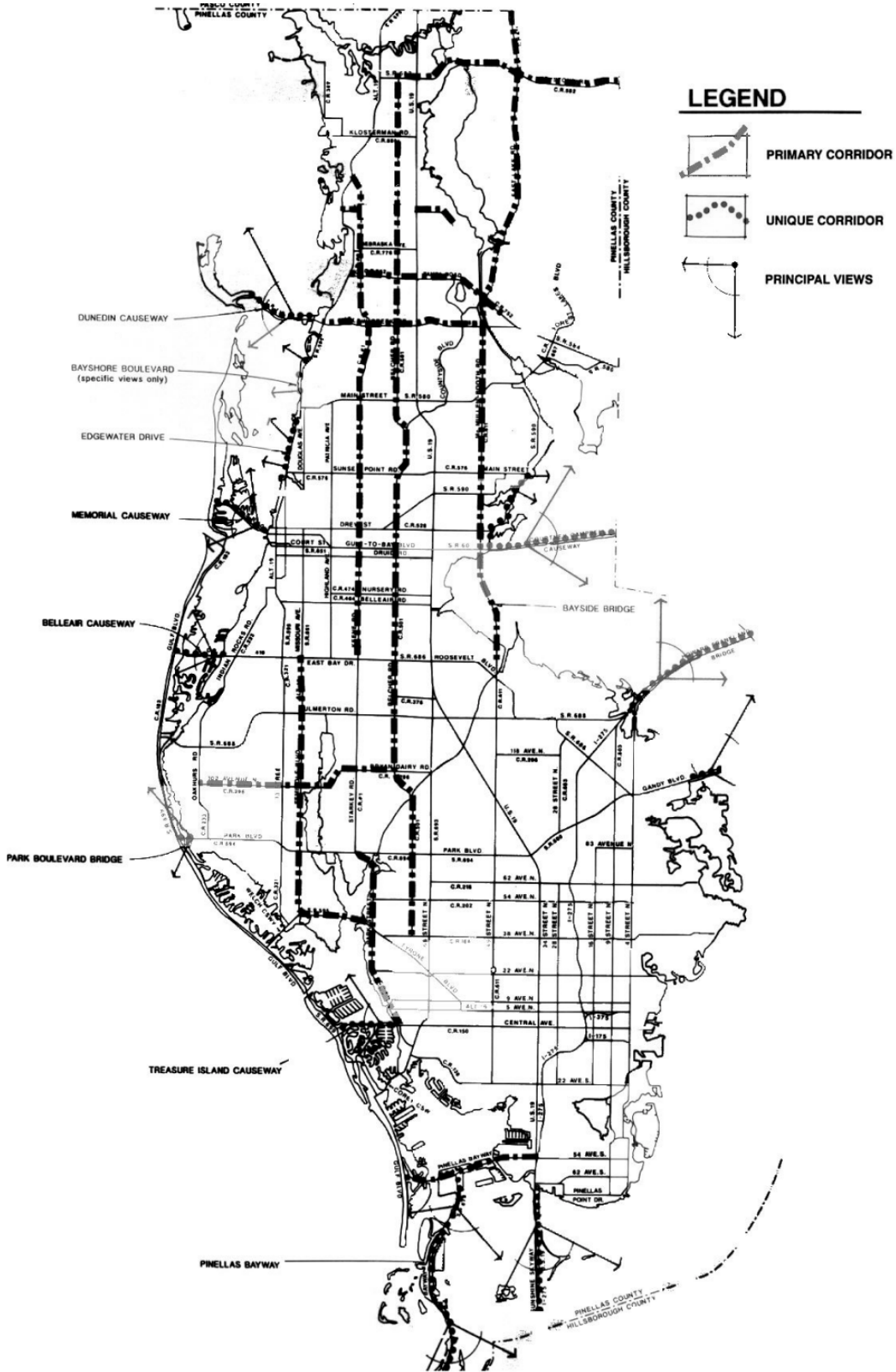
Section 3.1 CORRIDOR EVALUATION

Exhibit 1 - Corridor Evaluation & Classification Form identifies the criteria by which to further evaluate those corridors that pass the initial qualification screening process. The form is structured to gather information and rate each qualified corridor to assist in making a determination as to its appropriateness for Scenic/Non-Commercial Corridor designation. In order to qualify for recommendation as a Scenic/Non-Commercial Corridor, individual segments of a corridor and the corridor as a whole are rated based on existing conditions and potential for enhancement relative to the enumerated factors which comprise the Corridor Evaluation and Classification Form (Exhibit 1).

In addition to the numerical rating assigned each evaluated roadway, other factors to be considered in recommending a corridor for classification as a Scenic/Non-Commercial Corridor include, but are not limited to, the following:

1. Inclusion of significant "gateway" roadways, or roadway segments, that welcome visitors to Pinellas County;
2. Inclusion, where possible, of roadways that create a network of Scenic/Non- Commercial Corridors to permit travel throughout the County; and
3. Inclusion, where possible, of roadways that are principal means of access to tourist/visitor attractions.

Exhibit 2 - SCENIC/NON-COMMERCIAL CORRIDOR NETWORK



PART IV: CORRIDOR SELECTION AND CLASSIFICATION

Section 4.0 SCENIC/NON-COMMERCIAL CORRIDORS

Based upon the evaluation of qualified corridors, the following roadway corridors are designated Scenic/Non-Commercial Corridors:

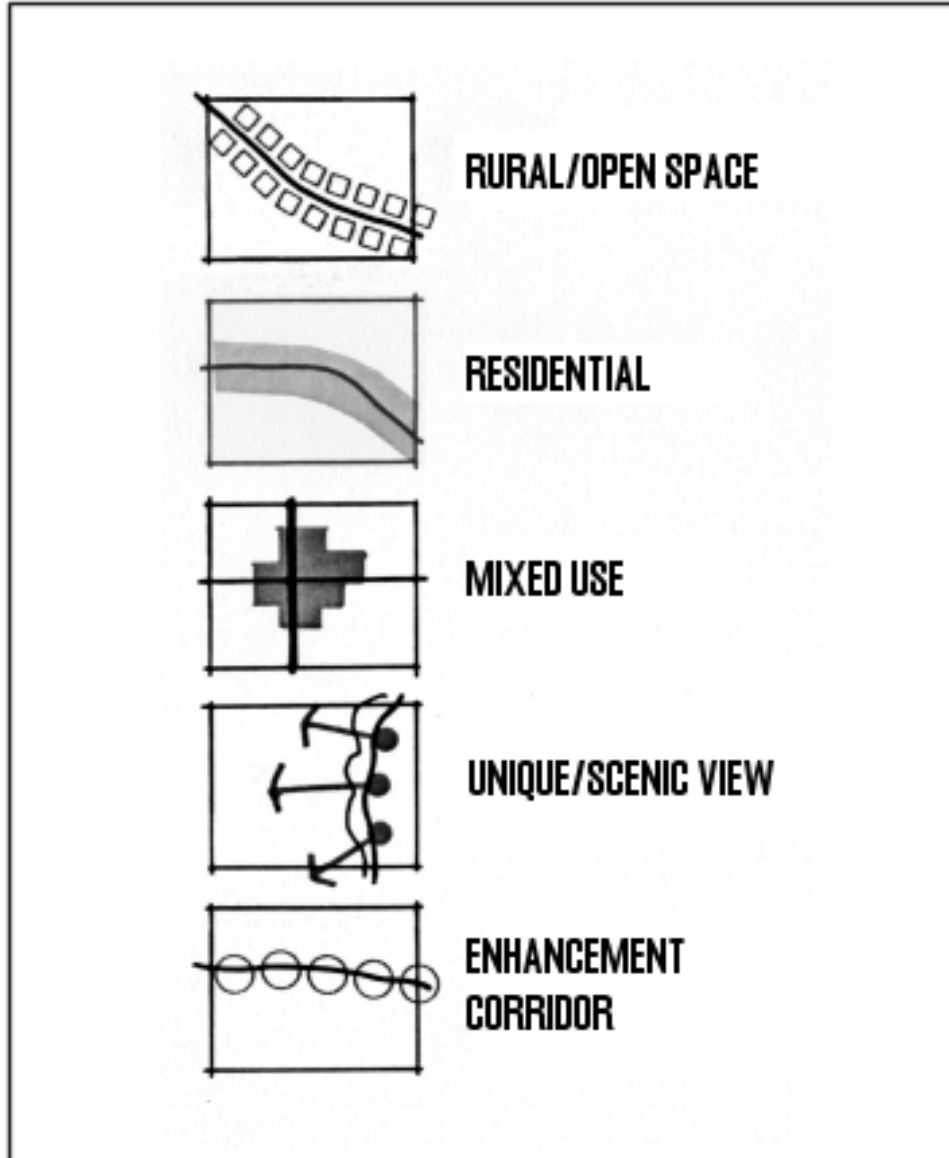
Primary Corridors:

- Keystone Road from US 19 to Hillsborough County Line
- Alderman Road from US Alternate 19 to Fish Hatchery Road
- Tampa Road from US Alternate 19 to East Lake Woodlands Pkwy.
- Curlew Road from US Alternate 19 to McMullen-Booth Road
- CR-1/Keene Road from Alderman Road to East Bay Drive
- Belcher Road from Klosterman Road to 38th Avenue North
- McMullen-Booth Road/East Lake Road from Pasco County Line to SR-60
- 102nd Avenue North/Bryan Dairy Road from Oakhurst Road to Belcher Road
- Pinellas County Bayway from Gulf Boulevard to US-19/I-275
- 113th Street/Ridge Road from West Bay Drive to Madeira Beach Causeway
- Park Street from Park Boulevard to Central Avenue
- Tyrone Boulevard from 113th Street North to Park Street

“Unique” Corridors:

- Edgewater Drive from Scotland Street (Dunedin) to Sunset Point Road
- Bayshore Drive from Main Street (Safety Harbor) to SR-60
- Courtney Campbell Parkway (Causeway) from McMullen-Booth Road/Bayside Bridge (49th Street Bridge) to Hillsborough County Line
- Dunedin Causeway from Honeymoon Island Park to east approach
- Memorial Causeway and its approaches
- Bayside Bridge (49th Street Bridge) and its approaches
- Gandy Bridge approach to Hillsborough County Line
- Howard Frankland Bridge (I-275) approach to Hillsborough County Line
- Belleair Causeway and its approaches
- Park Boulevard Bridge and its approaches
- Treasure Island Causeway and its approaches
- Pinellas Bayway (SR-679) from Fort DeSoto Park to Pinellas County Bayway (SR-682)
- Sunshine Skyway Bridge (I-275) approach to Hillsborough County line

Exhibit 3 - CORRIDOR SUBCLASSIFICATION LEGEND



Section 4.1 CORRIDOR SUBCLASSIFICATION

To develop standards that will guide the preservation and enhancement of the scenic qualities of roadways recommended for designation as Scenic/Non-Commercial Corridors, it is necessary to classify roadway segments of each corridor by their individual characteristics.

Based on the grouping of similar Countywide Future Land Use Plan (FLUP) designations, five (5) Scenic/Non-Commercial Corridor segment subclassifications are created:

- Rural/Open Space
- Residential
- Mixed Use
- Unique/Scenic View
- Enhancement Connector

These subclassifications for land abutting scenic/non-commercial corridors are defined as follows:

- Rural/Open Space - Areas characterized by rural residential and open space uses, and classified as Residential Rural (RR), Residential Estate (RE), Recreation/Open Space (R/OS) or Preservation (P) on the Countywide Future Land Use Plan.
- Residential - Areas characterized by low density residential uses and classified as Residential Suburban (RS), Residential Low (RL), or Residential Urban (RU) on the Countywide Future Land Use Plan.
- Mixed Use - Areas characterized by medium to high density residential uses classified as Residential Low Medium (RLM), Residential Medium (RM), Residential High (RH), Residential Very High (RVH); mixed use classified as Residential/Office Limited (R/OL), Residential/Office General (R/OG), Residential Office Retail (R/O/R); commercial uses classified as Commercial Neighborhood (CN), Commercial Limited (CL), Commercial Recreation (CR), Commercial General (CG); or a combination of these land use designations.
- Unique/Scenic View - Areas characterized by their unique scenic, cultural, recreational or historic resources and typically classified as Recreation/Open Space (R/OS) or Preservation (P).

- Enhancement Connector - Areas characterized by an existing or evolving pattern of land uses that are not exclusively non-commercial, including the respective plan categories within the Residential, Mixed Use, Commercial, Industrial, or Public/Semi-Public plan classifications shown on the Countywide Future Land Use Plan. This subclassification may include roadway segments that would not otherwise qualify as a Scenic/Non-Commercial Corridor, but where it is appropriate to include such segments in order to provide continuity and interconnection of the corridor designation, as well as to encourage their visual and operational enhancement to compliment the larger corridor.

Corridor segment subclassifications are illustrated in **Exhibit 3 - Corridor Subclassification Legend**. The classification of individual roadway segments is intended to be consistent with the abutting Future Land Use Plan (FLUP) designation; therefore, if a Future Land Use Plan designation is amended, it is the intent of this Plan Element that a corresponding, consistent modification in the Scenic/Non-Commercial Corridor subclassification be implemented simultaneously.

The corridor subclassifications are designed to reflect the character of the Countywide Future Land Use Plan categories of which they are comprised and as the basis to differentiate between appropriate design guidelines applicable thereto. They are not intended to support, and shall not serve as justification for, amendment of the Countywide Future Land Use Plan.

The delineation and subsequent modification of the corridor subclassifications shall be as set forth in the Rules Concerning the Administration of the Countywide Future Land Use Plan.

Section 4.2 OTHER CORRIDOR CLASSIFICATIONS

The process to qualify, evaluate and select Scenic/Non-Commercial Corridors led to the identification of two other corridor classifications -visual enhancement thoroughfare and locally significant corridor/view -each of which is described below.

Visual Enhancement Thoroughfare - A roadway corridor not recommended for designation as a Scenic/Non-Commercial Corridor, but that warrants consideration of its visual character to recognize the roadway is a significant carrier of vehicular traffic, functions as a "gateway" to the County, or links designated Scenic/Non-Commercial Corridors.

Locally Significant Corridor/View - A roadway corridor not recommended for designation as a Scenic/Non-Commercial Corridor but that may warrant special consideration and treatment on the local level due to its unique, scenic, cultural or historical character.

Visual Enhancement Thoroughfares and Locally Significant Corridors/Views are identified in the Scenic/Non-Commercial Corridor Master Plan for consideration by the local government/agency with jurisdiction. The designation and treatment of either of these other types of corridors shall be as determined appropriate by the local government/agency with jurisdiction

Exhibit 4 - MINIMUM ROADWAY CLASSIFICATION SEGMENTS

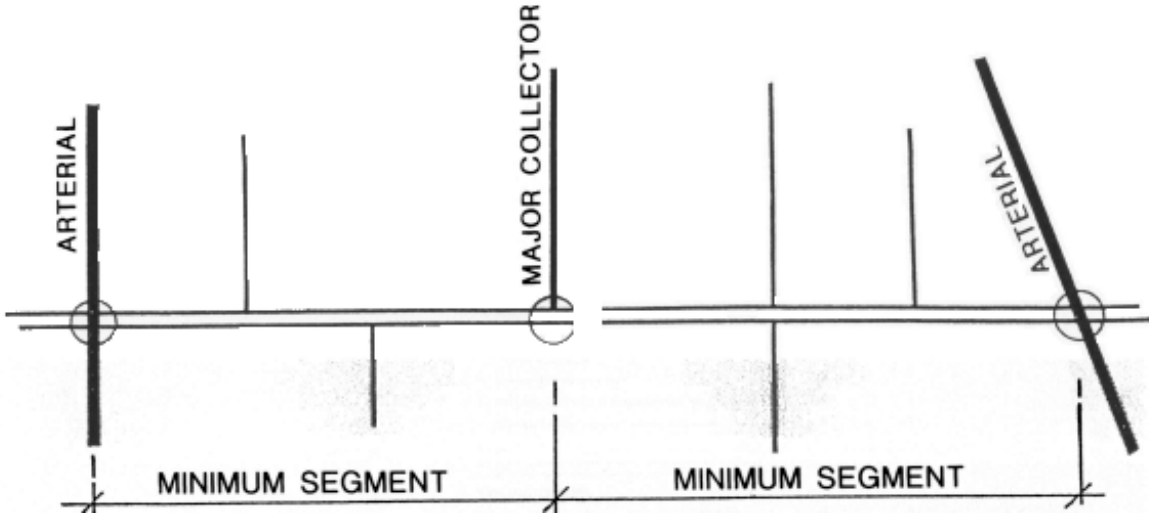
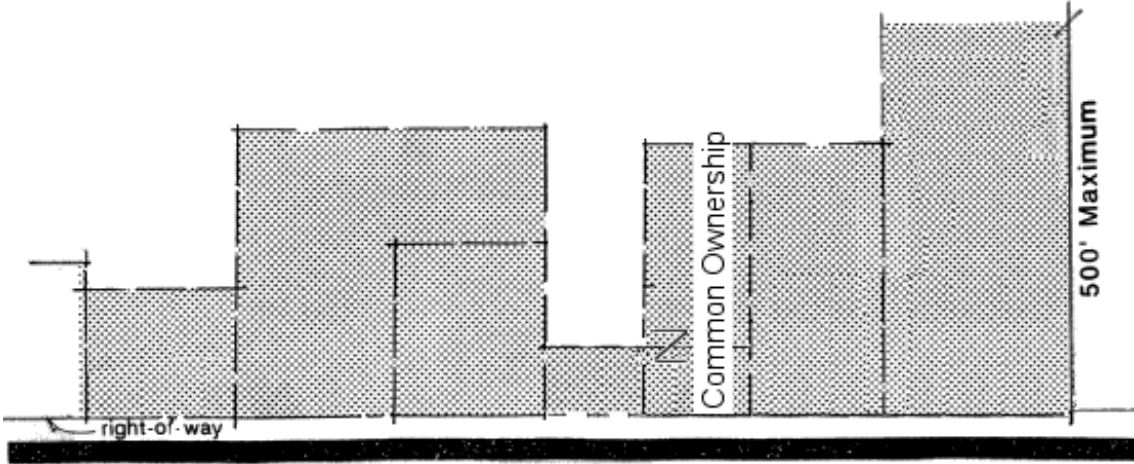


Exhibit 5 - CORRIDOR WIDTH



PART V: CORRIDOR COMPONENTS

Section 5.0 MINIMUM ROADWAY SEGMENTS

That segment spanning between the corridors intersection with major collector roadways as illustrated in accompanying **Exhibit 4 - Minimum Roadway Classification Segment** is the minimum roadway segment length that is eligible for separate subclassification.

It is the intent of this provision to encourage continuity of the corridor subclassification between major collector roadways and to discourage a disjointed, non-continuous pattern as to the corridor subclassifications.

Section 5.1 CORRIDOR WIDTH

Corridor width varies as illustrated in **Exhibit 5 - Corridor Width**. Width determinations shall consider the depth of each vacant parcel or land use that abuts or functionally relates to the road right-of-way, from a land use, visual or traffic operations standpoint, generally extending to a depth of five hundred (500) feet from the corridor right-of-way.

The five hundred (500) feet distance may be expanded or diminished at the discretion of the Pinellas Planning Council and Countywide Planning Authority, for the purpose of reviewing amendments to the Countywide FLUP, only where exceptional circumstances warrant and based upon such factors as may be enumerated in the Rules Concerning the Administration of the Countywide Future land Use Plan.

Section 5.2 OTHER CORRIDOR COMPONENTS

Other components of a Scenic/Non-Commercial Corridor are identified to establish a common terminology among corridors in separate jurisdictions. The terms and their description are illustrative only and nothing herein shall preclude a local jurisdiction from adopting different terms or definitions for these corridor components.

Other components of the Scenic/Non-Commercial Corridor are illustrated in **Exhibit 6 -Design Intensity** and **Exhibit 7 - Design Components** and include the following:

- **Design Intensity** -The intensity of landscape/streetscape improvements should vary based upon the specific subclassification of the Corridor (Rural/Open Space, Residential, Mixed Use, Unique/Scenic View, or Enhancement Connector) and proximity to intersections of varying importance (Gateway, Primary, or Secondary). Generally, intensity of corridor landscape/streetscape treatment should increase as land use intensity increases and as intersection importance increases. This concept shall not be construed to mean that land use intensity should increase at intersections or other "nodal" areas.
- **Corridor Boundary** -The limits of the Scenic/Non-Commercial Corridor as defined by land uses which abut or functionally relate to the corridor from a land use, visual or traffic operations standpoint.

Exhibit 6 – DESIGN INTENSITY

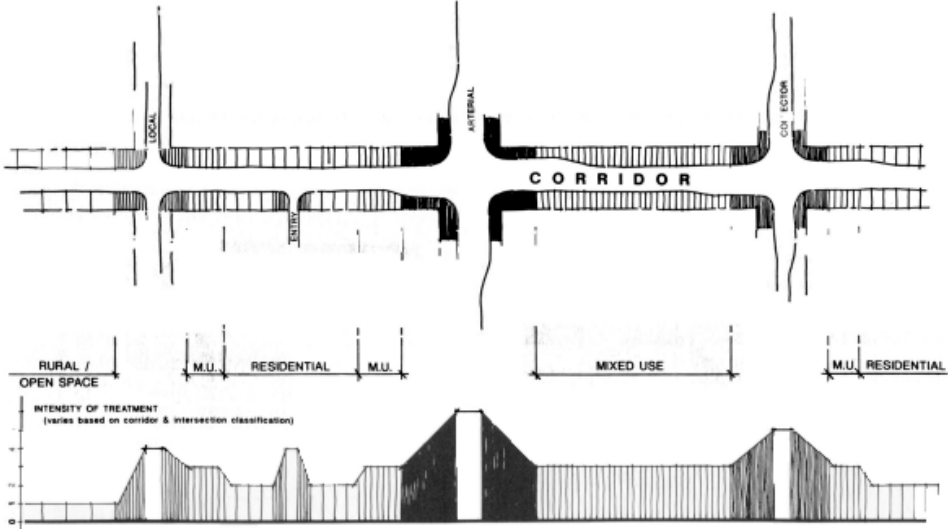
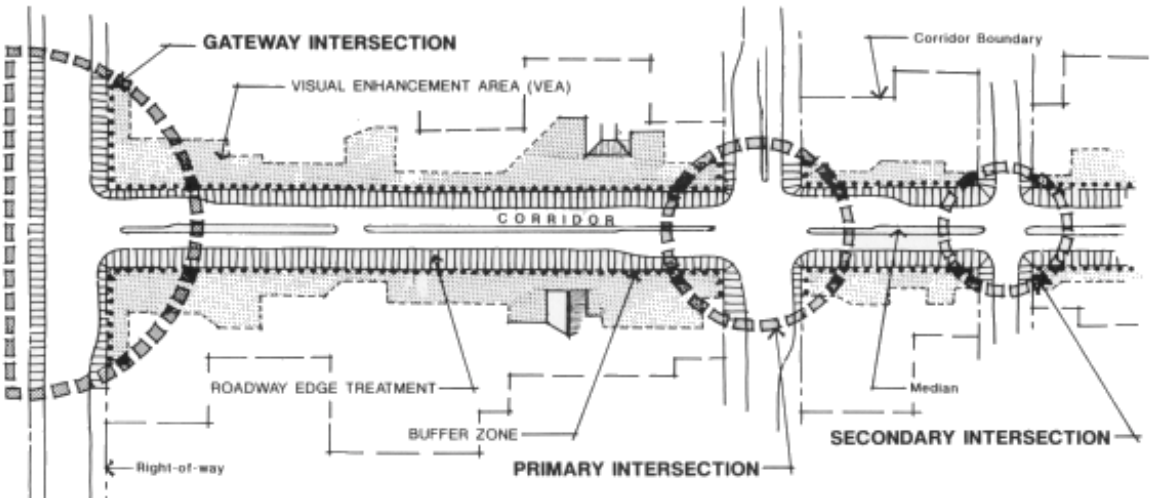


Exhibit 7 – DESIGN COMPONENTS



- Visual Enhancement Area (VEA) - That area readily visible from a Scenic/Non-Commercial Corridor roadway.
- Buffer Zone - That portion of the Visual Enhancement Area located interior to the lot and adjacent to the public right-of-way of a Scenic/Non-Commercial Corridor roadway.
- Roadway Edge Treatment - That portion of the Visual Enhancement Area located within the public right-of-way and lying between the property line and edge of pavement.
- Median - That portion of the Visual Enhancement Area located within the public right-of-way and serving as a directional divider of traffic flow capable of accommodating landscape enhancement.
- Gateway Intersection - Corridor roadway with a major arterial roadway or the entry or terminus point of a designated Corridor.
- Primary Intersection - The intersection of a designated Scenic/Non-Commercial Corridor roadway with a minor arterial or major or minor collector roadway.
- Secondary Intersection - The intersection of a designated Scenic/Non-Commercial Corridor roadway with a local street or project entry.

The specific design treatment of these corridor components shall rest with the local government jurisdiction that regulates the use of land through which the corridor traverses outside the public right-of-way and the agency responsible for the road within the public right-of-way. Visual enhancement guidelines have been prepared as set forth in the Scenic/Non-Commercial Corridor Master Plan and are recommended to be used as an advisory guide in selecting the appropriate design principles for the respective corridor components.

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PART VI: IMPLEMENTATION

Section 6.0 PRINCIPAL STEPS

There are several steps that are essential to the implementation of the Scenic/Non-Commercial Corridor Plan Element. These follow-through actions include both those actions to be initiated under the auspices of the Pinellas Planning Council and Countywide Planning Authority and those actions that rest with local government and the respective agency with jurisdiction over a particular roadway.

The specific steps recommended to implement the Scenic/Non-Commercial Corridor Plan Element and the responsibility therefor include:

- 1) Plan Adoption - Approval of the Scenic/Non-Commercial Corridor Plan Element by the Planning Council and Countywide Planning Authority.
- 2) Rule Amendment - Approval of an amendment to the Rules Concerning the Administration of the Countywide Future Land Use Plan by the Planning Council and Countywide Planning Authority.
- 3) Local Government Plans/Regulations - Review of local plans and regulations by the respective local governments.
- 4) Public Improvements - Construction and maintenance of streetscape improvements by the agency/government with jurisdiction of the designated corridor.
- 5) Review/Update - Periodic reevaluation and update of the Scenic/Non-Commercial Corridor recommendations by the Planning Council and Countywide Planning Authority.

Section 6.1 PLAN ADOPTION

Adoption of the Scenic/Non-Commercial Corridor Plan Element as an amendment of the Countywide Comprehensive Plan establishes a policy foundation on which the subsequent individual actions can be based. Nothing in this Plan Element shall be construed or applied so as to require local government plans or regulations to be amended to address the recommendations set forth herein.

Section 6.2 RULE AMENDMENT

The "Rules Concerning the Administration of the Countywide Future Land Use Plan, as Amended", authorized under Section 5(7)(b) of Chapter 88-464, Laws of Florida, as amended, currently provide for Scenic/Non-Commercial Corridors under Article 2, Section 2.3.3.8.2 and Article 4, Section 4.2.7.1.

Upon adoption of the Scenic/Non-Commercial Corridor Plan Element, amendment of the "Rules Concerning the Administration of the Countywide Future Land Use Plan" is recommended to update and modify the Rules consistent with the Plan Element to identify the list of designated corridors and establish the basis for their consideration relative to any subsequent amendment of the Countywide Future Land Use Plan.

Section 6.3 LOCAL GOVERNMENT PLANS/REGULATIONS

Adoption of the Scenic/Non-Commercial Corridor Plan Element and approval of amendment of the Rules Concerning the Administration of the Countywide Future Land Use Plan" are key components of implementation. It is also essential that local governments review their local plans and development regulations to establish and maintain consistency with the Rules, as amended. The sole requirement for local government plans or regulations relative to consistency with the Scenic/Non-Commercial Corridor provisions shall be as set forth in the "Rules Concerning the Administration of the Countywide Future Land Use Plan".

It is separately recommended that local plans and regulations be compared with the advisory visual enhancement guidelines of the Scenic/Non-Commercial Corridor Master Plan. Such a review and any adjustment based on the visual enhancement guidelines would be conducted solely at the discretion of the local government.

Section 6.4 PUBLIC IMPROVEMENTS

Agencies with jurisdiction over roadway design, construction or improvement are encouraged to allocate sufficient funds to adequately landscape and provide street furnishings consistent with the guidelines identified in the advisory Scenic/Non-Commercial Corridor Master Plan. Only through a combined public/private effort can the maximum benefit and the full impact of the visual enhancement guidelines be realized.

It is recommended that priorities for improvements within the public rights-of-way be based upon the opportunity to preserve and enhance scenic qualities, achieve maximum visual impact, and recognize economies of scale and timing.

The establishment of priorities, the utilization of the advisory visual enhancement guidelines and the funding, construction and maintenance of public improvements in the road right-of-way shall be at the sole discretion of the local government or agency with responsibility for constructing/maintaining the roadway and are not requirements of this Plan Element.

Section 6.5 REVIEW/UPDATE

It is the intent of the Scenic/Non-Commercial Corridor Plan Element to provide for the periodic evaluation of designated corridors and potential new corridors. The procedure for candidate selection, evaluation and classification, as set forth in this scenic/Non- Commercial Corridor Plan Element, should be applied regularly (at intervals of not greater than 5 years) in order to insure that all Pinellas County roadways that warrant designation as a Scenic/ Non-Commercial Corridor are included and that such designations reflect current conditions and policies.

PART VII: CONCLUSION

This Countywide Scenic/Non-Commercial Corridor Plan Element is recommended to be adopted and maintained as part of the Countywide Comprehensive Plan. Based on the adopted Plan Element, the "Rules Concerning the Administration of the Countywide Future Land Use Plan" are recommended to be amended.

In summary, the Pinellas Planning Council and Countywide Planning Authority shall implement this Scenic/Non-Commercial Corridor Plan Element by administering the Countywide Future Land Use Plan and by assisting member local governments in achieving the visual and operational enhancement of the designated corridors, as requested and to the extent possible, consistent with the Plan Element and Rules.