



**PLANNERS ADVISORY COMMITTEE  
(PAC) MEETING AGENDA**

**April 1, 2019 – 1:30 p.m.**  
310 Court Street, 1<sup>st</sup> Floor Conf. Room  
Clearwater, FL 33756

**THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY**

- 1. CALL TO ORDER AND INTRODUCTIONS**
- 2. APPROVAL OF MINUTES – March 4, 2019**
- 3. REVIEW OF FORWARD PINELLAS AGENDA FOR April 10, 2019**

**PUBLIC HEARINGS**  
**Subthreshold Countywide Plan Map Amendment(s)**

- A. CW 19-07 – City of Clearwater
- B. CW 19-08 – Pinellas County

**REGULAR AGENDA ITEMS**

- C. CPA Actions and Tier I Countywide Plan Map Amendments March 2019

- 4. PLANNING TOPICS OF INTEREST**
  - A. Missing Middle Housing Research
  - B. Self-Storage Subcommittee Findings
  - C. PSTA Bus Easements
  - D. Proposed Amendments to the Countywide Plan
- 5. OTHER PAC BUSINESS/PAC DISCUSSION AND UPCOMING AGENDA**
  - A. Pinellas SPOTlight Emphasis Areas Update (Information)
  - B. Legislative Update (Information)
  - C. Health in All Policies: A Community Presentation (Information)

**6. UPCOMING EVENTS**

April 5 <sup>th</sup>	<a href="#">Regulating Historic Signs</a>
April 9 <sup>th</sup>	<a href="#">2019 Innovative Solutions to Attainable Housing Summit</a>
April 12 <sup>th</sup>	<a href="#">23rd Annual Downtown Development Forum</a>
April 13 <sup>th</sup>	Official Sun Coast Meetup: Paint Your Heart Out Tampa
April 19 <sup>th</sup>	<a href="#">New Federal Rules for Cell Towers Inside and Outside Rights of Way</a>
April 23 <sup>rd</sup>	<a href="#">Health in All Policies: A Community Presentation</a>
April 25 <sup>th</sup>	Planning for a More Sustainable and Resilient Tampa Bay – TBRPC, Pinellas Park
April 26 <sup>th</sup>	APA/AARP Panel Event – Details TBD
May 7-9 <sup>th</sup>	<a href="#">Transplex (Jacksonville)</a>
Nov 12-14 <sup>th</sup>	<a href="#">National Safe Routes to School Conference in Tampa</a>

**7. ADJOURNMENT**

**NEXT PAC MEETING – MONDAY, APRIL 29, 2019**

*Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact the Office of Human Rights, 400 South Fort Harrison Avenue, Suite 300, Clearwater, Florida 33756; [(727) 464-4062 (V/TDD)] at least seven days prior to the meeting.*

*Appeals: Certain public meetings result in actions taken by the public board, commission or agency that may be appealed; in such case persons are advised that, if they decide to appeal any decision made at a public meeting/hearing, they will need a record of the proceedings, and, for such purposes, they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.*

**Planners Advisory Committee – April 1, 2019**

**2. Approval of Minutes – March 4, 2019**



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**SUMMARY**

The Summary Agenda Action Sheet for the March 4, 2019 PAC meeting is attached for committee review and approval.

**ATTACHMENT(S):** PAC Summary Agenda Action Sheet for the March 4, 2019 meeting

**ACTION:** PAC to approve the Summary Agenda Action Sheet from the March 4, 2019 meeting

**PAC AGENDA – SUMMARY AGENDA ACTION SHEET**  
**DATE: MARCH 4, 2019**

ITEM	ACTION TAKEN	VOTE
1. <u>CALL TO ORDER AND INTRODUCTIONS</u>	The meeting was called to order at 1:31 p.m.	
2. <u>MINUTES OF REGULAR PAC MEETING OF FEBRUARY 4, 2019</u>	Motion: Katrina Lunan-Gordon Second: Marie Dauphinais	11-0
3. <u>REVIEW OF FORWARD PINELLAS AGENDA FOR MARCH 13, 2019 MEETING PUBLIC HEARINGS</u> <u>Subthreshold Countywide Plan Map Amendment(s)</u> A. CW 19-05 – Pinellas County	Motion: Marie Dauphinais Second: Marshall Touchton	11-0
<u>Regular Countywide Plan Map Amendment(s)</u> B. CW 19-06 – City of St. Pete Beach	Motion: Marie Dauphinais Second: Katrina Lunan-Gordon	11-0
<u>REGULAR AGENDA ITEMS</u> C. CPA Actions and Tier I Countywide Plan Map Amendments February 2019	None required; informational item only	
4. <u>PLANNING TOPICS OF INTEREST</u> A. Proposed Amendments to the Countywide Plan	Linda Fisher reminded the PAC members that several proposed amendments to the Countywide Plan were under development. She provided an overview of the suggested changes to the tiered amendment process to include regular categories, Activity Centers, Multimodal Corridors, and Special Centers and Corridors. She advised that next steps included individual conversations with each of the local governments and that any comments were welcome. The estimated timeline for adoption was stated to be May or June.	
B. Rule Interpretations Annual Update	Rodney Chatman updated the PAC members on the rule interpretations made by Forward Pinellas staff over the last year.	

<p>C. Planning &amp; Place-Making Grant Pilot Program Awards Recommendations</p>	<p>Rodney Chatman provided an overview of the Planning &amp; Place-Making Grant Pilot Program awards from the previous year. He announced that in its second year, four applications were received for funding requests this year. The review committee met and again recommended that the funding be split among the applicants. It suggested that the City of Largo receive \$50K, the City of Oldsmar receive \$25K and the City of Tarpon Springs receive \$25K. The PAC voted unanimously to support the review committee recommendation.</p> <p>Motion: Heather Sobush Second: Marshall Touchton</p>	<p>11-0</p>
<p>D. Complete Streets Grant Program Awards Recommendations</p>	<p>Chelsea Favero provided an outline of the available funds for the Complete Streets Grant Program awards. The review committee met and recommended that both the City of Clearwater and the City of St. Petersburg each receive \$50K for concept planning. The committee also recommended that the City of St. Petersburg receive the full \$1M for construction funding. She offered the rationale for the recommendation and advised that the Technical Coordinating Committee voted unanimously to support the committee recommendations.</p>	
<p>5. <u>OTHER PAC BUSINESS/PAC DISCUSSION AND UPCOMING AGENDA</u> A. Pinellas SPOTlight Emphasis Areas Update</p>	<p>Rodney Chatman updated the PAC members on the latest activities and events related to the three SPOTlight Emphasis Areas. He advised that meetings are underway regarding sidewalk and drainage enhancements along Gulf Blvd. in Indian Shores and Indian Rocks Beach. A website has been developed for the Gateway Master Plan multijurisdictional study. There will be an open house on April 4<sup>th</sup> for the 34<sup>th</sup> Street S. Lane Repurposing study.</p>	
<p>B. Legislative Update</p>	<p>Linda Fisher alerted the PAC members that the legislative session begins this week. She advised that the majority of noteworthy bills relate in some way to local preemption and cited a few of relevance as examples to include bills on vacation rentals, business regulations and Community Redevelopment Areas. Forward Pinellas staff will continue to provide updates throughout the session.</p>	
<p><u>OTHER PAC BUSINESS/PAC DISCUSSION AND UPCOMING AGENDA (non-agenda items)</u></p>	<p>Marshall Touchton reminded the PAC members that each local government was required to submit a Residential Site Plan Notification Form to the Pinellas County School District whenever approving site plans with more than 25 new residential units. This allows the school district to adequately plan and is required per interlocal agreement for information sharing. He</p>	

	distributed a sample of the form and asked the PAC members to share this information as needed. Rodney Chatman advised that Forward Pinellas staff would send out a reminder to all PAC members for reference and aide in improved compliance.	
<u>OTHER PAC BUSINESS/PAC DISCUSSION AND UPCOMING AGENDA (non-agenda items)</u>	Marcie Stenmark advised that the Property Appraiser's office is now corresponding with local governments concerning lot splitting or consolidation to ensure compliance with local regulations. Some discussion ensued about methods for responding. She thanked Forward Pinellas for having initiated a change in process that led to this progress.	
<u>DEFERRED FROM LAST MONTH</u> Joint Transportation Funding and Coordination Workshop of January 18, 2019 Summary	Rodney Chatman offered key points from the Joint Transportation Funding and Coordination Workshop citing the structural imbalance that exists for both Pinellas County and PSTA over time. At the workshop a variety of options to resolve this were discussed. Although no particular solution was arrived at yet, there appears to be a momentum developing to better fund transportation in the county. The Board of County Commissioners will be holding a workshop to continue moving the conversation forward.	
6. <u>UPCOMING EVENTS</u>	The PAC members received and shared information regarding upcoming events of interest.	
7. <u>ADJOURNMENT</u>	The meeting was adjourned at 3:49 p.m.	

Respectfully Submitted,

\_\_\_\_\_  
PAC Chairman

\_\_\_\_\_  
Date

## **Planners Advisory Committee - April 1, 2019**

### **3A. Case CW 19-07 – City of Clearwater**



#### **SUMMARY**

From: Public/Semi-Public  
To: Residential Low Medium  
Area: 4.88 acres m.o.l.  
Location: 1625 Union Street, Clearwater, FL 33755

This proposed amendment is submitted by the City of Clearwater and seeks to amend property totaling approximately 4.88 acres from Public/Semi-Public (used to recognize institutional and transportation/utility uses that serve the community or region, especially larger facilities having acreage exceeding the thresholds established in other plan categories, and which are consistent with the need, character, and scale of such uses relative to the surrounding uses, transportation facilities, and natural resource features) to Residential Low Medium (used to depict areas that are now developed, or appropriate to be developed, in a suburban, low density or moderately dense residential manner; and to recognize such areas as primarily well-suited for residential uses that are consistent with the suburban qualities, transportation facilities, including transit, and natural resources of such areas).

The subject property is the current location of the Mt. Zion United Methodist Church, however, the property was purchased by Union Place, LLC in September of 2018. In total, there is approximately 30,000 square feet of development comprised of four one and two-story buildings on the site. If approved, this amendment would allow the property to redevelop as a residential development which is in scale, intensity and character with the overall neighborhood and would be consistent with the City of Clearwater's Comprehensive Plan.

#### **FINDINGS**

Staff submits the following findings in support of the recommendation for approval:

- A. The Residential Low Medium category is appropriate for the proposed use of the property, and is consistent with the criteria for utilization of this category.
- B. The proposed amendment either does not involve, or will not significantly impact, the remaining relevant countywide considerations.

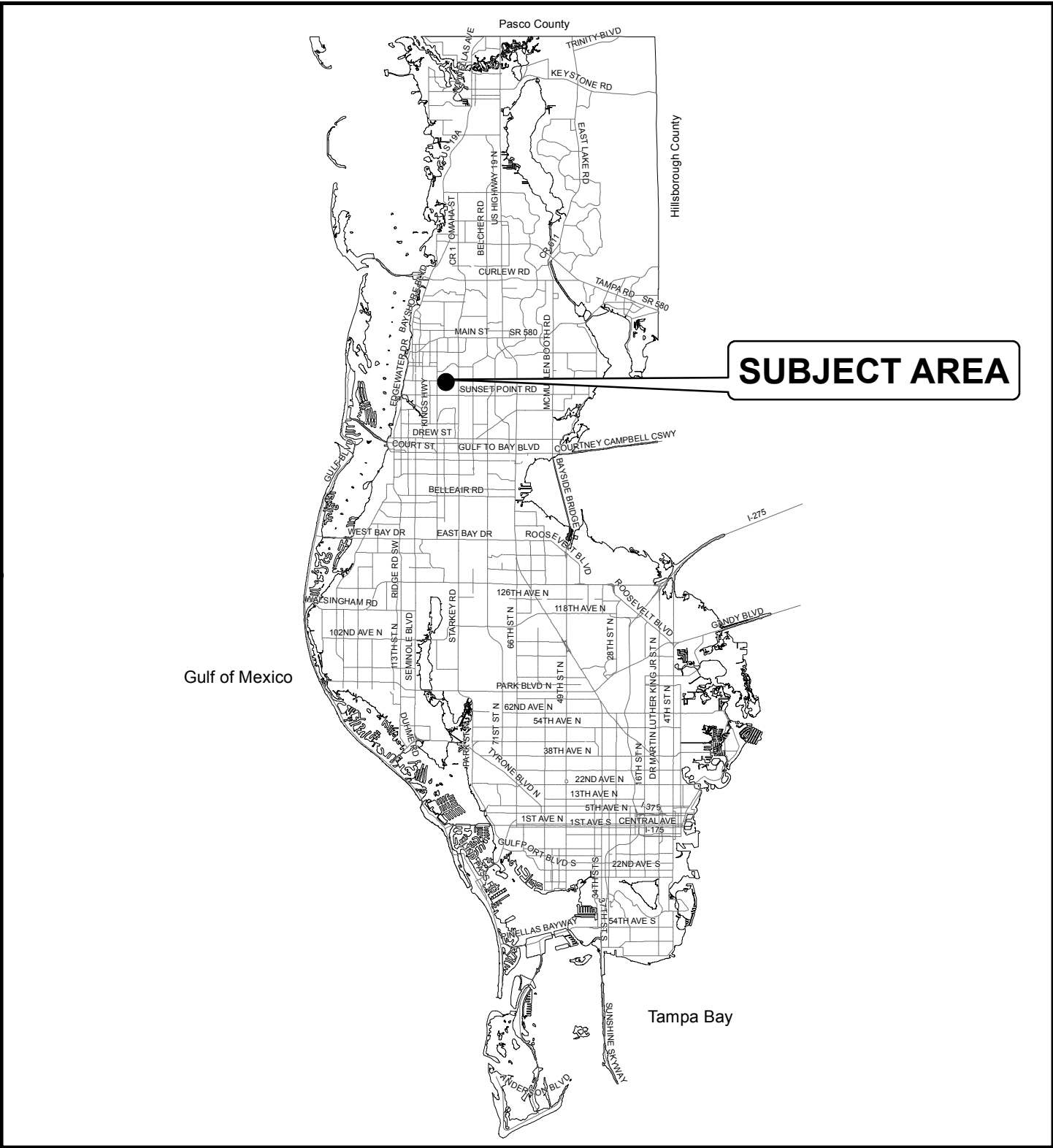
Please see accompanying attachments and documents in explanation and support of these findings.

#### **LIST OF MAPS & ATTACHMENTS:**

Map 1 Location Map  
Map 2 Current Countywide Plan Map & Jurisdictional Map  
Map 3 Aerial Map  
Map 4 Current Countywide Plan Map  
Map 5 Proposed Countywide Plan Map

#### **MEETING DATES:**

Planners Advisory Committee, April 1, 2019 at 1:30 p.m.  
Forward Pinellas, April 10, 2019 at 1:00 p.m.  
Countywide Planning Authority, May 7, 2019 at 9:30 a.m.



**Map 1 - Location**

**CASE #:** CW19-07

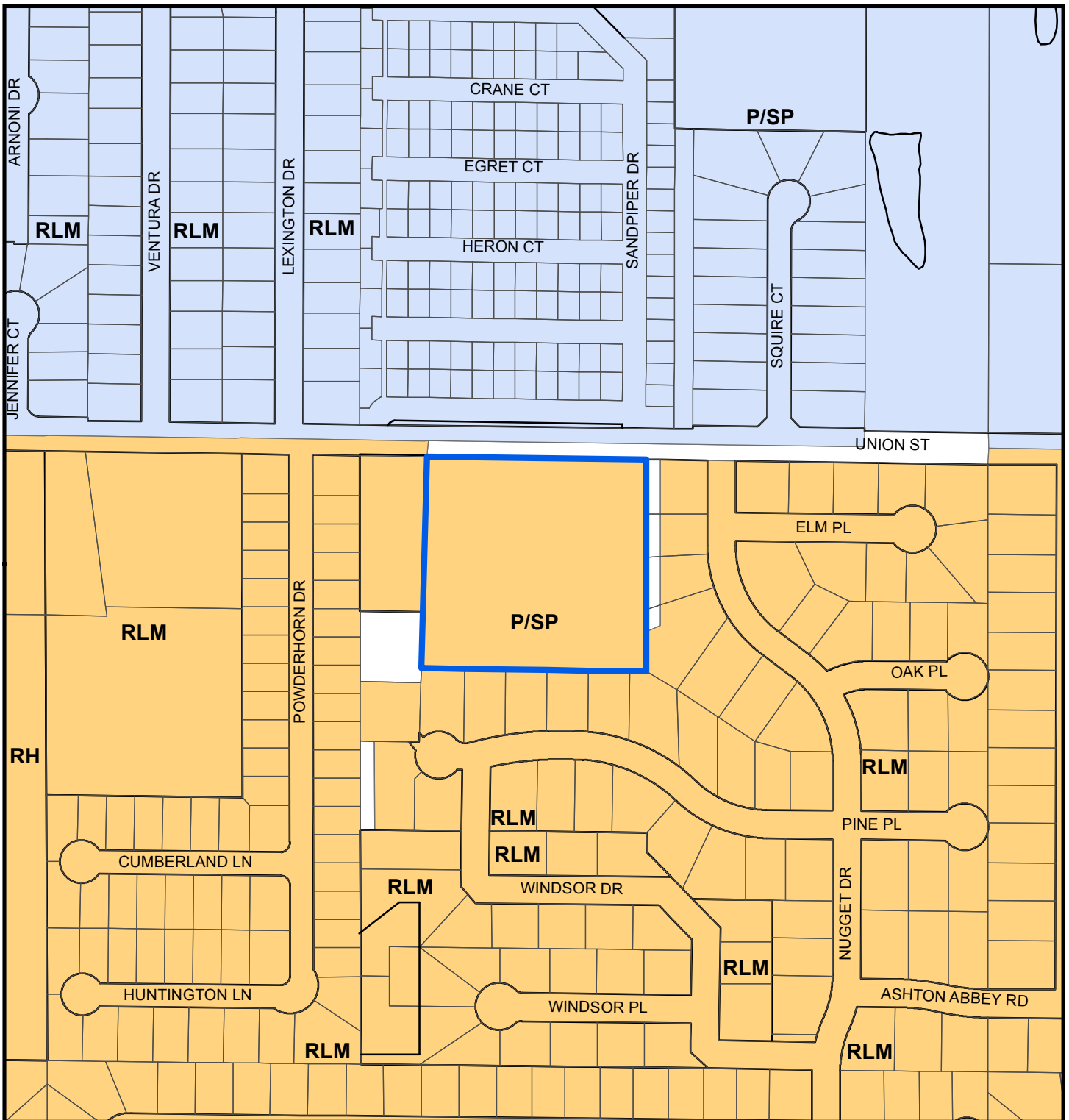
**FROM:** Public/Semi-Public

**AREA:** 4.88 Acres

**JURISDICTION:** Clearwater

**TO:** Residential Low Medium





## Map 2 - Current Countywide Plan Map & Jurisdictional Map

**CASE #:** CW19-07

**FROM:** Public/Semi-Public

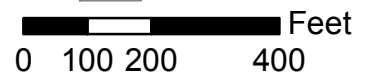
**AREA:** 4.88 Acres

**JURISDICTION:** Clearwater

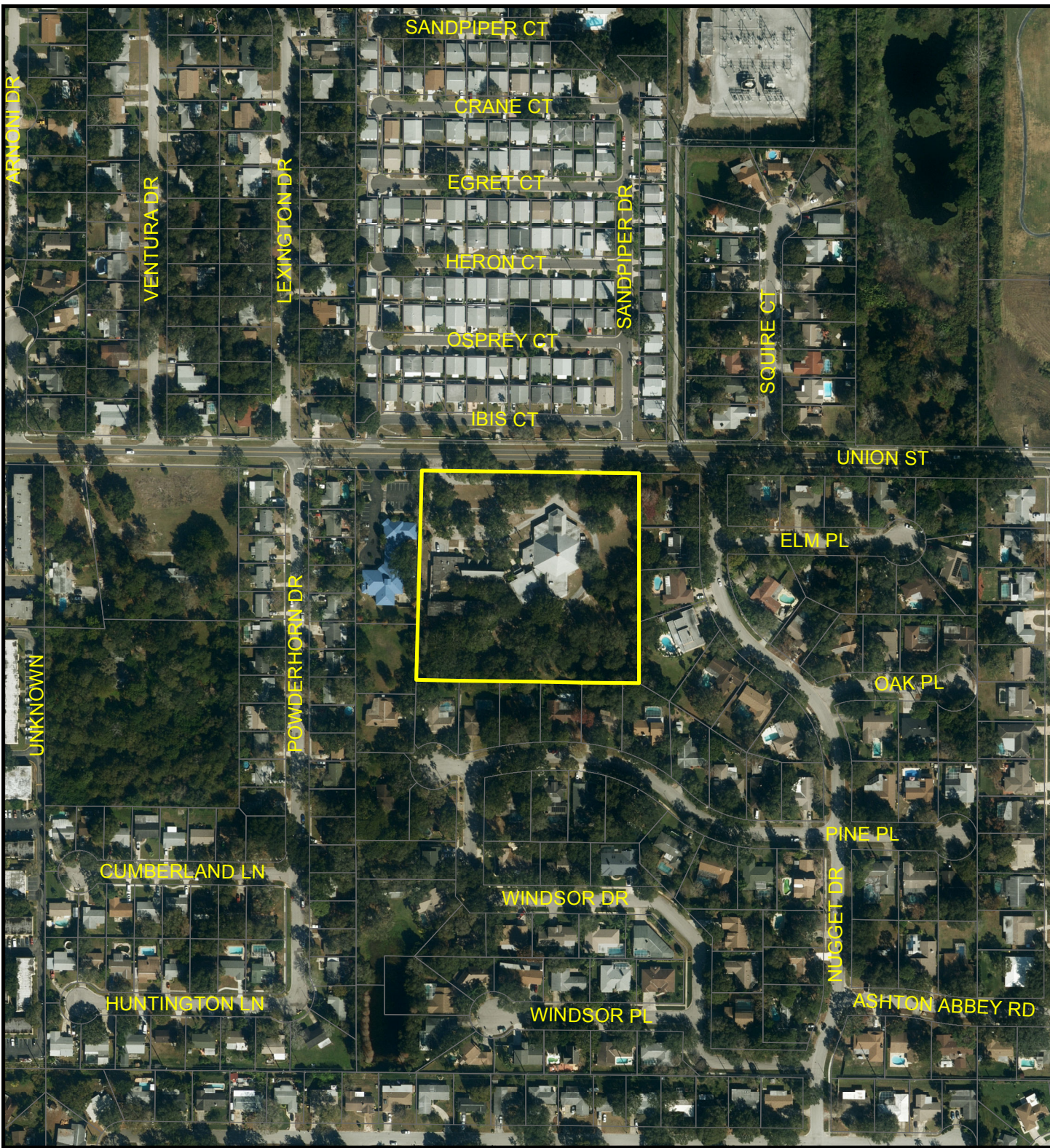
**TO:** Residential Low Medium

**LEGEND:**

- Clearwater
- Dunedin
- Unincorporated







**Map 3 - Aerial**

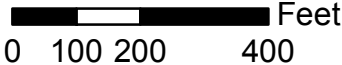
**CASE #:** CW19-07

**FROM:** Public/Semi-Public

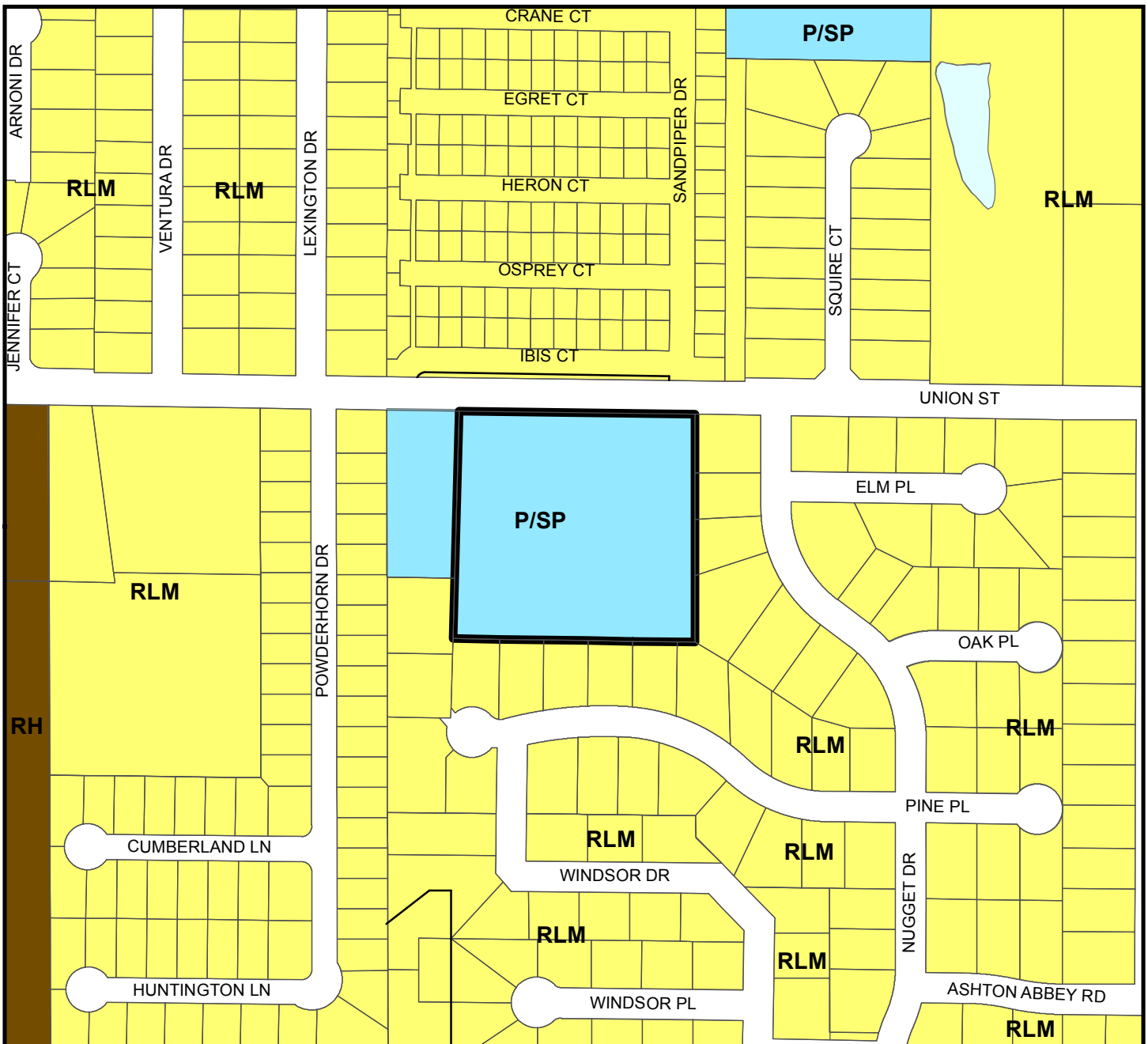
**AREA:** 4.88 Acres

**JURISDICTION:** Clearwater

**TO:** Residential Low Medium







**Countywide Plan Map Categories**

- Residential Low Medium
- Public/Semi-Public
- Residential High

**Map 4 - Current Countywide Plan Map**

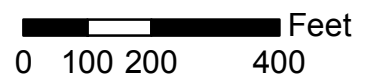
**CASE #:** CW19-07

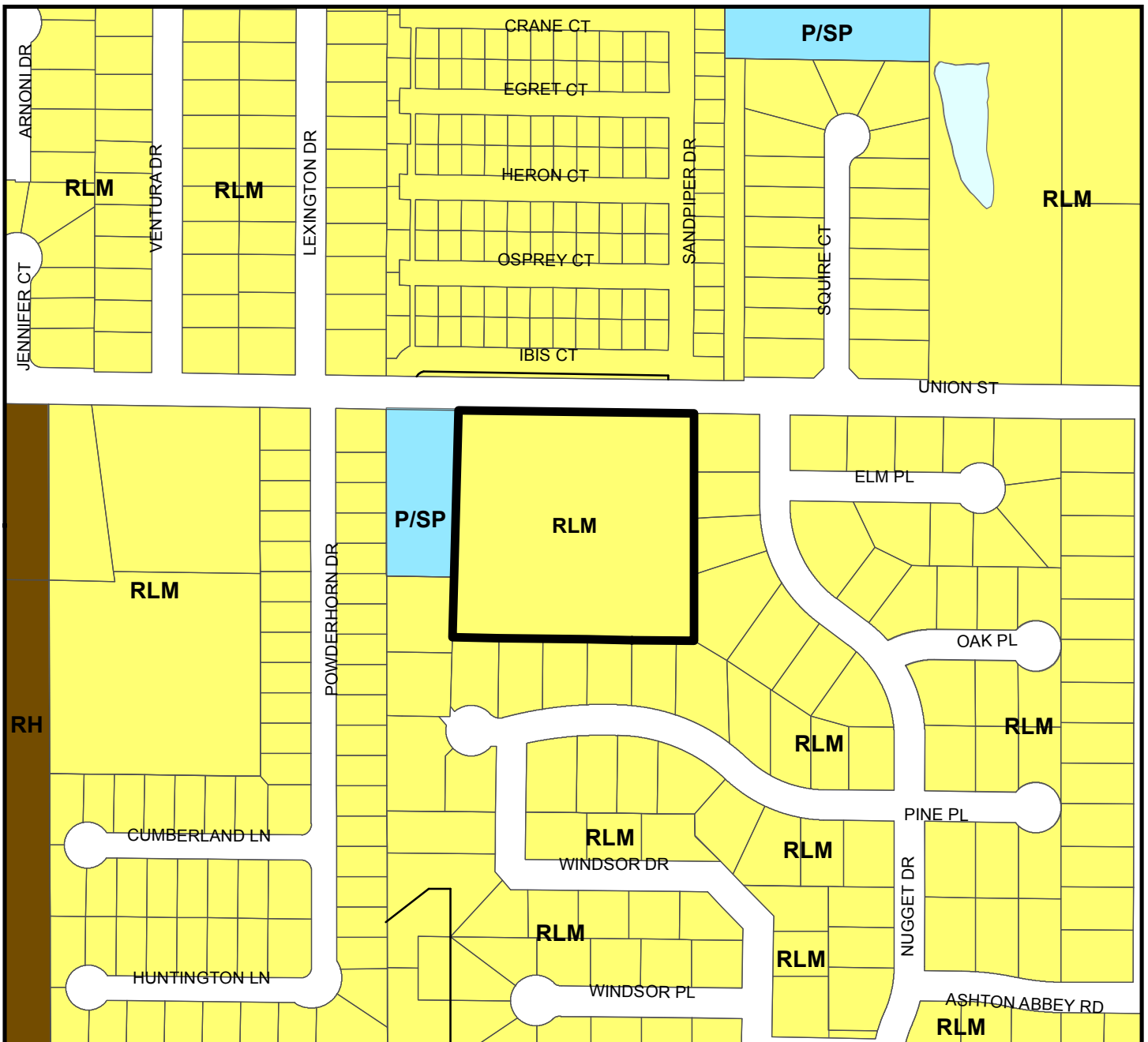
**FROM:** Public/Semi-Public

**AREA:** 4.88 Acres

**JURISDICTION:** Clearwater

**TO:** Residential Low Medium





**Countywide Plan Map Categories**

Residential Low Medium
  Residential High
  Public/Semi-Public

**Map 5 - Proposed Countywide Plan Map**

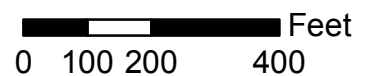
**CASE #:** CW19-07

**FROM:** Public/Semi-Public

**AREA:** 4.88 Acres

**JURISDICTION:** Clearwater

**TO:** Residential Low Medium



## **Planners Advisory Committee - April 1, 2019**

### **3B. Case CW 19-08 – Pinellas County**



#### **SUMMARY**

From: Residential Low Medium and Preservation  
To: Recreation/Open Space  
Area: 1.61 acres m.o.l.  
Location: Southwest corner of Alternate US 19 and Wai Lani Road; approximately 400 ft. west of Alternate US 19 and Harry Street

This proposed amendment is submitted by Pinellas County and seeks to amend property totaling approximately 1.61 acres from Residential Low Medium (used to depict areas that are now developed, or appropriate to be developed, in a suburban, low density or moderately dense residential manner; and to recognize such areas as primarily well-suited for residential uses that are consistent with the suburban qualities, transportation facilities, including transit, and natural resources of such areas) and Preservation (used to depict natural resource features worthy of preservation and those areas of the county that are now used, or are appropriate to be used, for the conservation, production, and management of the regional potable water supply and the supporting infrastructure, consistent with the natural resources of the area), to Recreation/Open Space (used to recognize recreation/open space uses that serve the community or region).

The subject property is currently vacant and is part of a broader 245 acres that comprises both developed and undeveloped portions of Wall Springs County Park and Wai Lani Girl Scout Camp. Until recently Pinellas County did not have appropriate zoning for recreational uses, and therefore it was common practice to leave the underlying zoning in place while updating the Future Land Use Map (FLUM) to reflect Recreation/Open Space. The proposed amendments are intended to reflect the current and planned future uses of the park and camp as well as bring the local Future Land Use Map (FLUM) and Zoning Atlas into consistency. If approved, this amendment will be consistent with Pinellas County's Comprehensive Plan.

#### **FINDINGS**

Staff submits the following findings in support of the recommendation for approval:

- A. The Recreation/Open Space category is appropriate for the proposed use of the property, and is consistent with the criteria for utilization of this category.
- B. The proposed amendment either does not involve, or will not significantly impact, the remaining relevant countywide considerations.

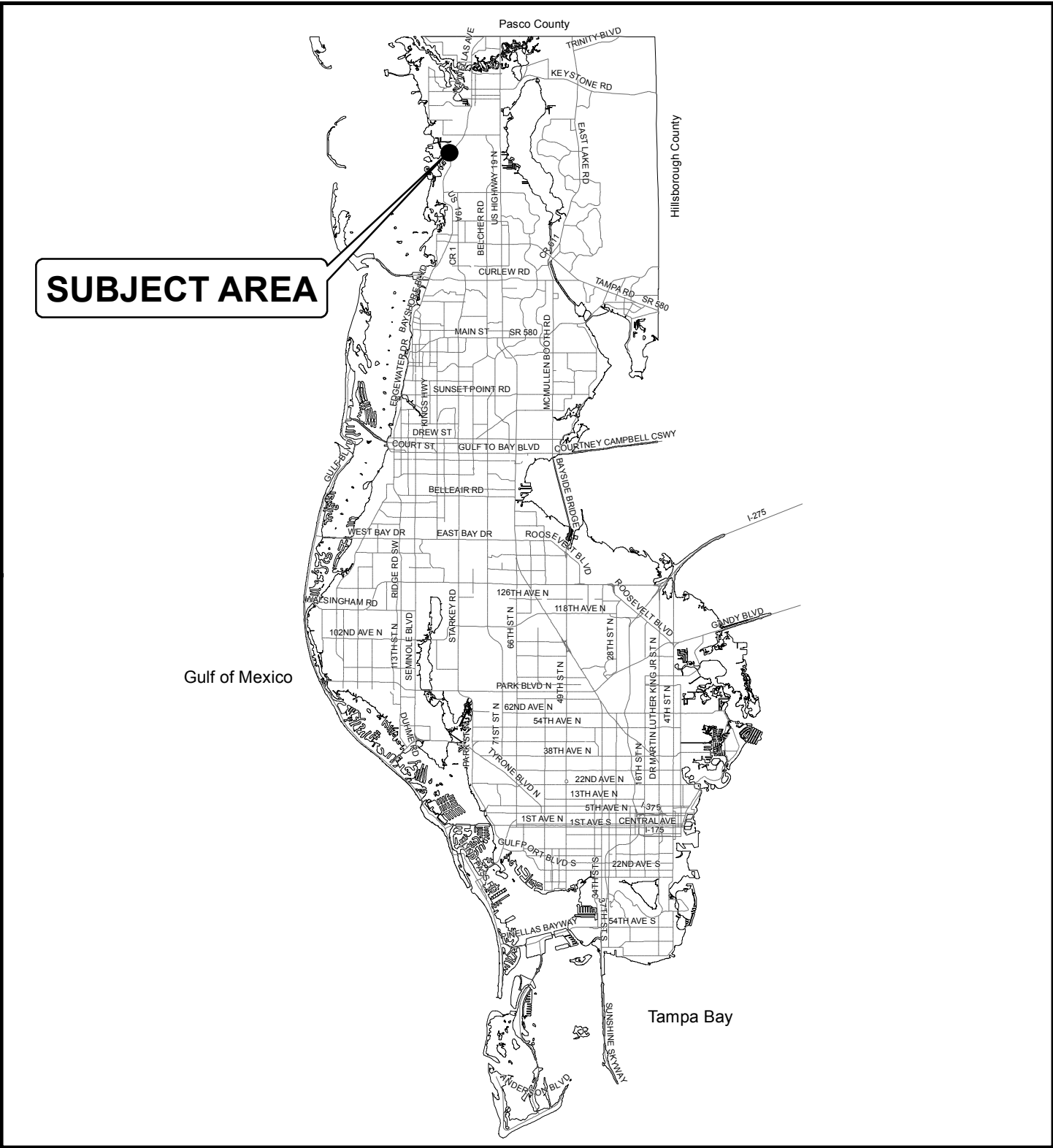
Please see accompanying attachments and documents in explanation and support of these findings.

#### **LIST OF MAPS & ATTACHMENTS:**

Map 1 Location Map  
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Map 5 Proposed Countywide Plan Map

#### **MEETING DATES:**

Planners Advisory Committee, April 1, 2019 at 1:30 p.m.  
Forward Pinellas, April 10, 2019 at 1:00 p.m.  
Countywide Planning Authority, May 7, 2019 at 9:30 a.m.



**Map 1 - Location**

**CASE #:** CW19-08

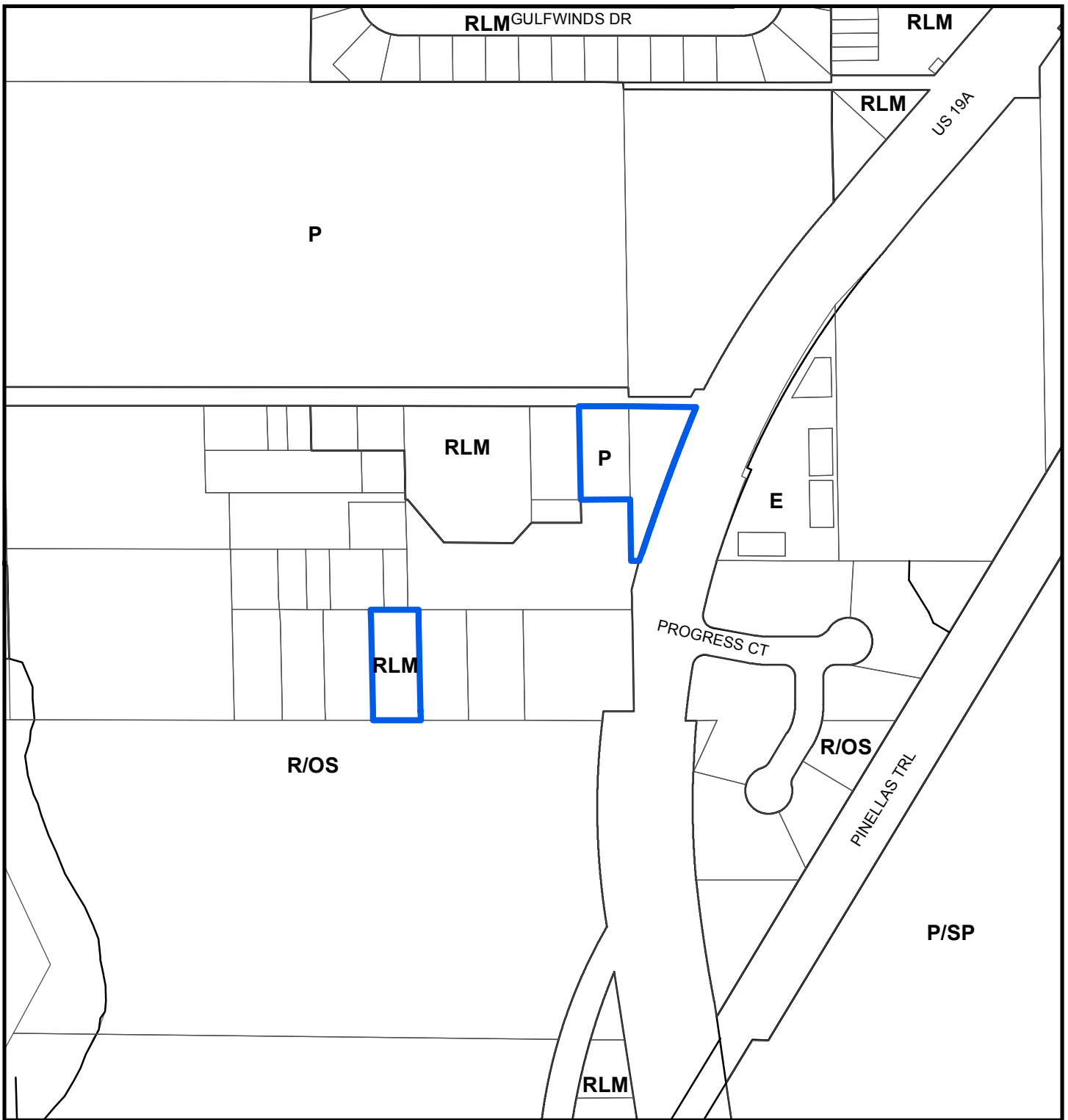
**FROM:** Residential Low Medium & Preservation

**AREA:** 1.61 Acres

**JURISDICTION:** Pinellas County

**TO:** Recreation/Open Space





### Map 2 - Current Countywide Plan Map & Jurisdictional Map

**CASE #:** CW19-08


**FROM:** Residential Low Medium & Preservation

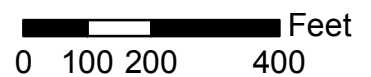
**AREA:** 1.61 Acres

**JURISDICTION:** Pinellas County

**TO:** Recreation/Open Space

**LEGEND:**

 Unincorporated







### Map 3 - Aerial

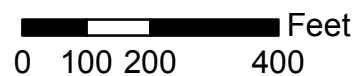
**CASE #:** CW19-08

**FROM:** Residential Low Medium & Preservation

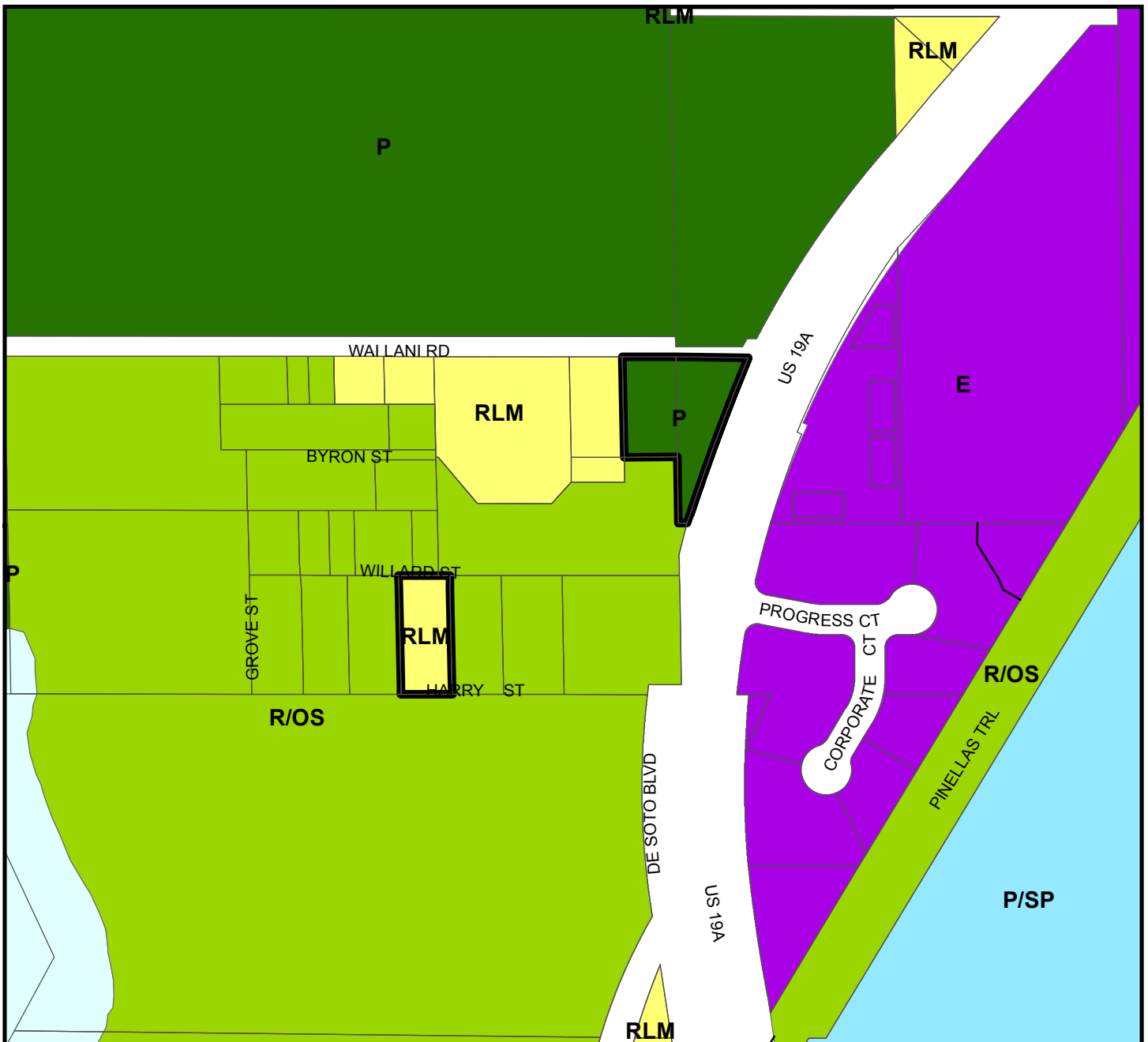
**AREA:** 1.61 Acres

**JURISDICTION:** Pinellas County

**TO:** Recreation/Open Space







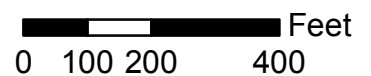
### Countywide Plan Map Categories

- Residential Low Medium
- Employment
- Public/Semi-Public
- Recreation/Open Space
- Preservation

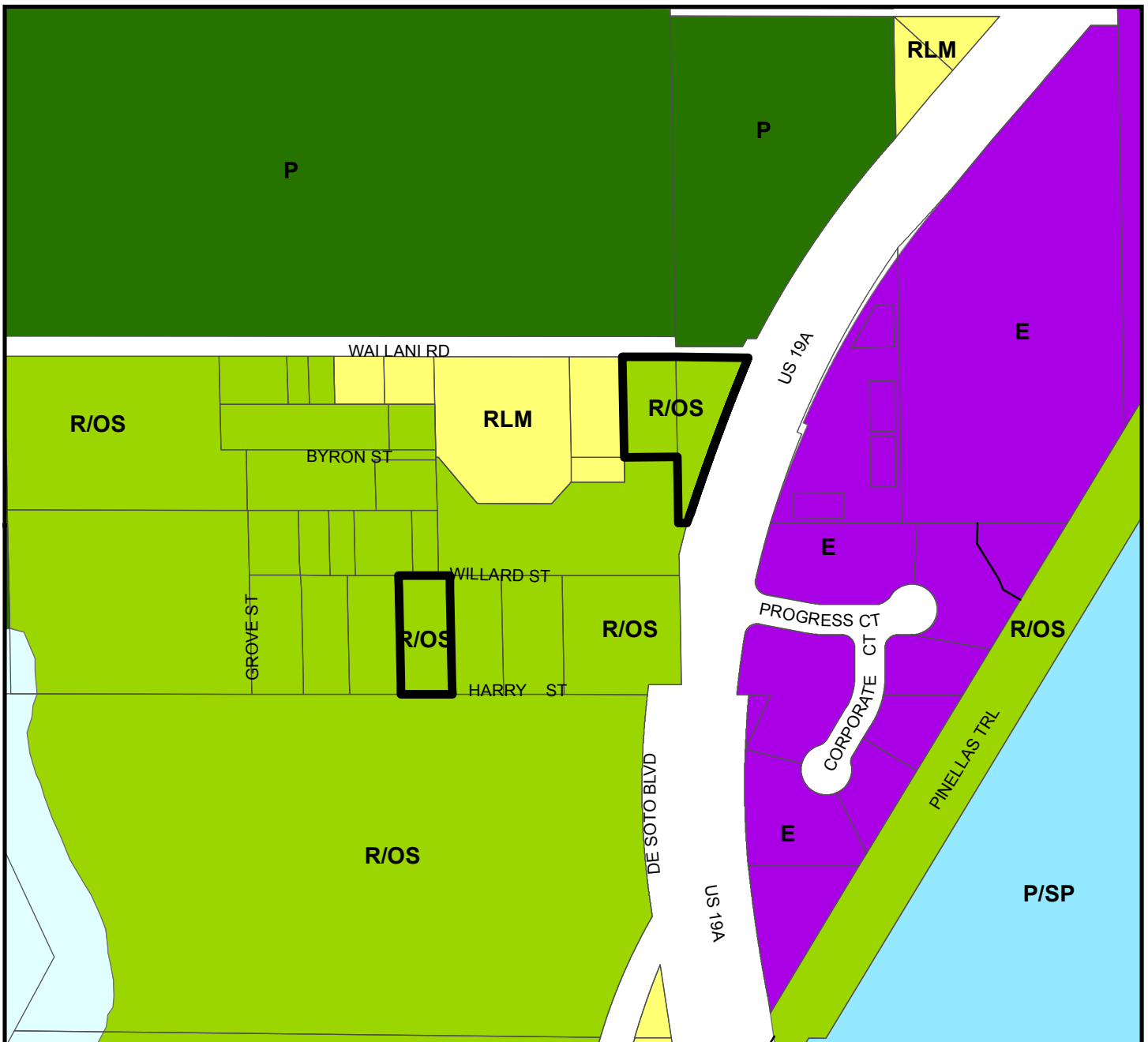
### Map 4 - Current Countywide Plan Map

**CASE #:** CW19-08      **FROM:** Residential Low Medium & Preservation      **AREA:** 1.61 Acres

**JURISDICTION:** Pinellas County      **TO:** Recreation/Open Space







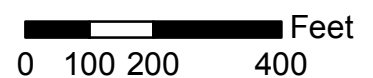
### Countywide Plan Map Categories



### Map 5 - Proposed Countywide Plan Map

**CASE #:** CW19-08      **FROM:** Residential Low Medium & Preservation      **AREA:** 1.61 Acres

**JURISDICTION:** Pinellas County      **TO:** Recreation/Open Space



## Planners Advisory Committee – April 1, 2019

### **3C. CPA Actions and Tier I Countywide Plan Map Amendments**



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#### **SUMMARY**

This information is presented in order to better, and more systematically, apprise the Forward Pinellas Board of final action(s) by the Board of County Commissioners, in their role as the Countywide Planning Authority (CPA) on matters that have been previously considered. This summary also includes the Tier I Countywide Plan Map Amendments that have been administratively reviewed by Forward Pinellas staff.

#### **CPA Actions March 2019:**

##### **PUBLIC HEARINGS**

###### Subthreshold Plan Map Amendment(s)

- Case CW 19-02, a City of St. Petersburg case located generally north of Catalonia Way S. and Fairway Avenue S.; north and west of Caesar Way S. and Alcazar Way S.; and northeast of Fairway Avenue S. and Caesar Way S. The Board of County Commissioners, in its role as the Countywide Planning Authority, **approved** the amendment from Recreation/Open Space to Residential Low Medium (vote 6-0).

###### Regular Plan Map Amendment(s)

- Case CW 19-03, a City of Largo case located at 2550 Roosevelt Boulevard. The Board of County Commissioners, in its role as the Countywide Planning Authority, **approved** the amendment from Residential Low Medium and Retail and Services to Retail and Services (vote 6-0).
- Case CW 19-04, a City of Largo case located at 1300 Cove Cay Drive. The Board of County Commissioners, in its role as the Countywide Planning Authority, deferred action on this case until receiving a response from the City of Largo regarding the alternative compromise recommendation (vote 6-0).

##### **REGULAR AGENDA ITEMS**

There were no regular agenda items in March to report.

#### **Tier I Countywide Plan Map Amendments March 2019:**

There were no Tier I Amendments to report.

**ATTACHMENT(S):** None

**ACTION:** None required; informational item only

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**SUMMARY**

A qualitative doctoral research study was conducted by a USF Muma College of Business candidate, Dr. Shrimatee Ojah Maharaj, on ***increasing the supply of the Missing Middle Housing (MMH) types in Tampa Bay***. Data was derived from interviews with thirty-nine leading, veteran practitioners, lenders, policy-makers/interest groups and developers from the area. A risk reduction model emerged from the study which led to a proposal for a ***cooperative risk reduction, capital strategy*** to help increase the supply of MMH types in walkable urban core areas.

Dr. Shrimatee Ojah Maharaj will present her findings to the committee.

**ATTACHMENT(S):** None

**ACTION:** None required; informational item only

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**SUMMARY**

A resurgence of people wanting to live in thriving downtowns has created a demand for space in urban areas, housing shortages, and increased rents and mortgages. Therein lies the conflict, more upwardly mobile workers are living in more constrained urban areas, signifying to the market there is a need for storage space close to urban downtowns. Urban planners must grapple with potential land use conflicts between parties when determining the highest and best use for urban areas.

Recently, Forward Pinellas hosted a series of Self-Storage Subcommittee meetings to explore the topic and to provide guidance for local governments. Representatives from Pinellas County, the City of Clearwater, Largo, St. Petersburg, Tarpon Springs, as well as, Pinellas County Economic Development and BRB Development met to discuss trends, design, regulations, compatibility with neighboring properties, and best practices.

**ATTACHMENT(S):** Self-Storage Subcommittee Findings and Meeting Summaries

**ACTION:** None required; informational item only

## **Planners Advisory Committee (PAC) Self-Storage Subcommittee Findings**



### **Introduction**

A resurgence of people wanting to live in thriving downtowns has created a demand for space in urban areas, housing shortages, and increased rents and mortgages. Therein lies the conflict, more upwardly mobile workers are living in more constrained urban areas, signifying to the market there is a need for storage space close to urban downtowns. Urban planners must grapple with potential land use conflicts between parties when determining the highest and best use for urban areas.

Recently, Forward Pinellas hosted a series of Self-Storage Subcommittee meetings to explore the topic and to provide guidance for local governments. Representatives from Pinellas County, Clearwater, Largo, St. Petersburg, Tarpon Springs, Pinellas County Economic Development and BRB Development met to discuss trends, design, regulations, compatibility with neighboring properties, and best practices.

### **Demand**

Where space is at a premium, people look for cost effective and convenient living solutions. Further, when downsizing people seek self-storage to store excess belongings, or things they only use on occasion, like sports equipment. Self-storage developed to meet these needs, and has grown as more people experience the crunch of city-living, or unexpected life changes like childbirth or death. Self-storage proves to be an attractive investment, too, because of its income-generating potential for investors and relative ease of property management.

Nationally, areas that experience a large increase in population and job growth, see a positive correlation of more self-storage units available. According to Pinellas County Economic Development, Pinellas County adds about 41 people per day to its population, this number being net change of people coming and going. Further, population turnover here is particularly high, and over a five year period about one third of the County's population turns over to new residents. Demographic and generational trends, like low unemployment, and more disposable and discretionary income means people are more likely now to rent self-storage. Other significant factors contributing to an increase in self-storage are the mobile nature of today's worker. Young adults move frequently. Popular opinion in many news articles would describe the millennial zeitgeist as choosing one's preferential city to live in before landing a job there, and wanting to be in close proximity to the city center, even if that means a smaller space.

# Self-Storage Best Practices



## Active Use

Maintain an active ground-level street front that contributes significantly to the local economy, provides services to the community, and limits uses that are passive, like parking and self-storage, to upper floors.



## Neighborhood

The design should fit in with the surrounding neighborhood characteristics and match its character, style, and aesthetic look.



## Location

The best locations in Pinellas County for self-storage are along major arterial roadways in commercial areas.



## Access

The loading or unloading of vehicles, vans, trucks or trailers should not obstruct pedestrians, cyclist, or vehicular traffic.



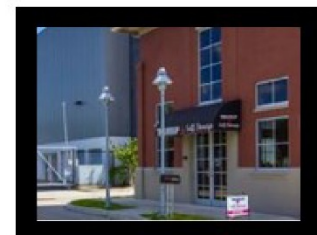
## Noise

Attenuate noise produced from loading and unloading self-storage units.



## Lighting

Direct lighting away from residential neighborhoods preventing creep, while also using as a deterrent for crime.



## Trends and Challenges

When land was more affordable in Pinellas County, self-storage was typically single-story on larger plots of land. Mini storages contain household goods and equipment, are traditionally automobile-oriented, with many developments having numerous external bay style doors accessing separate storage garages or spaces. As land becomes more at a premium, self-storage developments have become more vertically oriented with multiple stories, closer to or in established neighborhoods and activity centers.

There are downsides to this land use type; Self-storage isn't really appropriate in downtowns because it takes up a lot of valuable space, and its use is limited. Self-storage serves the surrounding business community, and residents who need offsite storage, but the use does not provide many jobs, and generates little revenue for the local economy as compared to other commercial uses, like restaurant or retail uses. Similarly, self-storage is not a desirable use in areas with high economic output, like industrial land. In Pinellas County, our most economically productive uses occur on industrial land, like high-tech manufacturing. Aesthetically, self-storage creates enormous areas that are barely used, which do not add to a livable street continuity, or economic activity. For these reasons, city leaders, planners, and local governments are encouraged to determine the best place and regulations for this specific use.

The self-storage market is currently developing at a rate much higher than in years past. Real estate investment trusts (REITS), which commonly own and operate self-storage facilities and pass along profits to investors, are becoming a major factor in new projects and buildings. Currently, markets in the American South and West are very favorable for self-storage, because net migration and job growth are high in places like Tampa Bay, Orlando, Atlanta and Houston. However, there are signs that the self-storage market is slowing down nationally, that we are approaching market-saturation, and that we are approaching the tail-end of a cycle.

In Tampa Bay, developers indicate that the market is underserved and there is a need in the area for more self-storage, which is calculated based off of current square footage available per resident. According to Pinellas County Economic Development (PCED), the Pinellas County market does have potential to support more self-storage units; it is under the national average for the number of units and square footage per person, and has higher rents because of lower supply. Pinellas County has about 5.4 square feet of self-storage per person, or only 77% of the national average of about 7 square feet. Therefore, the local market still has room to grow. Local developers are looking for creative ways to build self-storage in Pinellas County, and say that the local market is challenging because of high land values, and the lack of available real-estate that can accommodate self-storage.

Local governments have to balance economic, aesthetic, and social factors to come up with a "best use" for redeveloping neighborhoods. Planners around the County are trying to incorporate

self-storage in appropriately zoned areas, where it can support more of a mixed and active use; i.e., a mix of commercial, office, and residential. For example, requiring ground floor commercial retail, office or residential around the liner of self-storage supports urban design principles that ensure greater economic activity and pedestrian accessibility.

Planned unit developments (PUD), which includes a flexible regulatory agreement between the developer and local government, are also effective mechanisms to guide and control development that includes a varied mix of land uses so that no single use dominates the nature of a neighborhood, and can dictate that self-storage may be a portion of an overall development.

Self-storage often encroaches upon industrial and commercial zones in Pinellas, which poses a threat to the most economically productive areas in the County. Both PCED and Forward Pinellas support preserving industrial areas as a countywide strategy because they are Pinellas County's biggest employment and income generating use. However, self-storage ideally should not locate in traditionally industrial areas or in close proximity to job retaining industries. Further, local governments would like to see more of an employment element considered when approaching new and existing self-storage uses. Pinellas County Economic Development would like to see self-storage locate in commercial areas that incorporate a more active and mixed-use, or office use, and which does not encroach on industrial lands.

Developers have indicated that mixed-use self-storage is not typically done because of difficulties with financing and property management. Finding partners who develop and manage residential and commercial along with self-storage properties is difficult to do. Coordination between policy makers, local governments, and developers is essential to maintaining a vibrant, economically diverse cityscape that can support self-storage.

Ultimately, local governments know where self-storage best fits and suits the needs of the community, and have discretion on where they are allowed. Forward Pinellas supports self-storage incorporating more of an active storefront presence and a mix of uses, and please refer to our best practices for site design recommendations.

## Regulatory Considerations

In the Countywide Rules, self-storage is an acceptable use and referred to as Mini-warehouse Storage, which is considered to be a subset of Storage/Warehouse – Light. The Countywide rules allow for Storage/Warehouse – Light in the categories: Retail and Services, Employment, Industrial, and Public/ Semi Public. Under the Countywide Rules, self-storage is not advised in the Activity Center or Multimodal Corridor categories, which are designed to create areas of intensive residential density, nonresidential intensity, and mixed uses in conjunction with urban design that allows and encourages multimodal transportation, including pedestrian/bicycle circulation and transit use. Inconsistent uses include automobile-oriented uses such as drive-



through facilities, “big-box” retail uses, gas stations, vehicle repair shops, vehicle sales, car washes, and large buildings with low levels of activity such as self-storage. Self-storage uses are not ideal in these areas because they are an auto-oriented use that consumes large amounts of floor area, has few employees, and does not incorporate active storefront uses.

## Countywide Rules Definitions

**Mini-warehouse Storage** – An enclosed, indoor facility containing individual compartmentalized storage units for the inside storage of customers’ goods or wares. Mini-warehouse Storage uses are considered to be a subset of Storage/Warehouse - Light, as specifically defined within these Countywide Rules.

**Storage/Warehouse - Light** – A use devoted primarily to the storage of goods, materials or equipment. Such use shall be located within an enclosed building and any exterior storage shall be incidental to and not exceed twenty (20) percent of the area of the building to which it is accessory.

## Strategies from Around the Country

Maintaining traditional neighborhood characteristics is an integral part of planning, and for this reason local governments/cities can choose to limit or restrict the impacts that self-storage has on its communities. Some local governments may want to shelter residents from the effects of a self-storage use and require buffers from residential neighborhoods. Charleston, South Carolina, for example, prohibits self-storage within 200 feet of residential and mixed-use zoning districts.

When self-storage units have become either too pervasive or out of character for a neighborhood, an outright ban might be appropriate. Collier County, FL approved a one-year ban on self-storage uses along a seven-mile stretch of U.S. Highway 41, and Margate, FL no longer permits new self-storage uses within municipal limits.

The City of St. Petersburg currently has in its local code of ordinances, stipulations that storage facilities may not occupy more than 25 percent of a development in the downtown core, or 49 percent part of a permitted accessory use in other parts of the city. (Please see below for the City of St. Petersburg’s full section on self-storage).

## REGULATION BASED ON DISTANCE

### MIAMI, FL

- REQUIRES A DISTANCE OF 2,500 FEET BETWEEN SELF-STORAGE USES IN COMMERCIAL AND INDUSTRIAL ZONING DISTRICTS

### CHARLESTON, SC

- PROHIBITS SELF-STORAGE WITHIN 200 FEET OF RESIDENTIAL AND MIXED-USE ZONING DISTRICTS

## ACTIVE GROUND FLOOR REQUIREMENT

### CHARLOTTE, NC

- ALLOWS SELF-STORAGE IN MIXED-USE URBAN AREAS IF DESIGN CRITERIA ARE MET, AND GROUND FLOOR BUILDING FACADES THAT FRONT A PUBLIC STREET ARE WRAPPED WITH RETAIL OR OFFICE USES

### PORTLAND, OR

- REQUIRES 50% OF THE GROUND-LEVEL FLOOR AREA TO CONTAIN ACTIVE USES, SUCH AS RETAIL, OFFICE OR INDUSTRIAL, WHEN LOCATED WITHIN 500 FEET OF A TRANSIT STATION OR 100 FEET OF A NEIGHBORHOOD CORRIDOR, CIVIC CORRIDOR OR STREETCAR LINE

## PROHIBITION

### CHARLESTON, SC

- PROHIBITS SELF-STORAGE IN ITS URBAN COMMERCIAL ZONING DISTRICT

### NEW YORK, NY

- PROHIBITS SELF-STORAGE USES IN SOME INDUSTRIAL ZONING DISTRICTS TO PROTECT JOB-INTENSIVE BUSINESSES AND INDUSTRY

## MORATORIA/ BANS

### COLLIER COUNTY, FL

- APPROVED A ONE-YEAR BAN ON SELF-STORAGE USES ALONG A SEVEN-MILE STRETCH OF U.S. HIGHWAY 41

### MARGATE, FL

- NO LONGER PERMITS NEW SELF-STORAGE USES WITHIN MUNICIPAL LIMITS

**Example Language from St. Petersburg Regulating Self-Storage:**

SECTION 16.50.400. - STORAGE, SELF

Sections:

16.50.400.1. - Applicability.

This section shall apply to self-storage uses.

(Code 1992, § 16.50.400.1; Ord. No. 202-H, § 2, 11-23-2015)

16.50.400.2. - Purpose and intent.

Self-storage uses will be necessary to serve the needs of a growing population. During the latter portion of the 20th century, self-storage uses were typically constructed as a series of one-story buildings with exterior access to individual spaces via overhead doors. In built-out, urban cities such as St. Petersburg, higher land values typically encourage more efficient uses of land, which has led to adaptations in how self-storage opportunities are provided. These adaptations have included incorporation into multi-story and vertical mixed-use developments. This section is intended to establish standards for these uses to ensure that development occurs in a manner that is consistent with and appropriate for an urban environment.

(Code 1992, § 16.50.400.2; Ord. No. 202-H, § 2, 11-23-2015)

16.50.400.3. - Establishment.

The establishment, expansion, or redevelopment of storage, self uses shall be allowed as provided in the Matrix: Use Permissions and Parking Requirements and shall comply with the development standards of the zoning district, the general development standards, and this section.

(Code 1992, § 16.50.400.3; Ord. No. 202-H, § 2, 11-23-2015)

16.50.400.4. - Development standards.

A. Except as required otherwise by this section, the site layout and orientation and building and architectural design requirements shall comply with the standards of the applicable zoning classification.

B. Access to individual storage spaces shall be provided from within the building or from an interior courtyard enclosed by building walls on all sides. Doors accessing individual storage spaces through an interior courtyard shall not be visible from any property line. C. A building containing storage units shall include at least one principal entrance, which faces the primary street. The leasing office and other non-storage customer service areas shall be incorporated into the linear building frontage along the primary street. D. Storage spaces shall not be used as workshops or other active uses. E. Outdoor storage of any type, including but not limited to, moving vans, commercial vehicles, recreational vehicles, and boats shall be prohibited, except where outdoor storage is allowed by the Use Permissions and Parking

Requirements Matrix and Zoning Matrix. F. Loading Areas. For purposes of this section, the term "loading" shall include both the placement of personal products onto, or removal from, a transportation vehicle; the term "area" shall include both loading bays and loading zones. All loading areas shall be provided along the interior side or rear of the building. Required off-street parking spaces shall not be used to satisfy the requirement for a loading area. Loading areas shall meet the following minimum requirements: 1. Loading areas shall be screened from view with a solid masonry wall measuring at least six feet in height. Where the loading area is abutting, or across an alley from, any residential use or residential zoning district, the loading area shall be screened from view with a solid masonry wall measuring at least eight feet in height. The required screening wall(s) shall be architecturally finished to match the building; 2. Any loading bay visible from an adjacent residential use or residential zoning district shall have an overhead door which shall be closed at all times, except during an active loading process; 3. There shall be a minimum of one loading space for tractor trailers, meeting dimensional requirements as specified in this code. Loading spaces shall be located and arranged so that a semi-tractor trailer shall be able to gain access to and use such space by means of one continuous parking maneuver; 4. Loading with commercial vehicles shall be prohibited between the hours of 9:00 p.m. and 7:00 a.m. G. Solid waste containers. Storage of solid waste containers is encouraged to be provided within the building, where possible. Solid waste containers shall be stored and accessed along the interior side or rear of the building or required yard. The enclosure shall be setback a minimum of 20 feet from any property line abutting, or across an alley from, any residential use or residential zoning district, and shall be screened from view in accordance with this code.

(Code 1992, § 16.50.400.4; Ord. No. 893-G, § 12, 9-4-2008; Ord. No. 202-H, § 2, 11-23-2015)

16.50.400.5 - Located within a designated activity center.

A. When located within a designated activity center, identified by the City of St. Petersburg's Comprehensive Plan and shown on the future land use map, accessory self-storage uses shall not exceed 25 percent of the floor area of the allowable principal use.

(Ord. No. 256-H, § 3, 2-16-2017)

**Planners Advisory Committee (PAC)  
Self-Storage Subcommittee Meeting  
June 22, 2018 2:00PM- 3:00PM**

**Location:** Forward Pinellas Office, 2nd Floor Conference Room -  
310 Court Street, Clearwater, FL 33756



**I. Introductions:**

Derek Kilborn	City of St. Petersburg Planning
Pat McNeese	City of Tarpon Springs Planning
Michael Schoderbock	Pinellas County Planning
Lauren Matzke	City of Clearwater Planning
Richard Perez	City of Largo Planning
Brett Burks	Forward Pinellas Staff
Rodney Chatman	Forward Pinellas Staff
Maria Kelly	Forward Pinellas Staff

**II. Review the purpose of the meeting**

- Subcommittee’s goal(s)
  - What drives the need for these fatalities?
  - Provide clarity to the driving force
  - Understand the intensity needs
- Identify any additional objectives that participants have
  - How close to residential do they need to be
  - Operation impacts to surrounding land use plans
  - Chain vs private ownership

**III. Local stakeholder input**

Rodney Chatman, Forward Pinellas staff, stated for the committee to be aware that Todd Pressman is aware of the meeting and he is willing to come and share his perspective on the subject.

- What is your perspective on self-storage?
  - Largo’s perspective, Rick Perez :
    - Gain a better understanding of storage facility market
    - From a long range perspective, concerns for the locations and is a storage facility the highest and best use
    - How does this impact the goals to be a more urban walkability community with active street fronts? Is there a better location for these types of facilities where this service is still being provided to the residents and businesses, but not preclude key locations that would be better served with more active uses?
    - Are there other standards that we can apply

- Clearwater’s perspective, Lauren Matzke:
  - To better understand intensity needs
  - Market perspective: How close to the residential do they need to be?
  - At a countywide level, look at all compatibility
  - Nuances to be looked at
  - Design & best practices

Mr. Chatman added that the next subcommittee meeting will focus on best practices, so everyone can see what is working around the country. We have found evidence that there is a new market in the self-storage industry- logistics for large companies/businesses that have off-site storage needs. We feel the market will evolve, catering to more than just residential. The self-storage industry also uses a ‘square footage per capita’ approach to determine if a market is over supplied or under supplied and by using this approach, a figure for Pinellas County can be determined. For example, an under supplied market is approximately 4.33 sq. ft. per person and an over supplied market is around 19 sq. ft. per person.

Michael Schoderbock, Pinellas County, stated he invited Pinellas County Economic Development (PCED) to the meeting. They declined the invitation, but asked to be kept in the loop. Amendments are currently being made to the land development code as well as the comprehensive plan and it has been requested by PCED to move this land use out of the employment category. Pinellas County is looking to completely remove self-storage out of Employment and Industrial or require that it be paired with another type of land use to make self-storage an accessory use.

- Tarpon Springs perspective, Pat McNeese:
  - The use itself
  - Operation impacts on surrounding use plans with a 24 hour business
  - How much is private us/how much is business
  - Chain owned vs private owned
  - Interested in where there should not be any self-storage facilities

Ms. McNeese inquired if it is possible to run a query on the property appraiser’s database, which would calculate the gross availability and then whittled it down to figure out which ones are local. Brett Burks, Forward Pinellas staff added he had a figure of about 120 units, however the numbers received from the cities are not matching up to that figure.

- o Concerns

Mr. Schoderbock inquired if the property appraiser classifies the new “office building look” as a mini-storage use or if they are classified as something different due to multiple stories? Mr. Burks responded that he received a blanket response to his query regarding classification and to use the codes to find them these types of facilities. The property appraiser categorized this type of land use loosely.

Mr. Chatman stated that for the next subcommittee meeting, there should be a comprehensive working map for the locals to review and verify the existence of a facility and at the correct location.

Ms. Matzke requested a look into the economic side regarding employment and taxation. If this type of land use is classified as a warehouse, it would be taxed lower than other land uses and employment implies “employees” but there may only be two to four people. Mr. Schoderbock stated that this was also a concern of the Economic Development office that these types of facilities are eating up target employment.

Derek Kilborn, City of St. Petersburg, inquired as to whether this discussion of self-storage facilities would be a part of the Knowledge Exchange Series Program. Mr. Chatman responded that this would be more of a white paper with supporting documents. This effort is more of a planners fact finding committee meeting so that decisions can be made based on the outcome of these meetings.

Mr. Schoderbock inquired if any jurisdiction has considered a moratorium until any countywide policies can be established. The group was not aware of any moratoriums that have been adopted by area local governments. Mr. Perez stated that members of the Largo City Commission have asked for improvements to Largo’s standards as they relate to this type of land use.

Mr. Schoderbock stated that background data about the business itself would be helpful, due to concerns and comments being made and no substance behind this industry being an employment generator.

- o Desired outcomes
  - Develop a symmetric for the county
  - Design goes a long way – form base codes

Mr. Kilborn stated that regulations for this type of use have evolved for St. Petersburg and since 2007 some areas allow this type of development as a permitted use. One of the more recent applications was submitted with design changes to meet city codes, and expand self-storage opportunities into some of the City’s commercial corridors. The changes were based on how to accommodate storage in a mixed use scenario with more of a focus on how the unit interacts with the adjacent public right-of-way. There were change to the CCS1 category, so that self-storage could be reviewed as a special exception use. With that, a separate section of the code was created specifically for self-storage with design requirements so the building had to be more of an urban type building with store front presentation. St. Petersburg continues to be concerned about the activity center areas because these uses were previously allowed as a permitted use and is now regulated as an accessory use, with still more changes to CCS2, that state if you are in a designated activity center area, the self-storage use, no matter how it is permitted is limited to no more than 25% of the overall square footage. Mr. Kilborn will send pictures of the two facilities under construction, that are multiple stories and completely different, to demonstrate the application of the core standards, as well as two other completed facilities.

Mr. Chatman inquired as to the conditions applied to the mixed use project. Conversation ensued which explained that the self-storage facility would need to provide proof of financing before the facility could receive a Certificate of Occupancy. Mr. Kilborn answered, as a normal policy for St. Petersburg, an accessory use cannot be approved or opened until the principal use is established for the site. The specific language is: “self-storage building will not be issued a Certificate of Occupancy until evidence of financing for the main project has been submitted and construction documents have been submitted for review by the city for construction of both the residential and restaurant/retail/commercial components of the project”.

Mr. Schoderbock currently has a project under review that has quite a bit of opposition. The property is currently zoned residential (limited to 5 units per acre), and is located just off of Alternate US 19. The

location is just outside the Palm Harbor activity center and a request has been submitted to amend the property to the Industrial category which would limit this area to either a self-storage or office use. Developer is proposing a large buffer and a shared driveway. The Pinellas trail runs behind the property. The opposition feels the site is more appropriate for residential use or a public park, not an office building or self-storage facility.

Another self-storage project has been discussed, however wetlands on the property are delaying the project. A request was made to amend the floor area ratio (FAR) so they could put in a larger facility due to the development constraints associated with the preservation area Ms. Matzke suggested a review of the FAR for areas outside the activity centers where these types of facilities would be more acceptable, however the Pinellas County's FAR's are lower. Mr. Chatman agreed that this is something that could be looked into from a countywide perspective.

- Are any interventions/ resources available?

Mr. Burks asked the committee members to share any additional resources they may have.

#### **IV. Preliminary Forward Pinellas Findings**

Mr. Burks shared there is no hard factual evidence on self-storage in the research he conducted, however he did find information from an analytics company who claims they conducted a storage facility study and the area was underserved, claiming Pinellas County has "the greatest number of pipeline developments". Some of the background driving storage facilities is that this is a lucrative business, simple to build and once completed generates revenue.

Mr. Schoderbock stated that the Economic Development Director asked that storage facilities be removed from the industrial and employment generating areas, target employment centers.

Mr. Chatman stated that many of these facilities are owned by real-estate investment trusts that acquired the facility from the developer once certain "lease-up" thresholds are achieved.

#### **V. Wrap-Up – identify next action steps**

- Action Step

Mr. Chatman stated that over the next couple of months the committee will wrap everything up and go back to the PAC with the findings included in a white paper as well as a map of the facilities located in Pinellas County. With the White paper, look at some recommended language that should be considered for the countywide rules and best practices from a design perspective.

- Target Date for Completion

Meeting adjourned at 3:16



**Planners Advisory Committee (PAC)  
Self-Storage Subcommittee Meeting  
August 6, 2018 12:30PM- 2:00PM**

**Location:** Forward Pinellas Office, 2nd Floor Conference Room -  
310 Court Street, Clearwater, FL 33756



**I. Introductions:**

Ben Friedman	Pinellas County Economic Development (PCED)
Cindy Margiotta	Pinellas County Economic Development (PCED)
Mike Meidel	Pinellas County Economic Development (PCED)
Gerard Ripo	BRB Development
Michael Schoderbock	Pinellas County Planning
Lauren Matzke	City of Clearwater Planning
Pat McNeese	City of Tarpon Springs Planning
Linda Fisher	Forward Pinellas Staff
Brett Burks	Forward Pinellas Staff
Rodney Chatman	Forward Pinellas Staff
Maria Kelly	Forward Pinellas Staff

**II. Summary of meeting from June 22, 2018**

**III. Perspectives**

Brett Burks opened the discussion from a planner's perspective, with planner's asking the question, "Where might the best place be to put self-storage facilities?"

Mike Meidel, stated PCED's preference, given a blank slate, for a storage facility would be a midblock, stacked-space in an old retail strip center that could be easily converted or taken down to aid in redevelopment. Mike Meidel also stated the county would love to see storage facilities in a mixed use environment, if partners can be identified and the zoning was allowed. Self-Storage developments require substantially less parking comparatively, however; once a site eliminates parking it will be difficult to convert back to office because it limits its future use.

Mike stated PCED is primarily concerned with self-storage locating in Industrial areas that front major arterial roadways because large scale, quality employers like to locate there. Office space is in more of a demand than industrial, with the primary target being corporate headquarters for financial or IT companies. Most corporate headquarters would prefer an office park facility versus frontage on a major roadway, with the exception of maybe a central business district. There is a large demand for more office space in Pinellas County, but it is difficult to build; tenants want to move in quickly (don't want to wait during construction), but financing new office developments often requires having tenants secured. Two businesses that can afford the cost per square foot of construction currently are luxury multifamily-apartments and public storage facilities. PCED does not want to lose those primary places for potential office buildings, and is looking into ways to bring down the cost of construction, like with parking or storm water.

Ben Friedman, PCED, introduced his research that indicated there was in fact a demand for self-storage in the Pinellas County area, which has high rents and low supply.

Developer Gerard Ripo from BRB Development which specializes in building and operating self-storage., stated that he is seeing the storage market slow, and feels like the market has peaked. He also feels that he cannot find a lot of available, suitable sites for self-storage in Pinellas County. BRB Developments capital partner is a pension fund in the state of Washington, and their focus is on investing and building multilevel self-storage facilities that give the office building appeal; however, they do not build any mixed use including, e.g. retail, commercial, residential, and self-storage all on same site. He realizes that self-storage does not generate large employment numbers, and they only employ around two people. Gerard feels that the multifamily apartment market peaked a few years, and now developers are looking for other pursuits. Gerard Ripo asked what some of the challenges planning faced were.

Mike Meidel indicated that there is a demand for office space in Pinellas County but no office space available. There are more opportunities in Pinellas County to accommodate the bigger users; however most of the bigger office buildings are out of date, and no takers to build new office buildings.

Gerard Ripo went on to say that his company has been unable to find many suitable sites in the Pinellas County market, and that it is interesting to hear the planner's perspective that there are still opportunities. It seems the biggest obstacle thus far has been floor area ratio (FAR where .8 to 1.2 FAR is most desirable for self-storage. in a high-income area where there is the potential for disposable income as his company provides a higher end, quality product in self-storage facilities. The question was asked "was the return on a storage facility enough to help motivate making a mid-level rent apartment work, if you have the two paired together"? Gerard Ripo responded in that the problem is finding the developers who do mixed use.

Linda Fisher asked Gerard if there was any possibility for mixed use of storage and office. Gerard stated that his company has mixed use such as that, just not in Florida. However, if the potential was there to do a mixed use, he would certainly be interested.

Gerard stated one of the things the pension requires is no joint ventures due to a fiduciary responsibility and they cannot lease; they must own. If you bring two developers together, "you want to make sure the other party can make their finances work to make it to the finish line and build." Gerard Ripo stated another prospecting potential partners to build mixed use.

Rodney Chatman, Forward Pinellas staff, stated that this is causing some concern based on the Countywide Strategies, because self-storage facilities conflict with other employment based goals. Market trends tend to come in waves, and right now it seems like financing is going towards apartments and self-storage. Research has shown that real-estate investment trusts seem to be the money behind some of these facilities. Educating the planners in Pinellas County about self-storage facilities is one way to ensure land uses complement economic and community growth.

Gerard Ripo inquired as to what would PCED like to see in regards to office space, what kind of square footage, and how are they achieving projects with similar floor area ratio restrictions? Mike Meidel stated that the density can be increased as an incentive for office space in activity centers because it is a desirable use.

Brett Burks stated, anecdotally, that he sees a lot of vacant storefronts located in strip malls and wanted to know from committee members the redevelopment potential for these locations. Gerard Ripo stated that his company owned three properties that were previously strip malls that were repurposed as self-storage facilities and that his company is in support of redeveloping of strip malls, however, pulling together retail partners is not something they want to get into.

Cindy Margiotta indicated that PCED is supportive of redeveloping commercial “strip-malls,” especially ones that are not in use.

Lauren Matzke, Clearwater, asked committee members how we can make a more active use on ground floor level of self-storage, mixing it with Commercial, restaurant, or office? She was also interested in design elements for self-storage, and making them feel more like a community, with functional features like real windows.

Gerard Ripo shared some of his self-storage projects with the group, and went through this build and design process.

Linda Fisher, Forward Pinellas staff, inquired as to how the county distinguishes the difference between mini storage and self-storage. Mini storage is limited to 12 feet in height... and a couple of other configurations.

Michael Schoderbock stated that Pinellas County will not allow storage in industrial areas, only in the commercial areas. The unintended consequences is the county has product it doesn't necessarily like or in concentrated areas the county would prefer it not to be.

Linda Fisher introduced her research which included some case examples from around the country.

Meeting adjourned at 3:16

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**SUMMARY**

The Pinellas Suncoast Transit Authority (PSTA) faces ongoing challenges locating new and enhanced bus stops, shelters, and other transit amenities because of limited right of way and the need to acquire property easements. Limited staff resources are required to locate property owners and negotiate agreements for dedicating and maintaining easements, even in areas where transit service is in high demand, such as the planned Central Avenue BRT corridor.

PSTA staff would like to explore the idea of local governments requiring bus shelter easements or facilities as a condition of development. Palm Beach County is an example of a community that currently has such a requirement (see attached). While the Pinellas County Multimodal Impact Fee Ordinance allows developers to construct bus shelters or pads as an offset for impact fee assessment, it is not a requirement.

We invite PAC members to discuss any local approaches to planning for bus shelters and amenities, including implementation of the Multimodal Impact Fee, and the possibility of exploring local requirements for easement dedication or other bus shelter provision.

**ATTACHMENT(S):** Palm Beach County Unified Land Development Code, Article 5, Chapter H – Mass Transit Standards

**ACTION:** None required; informational item only

**L. Notification to Property Appraisers Office**

Upon recordation of the deed of transfer, the Executive Director of PZB shall notify, within 20 days, the Property Appraiser's Office in writing that development rights have been transferred from the sending area or TDR Bank to the receiving area in perpetuity.

**M. County Initiated Land Use Amendment**

Following recording of the deed, the Planning Division, upon direction from the BCC, shall initiate a Site Specific Plan Amendment to designate the property with a CON designation or place a notation which reflects the use of the property as an Agricultural Reserve Preservation Area (AGR/P). Densities obtained through the TDR Program shall be placed on the FLUA as notations following approval of the TDR receiving area.

**N. Overall Accounting System for TDR Density**

PZB shall maintain an overall accounting system for monitoring density availability and density transfers in the TDR Program. The accounting system shall include both private development rights and development rights in PBC's TDR Bank.

Density needed for the TDR Program may be derived from different sources including, but not limited to:

**1. Density Reduction**

Approved Site Specific Plan Amendments since 1990 which resulted in a density reduction; and,

**2. PUD Unused Density**

At such a time that the TDR Program, any subsequent density bonus programs, or amendments to the Plan requesting an increase in density, deplete the number of units available from previous amendments, PZB shall begin to monitor the PUD units which have been approved through the zoning process, but which have remained unused. The later units may at that time be considered as a source for density for the TDR Program.

**CHAPTER H MASS TRANSIT STANDARDS**

**Section 1 General**

**A. Authority**

The Executive Director of Palm Tran shall be responsible for implementing, applying, interpreting, and modifying the standards of this Chapter. **[Ord. 2008-003]**

**B. Purpose and Intent**

The purpose and intent of this Chapter is to ensure adequate, and consistent mass transit infrastructure/facilities are available to accommodate development concurrent with their associated impacts. The specific objectives of this Chapter are as follows: **[Ord. 2008-003]**

1. Establish Mass Transit infrastructure/facilities standards for unincorporated PBC. **[Ord. 2008-003]**
2. Provide Mass Transit infrastructure/facilities in accordance with the objectives of the Mass Transit element of the Plan. **[Ord. 2008-003]**
3. Ensure that necessary Mass Transit infrastructure/facilities will be provided concurrently with development. **[Ord. 2008-003]**

**Section 2 Applicability and Standards**

The standards of this Chapter shall apply to all residential and non-residential development or redevelopment in unincorporated PBC, as follows: **[Ord. 2008-003]**

**A. Modifications to Previous Approvals**

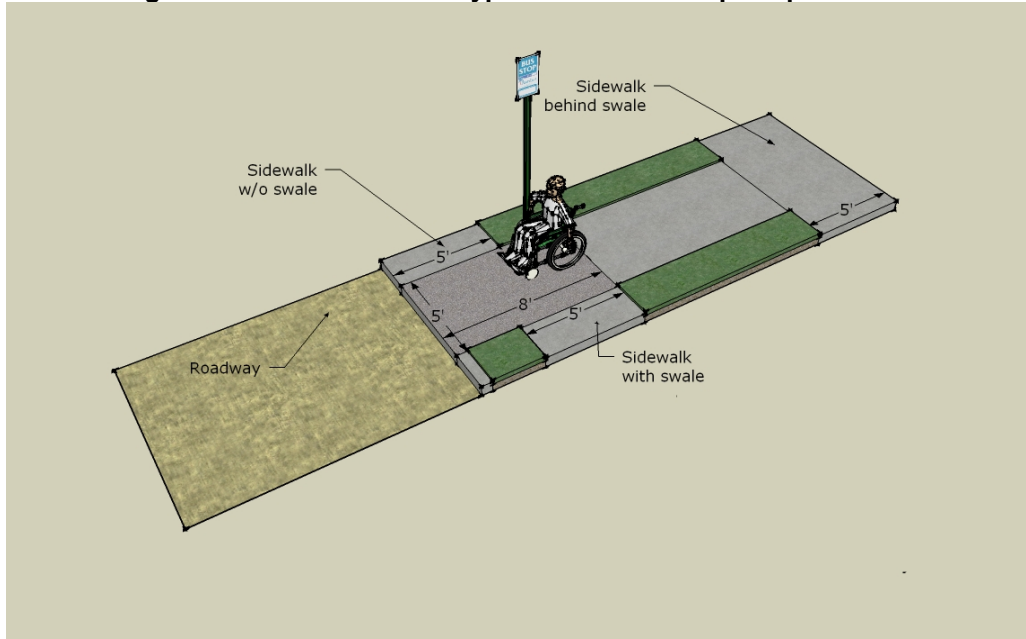
Modifications to previous approvals shall comply with this Chapter for un-built projects without an approved DRO plan, or to the greatest extent possible in the affected area without the loss of density, intensity or parking, for un-built projects with a DRO approved plan, built projects that have constructed less than eighty percent of approved density or intensity, structural renovations in excess of 75 percent or more of the current Improvement Value of the structure, and parking lot alternations or additions. **[Ord. 2008-003] [Ord. 2013-001]**

**B. Thresholds and Standards**

For the purposes of this Chapter, non-residential development shall be defined as all commercial, civic/public, recreation and industrial uses that are open to the public. Unmanned or minimal commuter generating facilities, such as Commercial Communication Towers or Electric Transmission Substation, or as determined by Palm Tran shall be excluded from this definition. Where applicable, the requirements of this Chapter shall be approved by Palm Tran and shown on all Preliminary Development Plans, Preliminary Subdivision Plans, Preliminary Site Plans, Final Master Plans, Final Subdivision Plans and

Final Site Plans, prior to DRO certification or approval. Palm Tran Transit Design Manual provides an understanding of transit operating criteria and, access requirements ([www.pbcgov.com/palmtran/library](http://www.pbcgov.com/palmtran/library)). Section 810 of the ADA and ABA Accessibility Guidelines provides curbside ADA requirements for Transportation Facilities ([www.access-board.gov/ada-aba/final.htm](http://www.access-board.gov/ada-aba/final.htm)). FDOT Transit Facilities Guidelines provides more detail requirements for the location transit infrastructure ([www.dot.state.fl.us/transit/Pages/TRANSIT%20Facilities%20GUIDELINES.PDF](http://www.dot.state.fl.us/transit/Pages/TRANSIT%20Facilities%20GUIDELINES.PDF)). **[Ord. 2008-003] [Ord. 2017-007]**

**Figure 5.H.2.B – Minimum Typical ADA Bus Stop Requirements**

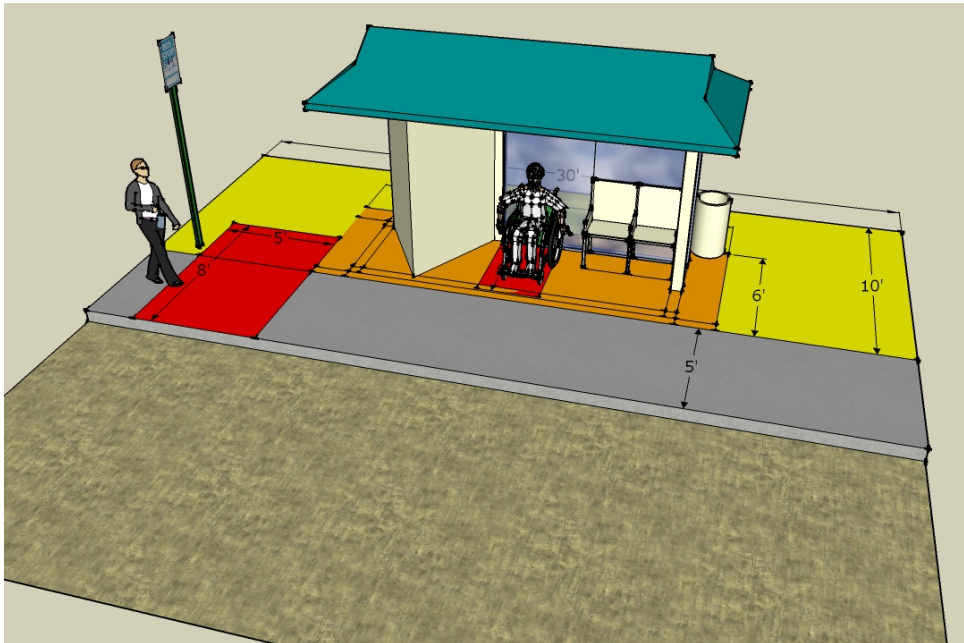


**[Ord. 2008-003]**

1. **All residential developments of at least 50-units and all non-residential of at least 5-acres or 50,000 square feet**  
 All development exceeding this threshold shall provide a minimum 10-foot by 30-foot easement for Bus Stop Boarding and Alighting Area(s) spaced no less than 0.1 miles along all public R-O-W, or at intersections or recognizable landmarks. Easements shall be dedicated by plat in accordance with Art. 5.H.2, Applicability and Standards **[Ord. 2008-003]**

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**Figure 5.H.2.B – 10-foot by 30-foot Bus Stop Boarding and Alighting Area with Typical Bus Shelter Alignment**



[Ord. 2008-003]

**a. Standards**

The following types of bus stop and alighting areas may be used to meet the requirements of this section. [Ord. 2008-003]

**1) Near Side**

Near Side Bus Stops are located immediately before an intersection. Associated Bus Stop Boarding and Alighting Areas are located before the intersection, no closer than 5-feet from the corner clip. The bus stop zone requires a minimum 100-foot no parking zone. The length of the Bus Stop Zone shall be increased by 50-feet in length for each additional bus expected to stop simultaneously. [Ord. 2008-003]

**2) Far Side**

Far Side Bus Stops are located immediately after an intersection. Associated Bus Stop Boarding and Alighting Areas are located after the intersection, no closer than 15-feet from the corner clip. The bus stop zone requires a minimum 90-foot no parking zone for a single bus. This is also applicable to far side bus stops after a turn. The length of the Bus Stop Zone shall be increased by 50-feet in length for each additional bus expected to stop simultaneously. [Ord. 2008-003]

**3) Mid-Block/Landmark**

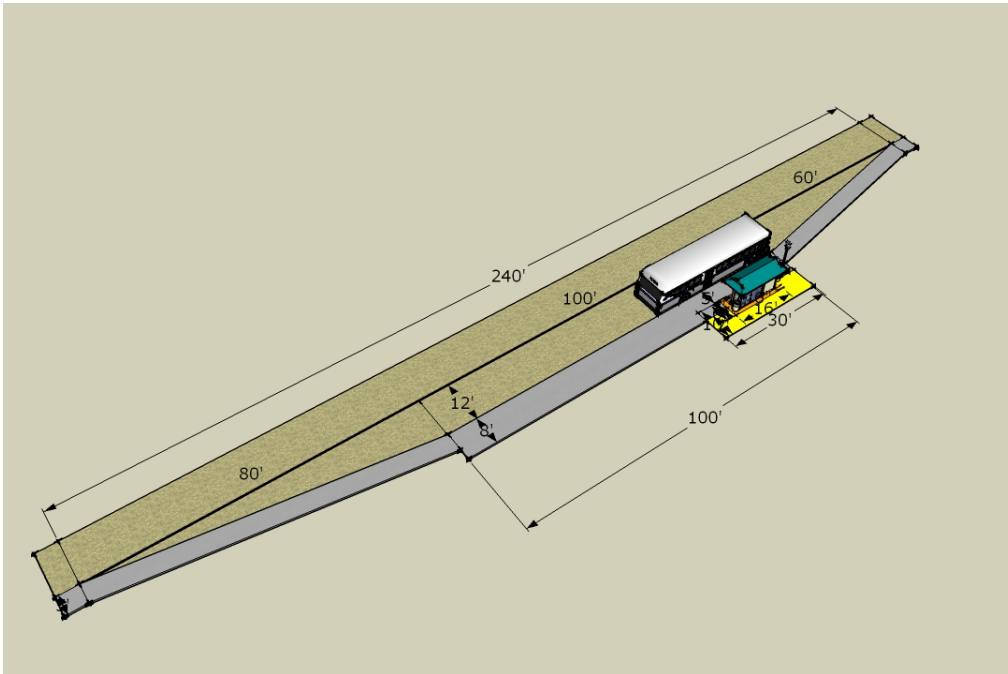
Mid-Block/Landmark Bus Stops are located between intersections where distance or other restrictions limit intersection placement. Associated Bus Stop Boarding and Alighting Areas are located at landmarks that take advantage of perpendicular Wheel Chair Accessible Routes into the development. The bus stop zone requires a minimum 150-foot no parking zone. The length of the Bus Stop Zone shall be increased by 50-feet in length for each additional bus expected to stop simultaneously. [Ord. 2008-003]

**b. Additional site specific requirements**

Where applicable additional street side infrastructure (bus bays, bulb outs, exclusive transit treatments) and curbside infrastructure (to meet ADA and other requirements) shall be specified by Palm Tran and shall be required at major intersections and mass transit traffic generators. [Ord. 2008-003]

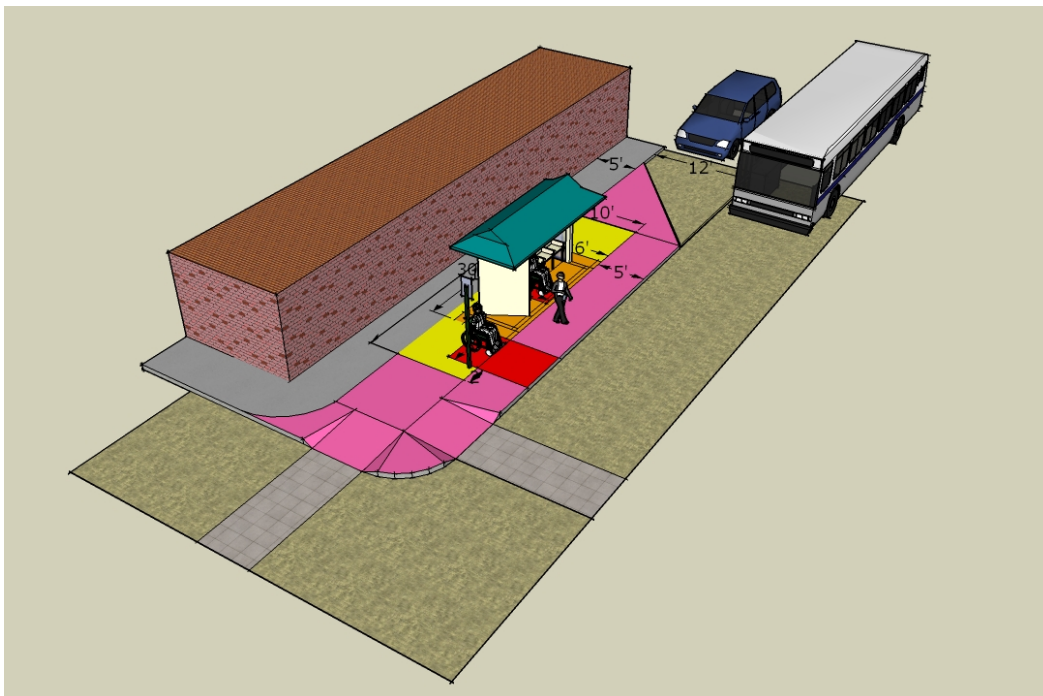


**Figure 5.H.2.B. – Bus Bay with Typical Bus Shelter Alignment**



[Ord. 2008-003]

**Figure 5.H.2.B - Bulb Out with Typical Bus Shelter Alignment**



[Ord. 2008-003]

**2. Non-residential developments of 100,000 square feet or more**

In addition to the above requirements, all non-residential development of 100,000 square feet or more shall provide a Mass Transit Circulation Plan prior to final DRO approval. Mass Transit Circulation Plans apply to an area inside a development designated for internal Mass Transit circulation, bus stop(s), bus access, bus recovery and any or all of the above Mass Transit Infrastructure/Facilities on



or adjacent to the development. Bus access or bus stops should include, at a minimum, provisions for a covered or sheltered bus boarding and alighting, continuous paved pedestrian and bicycle access from the bus stop to the use(s) it is intended to serve, and bicycle rack. Bus recovery area should accommodate all bus routes within a six to eight mile radius including a 25 percent growth ratio factor. **[Ord. 2008-003]**

**3. Development of Regional Impact (DRI)**

In addition to the above requirements, an Inter-modal Transfer Center requirement to promote public transportation shall be applicable to DRI projects. Prior to final DRO approval, the property owner shall consult with Palm Tran to ensure a suitable Inter-modal Transfer Center is provided on the Master Site Plan. In addition, provisions shall be made to fund any necessary improvements to accommodate Palm Tran specifications for the following: **[Ord. 2008-003]**

- a. When Design Guidelines are provided, the property owner shall describe the optimal characteristics of a fixed route transit (Palm Tran) and community based (shuttle/trolley) circulator system to include: **[Ord. 2008-003]**
  - 1) Bus stops with unrestricted pedestrian access within ¼ mile of all structures. **[Ord. 2008-003]**
  - 2) Community circulator service for movement within the site and interconnected with the fixed-route service and the inter-modal transfer center. **[Ord. 2008-003]**
  - 3) The location (spacing every 1/10 mile), timing, size, and appearance of bus stops and stations as well as details facilitating integration of bus stops with adjacent development. **[Ord. 2008-003]**
- b. Construction of an inter-modal transfer center (typically 2-3 acres) shall commence with the first building permit and shall include, at a minimum, the following: **[Ord. 2008-003]**
  - 1) Park-N-Ride (typically 100-car capacity, convenient and adjacent commuter parking). **[Ord. 2008-003]**
  - 2) Accommodation for fixed route transit and community based circulator service for intermodal connections to include bus bays and access to major roadway(s) **[Ord. 2008-003]**
  - 3) Convenient and adjacent public restrooms (in accordance with Florida Building Code-Plumbing paragraphs 403.1 and 403.6, and Table 403.1.A-3) **[Ord. 2008-003]**
  - 4) Transit shelters (minimum 50 commuter accommodation). **[Ord. 2008-003]**
  - 5) Kiosks for mass transit schedule information **[Ord. 2008-003]**
  - 6) Trash receptacles **[Ord. 2008-003]**
  - 7) Lighting **[Ord. 2008-003]**
  - 8) Bicycle storage **[Ord. 2008-003]**
  - 9) Other seating and related infrastructure **[Ord. 2008-003]**
  - 10) Adjacent newspaper and other vending facilities that no not impede commuter movements and connections. **[Ord. 2008-003]**

**Section 3 Site Plan and Plat Dedication Language**

**A. Site Plan Language:**

All site plans meeting or exceeding the minimum thresholds identified in Section 2.C. above shall include the following language: **[Ord. 2008-003]**

**1. Bus Stop Boarding and Alighting Area(s):**

“Proposed 10’x30’ Palm Tran Bus Stop Boarding & Alighting Area Easement” with arrow to designated area measuring 10-feet inside and perpendicular to the property line and 30-foot parallel and along the property line. **[Ord. 2008-003]**

**2. Mass Transit Circulation Plan:**

“Proposed Mass Transit Circulation Route” with arrow to the designated route identified by a dashed line “Palm Tran may exercise the right of Mass Transit Circulation, Bus Access, and or Bus Stops on or adjacent to major ingress/egress and building entrances” should also appear on the site plan. **[Ord. 2008-003]**

**B. Plat Dedication Language:**

Prior to Plat Recordation or issuance of the first Building Permit, whichever occurs first, the property owner shall convey and/or dedicate to Palm Beach County an easement for Bus Stop Boarding and Alighting Area(s) in a form with terms and conditions approved by Palm Tran. Supporting documentation, shall include but not be limited to, a location sketch, legal description, affidavit of ownership, attorney title opinion and other related documents as deemed necessary by Palm Tran. All recorded plats meeting or exceeding the minimum thresholds identified in Section 1.C. above shall include the following language: The Mass Transit Easement as shown hereon is dedicated in perpetuity, by Owner, to the Board of

County Commissioners of Palm Beach County, its successors and assigns (hereafter "County"), for the construction, installation, maintenance and use of a public transit boarding and alighting area, which use includes but is not limited to a public transit bus shelter, transfer station, and advertising. The Owner, its successors and assigns (hereafter "Owner"), shall maintain the easement area until such time as the County constructs improvements in the easement area for its intended use and purposes, at which time the County will assume maintenance of the easement area so long as the improvements are located thereon and County uses the easement area for its intended purposes. The maintenance obligation shall automatically revert to the Owner upon County's temporary or permanent cessation of use of the improvements or removal of the improvements. **[Ord. 2008-003]**

**C. Easement Language (if dedicating as a separate document):**

Standard Easement document language has been developed by PBC Attorney's Office. Required supporting documentation includes an original signed and sealed legal description of the Bus Stop Boarding and Alighting Area consistent with the State of Florida Technical Standards for surveys and legal descriptions; an Opinion of Counsel letter from the Grantor's legal counsel certifying title and authority; and an Affidavit of Managing Member of Limited Liability Company. Other supporting documentation may be required. **[Ord. 2008-003]**

**D. Property Owned by Palm Beach County**

All mass transit infrastructure/facilities shall be located, referenced and established in a form and manner that is mutually agreeable to Palm Tran and the applicable Palm Beach County department(s). **[Ord. 2008-037]**

## **CHAPTER I MURALS**

### **Section 1 Purpose and Intent**

The purpose of this Chapter is to establish standards, and review and approval procedures for murals. Murals are intended to contribute to and advance: streetscape aesthetics; architectural features or character of a building; a unique identity; sense of place; civic pride; community interaction; or the preservation of local history or culture. **[Ord. 2013-021]**

### **Section 2 Restrictions on Placement**

**A. Non-residential Buildings and Structures**

Murals shall be limited to non-residential buildings or structures supporting commercial, industrial, civic, recreational, cultural, or utilities uses, as identified in the Use Matrices in Art. 4.B, Use Classification. **[Ord. 2013-021]**

**B. Adjacent to Interstate Highways**

Murals in the vicinity of any Interstate highways shall comply with the Federal Highway Beautification Act as implemented through Chapter 10-14, FAC, as amended. **[Ord. 2013-021]**

**C. Adjacent to Residential**

Murals shall not be located on a mural surface within 200 feet of any property line adjacent to a parcel with a residential use, district or FLU designation, unless: **[Ord. 2013-021]**

1. oriented so it cannot be seen from an adjacent residential parcel; **[Ord. 2013-021]**
2. the adjacent parcel supports nonresidential uses; **[Ord. 2013-021]**
3. separated by a collector or arterial street; or, **[Ord. 2013-021]**
4. separated from view by a building, structure, or incompatibility buffer. **[Ord. 2013-021]**

### **Section 3 Application Procedures**

**A. General**

No murals may be placed on any buildings or structures unless in compliance with this Chapter, and approved by the County Administrator. **[Ord. 2013-021]**

**B. Application Requirements**

An application form and requirements shall be specified by the County Administrator, and shall include, but not be limited to, the following: **[Ord. 2013-021]**

1. Scale drawing depicting the proposed mural, including color and materials. **[Ord. 2013-021]**
2. A scale drawing of the site depicting which building or structure elevation(s) will act as the mural surface(s). **[Ord. 2013-021]**

**4D. Proposed Amendments to the Countywide Plan**

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**SUMMARY**

At the November, January and March PAC meetings, we discussed proposed changes to the Countywide Rules. This month, we will give a brief update and provide an opportunity for questions or other input.

A compilation of the proposed Rules amendments prepared thus far is provided with this memo. This incorporates all of the drafts distributed at past meetings, along with the entirety of the articles in which they appear.

Forward Pinellas staff is in the process of meeting with local governments individually to review the draft amendments, identify any areas of concern, and discuss how local plans for Activity Centers and Multimodal Corridors would be accommodated.

Input received thus far has included requests for:

- Continuing dialogue on proposed acreage ranges and use provisions in Activity Centers and Multimodal Corridors;
- Clarification of standards qualifying as the “highest density and intensity standard filed of record” for existing Activity Centers and Multimodal Corridors;
- Exploring the feasibility of including unincorporated enclaves in the designation of municipal Activity Centers;
- Recognition of local transit-oriented planning areas not currently designated on the Countywide Plan Map; and
- Clarification that proposed changes to Countywide Rules definitions will not create inconsistencies for locally adopted regulations.

We are continuing our outreach to local governments and will incorporate this input into the final draft amendments.

In addition to the Rules amendments, proposed changes to the Countywide Plan Strategies, including the Land Use Strategy Map, are being prepared. We will present a draft of these amendments at the May PAC meeting.

**ATTACHMENT(S):**

- [Summary of Proposed Rules Changes](#)
- [Draft Proposed Rules Articles 2, 4, 5, 6 and 8](#)

**ACTION:** As deemed appropriate following PAC discussion

**Planners Advisory Committee – April 1, 2019**

**5A. Pinellas SPOTlight Emphasis Areas Update**



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**SUMMARY**

Forward Pinellas staff will provide a brief update on the status of the activities related to the three SPOTlight Emphasis Areas.

**ATTACHMENT(S):** None

**ACTION:** None required; informational item only

**5B. Legislative Update**

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**SUMMARY**

The 2019 Legislative Session began on March 5, with more than 3,400 bills filed. We are tracking a number that have relevance to local and regional planning efforts, and a link to the 2019 session web page maintained by the Florida Chapter of the American Planning Association (APA Florida) is provided at the end of this memo. Bills of interest this session include:

**Vacation Rentals**

[Senate Bill \(SB\) 824](#), filed by Senator Diaz, and [House Bill \(HB\) 987](#), filed by Representative J. Grant, would further preempt local regulation of vacation rentals. Both bills propose:

- Removing the grandfathering for local regulations adopted prior to July 1, 2011;
- Allowing local regulation of impacts created by vacation rentals only if such regulations apply to all residential property; and
- Adding a lengthy statement to the Florida Statutes regarding the constitutionally protected property rights of homeowners, including the right to use their residential property as vacation rentals.

Effective date for both bills: July 1, 2019.

HB 987 has passed one of its three committees. SB 824 was placed on the agenda for one of three committees but not considered due to time constraints.

A number of other bills address only licensing or advertisement requirements for vacation rentals, but bear watching because they could be consolidated with, or amended with language similar to, the above bills. They include [SB 812](#), [SB 814](#), [HB 1129](#), and [SB 1196](#). Each of those bills has been introduced, but not yet placed on any committee agendas.

**Community Redevelopment Agencies**

[HB 9](#), filed by Representative LaMarca, is similar to bills filed in the last two years that would restrict Community Redevelopment Agencies (CRAs). The bill proposes that:

- A new CRA may only be created by a countywide referendum approved by at least two-thirds of the voters.
- Each existing CRA will be terminated on the expiration date stated in the agency's charter, or on September 30, 2039, whichever is earlier, unless overridden by a two-thirds vote of the local governing body that created it.
- New requirements are added for tax increment financing, annual reporting, and ethics training of CRA commissioners.

Effective date: July 1, 2019.

HB 9 has passed all three of its committees and is awaiting a House vote.

[SB 1054](#), filed by Senator Lee, has some overlapping provisions but is not an identical companion bill. It requires only a simple majority vote of the governing body to override automatic termination of a CRA, and does not place limitations on new CRA creation.

Effective date: October 1, 2019.

SB 1054 has passed one of its three committees.

### Business Regulation

The original version of [HB 3](#), filed by Representative M. Grant, would have greatly restricted local governments' ability to adopt new regulations affecting businesses, including zoning, and would have required such regulations to be reevaluated and readopted every two years. The bill has since been significantly scaled back, and now only addresses local occupational licensing.

However, companion [SB 1748](#), filed by Senator Perry, still retains the same language as the original HB 3.

Effective date for both bills: July 1, 2019.

HB 9 has passed all three of its committees and is awaiting a House vote. SB 1748 has been introduced, but not yet placed on any committee agendas.

### Affordable Housing/Impact Fees

[SB 1730](#), filed by Senator Lee, would prohibit counties from requiring developments to privately produce affordable housing, either on-site or off-site, or to contribute land or in-lieu fees toward creating affordable housing. The bill does not prohibit voluntary density bonus programs. The original version of the bill prohibited affordable housing impact fees, but the current version instead authorizes exceptions or waivers for such fees without the normally required revenue offset. The bill also places restrictions on when and how any local government may collect an impact or mobility fee, how revenues may be spent, and how credits for such fees must be calculated.

Effective date: Upon becoming law.

SB 1730 has passed one of its three committees.

Similar provisions for collecting, spending and crediting impact or mobility fees are found in [HB 207](#) and [SB 144](#), without the restrictions on affordable housing.

Effective date for both bills: July 1, 2019.

HB 207 has passed the House. SB 144 has passed all three of its committees and is awaiting a Senate vote.

### Comprehensive Planning

[HB 6017](#), filed by Representative Duggan, and [SB 1494](#), filed by Senator Perry, are identical bills that propose to remove the cumulative acreage limitation from the small-scale comprehensive plan amendment process.

Effective date for both bills: July 1, 2019.

HB 6017 has passed two of its three committees. SB 1494 has passed one of three.

[HB 291](#), filed by Representative McClain, and [SB 428](#), filed by Senator Perry, would require each local government comprehensive plan to include a private property rights element. Similar attempts at this legislation have been submitted over the last several years.

Since its initial filing, SB 428 has been amended to add that vested rights to density/intensity based on a development order must be recognized in a local government's comprehensive plan. A similar amendment has been filed for HB 291, but has not yet been voted upon.

Effective date for both bills: July 1, 2019.

HB 291 and SB 428 have each passed one of three committees.

### Motorized Scooters & Bike Share

[SB 542](#), filed by Representatives Grieco and Eskamani, and [HB 453](#), filed by Senator Toledo, would create a definition for "micromobility devices," encompassing motorized scooters and bicycles that travel no more than 20 miles per hour and are reserved for use through a website or application. The bill would limit local governments' ability to regulate the use of such devices, establishing that users are not required to have a driver's license or carry insurance, and may park micromobility devices on the sidewalk if pedestrian travel is not impeded. Micromobility device users have the same rights and responsibilities as a nonmotorized bicyclist except where specified.

Effective date for both bills: Upon becoming law.

SB 542 has passed one of its three committees. HB 453 has passed two of three.

### Local Tax Referenda

[SB 336](#), filed by Senator Brandes, and [HB 5](#), filed by Representative DiCeglie, would require that a local referendum to adopt or amend a local discretionary sales surtax be held during a general election. HB 5 would also require that the referendum be authorized by two-thirds majority of the governing body and approved by a two-thirds majority of voters.

Effective date: For SB 336, July 1, 2019. For HB 5, upon becoming law.

These bills have each passed two of three committees.

### Regulation of Single-Use Plastics

In response to local initiatives to limit single-use plastic items such as straws, grocery bags, and Styrofoam containers, a number of bills have been filed in either support or opposition.

These bills have each passed one of three committees:

- [SB 588](#) and [HB 603](#) would enact a moratorium on local regulation of plastic straws until July 1, 2024, and require the requiring the Department of Environmental Protection or its designee to conduct an environmental impact study on their use.

These bills have been introduced, but not yet placed on any committee agendas:

- [SB 694](#) would allow local governments to conduct pilot programs for banning plastic bags.
- [SB 88](#) and [HB 6033](#) would remove an existing preemption of local regulations for Styrofoam products and disposable plastic bags, wrappings, and containers.
- [SB 502](#) would prohibit plastic bags and straws statewide.

Effective date: SB 694 would take effect upon become law; all others July 1, 2019.

### Coastal Property

[SB 54](#), filed by Senator Rouson, would repeal the controversial “recreational customary use” statute enacted last year ([Section 163.035, Florida Statutes](#)), which prohibits local governments from recognizing any portion of the beach above the mean high-water line as accessible for public recreation based on the historic use of the property, absent a judicial finding or a local law adopted prior to July 1, 2016. Shortly after the new law took effect in July 2018, then-Governor Rick Scott enacted a moratorium on state agency rulemaking to enforce its provisions.

Effective date: July 1, 2019.

This bill has been introduced, but not yet placed on any committee agendas.

### Vegetable Gardens

[SB 82](#), filed by Senator Bradley, and [HB 145](#), filed by Representative Fetterhoff, would preempt local governments from regulating vegetable gardens on residential properties. General regulations governing water use, fertilizer, or control of invasive species are not preempted as long as they are not specifically targeted to vegetable gardens. Both bills define a vegetable garden as “a plot of ground where herbs, fruits, flowers, or vegetables are cultivated for human ingestion.”

Effective date: July 1, 2019.

SB 82 has passed the Senate. HB 145 has passed one of its three committees.

### Tiny Homes

[HB 801](#), filed by Representative Eskamani, and [SB 1268](#), filed by Senator Book, establish Florida Building Code requirements for tiny homes, which are defined as dwelling units that are 400 square feet or less in floor area, excluding lofts.

Effective date: July 1, 2019.

These bills have been introduced, but not yet placed on any committee agendas.

**ATTACHMENT(S):** [APA Florida’s 2019 Legislative Session web page](#)

**ACTION:** None required; informational item only



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## **SUMMARY**

Health in All Policies (HiAP) is a collaborative effort to reduce health disparities and increase health equity in Pinellas County by incorporating health considerations into public policy and planning. Fundamentally, the intention is to break down institutional silos and encourage agencies to coordinate their collective efforts, which will increase policy impact and program efficiency. Furthermore, it aims to educate stakeholders on the social determinants of health and collaboratively develop methods to dismantle health inequities. Ultimately, the goal is to add a framework for including data-driven health and equity considerations into policy and program development, which will promote optimal health for all.

The Florida Department of Health in Pinellas County received a Transformative Grant to bring health and equity considerations into the development of policies, programs, and services of local governmental agencies. Planners trained in public health have been added to the staffs of the City of St. Petersburg, City of Pinellas Park and Pinellas County government to encourage the consideration of the health impacts of residents in all policy decisions. Health in All Policies is a cost-effective and evidence-based framework designed by the World Health Organization to foster an environment that promotes health and improves the mental and physical well-being of residents in communities around the globe.

Principal partners in this effort currently include the Florida Department of Health in Pinellas County, Foundation for a Healthy St. Petersburg, City of Pinellas Park, Pinellas County Government, City of St. Petersburg, Forward Pinellas, Tampa Bay Regional Planning Council, and Dr. Sandra Whitehead (Director of Program and Partnership Development at the National Environmental Health Association and Adjunct Professor at George Washington University).

HiAP program objectives for Pinellas County can be consolidated into three phases: 1) increase cross-sector collaboration, 2) engage stakeholders on health barriers, and 3) promote healthy and equity through policy, planning, and programs.

Those interested in Health in All Policies, can learn more by attending *Health in All Policies: A Community Presentation* hosted by the Florida Department of Health in Pinellas County. Attendees will leave with an understanding of the principles of HiAP, the connection between health and various sectors of public policy and planning, and how to incorporate health and equity considerations into the development of policies, plans, programs, and services.

**Event:** Health in All Policies: A Community Presentation

**Host:** Florida Department of Health in Pinellas County

**Date and Time:** Tuesday, April 23, 2019, 8:00 a.m. – 12:00 p.m. EDT

**Location:** The Coliseum, 535 4th Avenue North, Saint Petersburg, FL 33701

**RSVP:** [https://www.eventbrite.com/e/health-in-all-policies-a-community-presentation-tickets-57986181229?utm\\_term=eventname\\_text](https://www.eventbrite.com/e/health-in-all-policies-a-community-presentation-tickets-57986181229?utm_term=eventname_text)

**ATTACHMENT:** None

**ACTION:** None required; informational item