A. FUTURE LAND USE ELEMENT

INTRODUCTION

The purpose and intent of the Future Land Use Element is to provide a framework for land use and zoning decisions. It establishes the allowable use, intensity and density of land and provides for consistency between land use categories and zoning districts. Additionally, this element provides for a citywide design structure consisting of a hierarchy of places and the linkages between them to guide future development. Since Clearwater is effectively built-out, the element provides for sustainable redevelopment and infill development, as well as neighborhood preservation. Goals, objectives and policies are designed to preserve and enhance community character and quality of life, while ensuring the continued economic vitality of the community. The City of Clearwater's planning horizon for the Comprehensive Plan is 2018.

Future Land Use Needs Summary

The following summarizes the Future Land Use Element:

- Clearwater has two (2) main natural resources, a moist, sub-tropical climate and buildable land. With gradual variations in topography from sea level to one hundred three (103) feet, we have mostly well drained sandy soils with pockets of wetlands. There are natural drainage ways to Clearwater Harbor and Tampa Bay. The virgin landscape presented relatively few obstacles to development, and urbanization occurred rapidly throughout the 1960s and 1970s. The supply of buildable land has been depleted. City policies will have to compensate for the scarcity of land.

- Vacant developable land in Clearwater has been reduced from approximately 1,034 acres in 1989, to approximately 600 acres in 1996, and then further reduced to 420 in 2005. Most of these parcels are less than one acre in size. Infill development, urban conservation, and urban renewal strategies will continue to be prevalent in implementing Clearwater's plan.

- In 2005, residential was the largest category of land use within the City of Clearwater (approximately 7,072 acres). Commercial was the second largest category of land use within the City (approximately 1,762 acres), followed by Recreation/Open Space (approximately 1,717 acres) and Public/Semi Public (approximately 1,417 acres)

- Since 1989, the majority of the amendments made to the Future Land Use Map have involved parcels under one acre in size.

- Clearwater has 6.98 times more land devoted to open space / recreation uses such as golf courses than industrial use (1,717 vs. 246 acres). The economic base of the City is tourism, retirement income, retailing and services. These sectors of the economy need to be maintained and enhanced.

- Clearwater is the third largest City in the metropolitan area; it is a net importer of labor, and a focus of shopping, health care, recreation and office employment. The transportation system must be maintained and improved to connect the region's urban centers and support economic growth objectives.

- Clearwater provides a full spectrum of urban public services and utilities. There are relatively few areas of service deficiencies. The City continues to implement and address expansion of key arterial and collector streets, drainage improvements for enhanced stormwater quality and conveyance, and upgrading wastewater treatment levels.

- Within the Clearwater Planning Area, there is a significant amount of land located in enclaves and unincorporated areas located along the City's boundaries. Approximately 3,700 acres of land within the

Planning Area is available for annexation.

- Clearwater's redevelopment plans will continue the evolution of a multi-faceted, multi-modal City with tourism being a major industry impacting the City's economic base.
- As of August, 2006, the City's Unsafe Structures Program has resulted in either the demolition or full code compliance of over 1,020 structures. Due to the age of much of the City's commercial and residential structures, this program must be continued as a means of combating urban blight and spurring redevelopment.
- In 2007, the voters of Pinellas County approved a referendum to continue the Local Government Infrastructure Surtax (LGIS) or better known as the "Penny for Pinellas." The "Penny for Pinellas" provides funding for infrastructure improvements within the City of Clearwater.
- Clearwater has a current population of approximately 110,831 people. Seasonal residents add about 10,110 people during the winter months. The permanent population is projected to increase to 120,028 by the year 2018.
- Clearwater will continue to protect historic resources and properties through the implementation of the City historic designation process.
- Coordination among governments, business, and civic groups continues to be necessary to implement comprehensive plan objectives.
- The planning horizon for the City's Comprehensive Plan is 2018. This is a 10-year plan as per Chapter 163, F.S. and 9J-5.005(4), F.A.C., following adoption of City Ordinance Number 7993-08 on December 18, 2008.

GOALS OBJECTIVES AND POLICIES

A.1 GOAL - THE CITY OF CLEARWATER SHALL CONTINUE TO PROTECT NATURAL RESOURCES AND SYSTEMS THROUGHOUT THE CITY AND ENSURE THAT THESE RESOURCES ARE SUCCESSFULLY INTEGRATED INTO THE URBAN ENVIRONMENT THROUGH LAND DEVELOPMENT REGULATIONS, MANAGEMENT PROGRAMS, AND COORDINATION WITH FUTURE LAND USE INTENSITIES AND CATEGORIES.

A.1.1 Objective - On an ongoing basis, natural resources and systems shall be protected through the application of local, state, and regional regulations, mitigation and management plans, and permitting procedures as well as through locally instituted land purchase programs focusing on environmentally sensitive properties and significant open space areas.

Policies

A.1.1.1 Any permanent and temporary alteration of Department of Environmental Protection (D.E.P.) jurisdictional or non-jurisdictional wetlands, the jurisdictional wetlands of the Southwest Florida Water Management District (SWFWMD), beach dunes, sensitive soils, or other natural systems shall be prohibited unless such alteration is fully consistent with all local, state, and federal regulations, mitigation and management plans, and permitting procedures that may be applicable, including the wetland vegetative buffer requirement of the City's Community Development Code.

A.1.1.2 No development which has the potential to discharge toxic chemicals (solvents, contaminating fluids, acids, etc.) may be permitted within one thousand (1,000) feet of a City water well, unless provision is made to store chemical containers in an enclosure approved by the City and a wellhead protection permit is obtained.

A.1.1.3 Environmentally sensitive wetlands subject to Department of Environmental Protection (DEP) jurisdiction and the jurisdictional wetlands of the Southwest Florida Water Management District (SWFWMD) shall be designated by "Preservation" (P) zoning and prevented from being built upon except as permitted by the Preservation Zoning District.

A.1.1.4 The provisions of the City of Clearwater Wellhead Protection Ordinance shall be strictly implemented in order to protect a major source of the City's potable water, with the Engineering Department serving as the chief implementing local agency.

A.1.1.5 Stormwater shall be controlled through consistent application of local, state, and federal regulations, mitigation and management plans, and permitting procedures for both site-specific and basin-level development plans.

A.1.1.6 All development and/or redevelopment activities in floodways and floodplains shall be controlled through consistent application of local, state, and federal regulations, mitigation and management plans, and the permitting process.

A.1.1.7 New development or redevelopment in the Coastal High Hazard Area shall be permitted consistent with F.E.M.A. and City Guidelines.

A.1.1.8 Mitigation plans for alteration of non-jurisdictional wetlands, beach dunes, swamps, marshes, streams, creeks, one hundred (100) year flood plains, or lakes shall require not less than a 1:1 ratio of mitigation land (on- or off-site) as approved

by the Engineering Department and/or City Council, and in coordination with the Southwest Florida Water Management District (SWFWMD).

A.1.1.9 The effects of erosion shall be carefully controlled through local permitting and construction standards, procedures and regulations, and through the development of local and regional erosion control management programs.

A.1.1.10 The Community Development Code shall provide for on-site drainage detention and/or retention or payment in lieu thereof for compatibility with community master drainage plans.

A.1.2 Objective – The City shall restrict permanent population densities in the coastal storm areas in order to help facilitate a more disaster-resistant community.

Policies

A.1.2.1 Population densities in the coastal storm areas are restricted to the maximum density allowed by the City's Future Land Use Category or as allowed in *Beach by Design: A Preliminary Design for Clearwater Beach and Design Guidelines*.

A.1.2.2 Residential density on those portions of property located within the coastal storm area that are designated US 19 Regional Center, US 19 Neighborhood Center or US 19 Corridor future land use categories shall be limited to the density in place prior to implementation of the US 19 future land use categories, as shown on Map A-16.

A.1.2.3 The City shall deny an amendment to its Future Land Use Map within the coastal storm area which results in an increase of residential density or intensity unless it meets the requirements of Section 163.3178(8)(a)3., F.S. and upon a balancing of the following criteria, as are determined applicable and significant to the subject amendment, consistent with Section 4.2.7 of The Countywide Rules.

a. Access to Emergency Shelter Space and Evacuation Routes. The uses associated with the requested amendment will have access to adequate emergency shelter space as well as evacuation routes with adequate capacities and evacuation clearance times.

b. Utilization of Existing and Planned Infrastructure. The requested amendment will result in the utilization of existing infrastructure, as opposed to requiring the expenditure of public funds for the construction of new, unplanned infrastructure with the potential to be damaged by coastal storms.

c. Utilization of Existing Disturbed Areas. The requested amendment will result in the utilization of existing disturbed areas as opposed to natural areas that buffer existing development from coastal storms.

d. Maintenance of Scenic Qualities and Improvement of Public Access to Water. The requested amendment will result in the maintenance of scenic qualities, and the improvement of public access, to the Gulf of Mexico, inland waterways (such as Stevenson Creek), and Tampa Bay.

e. Water Dependent Use. The requested amendment is for uses which are water dependent.

f. Part of a Community Redevelopment Plan. The requested amendment is included in a Community Redevelopment Plan, as defined by Florida Statues

for a downtown or other designated development area.

g. Overall Reduction of Density or Intensity. The requested amendment would result in an increase in density or intensity on a single parcel, in concert with corollary amendments which result in the overall reduction of development density or intensity in the surrounding coastal storm area.

h. Clustering of Uses. The requested amendment within the coastal storm area provides for the clustering of uses on a portion of the site outside the coastal storm area.

i. Integral Part of Comprehensive Planning Process. The requested amendment has been initiated by the local government as an integral part of its comprehensive planning process, consistent with the local government comprehensive plan.

A.1.2.4 The City shall require new or redeveloped overnight accommodations uses located within the City's coastal storm area to have a hurricane evacuation plan, approved by the City, for all guests. This plan shall require the commencement of evacuation of hotel guests as soon as a hurricane watch is posted for the City.

A.1.2.5 Continue to cooperate with the Tampa Bay Regional Planning Council and Pinellas County to meet the regional objectives for evacuation of permanent populations as well as other emergency concerns.

A.2 GOAL – A SUFFICIENT VARIETY AND AMOUNT OF FUTURE LAND USE CATEGORIES SHALL BE PROVIDED TO ACCOMMODATE PUBLIC DEMAND AND PROMOTE INFILL DEVELOPMENT.

A.2.1 Objective – Public institutions, such as hospitals, parks, utility facilities and government facilities, shall be provided sufficient land area to accommodate identified public needs.

Policies

A.2.1.1 Utility facilities shall continue to be allowed in all City of Clearwater land use categories and zoning districts consistent with City regulations.

A.2.1.2 Growth of Morton Plant hospital shall continue to be consistent with the Morton Plant Hospital Master Plan.

A.2.2 Objective – Future Land Use in the City of Clearwater shall be guided by the City's Future Land Use Map, which shall be consistent with the Countywide Plan for Pinellas County (The Countywide Plan) including the Countywide Plan Map, and shall be implemented through the City's Community Development Code.

Policies

A.2.2.1 Land Uses on the City's Future Land Use Map shall generally be interpreted as indicated in Tables A-1 and A-2.

A.2.2.2 The density and intensity standards listed in Table A-1 are the maximum allowed by the City for each future land use category, except where otherwise permitted by special area plans or redevelopment plans approved by the City Council. The standards referenced include: units per acres (UPA), floor area ratio (FAR), and impervious surface ratio (ISR).

A.2.2.3 Properties designated as Activity Center (AC) on the Countywide Plan Map may be designated by the City with future land use categories that have more restrictive density and/or intensity standards.

A.2.2.4 Individual zoning districts, as established by the City's Community Development Code, may have more restrictive density or intensity standards than those listed in Table A-1 but will not exceed the maximum allowable density or intensity of the underlying future land use category, unless otherwise permitted by approved special area plans or redevelopment plans.

A.2.2.5 Residential equivalent uses shall not exceed 3.0 beds per permitted dwelling unit based on the underlying residential density.

A.2.2.6 Hospital uses within the Institutional classification shall be guided by the FAR bonus provisions for hospital uses in the Institutional classification and shall be subject to the following criteria:

a. Hospital uses must be based on and subject to an approved final master plan or site plan; and
b. The master plan or site plan must include any and all adjacent, contiguous, or touching property, structures, facilities, and uses, which are:
    1. Attributable to common ownership; or
    2. Part of a common plan of operation, administration, promotion, advertising, service, or business; or
    3. Voluntarily sharing facilities or infrastructure; or
    4. Used in any way in conjunction with the hospital use; and
c. Where the municipal boundary of any adjoining local government is contiguous to or within 150 feet of the hospital use, the provisions set forth hereunder shall apply. The City shall approve the final master or site plan or any amendment thereto, subject to the following specific provisions:
    1. The hospital use shall not exceed a FAR of 0.65 for the uses located within 150 feet of a municipal boundary of adjoining local government(s);
    2. Adjoining local government(s) shall be given an opportunity to review and comment on the master plan or site plan, or any amendment thereto, as it applies to the property within 150 feet of the municipal boundary. This shall include the following:
        a. Transmittal of two copies of the master plan or site plan or any amendment thereto, to the adjoining local government(s) not less than 30 days prior to scheduled action by the City;
        b. The opportunity and specific process by which to provide comments and recommendations by the adjoining local government(s) so as to be timely and meaningfully considered by the City.
    3. Any proposed use within 150 feet of adjoining local government(s) shall be so designed and located as to consider specifically each of the following:
        a. The height of any building or structure in relationship to the distance from adjoining property and buildings in the adjoining jurisdiction(s) to ensure minimum negative visual impact based on the standards for setback, separation distance and buffering in the adjoining local government(s).

b. The separation distance and landscape buffer provisions for any vehicular use, storage, or service area or structure, consistent with the character and use of the adjoining property based on the standards for such buffer area in the adjoining local government(s).
c. The landscape treatment, including the type, side and intensity of vegetative buffer areas consistent with the character and use of the adjoining property based on the standards for such landscape treatment in the adjoining local government(s).
d. That no use shall constitute a nuisance with respect to noise, odor, air quality, fire or explosive hazard, vibration or electromagnetic interference based on the performance standards in the adjoining local government(s).

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Table A-1

City of Clearwater Land Use Category	Primary Uses per Plan Category	Maximum Density/Intensity per Plan Category			
		Density	FAR	ISR	Special
Residential Estate (RE)	Very Low Density Residential	1.0 DU/AC	0.30	0.60	
Residential Suburban (RS)	Low Density Residential	2.5 DU/AC	0.30	0.60	
Residential Low (RL)	Low Density Residential	5.0 DU/AC	0.40	0.65	
Residential Urban (RU)	Urban Low Density Residential; Residential Equivalent	7.5 DU/AC	0.40	0.65	
Residential Low Medium (RLM)	Low to Moderate Density Residential; Residential Equivalent	10 DU/AC	0.50	0.75	
Residential Medium (RM)	Moderate to High Density Residential; Residential Equivalent	15 DU/AC	0.50	0.75	
Residential High (RH)	High Density Residential; Residential Equivalent	30 DU/AC	0.60	0.85	
Residential/Office Limited (R/OL)	Low Density Residential; Residential Equivalent; Office	7.5 DU/AC	0.40	0.75	
Residential/Office General (R/OG)	Medium Density Residential; Residential Equivalent; Office	15 DU/AC	0.50	0.75	
Residential/Office/Retail (R/O/R)	Moderate Density Residential; Residential Equivalent; Office; Retail Sale & Service; Overnight Accommodations	18 DU/AC; 30 OV/AC	0.40	0.85	
Commercial Neighborhood (CN)	Office; Retail Sales and Service	10 DU/AC	0.40	0.80	
Commercial Limited (CL)	Office; Retail Sales & Service; Overnight Accommodations	18 DU/AC; 30 OV/AC	0.45	0.85	
Commercial General (CG)	Office; Retail Sales & Service; Overnight Accommodations	24 DU/AC; 40 OV/AC	0.55	0.90	If located in TEC, FAR 1.1 maximum for Office and Research & Development uses
Resort Facilities High (RFH)	High Density Residential; Overnight Accommodations; Commercial; Residential Equivalent	30 DU/AC; 50 OV/AC	1.2	0.95	Clearwater Beach: As set forth in *Beach by Design* special area plan
					Overnight Accommodations on property that is*: OV/AC FAR ISR
					Less than 1 Acre: 70 2.0 0.95
					Between 1 and 3 Acres: 90 3.0 0.95
					Greater than 3 Acres: 110 4.0 0.95
					* Subject to Community Development Code provisions consistent with Section 5.2.1.3, Countywide Plan Rules
Central Business District (CBD)	Moderate to High Density Residential; Office; Retail Sales & Service; Public/Semi-Public uses as indicated in approved Redevelopment Plan	As set forth in the approved *Clearwater Downtown Redevelopment Plan*			
US 19 Regional Center (US 19-RC)	Office; High Density Residential; Residential Equivalent; Retail Sales & Service; Overnight Accommodations; Research/Development; Light Manufacturing	N/A	2.5	N/A	Residential and overnight accommodation development potential governed by FAR

DU/AC = Dwelling Units per Acre
OV/AC = Overnight Accommodation Units per Acre
FAR = Floor Area Ratio
ISR = Impervious Surface Ratio
TEC = Target Employment Center

Table A-1

City of Clearwater Land Use Category	Primary Uses per Plan Category	Maximum Density/Intensity per Plan Category			
		Density	FAR	ISR	Special
US 19 Neighborhood Center (US 19-NC)	Office; High Density Residential; Residential Equivalent; Retail Sales & Service; Overnight Accommodations; Research/Development; Light Manufacturing	N/A	1.5	N/A	Residential and overnight accommodation development potential governed by FAR
US 19 Corridor (US 19-C)	Office; High Density Residential; Residential Equivalent; Institutional; Warehouse; Light Manufacturing; Research/Development	N/A	1.5	N/A	Residential and overnight accommodation development potential governed by FAR
Industrial Limited (IL)	Light/Medium Manufacturing; Overnight Accommodations; Research/Development; Wholesale	50 OV/AC	0.65	0.85	75 OV/AC; FAR 1.5; ISR 0.85 (Subject to Community Development Code provisions consistent with Section 5.2.1.3, Countywide Plan Rules If located in TEC, FAR 1.3 maximum for Manufacturing, Office, and Research & Development uses
Industrial General (IG)	All Manufacturing; Wholesale; Warehouse; Research/ Development; Vehicular Salvage	N/A	0.75	0.95	If located in TEC, FAR 1.5 maximum for Manufacturing, Office, and Research & Development uses
Target Employment Center (TEC)	Office; Manufacturing; Research/Development	100% intensity bonus for Manufacturing, Office, and Research & Development uses; otherwise, density, FAR, and ISR based upon the underlying future land use category			
Recreation/Open Space (R/OS)	Public/Private Open Space; Recreation Facilities; Beach/Water Access	N/A	0.25	0.60	
Preservation (P)	Natural/Undeveloped Water Features; Beaches and Dunes; Environmental Parks	N/A	0.10	0.20	
Institutional (I)	Public/Private Schools; Churches; Public Offices; Hospitals; Residential Equivalent	12.5 DU/AC	0.65	0.85	Hospital Bonus Provisions: FAR 1.0 subject to Bonus Provisions (see Policy A.2.2.5)
Transportation/Utility (T/U)	Airports; Marina; Utility Facilities	N/A	0.70	0.90	
Transportation/Utility (T/U) Overlay	Utility Transmission line located in an easement	Density, FAR, and ISR based upon the underlying future land use; applicable to properties <10 acres			
Water Drainage Feature	Water Body; Drainage Feature; Submerged Land	0 DU/AC	0	N/A	Applicable to water bodies >3 acres
Water Drainage Feature Overlay	Drainage Features	Density, FAR, and ISR based upon the underlying future land use category			
Transit Oriented Development (TOD)					
Transit Station Area Type I: Urban Downtown Center	High Density Residential; Office; Retail Sales & Service; Institutional; Public/Semi-Public; Overnight Accommodations	200	7.0	N/A	Mixed-use projects can be all inclusive FAR or proportionate share of density and FAR
Transit Station Area Type II: Suburban Center	High Density Residential; Office; Retail Sales & Service; Institutional; Public/Semi-Public; Overnight Accommodations	150	5.0	N/A	
Transit Station Area Type III: Neighborhood Center	High Density Residential; Office; Retail Sales & Service; Institutional; Public/Semi-Public; Overnight Accommodations	90	3.0	N/A	
Transit Station Area Type IV: Complete Street Corridor	High Density Residential; Office; Retail Sales & Service; Institutional; Public/Semi-Public; Overnight Accommodations	60	2.0	N/A	

DU/AC = Dwelling Units per Acre
OV/AC = Overnight Accommodation Units per Acre
FAR = Floor Area Ratio
ISR = Impervious Surface Ratio
TEC = Target Employment Center

Table A-2

City of Clearwater Future Land Use Category	Consistent Zoning District															Consistent Countywide Plan Category
	LDR[1]	LMDR[1,2]	MDR[2]	MHDR[2]	HDR[2]	MHP	C[2]	T	D	O	US 19	I[2]	IRT	OSR	P	
Residential Estate (RE)																Residential Very Low (RVL)
Residential Suburban (RS)																Residential Low Medium (RLM)
Residential Low (RL)																
Residential Urban (RU)																
Residential Low Medium (RLM)																
Residential Medium (RM)																Residential Medium (RM)
Residential High (RH)																Residential High (RH)
Residential/Office Limited (R/OL)																Office (O)
Residential/Office General (R/OG)																
Residential/Office/Retail (R/O/R)																Retail & Services (R&S)
Commercial Neighborhood (CN)																
Commercial Limited (CL)																
Commercial General (CG)																
Resort Facilities High (RFH)																Resort (R)
Central Business District (CBD)																Activity Center (AC) / Special Center
US 19 Regional Center (US 19-RC)											-RC					Activity Center (AC) / Major Center
US 19 Neighborhood Center (US 19-NC)											-NC					Activity Center (AC) / Community Center
US 19 Corridor (US 19-C)											-C					Multi Modal Corridor (MMC) / Primary
Industrial Limited (IL)																Employment (E)
Industrial General (IG)																Industrial (I)
Target Employment Center (TEC)																Target Employment Center (TEC)
Recreation/Open Space (R/OS)																Recreation/Open Space (R/OS)
Preservation (P)																Preservation (P)
Institutional (I)																Public/Semi-Public (P/SP)
Transportation/Utility (T/U)																
Transportation/Utility (T/U) Overlay	Consistent with all zoning districts															
Water/Drainage Feature	Consistent with all zoning districts															Shown as "Water"
Water/Drainage Feature Overlay	Consistent with all zoning districts															Shown as "Water"
Transit Oriented Development (TOD)	Zoning districts specific to the geographic location of the transit station area will be established as such time that station locations are determined and transit station area plans are developed.															Activity Center (AC) / Transit Station Center
Area Type I: Urban Center Downtown																
Area Type II: Suburban Center																
Area Type III: Neighborhood Center																
Area Type IV: Complete Street Corridor																

Note:
1. Is consistent with the Coachman Ridge Neighborhood Conservation Overlay District (CRNCOD) per Section 2-1601, Community Development Code.
2. Is consistent with the Island Estates Neighborhood Conservation Overlay District (IENCOD) per Section 2-1602, Community Development Code.

A.2.2.7 Residential land uses shall be sited on well-drained soils, in proximity to parks, schools, mass transit and other neighborhood-serving land uses.

A.2.2.8 Commercial land uses shall be located at the intersection of arterial or collector streets and should be sited in such a way as to minimize the intrusion of off-site impacts into residential neighborhoods. New plats and site plans shall discourage the creation of "strip commercial" zones by insuring that adequate lot depths are maintained and by zoning for commercial development at major intersections.

A.2.2.9 Industrial land uses shall be located along arterial or major collector streets, with rail access if possible. Siting and operation of industrial land uses should not create adverse off-site impacts, particularly as these off-site impacts may degrade residential areas.

A.2.2.10 Subdivision of land shall be consistent with and governed by the Comprehensive Plan objectives and policies regarding land use, transportation, conservation, and utility services.

A.2.2.11 The Community Development Code shall provide for safe on-site traffic circulation and connections to adjacent arterial and collector streets consistent with Florida Department of Transportation, Institute of Traffic Engineers design guidelines, and other applicable roadway design standards, policies, and guidelines.

A.2.2.12 The City will provide density bonuses for affordable housing developments that demonstrate that a minimum of 15% of the total units are reserved as affordable housing units. Such bonuses shall not exceed 50% of the density permitted by the Future Land Use Map and shall not include properties located in the Coastal Storm Area. The density bonus shall be established by ordinance in the Community Development Code.

A.2.2.13 All land use categories on the Future Land Use Map shall be consistent with the density and intensity standards and other standards contained in the Pinellas Planning Council *Countywide Plan Rules*, including criteria and standards for nomenclature, continuum of plan classifications and categories, use and locational characteristics, map delineation, other standards, and special rules.

A.3 GOAL - THE CITY OF CLEARWATER SHALL ENSURE THAT ALL DEVELOPMENT OR REDEVELOPMENT INITIATIVES MEET THE SAFETY, ENVIRONMENTAL, AND AESTHETIC NEEDS OF THE CITY THROUGH CONSISTENT IMPLEMENTATION OF THE COMMUNITY DEVELOPMENT CODE.

A.3.1 Objective – All signage within the City of Clearwater shall be consistent with the Clearwater sign code, as found within the Community Development Code, and all proposed signs shall be evaluated to determine their effectiveness in reducing visual clutter and in enhancing the safety and attractiveness of the streetscape.

Policies

A.3.1.1 Commercial signs in Clearwater shall be restricted to discourage the proliferation of visual clutter, promote community aesthetics, provide for highway safety, and to allow the identification of business locations.

A.3.1.2 Proliferation of billboards along major collector and arterial streets shall be prevented as is currently provided.

A.3.1.3 Sign identification of City parks and buildings shall be used as a positive example of aesthetic and legible site identification.

A.3.2 Objective – All development or redevelopment initiatives within the City of Clearwater shall meet the minimum landscaping / tree protection standards of the Community Development Code in order to promote the preservation of existing tree canopies, the expansion of that canopy, and the overall quality of development within the City.

Policies

A.3.2.1 All new development or redevelopment of property within the City of Clearwater shall meet all landscape requirements of the Community Development Code.

A.4 GOAL - THE CITY SHALL WORK TOWARD A LAND USE PATTERN THAT CAN BE SUPPOERTED BY THE AVAILABLE COMMUNITY AND PUBLIC FACILITIES THAT WOULD BE REQUIRED TO SERVE THE DEVELOPMENT.

A.4.1 Objective – The City's Concurrency Management System will ensure that compatibility of all proposed development with the capacities of the existing and planned support facilities for which a level of service has been adopted.

Policies

A.4.1.1 The Concurrency Management System shall ensure proposed development is in conformance with existing and planned support facilities for which a level of service standard has been adopted and that such facilities and services are available, at the adopted level of service standards, concurrent with the impacts of development.

A.4.1.2 The City's Concurrency Management System shall include, at minimum, level of service standards for parkland, potable water, sanitary sewer, solid waste, and stormwater.

A.4.1.3 The City, when making decisions on requests to amend the Future Land Use Map or the Zoning Atlas (other than decisions on appropriate locations for mixed-use or transit oriented development), shall review the potential impact on the transportation system by considering the following:

a. Ability of the surrounding existing and planned transportation network to meet the mobility objectives of the Comprehensive Plan;
b. Capacity of the surrounding existing and planned transportation network to accommodate any protected additional demand; and
c. Extent to which the proposed Future Land Use Map amendment or rezoning furthers the intent of the Comprehensive Plan to improve mobility.

A.4.1.4 The City shall recognize the overriding Constitutional principle that private property shall not be taken without due process of law and the payment of just compensation, which principle is restated in Section 163.3194 (4) (a), Florida Statutes.

A.5 GOAL-THE CITY OF CLEARWATER SHALL IDENTIFY AND UTILIZE A CITYWIDE DESIGN STRUCTURE COMPRISED OF A HIERARCHY OF PLACES AND LINKAGES. THE CITYWIDE DESIGN STRUCTURE WILL SERVE AS A GUIDE TO DEVELOPMENT AND LAND USE DECISIONS WHILE PROTECTING THOSE ELEMENTS THAT MAKE THE CITY UNIQUELY CLEARWATER.

A.5.1 Objective – Establish the Hierarchy of Places as shown on Map A-14

Policies:

A.5.1.1 Identify Activity Centers: high intensity, high-density multi-use areas designated as appropriate for intensive growth and an integrated pattern of development that routinely provide service to a significant number of citizens of more than one county or that serve multiple residential communities by providing a mix of neighborhood-serving shopping centers as well as a mix of employment and residential opportunities. Activity centers are composed of multiple destination points, landmarks and character features, and are proximate and accessible to interstate or major arterial roadways or to minor arterial roadways, collector or local major streets, if the activity center is neighborhood serving. Activity Centers are served by enhanced transit commensurate with the type, scale and intensity of use.

A.5.1.2 Identify Destination Points: active man-made features that create community-wide interest in an area and draw people to them.

A.5.1.3 Identify Multi - Neighborhood Shopping Centers and Surrounding Non-Residential Uses: commercial establishments that serve more than one neighborhood and these can be pedestrian friendly or automobile oriented.

A.5.1.4 Identify Neighborhoods: geographically localized community located within the city.

A.5.1.5 Identify Neighborhood Shopping Centers And Surrounding Non-Residential Uses: a limited number of commercial establishments that fulfill the basic needs of residents within one mile of the center.

A.5.1.6 Identify Landmarks: passive natural or man-made features that are prominent or well-known objects in a particular landscape, as well as features and facilities that build pride in local residents.

A.5.1.7 Identify Neighborhood Character Features: natural or manmade elements that give neighborhoods their distinct personalities.

A.5.1.8 Protect community assets such as landmarks, destination points and neighborhood character features through the development review process.

A.5.2 Objective – Define linkages as shown on Map A-14.

Policies:

A.5.2.1 Identify Gateways: entryways to the City of Clearwater.

A.5.2.2 Identify Trails: paved, bicycle/pedestrian corridors designated and restricted to non-motorized traffic, built to standards that provide a high degree of safety, efficiency and comfort for the user, while reflecting the unique circumstances of the trail's location.

A.5.2.3 Identify Designated Scenic Non-Commercial Corridors: specially designated roadway for which policies exist to preserve traffic capacity and to protect the aesthetic qualities of the roadway corridor as well as limiting commercial development.

A.5.2.4 Identify Scenic Corridors: areas in the City which have particular significance in terms of natural beauty or community character.

A.5.2.5 Identify View Corridors: distant view or prospect, especially one seen through an opening, as between rows of buildings or trees.

A.5.2.6 Identify Preservation Corridors: corridors or portions of corridors that need to be preserved for their unique character.

A.5.2.7 Identify Redevelopment Corridors: those corridors or portions of corridors that need a character change or restoration to a better condition.

A.5.2.8 Identify PSTA Routes: those corridors in the City of Clearwater along which the PSTA (Pinellas Suncoast Transit Authority) transit service operates.

A.5.3 Objective – Use the city-wide design structure as a guide to preserve the existing character of certain corridors within the City of Clearwater.

Policies:

A.5.3.1 Preserve the residential character of the designated scenic non-commercial corridor of Belcher Road from Sunset Point Road to the northern City Limits.

A.5.3.2 Maintain the mix of residential and commercial uses along Belcher Road from Countryside Boulevard to Northeast Coachman Road.

A.5.3.3 Support the unique character of Belleair Road by maintaining the large lot residential character of the area and the unique tree canopy formed over the right-of-way.

A.5.3.4 Protect the golf course community character of the Countryside neighborhood and preserve the residential character, landscaped medians and landscaping along both sides of Countryside Boulevard from S.R. 580 to Curlew Road.

A.5.3.5 Preserve the residential character, landscaped medians, sidewalks and landscaping along both sides of Harn Boulevard.

A.5.3.6 Maintain the residential character of Keene Road by limiting commercial development to key intersections consistent with the scenic non-commercial corridor provisions.

A.5.3.7 Support the continued existence of the residential and institutional character along Nursery Road between Belcher and U.S. 19 by precluding the expansion of existing commercial areas.

A.5.3.8 Protect the unique residential character and distinctive tree canopy along Cleveland Street between Highland Avenue and Belcher Road.

A.5.3.9 Protect view corridors such as Magnolia Street looking west from Druid Road and Bayview Avenue looking south.

A.5.3.10 Preserve the scenic water views and residential character of North Clearwater

Beach.

A.5.4 Objective – Use the Citywide design structure as a guide to support redevelopment of properties along important corridors, such as:

Policies:

A.5.4.1 South Martin Luther King, Jr. Avenue from Lakeview Road to Woodlawn Street. The established character of the area should continue; however limited amendments to the Future Land Use Plan and Zoning Atlas may be considered to support commercial uses at key locations. The redevelopment of nonconforming industrial uses, the improvement of blighted commercial uses, and streetscape improvements should be encouraged.

A.5.4.2 Lakeview Road from South Fort Harrison Avenue to South Martin Luther King, Jr. Avenue. Amendments to the Future Land Use Plan and Zoning Atlas may be considered to support the emerging character of the area and Morton Plant Hospital. Land assembly for redevelopment should be encouraged.

A.5.4.3 North Martin Luther King, Jr. Avenue from Fairmont Street to Drew Street. The existing walkable community and livable neighborhood features should be maintained, while residential, office and institutional uses should be supported.

A.5.4.4 Missouri Avenue from Drew Street to Belleair Road. The creation of affordable housing and mixed-use development should be supported, and lot consolidation and streetscape improvements should be encouraged.

A.5.4.5 U.S. Highway 19 North from Curlew Road to Belleair Road, Including Cross Streets and Gulf-to-Bay Boulevard east of U.S. Highway 19. Amendments to the Future Land Use Map and Zoning Atlas should promote redevelopment and land assembly. Redevelopment should prioritize pedestrian- and transit-supportive street frontages and establish mixed-use destinations at major cross streets that provide safe, attractive and accessible settings in order to create a safe and attractive environment and an economically competitive community. Annexations and the installation of appropriate streetscape improvements should be encouraged.

A.5.4.6 Drew Street from Myrtle Avenue to U.S. Highway 19. The creation of walkable communities and livable neighborhoods shall be supported. Annexation, lot consolidation, the facilitation of mass transit, and installation of appropriate streetscape improvements should be encouraged.

A.5.4.7 South Fort Harrison Avenue from A Street to E Street. Amendments to the Future Land Use Plan and Zoning Atlas may be considered to promote affordable housing, mixed-use development, and to support the emerging character of the area and Morton Plant Hospital.

A.5.4.8 Implement a Mobility Management System as detailed in the City's Community Development Code, to support higher densities along redevelopment corridors and in activity centers.

A.5.4.9 Support the adoption and utilization of Future Land Use categories and subcategories made available by the Countywide Plan for Pinellas County that are consistent with and promote infill and desired redevelopment along corridors.

A.5.5 Objective - Promote high quality design standards that support Clearwater's image and contribute to its identity.

Policies:

A.5.5.1 Development should be designed to maintain and support the existing or envisioned character of the neighborhood.

A.5.5.2 Preserve the unique qualities of Clearwater and its cultural heritage as exemplified by historic buildings, landmarks, landscapes, streetscapes, lighting, and building design.

A.5.5.3 Explore the development of redevelopment plans and/or design guidelines for activity centers and redevelopment corridors identified on Map A-14, as appropriate.

A.5.5.4 The transition between intensive redevelopment areas and adjacent low density areas should be sensitive to the scale of development in those low density areas.

A.5.5.5 Update *Beach by Design: A Preliminary Design for Clearwater Beach and Design Guidelines*, the Clearwater Downtown Redevelopment Plan, as needed.

A.5.5.6 Implement design standards for US Highway 19, which has transitioned from a roadway providing land access to a controlled access highway with ramps that are located less than two miles apart. Such standards should allow for higher intensities and a mix of land uses to allow for greater employment opportunities along the corridor, while improving accessibility and safety for cars, people and bicycles.

A.5.6 Objective - Use the Public Art and Design Program to contribute to Clearwater's visual identity, create memorable images of the city for visitors and residents, reinforce Clearwater's role as an emerging regional leader in culture, recreation and environmental management and the City's reputation as a wonderful place to live, earn, work and play.

Policies:

A.5.6.1 Create art projects that help to shape the City's image, strengthen civic connectivity and support neighborhood identity.

A.5.6.2 Implement the public art program to create attraction points, enhance neighborhood character and support personal interaction.

A.5.6.3 Improve city connectivity through the placement of public art in areas where neighborhoods come together through recreation and social activities.

A.5.6.4 Strengthen neighborhood identity through the placement of public art at libraries, public safety facilities and neighborhood parks.

A.5.6.5 Create landmarks in the city by locating public art in highly visible and accessible areas such as in Downtown, Clearwater Beach, at city gateways, and at recreational and cultural destinations to project the City's image.

A.5.6.6 Encourage the incorporation of historic and current elements of Clearwater character into public art projects.

A.6 GOAL - THE CITY OF CLEARWATER SHALL UTILIZE INNOVATIVE AND FLEXIBLE PLANNING AND ENGINEERING PRACTICES, AND URBAN DESIGN STANDARDS IN ORDER TO PROTECT HISTORIC RESOURCES, ENSURE NEIGHBORHOOD PRESERVATION, REDEVELOP BLIGHTED AREAS, AND ENCOURAGE INFILL DEVELOPMENT.

A.6.1 Objective - The redevelopment of blighted, substandard, inefficient and/or obsolete areas shall be a high priority and promoted through the implementation of redevelopment and special area plans, the construction of catalytic private projects, city investment, and continued emphasis on property maintenance standards.

Policies

A.6.1.1 Redevelopment shall be encouraged, where appropriate, by providing development incentives such as density bonuses for significant lot consolidation and/or catalytic projects, as well as the use of transfer of developments rights pursuant to approved special area plans and redevelopment plans.

A.6.1.2 Renewal of the beach tourist district shall be encouraged through the establishment of distinct districts within Clearwater Beach, the establishment of a limited density pool of additional hotel rooms to be used in specified geographic areas of Clearwater Beach, enhancement of public rights-of-way, the vacation of public rights-of-way when appropriate, transportation improvements, inter-beach and intra-beach transit, transfer of development rights and the use of design guidelines, pursuant to *Beach by Design: A Preliminary Design for Clearwater Beach and Design Guidelines*.

A.6.1.3 The area governed by *Beach by Design: A Preliminary Design for Clearwater Beach and Design Guidelines* shall be recognized on the Countywide Plan Map as a Community Redevelopment District, which is indicated on the map as Activity Center with Special Center subcategory. This area is bounded on the north by the line dividing the block between Acacia Street and Somerset Street, the Gulf of Mexico on the west, Clearwater Harbor on the east, excluding Island Estates, and the Sand Key Bridge on the south, excluding Devon Avenue and Bayside Drive. Beachfront and public property located adjacent to the Gulf of Mexico and the Intracoastal Waterway with a Future Land Use designation of Recreation/Open Space shall be excluded from the Community Redevelopment District.

A.6.1.4 The use of the density pool of additional hotel rooms established in *Beach by Design: A Preliminary Design for Clearwater Beach and Design Guidelines* is permitted in the following areas:

1. The land located between Mandalay Avenue and the Gulf of Mexico between Rockaway Street and Papaya Street; and
2. The land located south of the Pier 60 parking lot and north of the southerly lot lines of Lots 77 and 126 of the Lloyd-White-Skinner Subdivision between South Gulfview Boulevard and Coronado Drive.

A.6.1.5 A tracking system for the allocation of units from the density pool permitted by *Beach by Design: A Preliminary Design for Clearwater Beach and Design Guidelines* will be established, administered and monitored by the Clearwater Planning Department.

A.6.1.6 Land use decisions in Clearwater shall support the expansion of economic

opportunity, the creation of jobs and training opportunities as well as the maintenance of existing industries through establishment of enterprise zones, activity centers and redevelopment areas and by coordination with the Chamber of Commerce, Tourist Development Council and other economic development organizations and agencies.

A.6.1.7 Downtown Clearwater is designated as a Regional Activity Center as defined in Chapter 380, Florida Statutes and shown on Map A-13, suitable for increased threshold intensity for development consistent with the boundaries of the Central Business District as identified by the Tampa Bay Regional Planning Council's Strategic Regional Policy Plan and as indicated in the Clearwater Downtown Redevelopment Plan approved in 2004.

A.6.1.8 The City shall continue to support and implement approved community redevelopment area plans, such as the Clearwater Downtown Redevelopment Plan (2004), *Beach By Design* (2001), and the US 19 Corridor Redevelopment Plan (2012).

A.6.1.9 The City shall continue to review the boundaries of the downtown redevelopment district to determine whether boundary adjustments are needed.

A.6.1.10 Clearwater will continue to support the tax increment financing program and redevelopment efforts of the downtown area through activities of the economic development office and actions of the City Council as the Community Redevelopment Agency.

A.6.1.11 US Highway 19 is recognized on the Countywide Plan Map as a Multimodal Corridor (MMC), with major intersections designated as Activity Center (AC). The applicable Multimodal Corridor and Activity Center subcategories are shown on the Transit-Oriented Land Use Vision Map within the Countywide Plan Strategies.

A.6.1.12 Redevelopment of US Highway 19 shall be encouraged through the establishment of development standards which implement the Planning and Urban Design Principles within the Countywide Plan Strategies by allowing for more intense development while also promoting more employment-intensive, transit- and pedestrian-supportive development, establish mixed-use destinations and providing safe and attractive settings for working, living and shopping. These standards should:

a. Concentrate office and other employment-intensive uses in places with easy access to US 19;
b. Provide for retail, entertainment and other uses that serve the needs of surrounding neighborhoods;
c. Promote high-intensity uses in close proximity to potential or planned transit roués;
d. Lessen demands on local and regional street network by maximizing opportunities for the localization of work, shopping and leisure trips;
e. Support shard parking and "park once" trips;
f. Promote active lifestyles by encouraging walking and biking as convenient alternatives to automobile travel; and
g. Contribute to street-level pedestrian activity and the informal surveillance of public spaces.

A.6.1.13 The City of Clearwater will continue to promote infill development and the

removal of blight through the Unsafe Structures Program.

A.6.2 Objective – The City of Clearwater shall continue to support innovative planned development and mixed land use development techniques in order to promote infill development that is consistent and compatible with the surrounding environment.

Policies

A.6.2.1 On a continuing basis, the Community Development Code and the site plan approval process shall be utilized in promoting infill development and/or planned developments that are compatible.

A.6.2.2 Encourage land use conversions on economically underutilized parcels and corridors, and promote redevelopment activities in these areas.

A.6.2.3 Identify areas where land assembly opportunities exist and target redevelopment activities in these areas.

A.6.2.4 Through economic development programs, facilitate the development of abandoned, idled, brownfield or underutilized properties and buildings, bringing them back into productive use.

A.6.2.5 Work with the Pinellas Planning Council to amend the Countywide Rules concerning mixed-use calculations in order to facilitate mixed-use development.

A.6.2.6 Use the site plan approval process to solicit input from the Police Department to ensure that redevelopment is consistent with Crime Prevention Through Environmental Design (CPTED) principles.

A.6.3 Objective - The City shall encourage the implementation of historic overlay districts, the maintenance of existing historic properties, and the preservation of existing neighborhoods through the use of design guidelines and the implementation of the City's Community Development Code.

Policies

A.6.3.1 The City Council shall consider designating historic properties and districts within the City of Clearwater; designations shall be consistent with the standards for designation found in the City's Community Development Code. Procedures identified in the Community Development Code should be amended to permit the City, in addition to property owners, to initiate such designation.

A.6.3.2 Any changes to approved historic structures shall be approved by the Community Development Board in accordance with the procedures and requirements found in the Community Development Code.

A.6.3.3 Consider conducting surveys to identify and evaluate potential historic resources for designation.

A.6.3.4 Establish an Historic Preservation Steering Committee with direction to promote historic preservation in the City and to research local historic preservation issues.

A.6.3.5 Provide methods to help stabilize neighborhoods in transition through the neighborhood planning process.

A.6.3.6 Work with the Harbor Oaks Neighborhood Association to determine whether there is property owner interest in pursuing local historic district designation of the

City's only National Register Historic District.

A.6.4 Objective – Due to the built-out character of the city of Clearwater, compact urban development within the urban service area shall be promoted through application of the Clearwater Community Development Code.

Policies

A.6.4.1 The development or redevelopment of small parcels [less than one (1) acre] which are currently receiving an adequate level of service shall be specifically encouraged by administration of land development and concurrency management regulatory systems as a method of promoting urban infill.

A.6.5 Objective - The City shall encourage improved land use compatibility through the evaluation of traffic calming techniques, multi-modal transportation networks, and the use of transit oriented development planning.

Policies

A.6.5.1 The City shall support the Pinellas Trail and examine opportunities for Trail extensions or spurs to connect regional attractions and employers.

A.6.5.2 On an ongoing basis, the city shall explore traffic calming techniques in the effort to improve safety and promote a livable environment within the City's residential and tourist areas.

A.6.5.3 All proposed development/redevelopment initiatives shall be reviewed for opportunities to improve pedestrian and bicycle access and consider the integration of bicycle and pedestrian transportation modes in all phases of transportation planning, new roadway design, roadway construction, roadway resurfacing and other capital projects consistent with the City's *Shifting Gears Bicycle and Pedestrian Master Plan* 2006. On Clearwater Beach, pedestrian and bicycle improvements should adhere to the policies and design guidelines set forth in *Beach by Design: A Preliminary Design for Clearwater Beach and Design Guidelines*.

A.6.5.4 The City shall evaluate the potential for an intra-beach transit system on Clearwater Beach and investigate potential funding sources.

A.6.6 Objective - Tourism is a substantial element of the City's economic base and as such the City shall continue to support the maintenance and enhancement of this important economic sector.

Policies

A.6.6.1 The City supports and encourages the continued development and redevelopment of overnight accommodation uses.

A.6.6.2 The City supports the adoption of higher density/intensity standards for overnight accommodation uses such that a sufficient supply shall be available within the City provided that concurrency standards are met.

A.6.6.3 The City shall continue to work with the Clearwater Beach Chamber of Commerce, Clearwater Regional Chamber of Commerce, and the Tourist Development Council to promote Clearwater as a tourist destination.

A.6.7 Objective – Redevelopment activities shall be sensitive to the city's waterfront and

promote appropriate public access to the city's waterfront resources.

Policies

A.6.7.1 Encourage the preservation of recreational and commercial working waterfronts and marinas and other water-dependent facilities.

A.6.7.2 Work with applicants to discourage the rezoning and land use changes of recreational and commercial working waterfronts.

A.6.8 Objective - Identify those areas of the City that are appropriate for redevelopment as livable communities and require that specific sustainable elements be used in the redevelopment of these areas.

Policies

A.6.8.1 Build active, attractive communities that are designed at a human scale and encourage walking, cycling and use of mass transit.

A.6.8.2 Encourage mixed-use development that includes a combination of compatible land uses having functional interrelationships and aesthetic features. Commercial and mixed-use buildings shall be sited to maximize pedestrian connections from the building to adjacent streets. Buildings should be sited an parking arranged to minimize the off-site impacts to residential areas.

A.6.8.3 Where appropriate, development shall provide a sense of pedestrian scale on streets through minimal front setbacks, similar building heights, street trees and proportionality of building heights to street widths.

A.6.8.4 Use native plants in landscaped areas, use xeriscaping wherever possible and protect natural features of a developing site.

A.6.8.5 Provide easy access to residential, commercial and recreational areas by providing direct routes such as trails and continuous sidewalks between destinations, in order to minimize potential conflicts between pedestrians and motor vehicles.

A.6.8.6 Encourage the development of interconnected systems of natural areas, parks, sidewalks, greenways, trails and open spaces.

A.6.8.7 Create mixed-use, higher density, livable communities through design, layout and use of walkability techniques within existing and proposed transit corridors, including planned PSTA, Pinellas County MPO and TBARTA lines and potential station locations.

A.6.8.8. Design and construct pedestrian-oriented streets to include continuous tree-lined sidewalks buffered from traffic by on-street parking and/or landscaping and that include pedestrian amenities such as benches, trash receptacles, bus shelters and lighting.

A.6.8.9 Promote a variety of transportation modes such as walking, bicycling, ride sharing and mass transit to increase transportation choices and decrease dependence on the single-occupancy automobile.

A.6.9 Objective - Decrease energy consumption, use more renewable energy and reduce the impact of the built environment on the natural environment.

Policies

A.6.9.1 Pursue Green City Certification from the Florida Green Builder's Coalition (FGBC).

A.6.9.2 Support the construction or renovation of buildings consistent with US Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED) principles or the (FGBC) Florida Green Building Coalition's Green Land development and building standards.

A.6.9.3 Develop incentives for LEED- certified and FGBC-certified buildings.

A.6.10 Objective – Create energy-efficient transit oriented development where residents, visitors and tourists can travel to a variety of places without using a personal vehicle, provide direction for transit-supportive development and redevelopment in transit stations areas that makes it convenient for people to walk and use transit, and incorporate the land use and economic development criteria outlined in the Federal Transit Administration New Starts Planning and Development Process.

Policies

A.6.10.1 Plan for transit oriented development around transit stations that are part of a rail or fixed guideway system as established in the Pinellas County Metropolitan Planning Organization Long-Range Transportation Plan. Transit station locations and typologies will be determined at the conclusion of the Pinellas Alternatives Analysis through a multi-agency joint planning process.

A.6.10.2 When the location of fixed-guideway transit stations and station typologies have been determined through the process described in A.6.10.1, an amendment to the Future Land Use Map will be processed by the City to delineate the transit station area and apply the appropriate Transit Oriented Development category pursuant Policy A.2.2.1 and adopt transit station area plans after consideration of input from a community involvement process. A station area will generally comprise the area within a ½ mile radius (easy walking distance) of the transit station.

A.6.10.3 If a transit station area encompasses more than one jurisdiction, the city will coordinate with the other affected jurisdiction(s) in determining the station area boundary and developing the transit station area plan.

A.6.10.4 Each transit station area plan must include existing conditions, neighborhood context, station area types, redevelopment vision, concept plan, market research and development projections, land use recommendations, zoning requirements, building design standards, site development standards, street cross sections, streetscape development standards, pedestrian and bicycle access plans, public infrastructure improvements, wayfinding plan, public realm and open space plan, parking plan and implementation plan.

A.6.10.5 Where a transit station area coincides with the area governed by *Clearwater Downtown Redevelopment Plan* (Downtown Plan), the development of the Transit Station Area Plan will be closely coordinated with and, potentially, integrated into the Downtown Plan to ensure consistency in approach and implementation strategies. Amendments to the Downtown Plan may be required to ensure that the specific target intensities related to the transit station typologies will be accommodated.

A.6.10.6 An appropriate ratio of residential and non-residential land uses in the transit station area is critical to achieving a desirable jobs to housing balance. The following land use targets

shall guide future development within transit station areas:

a. Transit Station Area Type I: 20% Residential, 80% Nonresidential
b. Transit Station Area Type II: 50% Residential, 50% Nonresidential
c. Transit Station Area Type III: 80% Residential, 20% Nonresidential
d. Transit Station Area Type IV: 60% Residential, 40% Nonresidential

A.6.10.7 Where a transit station area coincides with the Coastal Storm Area, population densities are restricted to the maximum density allowed by the Future Land Use Map, except for specific areas identified in Beach by Design: A Preliminary Design for Clearwater Beach and Design Guidelines, in which case densities identified in Beach by Design shall govern. All densities in the coastal storm area and shall be consistent with the Pinellas County Comprehensive Emergency Management Plan and the Regional Hurricane Evacuation Study.

A.6.10.8 Optimize the potential of transit oriented development to support transit investments and create livable and sustainable urban communities by adhering to the following guiding principles in the planning, design, and development of transit station area plans:

a. Community & Economic Development

(1) Recognize that each station area around a rail or fixed guideway transit station is different and that each station area is located within its own unique context and serves a defined purpose in the context of the transit corridor and the regional transit system.

(2) Conduct a location-based market analysis for development projections to identify land use mix and density/intensity of uses to make more viable.

(3) Ensure the land uses along transit routes and station locations are appropriate for the transit type.

(4) Establish a method for preparing transit station area plans that engages multiple stakeholders including government agencies, development interests and the public.

(5) Promote the implementation of transit station area plans through regulatory and financial incentives, public-private partnerships, joint/shared facilities, environmental remediation and property aggregation.

(6) Consider the Clearwater Economic Development Strategic Plan goals when planning for transit station areas.

b. Land Use

(1) Mix complementary, compact and well-integrated land uses within station areas and the area of influence up to one mile around stations.

(2) Promote a range of higher-density and intensity uses in station areas, including residential, office, service-oriented retail and civic uses that support transit ridership and takes advantage of the major public investment in transit.

(3) Provide greater flexibility for mixing uses and higher density/intensity

that is easier to implement than traditional requirements and are able to respond to changing conditions.

(4) Provide a mixture of housing types affordable to households with a range of incomes within station areas.

(5) Provide uses that serve the daily needs of residents, commuters and visitors (e.g., grocery, laundry, banking, fitness centers, and parks).

(6) Ensure appropriate transition in densities, intensities and building heights, concentrating the highest densities closest to the transit station and transitioning to lower densities at the edges of the station area, especially when adjacent to lower-density development (e.g. single-family neighborhoods).

(7) Require active uses that attract/generate pedestrian activity such as retail and office on the ground floor of buildings, including parking garages.

(8) Identify station area types that address transit technology, community character, density/intensity and mix of land uses, housing mix, and building heights.

(9) Discourage loss of industrial lands due to station area development.

c. Mobility

(1) Make the pedestrian the focus of the transit oriented development strategy without excluding vehicular traffic.

(2) Provide an extensive pedestrian system that minimizes obstacles, provides connectivity with shorter walking distances, and provides protection from the elements where appropriate.

(3) Create continuous, direct, safe, and convenient transit and pedestrian linkages, including walkways between principal entrances of buildings and adjacent lots.

(4) Design the pedestrian network for the anticipated pedestrian level of service. Provide wide sidewalks and unencumbered walkways on key pedestrian corridors.

(5) Design streets to be multimodal “complete streets,” with an emphasis on pedestrian and bicycle safety, access and circulation. Incorporate traffic calming and context sensitive street design, as appropriate.

(6) Design an interconnected street network based upon a block system, with blocks at the appropriate maximum length for the station type.

(7) Provide pedestrian and bicycle networks to connect dead-end streets, pass through long blocks, and create public pathways in station areas.

(8) Accommodate local and regional multimodal connections for all types of vehicular transport, including, where applicable, trains, buses, bicycles, cars, watercraft, aircraft and taxicabs.

d. Parking

(1) Require a coordinated approach to vehicular parking for all

developments within one mile of station locations.

(2) Develop area-wide parking strategies through a coordinated approach to vehicular parking for all development within the station area.

(3) Implement parking strategies, including shared and centralized parking, and reduce parking requirements over time with the option of implementing parking maximums as station area development becomes increasingly integrated with transit service.

(4) Require transit station area plans or large-scale site plans to include a parking plan that reduces the number of spaces as the transit system evolves and station area development becomes increasingly integrated with transit service.

(5) Discourage large surface parking lots within ¼ mile of transit stations.

(6) Require structured parking within transit station areas, when and where appropriate.

(7) Provide bicycle parking and encourage other bicycle amenities, such as bicycle repair, rental, and cyclist comfort stations.

(8) Provide park and ride facilities where appropriate.

e. Urban Design

(1) Use urban design to create sense of place, enhance community identity and make attractive, safe and convenient environments within station areas.

(2) Adopt building design guidelines based on street types such as pedestrian priority streets where building fronts, doors, windows, and elements that protect the pedestrian from rain and sun are emphasized and secondary streets where buildings rears and service areas may be tolerated.

(3) Require building frontage to be oriented to public streets or open space with minimal setbacks.

(4) Require building entrances to be located to minimize the walking distance between the transit station and the building entrance.

(5) Prohibit motor vehicle surface parking between building fronts and public rights-of-way.

(6) Require clearly delineated pedestrian pathways through surface parking lots to the transit station.

(7) Require parking structures to include active uses along the ground floor street frontage.

(8) Incorporate sustainable technologies in station design and operations, such as in lighting, signage, audio/visual, cooling, waste management, landscape, and stormwater systems.

(9) Develop graphic wayfinding systems to facilitate visitor and tourist navigation of station areas.

(10) Make safety, with the emphasis on pedestrian, bicycle and Americans

with Disabilities Act access, a key focus of the transit oriented development strategy.

(11) Require open spaces to be engaging, high quality public spaces that function as organizing features for buildings and gathering places in station areas.

A.7 GOAL - THE CITY OF CLEARWATER SHALL ENSURE THE EFFICIENT DELIVERY OF URBAN SERVICES AND UNIFIED LAND USE AND PROPERTY MAINTENANCE STANDARDS, AS WELL AS FOSTER COMMUNITY IDENTITY AND REDUCE SOURCES OF ENVIRONMENTAL CONTAMINATION THROUGH THE ANNEXATION OF UNINCORPORATED PROPERTIES WITHIN THE CLEARWATER PLANNING AREA.

A.7.1 Objective - Develop a strategic annexation program focused on eliminating enclaves and other unincorporated areas within the Clearwater Planning Area.

Policies:

A.7.1.1 Establish an interdepartmental annexation committee to prioritize areas for annexation.

A.7.1.2 When evaluating and prioritizing areas to annex, consideration should be given to the following:

- Whether sanitary sewer service is currently available;
- Whether the property could be efficiently served with solid waste service even though sanitary sewer service is not readily available;
- Whether the property is located in an enclave;
- Whether the annexation would alleviate conflicts for public safety services;
- Whether property was given high priority in the City's *Sewer System Expansion Feasibility Study Update* completed in 2011;
- Whether property already receives sanitary sewer service;
- Impact of annexation on City's tax base and enterprise funds;
- Size of unincorporated area; and
- Extent of neighborhood currently located within the City boundaries.

A.7.1.3 Invoke agreements to annex where properties located within enclaves meet the contiguity requirements of Florida Statutes Chapter 171.

A.7.1.4 Explore with Pinellas County the annexation of select enclaves of 10 acres or less by interlocal agreement pursuant to Florida Statutes Chapter 171.

A.7.1.5 Develop informational materials regarding the costs of annexation and the services and amenities offered by the City of Clearwater and distribute to the public via the City's website, open houses and other means.

A.7.1.6 Utilize opinion surveys when considering area(s) for annexation to determine the feasibility of conducting a referendum pursuant to Florida Statutes Chapter 171 prior to initiating an annexation action.

A.7.2 Objective - Diversify and expand the City's tax base through the annexation of a variety of land uses located within the Clearwater Planning Area.

Policies

A.7.2.1 Consider utilizing the referendum annexation provisions pursuant to Florida Statutes Chapter 171 where there are no registered electors to annex nonresidential properties.

A.7.2.2 Provide for public facilities and/or improvements to existing facilities to ensure an appropriate standard is met for areas being considered for annexation.

A.7.2.3 Continue to process voluntary annexations for single-family residential properties upon request.

A.7.2.4 Allow voluntary annexations for noncontiguous properties that are within an enclave as defined by Section 171.031(13)(a), Florida Statutes ("Type A" enclaves) and as authorized by the 2014 Interlocal Service Boundary Agreement (ISBA) between Pinellas County and municipalities, including the City of Clearwater.

A.7.2.5 Unincorporated property within the Clearwater Planning Area located within the US 19 Corridor redevelopment area shall be designated through an amendment to the Future Land Use Map with the appropriate future land use category upon annexation, consistent with the US 19 Regional Center, US 19 Neighborhood Center and US 19 Corridor future boundaries depicted on Map A-17.

A.7.2.6 Promote economic development programs and activities to businesses within the unincorporated areas of the Clearwater Planning Area.

A.7.2.7 Continue to work with property owners and Pinellas County to permit development activities in the County prior to the effective date of annexation provided the proposed development complies with the provisions of the City of Clearwater Development Code.

City of Clearwater Comprehensive Plan 2008

Planning Area

Map #: A-1

Date: 7/16/2008

Source: Pinellas County / Sep 2000

Legend

- Clearwater Planning Area and Service Area
- Outside Clearwater City Limits

Prepared by:
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City of Clearwater Comprehensive Plan 2008

Existing Land Use

Map #: A-2

Date: 7/16/2008

Source: Pinellas Planning Council / Jun 2008

Legend

Existing Land Use Categories

- VACANT LAND
- AGRICULTURAL
- MOBILE HOME
- RESIDENTIAL-SINGLE FAMILY
- RESIDENTIAL-DUPLEX
- RESIDENTIAL-MULTI-FAMILY
- RESIDENTIAL-OTHER
- INDUSTRIAL
- COMMERCIAL
- INSTITUTIONAL
- MISCELLANEOUS
- Waterbodies
- Clearwater Planning Area
- Outside Clearwater City Limits

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City of Clearwater Comprehensive Plan 2008

Future Land Use: 2018

Map #: A-3, 2012 ADDENDUM

Date: 06/14/2012

Source: Pinellas Planning Council / Jun 2012

Legend

Future Land Use Categories

Residential and Mixed Use

- RE - RESIDENTIAL ESTATE
- RS - RESIDENTIAL SUBURBAN
- RL - RESIDENTIAL LOW
- RU - RESIDENTIAL URBAN
- RLM - RESIDENTIAL LOW MEDIUM
- RM - RESIDENTIAL MEDIUM
- RH - RESIDENTIAL HIGH
- R/OL- RESIDENTIAL/OFFICE LIMITED
- R/OG- RESIDENTIAL/OFFICE GENERAL
- R/O/R- RESIDENTIAL/OFFICE/RETAIL
- RFH- RESORT FACILITIES HIGH

Commercial

- CN - COMMERCIAL NEIGHBORHOOD
- CL - COMMERCIAL LIMITED
- CG - COMMERCIAL GENERAL
- CBD - CENTRAL BUSINESS DISTRICT

Industrial

- IL - INDUSTRIAL LIMITED
- IG - INDUSTRIAL GENERAL

Urban Support

- P - PRESERVATION
- R/OS - RECREATION/OPEN SPACE
- INS - INSTITUTIONAL
- T/U - TRANSPORTATION/UTILITY

Special Designations

- CRD-COMMUNITY REDEVELOPMENT DISTRICT
- WATER - WATER/DRAINAGE FEATURE
- DRAINAGE FEATURE OVERLAY
- CLEARWATER PLANNING AREA
- OUTSIDE CLEARWATER CITY LIMITS

CITY OF Clearwater

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City of Clearwater Comprehensive Plan 2008

Zoning

Map #: A-4

Date: 7/18/2008

Source: Clearwater Planning Dept / Jun 2008

Legend

Clearwater Zoning Districts

- LDR - LOW DENSITY RESIDENTIAL
- LMDR - LOW MEDIUM DENSITY RESIDENTIAL
- MDR - MEDIUM DENSITY RESIDENTIAL
- MHDR - MEDIUM HIGH DENSITY RESIDENTIAL
- HDR - HIGH DENSITY RESIDENTIAL
- MHP - MOBILE HOME PARK
- C - COMMERCIAL
- T - TOURIST
- D - DOWNTOWN
- O - OFFICE
- I - INSTITUTIONAL
- IRT - INDUSTRIAL, RESEARCH, TECHNOLOGY
- OSR - OPEN SPACE, RECREATION
- P - PRESERVATION
- Clearwater Planning Area
- Outside Clearwater City Limits

N
W E
S

Scale: **N.T.S.**

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City of Clearwater Comprehensive Plan 2008

Adjacent Future Land Use (1/4mi Buffer Around Clearwater Planning Area)

Map #: A-5

Date: 7/18/2008

Source: Pinellas Planning Council / Jul 2008

Legend

Quarter-Mile Buffer

Residential and Mixed Use
- RE - RESIDENTIAL ESTATE
- RS - RESIDENTIAL SUBURBAN
- RL - RESIDENTIAL LOW
- RU - RESIDENTIAL URBAN
- RLM - RESIDENTIAL LOW MEDIUM
- RM - RESIDENTIAL MEDIUM
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Special Designations
- CRD-COMMUNITY REDEVELOPMENT DISTRICT
- Pinellas Planning Council Water Feature Overlay
- Clearwater Planning Area
- Outside Clearwater City Limits

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City of Clearwater Comprehensive Plan 2008

Topographic Map

Map #: A-6

Date: 7/18/2008

Source: Pinellas County / May 2005

This Clearwater Topographic Map is a representation only. Surface contours were derived from airborne LIDAR data, and are not equivilant to surveyed elevations.

Legend

Contours

ELEVATION (ft)

- 2
- 4
- 6
- 8
- 10
- 15
- 20
- 25
- 30
- 35
- 40
- 45
- 50
- 60
- 70
- 80
- 90
- 100

Clearwater Planning Area

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City of Clearwater Comprehensive Plan 2008

General Soil Map

Map #: A-7

Date: 7/17/2008

Source: Pinellas County / Dec 2006

Legend

Typical Soil Types

SANDS
- Anclote fine sand, depressional
- Basinger fine sand, depressional
- Felda fine sand, depressional
- Kesson fine sand, very frequently flooded
- Manatee loamy fine sand
- Palm Beach fine sand, 0 to 8 percent slopes
- Placid fine sand, depressional

SOILS
- Adamsville soils and Urban land
- Astatula soils and Urban land
- Basinger soils and Urban land
- EauGallie soils and Urban land
- Felda soils and Urban land
- Immokalee soils and Urban land
- Matlacha and St. Augustine soils and Urban land
- Myakka soils and Urban land
- Paola and St. Lucie soils and Urban land
- Pineda soils and Urban land
- Pomello soils and Urban land
- Seffner soils and Urban land
- Tavares soils and Urban land
- Wabasso soils and Urban land

MUCK
- Okeechobee muck
- Samsula muck
- Wulfert muck, very frequently flooded

Dumps

Pits

Urban land

Clearwater Planning Area

Outside Clearwater City Limits

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City of Clearwater Comprehensive Plan 2008

Clearwater Vegetation

Map #: A-8

Date: 7/18/2008

Source: Southwest Florida Water Management District / 2006

Legend

Florida Land Use and Cover Classification System (FLUCCS)

Vegetation

- CROPLAND,TREE CROPS,VINEYARDS
- EMERGENT AQUATIC VEGETATION
- FRESHWATER MARSHES
- SALTWATER MARSHES
- MANGROVE SWAMPS
- WET PRAIRIES
- SHRUB AND BRUSHLAND
- PINE FLATWOODS
- HARDWOOD CONIFER MIXED
- UPLAND CONIFEROUS FOREST
- CYPRESS
- WETLAND CONIFEROUS FORESTS
- WETLAND FORESTED MIXED
- WETLAND HARDWOOD FORESTS
- Clearwater Planning Area
- Outside Clearwater City Limits

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City of Clearwater Comprehensive Plan 2008

Wetlands Location

Map #: A-9

Date: 7/18/2008

Source: Parsons Engineering for the City of Clearwater / Apr 2003

Legend

Waterbody Type
- DITCH
- CREEK
- POND
- LAKE

Wetland Predominant Type
- FRESHWATER MARSH
- BAY SWAMP
- MANGROVE
- CYPRESS
- WETLAND FORESTED MIX
- WETLAND HARDWOOD FOREST
- Clearwater Planning Area
- Outside Clearwater City Limits

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City of Clearwater Comprehensive Plan 2008

Floodplains

Map #: A-10

Date: 7/17/2008

Source: FEMA / May 2005

Legend

Flood Hazard Areas

Zone

- A / 100yr FLOOD- NO BASE ELEV. DET.
- AE / 100yr FLOOD- BASE ELEV. DET.
- AO / 100yr FLOOD- 1-3' (FLOWING)
- UNDEVELOPED COASTAL BARRIERS
- VE / COASTAL FLOOD AREA
- X500 / 500 YR FLOOD AREA
- AREA OUTSIDE 500 YR FLOOD
- Clearwater Planning Area
- Outside Clearwater City Limits

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City of Clearwater - Wildlife Habitats

Wildlife Habitats

Map #: A-11

Date: 7/18/2008

Source:

Florida Fish & Wildlife Conservation Commission (1989, Bald Eagle Nesting Territories:2006)

Hot Spots: representing biological diversity, created by aggregation of predictive habitat maps for wading birds, important natural communities, and 44 focal species. It also includes known species and community locations.

Priority Wetlands Habitats: representing wetland species "hot spot" data set created by aggregating predictive habitat maps for 35 listed wetland-dependent taxa.

Strategic Habitat Conservation Areas: representing areas important to flora, fauna, and natural communities bases on known occurrence information and recent land use/land cover maps, proposed lands for conservation management that are necessary to protect viable populations of 44 focal wildlife species and other analyzed elements of biological diversity that include rare plants, rare biological communities, and wetlands important for wading birds.

Legend

- Bald Eagle Nesting Territories
- Priority Wetlands Habitats
- Hot Spots (Multiple Species Habitat)
- Strategic Habitat Conservation Areas
- Clearwater Planning Area
- Outside Clearwater City Limits

CITY OF Clearwater

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City of Clearwater - Living Marine Resources

Living Marine Resources

Map #: A-12

Date: 7/18/2008

Source:

Seagrass (2003): Florida Fish and Wildlife Conservation Commission (FWC), Fish and Wildlife Research Institute (FWRI)
Mangroves (April 2004): Florida Department of Environmental Protection
Aquatic Preserve Area (June 2006): National Oceanic and Atmospheric Administration, National Marine Sanctuaries Program.
Artifical Reefs (March 2007): Florida Fish and Wildlife Conservation Commission, Division of Marine Fisheries Management

Legend

- Artificial Reefs
- Mangroves
- Seagrass
- Aquatic Preserve Areas
- Clearwater Planning Area
- Outside Clearwater City Limits

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City of Clearwater Comprehensive Plan 2016

Activity Centers

Map #: A-13, 2016 ADDENDUM

Date: 4/27/2016

Source: City of Clearwater Planning Department 4/16

Legend

- Regional Activity Center
- Activity Centers
- Clearwater Planning Area
- Outside Clearwater City Limits

Prepared by:
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City of Clearwater Comprehensive Plan 2016

Citywide Design Structure

Map #: A-14, 2016 ADDENDUM

Date: 6/16/2016

Source: City of Clearwater Planning Department 5/16

Legend

- Activity Centers
- Destination Points
  - City / Pinellas County Parcels
  - Scientology Owned Parcels
- Multi-Neighborhood Shopping Center
- Neighborhood Shopping Center
- Landmarks / Icons
- Neighborhood Character Features
- Gateways
- Designated Scenic Non-Com. Corridors
- Scenic Corridors
- Corridors To Redevelop
- Corridors To Preserve
- Clearwater Planning Area
- PSTA Transit Routes
- Trails - Existing
- Trails - Proposed
- Scenic Overlook
- View Corridor
- Florida Scenic Highway : Courtney Campbell Causeway (runs from McMullen-Booth Road to Veterans Expressway (SR589) in Hillsborough County.)

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ATTACHMENT TO MAP A-14

CITYWIDE DESIGN STRUCTURE

HIERARCHY OF PLACES

MAJOR ACTIVITY CENTERS- Activity centers are high intensity, high-density multi-use areas designated as appropriate for intensive growth and an integrated pattern of development. Activity centers are composed of multiple destination points, landmarks character features. Activity Centers are served by enhanced transit commensurate with the type, scale and intensity of use.

Regional (as per State)	**Neighborhood**	**Tourist Activities**	**Shopping Centers**	**Medical**	**Industrial**
Downtown	Curlew Road & US Highway 19	Clearwater Beach	Clearwater Mall/ Parkplace Area	Morton Plant Hospital Campus	Hercules Industrial Park
	Sunset Point Road/NE Coachman/SR 590 & US Highway 19 Belleair Road & US Highway 19		Countryside Mall/ Westfield Area		

DESTINATION POINTS – Destination points typically are active man-made features that create community-wide interest in an area and draw people to them.

Transportation	**Sports / Recreation**	**Tourist / Entertainment**	**Government / Education**	**Other**
Airpark	Bright House Field	Clearwater Marina	City/ County Govt. Complex	Church of Scientology campus*
P.S.T.A Park St. Terminal	Eddie C. Moore Complex	Clearwater Marine Aquarium	Main Library	
	Long Center	Coachman Park	St. Petersburg College – Clearwater Campus and surrounding shopping area	
	Downtown Boat Slips (currently in design phase)	Pier 60		

Seminole Boat Ramp Ruth Eckerd Hall

Sand Key Park

*Generally located between Drew St., Court St., Myrtle Ave. and Clearwater Bay

MULTI-NEIGHBORHOOD SHOPPING CENTERS AND SURROUNDING NON-RESIDENTIAL USES- Multi-Neighborhood Centers are commercial establishments that serve more than one neighborhood and these can be pedestrian friendly or automobile oriented.

- La Belle Plaza
- Northwood Plaza
- Shoppes on Sand Key
- Sunset Point Plaza and Wal-mart Shopping Area

NEIGHBORHOOD SHOPPING CENTERS AND SURROUNDING NON-RESIDENTIAL USES- Neighborhood Centers typically consist of a limited number of commercial establishments that fulfill the basic needs of residents within one mile of the center.

- Bayside Bridge Plaza
- Clearwater Plaza
- Cleveland Plaza
- Gulf to Bay Plaza
- Harbor Oaks Shopping Center
- Highland Plaza
- Imperial Square Shopping Center
- Island Village Shopping Center
- Sunset Square Shopping Center

LANDMARKS – Landmarks are passive natural or man-made features that are prominent or well-known objects in a particular landscape, as well as features and facilities that build pride in local residents.

"Natural" Features	**Historic**
Clearwater Country Club	US Post Office (Downtown)
Cooper's Bayou Park	Harbor Oaks Historic District
Countryside Country Club	Telephone Building in Downtown
Crest Lake Park	Pinellas County Courthouse
Moccasin Lake Nature Park	Peace Memorial Church
Glen Oaks Lake Park	Bank of Clearwater Building in Downtown
Kapok Tree	Royalty Theatre
Lake Chautauqua and Chautauqua Park South	Beach Walk

Sunset Sam Park at Island Estates	St. Brendan Roman Catholic Church
Stevenson's Creek	South Ward School
Chi Chi Rodriquez	Clearwater Executive Golf Course

NEIGHBORHOOD CHARACTER FEATURES- Neighborhood character features can be natural or manmade elements that give neighborhoods their distinct personalities.

"Natural" Features	**Historic**	**Other Special Features**
Beckett Lake	Clearwater's Municipal Cemetery	High-rise Residential Towers, view corridors and Landscaping on Sand Key
Clearview Lake	Rousseau Cemetery (Hercules St.)	Lakeside Trail Park Neighborhood – College Street Names
Lake Bellevue	Jack Russell Stadium Site	Magnolia St. Docks
Oak Lake	McMullen Family Cemetery	Morningside Meadows Neighborhood – Boulevards and tree lined streets
Spring Lake	Plumb House	Salvation Army Complex and YMCA on Highland / Druid
	Sylvan Abbey Cemetery	Skycrest – Planetary Street Names and trees
		Countryclub Addition- U.S. President's Names

LINKAGES

GATEWAYS TO THE CITY

1. Bayside Bridge
2. Belcher Rd. and Belleair Rd.
3. Belcher Rd. and Countryside Blvd.
4. Courtney Campbell Causeway
5. Curlew and McMullen Booth Rd
6. Edgewater
7. Gulf Blvd
8. Keene Rd. and Druid Rd.
9. Keene Rd. and Union St.
10. Highland Ave. and Union St.

11. Missouri Ave. and Belleair Rd.
12. S. Ft. Harrison
13. S.R. 580 and McMullen Booth Rd. (Main St. from Oldsmar-Dunedin, McMullen Booth Rd in Clearwater)

TRAILS

EXISTING:
1. Pinellas Trail
2. Progress Energy Trail
3. Ream Wilson Trail

PROPOSED:
1. Belleair Trail
2. Bayshore Trail
3. Druid Trail
4. Enterprise Trail
5. Landmark Trail
6. Old Coachman Trail
7. Progress Energy Trail

DESIGNATED SCENIC NON-COMMERCIAL CORRIDORS
1. Bayshore Blvd.
2. Bayside Bridge
3. Courtney Campbell Causeway
4. Edgewater Drive
5. McMullen Booth Rd.
6. Memorial Bridge
7. Belcher Rd.

SCENIC CORRIDORS- (per Section 3-1203 of the Community Development Code)-the primary and secondary scenic corridors are those that establish areas in the city which have particular significance, in terms of tourism, economic development or community character, and which therefore should have enhanced and differentiated landscaping requirements.

PRIMARY CORRIDORS: (CDC: 3-1203)
1. Bayshore Blvd.
2. Belcher Rd.
3. Causeway Blvd.
4. Chestnut St.
5. Cleveland St.
6. Coronado Dr.
7. Court St.
8. Courtney Campbell Causeway
9. Druid Rd.

10. East Shore Dr.
11. Ft. Harrison Ave.
12. Gulf Blvd.
13. Gulf-to-Bay Blvd.
14. Gulfview Blvd.
15. Hamden Dr.
16. Mandalay Ave.
17. McMullen Booth Rd.
18. Memorial Causeway
19. Missouri Ave.
20. Pierce Blvd.
21. Poinsetta St.
22. State Rd. 580
23. U.S. 19

SECONDARY CORRIDORS: (CDC: 3-1203)

1. Bayshore Dr.
2. Belleair Rd.
3. Countryside Blvd.
4. Curlew Rd.
5. Drew St.
6. East Ave.
7. Edgewater Dr.
8. Enterprise Rd.
9. Hampton Rd.
10. Hercules Ave.
11. Highland Ave.
12. Keene Rd.
13. Lakeview Rd.
14. Landmark Dr.
15. Myrtle Ave.
16. Northeast Coachman Rd.
17. Nursery Rd.
18. Old Coachman Rd.
19. State Rd. 590
20. Sunset Pt. Rd.

VIEW CORRIDORS- A distant view or prospect, especially one seen through an opening, as between rows of buildings or trees.

1. Union St. looking West from Douglas Ave.
2. Palmetto looking West from Wood Ave.
3. Magnolia Dr. looking West from Druid Rd.
4. Jeffords St. looking West from Druid Rd.
5. Bayview Ave. looking South-East

6. CR 31 looking South-West
7. Thornton Rd. looking South
8. Damascus Rd. looking South-West
9. Scenic overlook from Coachman park
10. Scenic overlook from City's grass parking lot
11. Nicholson St. looking West from N. Garden Ave.
12. Seminole St. looking West from N. Garden Ave.
13. Eldridge St. looking West from N. Garden Ave.
14. Cleveland St. looking West from San Remo Ave.

CORRIDORS TO PRESERVE (due to Landscaping or Character)

1. Belcher from Sunset Point Rd. north to Clearwater City limits.
2. Belleair Rd.
3. Countryside from S.R. 580 to Curlew
4. Harn Blvd.
5. Keene Road
6. Landmark Dr.
7. Nursery Rd.
8. Cleveland St. from Highland Ave. to Belcher Rd.

CORRIDORS TO REDEVELOP

1. Belcher Rd. from Gulf-to-Bay Blvd. to N.E.Coachman Rd.
2. Drew St.
3. Ft. Harrison from Belleair to Druid and from Sunset Pt. Rd. to Seminole St.
4. Gulf-to-Bay Blvd.
5. Hercules Ave. from Drew St. to Sunset Pt. Rd.
6. Missouri Ave.
7. Myrtle Ave. from Lakeview Rd. until it merges with Ft. Harrison
8. U.S.19
9. N. Martin Luther King Jr. Ave.
10. S. Martin Luther King Jr. Ave.

P.S.T.A Routes
See Map / http://www.psta.net/systemmap.htm

City of Clearwater Area Map - Historic Resources

Historic Resources

Map #: A-15

Date: 07/09/2008

Source:

Florida Master Site List
State of Florida
Bureau of Archaeological Research
(05-14-2008)
and
Florida Department of Transportation
(04-07-2008)
and
National Register of Historic Places

Legend

- Listed in National Register of Historic Places
- Listed in Florida Master Site List
- Harbor Oaks Residential District listed in National Register of Historic Places and Florida Master Site List.
- Historic Bridges in Clearwater
- Historic Major Highways in Clearwater
- Clearwater Planning Area
- Outside Clearwater City Limits

CITY OF Clearwater

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City of Clearwater Comprehensive Plan 2016

Future Land Uses Within CSA, US 19 Redevelopment Area

Map #: A-16, 2016

Date: 7/11/2016

Source: City of Clearwater Planning Department 7/16

Legend

- CG - Commercial General (24 UPA*)
- I - Institutional (12.5 UPA*)
- P - Preservation (No Density)
- R/OG - Residential/Office General (15 UPA*)
- RH - Residential High (30 UPA*)
- RL - Residential Low (5 UPA*)
- RLM - Residential Low Medium (10 UPA*)
- RM - Residential Medium (15 UPA*)
- Water (No Density)
- Clearwater Planning Area

* Units per Acre

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City of Clearwater Comprehensive Plan 2016

US 19 Corridor Redevelopment Area

Map #: A-17, 2016

Date: 11/10/2016

Source: City of Clearwater Planning Department 8/16

Legend

- US 19 Plan Boundary
- US 19 Regional Centers
- US 19 Neighborhood Centers
- US 19 Corridors
- Clearwater Planning Area

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