



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

**February 3, 2020 – 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**

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1. **CALL TO ORDER AND INTRODUCTIONS**
2. **APPROVAL OF MINUTES – December 30, 2019**
3. **REVIEW OF FORWARD PINELLAS AGENDA FOR February 12, 2020**

**PUBLIC HEARINGS**

**Countywide Plan Map Amendment(s)**

- A. Case CW 20-04 – Pinellas County

**REGULAR AGENDA ITEMS**

- B. CPA Actions and Tier I Countywide Plan Map Amendments January 2020

4. **PLANNING TOPICS OF INTEREST**

- A. Resilient Tampa Bay: Transportation
- B. Self Storage Subcommittee Update
- C. Board of County Commissioners Request to Add Residential Rural Category
- D. Legislative Update

5. **OTHER PAC BUSINESS/PAC DISCUSSION AND UPCOMING AGENDA**

- A. Pinellas SPOTlight Emphasis Areas Update (Information)
- B. Forward Pinellas Planning & Placemaking Grant Review Subcommittee Volunteers
- C. Election of New PAC Chair

6. **UPCOMING EVENTS**

March 13 <sup>th</sup>	<a href="#">Bike Your City</a>
March 24 <sup>th</sup>	Forward Pinellas Waterborne Transportation Subcommittee Meeting
March 31 <sup>st</sup>	Safe Streets Pinellas Summit

7. **ADJOURNMENT**

**NEXT PAC MEETING – MONDAY, MARCH 2, 2020**

*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 – February 3, 2020**

**2. Approval of Minutes – December 30, 2019**



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**SUMMARY**

The Summary Agenda Action Sheet for the December 30, 2019 PAC meeting is attached for committee review and approval.

**ATTACHMENT(S):** PAC Summary Agenda Action Sheet for the December 30, 2019 meeting

**ACTION:** PAC to approve the Summary Agenda Action Sheet from the December 30, 2019 meeting.

**PAC AGENDA – SUMMARY AGENDA ACTION SHEET**  
**DATE: DECEMBER 30, 2019**

ITEM	ACTION TAKEN	VOTE
1. <u>CALL TO ORDER AND INTRODUCTIONS</u>	The meeting was called to order at 1:30 p.m. Katrina Lunan-Gordon announced that her last day with Largo will be January 20, 2020. She will be moving to Germany to be with family. Rick Perez will be filling in for Largo.	
2. <u>MINUTES OF REGULAR PAC MEETING OF NOVEMBER 4, 2019</u>	Motion: Michael Schoderbock Second: Frances Leong Sharp	10-0
3. <u>REVIEW OF FORWARD PINELLAS AGENDA FOR JANUARY 8, 2020 MEETING</u> <u>PUBLIC HEARINGS</u> <u>Countywide Plan Map Amendment(s)</u> A. CW 20-01 – Pinellas County	Motion: Mark Ely Second: Marie Dauphinais	10-0
B. CW 20-02 – Pinellas County	Motion: Mark Ely Second: Marie Dauphinais	10-0
C. CW 20-03 – City of Pinellas Park  1:39 Wesley Wright joined	Motion: Mark Ely Second: Marie Dauphinais	11-0
<u>REGULAR AGENDA ITEMS</u> D. Map Adjustment – City of Gulfport – Official Acceptance	Motion: Michael Schoderbock Second: Frances Leong Sharp	11-0
E. CPA Actions and Tier, I Countywide Plan Map Amendments November and December 2019	None required; informational item only	
4. <u>PLANNING TOPICS OF INTEREST</u> A. Forward Pinellas Grant Programs Update  1:50 Jamie Viveiros joined	Rodney Chatman provided an update on the Forward Pinellas Grant Program. With regards to the PPM Grant Pilot Program for FY2020, two applications were received. The City of Pinellas Park applied for \$100,000 in funding, with a local match of \$350,000, to prepare a master plan and construction documents for the City Center District, an outgrowth of their Community Redevelopment Plan. The City of St. Petersburg applied for \$100,000 in funding, with no local match, to develop two Demonstration and Pilot Project Guides; 1) local processes & engineering standards, 2) best practices for public space improvements. Volunteers were requested to serve on a subcommittee to review the applications and make a recommendation to be presented to PAC at the March 2 <sup>nd</sup> meeting and to be presented to the Forward Pinellas Board on March 11, 2020. Chelsea Favero shared a presentation on the applications received for the Forward Pinellas Complete Streets Program. This program offers \$100,000 for Concept Planning and \$1 million for Construction projects. A total of 7 applications were received, 4 for concept planning and 3 for construction. For the Concept Planning portion	

	<p>of the program, the City of Largo applied for \$100,000, with a \$20,000 match for 4<sup>th</sup> Avenue East, from the Pinellas Trail to Missouri Avenue - 0.79 miles, to enhance connectivity to increase redevelopment potential. The City of St. Pete Beach applied for \$70,000 with a \$30,000 match for Boca Ciega/Gulf Winds Drive safety and operational modifications. The City of St. Petersburg applied for \$100,000 for 6<sup>th</sup> Street, from Mirror Lake to Booker Creek – 0.8 miles, to link the Pinellas Trail to the bicycle facility along 6<sup>th</sup> Avenue. The City of Pinellas Park applied for \$100,000 with a \$75,000 match for 78<sup>th</sup> Avenue from 60<sup>th</sup> Street to US 19 – 1.8 miles, linking the City Center and Performing Arts Districts. For the Construction portion of the program, the City of Dunedin applied for \$1 million with a \$3.7 million match for ½ mile of roadway on Skinner Boulevard. The City of Largo applied for \$1 million for 1<sup>st</sup> Avenue NE from Missouri Avenue to 4<sup>th</sup> Street NE - .26 miles for reconstruction of the roadway as part of a larger project to connect the Pinellas Trail to Largo High School and Central Park. The City of St. Petersburg applied for \$1 million for 28<sup>th</sup> Street from Gandy Boulevard to Roosevelt Boulevard for a shared use trail and associated amenities. Volunteers were also requested to serve on a subcommittee to review the applications and make a recommendation for award. The TCC will review the recommendation(s) in February for consideration by the Forward Pinellas Board on March 11, 2020.</p>	
<p>B. Safe Streets Pinellas Initiative</p>	<p>Rodney Chatman shared a presentation with the committee about the agency’s Safe Streets Pinellas Initiative which aims to eliminate fatalities and serious injury crashes on Pinellas County roadways. High-crash locations will be of particular interest, along with other indicators such as locations with vulnerable populations that may not yet be identified with a history of high-rate crashes. Another goal of Safe Streets Pinellas will be to define systemic approaches to prevent fatal and serious injury crashes as well as to identify proactive methods to continue working towards the goal of zero deaths on the transportation network. A key element for the project is to develop a toolbox of countermeasures that are both engineering and non-engineering solutions. Demonstration projects are expected to be developed and implemented along corridors with respect to different elements such as education, engineering and enforcement, or a combination there of,</p>	

	so people can see how this initiative could work in their community. This project will be seeking Ambassadors and Task Force volunteers to assist in getting the Safe Streets Pinellas word out. The project is anticipated to last about 12-18 months.	
C. Countywide Housing Strategy Update	Linda Fisher provided an update to the committee on the Countywide Housing Strategy introduced at the September 30, 2019 PAC meeting. A kickoff meeting, hosted by the Foundation for a Healthy St. Petersburg, was held on December 18 <sup>th</sup> to bring together the five “entitlement communities” that receive federal/state affordable housing funding. The broad agreement among the participants was that housing needs can be more effectively addressed through measures such as common definitions and targets, better data sharing and a common regulatory toolkit among jurisdictions. A tactical team will be formed from the entitlement communities and members of staff to forward the goal of creating a “countywide compact” among the local governments to be introduced at a housing summit in 2020 along with the new branding of this effort as <i>Advantage Pinellas Housing</i> . This capitalizes on LRTP branding of Advantage Pinellas and re-enforces that whatever is done for affordable housing, needs to be closely coordinated with planning for transit.	
D. Updated Countywide Plan Map Amendment Application	Linda Fisher reviewed the new Countywide Plan Map Amendment application. The application incorporates the changes from the Countywide Plan update, and the submittal requirements checklist has been expanded. Based on feedback at the PAC meeting, staff will be adding a box for public comment, and will incorporate any additional PAC comments before finalizing.	
5. <u>OTHER PAC BUSINESS/PAC DISCUSSION AND UPCOMING AGENDA</u> A. Pinellas SPOTlight Emphasis Areas Update	Rodney Chatman updated the PAC members on the latest information concerning the Forward Pinellas SPOTlight Emphasis Areas.	
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 2:50 p.m.	

Respectfully Submitted,

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

\_\_\_\_\_  
Date

## **Planners Advisory Committee – February 3, 2020**

### **3A. Case CW 20-04 – Pinellas County**



#### **SUMMARY**

From: Residential Low Medium  
To: Residential Medium  
Area: 1.69 acres more or less  
Location: 4700 46th Avenue North

This proposed amendment is submitted by Pinellas County and seeks to amend property totaling approximately 1.69 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) to Residential Medium (used to depict those areas of the county that are now developed, or appropriate to be developed, in a medium-density residential manner; and to recognize such areas as primarily well-suited for residential uses that are consistent with the urban qualities, transportation facilities, including transit, and natural resources of such areas).

The proposed amendment would allow for the development of additional multi-family units on the property that are currently not supported by the local future land use designation that falls under the Residential Low Medium category. The proposed change would allow for 13 additional units in addition to the 12 that currently exist. The property is surrounded by residential and commercial uses.

#### **FINDINGS**

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

- A. The Residential 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.

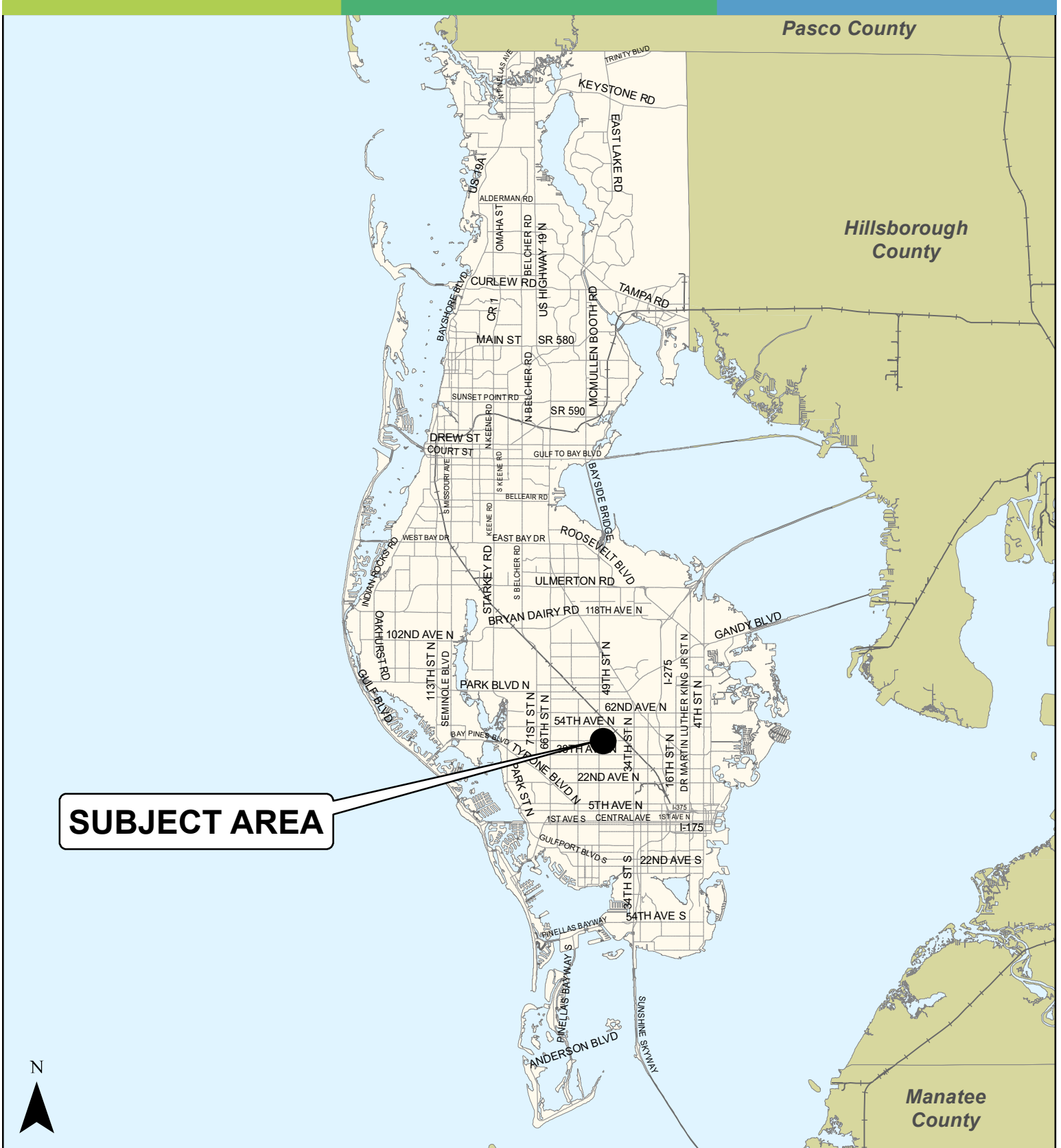
#### **LIST OF MAPS & ATTACHMENTS:**

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

Attachment 1 Forward Pinellas Staff Analysis

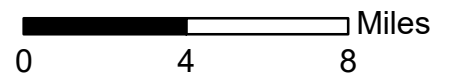
#### **MEETING DATES:**

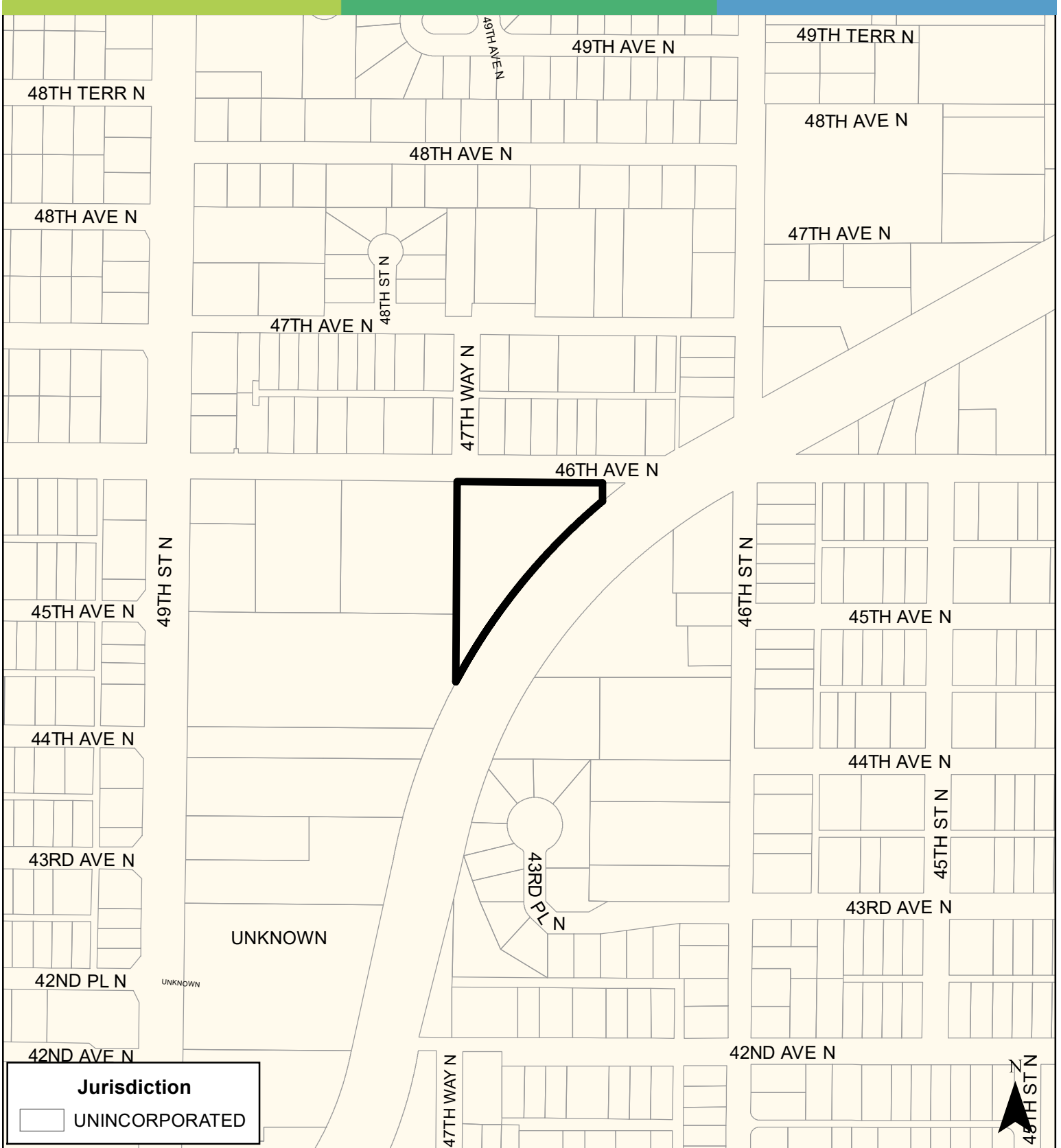
Planners Advisory Committee, February 3, 2020 at 1:30 p.m.  
Forward Pinellas, February 12, 2020 at 1:00 p.m.  
Countywide Planning Authority, March 10, 2020 at 9:30 a.m.



**JURISDICTION:** Pinellas County    **FROM:** Residential Low Medium

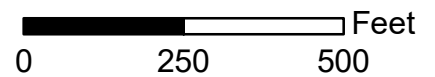
**AREA:** 1.69 Acres    **TO:** Residential Medium





**JURISDICTION:** Pinellas County **FROM:** Residential Low Medium

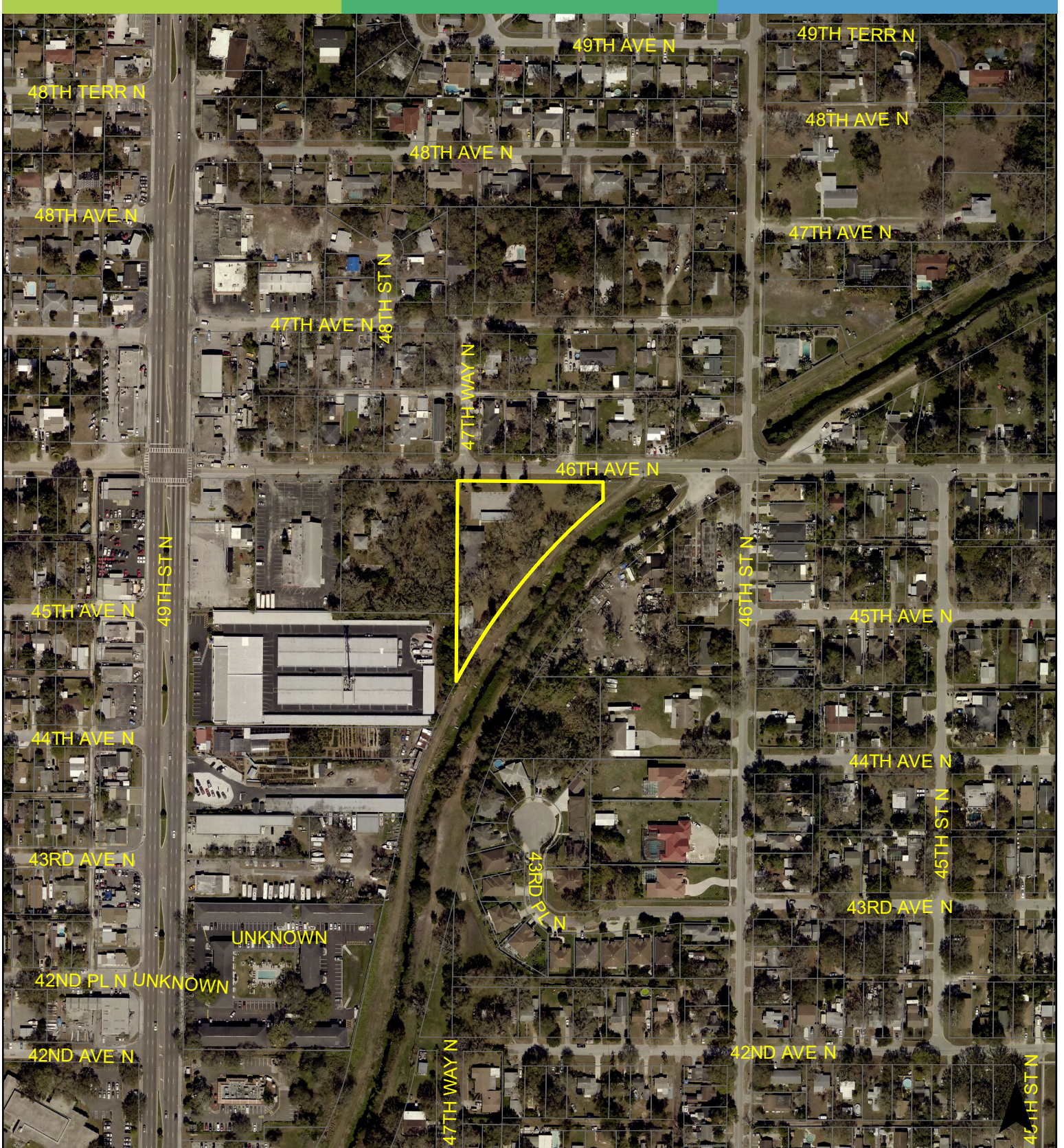
**AREA:** 1.69 Acres **TO:** Residential Medium





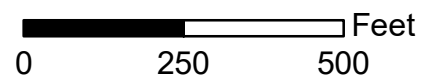
# Case CW20-04

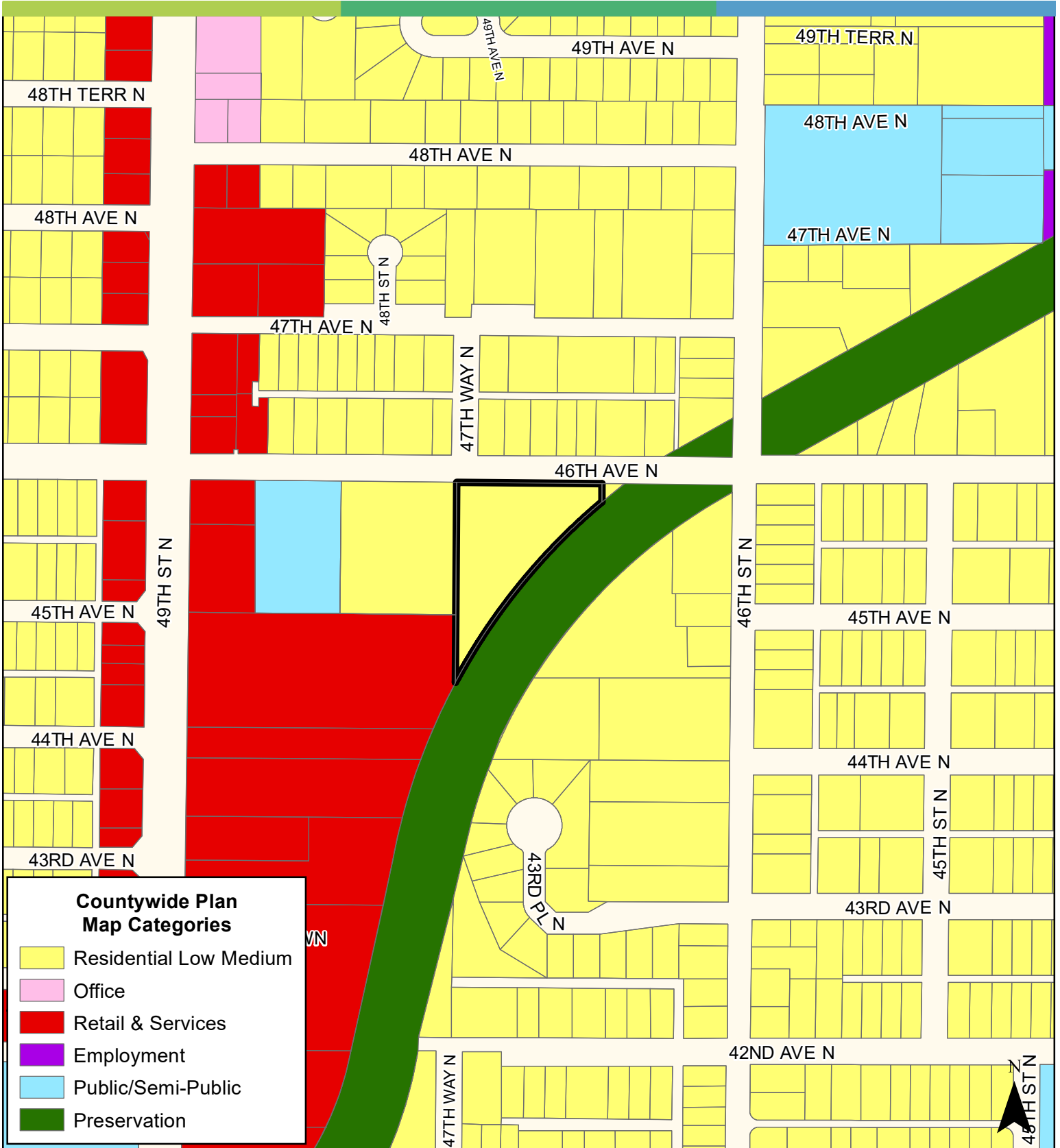
## Map 3: Aerial Map



**JURISDICTION:** Pinellas County    **FROM:** Residential Low Medium

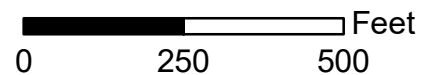
**AREA:** 1.69 Acres    **TO:** Residential Medium

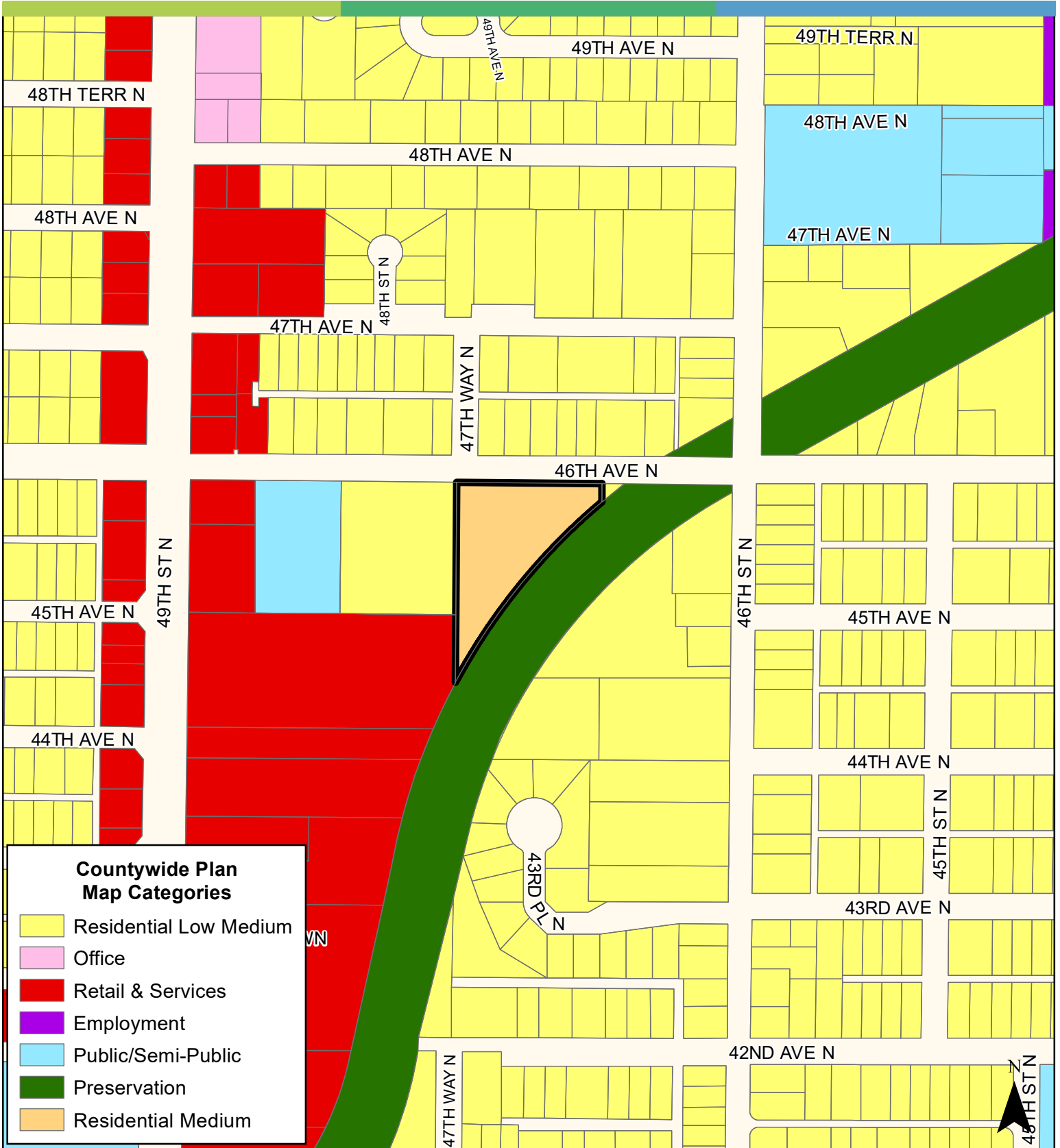




**JURISDICTION:** Pinellas County **FROM:** Residential Low Medium

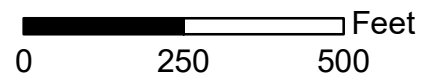
**AREA:** 1.69 Acres **TO:** Residential Medium





**JURISDICTION:** Pinellas County **FROM:** Residential Low Medium

**AREA:** 1.69 Acres **TO:** Residential Medium



**CW 20-04**  
**Forward Pinellas Staff Analysis**

**RELEVANT COUNTYWIDE CONSIDERATIONS:**

- 1) **Consistency with the Countywide Rules** – This proposed amendment is submitted by Pinellas County and seeks to amend the designation of approximately 1.69 acres of property from Residential Low Medium to Residential Medium.

The Countywide Rules state that the Residential Medium category is "...used to depict those areas of the county that are now developed, or appropriate to be developed, in a medium-density residential manner; and to recognize such areas as primarily well-suited for residential uses that are consistent with the urban qualities, transportation facilities, including transit, and natural resources of such areas"

The proposed amendment would allow for the development of up to 13 additional multi-family units on the property in addition to the 12 that currently exist. Currently, the local future land use designation that falls under the Residential Low Medium category does not support the intended redevelopment of the property, hence the proposed change to the Residential Medium Category. Any proposed development would be subject to a site plan review at the local level. The uses surrounding the subject property are primarily a mix of residential and commercial uses

This amendment can be deemed consistent with this Relevant Countywide Consideration.

- 2) **Adopted Roadway Level of Service (LOS) Standard** – The amendment area is located near a roadway segment where the existing Level of Service is operating at a LOS "D" or better, therefore those policies are not applicable.
- 3) **Location on a Scenic/Noncommercial Corridor (SNCC)** – The amendment area is not located on a SNCC; therefore, those policies are not applicable.
- 4) **Coastal High Hazard Areas (CHHA)** – The amendment area is not located within CHHA; therefore, those policies are not applicable.
- 5) **Designated Development/Redevelopment Areas** – The subject property is located within the Lealman Community Redevelopment Area (CRA) and this proposed amendment is consistent with the objectives of the CRA plan
- 6) **Adjacent to or Impacting an Adjoining Jurisdiction or Public Educational Facility** – The proposed amendment area is not adjacent to another jurisdiction nor is it adjacent to a public educational facility, therefore those standards are not applicable.
- 7) **Reservation of Industrial Land** – The proposed amendment area does not involve the reduction of land designated as Industrial or Employment.

**Conclusion:**

On balance, it can be concluded that the proposed amendment is deemed consistent with the Relevant Countywide Considerations found in the Countywide Rules.

## **Planners Advisory Committee – February 3, 2020**

### **3B. 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 January 2020:**

##### **PUBLIC HEARINGS**

There were no Public Hearings before the CPA in January.

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

There were no Regular Agenda Items before the CPA in January.

#### **Tier I Countywide Plan Map Amendments January 2020:**

- FLUM 20-01, City of Clearwater, satisfies the Tier I provisions of Section 6.1.2.1 of the Countywide Rules
- FLUM 20-02, Pinellas County, satisfies the Tier I provisions of Section 6.1.2.1 of the Countywide Rules
- FLUM 20-03, City of Largo, satisfies the Tier I provisions of Section 6.1.2.1 of the Countywide Rules

**ATTACHMENT(S):** None

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

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**SUMMARY**

The Tampa Bay area is one of the most vulnerable regions in the country, experiencing frequent storm events, persistent flooding, and sea level rise. Forward Pinellas, the Hillsborough and Pasco Metropolitan Planning Organizations (MPOs), Tampa Bay Regional Planning Council, and the Florida Department of Transportation District 7 were awarded a Federal Highway Administration (FHWA) Resilience and Durability to Extreme Weather grant in 2018. The grant's objective was to allow the agencies to work collaboratively to develop strategies to prepare for potential extreme weather events while protecting the regional transportation system. The study was completed in 2019.

The outcome of the study is reflected in a report containing six chapters. They include an Introduction, Needs Determination, Adaptation Strategy Toolbox, Cost and Benefit Analysis, Public and Stakeholder Engagement, and Recommendations. Chapter two describes the impact of eleven climate scenarios on the transportation network in the Tampa Bay Region. Mobility, connectivity, socioeconomic, equity, and emergency operation factors were considered to identify areas where climate threats could cause the biggest impact. Transportation facilities were prioritized for improvements based on their vulnerability and criticality. Locations of potential improvements were also identified. Chapter three provides an overview of the adaptation strategies and identified potential improvements to candidate projects. Chapter four describes the estimated costs of implementing adaptation strategies and compares them with the potential economic losses if infrastructure is inundated. Chapter five provides an overview of stakeholder and public engagement in the preparation of this report. Chapter six provides recommendations for including resiliency strategies in the decision-making process of transportation planning.

The analyses of hazards/events should not be viewed as a prediction of occurrence. A draft of the Resilient Tampa Bay: Transportation Study is provided at the link below:

[http://forwardpinellas.org/wp-content/uploads/2020/01/8a-DraftFinalReport\\_Resilient-Tampa-Bay.pdf](http://forwardpinellas.org/wp-content/uploads/2020/01/8a-DraftFinalReport_Resilient-Tampa-Bay.pdf)

**ATTACHMENT(S):** Resilient Tampa Bay: Transportation Study Infographic

**ACTION:** None, informational item only

# Strengthening the Resilience of Our Regional Transportation Network

The Tampa Bay region is an important state economic hub and is also one of the most vulnerable areas in the country to extreme weather events. Many roads and bridges in the Tampa Bay region are susceptible to flooding because they are in areas of low elevation, cross flood zones, and run near to the coast.

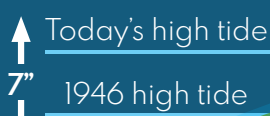
However, with advanced planning and innovative engineering, there are many steps we can take to enhance the resilience of our roads and support the safety and prosperity of our communities.

## What's the Concern?

Weather patterns and climate projections indicate that flood risks are increasing:

### Sea Level Rise

Since 1946, the Tampa Bay area has seen over 7 inches of sea level rise, and that rate is expected to increase.



### Storm Surge

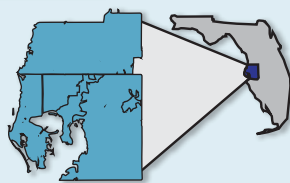
Mexico Beach, Pier, FL, recorded a 14-foot storm surge during Hurricane Michael in 2018.

### Inland Flooding

Flooding has increased in the Southeast. For example, four major inland flood events occurred in 2014 - 2016 alone, causing billions of dollars in damages and loss of life.

## The Tampa Bay Area Has:

- 1,000+ miles of shoreline
- Nearly 3 million residents
- 58% of population in flood zones



## Within the Three Counties, It Is Projected That:

- 9 inches of rain over 24 hours would potentially impact

12% of roads

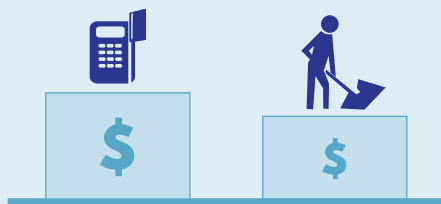
and

- A category 3 hurricane with high sea level rise would potentially impact

28% of roads

## Over 14 Days of Network Disruption:

Economic losses are more than the cost of high priority road upgrades.



## Why Transportation?

Roads are critical to the safety and prosperity of our community, and we need to prepare our region to be resilient in the face of various climate hazards.



Flooded roads create challenges, including for getting to work, school, businesses, and other routine activities, which can mean lost income, lost time, and other hardships.



Impassable roads can restrict access to emergency services and evacuation routes, which place lives in danger.



Damaged transportation infrastructure, such as washed out roads, create longer-term disruptions and increase repair and overall maintenance costs.

## How to Create a Resilient Transportation Network

Example methods:

### Create barriers

such as wetlands and sea walls to protect against storm surge

### Elevate roads above flood levels

Strengthen infrastructure to increase durability, such as hardening shoulders and improving bases of roads to resist erosion

### Improve drainage to help roads shed water more quickly

Plan procedures and allocate resources to make recovery faster

## Resilient Tampa Bay Transportation Pilot

The pilot is a joint initiative between the Hillsborough, Pinellas, and Pasco Metropolitan Planning Organizations, Tampa Bay Regional Planning Council, and the Florida Department of Transportation District 7. With public input, the project has used federal funding to:



Review scenarios that are likely to impact the region's transportation network over the next 25+ years



Recommend steps to enhance resilience and durability of our roadways



Identify areas at highest risk of flooding



Determine costs and benefits to assist regional decision making

Learn more about the Resilient Tampa Bay Transportation Pilot and its recommendations:

[www.resilienttampabay.org](http://www.resilienttampabay.org)

**4B. Self Storage Subcommittee Update**

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**SUMMARY**

In 2018, in response to a wave of self storage businesses being constructed on prime commercial parcels, a PAC subcommittee was created to explore best practices for regulating these uses. Staff from Clearwater, Largo, St. Petersburg, Tarpon Springs, and Pinellas County Planning and Economic Development participated in the meetings. Gerard Ripo from BRB Development, a firm that builds self storage developments, also participated and provided a private sector perspective. The subcommittee discussed trends and case studies of regulations governing location, design, mixed uses, and compatibility with neighboring properties. A white paper summarizing best practices for local regulation was presented to PAC and the Forward Pinellas Board in the first half of 2019.

Mr. Ripo recently reached out to our staff to ask for an update on the subcommittee's work. While the subcommittee is no longer active, since about 18 months have passed since it was formed, it's an appropriate time to revisit the issue and discuss any changes to self-storage trends in our member communities. We would like to hold an informal PAC discussion on the following:

- Have you updated your land development regulations for self storage businesses?
- How well are your current regulations working?
- Are you seeing more or less self storage development activity in your community?
- Are you seeing any changes to where these developments are locating, or what form they're taking?

**ATTACHMENT(S):**

- Self-Storage Subcommittee Findings, March 2019
- Email from Gerard Ripo, January 2020

**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.



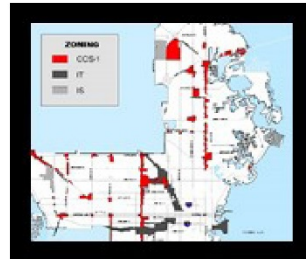
## Neighborhood

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)



## **Fisher, Linda A**

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**From:** Gerard Ripo <gerardr@thelockup.com>  
**Sent:** Monday, January 13, 2020 7:14 PM  
**To:** Burks, Brett C  
**Cc:** Chatman, Rodney S; Fisher, Linda A  
**Subject:** RE: Self Storage in Pinellas County

Brett,

I wanted to wish you a prosperous and fruitful 2020. We continue to be active and are excited to see what this year brings. I wanted to check in and see what became of the time we invested and your efforts surrounding digging deeper into the self storage use. In 2019 we successfully entered the east coast of FL with a rezoning of a property in Weston Florida. We have a project wrapping up construction in Lee County and are a few weeks away from starting construction on a mixed use project in the heart of the CBD in downtown Bradenton. It will be our first purpose built mixed use project in our Florida portfolio (5-story urban core w/approx. 9k ground floor retail).

I'm hopeful we will find more opportunities to pursue this year and am hopeful we will be able to further add to our single asset in Pinellas County. Self storage continues to see a great deal of land use and zoning changes based on all of the growth in this recent development cycle. My efforts take me throughout Florida and it is difficult to keep tabs on these changes in real time. If there is any policy changes as it relates to self storage or Floor Area Ratios please let me know.

Do you have time tomorrow to discuss?

Thanks and I look forward to catching up.

Gerard

Gerard Ripo, P.E.  
Regional Development Director  
The Lock Up Self Storage  
239.770.0545 (cell)  
gerardr@thelockup.com

**4C. Board of County Commissioners Request to Add  
Residential Rural Category**

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**SUMMARY**

In 2015, the Countywide Plan was repealed and replaced with a new plan designed to better reflect countywide priorities while leaving local issues to the discretion of local governments. Among the most significant policy decisions was a decrease in the number of Countywide Plan Map categories from 36 to 16. A new tiered map amendment process was created, allowing some types of local future land use map amendments to take place without triggering corresponding amendments to the Countywide Plan Map. The lowest-density Countywide Plan Map category became Residential Very Low, with a density of one unit per acre. Amendments to local residential categories up to one unit per acre are now classified as Tier I amendments, which do not require countywide public hearings, only reviews for consistency.

Amendments to the text of the Countywide Plan, such as the 2015 repeal/replace as well as the most recent update in 2019, are typically initiated by Forward Pinellas in consultation with local governments. However, Section 7.8.5 of the Countywide Rules allows any local government to propose a Rule amendment directly. To initiate the process, the governing body adopts a resolution requesting and setting forth the specifics of the amendment.

In response to concerns addressed by some unincorporated citizens, the Pinellas County Board of County Commissioners is tentatively scheduled to consider a resolution at its February 20 meeting, requesting to restore the pre-2015 Residential Rural Countywide Plan Map category, which has a maximum density of .5 units per acre. The resolution also requests that the Countywide Plan Map be amended to designate Residential Rural on parcels so designated on the future land use map for unincorporated Pinellas County.

Pursuant to Section 6.1.1 of the Rules, the category could not be applied to parcels on the Countywide Plan Map unless requested by the local government with jurisdiction. However, unincorporated parcels designated Residential Rural on the Countywide Plan Map would retain that designation upon annexation into a municipality. Those parcels could no longer be amended to Residential Very Low under the Tier I process, and would instead require countywide public hearings and approval under the Tier II process.

Since an official request has not yet been made by Pinellas County, this will be an informal discussion with the PAC membership in advance of formal consideration.

**ATTACHMENT(S):**

- Draft Pinellas County Resolution
- “East Lake residents sue after Tarpon Springs annexes land for developer,” *Tampa Bay Times*, January 27, 2020.

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

RESOLUTION NO. \_\_\_\_\_

RESOLUTION REAFFIRMING THE INTENT OF THE EAST LAKE OVERLAY AND SPECIFIC POLICIES OF THE PINELLAS COUNTY COMPREHENSIVE PLAN RESTRICTING DENSITY TO .5 UNITS PER ACRE IN THE NORTH PORTION OF PLANNING SECTOR TWO; REQUESTING THAT THE PINELLAS PLANNING COUNCIL AMEND THE COUNTYWIDE PLAN RULES TO ESTABLISH A RESIDENTIAL RURAL LAND USE MAP CATEGORY LIMITING DENSITY TO .5 UNITS PER ACRE; AND REQUESTING THAT UPON COMPLETION OF THE AMENDMENT TO THE COUNTYWIDE PLAN RULES THAT THE COUNTYWIDE PLAN MAP FOR THE AREA IDENTIFIED IN ATTACHEMNT "A" BE AMENDED FROM 1 UNIT PER ACRE TO .5 UNITS PER ACRE

WHEREAS, the Goals, Objectives and Policies of the Pinellas County Comprehensive Plan provide specific guidance for future development in the unincorporated County; and

WHEREAS, Objective 1.8 states that Pinellas County shall continue to implement future land use policies which restrict the proliferation of urban sprawl at a density which is not compatible with support facilities; and

WHEREAS, Policy 1.8.1 states that the County shall continue to utilize a maximum density of .5 units per gross acre in the norther portion of Planning Sector 2 as a mechanism to contain urban sprawl and protect the County's wellfields; and

WHEREAS, in 2012, Pinellas County adopted ordinance No. 12-13 establishing the East Lake Tarpon Community overlay with associated objectives and policies that define the characteristics of the area and further the community's vision for the future;

NOW THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Pinellas County in regular session duly assembled this 20th day of February 2020, that the Pinellas County Board of County Commissioners seeks to further protect the East Lake Tarpon community through additional density limitations incorporated into the Pinellas Countywide Plan Rules and subsequent map amendment to the Countywide Plan Map as follows:

- 1) The Pinellas County Board of County Commissioners hereby requests that the Pinellas Planning Council add an additional land use map category of “Residential Rural”, limiting density to .5 units per acre, to the Countywide Plan Rules
- 2) Upon completion of amendments specified in 1) above that the Pinellas Planning Council amend the Countywide Land Use Map from Residential Very Low (1 unit per acre) to Residential Rural (.5 units per acre) for the parcels identified as Residential Rural in Attachment A.

Commissioner \_\_\_\_\_ offered the foregoing resolution and moved its adoption, which was seconded by Commissioner \_\_\_\_\_ upon the roll call the vote was:

Ayes:



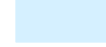
Nays:

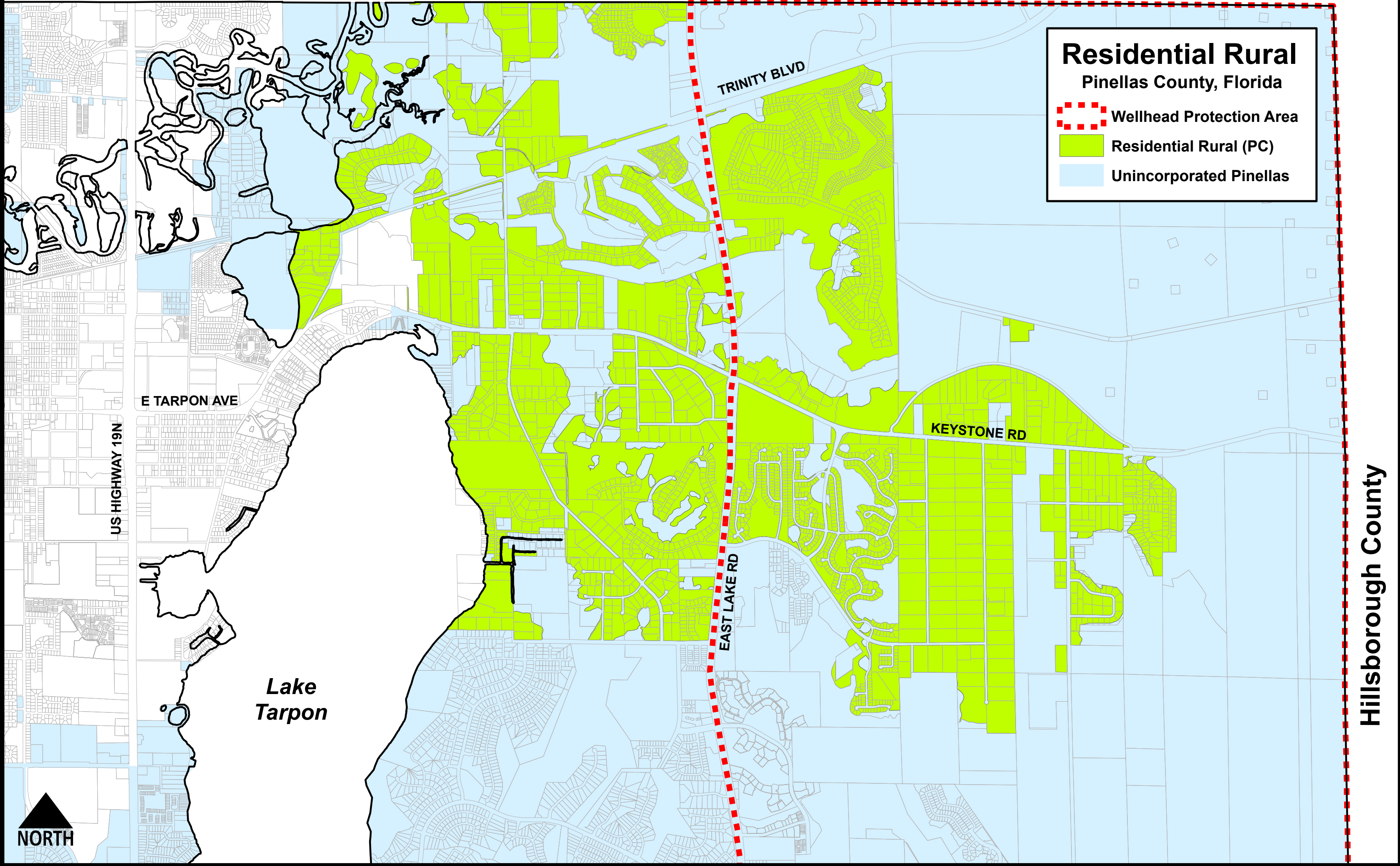
Absent and not voting:

EXHIBIT "A"

PART OF SW 1/4 OF NW 1/4 OF SEC 16-28-16 DESC FROM SE COR OF SD SW 1/4 OF NW 1/4 TH S89D27'57"E 227.03FT TH N00D32'03"E 59FT TH CUR RT RAD 87.50FT ARC 121.67FT CB N49D37'45"W 112.11FT TH CUR LT RAD 2291.83FT ARC 351.71FT CB N14D11'18"W 351.37FT TH N23D10'27"W 332.96FT FOR POB TH CONT N23D10'27"W 146.35FT TH N18D24'07"W 263.55FT TH N71D35'53"E 214.97FT TH S18D24'07"E 409.39FT TH S71D35'53"W 202.80FT TO POB CONT 2 AC

**Residential Rural**  
Pinellas County, Florida

-  Wellhead Protection Area
-  Residential Rural (PC)
-  Unincorporated Pinellas



E TARPON AVE

US HIGHWAY 19N

Lake Tarpon

TRINITY BLVD

KEYSTONE RD

EAST LAKE RD

Hillsborough County



## East Lake residents sue after Tarpon Springs annexes land for developer

*By Tracey McManus*

When Pinellas County established the East Lake Tarpon Overlay District in 2012, the goal was to preserve the area's rural nature and limit concrete sprawl.

So when a development group bought nearly 44 acres of woods on the north side of the East Lake community to build homes, they wanted to jump ship into the bordering Tarpon Springs.

The developer, Tarpon Springs-based George Stamas, asked the city last year to draw the land into the city limits where the code would allow him to build one home per acre — twice the density than if the property remained in the unincorporated county.

In December, the Tarpon Springs City Commission voted unanimously to annex the 44 acres into the city, paving the way for 44 planned homes by Pioneer Developers of America.

Now a group of residents organized as the Save East Lake group is suing the city of Tarpon Springs over the annexation, alleging the city departed from the law in its rational and disregarded the spirit of the overlay district.

"We're not against that property being developed at all if they develop it in the way it should be, which is 21 homes," said Marc Washburn, president of Save East Lake, who has lived just south of the proposed project site for 25 years. "They want to laugh to the bank for every penny they can get."

Stamas acknowledged he sought annexation so he could build twice the number of homes that he could have if the land remained under the East Lake overlay, but he said that was not the only reason.

"The fact of the matter is the property is contiguous with the city and is eligible to be annexed," said Stamos, whose development group has built more than 1,000 homes in the city. "We were born in Tarpon, our development company is in Tarpon. It made sense for us."

Dozens of East Lake residents implored the city to deny the annexation before the final vote on Dec. 10, citing the impacts on traffic, stormwater, wildlife and their rural way of life. A final vote on required rezoning and the site plan is not yet scheduled.

The Pinellas County Commission also urged the city to deny the request, stating in a Dec. 5 letter that it would "directly contradict the intent of the East Lake Tarpon Overlay." Then-County Commission Chair Karen Seel cited in her letter that state law gives the city discretion over whether or not to annex land into the city limits.

But during a hearing on Dec. 10, Tarpon Springs City Attorney Tom Trask disagreed with the

county's position. Trask said the application fell under a quasi-judicial hearing, meaning City Commissioners had no say in the matter: they had to approve the request if it met all criteria of the development code, including the fact the property borders the city.

Trask on Friday declined to comment on the lawsuit, which was filed on Jan. 10 in Pinellas County Circuit Court.

"We have to make a decision based on the facts we have in front of us," Mayor Chris Alahouzos said before approving the annexation.

Washburn's group filed the lawsuit without an attorney, but he said he is evaluating all options as the litigation unfolds. The suit alleges Trask intimidated witnesses at the hearings by stating they should not voice opinions "in regards to something already provided by previous speakers."

The lawsuit also highlights the residential/agricultural zoning of the property as evidence it is intended for livestock and rural uses. And it argues the annexation was improper because the development still intends to use county water and sewer while in city limits.

"It appears as though Pioneer Homes is not desiring an annexation into the city of Tarpon Springs to be able to take advantage of services to be provided by the city, but to use annexation simply for financial gain at the expense of surrounding property owners," said Terri Whetzel, property manager for the adjacent Cypress Run community.

While the litigation unfolds, residents have also begun erecting signs in the East Lake area around the 44 acres, trying to dissuade home buyers from investing in the project.

"Homebuyers: North Lake Estates is built on Swamp! You must love chiggers, no-see-ums, rattlesnakes, gators, scorpions and spiders. Neighborhood tip: Keep rifle handy in case coyotes grab your dog or cat! Don't buy in North Lake Estates!"



## **4D. Legislative Update**

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### **SUMMARY**

The 2020 Legislative Session began on January 14, with more than 3,400 bills filed. We are tracking a number of bills with relevance to local and regional planning efforts, as listed below. A link to the 2020 session web page maintained by the Florida Chapter of the American Planning Association (APA Florida) is provided at the end of this memo, and policy position statements from Forward Pinellas to the Pinellas County Legislative Delegation are attached. Bills of interest this session include:

#### **Preemption of Local Building Design Requirements**

[House Bill \(HB\) 0459](#), filed by Representative Overdorf, and [Senate Bill \(SB\) 0954](#), filed by Senator Perry, prohibit local governments from imposing design requirements on one- or two-story residential buildings, including the appearance of exterior cladding, roofs, porches, architectural ornamentation, windows, entry doors, garage doors, and interior room layout.

The only exceptions to the preemption are for specified types of historic properties, or where design elements are needed to meet National Flood Insurance Program requirements. The preemption does not apply to regulation of building height, bulk, orientation, location and buffering.

Effective date for both bills: July 1, 2020.

#### **Property Rights**

Two bills, similar to those filed in past sessions, seek to expand the rights of property owners relative to the local government comprehensive planning process:

- [HB 0519](#), filed by the Civil Justice Subcommittee, and [SB 1766](#), filed by Senator Lee, require that when a local government settles a property rights claims under the Bert Harris Act, owners of all “similarly situated residential properties” shall be presumed entitled to equivalent settlements. A similar bill was filed last year. Effective date for both bills: July 1, 2020.
- [HB 0203](#), filed by the Local, Federal and Veterans Affairs Subcommittee, and [SB 0410](#), filed by the Community Affairs Committee, require each local government to adopt a property rights element into its comprehensive plan. Similar bills have been filed annually for several years. Effective date for both bills: July 1, 2020.

#### **Affordable and Manufactured Housing**

A number of bills this session address the provision of affordable housing and/or the regulation of manufactured housing:

- [SB 0998](#), filed by the Community Affairs Committee, and [HB 1339](#), filed by Representative Yarborough, allows a county to approve an affordable housing development on any parcel zoned for residential, commercial, or industrial use. It also provides that a mobile home park damaged or destroyed in a natural disaster may be rebuilt on the same site with the previously built density. Effective date for both bills: July 1, 2020.

- [SB 0818](#), filed by the Innovation, Industry, and Technology Committee, exclusively addresses manufactured housing, and includes the same rebuilding provision as SB 0998 and HB 1339. Effective Date: Upon becoming law.
- [SB 0856](#), filed by Senator Pizzo, and [HB 1459](#), filed by Representative Silvers, authorizes counties, municipalities, and special districts to reduce taxes and waive impact fees for specified entities that provide affordable housing. Effective date for both bills: July 1, 2020.
- [SB 0306](#), filed by Senator Mayfield, and [HB 0381](#), filed by Representatives Silvers and Killebrew, prohibits the Legislature from transferring State housing trust fund revenues to other portions of the State budget. Effective date for both bills: July 1, 2020.

### Crosswalks

[SB 1000](#), filed by the Infrastructure and Security Committee, and [HB 1371](#), filed by the Transportation and Infrastructure Subcommittee, require pedestrian crossings using yellow rectangular rapid flashing beacons (RRFBs) to be replaced with signals displaying solid red lights when activated, or to be removed altogether within four years. Because the communities of Pinellas County have invested heavily in RRFBs as a means to improve pedestrian/bicycle safety, this proposed legislation would have a significant impact.

Effective date for both bills: July 1, 2020.

### Vacation Rentals

[HB 1011](#), filed by Representative Fischer, and [SB 1128](#), filed by Senator Diaz, establish that vacation rentals play a “significant, unique, and critical role” in the state’s tourism industry, and that property owners have constitutionally protected rights to use their residential properties for this purpose. The proposed legislation retains the right of local governments to regulate the duration and frequency of vacation rentals if they adopted such regulations before July 1, 2011. However, a prohibition against requiring inspection or licensing is added for all local governments.

Effective date for both bills: Upon becoming law (except where otherwise provided by SB 1128).

### Home-Based Businesses

[HB 0537](#), filed by Representative Donalds, and [SB 778](#), filed by Senator Perry, allow residential property owners to operate businesses from their homes, provided that the business does not create a substantial increase in traffic, noise, or solid waste/recycling; does not employ more than two unrelated non-resident employees; and does not create a visible use that is inconsistent with residential zoning. Licensure and regulation of home-based businesses are preempted to the state, and local governments may not enact or enforce any regulation of them.

Effective date for both bills: July 1, 2020.

### Local Taxation

[HJR 0477](#), a joint resolution filed by Representative Rommel, proposes a constitutional amendment to prohibit a municipality, county, school board, or special district from imposing or raising a local tax or fee except by a supermajority vote on a separate ordinance or resolution. There is no Senate companion. The resolution calls for the amendment to be placed on the ballot for either the next general election or an earlier special election, with no effective date specified.

## Stormwater Management

[HB 0405](#), filed by Representative Good, and [SB 0686](#), filed by Senator Gruters, directs water management districts to adopt new design and performance standards to reduce stormwater pollutants from all new development and redevelopment projects.

Effective date for both bills: July 1, 2020.

## Professional & Occupational Regulation

Several bills this session seek to broadly preempt professional and occupational licensing and regulation to the state. While these bills do not propose to affect land use planning in their current form, in past years, similar legislation has occasionally included provisions that would have preempted regulation of commercial buildings. Therefore, we will continue to monitor such legislation each year.

- [HB 0003](#), filed by the Business and Professions Subcommittee, and [SB 1336](#), filed by Senator Perry, preempt licensing of occupations to state and prohibit local governments from imposing or modifying specified licensing requirements. Effective date for both bills: July 1, 2020.
- [HB 0707](#), filed by Representative Renner, and [SB 1124](#), filed by Senator Diaz, provide for the Legislature to systematically review and potentially repeal occupational regulatory programs. Any occupations addressed by such repeal could no longer be regulated by a local government. Effective date for both bills: Upon becoming law (except where otherwise provided by SB 1124).
- [HB 1155](#), filed by Representative Hage, and [SB 1164](#), filed by Senator Perry, imposes conditions that must be addressed before the Legislature authorizes regulation of previously unregulated occupations. Considerations include the cost burden to the regulated businesses and the competitiveness of the State economy. Effective date for both bills: July 1, 2020.

## Local Preemption

A number of bills this session propose to reverse the trend of State preemption of local regulation:

- [SJR 1674](#), a joint resolution filed by Senator Farmer, proposes a constitutional amendment requiring future bills preempting local government regulation to pass a supermajority vote of both the House and Senate to become law. There is no House companion. The resolution calls for the amendment to be placed on the ballot for either the next general election or an earlier special election. Effective date: January 1, 2022.
- [SB 1680](#), filed by Senator Berman, and [HB 6063](#), filed by Representative Jenne, repeal the “recreational customary use” statute enacted in 2018 (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. Effective date for both bills: July 1, 2020.
- [SB 1848](#), filed by Senator Rodriguez, and [HB 6075](#), filed by Eskamani, reverse 2017 legislation limiting local regulation of the number, placement and appearance of communications facilities in rights-of-way. Effective date for both bills: July 1, 2020.
- [HB 6077](#), filed by Representative Eskamani, repeals 2019 legislation prohibiting local governments from regulating trimming or removal or any tree that has been certified by an arborist

as presenting a danger to persons or property. There is no Senate companion. Effective date: July 1, 2020.

**ATTACHMENT(S):**

- [APA Legislative Website \(link\)](#)
- Forward Pinellas Adopted 2020 Policy Positions
- Forward Pinellas Letter Opposing SB 1000 and HB 1371

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



## Policy Positions – 2020

Adopted (October 9, 2019)

**SUPPORT URBAN AGRICULTURE.** Local governments are discouraged from allowing urban agriculture because the Florida Right to Farm Act (Section 823.14, Florida Statutes) exempts commercial farms from most local land development regulation. This protects rural farms from encroaching suburban development, a necessary and beneficial purpose. However, the statute is broadly written and so applies to commercial farms in urban areas, which bring value to communities from a health, economic development and affordability standpoint, and where reasonable regulation is required to protect adjacent development. **Forward Pinellas supports promoting healthy communities through urban agriculture with local land development regulations that protect existing urban development.**

**PROTECT TRUST FUNDS.** Trust funds such as the Sadowski Housing Trust Fund and the State Transportation Trust Fund are established with a clear purpose. These trust funds should be protected and not subject to transfers to the Budget Stabilization Fund and the General Revenue Fund. **Forward Pinellas specifically supports protecting funding intended for affordable housing and other specific purposes from being transferred to other sources.**

### **SUPPORT FLEXIBLE AND SUSTAINED TRANSPORTATION FUNDING.**

- Taxes on fuel are a primary source of transportation funding for local governments. Increasing fuel efficiency, more electric vehicles in the fleet, and rising roadway maintenance and operating costs are placing pressure on local governments to search for additional funding. Local fuel taxes are not indexed to the Consumer Price Index to account for inflation, as state fuel taxes are, and therefore, revenues are declining at a faster rate. **Forward Pinellas supports the Legislature permitting the indexing of local fuel taxes for inflation to better keep pace with transportation needs like it has done for state fuel tax revenues.**
- The Strategic Intermodal System (SIS) receives the vast majority of state transportation funding. As our highway network continues to mature in urban areas like Pinellas County, and reaches a point where expansion is not a feasible or affordable option, **Forward Pinellas supports increased flexibility for SIS funds for premium or express transit operating on the SIS roadway, but not necessarily on its own fixed guideway, to enhance mobility on the SIS.** This is consistent with the legislative position of the Florida Metropolitan Planning Organization Advisory Council.
- The other primary state transportation funding program is the Other Arterials (OA) program, which is limited to funding projects that add capacity to the state highway network. **Forward Pinellas supports additional flexibility of Other Arterials program funds to enable urban corridor improvements that strengthen the safety and multimodal accessibility of the state highway system.** This would also include expanding OA funding for parallel, non-state roadways that support the state highway system.

- The Transportation Regional Incentive Program (TRIP) is a valuable transportation funding mechanism based on state and local participation through regional collaboration. Forward Pinellas believes in fostering stronger regional transportation planning and decision-making and **supports sustained funding of \$250 million per year for the TRIP program** as a way to strengthen regional partnerships to improve mobility.

**STOP DISTRACTED DRIVING.** Distracted driving poses a threat to the safety of motorists and non-motorized users. Forward Pinellas is committed to a Vision Zero initiative to eliminate fatalities and serious injuries on our roadways. Between 2015 and 2018, 33 fatalities and 577 incapacitating injuries happened in Pinellas County related to distracted driving crashes (Crash Data Management System). **Forward Pinellas supports legislation that expands upon the adopted Texting While Driving law by prohibiting distracted driving by addressing the use of wireless communications devices with clear definitions and clarification on what it means to be stationary and operating.**

**MAINTAIN MPO AUTHORITY FOR APPORTIONMENT STRUCTURE.** State-mandated changes to metropolitan planning organizations (MPOs) are a recurring concern to Forward Pinellas and other MPOs statewide. **Forward Pinellas opposes one-size-fits all changes that would usurp local authority to determine the most appropriate structure of MPOs consistent with federal law and consultation with the Governor.**

**SUPPORT HOME RULE.** Florida is a diverse state characterized by unique communities. Pinellas County is an example of that with its many downtowns, beach communities and neighborhoods. Home rule allows local governments to align the values of a community to its ordinances and other governing elements. **Forward Pinellas supports home rule and opposes bills that erode the ability of local governments to reflect the wishes and desires of their communities.**



January 28, 2020

Representative Randy Fine  
222 The Capitol  
402 South Monroe Street  
Tallahassee, FL 32399-1300

RE: SB 1000 and HB 1371 – Traffic and Pedestrian Safety

Dear Representative Fine:

Forward Pinellas – the metropolitan planning organization for Pinellas County – has reviewed the proposed House Bill, “HB 1371” referred to as the “Turn the Flashing Yellow Crosswalks Red” bill, and the associated Senate Bill, “SB 1000,” and want to express our strong opposition. We are concerned that the proposed legislation removes local decision-making on the use of a pedestrian and bicycle safety device that is proven effective at reducing injuries and fatalities for our most vulnerable road users. If signed into law, this bill would undermine local and regional decision-making using legislative fiat to drastically curtail one of the most effective tools in the toolbox for safety.

The use of Rectangular Rapid Flashing Beacons (RRFBs) originated in Pinellas County almost 15 years ago as an experimental traffic control countermeasure to reinforce safe mid-block crossings in locations where signalized intersections are too far apart. In recognition of their effectiveness at increasing motorist yield rates when people are using crosswalks and their significant safety benefits,<sup>1</sup> the Federal Highway Administration and Florida Department of Transportation have authorized and endorsed their use in a variety of settings. The FHWA lists the RRFBs as the top countermeasure for its [Safe Transportation for Every Pedestrian \(STEP\) 2.0](#) initiative.

These yellow flashing beacons provide higher driver yield rates for pedestrians as demonstrated by the City of St. Petersburg’s analysis in 2010 and by the Texas A&M Transportation Institute (TTI)<sup>2</sup> in 2016. Factoring in appropriate design considerations and location, the 2016 TTI study and compliance with FHWA conditions, RRFBs increase pedestrian safety at uncontrolled marked crosswalks by 98 percent. In St. Petersburg, motorist compliance increased from two percent prior to installation of RRFBs to more than 90 percent afterwards. They have since been deployed throughout Pinellas County and many other jurisdictions across the state and country.

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<sup>1</sup> Federal Highway Administration. *MUTCD – Interim Approval for Optional Use of Pedestrian-Actuated Rectangular Rapid-Flashing Beacons at Uncontrolled Marked Crosswalks (1A-21)*. Memo 1A-21. March 2018.

<sup>2</sup> Fitzpatrick, K., M. Brewer, R. Avelar, and T. Lindheimer. *Will You Stop for Me? Roadway Design and Traffic Control Device Influences on Drivers Yielding to Pedestrians in a Crosswalk with a Rectangular Rapid-Flashing Beacon*. Report No. TTI-CTS-0010. Texas A&M Transportation Institute, College Station, Texas. June 2016.

Requiring the conversion of yellow RRFBs into a coordinated traffic signal device (red signal phase) would be a step backwards for safety and accessibility. Traffic control devices, such as full traffic signals and High Intensity Activated Crosswalk (HAWK) beacons, must meet a higher standard and create a longer delay for motorists. These devices are not interchangeable or equal. Unlike RRFBs, which allow vehicles to continue once a pedestrian clears the travel lane, motorists may not continue until the signal returns to green. Because of these standards and additional delay caused to vehicle traffic, coupled with a significant unfunded mandate, FDOT and local governments will likely remove most of the RRFBs and not replace them with a red-phased signal.

Finally, the Pinellas Crash Data Management System we maintain shows far higher rates of pedestrian and bicyclist injuries and fatalities at fully signalized intersections than at mid-block crossings with RRFBs. Signalized intersections are prone to crashes involving pedestrians when drivers fail to yield while turning. We also have a high rate of red light running throughout Florida, leading to a significant problem for pedestrian safety at our intersections, not the mid-block crosswalks. The current design and implementation of RRFBs saves lives by physically highlighting the existing legal requirements for cars to yield for people in crosswalks.

Forward Pinellas is committed to safety for all roadway users in Pinellas County, and RRFBs are a key part of the solution. I urge you to consider the negative consequences, both direct and indirect, of this proposed bill. This legislation will reduce safety for pedestrians and bicyclists. It will force the costly removal or conversion of **nearly 400 RRFBs** in Pinellas County alone with neither funding nor commensurate replacement designs options, and it reinforces a culture of speed that is a principal factor in Florida's dangerous roadways. A much more effective approach would be to increase funding for education and enforcement of traffic laws, such as making High Visibility Enforcement a year-round activity.

Please contact me at 727-464-8712 if you would like clarification on the Forward Pinellas policy position.

Respectfully,



Whit Blanton, FAICP  
Executive Director

cc: Pinellas County Legislative Delegation  
Forward Pinellas Board



## Planners Advisory Committee – February 3, 2020



### **5A-C. Other PAC Business/PAC Discussion and Upcoming Agenda Topics**

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

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

#### **B. Planning & Place-Making Grant Pilot Program Review Committee Volunteers**

Forward Pinellas staff is seeking 3 volunteers from communities that did not submit a grant application to serve on the review committee. The committee will meet once to review the grant applications and develop a recommendation for consideration by the PAC and Forward Pinellas Board.

#### **C. Election of New PAC Chair**

The departure of Katrina Lunan-Gordon from the City of Largo has created the need to elect a new PAC Chair. The new PAC Chair would serve in the position for the remainder of 2020. A copy of the current PAC roster is attached for reference.

**PAC MEMBERS LIST**  
**2020 PLANNERS ADVISORY COMMITTEE**

**OFFICERS**

**Chairperson**                      Vacant  
**Vice Chairperson**                Kyle Brotherton

<b><u>MEMBERS</u></b>		
<b>Clearwater</b>	Rep. Alt. Alt.	Gina Clayton, Planning Director Lauren Matzke, Long-Range Planning Manager Kyle Brotherton, Senior Planner
<b>Dunedin</b>	Rep. Alt.	Greg Rice, Director of Planning & Development Frances Leong Sharp, Planner II
<b>Gulfport</b>	Rep. Alt. Alt.	Fred Metcalf, Director of Community Development Mike Taylor, Principal Planner Jamie Viveiros, City Planner
<b>Indian Rocks Beach</b>	Rep.	Hetty Harmon, Planning Consultant
<b>Indian Shores</b>	Rep.	Darin Cushing, Building Official
<b>Largo</b>	Rep. Alt.	Richard Perez, Planning Manager Vacant
<b>Madeira Beach</b>	Rep. Alt.	Linda Portal, Community Development Director Zain Husain, Planning and Zoning Coordinator
<b>Oldsmar</b>	Rep. Alt.	Marie Dauphinais, Director of Planning & Redevelopment Felicia Donnelly, Assistant City Manager
<b>Pinellas County</b>	Rep. Alt.	Michael Schoderbock, Principal Planner Glenn Bailey, Zoning Manager
<b>Pinellas Park</b>	Rep. Alt.	Derek Reeves, Principal Planner Erica Lindquist, Planning & Development Review Manager
<b>Redington Shores</b>	Rep.	Mary Palmer, Town Clerk
<b>Safety Harbor</b>	Rep. Alt.	Marcie Stenmark, Community Development Director Brandon Henry, Community Planner/GIS Analyst
<b>St. Petersburg</b>	Rep. Alt. Alt.	Derek Kilborn, Manager, Planning & Development Services Dept. Britton Wilson, Planner II Elizabeth Abernethy, Director, Planning & Development Services Dept.
<b>St. Pete Beach</b>	Rep. Alt. Alt.	Wesley Wright, Community Development Director Lyn Rosetti, Senior Planner Brandon Berry, Planner I
<b>Seminole</b>	Rep. Alt.	Mark Ely, Community Development Director Jan Norsoph, City Planner
<b>South Pasadena</b>	Rep. Alt.	Vacant Ashley Dochinez, Permit Tech./Business Tax Official
<b>Tarpon Springs</b>	Rep. Alt.	Patricia McNeese, Principal Planner John Bertrand, City Planner
<b>Treasure Island</b>	Rep. Alt.	Kathy Gademer, Assistant Community Improvement Director Bob Bray, City Planner
<b>Pinellas County School District</b>	Rep. Alt.	Marshall Touchton, Demographic Specialist Vacant
<b>FDOT</b>	Rep. Alt. Alt.	Dan Santos, Planning Supervisor I Lindsey Mineer Waddah Farah, Transportation Planning Manager
<b>PSTA</b>	Rep. Alt.	Heather Sobush, Planning Manager Jacob Labutka, Transit Planner

Local Government	Representative/Alternate Name	Phone	Fax
Clearwater	Gina Clayton, Rep. <a href="mailto:gina.clayton@myclearwater.com">gina.clayton@myclearwater.com</a> Lauren Matzke, Alt. <a href="mailto:lauren.matzke@myclearwater.com">lauren.matzke@myclearwater.com</a> Kyle Brotherton, Alt. <a href="mailto:kyle.brotherton@myclearwater.com">kyle.brotherton@myclearwater.com</a>	562-4587 562-4547 562-4626	562-4865
Dunedin	Greg Rice, Rep. <a href="mailto:grice@dunedinfl.net">grice@dunedinfl.net</a> Frances Leong Sharp, Alt. <a href="mailto:fsharp@dunedinfl.net">fsharp@dunedinfl.net</a>	298-3199 298-3200	298-3205
Gulfport	Fred Metcalf, Rep. <a href="mailto:fmetcalf@mygulfport.us">fmetcalf@mygulfport.us</a> Mike Taylor, Alt. <a href="mailto:mtaylor@mygulfport.us">mtaylor@mygulfport.us</a> Jamie Viveiros, Alt. <a href="mailto:jviveiros@mygulfport.us">jviveiros@mygulfport.us</a>	893-1095	893-1080
Indian Rocks Beach	Hetty Harmon, Rep. <a href="mailto:hharmon@cicilsurv.com">hharmon@cicilsurv.com</a> <a href="mailto:hharmon@irbcity.com">hharmon@irbcity.com</a>	863-646-4771	596-4759
Indian Shores	Darin Cushing, Rep. <a href="mailto:buildingofficial@indianshoresfl.onmicrosoft.com">buildingofficial@indianshoresfl.onmicrosoft.com</a>	517-3940	595-2352
Largo	Richard Perez, Rep. <a href="mailto:rperez@largo.com">rperez@largo.com</a> Katrina Lunan-Gordon, Alt. <a href="mailto:kgordon@largo.com">kgordon@largo.com</a>	587-6749 x7350 587-6749 x7208	587-6765
Madeira Beach	Linda Portal, Rep. <a href="mailto:lportal@madeirabeachfl.gov">lportal@madeirabeachfl.gov</a> Zain Husain, Alt. <a href="mailto:zhusain@madeirabeachfl.gov">zhusain@madeirabeachfl.gov</a>	391-9951 x255 391-9951 x283	
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Pinellas Park	Rep. – Derek Reeves, Rep. <a href="mailto:dreeves@pinellas-park.com">dreeves@pinellas-park.com</a> Alt. – Erica Lindquist, Alt. <a href="mailto:elindquist@pinellas-park.com">elindquist@pinellas-park.com</a>	369-5538 369-5650	541-0780
Redington Shores	Mary Palmer, Rep. <a href="mailto:townclerk@townofredingtonshores.com">townclerk@townofredingtonshores.com</a>	397-5538	392-9470
Safety Harbor	Marcie Stenmark, Rep. <a href="mailto:mstenmark@cityofsafetyharbor.com">mstenmark@cityofsafetyharbor.com</a> Brandon Henry, Alt. <a href="mailto:bhenry@cityofsafetyharbor.com">bhenry@cityofsafetyharbor.com</a>	724-1555 x1702	724-1566
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Seminole	Mark Ely, Rep. <a href="mailto:mely@myseminole.com">mely@myseminole.com</a> Jan Norsoph, Alt. <a href="mailto:jnorsoph@myseminole.com">jnorsoph@myseminole.com</a>	398-3108 x106 398-3108 x129	319-6583
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Treasure Island	Kathy Gademer, Rep. <a href="mailto:kgademer@mytreasureisland.org">kgademer@mytreasureisland.org</a> Bob Bray, Alt. <a href="mailto:rbray@mytreasureisland.org">rbray@mytreasureisland.org</a>	547-4575 x231 547-4575 x239	547-4584
Pinellas County School District	Marshall Touchton, Rep. <a href="mailto:touchtonm@PCSB.org">touchtonm@PCSB.org</a> Alt. – Vacant	588-5190	547-7172
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PSTA	Heather Sobush, Rep. <a href="mailto:HSobush@psta.net">HSobush@psta.net</a> Jacob Labutka, Alt. <a href="mailto:jlabutka@psta.net">jlabutka@psta.net</a>	540-1868 540-1977	