



FDOT

Citrus

Hernando

Pasco

STATE OF FLORIDA

Pinellas

GATEWAY EXPRESS

Board of County Commissioners Workshop

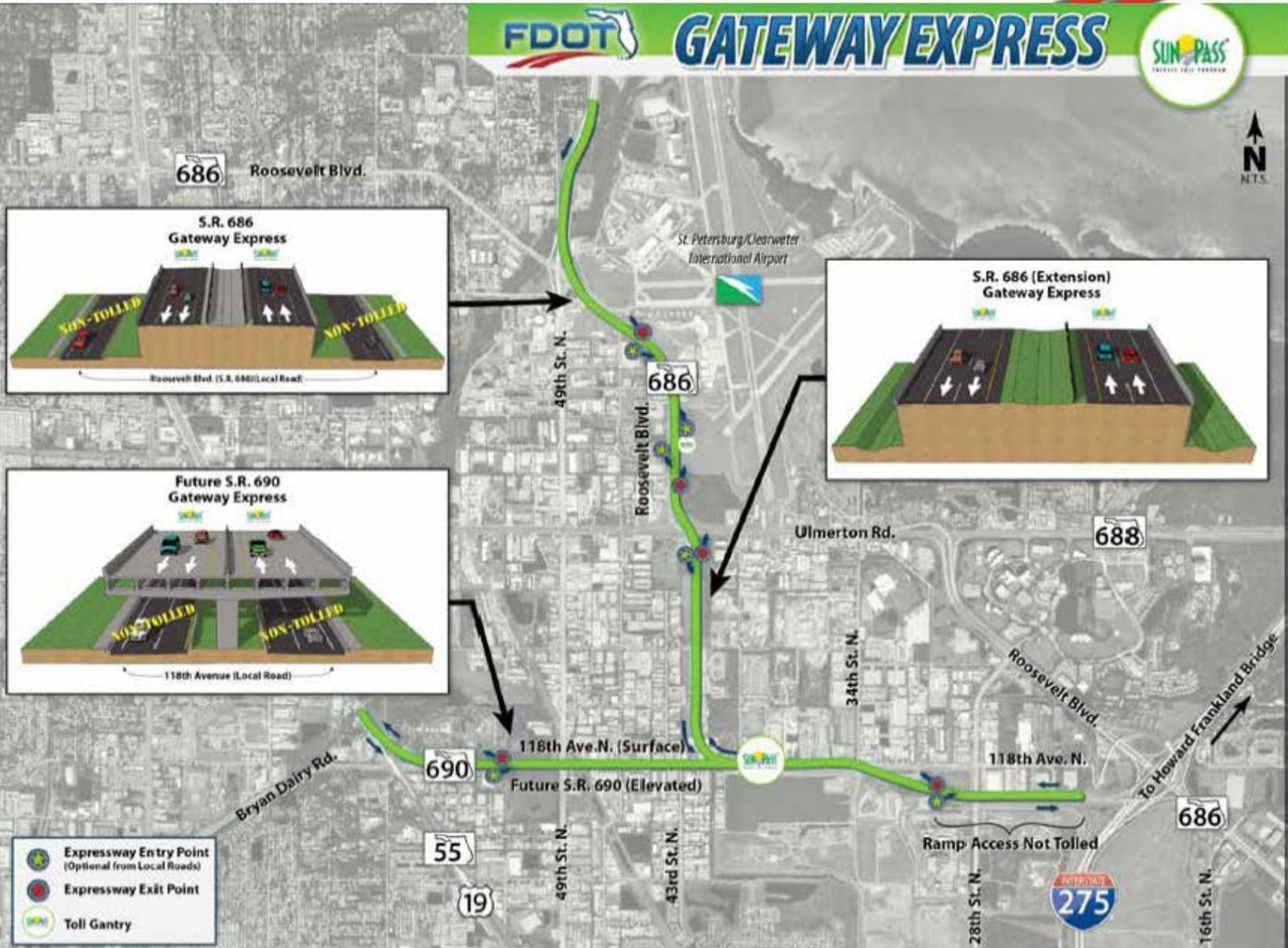
July 29, 2014

- History
- Coordination
 - PSTA
 - Airport
 - Right-of-Way
 - Ponds
 - Future Maintenance
- Funding
- Tolls
- Public Information
- Project Delivery/Schedule





GATEWAY EXPRESS



686 Roosevelt Blvd.

S.R. 686 Gateway Express



St. Petersburg/Clearwater International Airport

49th St. N.

Roosevelt Blvd.

686

S.R. 686 (Extension) Gateway Express



Ulmerton Rd.

688

34th St. N.

Roosevelt Blvd.

118th Ave. N.

To Howard Frankland Bridge

686

Ramp Access Not Tolloed

28th St. N.



16th St. N.

Future S.R. 690 Gateway Express



690

Future S.R. 690 (Elevated)

55

19

49th St. N.

43rd St. N.

- Expressway Entry Point (Optional from Local Roads)
- Expressway Exit Point
- Toll Gantry

- Video - [Link to Video](#)



- PSTA
- Airport
- Right-of-Way
- Ponds
- Future Maintenance



- Gateway Express provides access to the Airport
- Many years of FDOT/Airport staff coordination
 - Roadway Concept
 - Access
 - Internal Circulation
 - Minimizing Impacts to Airside Parking
 - Pond Sites
- December 2012 - mutual agreement on access connections
- Potential PSTA stop on Airport/County property

Designing for Airspace Constraints:

- 2004 Airport Layout Plan (ALP) (w/ Displaced Threshold) - No Penetrations
- 2007 ALP (w/ Displaced Threshold) - No Penetrations
- 2010 ALP (Displaced Threshold removed) - Max. 11.5' Penetration
- Design Changes to minimize impacts:
 - Lighting
 - Overhead Signs
 - ITS Boards
- Temporary construction conditions may require intermittent Runway 4/22 closures for up to 6 weeks
- FAA Determination and Response expected by August 2014 establishing possible impacts and/or restrictions

- **Acquisitions Stats**

- Acquisition Types: 27 fee parcels (blue color on map); 5 permanent easements (green color on map); 6 temporary construction easements (yellow on Map); 38 Parcels total

- Leased Properties

- 13 Tenants - Private property
- 7 Tenants - County Property
- 2 Tenants - FDOT Property

	Private	County	Total
Mainline Acres	70.19	13.40	83.60
Pond Acres	81.58	6.94	88.52
Total Acres	151.77	20.34	172.11

- **Mutual Benefits**

- Prudent use of taxpayer dollars
- Responsible to all stakeholders
- Benefits all to take advantage of funding now
- Find appropriate win-wins

- **Pinellas County / Airport**

- Donate
- Compensate for Real Estate at Fair Market Value
- Exchange

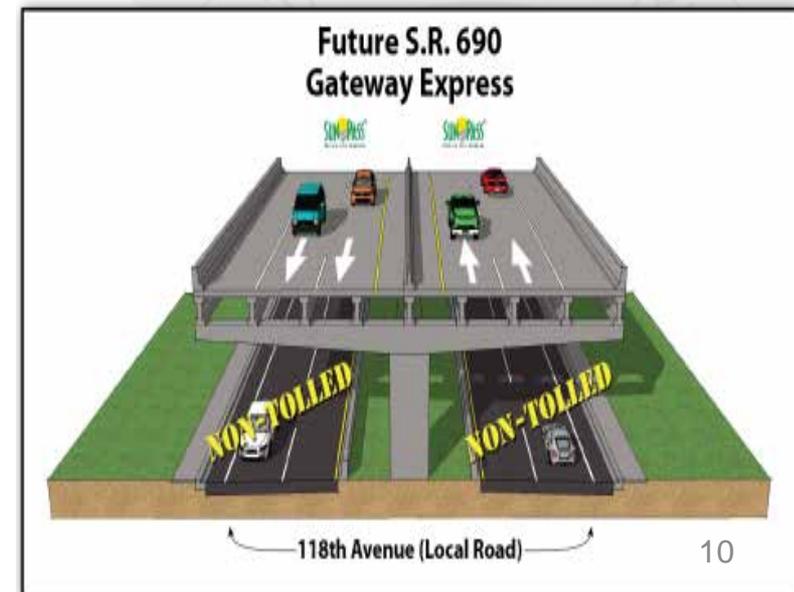
- **Private Owners**

- Compensate for Real Estate at Fair Market Value

- **No ROW acquired for PSTA**

CR 296 (118th Avenue) / SR 690 From East US 19 to East of Roosevelt Boulevard

- Maintaining Existing Drainage patterns for at grade 118th Avenue
- Ponds for the Elevated SR 690
 - Ponds acquired by FDOT (9 Acres)
 - Pinellas County and DOT Joint Use Ponds
- Joint Use Pond Maintenance Recommendation (14 Acres DOT, 8 Acres County)
 - Donation by County
 - FDOT will maintain Ponds



SR 686 From 49th Street Bridge to SR 688

- Proposed Ponds
 - Coordination with Airport since 2004 to locate Proposed SR 686 Pond to meet future Airport development plans
 - Pond locations pending final agreement
 - Pond Design meets FAA requirements
- Maintaining Existing Drainage Patterns at Airport
 - Mainline of SR 686 will impact existing Airport ponds (3.2 Acres)
 - Department will re-establish impacted volume to meet storm water requirements under Airport's existing Environmental Resource Permit issued by Southwest Florida Water Management District

- Roadway
 - FDOT to maintain elevated Express Lanes and Roosevelt Boulevard
 - Related stormwater pipes
 - Pinellas County to maintain at grade 118th Avenue
- 118th Avenue Joint Use Ponds
 - 14 acres FDOT
 - 8 acres County
- Joint Participation Agreement
 - Maintenance responsibilities will be clearly defined
- 118th Avenue (at grade) will be resurfaced by FDOT at end of construction to reduce Pinellas County long term maintenance
 - Option: line the stormwater pipes during construction

- Joint Participation Agreement (JPA) for remaining County funds (\$60m) needed for project sent to Pinellas County 4/21/14

Gateway Express	Pinellas County (\$ Millions)	FDOT (\$ Millions)	Total (\$ Millions)
Right-of-way	N/A	\$93.5	\$93.5
Construction/CEI	*\$60.00	\$300.8	\$360.8
Total	*\$60.00	\$394.3	\$454.3

* Pinellas County Capital Improvement Program dated June 9, 2014

Traffic Analysis

- Express Lane policy - all new capacity must first consider tolling
- Existing Lane Configuration on 118th Ave cannot accommodate future traffic volumes
- 118th Ave traffic volumes will decrease
- Improve regional mobility by diverting traffic from other major roadways



- Give Drivers options
- Open Road Tolling - SunPass or Toll-By-Plate
- Pay for Operations and Maintenance of Gateway Express



- February to May 2015 Public meetings
- Public Hearing in late 2015



- **One Project: Reduces Construction Costs**
 - Savings include:
 - Elimination of “throwaway” cost of staging the construction
 - Reduced mobilization costs from multiple contracts
 - Simplified and reduced Maintenance of Traffic
 - Streamlined bridge design and construction
- **Speeds up Construction**
 - East/west segment would not be constructed for at least 12 years if projects are staged; north/south segment had not been funded
 - One Project: Completed in 5 years

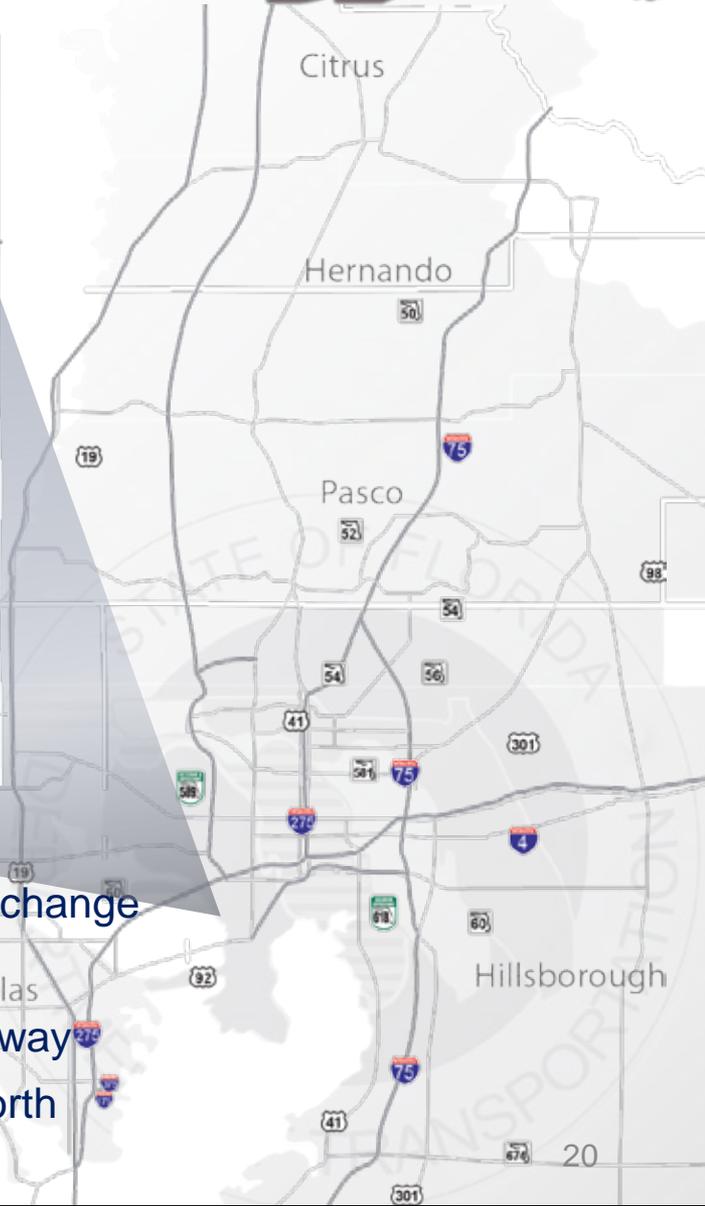
- Promotes Innovation
 - Contractors teaming with Designers for lower cost design options without compromising commitments to airport and the public

- Single Point of Responsibility
 - One team working with County Utilities

- Commitments the FDOT has made will be defined in the Request for Proposal

- Design/Build
 - County will have opportunity to review and comment on Request For Proposal (RFP) as it is developed
 - Once under contract, specified turnaround times for comments
- Begin RFP development: Summer/Fall 2014
- Planned Advertisement Date: October 2015
- Planned Contract execution: July/August 2016
- Ongoing Utility Coordination
- Estimated 5 year construction duration

Overview - Managed Lanes in District 7



Gateway Express

I-275 Pinellas

I-275 Howard Frankland Bridge

I-275/SR 60 Interchange & Veterans

I-275 Westshore to Downtown

Downtown Interchange

I-275 North

I-4 to Polk Parkway

I-75 South & North



QUESTIONS

Contact Information:

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Cell: 813-323-1193

Safety Message:

"Don't Text and Drive"

The Florida Department of Transportation (FDOT) logo is positioned at the top right, featuring the letters 'FDOT' in white with a red swoosh underneath. Below the logo is a map of Florida with several counties highlighted in white and labeled: Citrus, Hernando, Pasco, Pinellas, and Hillsborough. The background of the slide is a dark blue gradient with a faint watermark of the Florida state seal and the text 'STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION'.

Citrus

Hernando

Pasco

Pinellas

Hillsborough

TO: HONORABLE CHAIRMAN AND MEMBERS OF THE BOARD OF COUNTY COMMISSIONERS (BCC)

THROUGH: MARK WOODARD, INTERIM COUNTY ADMINISTRATOR

FROM: MICHAEL CRAWFORD, INTERIM DIRECTOR, PINELLAS PLANNING COUNCIL

SUBJECT: PROPOSED COUNTYWIDE PLAN MAP UPDATE

DATE: JULY 29, 2014

In its 2012 session, the Florida Legislature passed a Special Act (Chapter 2012-245, Laws of Florida) that provides for replacing the existing Countywide Plan with adoption of a new, broadly defined, and policy-based Countywide Plan that will focus on countywide issues related to future land use, transportation, and intergovernmental coordination. The new Countywide Plan will include an updated Countywide Plan Map, Countywide Rules, and Countywide Plan Strategies, which provide policy guidance for the Countywide Plan Map and Rules.

A proposed updated Countywide Plan Map has been developed by Pinellas Planning Council (PPC) staff in conjunction with the Joint Land Use/Transportation Working Group – a peer group of staff from several local governments, the Metropolitan Planning Organization, and the Pinellas Suncoast Transit Authority. The goal is to have a Countywide Map that is more future-oriented and more integrated with countywide transportation planning programs.

The BCC, in its role as the Countywide Planning Authority (CPA), recently amended the existing Countywide Plan Rules to give local governments 90 days to review and provide comments to PPC staff on the proposed updated Countywide Plan Map. Local government comments are due by the end of August 2014. County staff has completed its initial review and will be meeting with PPC staff to go over these initial comments before preparing final comments for discussion with the BCC at a work session on August 12th.

Because of the extent and complexity of the proposed changes to the Countywide Plan, PPC staff has been invited to make a presentation to the BCC on the proposed Countywide Plan update. This will assist the BCC in understanding the planning concepts and policy direction that are being incorporated in the Plan update and the regulatory process that is proposed for implementing the updated Plan. The BCC, in its role as the CPA, must adopt a new Countywide Plan to replace the current Countywide Plan Map, Countywide Rules, and Countywide Plan Strategies. As noted above, local governments are being asked at this time to review and comment on only the proposed updated Countywide Plan Map.

Attached is a power point presentation that will be presented by PPC staff at the July 29th work session to explain the proposed updates to the Countywide Plan.

Countywide Plan Update

And Local Government Review

Package - Pinellas County

July 29, 2014



The Council's New Special Act

CHAPTER 2012-245

Committee Substitute for House Bill No. 869

An act relating to the Pinellas Planning Council, Pinellas County; codifying, amending, reenacting, and repealing special acts relating to the district; reorganizing the council; setting forth the purpose of the council; providing legislative intent that the countywide plan be broadly defined and policy-based; providing that the primary focus of the council will be land use and transportation planning; providing definitions; providing that the membership of the council shall be the same as that of the Pinellas County Metropolitan Planning Organization; providing for the election of officers, meetings of the council, requirements of a quorum, and member expenses; providing for the powers and duties of the council, including revising the required components of the countywide plan, consistent with the stated legislative intent; providing for countywide staff and committees; providing for a budget and annual independent audit; recognizing the countywide planning authority of the Pinellas County Board of County Commissioners as provided by the Pinellas County Charter; providing for the repeal of the existing countywide plan, adoption of a new countywide plan, future amendment of the plan, and standards and procedures for such actions; providing a timetable for consistency review after adoption of a new countywide plan; providing for public hearing and notice requirements; requiring the authority to adopt specific notice standards in the countywide rules; providing for compliance with part II of chapter 163, Florida

Direction from the New Special Act

- More broadly defined and policy-based Countywide Plan (includes Maps and Rules)
- Significantly fewer land use categories
- Increased coordination of Land Use and Transportation Planning
- Collaboration with member local governments
- Unify the MPO and PPC Boards

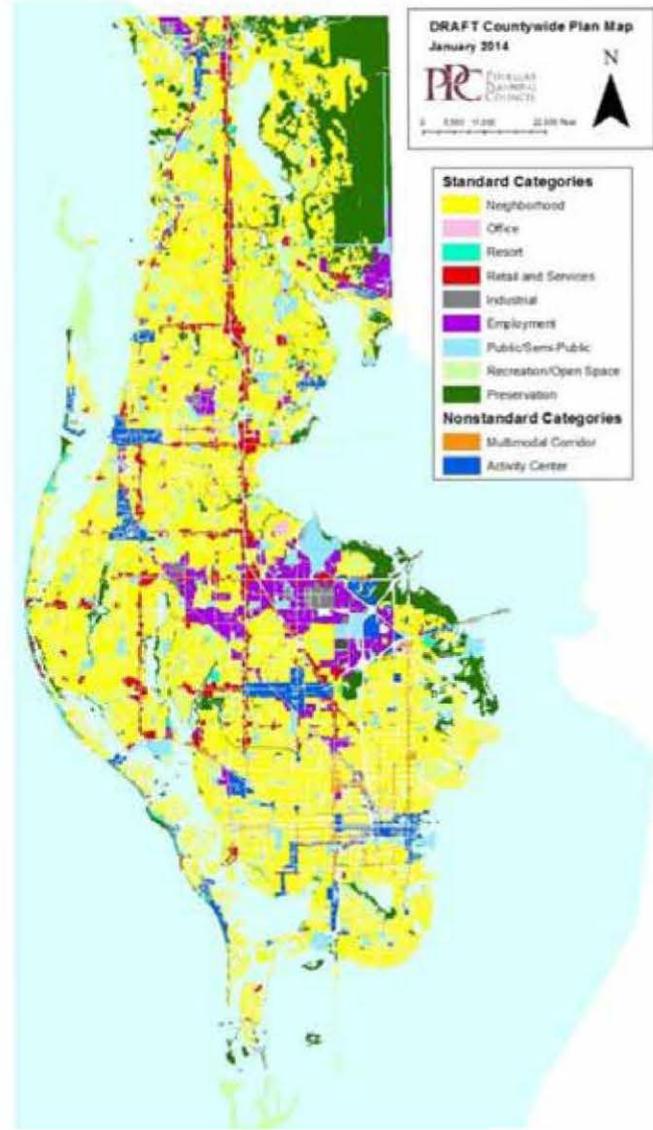
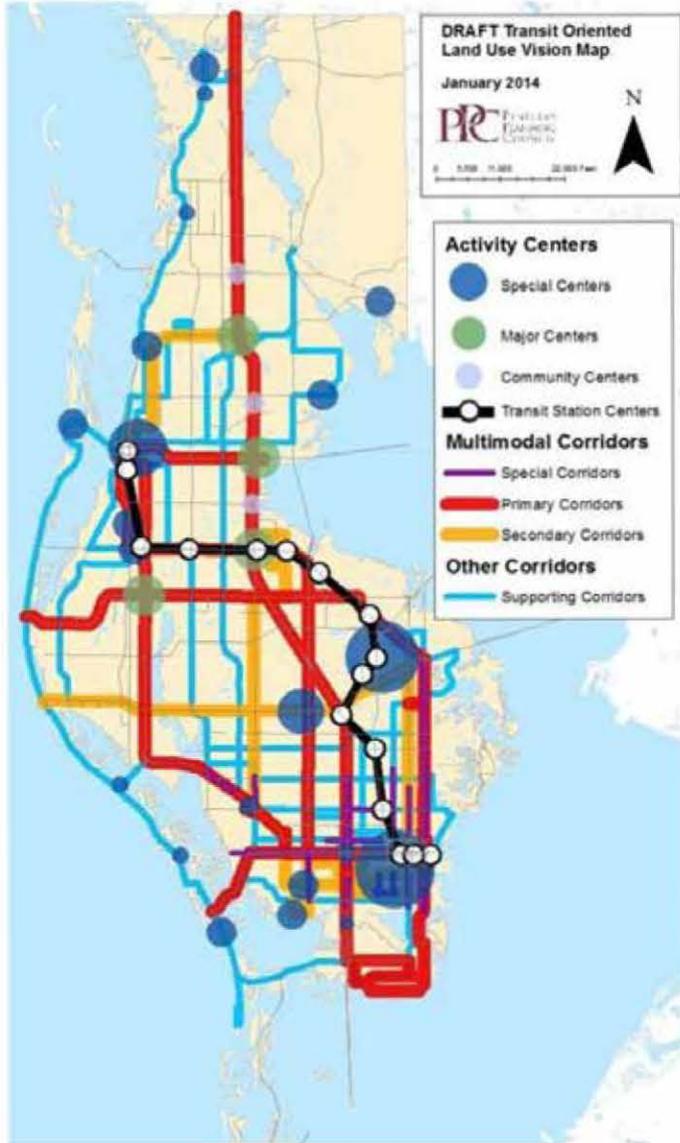
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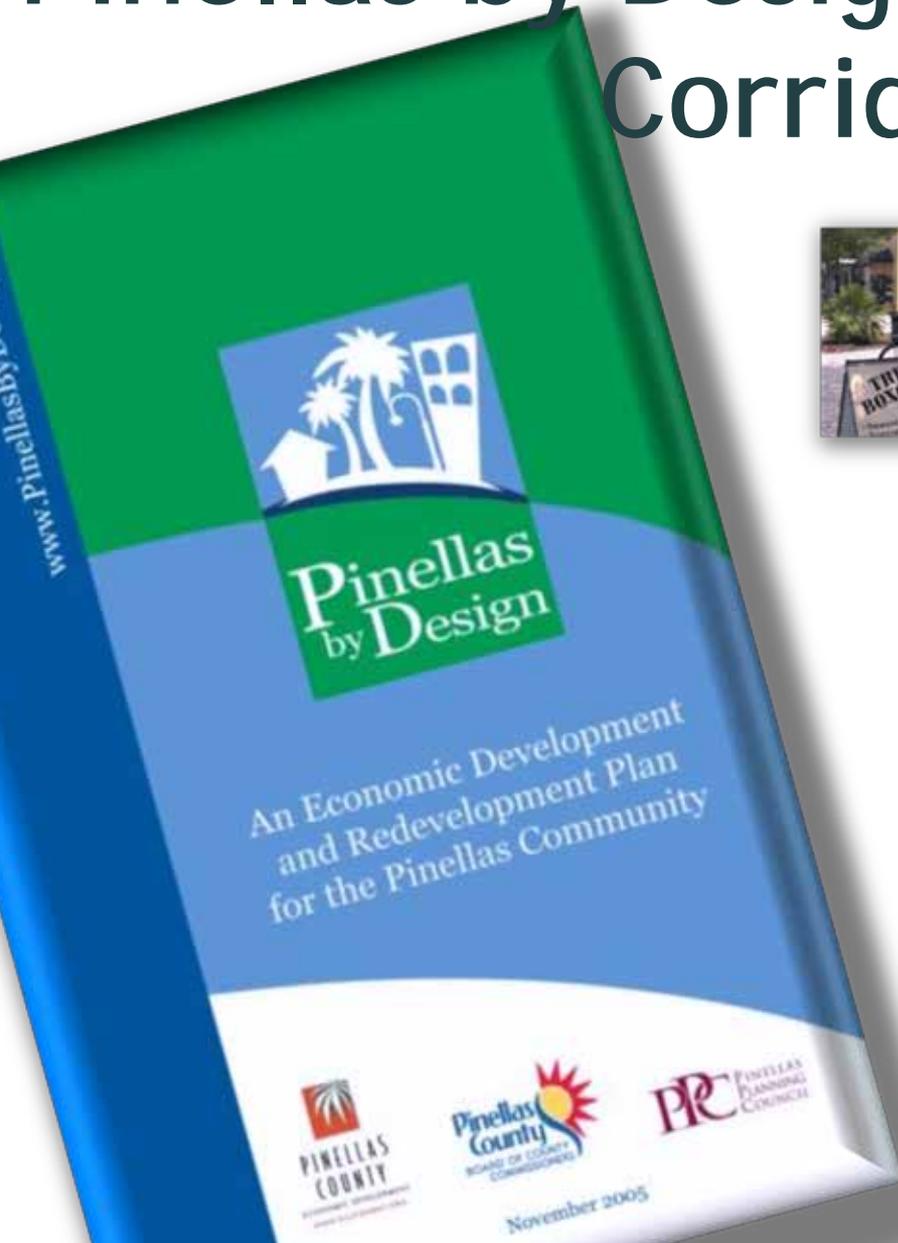
Countywide Plan Maps

Transit-Oriented Vision Map



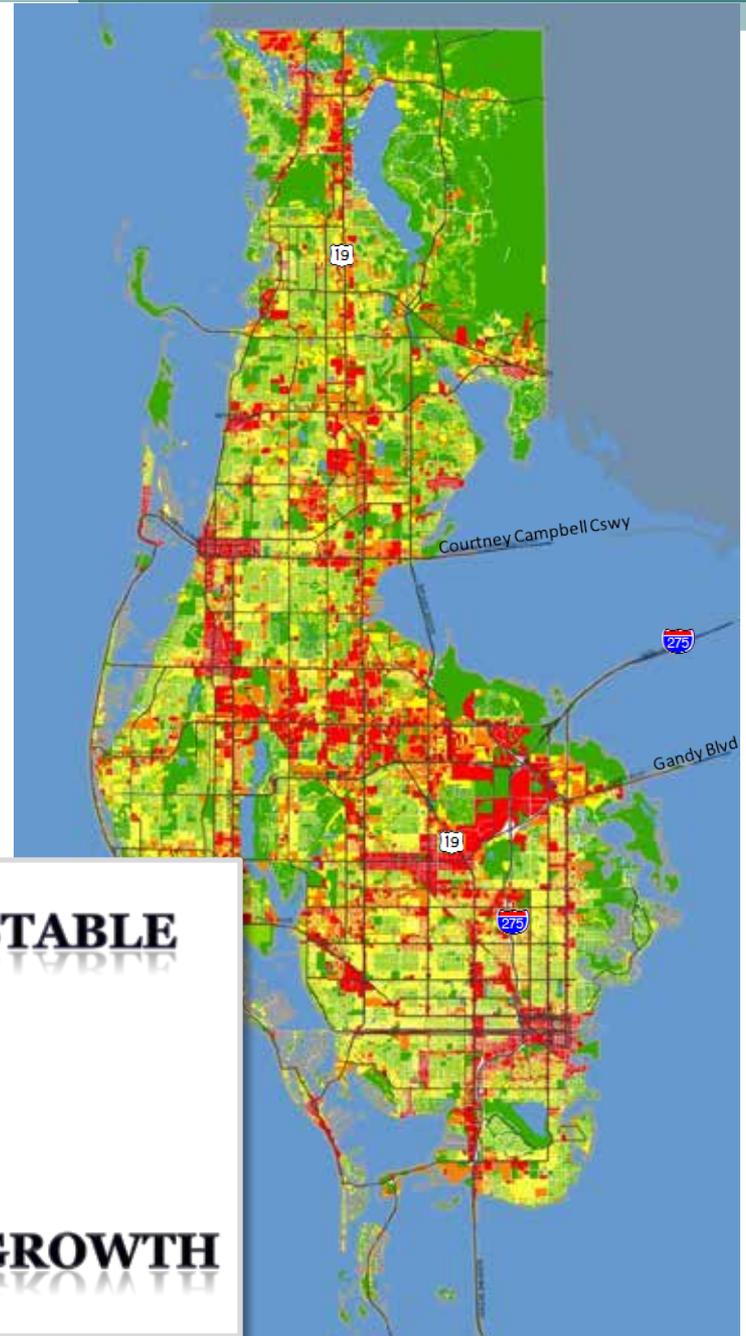
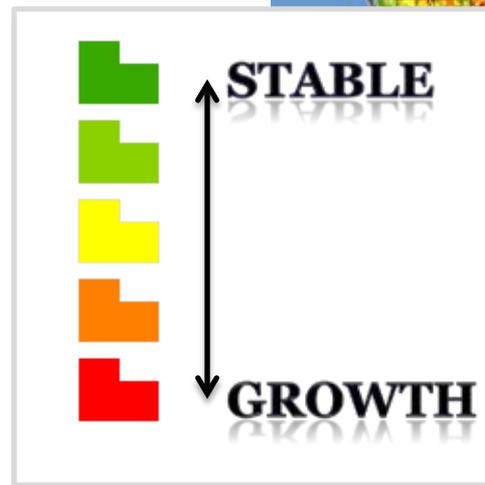
Updated Countywide Plan Map

Pinellas by Design - Centers, Corridors, and Districts



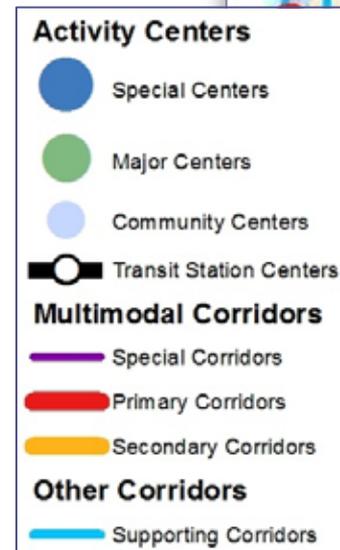
Areas of Growth & Areas of Stability

- Land use, economic, and environmental data
- Focused on existing/future transit (i.e., the MPO LRTP and GLP)
- Included local planning input
- Starting point for a Vision Map



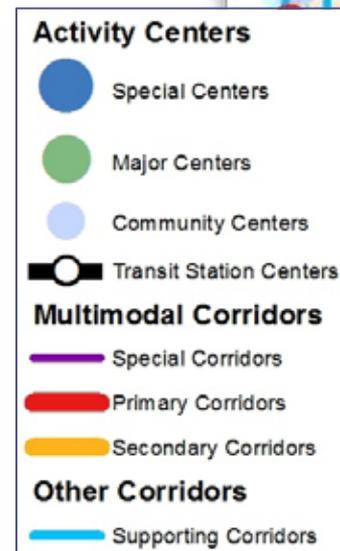
Transit-Oriented Land Use "Vision Map"

- Policy document
- Areas appropriate for higher densities/intensities
- Both existing and future centers/corridors
- Enables streamlined Map amendment process

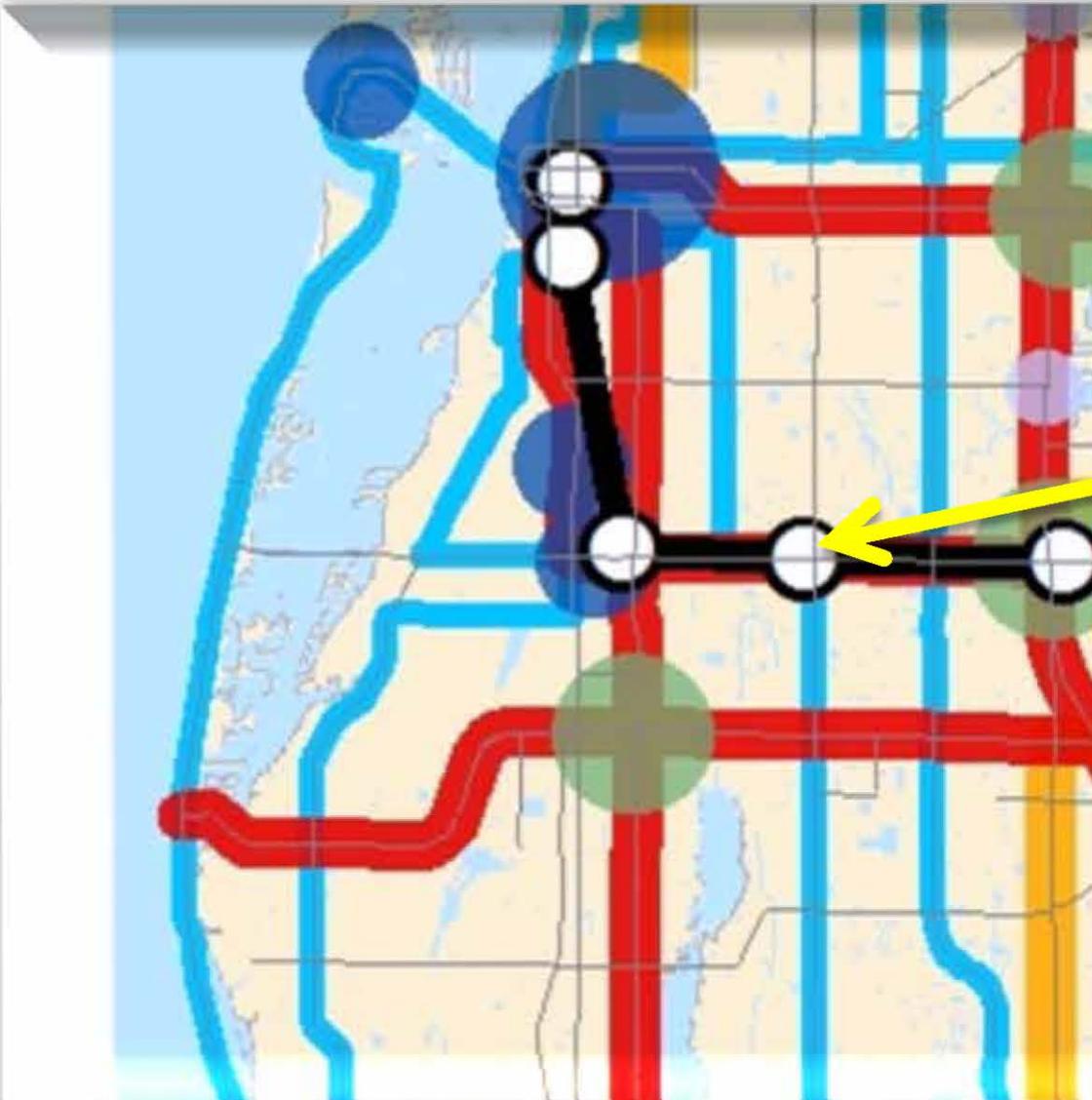


Transit-Oriented Land Use "Vision Map"

- Existing Special Centers and Corridors
- Future Activity Centers, Multimodal Corridors, and Transit Station Areas



Vision Map Sample



Activity Centers

- Special Centers
- Major Centers
- Community Centers
- Transit Station Centers

Multimodal Corridors

- Special Corridors
- Primary Corridors
- Secondary Corridors

Other Corridors

- Supporting Corridors

Transit Station Centers

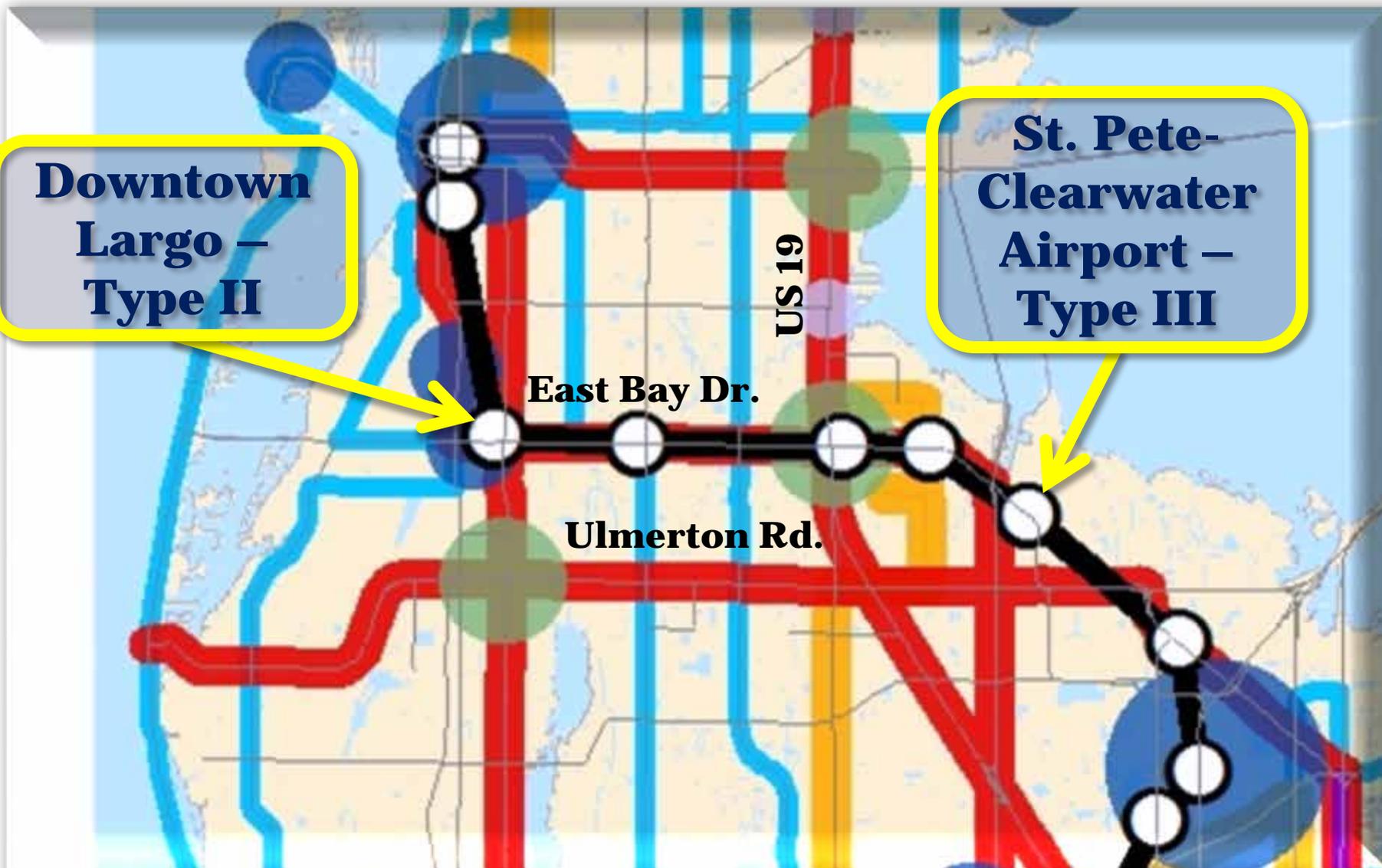
**Downtown
Largo –
Type II**

**St. Pete-
Clearwater
Airport –
Type III**

East Bay Dr.

Ulmerton Rd.

US 19



Downtown Largo - Type II

Activity Center	Area-Wide Recommended Target Ranges of Density/Intensity		Project-Specific Maximum Permitted Density / Intensity	
	DU/Ac	or FAR or Proportionate Share of Each	DU/Ac	or FAR or Proportionate Share of Each
Special Centers	Per Approved Special Area Plans			
Transit Station Centers				
I	90 - 150	3.0 - 5.0	200	7.0
II	60 - 90	2.0 - 3.0	150	5.0
III	45 - 60	1.5 - 2.0	90	3.0
IV	30 - 45	1.0 - 1.5	60	2.0
Major Centers	40 - 50	1.25 - 1.75	75	2.5
Community Centers	15 - 30	0.5 - 1.0	50	1.5

St. Pete-Clearwater Airport - Type III

Activity Center	Area-Wide Recommended Target Ranges of Density/Intensity		Project-Specific Maximum Permitted Density / Intensity	
	DU/Ac	or FAR	DU/Ac	or FAR
	or Proportionate Share of Each		or Proportionate Share of Each	
Special Centers	Per Approved Special Area Plans			
Transit Station Centers				
I	90 - 150	3.0 - 5.0	200	7.0
II	60 - 90	2.0 - 3.0	150	5.0
III	45 - 60	1.5 - 2.0	90	3.0
IV	30 - 45	1.0 - 1.5	60	2.0
Major Centers	40 - 50	1.25 - 1.75	75	2.5
Community Centers	15 - 30	0.5 - 1.0	50	1.5

Activity Centers



Special Centers



Major Centers



Community Centers



Transit Station Centers

Multimodal Corridors



Special Corridors



Primary Corridors



Secondary Corridors

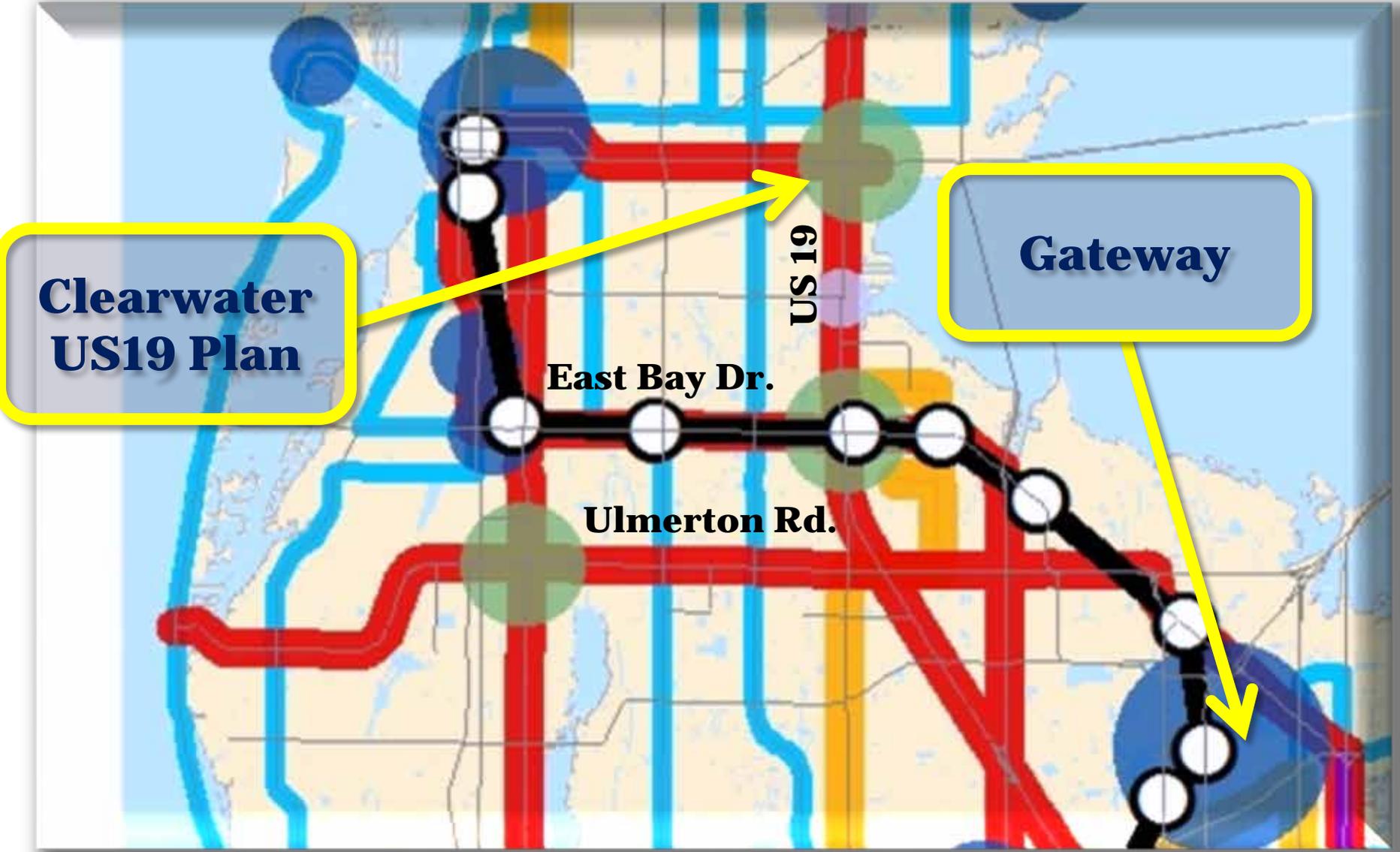
Other Corridors



Supporting Corridors



Activity Center Categories



Gateway Areawide DRI

Activity Center	Area-Wide Recommended Target Ranges of Density/Intensity		Project-Specific Maximum Permitted Density / Intensity	
	DU/Ac	or FAR or Proportionate Share of Each	DU/Ac	or FAR or Proportionate Share of Each
Special Centers	Per Approved Special Area Plans			
Transit Station Centers				
I	90 - 150	3.0 - 5.0	200	7.0
II	60 - 90	2.0 - 3.0	150	5.0
III	45 - 60	1.5 - 2.0	90	3.0
IV	30 - 45	1.0 - 1.5	60	2.0
Major Centers	40 - 50	1.25 - 1.75	75	2.5
Community Centers	15 - 30	0.5 - 1.0	50	1.5

Clearwater's US19 Plan

Activity Center	Area-Wide Recommended Target Ranges of Density/Intensity		Project-Specific Maximum Permitted Density / Intensity	
	DU/Ac	or FAR or Proportionate Share of Each	DU/Ac	or FAR or Proportionate Share of Each
Special Centers	Per Approved Special Area Plans			
Transit Station Centers				
I	90 - 150	3.0 - 5.0	200	7.0
II	60 - 90	2.0 - 3.0	150	5.0
III	45 - 60	1.5 - 2.0	90	3.0
IV	30 - 45	1.0 - 1.5	60	2.0
Major Centers	40 - 50	1.25 - 1.75	75	2.5
Community Centers	15 - 30	0.5 - 1.0	50	1.5

Activity Centers



Special Centers



Major Centers



Community Centers



Transit Station Centers

Multimodal Corridors



Special Corridors



Primary Corridors



Secondary Corridors

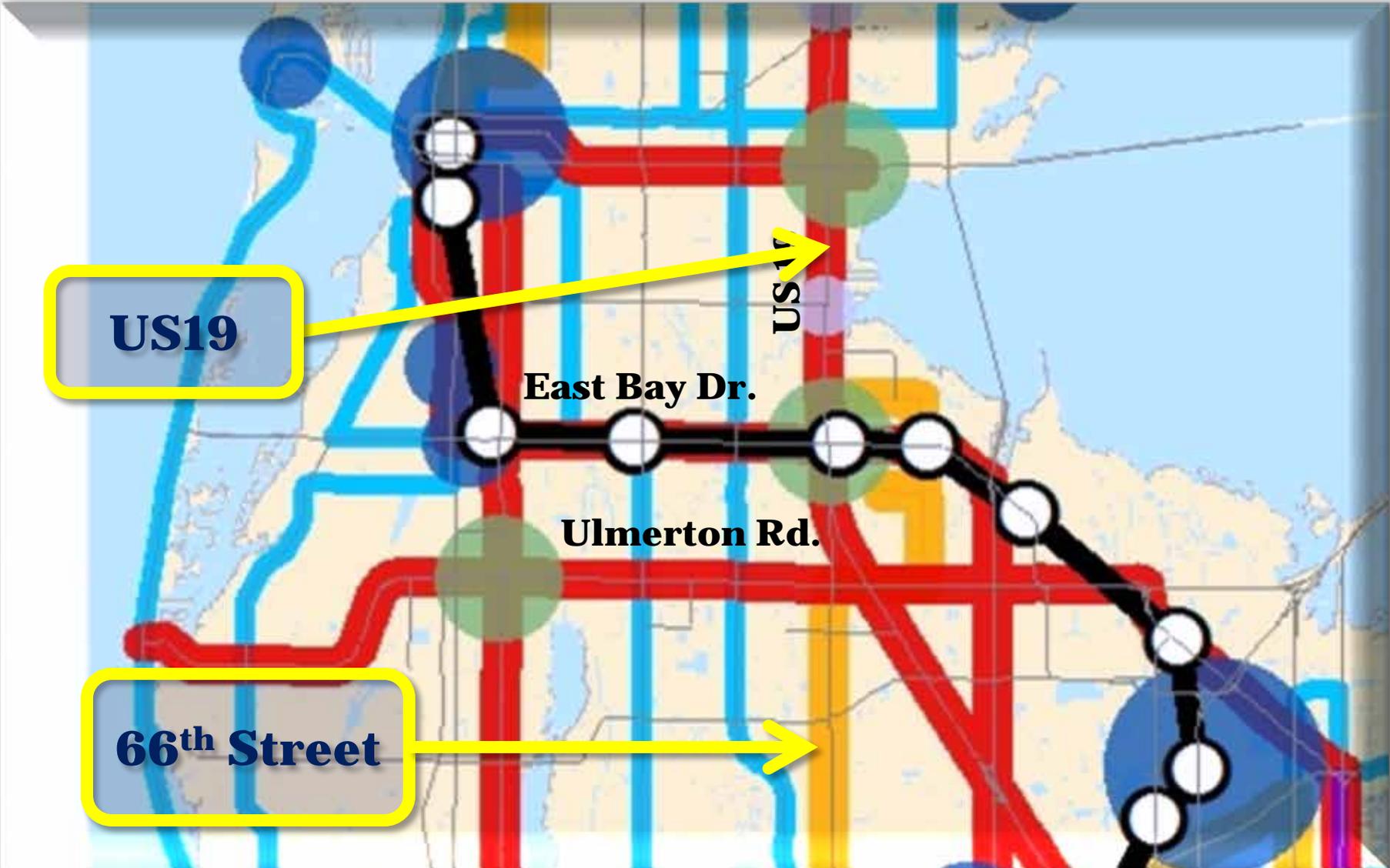
Other Corridors



Supporting Corridors

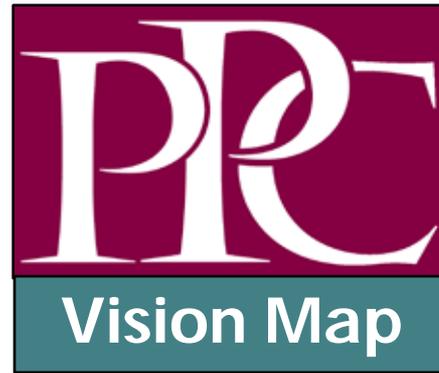


Multimodal Corridor Categories

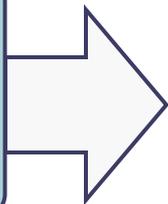


US19 and 66th Street

Multimodal Corridor	Area-Wide Recommended Target Ranges of Density/Intensity		Project-Specific Maximum Permitted Density / Intensity	
	DU/Ac	or FAR or Proportionate Share of Each	DU/Ac	or FAR or Proportionate Share of Each
Special Corridors	Per Approved Special Area Plans			
Primary Corridors	15 - 30	0.5 - 1.0	40	1.5
Secondary Corridors	10 - 20	0.5 - 0.75	30	1.0

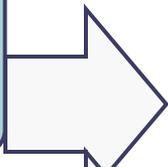


Bus



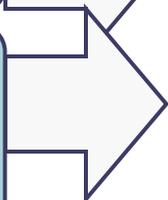
MMC and some AC Categories

Rail



AC Category only

Station Design Concepts

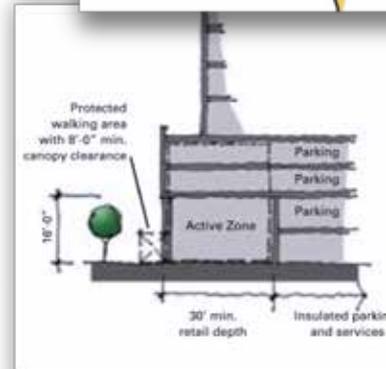
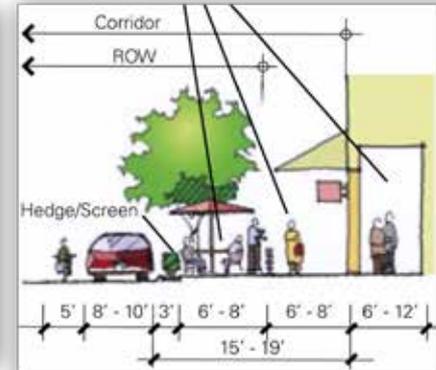
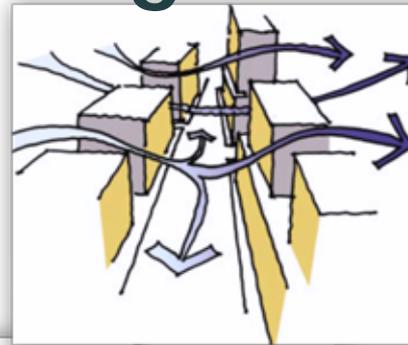


How does GLP relate to the Countywide Plan Update?

- Including Special, Primary, Secondary, and Supporting Corridors**
- Related to Special, Major, and Community Centers**
- Adopted TOD category in CW Rules in 2010**
- Will be considered “Transit Station Centers”**

Planning and Urban Design Principles & Strategies

1. Location and Size
2. Connectivity
3. Site Orientation
4. Public Realm Enhancements
5. Active Ground Floor Design and Use
6. Transition to Neighborhoods

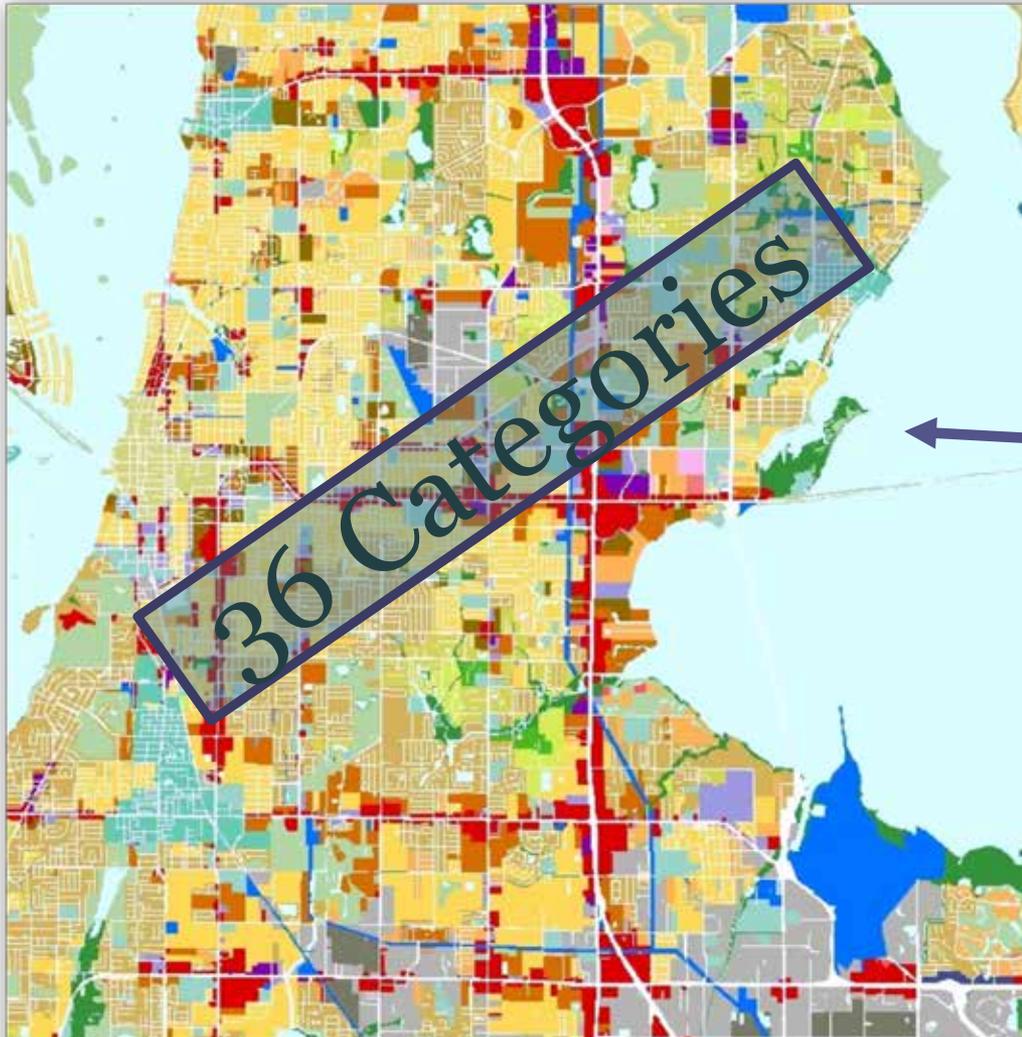


Plans in Transition

- A small number of jurisdictions are preparing significant redevelopment plans during this transitional period:
 - Each will be recognized on the Vision Map;
 - The local government will pass a resolution delineating the location and designation of the AC or MMC category;
 - The AC or MMC category will be recognized on the Countywide Plan Map and Submap No. 1; and
 - The local government will subsequently adopt land development regulations and other tools to implement the AC or MMC.

Countywide Plan Map

Current



Residential

- Residential Rural
- Residential Estate
- Residential Suburban
- Residential Low
- Residential Urban
- Residential Low Medium
- Residential Medium
- Residential High
- Residential Very High

Mixed Use

- Residential/Office Limited
- Residential/Office General
- Residential/Office/Retail
- Resort Facilities Overlay
- Resort Facilities Medium
- Resort Facilities High

Commercial

- Commercial Neighborhood
- Commercial Limited
- Commercial Recreation
- Commercial General

Industrial

- Industrial Limited
- Industrial General

Public / Semi-Public

- Preservation
- Recreation/Open Space
- Institutional
- Transportation/Utility
- Transportation/Utility Overlay
- Resource Management Overlay

Planned Redevelopment

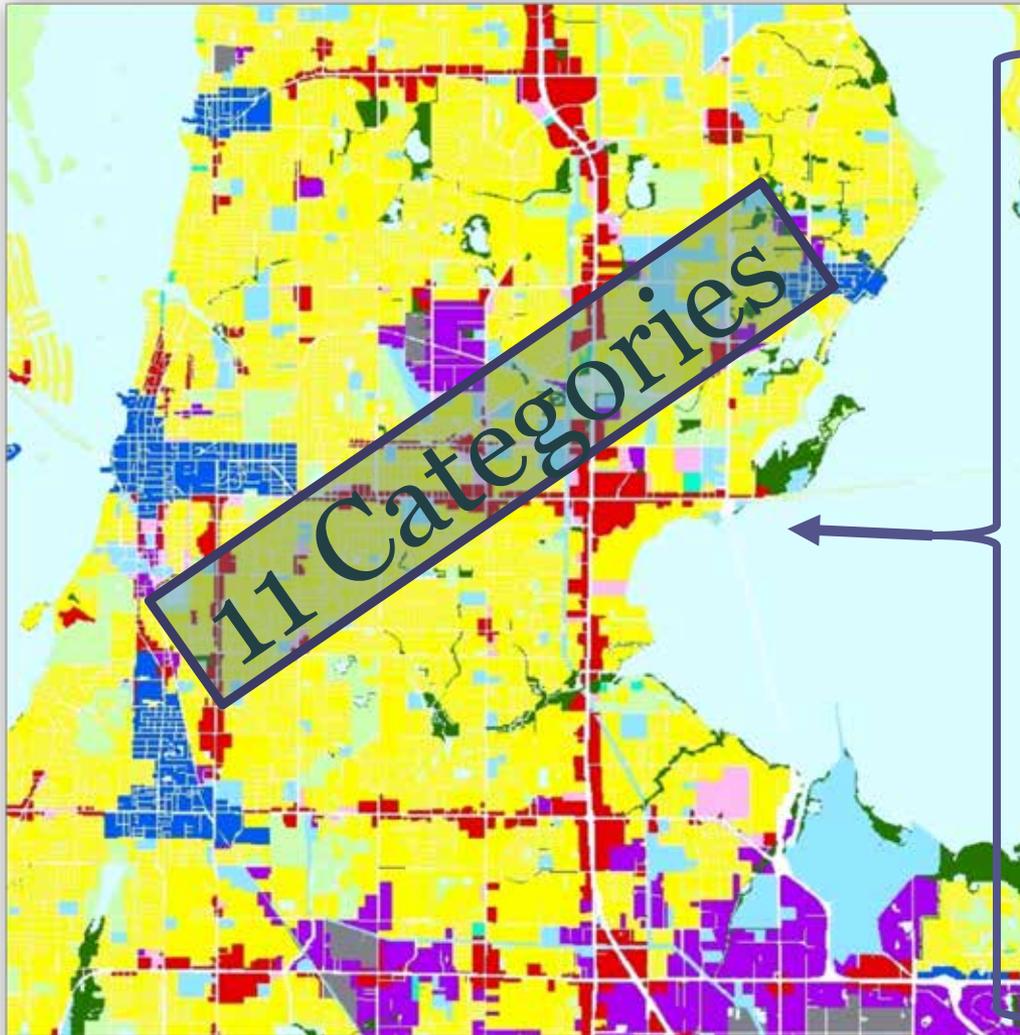
- Planned Redevelopment Residential
- Planned Redevelopment Mixed-Use
- Planned Redevelopment Commercial
- Planned Redevelopment Industrial

Special Designations

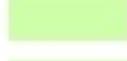
- Water
- Water/Drainage Feature Overlay
- Scenic/Noncommercial Corridor
- Activity Center
- Community Redevelopment District
- Central Business District
- Right-of-Way

Countywide Plan Map

Proposed



Standard Categories

	Neighborhood
	Office
	Resort
	Retail and Services
	Industrial
	Employment
	Public/Semi-Public
	Recreation/Open Space
	Preservation

Non-Standard

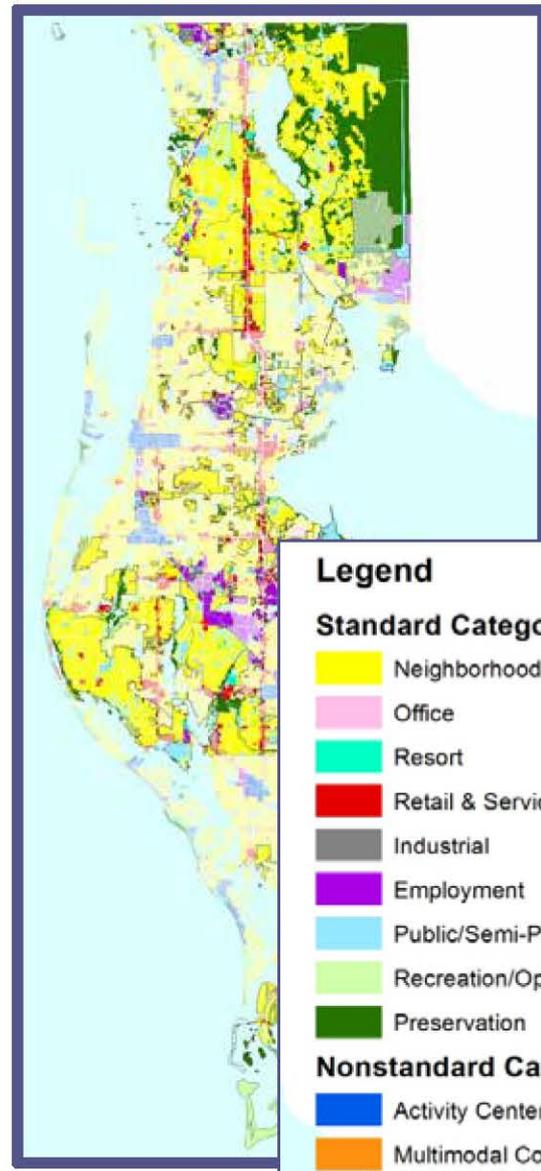
	Activity Center
	Multimodal Corridor

Guidelines for Conversion to New Categories

- Consolidate multi-category areas into as few categories as practical
- Allow flexibility and mix of uses
- Concentrate higher densities and intensities on transit corridors
- Protect and enhance residential areas
- Protect employment-related uses from encroachment by other uses
- Recognize unique character of beaches

Current vs. Proposed Plan Map

- Residential**
- Residential Rural
- Residential Estate
- Residential Suburban
- Residential Low
- Residential Urban
- Residential Low Medium
- Residential Medium
- Residential High
- Residential Very High
- Mixed Use**
- Residential/Office Limited
- Residential/Office General
- Residential/Office/Retail
- Resort Facilities Overlay
- Resort Facilities Medium
- Resort Facilities High
- Commercial**
- Commercial Neighborhood
- Commercial Limited
- Commercial Recreation
- Commercial General
- Industrial**
- Industrial Limited
- Industrial General
- Public / Semi-Public**
- Preservation
- Recreation/Open Space
- Institutional
- Transportation/Utility
- Transportation/Utility Overlay
- Resource Management Overlay
- Planned Redevelopment**
- Planned Redevelopment Residential
- Planned Redevelopment Mixed-Use
- Planned Redevelopment Commercial
- Planned Redevelopment Industrial
- Special Designations**
- Water
- Water/Drainage Feature Overlay
- Scenic/Noncommercial Corridor
- Activity Center
- Community Redevelopment District
- Central Business District
- Right-of-Way



- Legend**
- Standard Categories**
- Neighborhood
 - Office
 - Resort
 - Retail & Services
 - Industrial
 - Employment
 - Public/Semi-Public
 - Recreation/Open Space
 - Preservation
- Nonstandard Categories**
- Activity Center
 - Multimodal Corridor

Current vs. Proposed Plan Map

- Residential Rural
- Residential Estate
- Residential Suburban
- Residential Low
- Residential Urban
- Residential Low Medium
- Residential Medium
- Residential High
- Residential Very High

- Residential/Office Limited
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- Resort Facilities Overlay
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- Resort Facilities High

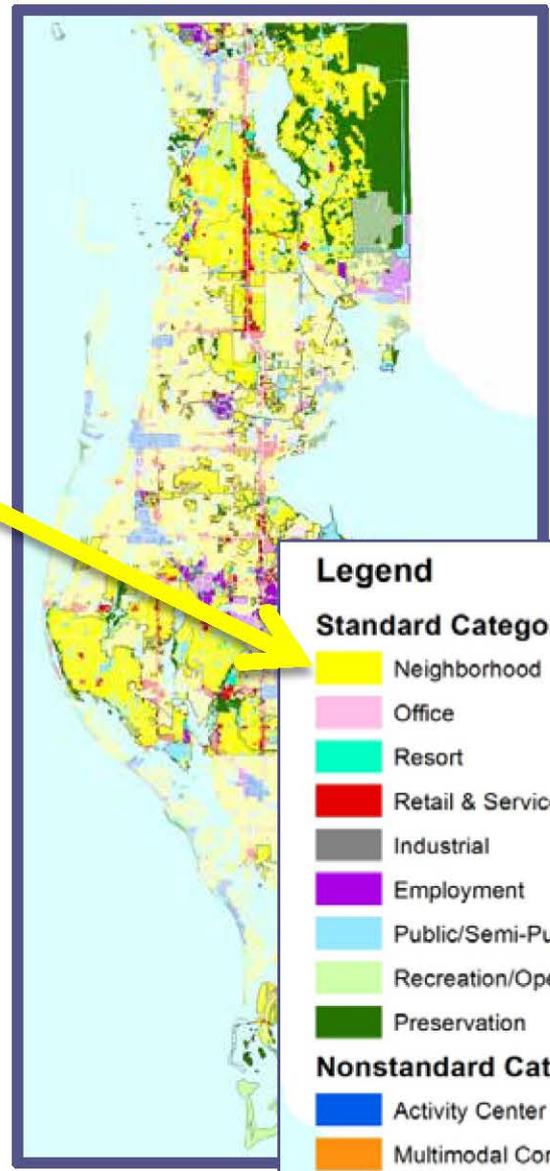
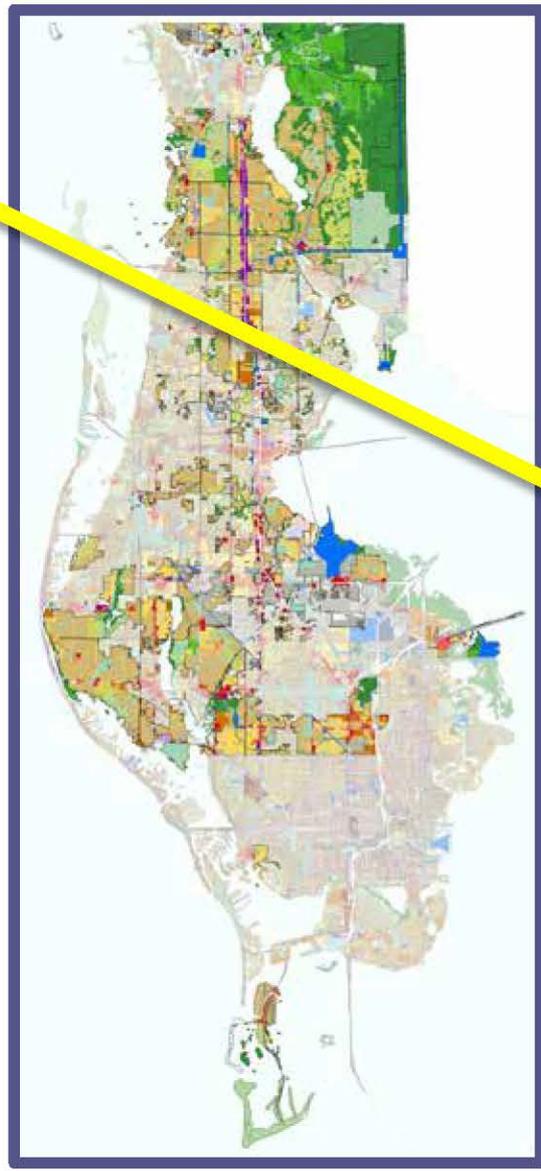
- Commercial**
- Commercial Neighborhood
 - Commercial Limited
 - Commercial Recreation
 - Commercial General

- Industrial**
- Industrial Limited
 - Industrial General

- Public / Semi-Public**
- Preservation
 - Recreation/Open Space
 - Institutional
 - Transportation/Utility
 - Transportation/Utility Overlay
 - Resource Management Overlay

- Planned Redevelopment**
- Planned Redevelopment Residential
 - Planned Redevelopment Mixed-Use
 - Planned Redevelopment Commercial
 - Planned Redevelopment Industrial

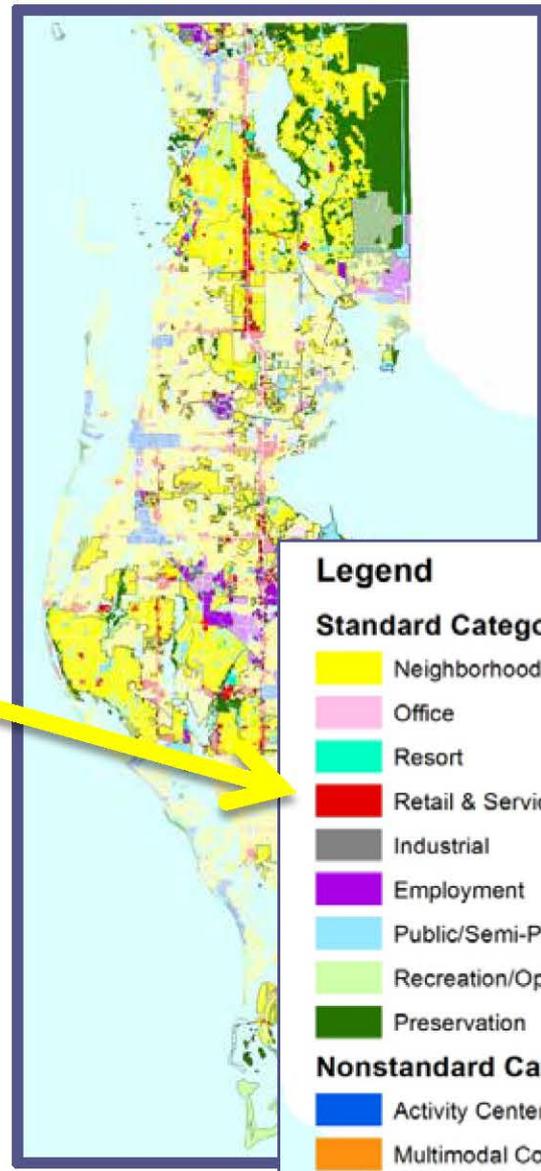
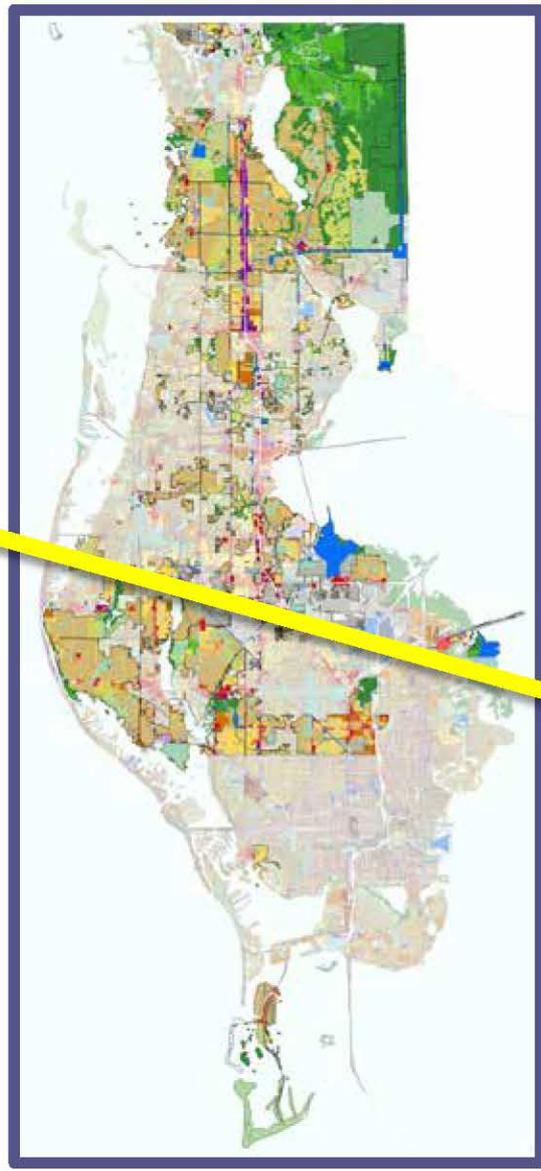
- Special Designations**
- Water
 - Water/Drainage Feature Overlay
 - Scenic/Noncommercial Corridor
 - Activity Center
 - Community Redevelopment District
 - Central Business District
 - Right-of-Way



- Legend**
- Standard Categories**
- Neighborhood
 - Office
 - Resort
 - Retail & Services
 - Industrial
 - Employment
 - Public/Semi-Public
 - Recreation/Open Space
 - Preservation
- Nonstandard Categories**
- Activity Center
 - Multimodal Corridor

Current vs. Proposed Plan Map

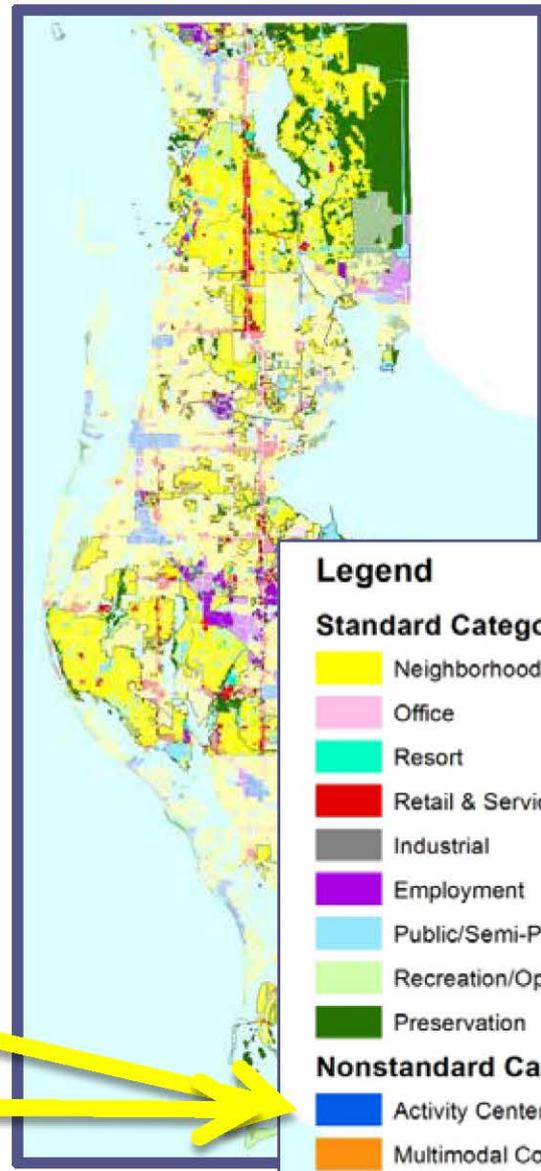
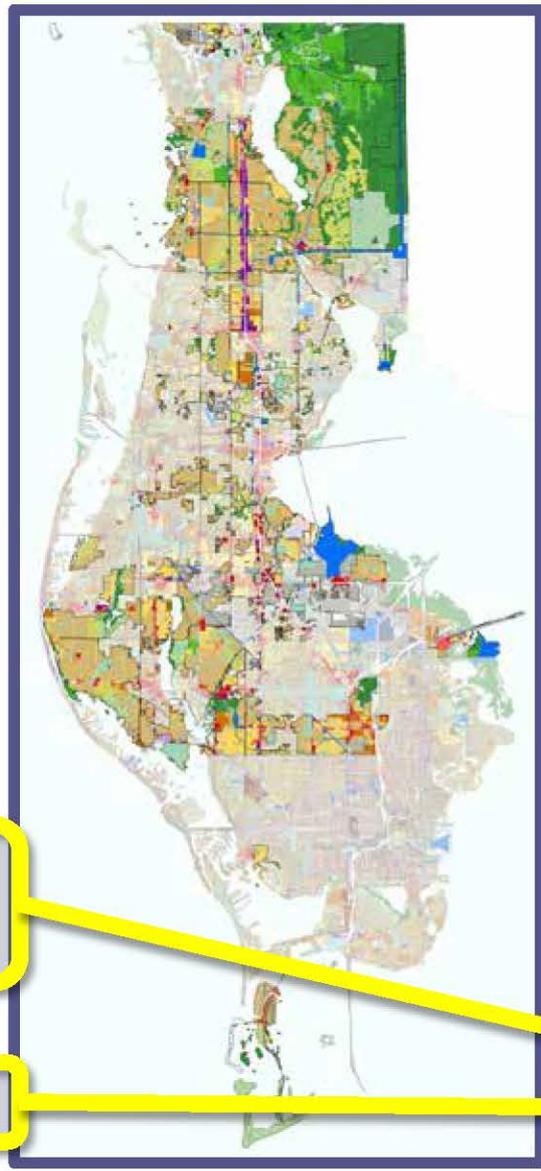
- Residential**
- Residential Rural
- Residential Estate
- Residential Suburban
- Residential Low
- Residential Urban
- Residential Low Medium
- Residential Medium
- Residential High
- Residential Very High
- Mixed Use**
- Residential/Office Limited
- Residential/Office General
- Residential/Office/Retail
- Resort Facilities Overlay
- Resort Facilities Medium
- Commercial**
- Commercial Neighborhood
- Commercial Limited
- Commercial Recreation
- Commercial General
- Industrial Limited
- Industrial General
- Public / Semi-Public**
- Preservation
- Recreation/Open Space
- Institutional
- Transportation/Utility
- Transportation/Utility Overlay
- Resource Management Overlay
- Planned Redevelopment**
- Planned Redevelopment Residential
- Planned Redevelopment Mixed-Use
- Planned Redevelopment Commercial
- Planned Redevelopment Industrial
- Special Designations**
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- Scenic/Noncommercial Corridor
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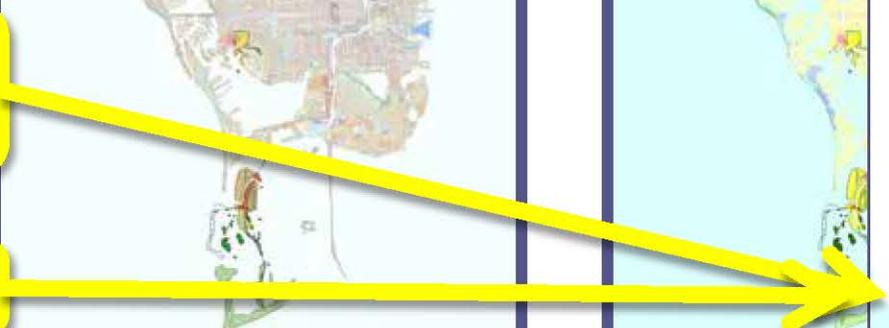
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Planned Redevelopment

- Planned Redevelopment Residential
- Planned Redevelopment Mixed-Use
- Planned Redevelopment Commercial
- Planned Redevelopment Industrial

Activity Center

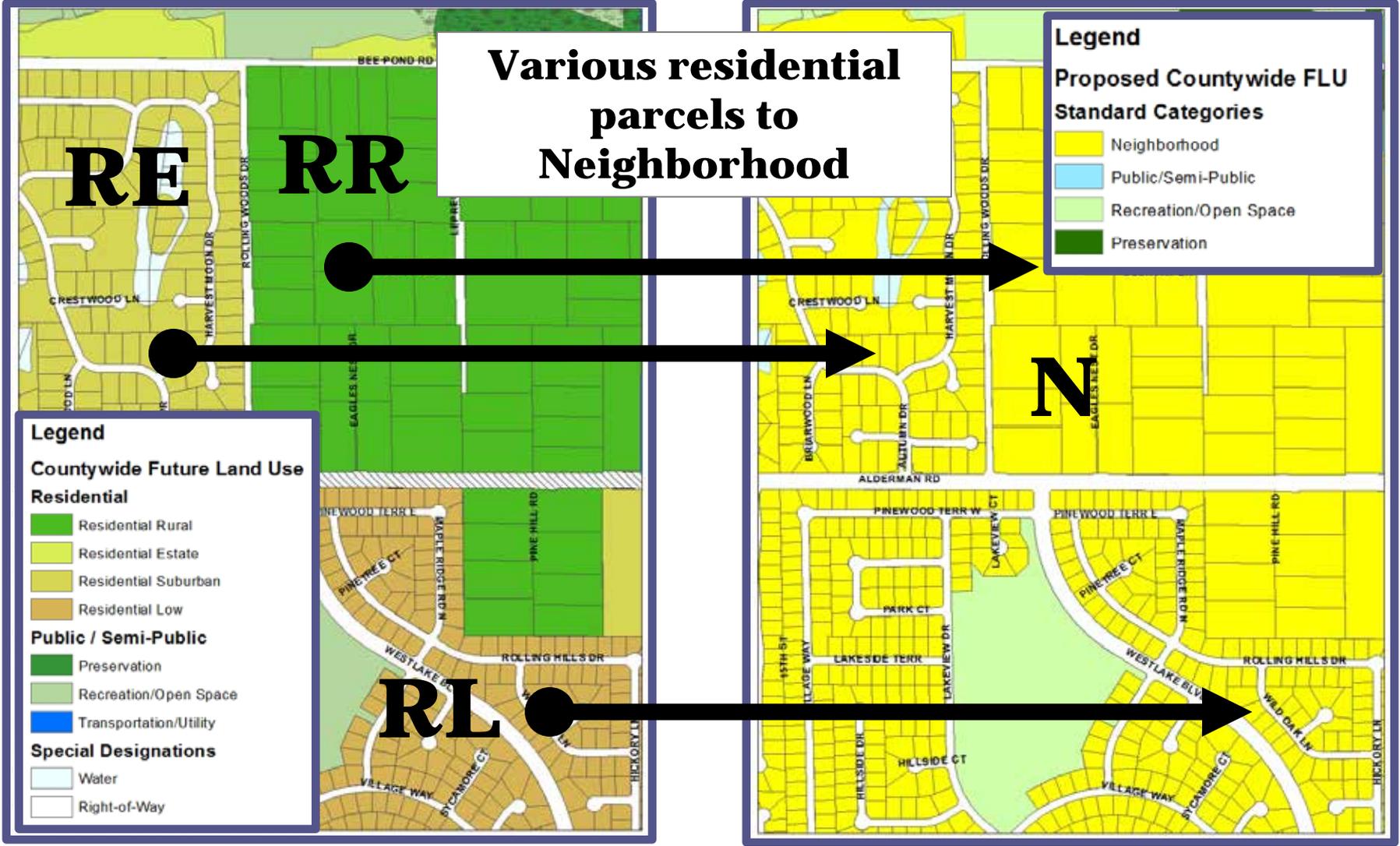
- Community Redevelopment District



Countywide Plan Map broader in most areas.

Multiple Residential Classifications

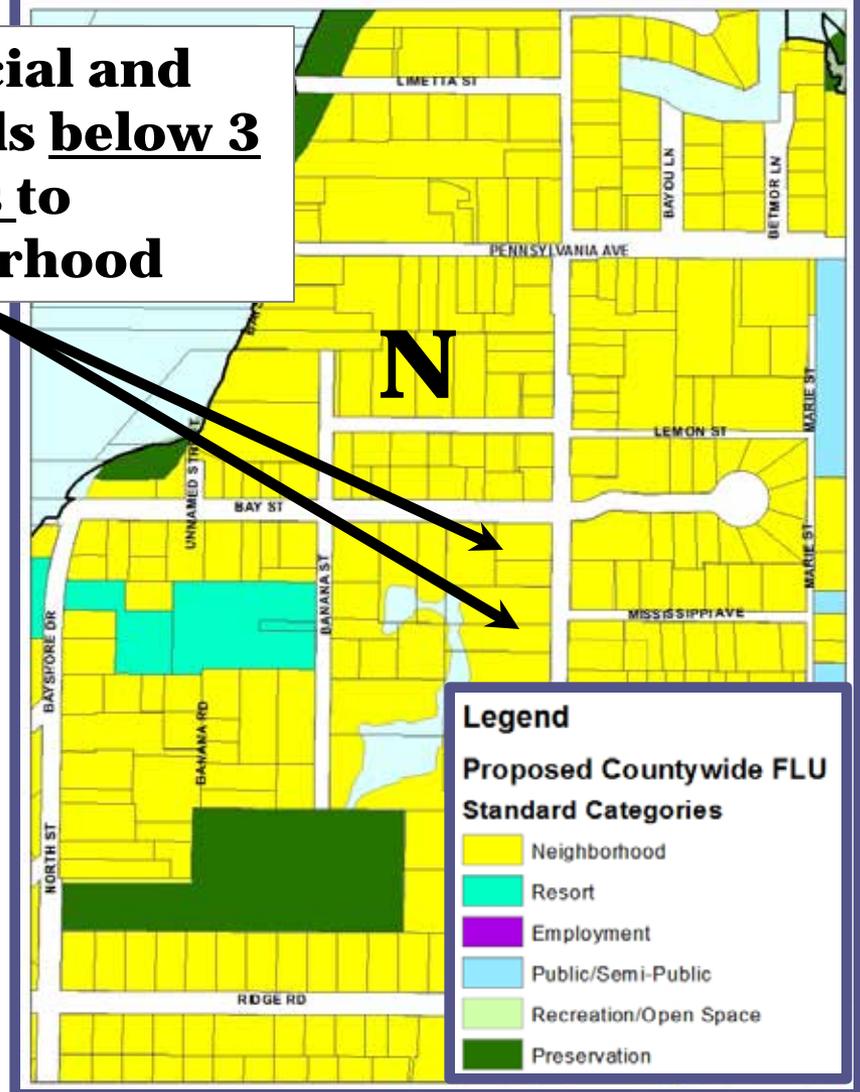
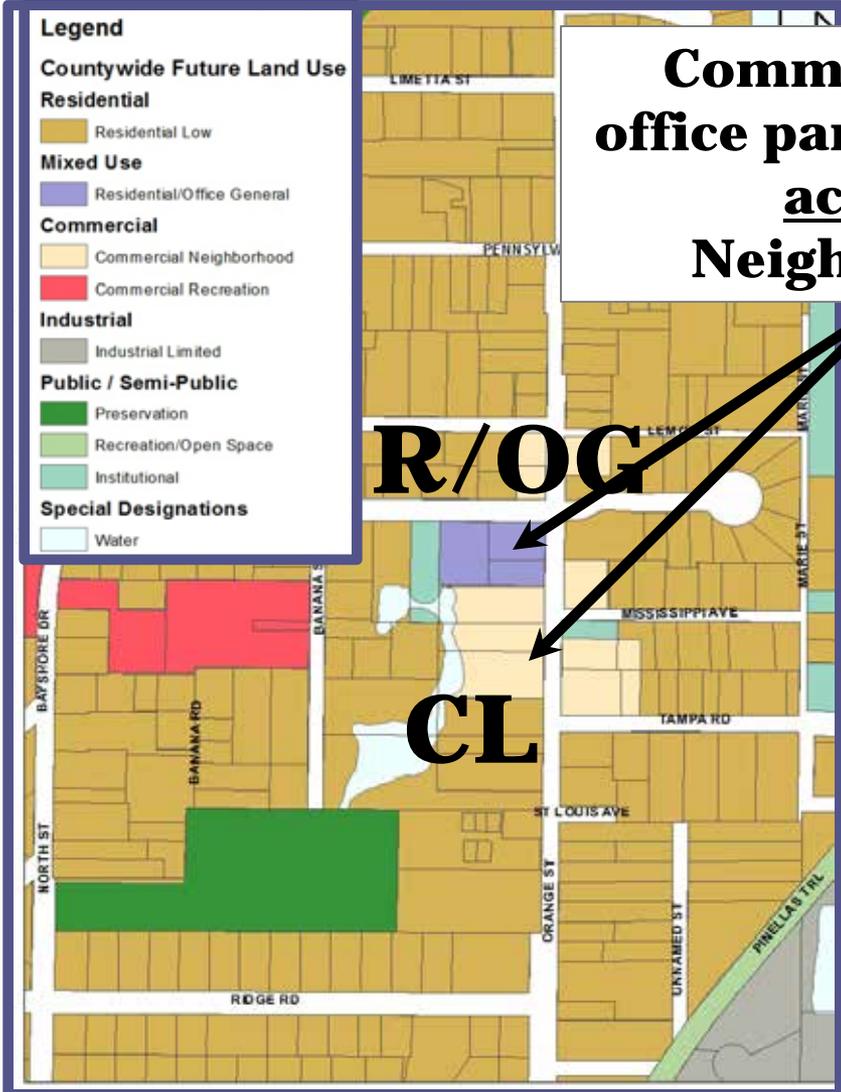
One Residential Classification



Commercial & Office in Neighborhood - < 3 acres

Current Countywide Plan Map

Proposed Countywide Plan Map

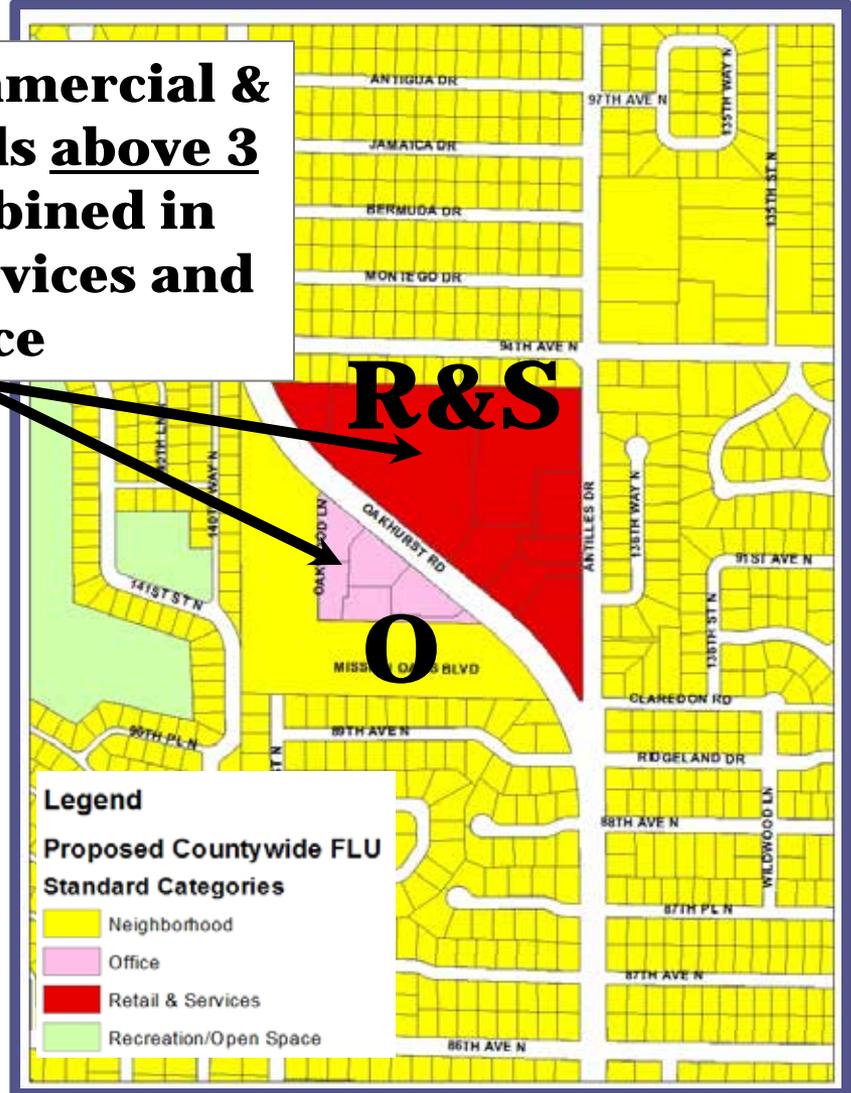
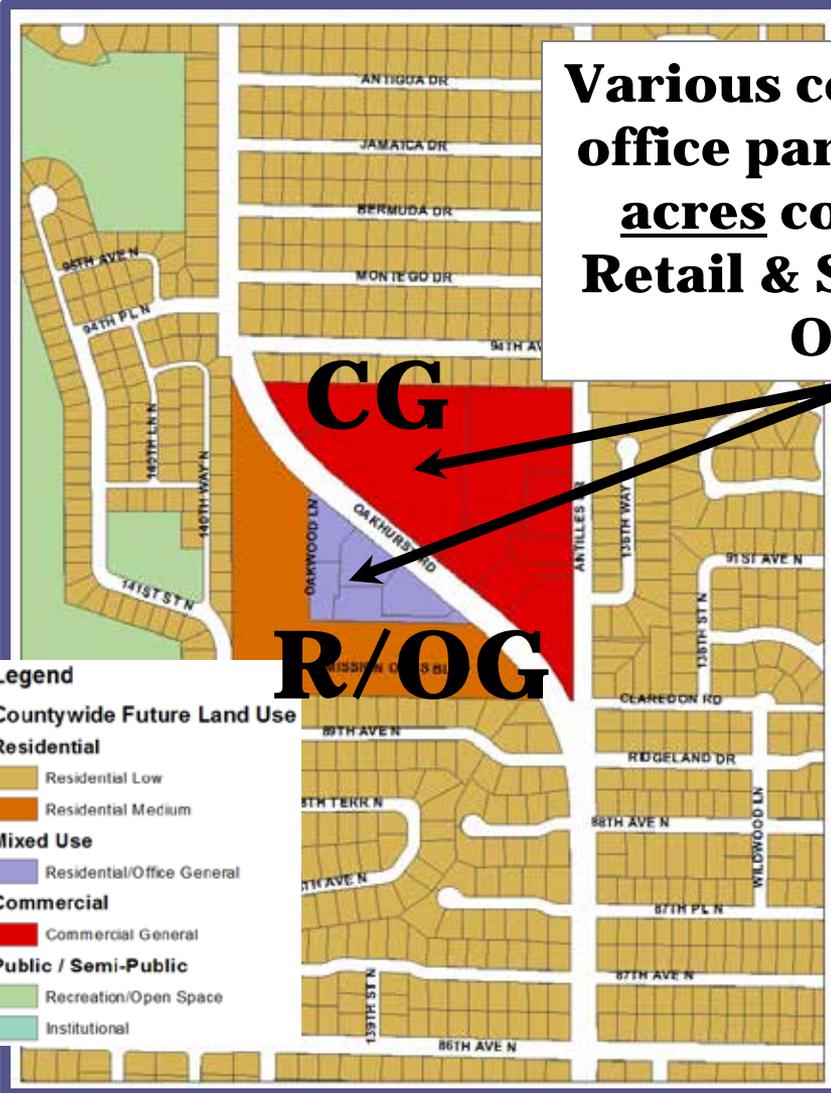


Commercial & Office greater than 3 acres.

Current Countywide Plan Map

Proposed Countywide Plan Map

Various commercial & office parcels above 3 acres combined in Retail & Services and Office

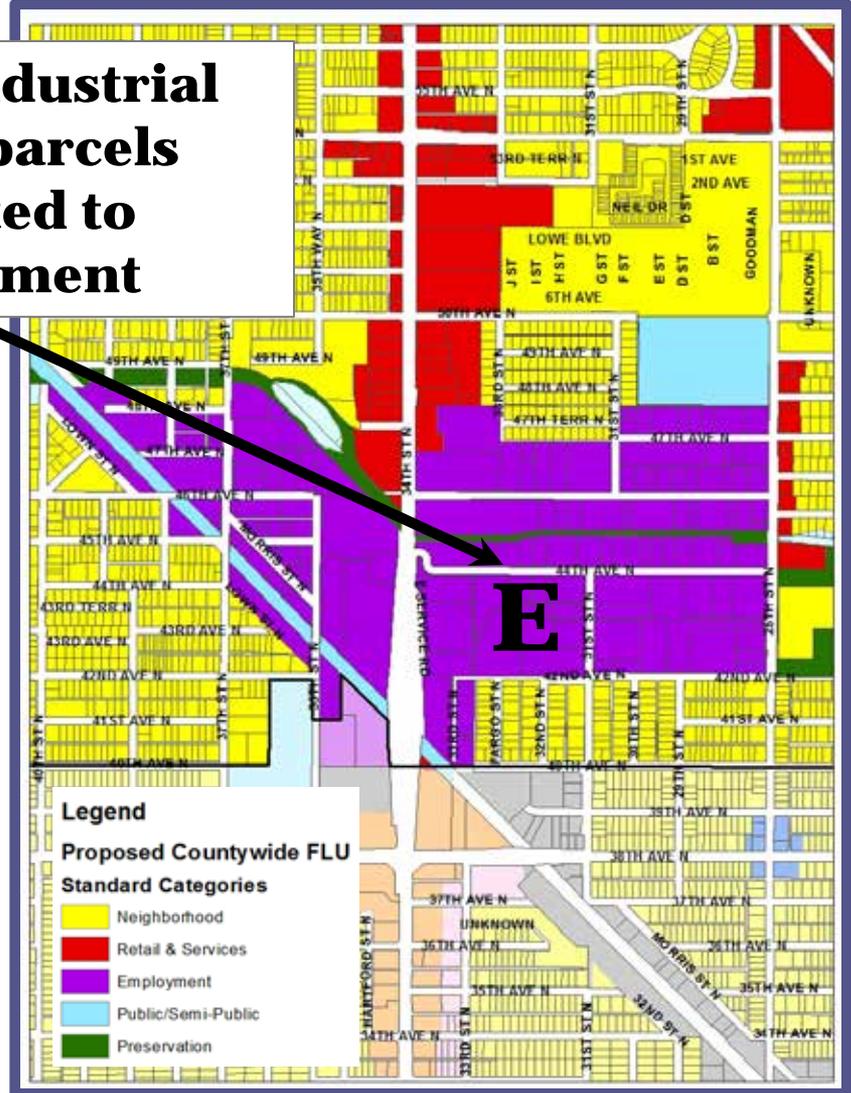
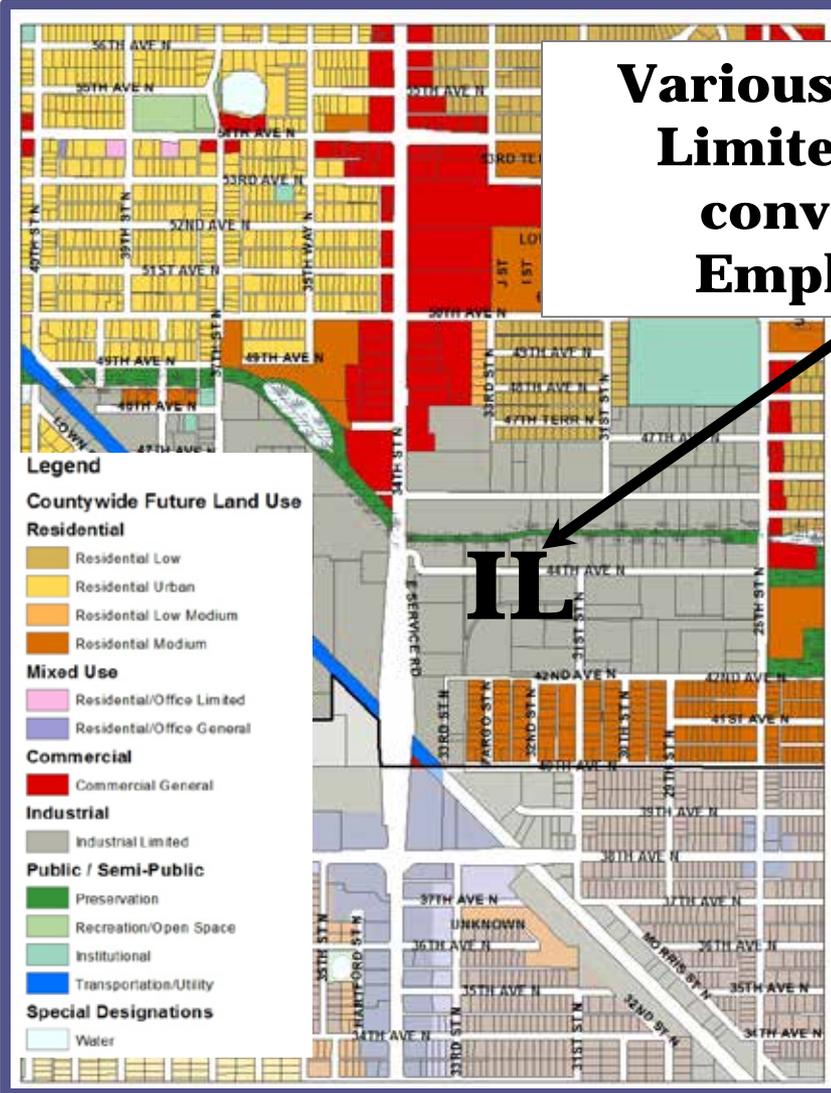


The IL category transitions to Employment.

Current Countywide Plan Map

Proposed Countywide Plan Map

Various Industrial Limited parcels converted to Employment

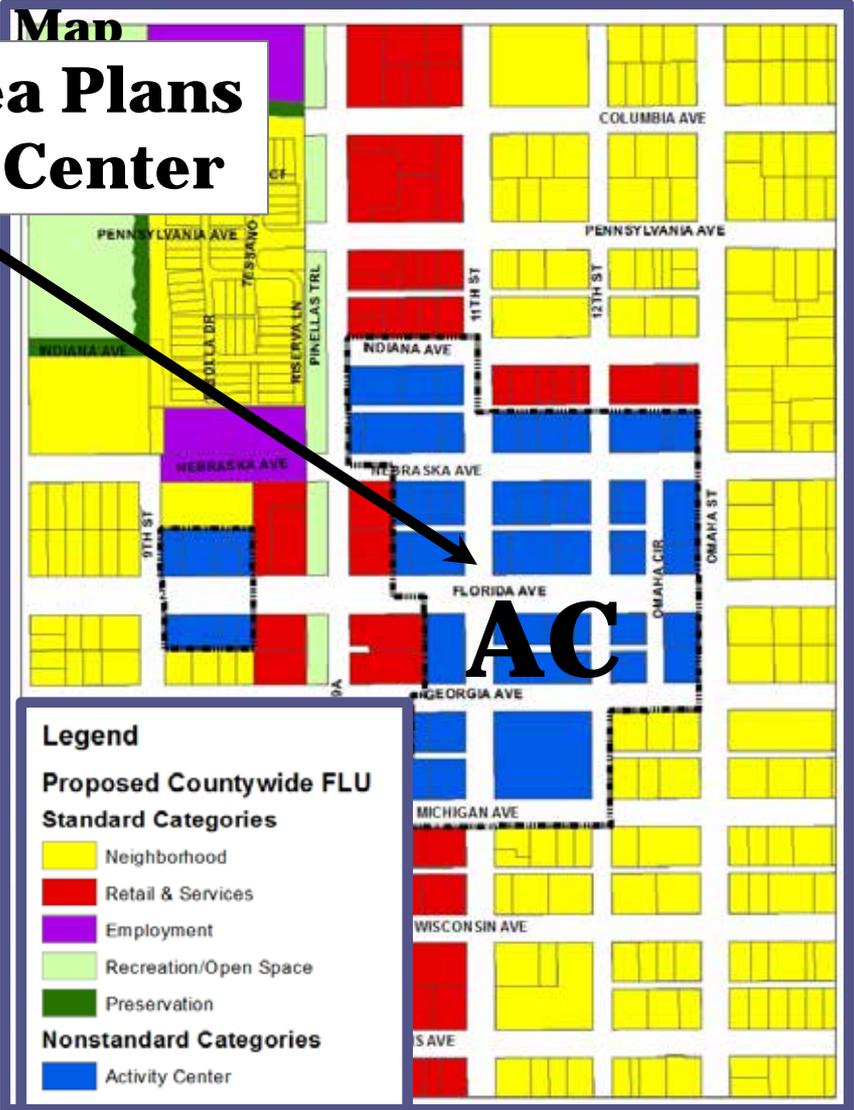
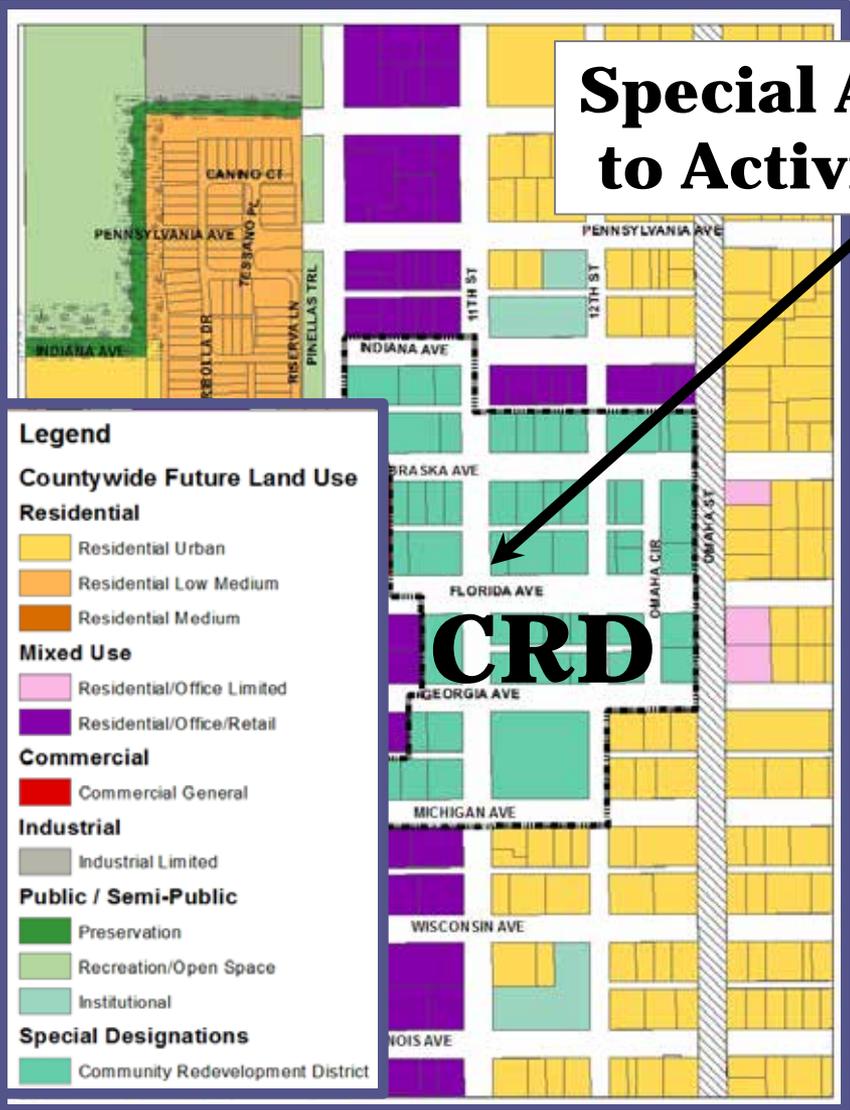


Special Area Plans transition to Activity Center.

Current Countywide Plan Map

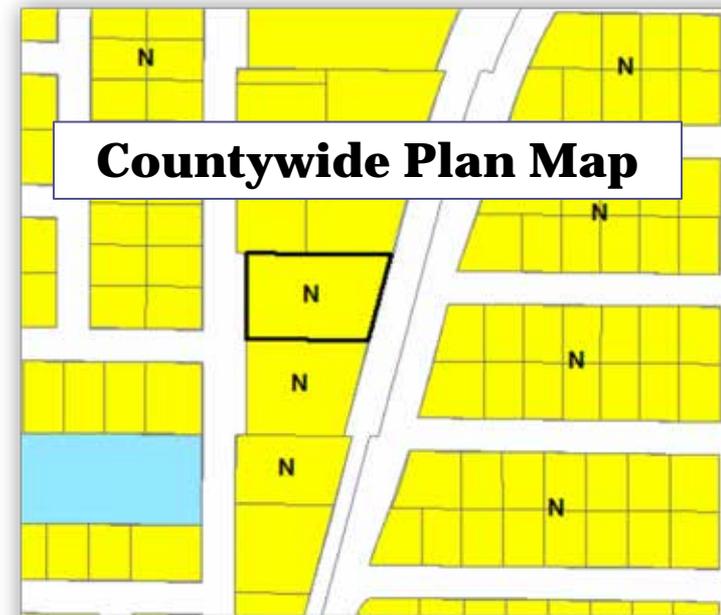
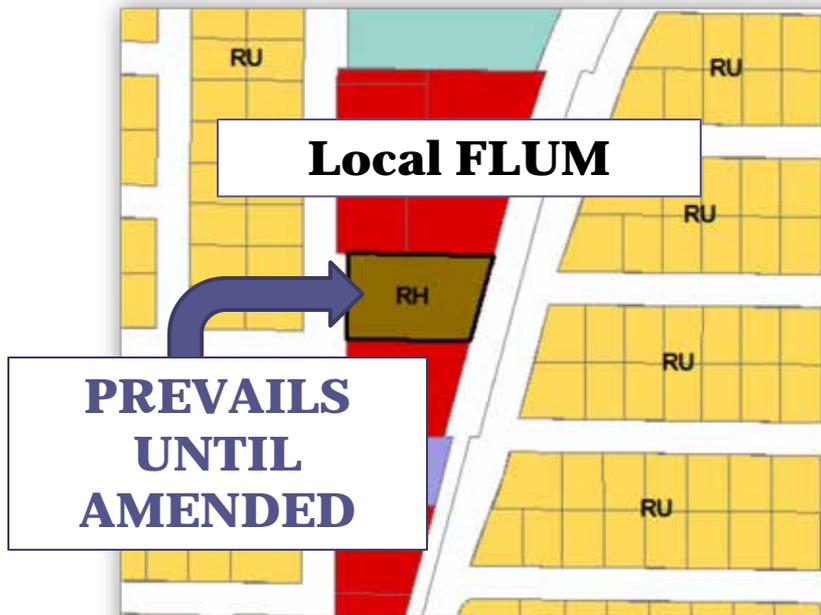
Proposed Countywide Plan Map

**Special Area Plans
to Activity Center**

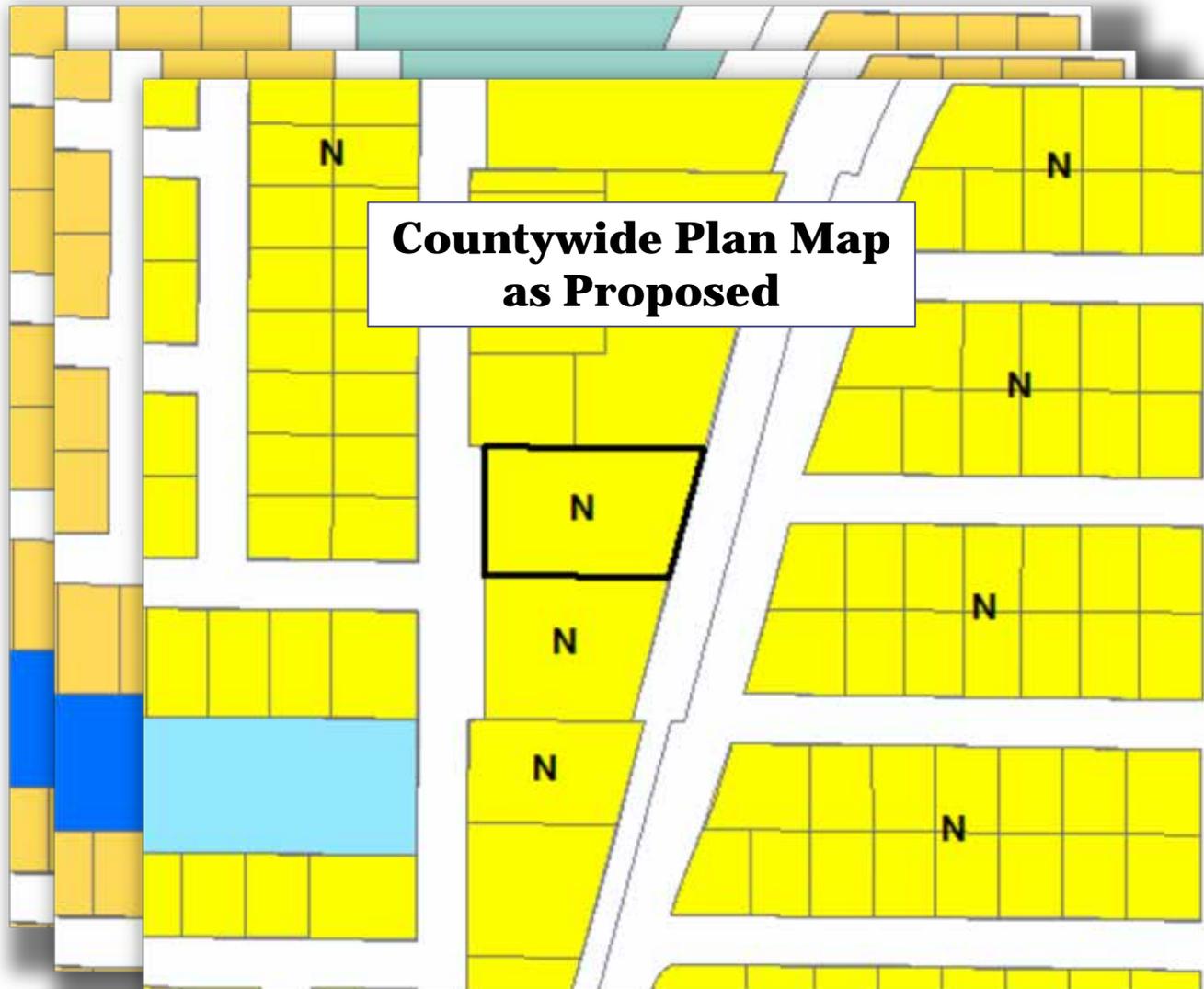


Legacy Entitlements

Local FLUM with standards that exceed the new CWP, the local designation prevails until the parcel is amended.



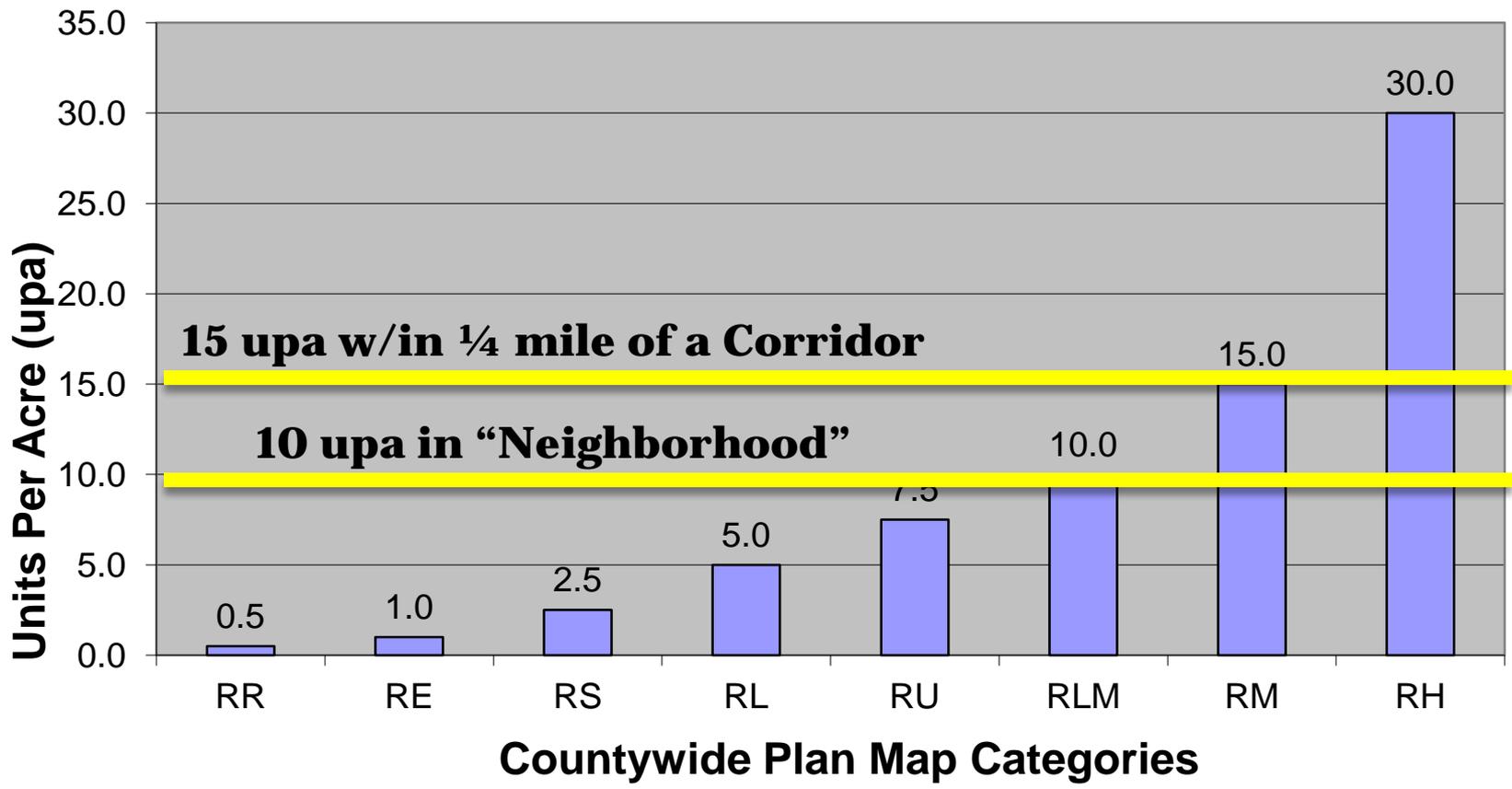
Legacy Entitlements



Legacy Entitlements

N

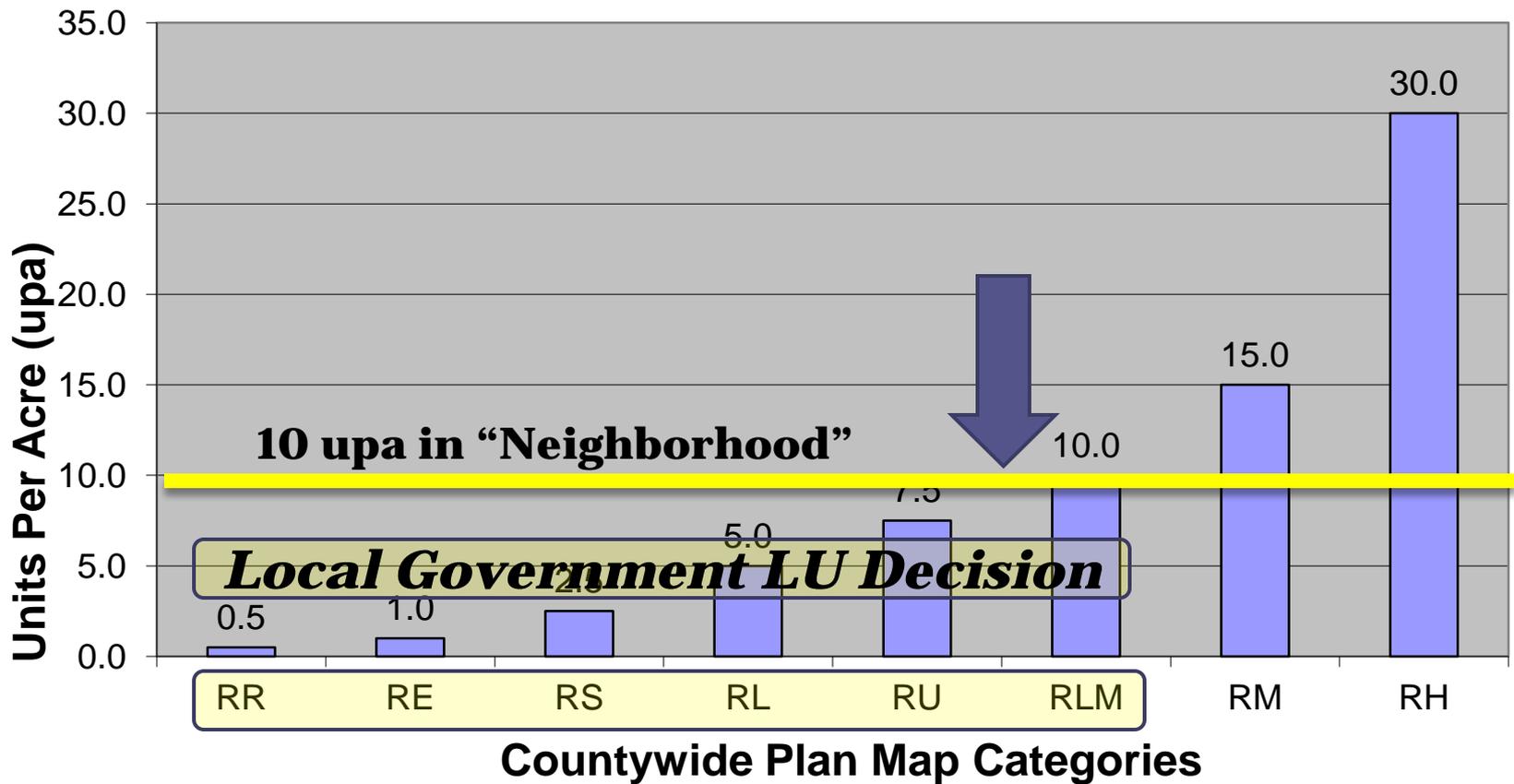
Neighborhood Category Residential Density



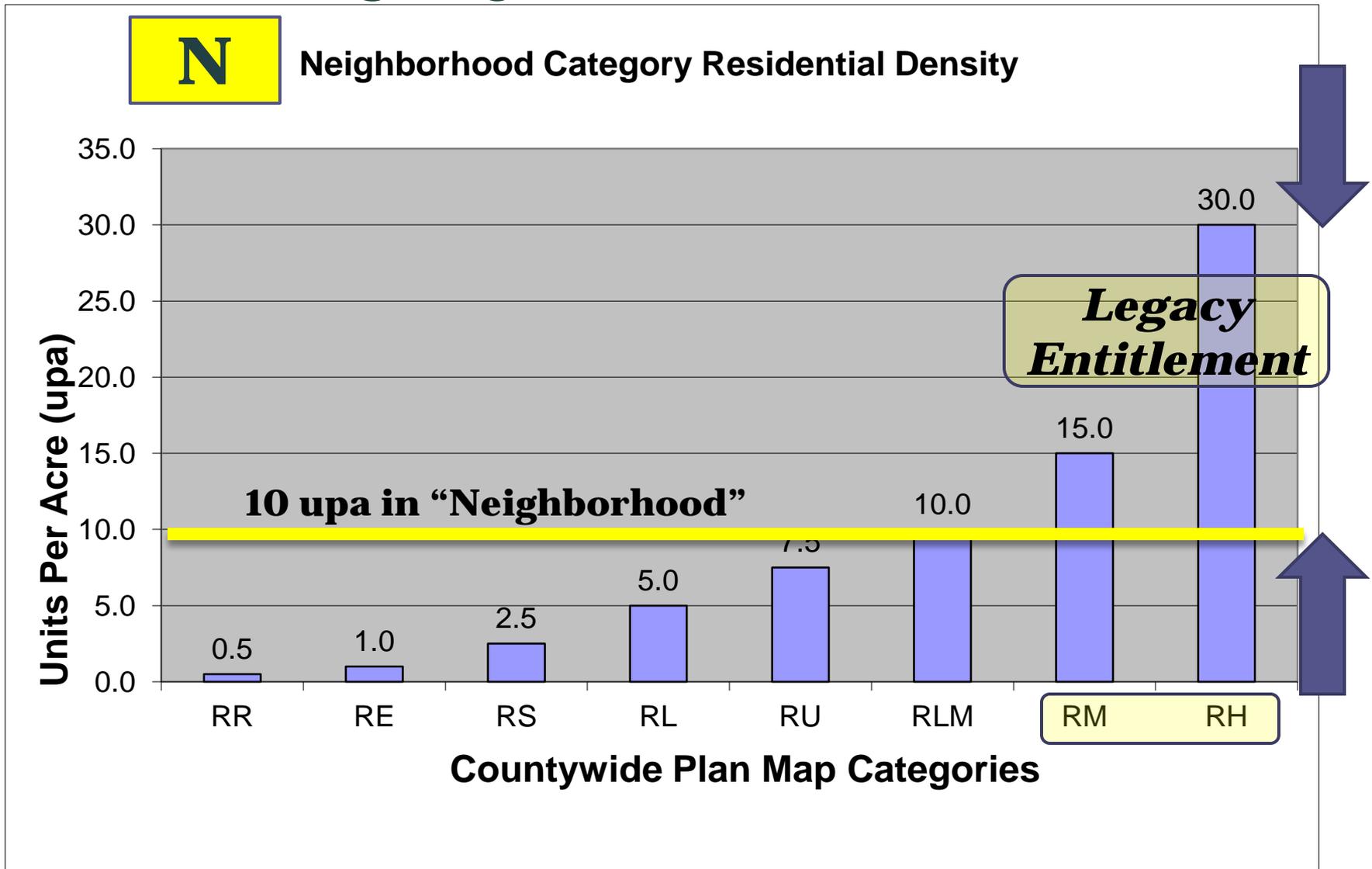
Legacy Entitlements

N

Neighborhood Category Residential Density



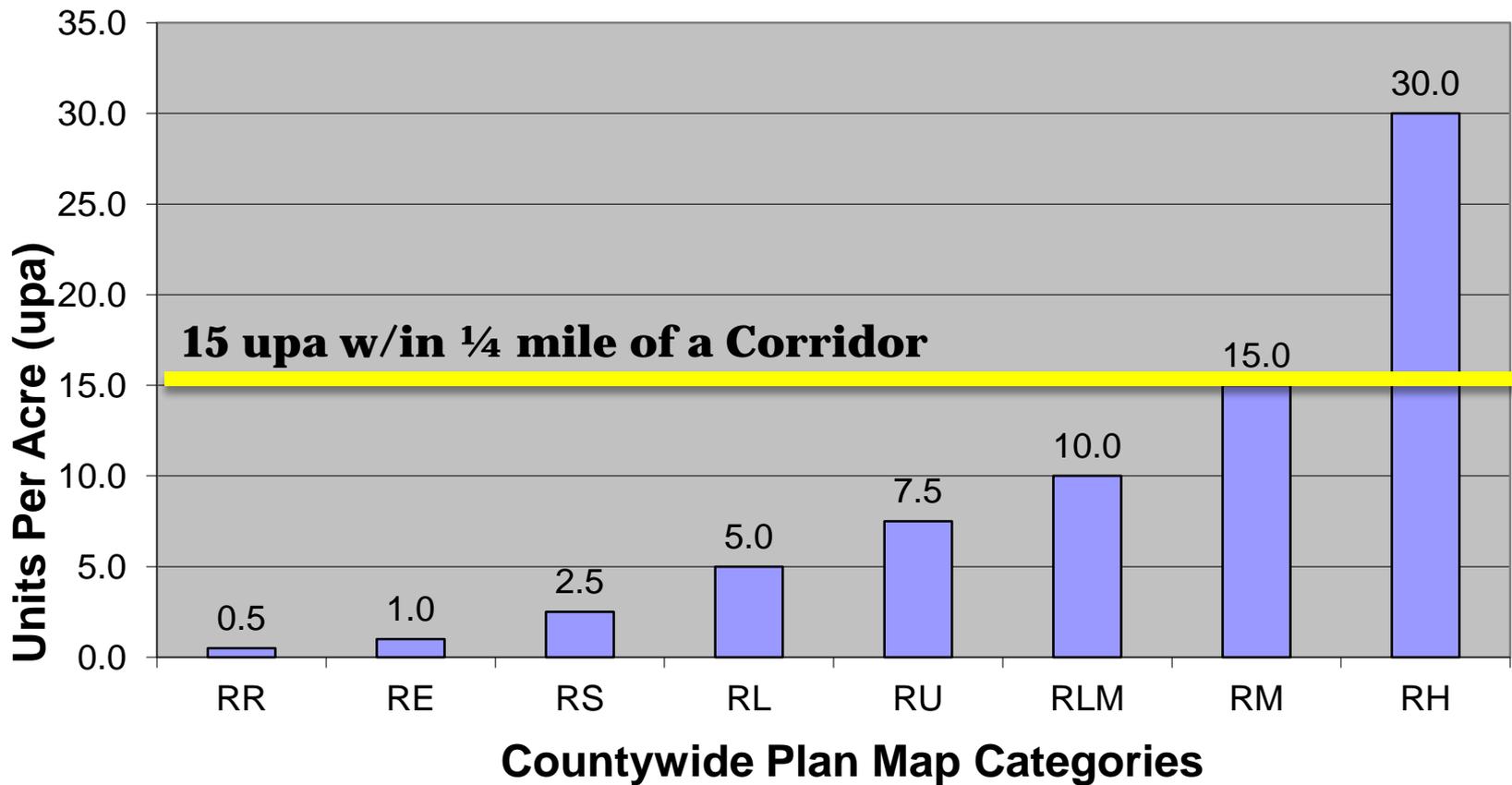
Legacy Entitlements



Legacy Entitlements



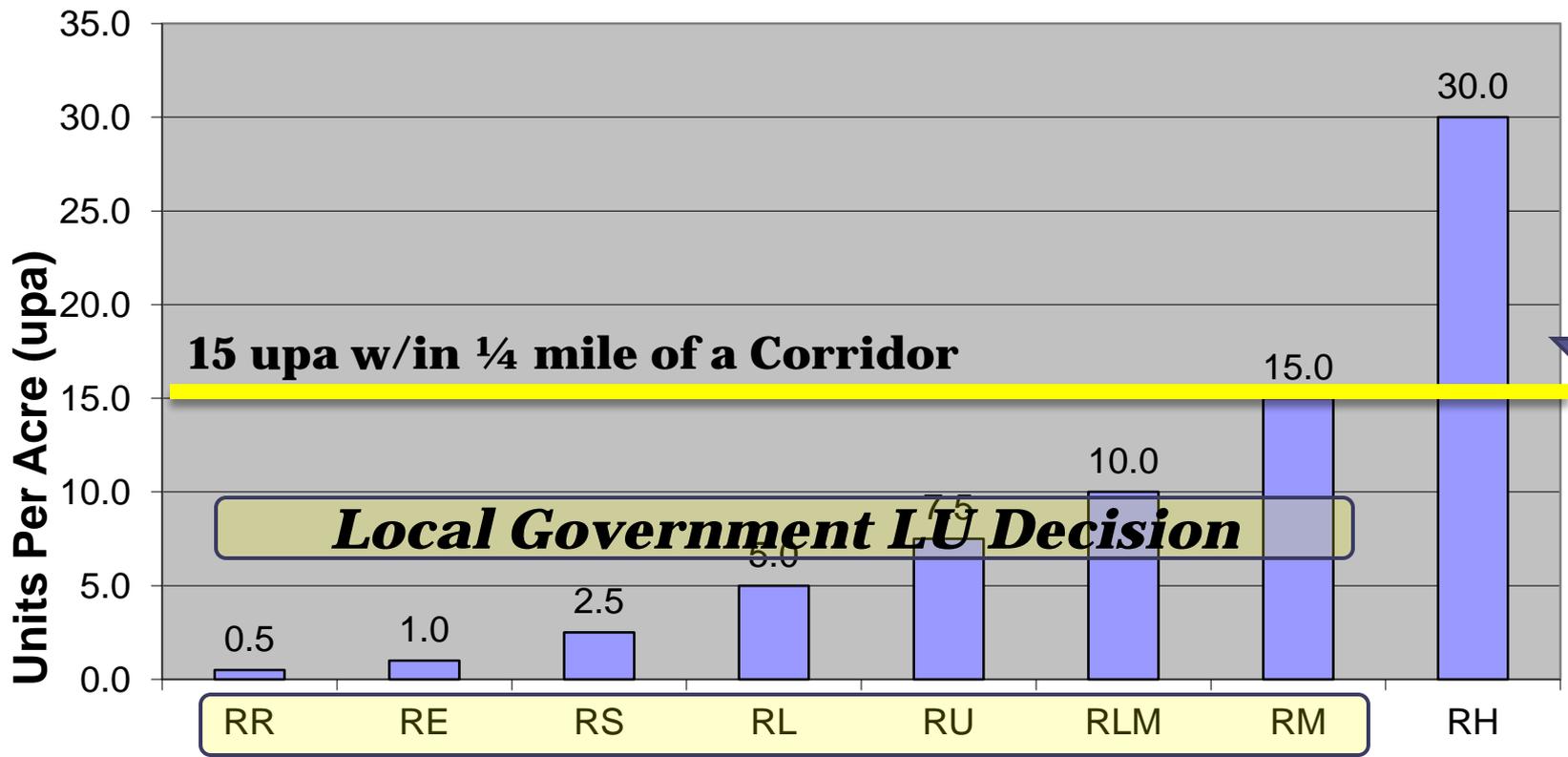
Neighborhood Category Residential Density



Legacy Entitlements

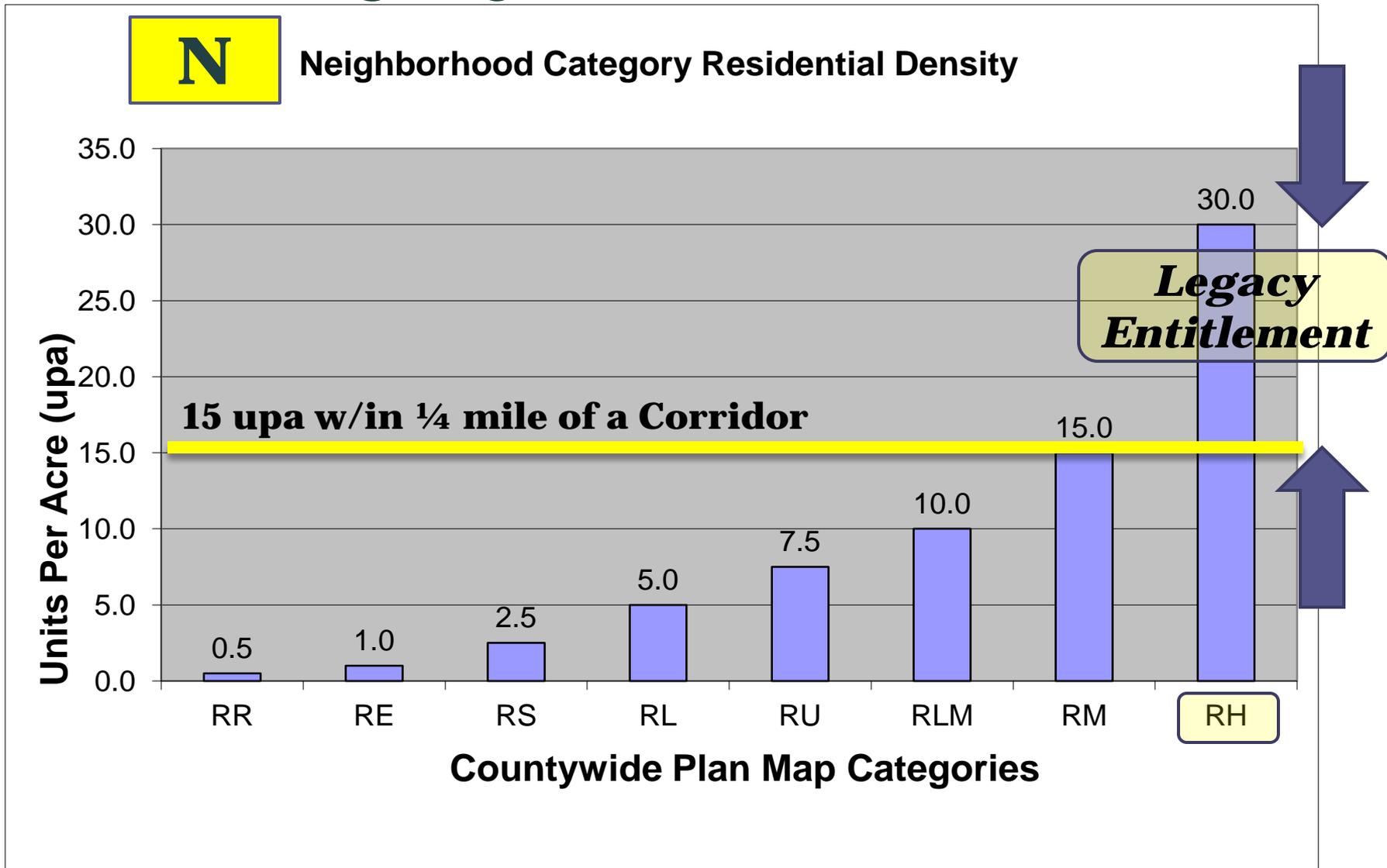
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Neighborhood Category Residential Density

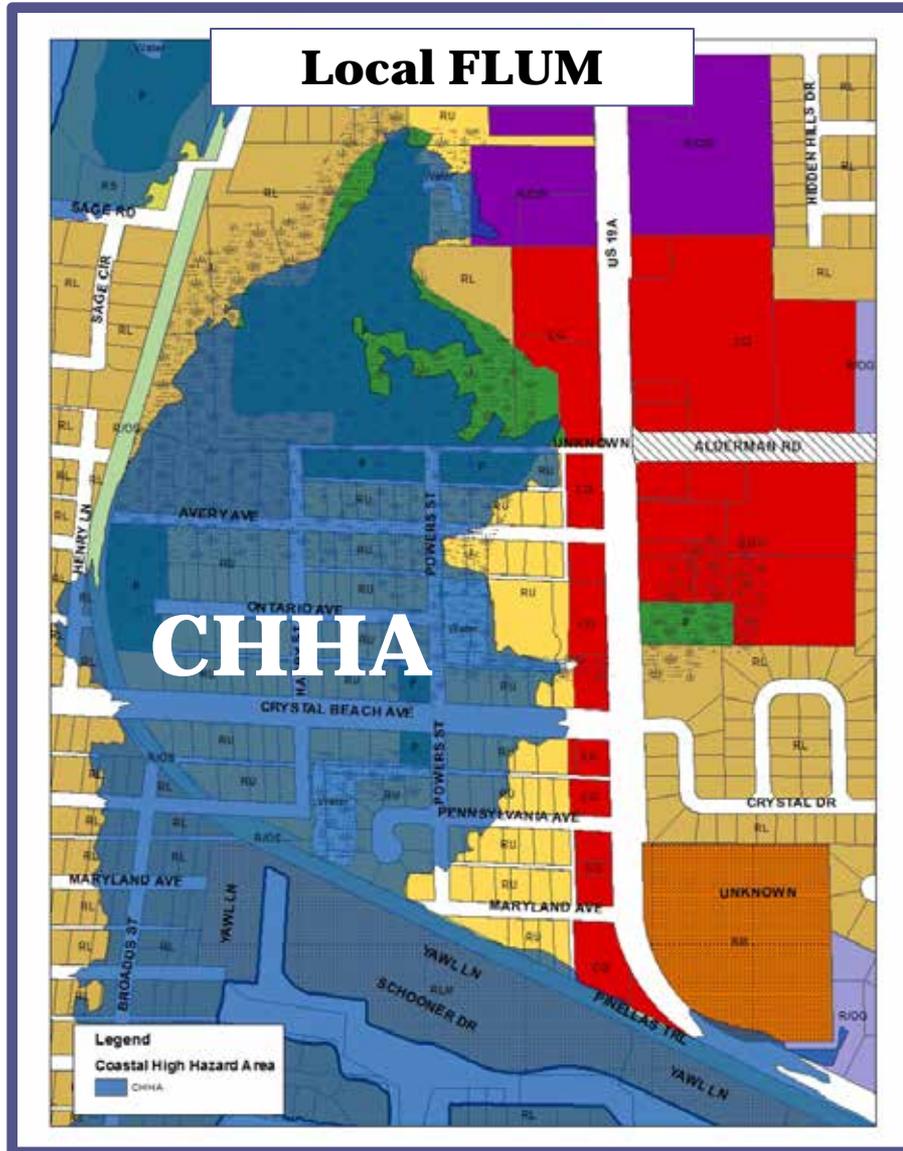


Countywide Plan Map Categories

Legacy Entitlements



Coastal High Hazard Areas



- Maximum density allowed by amendment is 5 upa, subject to applicable criteria
- If above 5 upa today, can develop at allowable density
- Applies only to map amendments (Local Government – Consistency Item)

Tiered Plan Amendment Process



Level I – Receive and Record

Level II – Limited Review

Level III – Full Review

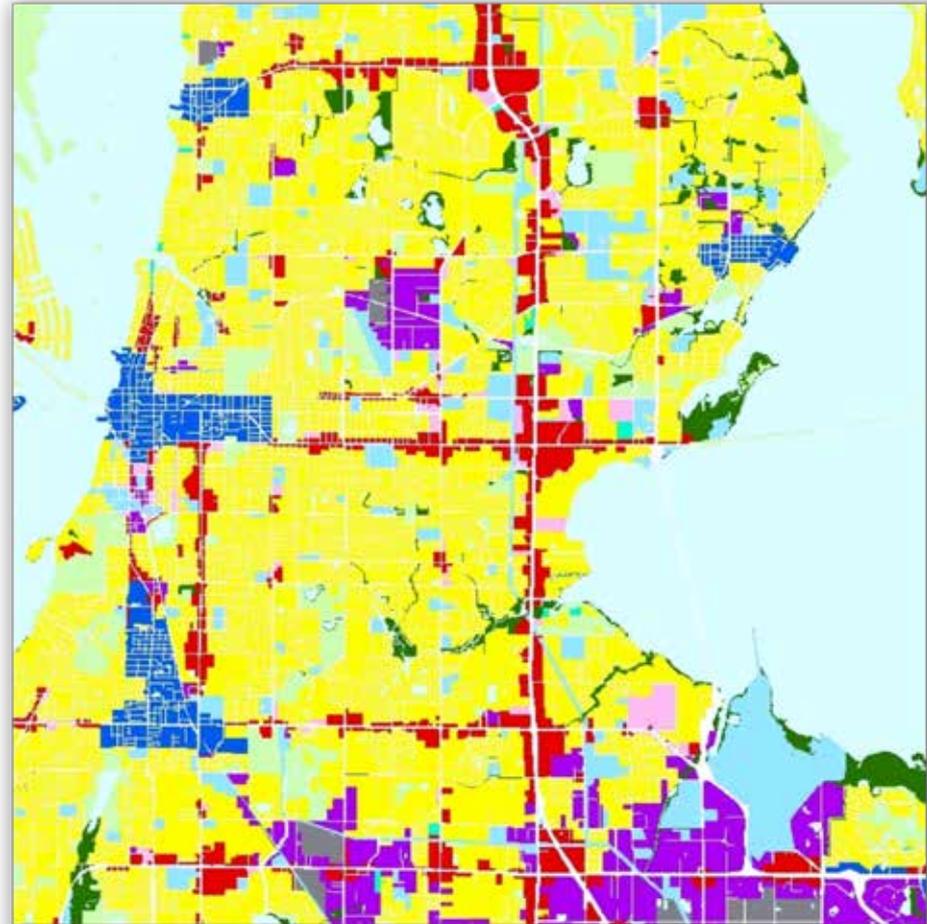
Amendments - Standard Plan Categories

- Either Level I – Receipt and Record

- Many local amendments within the new standard category parameters

- Or, Level II – Public Hearing

- Local amendments that involve a request needing another standard plan category



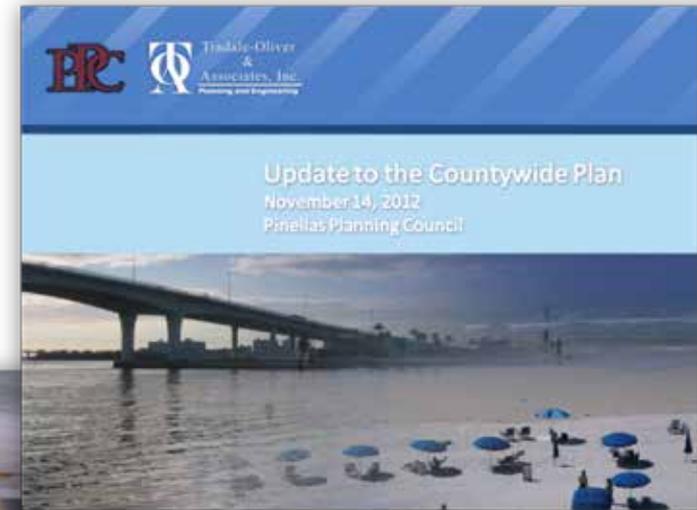
Amendments - AC and MMC Categories

- **Either Level II - Limited Review**
 - When there is already a corresponding designation on the Vision Map
 - Analysis partially completed through CWP Update
- **Or, Level III - Full Review**
 - When there is not a corresponding designation on the Vision Map
 - Requires additional justification



The Work Program Thus Far...

- 33 months
- 25 meetings of the JLUTWG
- 26 outreach presentations to local governments and agencies
- 35 informal staff-to-staff meetings
- 7 major PAC/PPC presentations (and numerous informal updates)
- 1 public outreach brochure



60-Day Review Steps

- **June – August**
 - **90-day local government review and comment period**
- **September - October**
 - **Finalize documents based on local government comments**
 - **Finalize Countywide Rule development**
 - **Workshop/meeting(s) with PPC and CPA**
- **November – December**
 - **PPC and CPA public hearing process start-up**

Questions or Comments?

- The Special Act
- Areas of Growth/Stability Research/Map
- Vision Map and CWP Map
- MMC and AC Categories
- Plans in Transition
- Planning and Urban Design Criteria
- Standard Categories
- Map Conversion Criteria
- Legacy Entitlements
- Coastal High Hazard Areas
- Tiered Amendment Process