



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

October 4, 2021 – 1:30 p.m.

Magnolia Room at Florida Botanical Gardens

12520 Ulmerton Road, Largo

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

1. CALL TO ORDER AND INTRODUCTIONS

2. [APPROVAL OF MINUTES – June 1 and August 30, 2021](#)

3. REVIEW OF FORWARD PINELLAS AGENDA FOR October 13, 2021

PUBLIC HEARING ITEMS

- A. [Case CW 21-13 – City of St. Petersburg](#)
(to be continued to the November 10, 2021 Forward Pinellas meeting)
- B. [Case CW 21-14 – City of Oldsmar](#)

REGULAR AGENDA ITEMS

- C. [CPA Actions and Forward Pinellas Administrative Review Items](#)

4. PLANNING TOPICS OF INTEREST

- A. [Micromobility Knowledge Exchange Series](#) (Angela Ryan)
- B. [Pinellas County’s Comprehensive Plan - PLANPinellas – Update](#) (Rebecca Stonefield)
- C. [Proposed Rules Amendments Discussion](#) (Linda Fisher/Nousheen Rahman)
 - 1. Transferrable Development Rights
 - 2. Density/Intensity Averaging
 - 3. Density Pools
- D. [Department of Administrative Hearings \(DOAH\) Process](#) (Derek Kilborn)

5. OTHER PAC BUSINESS/PAC DISCUSSION AND UPCOMING AGENDA

- A. [Pinellas SPOTlight Emphasis Areas Update](#) (Information)
- B. [Cancellation of the December PAC Meeting](#) – Action

6. UPCOMING EVENTS

Nov 2-4 th	Gulf Coast Safe Streets Summit
Nov 5 th	Bike/Walk Tampa Bay Virtual Summit

7. ADJOURNMENT

NEXT PAC MEETING – MONDAY, NOVEMBER 1, 2021

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 – October 4, 2021



2. Approval of Minutes – June 1 and August 30, 2021

SUMMARY

The Summary Agenda Action Sheets for the June 1 and August 30, 2021 PAC meetings are attached for committee review and approval.

ATTACHMENT(S): PAC Summary Agenda Action Sheets for the June 1 and August 30, 2021 meetings.

ACTION: PAC to approve the Summary Agenda Action Sheets from the June 1 and August 30, 2021 meetings.

PAC AGENDA – SUMMARY AGENDA ACTION SHEET
DATE: JUNE 1, 2021

ITEM	ACTION TAKEN	VOTE
<p>1. <u>CALL TO ORDER AND ROLL CALL</u></p>	<p>The PAC held its June 1, 2021 meeting in the Magnolia Room at the Florida Botanical Gardens: 12520 Ulmerton Road, Largo.</p> <p>The Chair, Britton Wilson, called the meeting to order at 1:30 p.m. and the members introduced themselves.</p> <p>Committee members in attendance included Britton Wilson, Kyle Brotherton, Derek Reeves, Jamie Viveiros, Corey Gray, Alicia Parinello, Frances Leong-Sharp, Marshall Touchton, Tatiana Childress, Wesley Wright (arrived at 1:34 p.m.), Brandon Henry (arrived 1:35 p.m.).</p> <p>Others in attendance: Evan Johnson, Derek Kilborn, Carol Stricklin.</p> <p>Forward Pinellas staff included Rodney Chatman, Linda Fisher, Nousheen Rahman, Jared Austin, Christina Mendoza, and Maria Kelly.</p>	
<p>2. <u>MINUTES OF REGULAR PAC MEETING OF MAY 3, 2021</u></p>	<p>Motion: Frances Leong-Sharp Second: Kyle Brotherton</p>	11-0
<p>3. <u>REVIEW OF FORWARD PINELLAS AGENDA FOR JUNE 9, 2021 MEETING</u></p> <p><u>REGULAR AGENDA ITEMS</u> CPA Actions and Tier I Countywide Plan Map Amendments</p>	<p>Rodney Chatman updated the PAC members on the staff reviewed Tier I Map Amendments and recent actions taken by the CPA. No action required; informational item only.</p>	
<p>4. <u>PLANNING TOPICS OF INTEREST</u> A. Advantage Pinellas Housing Compact</p>	<p>Evan Johnson, Pinellas County Planning Division Manager, shared a presentation on the Advantage Pinellas Housing Compact. Partnering with Forward Pinellas, Pinellas County is building a countywide strategy to address the critical shortage of affordable housing in the county. Working with the 25 local governments, the strategy will build on existing county and local efforts creating affordable housing units through direct investment, public-private partnerships, more diverse market-rate development,</p>	11-0

	<p>and other tools. The strategy will be implemented as part of the Advantage Pinellas plan to link housing, jobs, and transportation throughout the county. A virtual summit, Homes for Pinellas, was held in 2020 bringing together community leaders and developers to discuss challenges, opportunities, and best practices for creating affordable housing. The key conclusion of the summit was the need for a countywide housing compact, complete with goals and strategies to create greater housing affordability, for all local governments to endorse and support. A tactical team has been developed to include members from Largo, Pinellas Park, Clearwater, St. Petersburg, and unincorporated Pinellas County, to develop the Advantage Pinellas Housing Compact. The goal will be for all local governments in the county to adopt the compact.</p> <p>The PAC voted to recommend the Forward Pinellas Board adopt the Advantage Pinellas Housing Compact.</p> <p>Motion: Alicia Parinello Second: Derek Reeves</p>	
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<p>B. Legislative Update</p>	<p>Linda Fisher advised the PAC that the Legislative Session concluded on Friday, April 30th.</p> <p>She expressed that what often happens in the final days and hours of a session is that with some bills that have failed, their language is subsequently inserted into other successful bills. This includes HB 55 – Building Design Regulations, which prohibits local governments from adopting or enforcing regulations governing single-family homes and duplexes including porches, garages, entry doors, etc. While HB 55 was unsuccessful, its language was inserted into HB 401, a bill addressing the Florida Building Code, which passed. There was a last-minute provision written into the bill that created an exemption from local governments that have architectural or design review boards. If the local government does not have a review board, there does not seem to be a time limit or restriction to create one, but information on this will be forthcoming. The primary purpose for HB 401 is to allow citizens to</p>	
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	<p>petition the Florida Building Commission to review local land development regulations that cover the same grounds as the Florida Building Code--known as a “technical amendment” to the code—but must meet certain requirements for public input and technical review. If a citizen feels that these requirements have not been met and that they are substantially affected by the new regulations, they can file a petition with the Florida Building Code and request a nonbinding advisory opinion on whether the regulations comply with applicable statutes.</p> <p>This bill has not yet been presented to the governor for signature, but we will keep the committee informed as to when it is.</p>	
<p>C. Transfer of Development Rights and Density/Intensity Averaging in the Countywide Rules</p>	<p>Nousheen Rahman shared a presentation on Transfers of Development Rights (TDRs) and Density/Intensity Averaging. Recently, Forward Pinellas has received multiple interpretation requests from various local governments regarding the provisions and prohibitions of TDRs and Density/Intensity Averaging. These are governed by Sections 5.2.1.1 and 5.2.1.2 in the Countywide Rules.</p> <p>The important item to remember is that TDRs cannot be transferred from existing developed property. Ms. Rahman reviewed the question, “What is developed property?” Developed property is essentially any property with an existing built structure on it, no matter the size of the structure or comparison to the size of the property.</p> <p>She went on to review the TDR provisions as they relate to the different land use categories, the maximum permitted transferable density/intensity, and other developmental rights, including that there shall be no development rights for or to submerged land, or from outside the CHHA into the CHHA.</p> <p>She also discussed density/intensity averaging, how it pertains to contiguous parcels and when it cannot occur such as with P or R/OS categories and from the</p>	

	<p>AC/MMC or PRD category to another category. There shall also be no density/intensity averaging from or to submerged land or from outside the CHHA into the CHHA.</p> <p>Forthcoming amendments to the Countywide Rules are planned to further clarify their application and prohibitions.</p>	
<p>D. Density/Intensity Pools</p>	<p>Linda Fisher shared a brief presentation with the committee regarding density/intensity pools. They are closely related to TDRs and density/intensity averaging, and some local governments use this technique within defined planning areas to reallocate unused density or intensity into a “pool” of development entitlements that can be redistributed as bonuses to incentivize desired higher-density and -intensity redevelopment. They are typically used in Activity Centers through special area plans adopted before 2015 when the Countywide Rules included a more defined process. With the update of the Countywide Plan in 2015 for Activity Centers and Multimodal Corridors and a provision for density/intensity pools was not included. It raises the question of what happens to the density/intensity pool provisions if the grandfathered special area plan is updated under the new Rules? What the Rules say today for Activity Centers and Multimodal Corridors can be interpreted to allow for density/intensity pools, but it is not clearly stated. Staff is proposing to create a formal allowance for density/intensity pools in the AC, MMC, and PRD categories, with general parameters that are similar to the ones already set for different kinds of housing bonuses. There is a question as to whether they should be classified with bonuses or TDRs and density/intensity averaging. A quick poll of the PAC membership showed that there is interest in creating a density pool provision in the Rules.</p> <p>The TDR and density/intensity averaging sections of the Rules are very complex, and staff will come back with more specific aspects of the proposed amendments.</p> <p>Additional conversation commenced that TDRs could be occurring privately in</p>	

	communities without the knowledge of the local government and the concern is that those TDRs would need to conform to the provisions in the Countywide Rules. Issues regarding TDRs for historic developed property were discussed. It was also clarified that when TDRs or density/intensity averaging are implemented for a particular parcel, documentation should be transmitted to Forward Pinellas for future tracking purposes.	
E. Cancellation of the August PAC Meeting	Motion: Derek Reeves Second: Kyle Brotherton	11-0
5. <u>OTHER PAC BUSINESS/PAC DISCUSSION AND UPCOMING AGENDA</u> A. Pinellas SPOTlight Emphasis Areas Update (Information)	Rodney Chatman advised the members that there were no updates to the SPOTLight Emphasis Areas.	
6. <u>UPCOMING EVENTS</u>	The PAC Chair referred to the events cited in the agenda.	
7. <u>ADJOURNMENT</u>	The meeting was adjourned at 2:30 p.m.	

Respectfully Submitted,

PAC Chair

Date

**PAC AGENDA – SUMMARY AGENDA ACTION SHEET
DATE: AUGUST 30, 2021**

ITEM	ACTION TAKEN	VOTE
<p>1. <u>CALL TO ORDER AND ROLL CALL</u></p>	<p>The PAC held its August 30, 2021 meeting in the Magnolia Room at the Florida Botanical Gardens: 12520 Ulmerton Road, Largo.</p> <p>The Chair, Britton Wilson, called the meeting to order at 1:30 p.m. and the members introduced themselves.</p> <p>Committee members in attendance included Britton Wilson, Kyle Brotherton, Derek Reeves, Marcie Stenmark, Corey Gray, Alicia Parinello, Marshall Touchton, Linda Portal, Tatiana Childress, Jamie Viveiros, Jan Norsoph, Frances Leong-Sharp (arrived at 1:38 p.m.).</p> <p>Others in attendance: Mark Griffin, Jenny Rowland, Michael Schoderbock, Molly Cord, Felicia Donnelly, Lauren Matzke, and Lisa Foster</p> <p>Forward Pinellas staff included Rodney Chatman, Nousheen Rahman, Alexis Boback, and Maria Kelly.</p>	
<p>2. <u>REVIEW OF FORWARD PINELLAS AGENDA FOR SEPTEMBER 8, 2021 MEETING PUBLIC HEARINGS</u> A. CW 21-10 – Pinellas County</p>	<p>Motion: Jan Norsoph Second: Kyle Brotherton</p>	<p>12-0</p>
<p>B. CW 21-11 – Pinellas County</p>	<p>Motion: Jan Norsoph Second: Alicia Parinello</p>	<p>12-0</p>
<p>C. CW 21-12 – Pinellas County</p>	<p>Motion: Jan Norsoph Second: Frances Leong-Sharp</p>	<p>12-0</p>

<p><u>REGULAR AGENDA ITEMS</u> D. CPA Actions and Tier I Countywide Plan Map Amendments</p>	<p>Rodney Chatman updated the PAC members on the staff reviewed Tier I Map Amendments and recent actions taken by the CPA. No action required; informational item only.</p>	
<p>3. <u>PLANNING TOPICS OF INTEREST</u> A. Clearwater Ft. Harrison Complete Streets Project</p>	<p>Lauren Matzke, Assistant Director of Planning & Development, City of Clearwater, shared a presentation on the Ft. Harrison Complete Streets project. She described the limits of the study area including major destinations such as the Morton Plant Hospital campus, downtown, the Image Clearwater waterfront development, and the North Marina Area. The goals of the study wereto enhance safety, mobility, and accessibility while taking into consideration the land use context and character of the corridor. She then provided an overview of the study recommendations. The Segment 1 recommendations included improving the multimodal connections across the corridor and into downtown and create a gateway into the greater downtown area. The Segment 2 recommendations included using streetscape improvements to create a welcoming, livable, and economically vibrant downtown. The Segment 3 recommendations included beautifying the street space to attract investment and development to achieve a vibrant future land use vision. The Complete Streets Concept Plan was approved in November 2020 and construction of the demonstration projects is scheduled to be completed by Fall of 2022.</p>	
<p>B. Property Rights Element for Comprehensive Plans</p>	<p>Chair Britton Wilson shared St. Petersburg’s experience developing a Property Rights Element for their Comprehensive Plan to fulfill the requirements contained in Senate Bill 59. Section 163.3177(6)(i)2, F.S. now requires local governments to adopt and include the Property Rights Element in any Comprehensive Plan amendment initiated after July 1, 2021. Per Florida State Statute, a local government can choose to adopt its own Property Rights Element, or use the language provided by the state. St. Petersburg’s Comprehensive Plan Amendment package is scheduled for adoption on October 14th. Forward Pinellas</p>	

	<p>staff can assist in providing examples of local government Comprehensive Plans which have already adopted this element.</p>	
<p>C. FEMA Flood Maps</p>	<p>Lisa Foster, Pinellas County Floodplain Administrator, shared a presentation on the Flood Insurance Rate Map (FIRM) changes and the County’s recommended approach for local government consideration. Ms. Foster reviewed the Federal Emergency Management Agency (FEMA) changes to the FIRM and the potentially significant effects it will have in Pinellas County. For example, the new maps indicate a decrease in base flood elevation (BFE) in some coastal areas of the county. She then went on to explain the relationship between local land development regulations, FEMA flood zones, and BFE requirements. Ms. Foster explained that if left unchanged, these new maps could result in lower building elevations and less stringent building requirements on new development and increase costs for coverage through the National Flood Insurance Program. She then went on to explain Pinellas County’s vulnerability analysis using a more localized modeling approach which included 2017 LIDAR data and an analysis of storms through 2018. She noted that in some areas the vulnerability analysis shows an increase in BFE and aligns better with observed flooding patterns. It was then explained that local governments have the option to update their floodplain management ordinances to reflect Pinellas County’s vulnerability data which would result in a higher BFE when compared to the new FEMA maps.</p>	
<p>D. Vested Rights Following Flood Map Changes</p>	<p>Lauren Matzke shared Clearwater’s perspective on the FEMA flood map updates and the issues Clearwater is facing. PAC members were invited to share how their local communities are addressing building height questions in light of these changes. A few municipalities had already responded and were thanked for their participation.</p>	

<p>E. State Density Bonus for Graywater Systems</p>	<p>Alicia Parinello, City of Largo Planning Division Manager, shared findings on the new law passed that requires local government to provide a density bonus for certain types of development for which a greywater recycling system is installed. Senate Bill 64, signed into law on June 29, 2021, creates Section 403.892, Florida Statutes (Chapter 2021-168), requires local governments to provide a 25% density or intensity bonus if at least 75% of a development will have a greywater system installed or a 35% bonus if 100% of the development will have such a system. Ms. Parinello shared concerns about the potential for this new law to discourage developers from using other bonuses. She further explained that the density bonus is stackable but cannot go above the density maximums contained in the Countywide Rules. Forward Pinellas is assessing the law's impact on the Countywide Rules and will provide guidance to the PAC in the near future.</p>	
<p>F. Forward Pinellas Legislative Workshop Update</p>	<p>Rodney Chatman shared an update on the Forward Pinellas Legislative Workshop held on August 11, 2021. The event was designed to build relationships between the Pinellas County Delegation and leadership of our Pinellas communities in hopes of a more collaborative legislation process in Tallahassee. This event was well attended including more than 30 elected officials, state legislators and directors of countywide and regional agencies, who took part in the moderated discussion on four key topics: How do we keep our streets safe, fund our transportation system, make housing more affordable and adapt to a changing climate. As a result of this conversation, legislators have pledged to work more closely with Pinellas local governments during the 2022 legislative session.</p>	
<p>4. <u>OTHER PAC BUSINESS/PAC DISCUSSION AND UPCOMING AGENDA</u> A. Pinellas SPOTlight Emphasis Areas Update (Information)</p>	<p>Rodney Chatman updated the members on the SPOTLight Emphasis Areas. Under Enhancing Beach Community Access, he advised that the Waterborne Transportation subcommittee met on Friday, August 27, 2021, to review the profile of the waterborne transportation system for Pinellas County and regionally, as well as discuss plans to restart the ferry service in Clearwater and Dunedin. Also, discussion</p>	

	<p>on the series of draft recommendations to clarify funding opportunities, new operational structures for water taxis and ferries which will involve PSTA, phasing, and increased coordination between agencies. The newest SPOTLight emphasis area is Innovations in Target Employment and Jobs Access, and the board has asked that Forward Pinellas invite business leaders from the private sector who would be willing to give short presentations to our Board.</p>	
<p>5. <u>UPCOMING EVENTS</u></p>	<p>The PAC Chair referred to the events cited in the agenda.</p> <p>Next PAC Meeting is Monday October 4, 2021</p>	
<p>7. <u>ADJOURNMENT</u></p>	<p>The meeting was adjourned at 2:48 p.m.</p>	

Respectfully Submitted,

PAC Chair

Date



September 29, 2021

Rodney Chatman, AICP, Planning Division Manager
Forward Pinellas
310 Court St N.
Clearwater, FL 33756

Nousheen Rahman, Planning Analyst
Forward Pinellas
310 Court St N.
Clearwater, FL 33756

RE: CW 21-13; Jabil Future Land Use Map Amendment

Dear Nousheen and Rodney,

With this letter, the City of St. Petersburg is formally requesting that the subject project, Case CW 21-13, located at the Northwest corner of the Gandy Boulevard/Interstate-275 Interchange, be continued from the October 4 Planning Advisory Committee (PAC) meeting to November 1, 2021, and a continuance from the Forward Pinellas Board Meeting date of October 13, 2021, to November 10, 2021.

This request is being made in accordance to Forward Pinellas **Countywide Rule 6.1.3.2 Submission of Application**, which states “*An amendment to the Countywide Plan Map shall be transmitted to the PPC subsequent to the initial action by the governing body authorizing the transmittal of and concurrence with the local ordinance, except where Section 163.3187(2), Florida Statutes, provides for a small-scale map amendment, which may be submitted subsequent to final adoption.*” The initial action by the City Council was to set the public hearing date. The City of St. Petersburg City Council public hearing is scheduled for October 14, 2021, and in accordance with the Countywide Rules and Florida Statutes, the transmittal may be subsequent to final adoption as a small-scale amendment.

We appreciate your time and consideration of this matter. Should you have any questions, please contact me.

Regards,

Ann Vickstrom, AICP, RLA
Planning & Development Services Department
City of St. Petersburg
Ann.Vickstrom@stpete.org
(727)892-5807

CC: Elizabeth Abernethy, City of St. Petersburg
Donald Mastry, Trenam Law

Derek Kilborn, City of St. Petersburg
Mathew Poling, Trenam Law



3B. Case CW 21-14 Oldsmar

SUMMARY

From: Activity Center
To: Activity Center
Area: 40.32 Acres m.o.l.
Location: Town Center Commercial Residential (TCCR) zoning district, located within the area south of Tampa Road and north of State Street East (SR 580)/State Street West

This proposed amendment is submitted by the City of Oldsmar to amend the development rights within the Activity Center category. The Activity Center category is intended to recognize those areas of the county within each local government jurisdiction that have been identified and planned for in a special and detailed manner, based on their unique location, intended use, appropriate density/intensity, and pertinent planning considerations. In particular, it is the intent of this category to recognize those important, identifiable centers of business, public, and residential activity, as may be appropriate to the particular circumstance, that are the focal point of a community, and served by enhanced transit commensurate with the type, scale, and intensity of use. Activity Centers are designed at a size and scale that allows for internal circulation by pedestrians, bicyclists, and transit users, and typically encompass areas developed in a radial pattern within walking distance ($\frac{1}{4}$ to $\frac{1}{2}$ mile) of a central point or hub served by transit.

While the Countywide Plan Map category will remain Activity Center, Section 6.2.2.1 of the Countywide Rules requires that amendments to Activity Centers which increase the highest allowable density or intensity standard filed of record must be processed as a Tier II amendment. For this proposed amendment, the City of Oldsmar is amending their Comprehensive Plan to allow for a density/intensity bonus in the City's Community Redevelopment District (CRD) category, which corresponds to the Countywide Plan Map Activity Center category. As such, this proposed amendment is pursuant to the requirements of Countywide Rules Section 6.2.2.1.

Currently, the standards of the CRD allow up to 30 units per acre (UPA) for residential uses, and a maximum floor area ratio (FAR) of 1.0 for nonresidential uses. The purpose of the proposed amendments to the CRD is to incentivize transit-supportive, vertically-integrated mixed-use developments in the TCCR zoning district, identified in the locational information listed in the summary section above. As such, the amendment to the CRD category proposes a density/intensity bonus allowing up to a maximum density of 65 UPA for residential units and a maximum intensity FAR of 2.0 for nonresidential uses, in addition to designating a maximum density of 150 UPA for transient accommodations. This density/intensity bonus would only apply to the TCCR district within the CRD category, located along the identified area of Tampa Road and SR 580.

An additional requirement of amendments to Activity Centers includes addressing the Planning and Urban Design Principles identified in the Countywide Plan Strategies, Land Use Goal 16.0.

The City has addressed these principles, which are attached and discussed further in the attached Staff Analysis.

Furthermore, approximately 58 percent of the TCCR district falls within the Coastal High Hazard Area (CHHA), requiring the City address Countywide Rules Section 4.2.7.1 dealing with increases in density and/or intensity in the CHHA. The City's balancing criteria for such have also been attached and discussed further in the attached Staff Analysis.

FINDINGS

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

- A. The Activity Center 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
Map 6	Coastal High Hazard Area

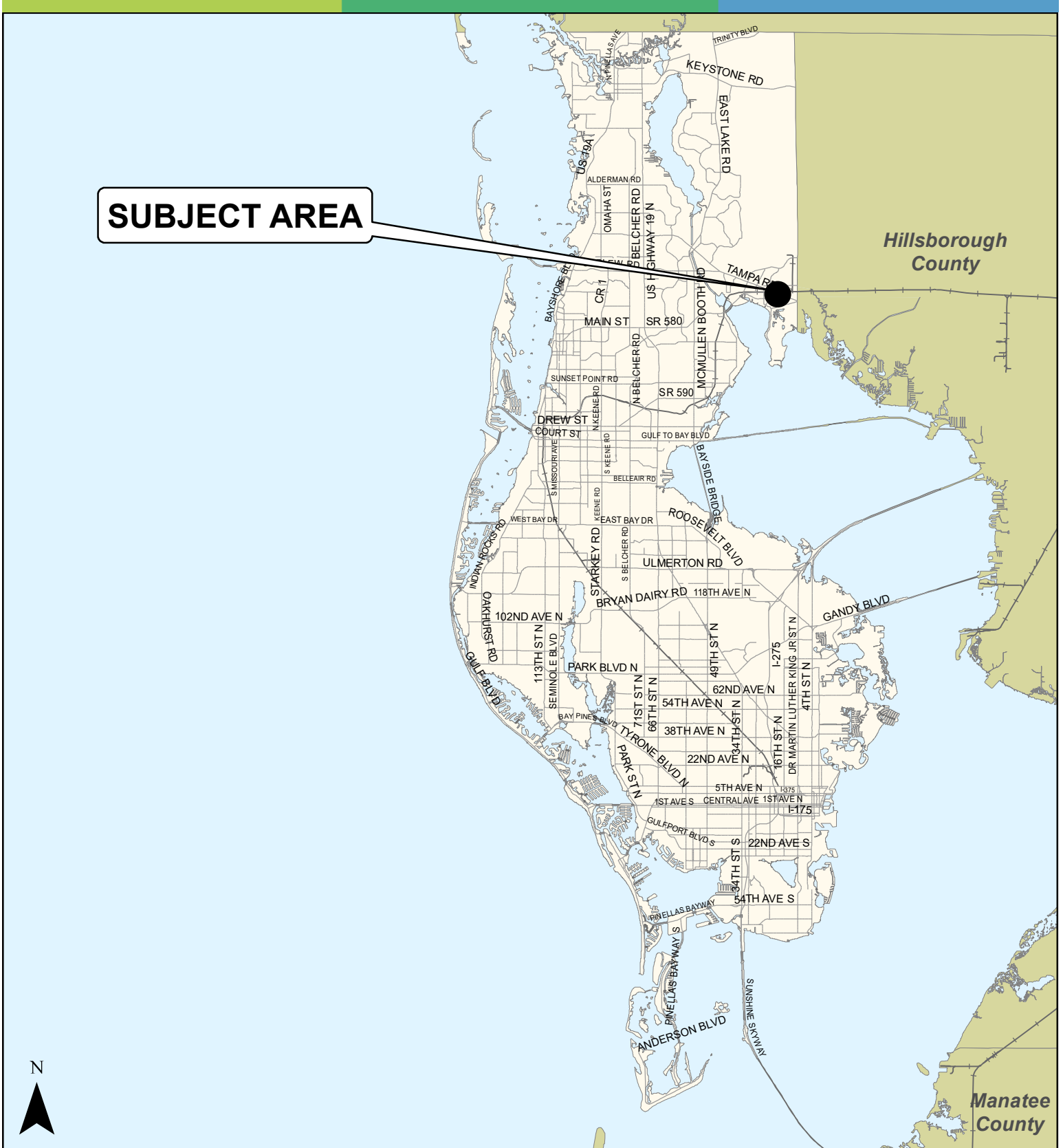
Attachment 1	Ord No. 2021-25
Attachment 2	Planning and Urban Design Principles
Attachment 3	CHHA Balancing Criteria
Attachment 4	Local Public Outreach
Attachment 5	Local FLUM and Zoning Map
Attachment 6	Public Comments Received by Forward Pinellas

MEETING DATES:

Planners Advisory Committee, October 4, 2021 at 1:30 p.m.
Forward Pinellas, October 13, 2021 1:00 p.m.
Countywide Planning Authority, November 9, 2021 at 6:00 p.m.

Case CW21-14

Map 1: Location Map

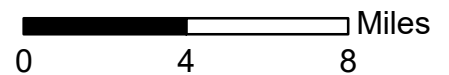


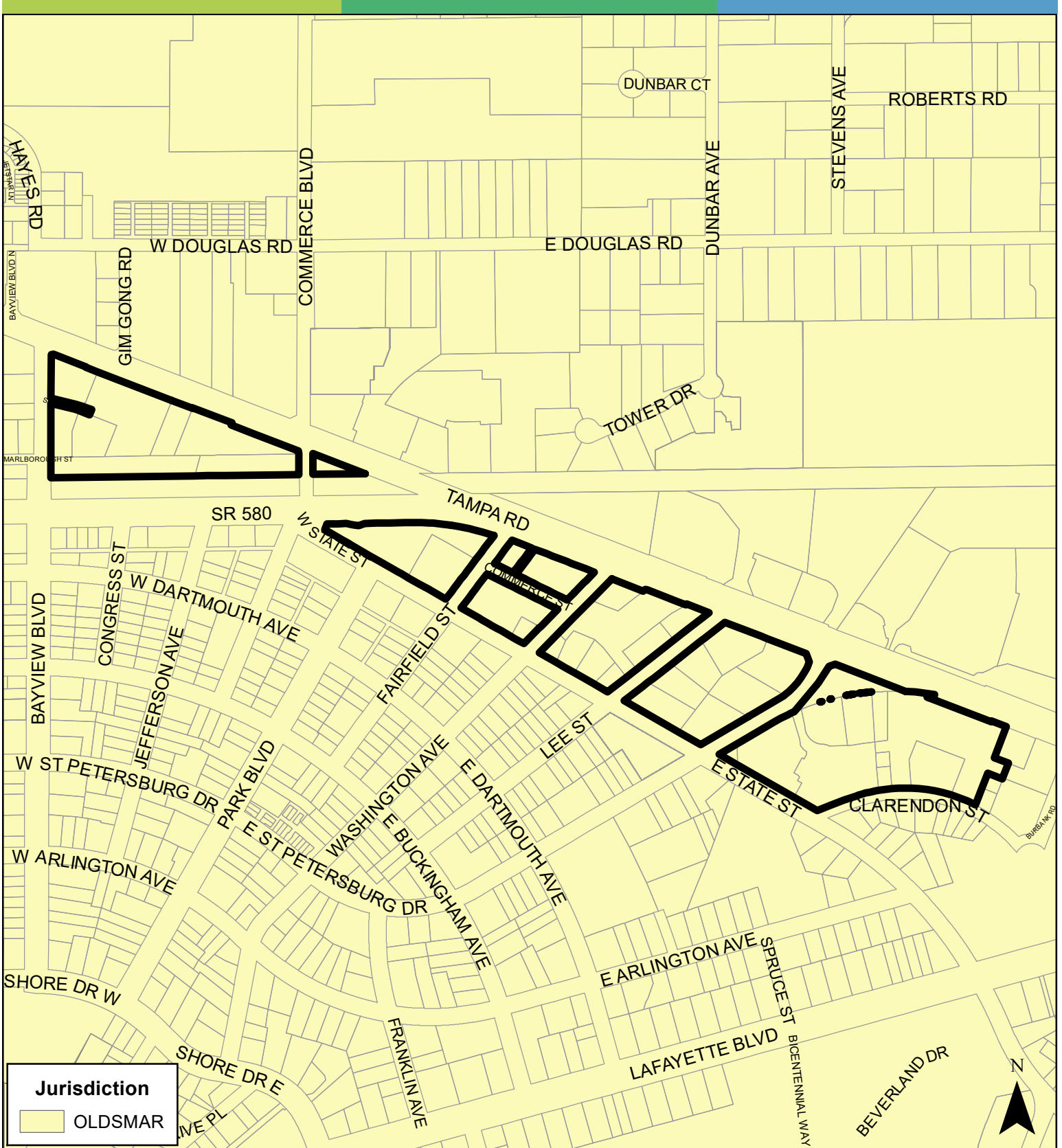
JURISDICTION: Oldsmar

FROM: Activity Center

AREA: 40.32 Acres

TO: Activity Center



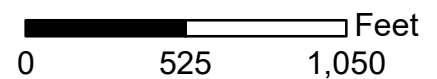


JURISDICTION: Oldsmar

FROM: Activity Center

AREA: 40.32 Acres

TO: Activity Center



Case CW21-14

Map 3: Aerial Map

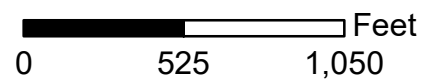


JURISDICTION: Oldsmar

FROM: Activity Center

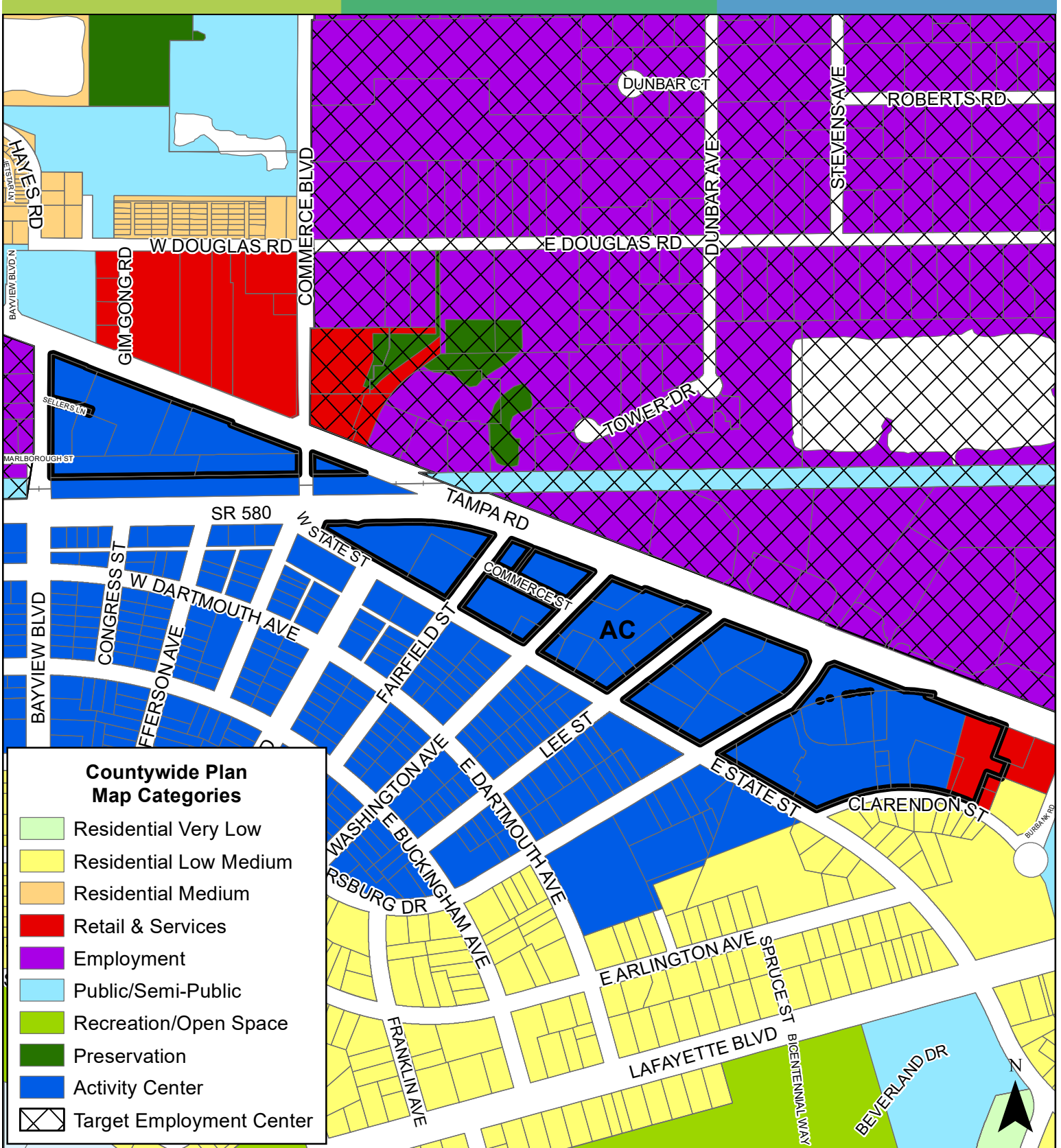
AREA: 40.32 Acres

TO: Activity Center



Case CW21-14

Map 4: Current Countywide Plan Map

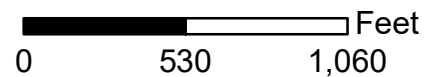


JURISDICTION: Oldsmar

FROM: Activity Center

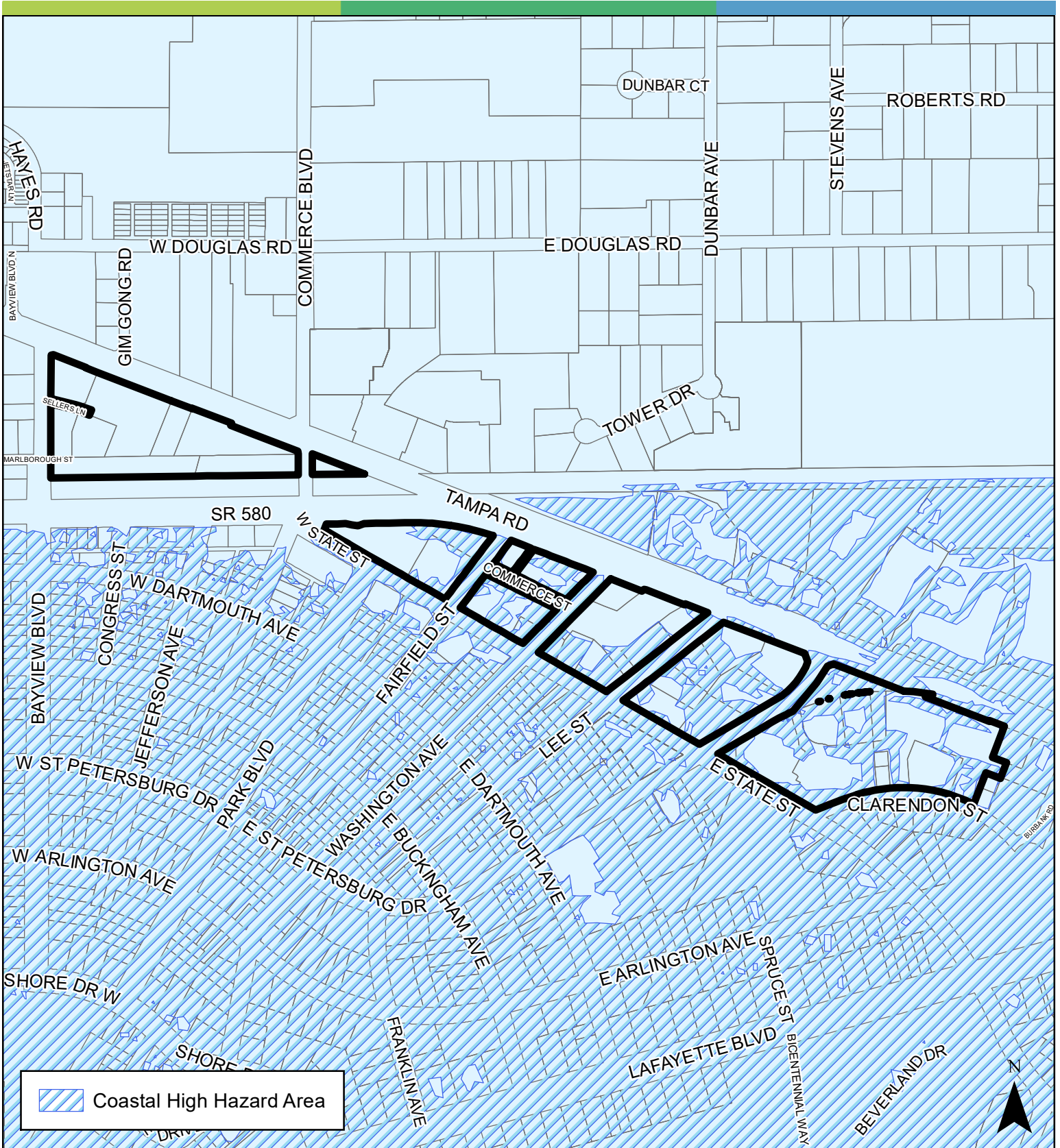
AREA: 40.32 Acres

TO: Activity Center



Case CW 21-14

Map 6: Coastal High Hazard Area

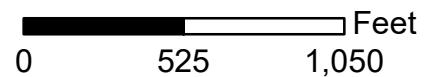


JURISDICTION: Oldsmar

FROM: Activity Center

AREA: 40.32 Acres

TO: Activity Center



CW 21-14
Forward Pinellas Staff Analysis
RELEVANT COUNTYWIDE CONSIDERATIONS:

- 1) **Consistency with the Countywide Rules** – The proposed amendment is submitted by the City of Oldsmar and seeks to amend the development rights for approximately 40.32 acres of property currently designated as Activity Center, for the purpose of providing an density/intensity bonus in the City’s Community Redevelopment District category.

The Countywide Rules state that the Activity Center category is “intended to recognize those areas of the county within each local government jurisdiction that have been identified and planned for in a special and detailed manner, based on their unique location, intended use, appropriate density/intensity, and pertinent planning considerations. In particular, it is the intent of this category to recognize those important, identifiable centers of business, public, and residential activity, as may be appropriate to the particular circumstance, that are the focal point of a community, and served by enhanced transit commensurate with the type, scale, and intensity of use. Activity Centers are designed at a size and scale that allows for internal circulation by pedestrians, bicyclists, and transit users, and typically encompass areas developed in a radial pattern within walking distance (¼ to ½ mile) of a central point or hub served by transit.”

The Land Use Strategy Map and Table 2 of the Countywide Plan Rules identify locations appropriate to be designated as Activity Center, utilizing one of four subcategories. This amendment area is located in the existing Town Center Redevelopment Plan, which falls under the subcategory of Community Center. Specifically, the amendment area is located in the area south of Tampa Road and north of State Street.

While the Countywide Plan Map category remains the same at Activity Center, the Countywide Rules section 6.2.2.1 requires that amendments to Activity Centers which increase the highest allowable density or intensity standard filed of record must be processed as a Tier II amendment. For this proposed amendment, the City of Oldsmar is amending their Comprehensive Plan to allow for a density/intensity bonus in the City’s Community Redevelopment District (CRD) category, which corresponds to the Countywide Plan Map Activity Center category. As such, this proposed amendment is pursuant to the requirements of Countywide Rules Section 6.2.2.1.

Currently, the standards of the CRD allow up to 30 units per acre (UPA) for residential uses, and a maximum floor area ratio (FAR) of 1.0 for nonresidential uses. The purpose of the proposed amendments to the CRD is to incentivize transit supportive, vertically integrated mixed use developments in the TCCR zoning district. As such, the amendment to the CRD category proposes a density/intensity bonus allowing up to a maximum density of 65 UPA for residential units and a

maximum intensity FAR of 2.0 for nonresidential uses, in addition to designating a maximum density of 150 UPA for transient accommodations. This density/intensity bonus would only apply to the TCCR district within the CRD category.

An additional requirement of amendments to Activity Centers includes addressing the Planning and Urban Design Principles identified in the Countywide Plan Strategies, Land Use Goal 16.0. The City has addressed these principles, which are attached and discussed further in this Staff Analysis.

Furthermore, approximately 58 percent of the TCCR district falls within the Coastal High Hazard Area (CHHA), requiring the City address Countywide Rules Section 4.2.7.1 dealing with increases in density and/or intensity in the CHHA. The City's balancing criteria for such have also been attached and discussed further in this Staff Analysis.

- 2) **Adopted Roadway Level of Service (LOS) Standard** – The amendment area is located on roadway segment operating at LOS “D” or above; therefore, those policies are not applicable.
- 3) **Location on a Scenic/Noncommercial Corridor (SNCC)** – The amendment area is not located within a SNCC; therefore, those policies are not applicable.
- 4) **Coastal High Hazard Areas (CHHA)** – Approximately 58 percent of the amendment area is located in the CHHA. The City has provided balancing criteria for development within the CHHA, which have been attached. Examples of these balancing criteria include requiring that developments in this area which propose increases in density and/or intensity above the current standards shall require hurricane evacuation, closure and re-entry plans; a requirement that hurricane shelter mitigation measures be met which may include payment of a hurricane mitigation shelter fee, contribution of land, or construction of hurricane shelters and transportation facilities; and a required impact fee to reserve capacity and extend or increase the existing infrastructure to any new developments. The City is requiring Development Agreements for all proposed developments in the TCCR, in which these requirements will be enforced.
- 5) **Designated Development/Redevelopment Areas** – The amendment area involves the City's Town Center Community Redevelopment Plan, but will not change the boundaries or size of the Activity Center. However, the City has addressed the Planning and Urban Design Principles, which are attached. For example, the amendment area has access to public transit, and is served by two major PSTA transit routes, thereby addressing the principle of connectivity. Furthermore, the City addresses public realm enhancements by requiring a fifteen foot landscape buffer for new developments that have direct access to Tampa Road. Additionally, in consideration of the ground floor design and use principle, the proposed amendment requires that the density and intensity bonus serve only mixed-use, vertically-integrated developments, thereby emphasizing and encouraging ground floor commercial use and interaction with the public realm.

- 6) **Adjacent to or Impacting an Adjoining Jurisdiction or Public Educational Facility** – The amendment area is not adjacent to an adjoining jurisdiction or public educational facility; therefore, those policies are not applicable.
- 7) **Reservation of Industrial Land** – The proposed amendment does not involve the reduction or expansion of Industrial land; therefore, those policies are not applicable.

Conclusion:

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

ORDINANCE 2021-25

AN ORDINANCE OF THE CITY OF OLDSMAR, FLORIDA AMENDING POLICY 6.1.5 OF THE FUTURE LAND USE ELEMENT TO ALLOW FOR MIXED USE DEVELOPMENTS WITHIN CERTAIN AREAS OF THE COMMUNITY REDEVELOPMENT DISTRICT; AMENDING THE COMMUNITY REDEVELOPMENT DISTRICT LAND USE CATEGORY LISTED IN ARTICLE VII FUTURE LAND USE MAP TO PROVIDE FOR TRANSIENT ACCOMMODATIONS AND PROVIDE INCENTIVES FOR VERTICALLY INTEGRATED MIXED USE DEVELOPMENTS WITHIN THE AREA SOUTH OF TAMPA ROAD AND NORTH OF STATE STREET; CREATING A PROPERTY RIGHTS ELEMENT AS REQUIRED BY FLORIDA STATUTE 163.3177; AND PROVIDING FOR AN EFFECTIVE DATE OF THIS ORDINANCE.

WHEREAS, Section 163, Part II, Florida Statutes, establishes the requirements of the Community Planning Act and governs local government comprehensive planning and land development regulation; and

WHEREAS, the City of Oldsmar adopted its Comprehensive Plan in 1990, which meets the requirements of the Local Government Comprehensive Planning and Land Development Regulation Act of 1985; and

WHEREAS, the City Council of the City of Oldsmar has periodically revised and amended the Plan in order to ensure it remains current and responds to current needs and opportunities; and

WHEREAS, the City of Oldsmar wishes to further amend its Comprehensive Plan to encourage mixed-use development within the Community Redevelopment District (CRD) Land Use Category; and

WHEREAS, Florida Statute 163.3177(6)(i)2 requires local governments to adopt and include a property rights element in its Comprehensive Plan; and

WHEREAS, the Planning Board for the City of Oldsmar held a public hearing and duly considered the proposed changes and made its recommendation to City Council; and

WHEREAS, the City Council has received input from the public at two public hearings.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF OLDSMAR, FLORIDA, IN SESSION DULY AND REGULARLY ASSEMBLED:

Section 1: That Policy 6.1.5 of the Future Land Use Element of the Comprehensive Plan of the City of Oldsmar is amended to read as follows:

Policy 6.1.5

Prohibit density increases within the Coastal High Hazard Area (CHHA) and Evacuation Level “A” areas in relation to the location of station areas and the creation of the Multimodal Transportation Plan, except as may be permitted for mixed use developments within certain areas of the Community Redevelopment District (CRD) as specified in this Comprehensive Plan and the City Code of Ordinances, and subject to the requirements of Section 4.2.7.1 of the Countywide Rules and Section 163.3178(8)(a), Florida Statutes.

Section 2: That the Community Redevelopment District as set forth in Section 7 of the Land Use Categories in Article VII titled Future Land Use Map is amended to read as follows:

2. Community Redevelopment District (CRD)

- i) The Community Redevelopment District (CRD) Land Use Category is intended for those uses and developments which comprise the core areas of the downtown business district and urban centers appropriate for redevelopment in accordance with a specific plan.
- ii) The primary uses shall be residential, commercial, office, and public/semi-public as enumerated by the approved redevelopment plan.
- iii) This category is generally appropriate to those areas community areas designed to serve as local retail, financial, governmental, residential, and employment focal points for a community; and to specified target neighborhoods designed to encourage redevelopment in one or a combination of uses.
- iv) Generally, nonresidential uses shall not exceed a floor area ratio (FAR) 1.0, ~~and~~ residential areas shall not exceed a density of thirty (30) dwelling units per acre, and transient accommodations shall not exceed a density of eighty (80) units per acre, dependent on where within the CRD they are located.
- v) Properties that are zoned Town Center Commercial Residential (TCCR) and located within the area south of Tampa Road and north of State Street East (SR 580)/State Street West, shall additionally allow mixed use development containing a mix of residential and nonresidential land uses within the same multi-story building. As an incentive to encourage transit supportive, vertically integrated mixed-use developments in this area, such developments shall be permitted a maximum density of sixty-five

(65) units per acre, transient accommodations density of 150 units per acre, and a FAR of 2.0. Any such developments exceeding the standards of paragraph 2.iv, above, shall meet the requirements of Section 4.2.7.1 of the Countywide Rules and Section 163.3178(8)(a), Florida Statutes, and shall require the following:

- 1.) Transient accommodation uses shall provide a hurricane evacuation and closure plan that complies with all Pinellas County hurricane evacuation plans and procedures to ensure orderly evacuation of guests and visitors pursuant to the Pinellas County Code, Chapter 34, Article III.
- 2.) Multi-family residential dwelling units shall provide a hurricane evacuation and re-entry plan requiring mandatory evacuation in accordance with emergency management directives. The plan shall include operating procedures for how the project will handle loss of off-site or grid power, transition to a backup source of power (if available), and transition back to normal operation.
- 3.) Such requirements shall be incorporated into a Development Agreement approved by the City in accordance with Section 14.7 of the Land Development Code.

∨ vi) Certain more specific density and intensity restrictions shall be implemented in accordance with each classification of use and respective location as designated by an approved redevelopment plan, adopted in accordance with the requirements of Chapter 163, Part 111, Community Redevelopment, Florida Statute, and incorporated by reference herein.

Section 3: That a Property Rights Element of the Comprehensive Plan of the City of Oldsmar is hereby created and shall read as follows:

Property Rights Element

Objective 1. Pursuant to Section 163.3177(6)(i)2, Florida Statutes, the City of Oldsmar will ensure that private property rights are considered in its decision making through the following policies:

Policy 1.1 The right of a property owner to physically possess and control his or her interests in the property, including easements, leases or mineral rights.

Policy 1.2 The right of a property owner to use, maintain, develop and improve his or her property for personal use or for the use of any other person, subject to state law and local ordinances.

Policy 1.3 The right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.

Policy 1.4 The right of a property owner to dispose of his or her property through sale or gift.

Section 4: Pursuant to requirements of Section 166.041, Florida Statutes, this Ordinance is to amend the City of Oldsmar Comprehensive Plan located at, and maintained by, the Clerk of the City of Oldsmar.

Section 5: Pursuant to Section 163.3184(3), Florida Statutes, if not timely challenged, an amendment adopted under the expedited provisions of this section shall not become effective until 31 days after the state land planning agency notifies the local government that the plan amendment package is complete. If timely challenged, the amendment shall not become effective until the state land planning agency or the Administration Commission enters a final order determining the adopted amendment to be in compliance. No development orders, development permits, or land uses dependent on this Amendment may be issued or commence before the amendment has become effective.

PASSED ON FIRST READING:

_____.

PASSED ON SECOND READING AND ADOPTED:

_____.

**Eric Seidel, Mayor
City of Oldsmar**

ATTEST:

**Ann Nixon, City Clerk, MMC
City of Oldsmar**

APPROVED AS TO FORM:

Thomas J. Trask, B.C.S.
City Attorney, City of Oldsmar

Size Criteria Consistency Analysis

The City of Oldsmar Activity Center / Community Redevelopment District is approximately 142 acres, and the proposed amendment area of the Town Center Commercial Residential zoning district is 40 acres. The proposed amendment is consistent with the Community Center size criteria defined in the Countywide Plan, as demonstrated in *Table 3*.

Table 3. Activity Center Subcategories and Maximum Density/Intensity Standards.

Activity Center Subcategory	Acreage Range	Maximum Density/Intensity Standard ¹			Traffic Generation Rate (Average Daily Trips Per Acre)
		Residential Density (Units Per Acre) ³	Temporary Lodging Density (Units Per Acre) ²	Nonresidential or Mixed-Use Intensity (Floor Area Ratio) ³	
Urban Center	200 to 500	200	330	8.0	724
Major Center	100 to 500	150	250	5.0	542
Community Center	50 to 500	90	150	3.0	325
Neighborhood Center	20 to 500	60	100	2.0	216

Notes:

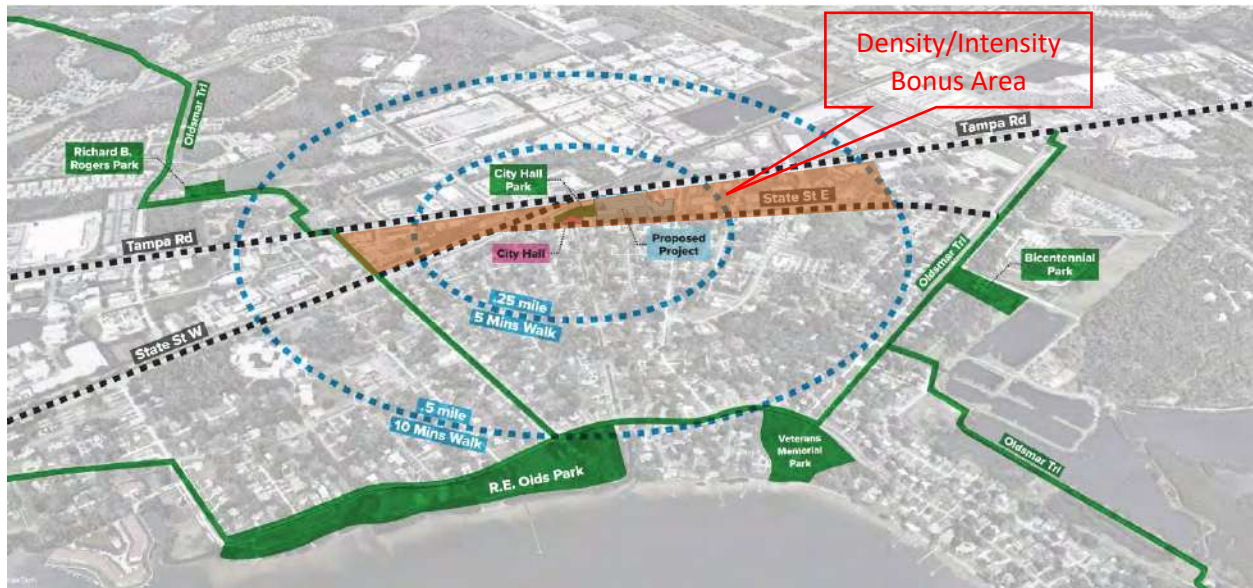
- ¹ Maximum density/intensity may be calculated on an average areawide basis pursuant to Section 5.2.1.2.
- ² For residential or temporary lodging units, either the applicable UPA or the nonresidential FAR standard may be used. In the alternative, upon adoption of provisions for compliance with Section 5.2.1.3, the density and intensity standards set forth in Table 6 may be used.
- ³ For mixed-use projects, either an all-inclusive FAR standard or a proportionate share of residential density and nonresidential intensity may be used. In the alternative, the mixed-use bonus provisions of Section 4.2.3.6 may be used.

Planning and Urban Design Principles Analysis

Per Countywide Rules 6.1.4.3.D, the proposed amendments were measured against the six Planning and Urban Design Principles as defined in the Land Use Goal 16.0 of the Countywide Plan Strategies. Preliminary analysis concludes that the Urban Design Principles are satisfactorily met through the City’s Land Development Code, Town Center Development Code, Tampa Road Corridor Plan, and Comprehensive Plan. Policies and Codes specific to each Land Use Goal are identified in parentheses at the end of each item.

1. **Location, Size, and Areawide Density / Intensity Ranges** – The Countywide Plan Map identifies the subject area as an Activity Center (AC), and a Community Center subcategory. The area of proposed impact is within the designated City of Oldsmar Town Center/Community Redevelopment District (CRD). The area of proposed density/intensity bonus amendment conforms to the Activity Center Best Practices. The entire CRD is approximately 142 acres, and the area of the proposed amendment within the CRD is approximately 40 acres in size. The area of the amendment extends approximately 1 mile along Tampa Road and is located within ½ mile of the Tampa Road and SR 580, both of which are designated regional multimodal corridors, as depicted in *Figure 3*.

Figure 3. 1/4 Mile and 1/2 Mile Network



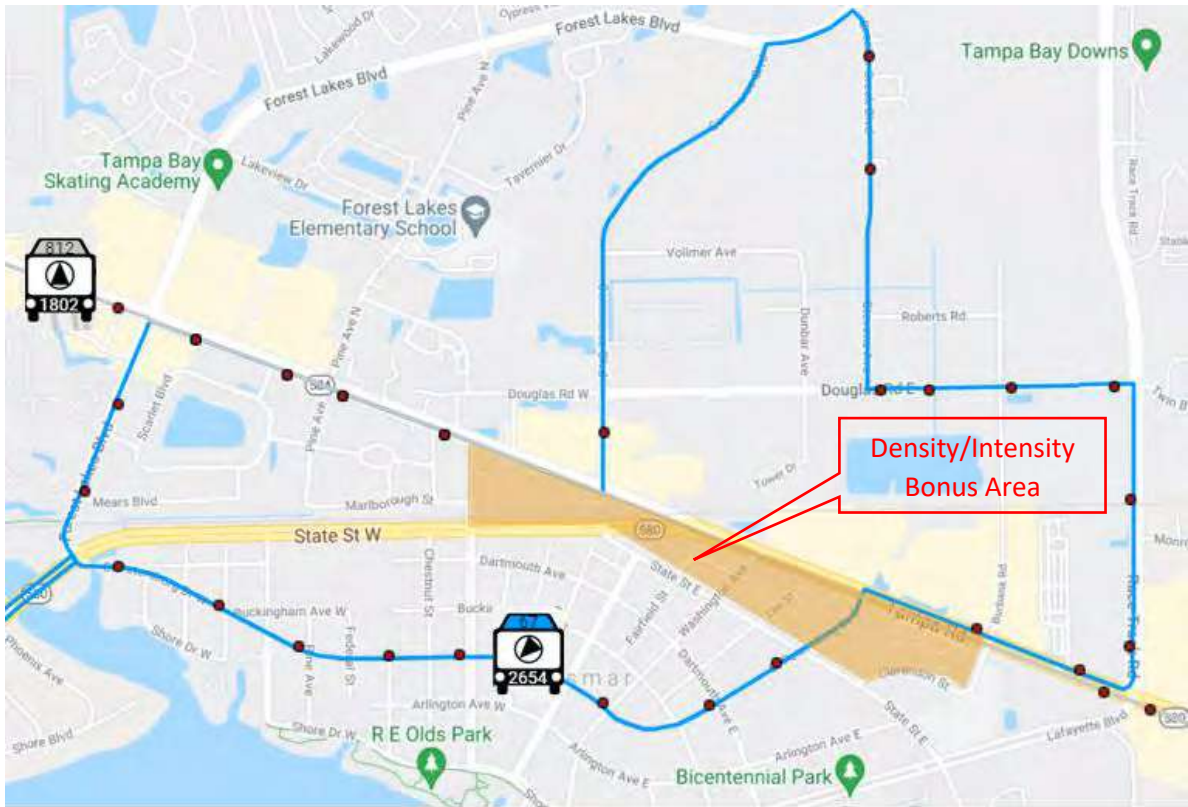
The application of the density/intensity will be restricted to a specific geographic area within the CRD category which has been identified by the City as a mixed-use urban center with existing transit and bicycle/pedestrian facilities. Additionally, the City already has established an Architectural and Design Pattern book for this area located in the Appendix A of the Town Center Code. It contains form-based standards governing the size, scale, and mix of uses for pedestrian oriented streetscape requirements. The area is also subject to the Tampa Road Corridor Plan design standards and the following policies of the Comprehensive Plan: Policy 1.3.4; Policy 6.1.7.B (2)(3)(5)(6)(7)(8)(9).

https://library.municode.com/fl/oldsmar/codes/code_of_ordinances?nodeId=APXAARDEPABO
https://library.municode.com/fl/oldsmar/codes/code_of_ordinances?nodeId=APX3TAROCOPL

2. **Connectivity** – The City’s downtown area was platted in the 1920s and consists of a well-preserved grid pattern, providing for a connected street network in the area. Continuous effort is being done to implement Complete Streets projects in the area, specifically for major urban collector roads, including St. Petersburg Drive and State Street, to accommodate multiple modes of transportation and to allow on-street parking. In addition, the subject area has access to public transit and is served by two major transit routes, as demonstrated in **Figure 4**, which shows PSTA Oldsmar /Tampa Connector route (812) and Clearwater/Downtown Oldsmar route (67) with multiple bus stops in the area. Currently, both routes operate with headways of 60 minutes. In addition, the area is subject to the Tampa Road Corridor Plan design standards, Town Center Architectural and Design Pattern book, and the following policies of the Comprehensive Plan: Policy 6.1.7.B (6)(8), Policy 6.1.7.C (5)(6)(7)(8)(9).

https://library.municode.com/fl/oldsmar/codes/code_of_ordinances?nodeId=APXAARDEPABO
https://library.municode.com/fl/oldsmar/codes/code_of_ordinances?nodeId=APX3TAROCOPL

Figure 4. Existing PSTA Transit Routes 812 and 67 and their designated bus stops.



3. **Site Orientation** – The Town Center Commercial Residential district requires that the front setback be a maximum of ten feet, rather than provide a minimum. The Community Redevelopment District offers a 10% discount on parking requirements, as well as allowing 10% of required parking to be on-street parking. This goal is addressed through building articulation standards, general streetscape standards, architecture, and site requirements of the Tampa Road Corridor Plan design standards, and Town Center Architectural and Design Pattern book.

Town Center Development Code Section 3.3; Town Center Development Code Section 3.7; Town Center Development Code Section 3.9.1; Appendix 3.2.3 - Architecture and Site Requirements; Appendix A.4 – Building Articulation; Appendix A.5 – General Streetscape Standards), in addition to the following policies of the Comprehensive Plan: Policy 6.1.7.D (1)(2)(3)(5)(7), Policy 6.1.7.E (2)(3)(4)(6).

4. **Public Realm Enhancements** – The Tampa Road Corridor Plan requires a fifteen-foot landscape buffer for the new developments that have direct access to Tampa Road. The City’s Town Center requires enhanced facilities for the public realm, including on-street parking along State Street and St. Petersburg Drive. The Town Center requires ten-foot sidewalks along State Street and six-foot sidewalks along Tampa Road. The City also has an extensive trail and public art network and development within the downtown corridor and is expected to maintain and enhance the quality of those features and services (Policy 1.3.10; Policy 1.3.11; Policy 6.1.7.C (1)(2)(3); Policy 6.1.7.E (9)(10); Town Center Development Code Section 3.9.1; Town Center Development Code

Section 5.2.5; Appendix 3.2.3 - Architecture and Site Requirements; Appendix A.4 – Building Articulation; Appendix A.5 – General Streetscape Standards).

5. **Ground Floor Design and Use** – The proposed amendment requires that the density / intensity bonus serve only mixed-use, vertically-integrated developments, thereby emphasizing and encouraging ground floor commercial use and interaction with the public realm. The area of proposed impact is within the Town Center and Tampa Road Corridor Overlay and is subject to various design requirements. Primarily, the Town Center Pattern Book defines architectural standards to fit within the existing character of the area. These standards include architectural styles defining Florida Vernacular, Bungalow, etc. The design of the Town Center Commercial Residential must follow a development pattern “that could support retail or service frontages”. The primary corridor has existing mixed-use developments that support ground-level service use and upper-level residential occupancies (Policy 6.1.7.B(8), Policy 6.1.7.E(2)(6)(7),(8), Appendix 3.2.3 - Architecture and Site Requirements; Appendix A.3 – Town Center Street Types; Appendix A.6 – Town Center Architectural and Design Pattern Book).

6. **Transition to Neighborhoods** – The proposed density / intensity of the Activity Center will serve as the buffer between commercial uses along Tampa Road and the City’s less intense mixed-use and residential districts. The City zoning model evolved over time and is consistent with the Transect Model of the form based code allowing for a gradual increase in density from the City’s natural zone at R. E. Olds Park, and larger lots of Estate Residential district, to more compact single family districts and mixed uses of the Town Center, as demonstrated in **Figure 5**. (Policy 1.2.2; Policy 6.1.7. B (7); Town Center Development Code Section 3.3.6; Appendix 3.2 – Tampa Road Architectural Design Guidelines; Appendix A.3 – Town Center Street Types).

Figure 5: Transect Application to the City of Oldsmar



CHHA BALANCING CRITERIA UNDER SECTION 4.2.7.1

In order to protect life and property from potential impacts from hurricanes, Section 4.2.7.1 of the Countywide Rules addresses criteria to be considered for proposed amendments that would result in increases in density or intensity within the Coastal High Hazard Area. The following are the applicable criteria of this section and our findings for each:

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

Finding - The proposed amendment would only affect an area of the City that is located along the Tampa/SR 580 corridor which is a designated hurricane evacuation route. As proposed, the amendment additionally requires that developments in this area that propose increases in density and intensity above the current standards shall require hurricane evacuation, closure, and re-entry plans.

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

Finding - The area eligible for the proposed density and intensity bonus is in an area of existing public infrastructure to support mixed-use, urban development.

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

Finding - The area eligible for the proposed density and intensity bonus has been developed with public roads and infrastructure.

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

Finding - Not applicable.

- E. Water Dependent Use – The requested amendment is for uses which are water dependent.
F. Part of Community Redevelopment Plan – The requested amendment is included in a Community Redevelopment Plan, as defined by Florida Statutes for a downtown or other designated redevelopment areas.

Finding - Not applicable.

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

Finding - The proposed amendment would only allow application of the density bonus to a relatively small portion of the CRD land use category. The remainder of the CDR currently allows a density and intensity that are below the maximums permitted in the Activity Center category of the Countywide Rules.

- G. Clustering of Uses – The requested amendment within the CHHA provides for the clustering of uses on a portion of the site outside the CHHA.

Finding - Not applicable.

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

Finding - The area in which the density bonus is proposed by this amendment has been identified in the City’s Comprehensive Plan as an area in which redevelopment in the Town Center is encouraged. This amendment would facilitate such redevelopment.

Recommendation

Because these revisions will help facilitate redevelopment of the City’s Town Center Area, and are consistent with the rest of the City’s Comprehensive Plan and the County-Wide Rules, we recommend approval of the proposed amendment.

PLANNING BOARD:

The Planning Board met on July 14, 2021 and did not recommend approval of the of the text amendment.

VOTE: 0-6

Staff remains in support of the text amendment as presented and recommends that the City Council authorize the City Attorney to prepare an ordinance for a text amendment to the Comprehensive Plan of the City of Oldsmar

Attachment: Proposed Comprehensive Plan Amendment

PUBLIC OUTREACH

The proposed text amendment was initiated by City Staff for the purpose of facilitating the City's redevelopment efforts in its Town Center. This amendment creates an incentive for a type of development that will promote mixed-use developments within certain areas of the City's CRD land use category for. The City of Oldsmar has been dedicated to revitalizing our downtown area and bringing in new business opportunities to initiate an identifiable downtown. Since 2001, the City has had over 79 agenda items discussing downtown redevelopment. In addition, several RFPs have been issued for developer proposals throughout the years. The City completed multiple concept plans over the years, including:

- JES Holdings Olds Square Proposal - 2005
- David Bews Design Group REO Station Proposal - 2009
- Stantec Park Plaza Proposal - 2012
- Stantec Market Square Proposal - 2014
- University of South Florida Master Plan - 2016
- Stantec Town Center Plan - 2017

To ensure communication, actions regarding the proposed density/intensity amendments are properly advertised and conducted in open forum per Florida statutes. Moreover, the City developed a project-specific [webpage](#) to better gain comments and relay frequently asked questions. There have been over 700 unique visits to the webpage, and 21 questions/comments submitted.

Furthermore, the City has received numerous comments, both positive and negative, regarding the proposed text amendment during several public rearing. The summary of the most recent public outreach is provided below.

Planning Board 07.14.2021/City Council 07.20.2021

- Pamela Settle – Expressed disapproval of the cases and requested increased citizen participation.
- Ginger Tatarzewski – Requested better advertising for public involvement and participation.

City Council 08.03.2021

- Ginger Tatarzewski – Requested a stay in the process until there is greater public participation.
- Marshall Kluntz – Expressed disapproval of the density citing the small-town feel.
- Yvonne Willis – Expressed disapproval of the development process and public involvement.
- Edward Seers – Expressed disapproval of the development process and the amendments.
- Ed Ross – Expressed disapproval of the density citing transportation concerns.
- Melissa Cuomo – Expressed disapproval of the density citing transportation concerns.
- Justin Cuomo – Expressed disapproval of the density citing transportation concerns.
- Valerie Press – Expressed disapproval of the density citing the small-town feel.
- Skip Zimmer – Expressed disapproval of the density citing infrastructure concerns.
- Dave McDall – Expressed disapproval of the density citing poor process system.
- Marty McDonald – Expressed disapproval of the density citing poor planning process.
- John Bews – Expressed approval of the density citing City effort in needed development.
- Michael Will – Expressed approval of the density citing economic growth.
- Maria Gould – Expressed approval of the density citing development opportunities.
- Jason Sanders – Expressed approval of the density citing economic development.
- Doug Bevis – Expressed approval of the density citing City commitment to process.
- Chris Plor – Expressed approval of the density citing necessary development.
- Dave Binar – Expressed approval of the density citing thriving businesses per vertical nature.
- Matt Clark – Expressed approval of the density citing opportunities per vertical nature.
- Sherry Clark – Expressed approval of the density citing new opportunities downtown.
- Gene Rodicker – Expressed approval of the density citing blight of Redevelopment Area.

- Dori Daniel – Expressed approval of the density citing increased economic traffic.
- John Sopure – Expressed approval of the density citing necessary increase in people and traffic.
- Tom Price – Expressed approval of the density citing new opportunities downtown.
- Dave Lebrine – Expressed approval of the density citing new potential for the site.
- James Polt – Expressed approval of the density citing small-scale development in the process.
- Linda Norris – Expressed approval of the density citing the City’s process thoroughness.
- Gabby McGee – Expressed approval of the density citing the transparency of the City.

City Council 08.17.20210

- Pamela Settle – Expressed disapproval of the cases and requested increased citizen participation.
- Ginger Tatarzewski – Expressed disapproval of the density citing small-town feel.
- Jerry Webelum - Expressed disapproval of the density citing City’s lack of concrete plan.
- Valerie Tatarzewski – Expressed disapproval of the density citing lack of a concrete plan.
- Jerry Beaverland – Expressed disapproval of the density citing community input.
- Linda Wells – Expressed disapproval of the density citing infrastructure concerns.
- Robert Blach – Expressed disapproval of the density citing education concerns.
- Justin Cuomo – Expressed disapproval of the density citing transportation concerns.
- John Sopure – Expressed approval of the density citing necessary increase in people and traffic.
- Jessica Opyd – Expressed approval of the density citing City relationships to business.
- Mike Bluwen - Expressed approval of the density citing increased economic traffic.
- Aspon Izthmus – Expressed approval of the density citing the economic potential.
- Doug Bevis – Expressed approval of the density citing City commitment to process.
- Peter Bartolomeo – Expressed approval of the density citing the need for economic growth.
- Maria Gould – Expressed approval of the density citing development opportunities.
- Jim Roneker – Expressed approval of the density citing blight of Redevelopment Area.
- John Bews – Expressed approval of the density citing City effort in needed development.

Rahman, Nousheen

From: info@forwardpinellas.org
Sent: Wednesday, September 29, 2021 7:30 AM
To: Rahman, Nousheen
Cc: Jablon, Tina
Subject: FW: Oldsmar density increase- the residents of Oldsmar voted NO

Nousheen

Good Morning... hope you are doing well.

I received two more this morning... I will send the other one momentarily.

Maria



**FORWARD
PINELLAS**



Maria Kelly
Secretary
Main: 727-464-8250
Direct: 727-464-5648
forwardpinellas.org

Forward Pinellas serves as the planning council and metropolitan planning organization for Pinellas County.

All government correspondence is subject to the public records law.

From: G A <6lorialynn@gmail.com>
Sent: Tuesday, September 28, 2021 10:02 PM
To: info@forwardpinellas.org <info1@co.pinellas.fl.us>
Subject: Oldsmar density increase- the residents of Oldsmar voted NO

CAUTION: *This message has originated from outside of the organization. **Do not** click on links or open attachments unless you are expecting the correspondence from the sender and know the content is safe.*

To Whom it May Concern:

I am writing to ask the boards looking at the Oldsmar density request to VOTE NO on granting the increase. I am a resident of Oldsmar and do not approve of any plan that seeks to double our density in order to build high-rise apartments or condos on CRA land purchased by taxpayers and set aside for community purposes. The plan being considered NOW for our small downtown lot is primarily a 5-story apartment complex with an 850-car parking garage. The sale would be to one developer who is primarily an apartment developer, and not a proper stakeholder/partner for creating a walkable downtown area for the people of Oldsmar. This is not the purpose of this land and the

citizens who have invested tax dollars for decades have not approved high density housing for their downtown land!

In fact, very few residents in Oldsmar are even aware of the density increase request and what this truly means for the community both short term and long term. At no time has the city discussed the consequences of this density increase to its citizens. You won't be receiving many letters because people don't know this is happening. This has not been an open and honest process, especially for the residents who live nearby the area in question.

It's also important for members of the different boards to know how the City of Oldsmar got to this stage of requesting a density change approval as it pertains to the Countywide Plan. For the past several years the city has been pursuing building a mixed-use downtown development to mirror its neighbors of Safety Harbor and Dunedin. Until last October the preliminary planning circled around building 2-3 story buildings that would have first floor commercial usage and the upper floors being residential. This type of development fit the current units per acre density codes, and more importantly patterned the look and feel of the existing Historic Oldsmar community. The city released an RFQ in May of 2020, to seek a designer firm to design such a scheme and construction oversight to the project. There were multiple responders, and they were all ranked through a three-month process by city staff.

However, the results of the RFQ and the design of a lower density development were abandoned in October 2020 when the city received an unsolicited letter of proposal from the Woodfield Development Firm to design and construct a 5 to 6 story multiuse residential complex of 316 units which would require the city to increase its unit per acre density codes by over 100% (from 30 to 65 units per acre). This in city staff words was a "change in strategy" to the CRA downtown development plan. This development would also require 85% (720) of the parking spaces in the 850-space parking garage the city planned for commercial downtown activity. Further, "the developer" would now own the parking garage leaving the city with no control of how those additional spaces are used in the future.

Also, important to note is that the city's own Advisory Planning Board **voted 6-0** in August 2021 to not recommend this density increase, mainly because the proposed increase went against the city's own precedent it has held other developers to in the past in requesting a density code change. The following reasons were discussed in that meeting and the following City Council meeting.

1. The City **has not** performed an in-depth study of how traffic will be affected, or how the added congestion will affect local, county, and state road traffic.
 - a. The potential 470 to 600 cars could create a bottle neck adjacent local street intersection at Washington St., Park St., and St. Pete drive in rush hour. Most importantly the effect on the access to CR 580, a county road.
 - b. How will this increase of density and traffic affect all Hurricane evacuation routes?

c. Can the two lane (20') State Street handle the 475-600 potential vehicles during rush hour and hold up under the increased traffic issue? The 475-600 comes from parking spaces designated by Woodfield for condos and future hotel. The additional traffic of 100 spots for employees and not to mention 150 cars hotel traffic? All flowing into county road 580.

2. The City had not identified ample hurricane shelters for 316-unit condos and 150 hotel rooms? $475 + 150 = 625$ potential people? Where are they being sheltered?

3. Storm water and flood plain issues.

- a. The need to raise the ground floor above flood plain.
- b. Existing height restrictions may be exceeded
- c. Increased water shed to 580? What is the design for flood control?
- d. Potential flood hazard to State Street SR 580 and surrounding areas?
- e. Has the City calculated how this additional watershed will affect hurricane evac routes and procedures?

4. The Oldsmar Planning Advisory Board stated emphatically in voting 6-0 not to approve the proposed density increase that the city is going against its own standards and precedent to not consider a density increase without an approved plan and development agreement in place first. The city's presentation to the planning board was incomplete for the purpose. Staff is appearing to be lacking the necessary experience and knowledge for such a development, and they are making multiple mistakes when it comes to sharing accountable information with citizens in regard to a Community Redevelopment Project. Developers made their first presentation to the city council in February 2021 workshop not promoted to the citizens. Council voted to move forward with negotiations with Woodfield on March 2nd without any public conversation. So just six months later without proper documentation, they approached the planning board asking for this increase. Planning board members and citizens have yet to see any formal study or in-depth research of the following:

- a. Proper research of how all traffic areas will be impacted
- b. Proper research of how this density increase will impact the Countywide stormwater and flood plan.
- c. Adherence to the Countywide Hurricane Evacuation Plan
- d. Environmental impact studies for the density increase.
- e. Long-term consequences of a density change should this deal with Woodfield fall through, or how other developers can use this to sue to the city.

Additionally, the city has not been proactive with sharing their "change in strategy" with citizens who are expecting shops and cafes. Those who have learned of the project are asking why the city is putting the cart before the horse, because residents haven't seen the plan for the apartments. I believe citizens have the right to ask questions before undertaking a large change such as doubling the density to make way for an apartment complex. In addition to traffic and environmental concerns, what about impacts to noise,

safety, law enforcement contracts, fire department capacity, and city services such as sewer and water. What about losing control of the land when it comes to cleanliness or upkeep for property that is adjacent to city hall? What about financial disclosure to citizens who invested in this land and how the new tax revenue will be used to their benefit?

Some citizens were able to speak out against this density increase at a city council meeting. They had just learned about the apartments/density issue and were ridiculed for being against development or for being too late to the conversation. City staff and city council members were defending the development and developer in a one-sided biased way that I believe was inappropriate at this stage of the project. Also, a couple hundred citizens signed a petition asking for more information from the city before moving forward. Citizens sent emails to the city council, made phone calls and had in-person meetings. Despite these requests to slow down the process, the city council, primarily the mayor have ignored the call of the people and are moving forward with this density increase. If a larger effort was mounted, you would see that a large number of citizens are indeed against this density increase for this downtown area. If you approve this density increase, then you too are going against the will of the citizens for a project that is not needed in our city.

Thank you for your time and for looking carefully at this project. Again, I urge you to vote NO and send the City of Oldsmar back to its citizens to create a project that is more suited to the land and the will of the people.

Sincerely,

Rahman, Nousheen

From: info@forwardpinellas.org
Sent: Wednesday, September 29, 2021 7:31 AM
To: Rahman, Nousheen
Cc: Jablon, Tina
Subject: FW: Oldsmar Density Request citizen letter

Here is the second one.

Enjoy your day...

Maria



**FORWARD
PINELLAS**



Maria Kelly

Secretary

Main: 727-464-8250

Direct: 727-464-5648

forwardpinellas.org

Forward Pinellas serves as the planning council and metropolitan planning organization for Pinellas County.

All government correspondence is subject to the public records law.

From: Pamela Settle <PRSettle@msn.com>
Sent: Tuesday, September 28, 2021 6:33 PM
To: info@forwardpinellas.org <info1@co.pinellas.fl.us>
Subject: Oldsmar Density Request citizen letter

CAUTION: *This message has originated from outside of the organization. Do not click on links or open attachments unless you are expecting the correspondence from the sender and know the content is safe.*

September 28, 2021

To Whom it May Concern:

I am writing to ask the county boards looking at the Oldsmar density request to **VOTE NO** on granting the increase. I am a resident of Oldsmar and do not approve of any plan that seeks to double our density in order to build high-rise apartments or condos on CRA land purchased by taxpayers and set aside for community purposes. The plan being considered NOW for our small downtown lot is primarily a 5-story apartment complex with an 850-car parking garage. The sale would be to one developer who is primarily an apartment developer, and not a proper stakeholder/partner for creating a walkable downtown area for the people of Oldsmar. This is not the purpose of this land and the

citizens who have invested tax dollars for decades have not approved high density housing for their downtown land!

In fact, very few residents in Oldsmar are even aware of the density increase request and what this truly means for the community both short term and long term. At no time has the city discussed the consequences of this density increase with its citizens. You won't be receiving many letters because people don't know this is happening. This has not been an open and honest process, especially for the residents who live nearby the area in question.

It's also important for members of the different boards to know how the City of Oldsmar got to this stage of requesting a density change approval as it pertains to the Countywide Plan. For the past several years the city has been pursuing building a mixed-use downtown development to mirror its neighbors of Safety Harbor and Dunedin. Until last October the preliminary planning circled around building 2-3 story buildings that would have first floor commercial usage and the upper floors being residential. This type of development fit the current units per acre density codes, and more importantly patterned the look and feel of the existing Historic Oldsmar community. The city released an RFQ in May of 2020, to seek a designer firm to design such a scheme and construction oversight to the project. There were multiple responders, and they were all ranked through a three-month process by city staff.

However, the results of the RFQ and the design of a lower density development were abandoned in October 2020 when the city received an unsolicited letter of proposal from the Woodfield Development Firm to design and construct a 5 to 6 story multi-use residential complex of 316 units which would require the city to increase its unit per acre density codes by over 100% (from 30 to 65 units per acre). This in city staff words was a "change in strategy" to the CRA downtown development plan. This development would also require 85% (720) of the parking spaces in the 850-space parking garage the city planned for commercial downtown activity. Further, "the developer" would now own the parking garage leaving the city with no control of how those additional spaces are used in the future.

Also, important to note is that the city's own Advisory Planning Board **voted 6-0** in August 2021 to **not recommend** this density increase, mainly because the proposed increase went against the city's own precedent it has held other developers to in the past in requesting a density code change. The following reasons were discussed in that meeting and the following City Council meeting.

1. The City **has not** performed an in-depth study of how traffic will be affected, or how the added congestion will affect local, county, and state road traffic.
2. The City had not identified ample hurricane shelters for 316-unit condos and 150 hotel rooms? $475 + 150 = 625$ potential people? Where are they being sheltered?
3. Storm water and flood plain issues.
 1. The need to raise the ground floor above flood plain.
 2. Existing height restrictions may be exceeded
 3. Increased water shed to 580? What is the design for flood control?
 4. Potential flood hazard to State Street SR 580 and surrounding areas?
 5. Has the City calculated how this additional watershed will affect hurricane evac routes and procedures?

4. The Oldsmar Planning Advisory Board stated emphatically in voting 6-0 not to approve the proposed density increase that the city is going against its own standards and precedent to not consider a density increase without an approved plan and development agreement in place first. The city's presentation to the planning board was incomplete for the purpose. Staff is appearing to be lacking the necessary experience and knowledge for such a development, and they are making multiple mistakes when it comes to sharing accountable information with citizens in regard to a Community Redevelopment Project.

Developers made their first presentation to the city council in February 2021 workshop not promoted to the citizens. Council voted to move forward with negotiations with Woodfield on March 2nd without any public conversation. So just six months later without proper documentation or public outreach, they approached the planning board asking for this increase. Planning board members and citizens have yet to see any formal study or in-depth research of traffic areas, stormwater and flood plan, adherence to the Countywide Hurricane Evacuation Plan, environmental impact studies for the density increase and long-term consequences of a density change should this deal with Woodfield fall through, or how other developers can use this to sue to the city.

Additionally, the city has not been proactive with sharing their "change in strategy" with citizens who are expecting shops, cafes and public gathering space. Those who have learned of the project are asking why the city is putting the density cart before the horse, because residents haven't seen the plan for the apartments. I believe citizens have the right to ask questions before undertaking a large change such as doubling the density to make way for an apartment complex. In addition to traffic and environmental concerns, what about impacts to noise, safety, law enforcement contracts, fire department capacity, and city services such as sewer and water. What about losing control of the land when it comes to cleanliness or upkeep for property that is adjacent to city hall? What about financial disclosure to citizens who invested in this land and how the new tax revenue will be used to their benefit?

I was there as a witness to see the citizens who came to the first city council meeting to protest the density increase. Those citizens had just learned about the apartments/density issue from neighbors and showed up angry. Instead of being validated, they were ridiculed for being against development or for being too late to the conversation. City staff and city council members were defending the development and developer in a one-sided biased way that I believe was inappropriate at this stage of the project. Also, a couple hundred citizens signed a petition asking for more information from the city before moving forward. Citizens sent emails to the city council, made phone calls and had in-person meetings. Despite these requests to slow down, the city council, primarily the mayor, have ignored the call of the people and are moving forward with this density increase anyway. If a larger citizen outreach effort was mounted, you would see that a large number of citizens are indeed against this density increase for this downtown area. If you approve this density increase, then you too are going against the will of the citizens for a project that is not needed, and not appropriate, for this location.

Thank you for your time and for looking carefully at this project. Again, I urge you to **vote NO** and send the City of Oldsmar back to its citizens to create a project that is more suited to the land and the

will of the people, especially considering it's a community redevelopment area in a vital part of downtown.

Sincerely,

Pamela Settle, 439 Lakeview Dr. Oldsmar, FL

September 27, 2021

info@forwardpinellas.org

To Whom It May Concern:

This letter is in reference to the density change currently being requested for the CRA area of downtown Oldsmar.

My name is Virginia (Ginger) Tatarzewski. I live in downtown Oldsmar at 303 Park Blvd. I have lived her for 13 years. I am quite active in city activities and go to as many city council meetings as I can.

Over the years I have seen and been present for many proposals for the downtown area. The city of Oldsmar is trying to create a downtown similar to Safety Harbor and Dunedin. The plans that I've seen have usually been 2-3 story mixed use buildings - until this latest proposal, which is a 5 story, 316 unit apartment building with an 850 car parking garage. This also may include a 150 unit hotel.

To the best of my knowledge, the city received this unsolicited plan from Woodfield Development, who specialize (their words) in apartment buildings. In order for the city to continue the proposal from Woodfield, they will require a density change from 30 upa to 65 upa, a substantial increase. In a meeting that I had with the assistant city manager, she also told me that according to current code any building/structure could take up 90% of the site.

There are several items that concern me about this plan:

1. I have not seen a comprehensive plan for the entire CRA section that runs from city hall to St Petersburg Dr. Therefore, the residents do not know what the city plans to do with for the rest of this area. Will there be additional requests for zoning changes? I don't see a way around presenting a comprehensive plan prior to approving any changes at all.
2. In reference to the above non-existent plan, I am concerned about two major items: flooding and hurricane shelter/evacuation plans. When any structure can take up to 90% of available site, it leaves little for drainage, access roads, lights and good flood control. As we move further and further into the future, flooding will

continue to be a major concern for coastal communities such as Oldsmar. Will this proposed structure change the drainage of SR 580 and Tampa Rd? Will it cause flooding on adjacent streets? Does the city already have a plan to increase sewer lines, flood control areas, retention ponds, etc?

3. The increase in traffic in this very small area is a recipe for disaster should we need to evacuate. Is it advisable to do a traffic study first? As it appears that the only access to this proposed complex will be from SR 580/Tampa Rd to Washington Ave, a very narrow street. Usually, cars that are approaching heading east on SR 580 and on to Tampa Rd are doing so at a high rate of speed. The right hand turn to Washington Ave is almost immediate – it seems like a no-win situation. This is important to me that the city and the state should form a plan for this before any density changes and contracts are signed. What if there is no good access points for the proposed building? Then what?

4. Other downtown Oldsmar streets that will bear the brunt of the traffic burden are not equipped to handle a possible increase in traffic of 600-900 cars in a 5 block area. These small streets such as Washington Ave, Dartmouth, Lee, Buckingham, and even Park Blvd are narrow streets – many with no curbs. If you took 6 giant steps, it could get you across the entire street. It would be prudent for the city to present their own infrastructure plan BEFORE a density increase. Will the city have the funds to handle road expansion, added sewers, etc? Will the residents who walk young children to elementary school (5 blocks away) be able to do so safely?

In my opinion, there is every reason to answer these very important questions and come up with a comprehensive plan BEFORE we should even consider a density change. If the city has such plans, the residents are unaware of them. I would ask you to return this proposed density increase to the City of Oldsmar until such time as all questions can be answered. We seem to be putting the cart before the horse for progress' sake.

I appreciate you listening to me!

Virginia (Ginger) Tatarzewski

September 28th, 2021

Forward Pinellas Board
310 Court St.
Clearwater, Florida 33756

Re: The City of Oldsmar request for approval for their Density increase of Oldsmar Local Ordinances

Dear Mr. Blanton,

I think it is important for the board to know how the City of Oldsmar got to where they are requesting a density change approval as it pertains to the Countywide Plan. For the past several years the City has been pursuing building a mixed use downtown development to mirror its neighbors of Safety Harbor and Dunedin. Until last October the preliminary planning circled around building 2-3 story buildings that would have first floor commercial usage and the upper floors being residential. This type of development fit the current units per acre density codes, and more importantly patterned the look and feel of the existing Historic Oldsmar community. The City released an RFQ in May of 2020, to seek a designer firm to design such a scheme and construction oversight to the project. There were multiple responders, and they were all ranked through a three-month process by City staff. However, the results of the RFQ and the design of a lower density development plans were abandoned in October when the City Manager received an unsolicited letter of proposal from the Woodfield Development Firm to design and construct a 5 to 6 story multiuse condominium of 316 units which would require the City to increase its Unit per acre density codes by over 100% (from 30 to 65 units per acre). This in City staff words was a "change in strategy" to the CRA downtown development plan. This development would also require 85% (720) of the parking spaces in the 850-space parking garage the City planned for commercial downtown activity. Further, "the developer" would now own the parking garage leaving the City with no control of how those additional spaces are used in the future?

First, it's important to point out the City's own Advisory Planning Board **voted 6-0 to not recommend** this density increase? Mainly because the proposed increase went against the City's own precedent it has held other developers to in the past in requesting a Density Code Change. The following reason were discussed in that meeting and the following City Council meeting.

1. The City **has not** performed an in-depth study of how traffic will be affected, or how the added congestion will affect local, county, and state road traffic?
 - A. The potential 470 to 600 cars could create a bottle neck adjacent local street intersection at Washington St., Park St., and St. Pete drive in rush hour. Most importantly the effect on the access to 580 a county road.
 - B. In addition how this increase of density traffic effects all Hurricane evacuation routes. Bottle necks at intersections.
 - C. Can the two lane (20') State Street handle the 475-600 potential vehicles during rush hour and hold up under the increased traffic issue? The 475-600 comes from parking spaces designated by Woodfield for condos and future hotel. The additional traffic of 100 spots for employees and not to mention 150 cars hotel traffic? All flowing onto SR 580 and St. Petersburg Drive during peak traffic times.
 - d. The fact that the parking garage will only have 15% (130) of the 850 spaces left for public parking, the surrounding local and County roads could be congested with illegal parking when

the mix-use businesses are open. This could drastically impact emergency response times and potentially larger evacuation plans. Just an example the City of Safety Harbor downtown has 1,000's of additional vehicles during daytime business hours and weekend nights. If what the City of Oldsmar develops just generates 1,000 vehicles, that means 870 vehicles will be congesting local and potentially county roads during peak business hours.

2. The City had not identified ample hurricane shelters for 316-unit condos and 150 hotel rooms? $475 + 150 = 775$ -1,000 potential people? Where are they being sheltered?

3. Stormwater and flood plain issues.

- a. The need to raise the ground floor above flood plain, and how that will affect stormwater runoff?
- b. Existing Height restrictions may be exceeded?
- c. Increased water shed to SR 580? What is the design for flood control?
- d. Potential rapid flood hazard to State Street SR 580 and surrounding areas during heavy rains and storms?
- e. Has the City calculated how this additional watershed will affect hurricane evac routes and procedures? For example, what happens if St. Petersburg Drive and Park Blvd flood? Two major traffic distribution roadways to SR 580?

4. The Oldsmar Planning Advisory Board stated emphatically in voting 6-0 not to approve the proposed Density increase that the City is going against its own standards and precedent to not consider a density increase without an approved plan and development agreement in place first. The City staff also provided a very cursory presentation to answer all questions above and below? Although the City staff may be dedicated, they are lacking the experience and knowledge of developing and relaying accountable information regarding a Community Redevelopment Project. The City Council has recklessly decided (ignoring their own Planning Advisory Board) in the last eight months to increase the density code ordinances without making a formal study or in-depth research of the following.

- a. Proper research of how all traffic areas will be impacted
- b. Proper research of how this density increase will impact the Countywide stormwater and flood plan.
- c. Adherence to the Countywide Hurricane Evacuation Plan
- d. Environmental impact studies for the density increase.

In a response to the City's plan to increase the Density Codes, over 300 signatures were placed on a petition to speak against the density increase. This request for an increase in density codes has recklessly been pushed through by the City Council with not one formal study and can have drastic negative impacts not only to the Citizens of Oldsmar but also to the rest of the County residents. The City's own Advisory Planning Board saw this, and my hope is that this informed and knowledgeable Board will agree.

Sincerely,

David McDonald
124 Shore Drive Place
Oldsmar, Florida 34677

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 and Map Adjustments that have been administratively reviewed by Forward Pinellas staff.

CPA Actions August/September 2021:

The Board of County Commissioners, acting according to its Countywide Planning Authority, held public hearings on August 24, 2021 to consider the following amendments to the Countywide Plan Map and Countywide Rules:

- CW 21-08, a City of Tarpon Springs case located at South Disston Avenue between East Lemon Street and East Boyer Street, was **approved** for an amendment from Residential Medium to Employment (vote: 5-0)
- CW 21-09, a City of Tarpon Springs case located at 41680 US Highway 19 North, was **approved** for an amendment from Employment to Retail & Services (vote: 5-0)
- The Board held the second of two public hearings and **approved** amendments to the Countywide Rules (vote: 5-0)

Tier I Countywide Plan Map Amendments August/September 2021:

There were no Tier I Countywide Plan Map Amendments to report.

Map Adjustments August/September 2021:

- MA 21-03, City of Largo, located at 12615 Walsingham Road, satisfies the Map Adjustment provisions of Section 7.3.8.5 of the Countywide Rules.

ATTACHMENT(S): None

ACTION: None required; informational item only.

4A. Micromobility Knowledge Exchange Series (KES)

SUMMARY

Through its Knowledge Exchange Series (KES), Forward Pinellas works with local government partners to address emerging planning topics through applied research and best practices that guide the development of policy and regulatory practices. To date, these topics have included microbrewery development in downtown areas, addressing the challenges of developing “missing middle” housing and advancing urban agriculture. Micromobility transportation is the subject of the latest KES topic. “Micromobility” generally refers to a range of lightweight transportation devices operating at low speeds, typically up to 15 mph. These include electric bicycles as well as electric skateboards and scooters, although regular bicycles will not be addressed as part of this effort.

The rise of micromobility options have taken hold in many communities across the country demonstrating the emerging popularity of these devices. But while expanding recreational and economic opportunities, they have confronted local governments with significant regulatory challenges. Matters of placement, parking, and speeds are some of the common issues local governments are faced with in the effort to regulate them properly.

For this KES initiative, Forward Pinellas has developed “*A Guide to Micromobility in Pinellas County*,” a research based practical application resource for local governments to consider when developing micromobility policy or regulatory codes in their communities. This guidance has been developed in collaboration with local government partners and with assistance from the City of St. Petersburg and the City of Tampa. Forward Pinellas staff will provide an overview of the KES and seeks feedback from the PAC on next steps.

ATTACHMENT(S): None

ACTION: None required, Informational item only.

**4B. Pinellas County’s Comprehensive Plan – PLANPinellas
Update**

SUMMARY

After an intensive effort to review and update their comprehensive plan, Pinellas County has completed the draft document, known as PLANPinellas. A website was launched to share the document with the public and can be viewed at <https://plan.pinellas.gov/>.

On September 21st and 22nd, webinars were hosted by the County to share an introduction to the updated plan with the public. The formal public hearing process with the Local Planning Agency is anticipated to be held in December 2021, with the expectation to have the first of two public hearings with the Board of County Commissioners in January 2022 for transmittal to the Department of Economic Opportunity (DEO).

Pinellas County staff will provide an overview of the plan.

ATTACHMENT(S): None

ACTION: None required; informational item only.

4C. Proposed Rules Amendments Discussion

SUMMARY

In June, PAC discussed the topics of Transferrable Development Rights, Density/Intensity Averaging, and Density/Intensity Pools, with the goal of proposing Countywide Rules amendments to better implement the intent and use of these tools. This month, Forward Pinellas staff will introduce a package of draft amendments for preliminary discussion.

The proposed amendment package:

- Substantially revises Countywide Rules Section 5.2.1, retitled Transfer of Density/Intensity, to encompass Transferrable Development Rights, Density/Intensity Averaging, and a newly-created provision for Density/Intensity Pools.
- Reorganizes current language for easier navigation and consolidation of repetitive text.
- Adds clear definitions for “sending area,” “receiving area,” “land use category,” and “existing developed property.”
- Adds clear methodology for calculating transfers of density/intensity.
- Clarifies when density/intensity may be transferred from existing developed property.
- Adds provisions for subsequent amendment of a sending or receiving area.
- Clarifies that transfers of density/intensity must be adopted locally before they can be used, and how consistency with the Rules is determined.
- Clarifies that local actions implementing transfers of density/intensity must be filed with Forward Pinellas for tracking purposes.

The new Density/Intensity Pools provision:

- May be used within an individual Activity Center (AC), Multimodal Corridor (MMC), or Planned Redevelopment District (PRD).
- May be used with either undeveloped or existing developed property, and either contiguous or non-contiguous sending/receiving areas.
- There is no limitation on the combined size of the sending/receiving areas or the amount of density/intensity that can be transferred.
- General provisions applicable to Transferrable Development Rights and Density/Intensity Averaging also apply to Density/Intensity Pools.
- Replaces the current provision for areawide Density/Intensity Averaging applicable to the AC, MMC, and PRD categories.

ATTACHMENT(S): DRAFT Countywide Rules Article 5

ACTION: None required; Informational item only.

ARTICLE 5

OPTIONAL PROVISIONS

DIV. 5.1**APPLICABILITY.**

The following standards are provisions that local governments may choose to utilize in their local future land use plans and land development regulations:

- Transferable Development Rights
- Density/Intensity Averaging
- Temporary Lodging Use Standards

If a local government chooses to utilize such provisions, they shall be consistent with the applicable plan criteria and standards in this article.

DIV. 5.2**CRITERIA AND STANDARDS.****SEC. 5.2.1****SPECIAL RULES-TRANSFER OF DENSITY/INTENSITY****5.2.1.1****General Provisions.****5.2.1.1.1**

Local governments may adopt provisions to allow density and/or intensity to be transferred between parcels, or portions of parcels, consistent with this section of the Countywide Rules. These provisions are intended to be used when traditional amendment of land use categories would be infeasible, or to incentivize a public purpose such as environmental or historic preservation, affordable housing, transit-oriented development, economic development, or other purpose as determined by the local government.

Use of these provisions requires:

- A sending area from which unused density or intensity entitlements will be transferred to the receiving area. The transferred entitlements will be subtracted from the allowable density/intensity standards of the land use category of the sending area.
- A receiving area to which density or intensity entitlements will be transferred from the sending area. Transferred entitlements are in addition to the allowable density/intensity standards of the land use category of the receiving area.

The sending or receiving area may be an entire parcel, or a portion of a parcel delineated by a land use category boundary. Common ownership of the sending and receiving areas is not required.

5.2.1.1.2

For purposes of this section, the term “land use category” shall mean the more restrictive of either the Countywide Plan Map category or the locally adopted future land use map category applicable to a given parcel.

5.2.1.1.3 The following requirements apply to Transferable Development Rights, subject to the additional requirements of subsection 5.2.1.2; Density/Intensity Averaging, subject to the additional requirements of subsection 5.2.1.3, and Density/Intensity Pools, subject to the additional requirements of subsection 5.2.1.4:

- A. There shall be no transfer of density or intensity to the Recreation/Open Space or Preservation categories.
- B. There shall be no transfer of density or intensity from the Activity Center (AC), Multimodal Corridor (MMC), or Planned Redevelopment District (PRD) category to any category other than AC, MMC, or PRD, except as provide in subsection G below.
- C. There shall be no transfer of density or intensity into the Coastal High Hazard Area (CHHA) from outside the CHHA. Transfers within the CHHA are permitted.
- D. There shall be no transfer of density or intensity to submerged lands, unless the receiving area includes a drainage detention area created as a function of development, which has density/intensity entitlements recorded by the local government with jurisdiction pursuant to Section 4.2.3.11.
- E. There shall be no transfer of nonconforming density or intensity from the sending area in excess of what is permitted by the adopted land use category.
- F. Following transfer of density and/or intensity, permitted uses in both the sending and receiving areas must remain consistent with their respective land use categories.
- G. If the local plan and/or code provisions filed of record in support of the AC, MMC or PRD plan category prior to [DATE] allow Transferable Development Rights, Density/Intensity Averaging, and/or a Density/Intensity Pool in conflict with the requirements of Section 5.2.1, the locally adopted provisions shall take precedence.

5.2.1.1.4 No density or intensity transferred using Transferable Development Rights, Density/Intensity Averaging, or Density/Intensity Pools may be double-counted. Following transfer, the combined density/intensity entitlements of the sending and receiving area may not exceed the combined density/intensity entitlements allowed by the land use categories of the sending and receiving areas prior to the transfer.

For the purposes of this section, “density/intensity entitlements” shall mean the number of residential units, residential equivalent beds, temporary lodging units, and/or building square footage that can be built in the sending and receiving areas, as applicable.

The base density/intensity of the land use category must be used for all Transferable Development Rights, Density/Intensity Averaging, and Density/Intensity Pool calculations. If either the sending or receiving area is eligible for a density and/or intensity bonus as provided in Section 4.2.3.5 or 4.2.3.6, the bonus shall be calculated after density and/or intensity is transferred.

5.2.1.1.5 There shall be no transfer from existing developed property except as specifically provided in subsections 5.2.1.2, 5.2.1.3 and/or 5.2.1.4. Developed property shall include land containing one or more structures, whether currently occupied or not. Small or ancillary structures such as utility towers, storage sheds, or parking booths are considered structures for the purposes of this section.

The boundaries of an existing developed property shall consist of the boundaries of the parcel(s) or the land use category(ies) containing the developed use, whichever is smaller. If a portion of the land within such boundary is developed, the entire area within the boundary is considered developed.

5.2.1.1.6 A sending area designated Preservation or Recreation/Open Space may transfer a density of one dwelling unit per acre or an intensity of 0.05 floor area ratio per acre, as an incentive to preserve these areas and to ensure a minimum beneficial use. Such transfer may occur only once and must be recorded pursuant to subsection 5.2.1.1.8. All other provisions of Section 5.2.1 apply.

5.2.1.1.7 Unless otherwise provided by the local government with jurisdiction, density and/or intensity transferred using Transferable Development Rights, Density/Intensity Averaging, and/or Density/Intensity Pools will remain in effect notwithstanding any future amendment of the land use category of either the sending or receiving area, as follows:

- A. If the sending area is amended to a different land use category, the transferred density/intensity entitlements will be subtracted from the otherwise allowable density/intensity entitlements of the new category.
- B. If the receiving area is amended to a different land use category, the transferred density/intensity entitlements will remain in addition to the otherwise allowable density/intensity standards of the new land use category. Prior to amendment, the previously transferred entitlements will be taken into account as part of the Countywide Plan Map amendment review process.

Any locally adopted provisions that vary from this section remain subject to the requirements of subsection 5.2.1.1.4.

5.2.1.1.8 In order to use Transferable Development Rights, Density/Intensity Averaging, or Density/Intensity Pools, land development regulations enabling their use must be adopted by the local government with jurisdiction and found consistent with these Countywide Rules pursuant to the provisions of Article 3.

Subsequent to the adoption of enabling local land development regulations, local actions implementing Transferable Development Rights, Density/Intensity Averaging, or Density/Intensity Pool do not require review by PPC staff, but at local government request, PPC staff will provide an informal review for consistency.

All local actions implementing Transferable Development Rights, Density/Intensity Averaging, or Density/Intensity Pools must be filed with the PPC for tracking purposes. If the local government has an established procedure for annual or other periodic reporting, that information may be filed with the PPC on the same schedule. If no such procedure exists, individual actions must be filed with the PPC as soon as they are finalized by the local government.

5.2.1.2 Transferable Development Rights.

5.2.1.2.1 The Transferable Development Rights process may be used to transfer density and/or intensity between a sending and receiving area that are in different land use categories, that are non-contiguous, or both, subject to the general provisions of Section 5.2.1.1 and the following:

- A. Transfer of development rights from existing developed property shall only be allowed if the sending and receiving areas are part of a unified development; or as may be adopted by the local government with jurisdiction to incentivize a public purpose such as preservation of archaeological, historical, environmental, or architectural resources, or Leadership in Energy and Environmental Design (LEED) building certification.
- B. Transferred density/intensity entitlements shall not exceed 25 percent of the otherwise allowable density/intensity entitlements of the receiving area; except that the maximum transferred intensity entitlement to a receiving area designated Office, Employment, or Industrial shall not exceed 30 percent of the allowable intensity entitlement.

~~**5.2.1.1.1** Transfer of development rights shall be as provided for in the local government comprehensive plan or land development regulations, or if applicable, in a separate plan filed of record in support of the Activity Center (AC), Multimodal Corridor (MMC), or Planned Redevelopment District (PRD) category, subject to the following:~~

- ~~A. The land use characteristics within any given Countywide Plan Map category shall be consistent with those land use characteristics enumerated for each Countywide Plan Map category, and no transfer of development rights shall be permitted which is inconsistent with the use characteristics of a given Countywide Plan Map category.~~
- ~~B. There shall be no transfer of development rights from existing developed property, irrespective of whether or not that property has been developed to the maximum density/intensity permitted under the Countywide Plan and Countywide Rules, or the local future land use plan designation where it may be more restrictive, except for preservation of archaeological, historical, environmental, or architectural sites or features or for Leadership in Energy and Environmental Design (LEED) building certification purposes, or as adopted into a special area plan consistent with these Countywide Rules prior to April 15, 2010.~~

~~C. Transfer of development rights is permitted between all Countywide Plan Map categories except as follows:~~

- ~~1. There shall be no transfer to the Recreation/Open Space or Preservation categories.~~
- ~~2. There shall be no transfer from the AC, MMC or PRD category to another category, except as may be provided for in the local plan and/or code provisions that establish the basis for and are filed of record in support of the AC, MMC or PRD plan category.~~

~~D. The maximum permitted density/intensity of the Countywide Plan Map category, or the local future land use plan designation where it may be more restrictive, for any parcel of land to which development rights are transferred shall not exceed twenty-five percent of the otherwise maximum permitted density/intensity allowed for each respective Countywide Plan Map category, or the local future land use plan designation where it may be more restrictive, applicable to such parcel, except as may be otherwise specifically provided for as follows:~~

- ~~1. If the local plan and/or code provisions filed of record in support of the AC, MMC or PRD plan category contain provisions governing transfer of development rights, those provisions shall take precedence.~~
- ~~2. For a parcel of land that provides or contains Manufacturing, Office, or Research/Development uses and to which development rights are transferred, the maximum permitted density/intensity of the Countywide Plan Map category, or the local future land use plan designation where it may be more restrictive, shall not exceed thirty percent of the otherwise maximum permitted density/intensity allowed for each respective Countywide Plan Map category, or the local future land use plan designation where it may be more restrictive, applicable to such parcel.~~

~~E. Where development rights are transferred from a sending parcel, that property shall only be used in a manner and to the extent specified in the transfer and recording mechanism. Any parcel from which development rights are transferred will be limited to the use and density/intensity that remains after the transfer. In particular:~~

- ~~1. The residual development rights on the sending parcel will be limited to the remnant use and density/intensity available under the Countywide Plan Map category, or the local future land use plan designation where it may be more restrictive, and not otherwise transferred.~~
- ~~2. Determination of available remnant use and density/intensity for any mixed use, or combination of distinct uses, shall be in accord with the consistency~~

~~criteria as set forth in Sec. 4.2.3 and 4.2.4 of the Countywide Rules.~~

- ~~3. Neither the use nor density/intensity of a sending parcel shall be double-counted and the transfer of development rights shall not result in any combination of use or density/intensity above that which was otherwise permitted under the applicable Countywide Plan Map category, or the local future land use plan designation where it may be more restrictive, for each the sending and receiving parcels, when taken together.~~
 - ~~4. A sending parcel from which all development rights are transferred shall not thereafter be available for use except consistent with the use characteristics and density/intensity standards of the Recreation/Open Space category, except for sending parcels classified as Preservation or required to be classified as Preservation as a function of the transfer, in which case such parcels shall be limited to the use characteristics and density/intensity standards of the Preservation category.~~
- ~~F. Where all development rights have previously been transferred from a sending parcel through a local government approved or Countywide Plan Map approved process, no additional development rights shall be transferable from that sending parcel.~~
 - ~~G. There shall be no transfer of development rights from or to submerged land, or from outside the coastal high hazard area into the coastal high hazard area.~~
 - ~~H. Where development rights cannot otherwise be determined for the Preservation or Recreation/Open Space category based on local government provisions for transfer of development rights, such categories shall be assigned a maximum density/intensity of one dwelling unit or five percent floor area ratio per acre, or both, as is applicable based on the use characteristics to be utilized in the receiving parcel for any transfer of development rights under the Countywide Plan Map and these Countywide Rules.~~
 - ~~I. Where an entire parcel of property is located in a Preservation or Recreation/Open Space category, and the development rights of such parcel have not been and cannot be transferred, such property shall be permitted a minimum beneficial use subject to the various provisions of these Countywide Rules and the Countywide Plan Map, but private property shall not be taken without due process of law and the payment of just compensation.~~
 - ~~J. Any project utilizing transfer of development rights shall require the local government having jurisdiction to provide for a recording mechanism, in a form approved by the Countywide Planning Authority, which shall as a minimum, require written evidence of the transfer of development rights in a document to be recorded in the public records with the Clerk of the Circuit Court for Pinellas County, and a record copy of same to be filed with the PPC.~~

5.2.1.32 Density/Intensity Averaging.

5.2.1.3.1 The Density/Intensity Averaging process may be used to transfer density and/or intensity between a contiguous sending and receiving area, which may be designated with the same or different land use categories, subject to the general provisions of Section 5.2.1.1 and the following:

- A. Density/Intensity Averaging from existing developed property shall only be allowed if the sending and receiving areas are part of a unified development; or as may be adopted by the local government with jurisdiction to incentivize a public purpose such as preservation of archaeological, historical, environmental, or architectural resources, or Leadership in Energy and Environmental Design (LEED) building certification.
- B. Where the sending and receiving areas are designated with different land use categories, the combined sending and receiving areas may not exceed five acres.

~~5.2.1.2.1~~ ~~Density/intensity averaging shall be permitted as provided for in the applicable local government comprehensive plan, or the local plan and/or land development code provisions filed of record in support of the Activity Center (AC), Multimodal Corridors (MMC) or Planned Redevelopment District (PRD) plan category, and in accordance with all applicable provisions of these Rules.~~

~~5.2.1.2.2~~ ~~Density/intensity averaging may occur from any Countywide Plan Map category to any other Countywide Plan Map category, or the local future land use plan designation where it may be more restrictive, except as follows:~~

- ~~A. There shall be no density/intensity averaging to the Preservation or Recreation/ Open Space categories.~~
- ~~B. There shall be no density/intensity averaging from the AC, MMC or PRD category to another category. However, density/intensity averaging is permitted within an Activity Center, Multimodal Corridor or Planned Redevelopment District pursuant to Section 5.2.1.2.4.~~
- ~~C. There shall be no density/intensity averaging from or to submerged land or from outside the coastal high hazard area into the coastal high hazard area.~~

~~5.2.1.2.3~~ ~~Density/intensity averaging in categories other than AC, MMC or PRD may occur only in accordance with the following:~~

- ~~A. Aggregation within contiguous property(ies) in the same Countywide Plan Map category, or the local future land use plan designation where it may be more restrictive, based on the maximum density/intensity allowed in that category.~~

- ~~B. Aggregation within contiguous property(ies) in different Countywide Plan Map categories, or the local future land use plan designations where they may be more restrictive, based on the maximum density/intensity allowed in the combination of applicable categories, provided that the subject area (i.e., the combined area of all sending and receiving parcels) does not exceed a maximum area of five acres.~~
- ~~C. Such aggregation of density/intensity as provided for in either A. or B. above shall require the property(ies) to be subject to a local government site plan or comparable approval process and a written record of the density/intensity averaging recorded in the public record with the Clerk of the Circuit Court for Pinellas County, and a record copy of same filed with the Pinellas Planning Council.~~

~~5.2.1.2.4 Density/intensity averaging is permitted within an individual Activity Center, Multimodal Corridor or Planned Redevelopment District as a whole, provided that:~~

- ~~• For an Activity Center or Multimodal Corridor, the maximum density or intensity standard for the applicable subcategory classification is not exceeded on an average areawide basis; and~~
- ~~• For a Planned Redevelopment District, the maximum density or intensity standard for the PRD category is not exceeded on an average areawide basis; and~~
- ~~• Adoption and subsequent amendment of density/intensity standards is subject to the provisions of Division 6.2.~~

~~5.2.1.2.5 Density/intensity averaging as otherwise governed by these Countywide Rules shall be allowed to include any development rights available to, but previously unused by, existing developed property that is being added to or redeveloped using the density/intensity averaging provisions of these Rules.~~

5.2.1.4 Density/Intensity Pools

5.2.1.4.1 The Density/Intensity Pool process may be used to transfer density and/or intensity from one or more sending areas into an entitlement pool from which density/intensity bonuses are granted to receiving areas meeting locally specified criteria, subject to the general provisions of Section 5.2.1.1 and the following:

- A. A Density/Intensity Pool may only be used within an individual Activity Center (AC), Multimodal Corridor (MMC), or Planned Redevelopment District (PRD).
- B. The sending and receiving areas may be contiguous or non-contiguous.
- C. Density and/or intensity may be transferred from either undeveloped or existing developed property.
- D. The criteria and methodology for transferring density/intensity from a sending area to a Density/Intensity Pool, and from a Density/Intensity Pool to a receiving area, must be adopted as part of the local plan and/or code provisions filed of record in support of the AC, MMC or PRD.

5.2.~~2.1.3~~ **ALTERNATIVE TEMPORARY LODGING USE STANDARDS.**

5.2.~~2.1.3.1~~ **Alternative Density/Intensity.** Local governments may utilize the provisions of this section in lieu of the standard temporary lodging densities or intensities specified within each Countywide Plan Map category that provides for such use, subject to the following:

- A. A local government may utilize all, or any part of, the higher temporary lodging densities and associated intensities included in the accompanying Table 6, provided that both a density and intensity standard are applied to the temporary lodging use.
- B. Amendment of the local government comprehensive plan and land development regulations to provide for all, or any portion of, the alternative densities and intensities in Table 6, based on a Development Agreement prepared and approved pursuant to Chapter 163, Sections.3220-.3243, F.S., as amended.
- C. A Development Agreement proposing to utilize the higher densities and intensities identified in Table 6 and authorized by this Section shall address, at a minimum, the following:
 - 1. The ability of the local government, or the applicable service provider, to meet the concurrency management standards for sanitary sewer, solid waste, drainage, and potable water, as required pursuant to Section 163.3180, F.S., and the applicable local government or service provider plan and regulations.
 - 2. Provision for all temporary lodging uses to comply with all county and local hurricane evacuation plans and procedures to ensure orderly evacuation of guests and visitors pursuant to the Pinellas County Code, Chapter 34, Article III. In particular, all temporary lodging uses which are located in Hurricane Evacuation Level A, as identified by the Pinellas County Comprehensive Emergency Management Plan, shall prepare a legally enforceable mandatory evacuation/closure covenant, stating that the temporary lodging use will be closed as soon as practicable after a hurricane watch is posted for Pinellas County by the National Hurricane Center. Further, a plan implementing the closure and evacuation procedures shall be prepared and submitted to the county or municipal emergency management coordinator, whichever is applicable, within 90 days of the issuance of a certificate of occupancy. This plan will be updated and sent for review when there is a change of ownership or substantive change to the plan or as required by the county or municipal emergency management coordinator, whichever is applicable.
 - 3. Design considerations in Section 5.2.1.3.2, the mobility management provisions in Section 5.2.1.3.3 and the restrictions on temporary lodging use in Section 5.2.1.3.4 set forth following.

- D. A Development Agreement prepared pursuant to this Section shall be approved by the local government governing body, recorded with the Clerk of the Circuit Court pursuant to Section 163.3239, F.S., a copy filed with the Property Appraiser's Office, and a copy submitted to the PPC and CPA for receipt and filing within fourteen days after recording. The development limitations set forth in the Development Agreement shall be memorialized in a deed restriction, which shall be recorded in the Official Records of Pinellas County prior to the issuance of a building permit for the temporary lodging use.
- E. The alternative densities and intensities set forth in Table 6 are maximums, except as provided for in F. below. A local government may choose to utilize a density and intensity standard equal to or less than the alternative density and intensity standard, when adopted in their comprehensive plan and land development regulations, based on the maximums set forth in Table 6.
- F. Intensity standards governing floor area ratio (FAR) and impervious surface ratio (ISR) may be varied by the local government with jurisdiction pursuant to the provisions of Division 7.4 of these Rules. The FARs in Table 6 apply to the temporary lodging use, residential dwelling uses integrated in the same structure with the temporary lodging use, associated parking structures, and uses accessory to temporary lodging uses (e.g., meeting space, restaurants, spas, clubs, etc.).
- G. For development that includes a combination of temporary lodging and residential dwelling use, each use shall be allowed in proportion to the size of the property and the permitted density and intensity of the respective use.

Table 6
Alternative Temporary Lodging Density and Intensity Standards

Plan Category	Temporary Lodging On Property That Is:	Maximum Density/Intensity Standards		
		Units/Acre	FAR	ISR
R, AC, MMC, PRD	Less Than One Acre	75	2.2	0.95
	Between One Acre And Three Acres	100	3.0	0.95
	Greater Than Three Acres	125	4.0	0.95
R&S	No Property Size Limitations	60	1.2	0.90
E	Subject To 5-Acre Property Size Limitation Per Section 2.3.3.8	75	1.5	0.85

5.2.2.21.3.2 Design Considerations. The purpose of the design considerations is to enable the local government to authorize the increased density and intensity provided for in Table 6, subject to a determination that the project is compatible with the size, location,

configuration and character of the site, its relationship to the Countywide Plan Map category in which it is located, and to adjoining uses; and that the overall principles of quality urban design as set forth in *Pinellas By Design: An Economic Development and Redevelopment Plan for the Pinellas Community* are furthered.

In particular, design considerations applicable to the proposed use shall address the following in the Development Agreement so as to ensure compatibility in terms of context-sensitive design, and the scale and placement of the proposed use so as to achieve a harmonious relationship and fit relative to its location and surroundings:

- A. Building scale, including height, width, location, alignment, and spacing.
- B. Building design, including elevations, façade treatment, entrance and porch or balcony projections, window patterns and roof forms.
- C. Site improvements, including building and site coverage, accessory structures, service and amenity features, walkway and parking areas, open space, and view corridors.
- D. Adjoining property use, including density/intensity, and building location, setbacks, and height.

5.2.2.31-3.3 Mobility Management. The applicant shall ensure that a project authorized to use the increased density and intensity provided for in Table 6 adequately addresses its impacts on the surrounding road network through the implementation of mobility improvements or strategies consistent with the Pinellas County Mobility Plan, as implemented by the countywide Multimodal Impact Fee Ordinance.

5.2.2.41-3.4 Operating Characteristics and Restrictions. The purpose of this provision is to ensure that a project authorized to use any portion of the increased density and intensity provided for in Table 6 is built, functions, operates, and is occupied exclusively as temporary lodging.

In particular, temporary lodging uses at the densities/intensities in Table 6, or any density higher than the standard density provided for such use in each applicable Countywide Plan Map category, or the local future land use plan designation where it may be more restrictive, shall comply with the following restrictions:

- A. No temporary lodging unit shall be occupied as a residential dwelling unit, and a locally-determined maximum length of stay for any consecutive period of time shall be established by the local government to ensure that any temporary lodging use does not function as a residential use.
- B. Temporary lodging units shall not qualify or be used for homestead or home occupation purposes.

- C. All temporary lodging units must be included in the inventory of units that are available within a temporary lodging use.
- D. No conversion of temporary lodging units to residential dwelling units shall be permitted unless the conversion is in compliance with the Countywide Rules with respect to the permitted residential density and, where applicable, the intensity for associated nonresidential uses.
- E. A temporary lodging use may include accessory uses, such as recreational facilities, restaurants, bars, personal service uses, retail uses, meeting space, fitness centers, spa facilities, parking structures and other uses commonly associated with temporary lodging uses. All such uses shall be included in the calculation of allowable floor area ratio.
- F. Any license required of a temporary lodging use by the local government, county, or state agency shall be obtained and kept current.
- G. Temporary lodging uses shall be subject to all applicable tourist development tax collections.
- H. A reservation system shall be required as an integral part of the temporary lodging use, and there shall be a lobby/front desk area that must be operated as a typical lobby/front desk area for temporary lodging would be operated.
- I. Temporary lodging uses must have sufficient signage that complies with local codes and is viewable by the public designating the use as a temporary lodging use.
- J. The books and records pertaining to use of each temporary lodging unit shall be open for inspection by authorized representatives of the applicable local government, upon reasonable notice, in order to confirm compliance with these regulations as allowed by general law.
- K. The applicable local government may require affidavits of compliance with this Section from each temporary lodging use and/or unit owner.

SUMMARY

Earlier this year, the City of St. Petersburg faced a legal challenge to one of its cases, CW 20-16 amending the designation of the Grace Connection Church to allow for a multi-family residential development. A citizens' group known as Pasadena Gulfport St. Petersburg (PGSP) Neighbors' United filed a petition to appeal this decision to allow for the land use amendment. As a result, the case was heard by the DOAH. While it was eventually approved, and then heard by this committee and the Forward Pinellas Board, the City of St. Petersburg is taking the opportunity to share their experience during this process.

ATTACHMENT(S): None

ACTION: None required; informational item only.

Planners Advisory Committee – October 4, 2021

5A. Pinellas SPOTlight Emphasis Areas Update



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.

Planners Advisory Committee – October 4, 2021

5B. Cancellation of the December PAC Meeting



SUMMARY

At its last meeting, the Forward Pinellas Board approved the cancellation of its December meeting. Historically, when the Forward Pinellas Board cancels its monthly meeting, the PAC likewise cancels its meeting for that month. Therefore, Forward Pinellas staff recommends that the PAC cancel its December 2021 meeting.

ATTACHMENT(S): None

ACTION: PAC to cancel the December 2021 meeting.