



**CITIZENS ADVISORY COMMITTEE  
(CAC) AGENDA**

**September 27, 2018 – 7:00pm**  
310 Court Street, 1<sup>st</sup> Floor Conf. Room  
Clearwater, FL 33756

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

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The actions of the CAC are guided by its vision for “*a community-driven, modern transportation system that is safe, provides equitable access, and efficient mobility options in support of a sustainable, healthy, livable, and economically vibrant region.*”

1. **CALL TO ORDER AND INTRODUCTIONS (7:00 - 7:05)**
2. **APPROVAL OF MINUTES (7:05 - 7:10)**
3. **FORWARD PINELLAS ACTIONS (7:10 - 7:15)**
4. **TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS (7:15 - 7:30) –  
Presenter: FDOT Staff**
5. **ADVANTAGE PINELLAS UPDATE (7:30 – 7:55) – Presenter: Forward Pinellas  
Staff**
6. **URBAN AGRICULTURE (7:55– 8:20) – Presenter: Forward Pinellas Staff**
7. **FHWA Resilience and Durability to Extreme Weather Pilot Project (8:20 - 8:45) –  
Presenter: Forward Pinellas Staff**
8. **OTHER BUSINESS (8:45 - 9:00)**
  - A. **Pinellas SPOTlight Emphasis Areas Update**
  - B. **Traffic Fatalities Map**
  - C. **Tentative Future Agenda Items**
  - D. **Public Comments**
9. **ADJOURNMENT**

**NEXT MEETING – OCTOBER 25, 2018**

*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.*

**Citizens Advisory Committee – September 27, 2018**

**2. Approval of Meeting Summary**



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**SUMMARY**

The meeting summary for the August 23, 2018 meeting are attached for the Committee's review and approval.

**ATTACHMENT:** CAC Meeting Summary – August 23, 2018

**ACTION:** Approval of Meeting Summary

**PINELLAS COUNTY MPO  
CITIZENS ADVISORY COMMITTEE  
MINUTES – MEETING OF AUGUST 23, 2018**

The Citizens Advisory Committee of the Pinellas County Metropolitan Planning Organization met on Thursday, August 23, 2018 at 7:00 p.m. in the conference room of the Pinellas County Planning Department, 310 Court Street, Clearwater, Florida.

**MEMBERS PRESENT**

Neil McMullen, *Chairman* – Largo  
Rebecca Afonso - Oldsmar/Safety Harbor/Tarpon Springs  
John Estok – At Large  
Bob Henion – Dunedin  
Bill Jonson - Clearwater  
Stephen Lasky – St. Petersburg  
Karen Mullins, *Vice Chairman* - Dunedin  
Terri Novitsky – Beaches  
Patricia Rodriguez – At Large  
Kimberly Connor-Savoretti - Largo  
Caron Schwartz – City of Gulfport  
Tammy Vrana – At Large  
Paul Wallace – Largo

**MEMBERS ABSENT**

Lee Allen – St. Petersburg  
Kyle Caudell – At Large  
Dave Kovar – TRAC  
Larry Roybal – Oldsmar/Safety Harbor/Tarpon Springs  
Luis Serna - Clearwater  
Robby Thompson – St. Petersburg  
Rick Toenjes – At Large  
Geneva Waters – Pinellas Park/Mid-County  
Johnny Wong – St. Petersburg

**OTHERS PRESENT**

Brian Beaty – FDOT  
Julie Bond – CUTR / USF  
Chelsea Favero – Forward Pinellas Staff  
Robert Feigel – Forward Pinellas Staff  
Maria Kelly – Forward Pinellas Staff

**1. CALL TO ORDER/PLEDGE TO FLAG/INTRODUCTIONS**

Chair Neil McMullen called the meeting to order at 7:00 p.m. The attendees introduced themselves. The Chairman welcomed Bill Jonson back to the CAC.

**2. APPROVAL OF MINUTES**

Karen Mullins moved to approve the May 24, 2018 minutes. Caron Schwartz seconded and the minutes were approved with no corrections.

**3. FORWARD PINELLAS ACTIONS**

Chelsea Favero, Forward Pinellas Planning Manager, reviewed the actions from the Forward Pinellas Board's June 13<sup>th</sup> and July 11<sup>th</sup> meetings. In June, the Board received a presentation on the next Knowledge Exchange Series – Urban Agriculture. Staff partnered with the City of St. Petersburg to explore Urban Agriculture and how to encourage and regulate it. The Board

also took action to approve adoption of the five-year Transportation Improvement Program (TIP), which is the five-year plan for state transportation projects. In July, the Board received a presentation on Advantage Pinellas, which is the Long Range Plan for Pinellas County. The Board also reviewed a draft of the Multimodal Priorities List.

**4. FY 2016/17 – FY 2020/21 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

Brian Beaty, Florida Department of Transportation (FDOT) - District 7, reviewed the TIP amendment with the committee. The annual roll-forward amendment to the adopted TIP is to reconcile year one of the TIP with the FDOT Work Program. The FY 2018/19 through 2022/23 TIP will take effect on October 1, 2018. Until then, the FY 2017/18 through 2021/22 TIP will be used by FHWA and FTA for authorization of funds. This roll forward amendment is a routine annual process to assist Forward Pinellas in identifying projects that were not fully committed with funding in the previous Fiscal Year (2017/18) and are being automatically rolled into FY 2018/19 of the FDOT Work Program. This amendment ensures that year one of the FY 2018/19 – 2022/23 TIP, adopted by the Board on June 13, 2018, matches year one of the FDOT Work Program. The affected projects submitted for approval are listed in the attached Roll-Forward Report along with a letter from FDOT requesting the annual roll-forward amendment to the TIP. Becky Afonso made a motion to recommend the Board approve the Roll Forward Transportation Improvement Program (TIP) amendment. It was seconded by Bob Henion and passed with a unanimous vote.

**5. ANNUAL ADOPTION OF PRIORITIES**

Ms. Favero, Forward Pinellas staff, addressed the committee regarding the Annual Adoption of Priorities. **A)** The Multimodal Priority list update: these multimodal priorities, once adopted, will be transmitted to FDOT for consideration in the development in the next five-year work Program. Since the last update of this list in 2017, two projects have been completed and are being removed and two additional projects were fully funded for implementation and are being moved from the 'Unfunded' section of the list to the 'Funded' section. Staff is also proposing to add five additional projects, including two complete streets construction projects, and update the project descriptions of several existing priorities. Brian Beaty requested a change to FPN 424501-2, to change "one managed lane" to "two managed lanes". Becky Afonso motioned to recommend the Forward Pinellas Board approve the 2018 Multimodal Transportation Project Priorities with Brian Beaty's change from the TCC meeting. It was seconded by Karen Mullins and it passed with a vote of 12-1 (John Estok opposed). **B)** Transportation Alternative (TA) Program Priority list update: The TA Program provides funding for non-road building projects, such as the construction of bicycle and pedestrian facilities and the implementation of safety programs. The projects shown in strike-through format are proposed for removal from the list. The City of St. Petersburg's Treasure Island Causeway/Fred Marquis Pinellas Trail Connection, Bicycle Facilities (Phase II) and Pedestrian Crosswalk Enhancement (Rectangular LED Rapid Flashing Beacons) projects will be removed from the list because they have been completed. Pinellas County's Hercules Avenue/Greenbriar Boulevard Sidewalk (Phase I) and Keene Road ADA Ramp and Sidewalks Improvements projects have also been completed and will be removed. Other changes to the list include clarification of the location of project locations and the renumbering of only unfunded projects to better clarify which projects are next in line for funding. Karen Mullins motioned to recommend the Forward Pinellas Board approve the Transportation Alternative Program Priority list. It was seconded by Paul Wallace and passed with a unanimous vote. **C)** Transportation Management Area 2018 Top Priorities: Each year, the TMA Leadership Group endorses a list of top major transportation projects, which is transmitted to each individual MPO for approval. The Leadership Group met on May 11<sup>th</sup> and approved the TMA 2018 Top Priorities by consensus. In addition, the TMA approved a multiuse trail priority list for the Tampa Bay TMA, developed by MPO staff from Pinellas, Pasco and Hillsborough Counties. Each of the MPOs in the TMA

continue to maintain their own local TA Program priority lists to reflect the priorities of their respective jurisdictions in terms of bicycle and pedestrian projects. Tammy Vrana motioned to recommend the Forward Pinellas Board approve the Transportation Management Area 2018 Top Priorities and the TMA Multiuse Trail Priority Projects. It was seconded by Becky Afonso and passed with a unanimous vote.

**6. TBARTA CAC ALTERNATE FOLLOW-UP**

Ms. Favero reminded the committee that at the May 24<sup>th</sup> meeting Karen Mullins was elected as the primary Forward Pinellas CAC representative to the TBARTA CAC, and this item in the agenda was to elect an alternate, in the event Karen could not attend a meeting. It was requested at the May meeting for any interested members to attend at least one TBARTA CAC meeting to confirm their interest. Interested members were Dave Kovar, TRAC Representative, Paul Wallace, Largo Representative and Caron Schwartz, City of Gulfport Representative. Paul Wallace graciously removed his name from consideration. With no objections from staff, the committee requested to appoint two alternates. Bob Henion made a motion for the committee to accept two alternates, with Dave Kovar as the 1<sup>st</sup> alternate and Caron Schwartz as the 2<sup>nd</sup> alternate. It was seconded by Paul Wallace and passed with a unanimous vote.

**7. REGIONAL TRANSIT FEASIBILITY PLAN PRESENTATION (RTFP)**

Ms. Favero reminded the committee that the purpose of the RTFP was to define the regional transit vision of the Tampa Bay area, and to identify a catalyst project. The main goal in defining the catalyst project is to identify a regional transit project that can be implemented to build from in the future. Going into the study, all modes of transportation were looked at to find a project that would be most competitive for federal funding. Rubber tire and rail were reviewed for the I-275 corridor; on the CXS corridor from downtown Tampa to the USF area, rubber tire, urban rail and commuter rail options were evaluated. These modes were evaluated against existing employment and population density because the Federal Transit Administration requires that only existing data be used in studies competing for federal funding. The project recommended as the catalyst is rubber tire transit going from downtown St. Petersburg to Wesley Chapel along the I-275 corridor using dedicated transit lanes and mixed traffic operations. No right of way would be needed for this concept except for the station areas, 19 of which are at grade/street level and 2 are located within the highway envelope. The project management team for the RTFP is currently collecting feedback on the plan recommendations through public outreach and an online survey. Discussion followed where questions were taken and appropriately answered.

**8. ADVANTAGE PINELLAS UPDATE**

Ms. Favero addressed the committee regarding Advantage Pinellas. PSTA's transit development plan is due for adoption around the same time as the LRTP, and Forward Pinellas has been working closely with PSTA to develop a coordinated plan, called Advantage Pinellas, that would address all transportation modes. The plan is currently into phase II, of a four phase development plan involving refining and tweaking data and developing and evaluating the various scenarios for the region. In the next couple of months revenues will be identified for the time period between now and 2045 and then the phases will move into developing the policy direction of the plan and identifying amendments to the countywide land use plan. A statistically valid survey of the public was recently completed. Work is continuing on the development of the alternative future scenarios for the region and the *It's Time Tampa Bay* regional surveying effort is currently underway. A major campaign has been put forth to get the public involved and add their input through [itstimetampabay.org](http://itstimetampabay.org), an online survey that allows the public to select what is important to them and to see the impact of their selection on a variety of transportation and land use indicators. Participants have the opportunity to rate the options with a one to five star rating. Demographic information on participants is also captured to make sure the responses

received are representative of the region as a whole. This survey will be open until the end of September with results informing the ultimate selection of transportation projects for the Advantage Pinellas Plan. Committee members were asked to share this information with their communities. After the survey closes, the first of three focus groups will be convened to review the results and give more insight into public perceptions about various stages of the Plan development. Once this data is gathered, a re-allocation of the employment and population growth can be obtained and shared with the local government planners. Development of revenue estimates and performance measures should be completed in early 2019 and the final identification of the projects for the Advantage Pinellas Plan shortly thereafter. The committee requested a copy of the Environmental Justice Report (EJ) as discussed in the Advantage Pinellas update. Discussion followed where questions were taken and appropriately answered.

**9. MOVING COMMUNITIES FORWARD: SOCIAL MARKETING AND SOCIAL CHANGE FOR TRANSPORTATION**

Julie Bond with the Center for Urban Transportation Research (CUTR), shared a presentation with the committee on Moving Communities Forward: Social Marketing and Social Change for Transportation. Social Marketing is the application of commercial marketing techniques, the same as marketing for the private sector, but involves influencing a key target audience and their needs, wants, and motivators, for the good of society. It is effective because it recognizes that the information alone does not change behavior. It's about choices and what target audiences want to do and why they want to do it. Ms. Bond will send over a link to share with the committee on the Florida Commuter Choice Certificate program and Social Marketing in Transportation Certificate program. Discussion followed where questions were taken and appropriately answered.

**10. OTHER BUSINESS**

**A. Pinellas SPOTlight Emphasis Areas Update**

Ms. Favero, provided an update on the SPOTLight Emphasis Areas. The work associated with developing a Vision for U.S. Highway 19 Corridor has included reaching out to citizen's groups and businesses to get their thoughts and opinions on different alternatives for the corridor. A U.S. 19 Business Round Table was held on August 22<sup>nd</sup> in Tarpon Springs and was another opportunity for businesses to learn about scheduled and planned projects with the corridor and share their ideas. 34<sup>th</sup> Street S in St. Petersburg has an operation analysis underway evaluating how the road would function if the outside lanes were repurposed. Regarding the Enhancing Beach Access area, one of the multimodal improvements for the SR 60 corridor linking McMullen Booth Road to the Pinellas Trail has been added to the priority list for funding. The Gateway Area Master Plan is in full swing with the development of an Existing Conditions Analysis and the preliminary identification of sub-districts that have been shared with the local governments for feedback. A coordination meeting was held with the intermodal center study partners to review proposed project sites. The consulting team has identified a first screen fatal flaw analysis of where a Gateway Intermodal Center could be located.

**B. TBARTA Updates**

Bill Jonson is the Chair for the TBARTA CAC, and he provided an update on TBARTA to the committee.

**C. Traffic Fatalities Map**

A Traffic fatalities map was included in the agenda packet.

**D. Tentative Future Agenda Items**

Bob Henion requested a presentation from TBARTA on their vanpool program.

**E. Future Agenda Item Requests from Committee Members**

Crime on the Pinellas Trail

Driver Training and Enforcement

New Urbanism

**F. Public Comments**

Bill Jonson requested the committee see the “Who’s on Board” study; staff will send out a link following the meeting.

Paul Wallace shared a motion to the Forward Pinellas Board, in regards to an item on May’s agenda, to send a letter to the state legislature regarding our support for a *ban on hand held devices* while driving. It was voted on and passed the committee 13-0 to go to the Forward Pinellas Board. The motion read: “the committee, through the chair or other appropriate avenues, urge Florida legislature to pass a statute as a primary offense prohibiting the use of a hand held device while operating a motor vehicle with appropriate conditions and exemptions”. Bob Henion seconded the motion and this passed with a 13-0 vote.

**11. ADJOURNMENT**

Being no further business, the meeting adjourned at 9:00 pm.

**Citizens Advisory Committee – September 27, 2018**

**3. Forward Pinellas Actions**



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**SUMMARY**

The September 12<sup>th</sup>, 2018 Executive Summary is provided for your information. A staff member will review actions taken by the Forward Pinellas Board at this meetings.

**ATTACHMENT:** Executive Summary for September 12, 2018

**ACTION:** None, Informational Item Only



## ***Executive Summary, 9.12.18 Board Meeting***

*The full agenda for the meeting, the meeting video, and a short list of actions that the board took this month are all on [our website](#).*

### **Forward Pinellas staff presented the results of a statistically valid survey that reflected the geographic diversity of Pinellas County**

- The agency distributed the survey to help guide the development of Advantage Pinellas, the combined Long Range Transportation Plan and PSTA Community Bus Plan
- 844 residents responded, with 417 saying they would be interested in contributing future feedback through focus groups or other means
- Some insights included:
  - Strong support for technology and maintenance
  - Support for transit service, but split opinions on increased funding to make it happen
  - Desire to have a mix of land uses near residences
  - Uncertainty about automated vehicles
- Staff will continue to evaluate the results to develop the draft Advantage Pinellas plan
- In addition, another transportation survey is currently available throughout the region at [ItsTimeTampaBay.org](http://ItsTimeTampaBay.org)
  - The survey asks for thoughts on three very different transportation and growth scenarios - one focused on technology, another focused on transformative roads and highways, and the third focused on transit
  - The survey is being used to get feedback on alternative growth scenarios to guide development of the regional Long Range Transportation Plan, jointly being developed by the Pasco, Pinellas and Hillsborough County MPOs
  - Residents of Hillsborough, Pasco and Pinellas counties can take the survey through September 30

### **The board adopted four 2018 priority lists (Forward Pinellas Multimodal Priority List, Transportation Alternatives Priorities, Tampa Bay TMA Top Priorities, TMA Trail Priorities)**

- Forward Pinellas and the TMA Leadership Group, in its role as an advisory group to the Pasco, Pinellas and Hillsborough MPOs, rank priorities for funding
  - These priority lists are available in full on the [Forward Pinellas website](#)
  - Projects remain on the list until construction is completed
- For the Multimodal Priority list, five new projects were added
  - A study on traffic circulation in downtown St. Petersburg
  - Multi-use accommodations resulting from the SR 60 Multimodal Implementation Plan
  - A PD&E study for a multiuse trail in Oldsmar and Safety Harbor
  - The Complete Streets Program construction projects (Oldsmar and Largo)
- For the Tampa Bay TMA top priorities, the 2018 list remained the same as the 2017 list

- Citing discussion at the most recent TMA meeting, County Commissioner Dave Eggers suggested that the board, in submitting the priority list to FDOT, emphasize the State Road 60/I-275 Interchange as the most critical priority for the region, given that the priorities were not listed in any particular order
  - He also mentioned that he felt the I-275/I-4 Interchange should be just below SR60 in priority and that other priorities could remain unordered
- The board unanimously approved that motion

**Forward Pinellas staff asked for board approval of the agency’s response to FDOT’s Strategic Intermodal System Cost Feasible Plan**

- The SIS Cost Feasible Plan is the FDOT schedule of when it expects to fund high-priority projects statewide
  - SIS accounts for about 75% of funding for the state highway system
  - In Pinellas County, SIS facilities include US19, a portion of Gandy Blvd, and I-275
  - The portion of US 19 that comes down from 118th to Gandy Boulevard will be removed from the SIS and replaced with the Gateway Expressway toll road when construction is completed
- Forward Pinellas comments on the SIS plan included:
  - Reconsidering the planned US 19 interchanges at Klosterman, Alderman, and Tarpon to examine alternatives based on economic impacts, changes in traffic demand, input from the public and cost-effectiveness
    - The Forward Pinellas executive director clarified that there is no staff opposition to the interchanges, just a request that they be more thought-out in terms of connections to land use and economic development
  - Adding the Brighton Bay interchange on Gandy Blvd. into the 2024-28 timeframe
  - Advancing the Gateway Express at Roosevelt and the Gandy Bridge replacement to earlier phases
  - Making transit capital and operations eligible for SIS funding (the Florida Legislature would need to change the eligibility criteria )
- There was significant board discussion on these comments
  - Pinellas Park Mayor Sandra Bradbury said that she disagreed with the removal of the US 19 segment from the SIS and was the sole vote against approval of sending the comments letter
  - Dunedin Mayor Julie Ward Bujalski said that she felt something should be in the plan reflecting a need for changes to US 19 to improve traffic flow, even if that were not an interchange
  - County Commissioner Janet Long said she felt the plan should have the ability to be nimble in planning/funding with changes in technology and other environmental issues

**FDOT Special Projects Administrator Marshall Hampton was introduced to the board and presented an update on Tampa Bay Next projects**

- Some of the projects Hampton touched on included the Gateway Expressway project, express lanes on I-275 in Pinellas County, and the Westshore Area SR60/I-275 Interchange

- The procurement process for construction of the new Howard Frankland Bridge has begun, with a cost estimate of just under \$815M, with the contract award date Nov. 8
- FDOT is reviewing extending express lanes on I-275 south to downtown St. Petersburg as part of a lane continuity study
  - The current plan includes managed toll lanes in each direction
  - There will be continuous travel lanes from 54th Avenue South to Gandy Blvd.
  - A public hearing will be held in Spring 2019
- The Westshore interchange (which includes a dedicated ramp to the airport from SR60 and connecting the Veterans Expressway to I-275 via SR60 express lanes) has a \$1.5B total price tag
  - FDOT is working on some improvements to traffic flow in the meantime for a little over \$30M
  - The two lanes going through to I-275 will widen to three lanes, and two lanes will diverge onto SR60
- A bus-on-shoulder pilot program is scheduled in Pinellas County and a concept of operation is under development

**Forward Pinellas staff presented updates to the criteria for next year's Complete Streets Program**

- The new criteria will assist those reviewing the applications to ensure that selected projects have a higher potential for economic transformation and benefiting underserved populations

**Indian Rocks Beach Mayor Cookie Kennedy updated the board on the issue of short-term rental regulations**

- A recent law passed by the state legislature said that if communities changed their local ordinance in any way, they would lose the ability to regulate short term rentals any differently than residential development
  - Indian Rocks Beach recently lost its grandfathered status
  - She asked board members to speak to their legislators and ask them to rescind the bill and return local control of this issue
  - Mayor Bradbury suggested nuisance abatement regulations might be a solution to short-term rentals that are problematic

**The Forward Pinellas Legislative Committee reconvened after several months before the board meeting**

- The committee discussed increasing coordination between local governments, FDOT, and other agencies so that legislative requests related to transportation projects could be as strong as possible without overlap
- The committee also discussed SIS fund eligibility for transit, having the local fuel tax indexed to inflation, vacation rental issue, and upcoming TBARTA legislative requests

**Other Updates**

- The board approved a final amendment to be included in the City of Clearwater's downtown activity center, which had been inadvertently excluded from previous Countywide Plan Map Amendments

- The other two cases on the agenda were pulled by local governments to be heard at a later date
- The board approved the roll-forward amendments to be included in the new 2018/2019 Transportation Improvement Program - roll forward amendments projects in the current year of FDOT's five year work program into the next TIP
- Dr. Ken Peluso of Palm Harbor, who owns property along US 19, spoke to the board briefly asking the board that citizens in the area be involved in the conversation about US 19 interchange construction scheduled for Palm Harbor
  - A neighborhood/chamber meeting is being planned for the spring in Palm Harbor to discuss the issues
- During the PSTA and TBARTA updates, it was noted that PSTA is managing TBARTA's finances successfully and that the TBARTA executive director search has been narrowed down to four candidates who will be interviewed in the coming weeks
- The Federal Transit Administration recently conducted a triennial review of Forward Pinellas and received a clean report with only three recommendations for improvement
- Forward Pinellas staff are working with the county and PSTA to schedule a workshop in January regarding a transportation funding strategy as well as to weigh in on the recommendations from the MPO regional coordination & best practices study

#### **Recognitions**

- This was Mayor Bujalski's first meeting as the City of Dunedin's representative, although she had previously served on the board in 2016 as the representative from PSTA
- Planning Division Manager Al Bartolotta was recognized for 30 years of service to Pinellas County
- Outgoing Bicycle Pedestrian Advisory Committee Member Tom Ferraro was recognized for 21 years of service to the committee over two terms

#### **Upcoming Dates**

- Oct. 22 - Tampa Bay Next & Forward Pinellas Community Working Group Meeting
- Oct. 29 - TBARTA Regional Transportation Leadership Workshop #3
- Nov. 7-9 - Forward Pinellas Peer-to-Peer Trip to Indianapolis
- Nov. 27-28, 2018 Florida Automated Vehicles Summit

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**SUMMARY**

There are no proposed TIP amendments scheduled for this meeting. However, if the need for a TIP amendment(s) arises following the mailing of the agenda packet, the Florida Department of Transportation (FDOT) will present the proposed amendment(s) under this agenda item.

**ATTACHMENT(S):** (Any proposed TIP amendment forms will be provided at the meeting)

**ACTION:** Provide a recommendation to the Board for TIP amendments (if any)

## Citizens Advisory Committee – September 27, 2018

### 5. Advantage Pinellas Update

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#### **SUMMARY**

Advantage Pinellas is the countywide long range transportation plan for Pinellas County that integrates future land use and is currently under development and scheduled for Board adoption in November 2019. As the MPO for Pinellas County, Forward Pinellas is responsible for developing a long range transportation plan every five years to account for changes in transportation needs, land uses and shifting regional travel patterns and any demographic changes that may have occurred. The plan encompasses the Pinellas Suncoast Transit Authority (PSTA) Community Bus Plan and other local transportation initiatives. Advantage Pinellas will identify future transportation needs and prioritize those needs for funding within a strategic planning framework that includes potential redevelopment areas, equitable economic growth, long-term housing needs and resilient infrastructure.

Forward Pinellas staff has been coordinating closely with the Hillsborough and Pasco MPOs to develop *It's Time Tampa Bay*, the regional public engagement tool, as well as conducting other activities associated with the plan development. Forward Pinellas staff will provide an overview of the activities underway in the development of the Advantage Pinellas Plan.

**ATTACHMENT(S):** None

**ACTION:** None required; informational item

## **Citizens Advisory Committee – September 27, 2018**

### **6. Urban Agriculture**

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#### **SUMMARY**

At previous meetings, CAC Members have learned of the inter-relationship of transportation and land use planning in various efforts undertaken by Forward Pinellas and have requested more presentations about some of these activities. One of the current Forward Pinellas projects related to land use is the [Knowledge Exchange Series](#). This is a partnership with the City of St. Petersburg that is exploring ways to allow and encourage urban agriculture. The City has undertaken a comprehensive study of urban agriculture, including a review of local and national case studies, extensive outreach with local stakeholders, and proposed amendments to local and countywide regulations. Building on those efforts, Forward Pinellas has proposed supportive amendments to the Countywide Rules, and created a technical assistance package that can be used by other local governments wishing to explore and encourage urban agriculture in their own communities.

Linda Fisher, Forward Pinellas staff, will present an overview of this latest urban agriculture topic in the Knowledge Exchange Series and answer any questions.

**ATTACHMENT(S):** Urban Agriculture Handbook

**ACTION:** None, Informational Item Only



*Bayboro Food Forest at University of South Florida-St. Petersburg*

The term “agriculture” conjures up an image of open land for growing crops or grazing livestock. But in an urban environment where land is at a premium, farming comes in many other creative forms. Gardens in residential front yards, rooftop greenhouses, community gardens on vacant lots, backyard chickens and beehives...the possibilities for growing fresh local food are nearly endless. And popular demand for these products is growing.

Many local communities have embraced urban agriculture. Others may be looking to encourage it, but don't know where to start—or are still considering whether to allow it at all. To help with those decisions, this handbook draws from the experience of local governments, farm owners, educators and others. We provide an introduction to the spectrum of agricultural activities in the urban environment, discuss the potential benefits and regulatory considerations, and provide links to resources for further information.

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# Why encourage urban agriculture?

Today, up to 15% of our food originates from within metropolitan areas.<sup>1</sup>



There are 44 community gardens, urban or hydroponic farms in Pinellas County.<sup>1</sup>



In Pinellas County, only 15% of residents are within walking distance of a grocery store.<sup>2</sup>

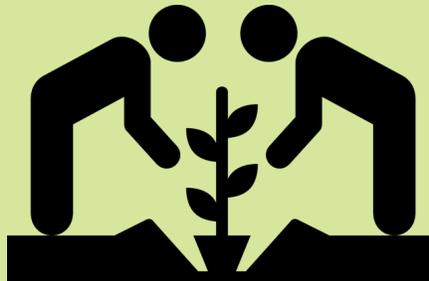


Urban farms and community gardens can cause neighboring property values to rise.<sup>3</sup>

In the United States, 38% of adults and 20% of children are classified as obese.<sup>4</sup>



Studies show urban farming leads to greater fruit and vegetable consumption.<sup>5</sup>



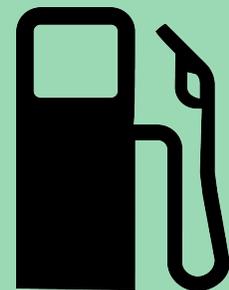
Urban farms reconnect people with their food and foster a sense of community.<sup>6</sup>



Fresh produce can travel more than 1,500 miles on average by either truck, freight, or air.<sup>7</sup>



Increasing local fresh produce consumption by 10% could save 300,000 gallons of fuel per year.<sup>7</sup>



Annual greenhouse gas emissions from agriculture are 8% of the U.S. total.<sup>8</sup>



Shifting to a diet higher in fresh produce can eliminate 20-30% of these released emissions.<sup>8</sup>

# Opportunities and Challenges

Growing food in an urban environment can bring many benefits, from nutritional to economic, from educational to community-building. Gardens and small farms can make productive use of spaces that would otherwise lie empty. Food grown can be used to offset a family's grocery budget, sold for extra income, or donated to those in need, while keeping more of residents' dollars within the local community. Farmstands or markets can serve areas without convenient access to grocery stores. Since the food doesn't need to be transported long distances, crops can be sold soon after they're picked, at their freshest and most nutrient-dense.

By its nature, urban agriculture also encourages social interaction and community building. New farmers can learn from experienced mentors. Community gardens invite volunteers to work together in a shared space. And buying locally-grown products can connect consumers with farmers in a personal way, providing greater understanding of where the food we eat comes from.



But for all these benefits, there are reasons that farming is rare in urban areas: Land is expensive and often not optimal for growing. Urban farmers must compete with large rural farms that sell food at high volume for much lower prices, making it difficult to operate commercially. Local governments, meanwhile, must craft regulations that meet the needs of both farmers the surrounding development, while remaining consistent with the Countywide Plan and the Florida Right to Farm Act.

For communities that want to encourage urban farming, it's beneficial to consider it as a system, including not only growing food but also mentoring new farmers, creating a market for value-added products, encouraging resource recovery through composting, promoting nutritional education, and ensuring that all residents have access to fresh food. The following pages discuss different parts of this system, with links to informational resources and examples from communities around Florida and the United States.



# Dimensions of Urban Agriculture

What factors does a community need to consider before allowing urban agriculture? The term “agriculture” covers a large spectrum of activities, not all of which are appropriate for a developed urban area. This section walks through the regulatory issues that need to be considered when deciding what to allow in your community.

## Type

Plant-based agriculture includes **crops**, or plants grown for food, and **horticulture**, which includes other plants such as flowers.

**Animal husbandry** is the raising of livestock, which may be large or small. It may include **ruminants** (grazing animals such as cows, horses or goats), **poultry** (birds such as chickens or ducks), or other animals such as pigs. Products may include meat, dairy products, wool, or manure for plant fertilizer. The farming of fish or other seafood is known as **aquaculture**.

In the United States, few insects are bred for food purposes other than honeybees; beekeeping is also known as **apiculture**. However, worms can be used to help generate compost, a practice known as **vermiculture**.

## Form

A **traditional farm or garden** uses open land used for growing crops (either directly in the ground or in raised beds) or for grazing livestock. But particularly in an urban environment, creative farming techniques come in a variety of other forms.

A **food forest** (also called **agroecology**) mimics a woodland ecosystem by substituting trees and plants that produce food, while also offering shade and other environmental benefits.

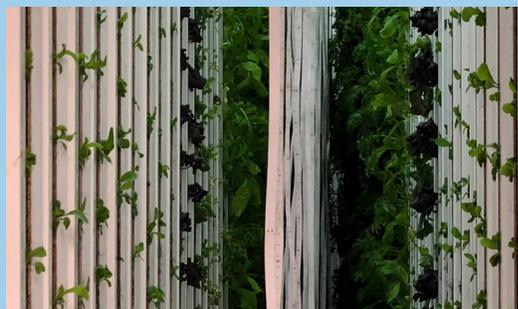
Plants can be grown on building surfaces, such as **rooftop gardens**, or by **vertical farming** on indoor or outdoor walls. **Hydroponic** farming grows plants primarily in water rather than soil, often in fully enclosed buildings, as discussed on page 8.

Fish may be raised in indoor or outdoor tanks, alone or in symbiosis with hydroponic crops (known as **aquaponics**). In the controversial practice of **intensive animal farming**, even livestock can be raised indoors in cages or other enclosures, although these uses are not typically found in urban areas.

In practice, many farms fall in between strict definitions of indoor or outdoor, using some combination of open space, partially-enclosed barns or greenhouses, and fully-enclosed buildings.



*Community Garden (courtesy of Wunderfarms, St. Petersburg)*



*Indoor vertical hydroponics*



*Aquaponic greenhouse*



*Backyard beekeeping*



*Backyard chickens  
(courtesy of UF/IFAS)*



*Small-scale composting  
(courtesy of UF/IFAS)*



*Educational workshop  
(courtesy of UF/IFAS)*



*Rooftop greenhouse*

## Scale

Some communities distinguish between **large-** and **small-scale farms** and allow them in different locations. The USDA definition of a small farm is one with up to \$250,000 in annual sales. In an urban setting, the size of the property could also be used. For example, those smaller than one acre could be classified as small-scale and allowed in more zoning districts than larger farms.

Other jurisdictions, including in Pinellas County, distinguish **community gardens** from **agriculture** based on a combination of size, ownership and activities. Community gardens are typically operated by nonprofit organizations or other groups of individuals, with products for member consumption or donation rather than retail sales, and are considered less intensive than commercial farms.

Another distinction is whether a farm or garden is a **primary land use** (a standalone land use that occupies an entire parcel) or **accessory** to another residential or nonresidential use. For example, a homeowner may cultivate crops in their front yard, or a restaurant may use a portion of its property to grow vegetables to serve its customers.

## Activities

Agriculture encompasses a range of activities beyond simply growing crops or housing animals. **Indoor or outdoor storage** may be needed for equipment, fertilizer, feed, and harvested products. Some farms engage in supportive activities such as **composting** and **rainwater collection**. Additionally, there may be on-site **processing** (preparation, packaging and distribution) of plant or animal products.

Particularly in urban areas, many farms find it economically necessary to supplement their agricultural activity with other activities. **On-site sales** are often a key component, as discussed on page 7. Some farms may also hold **special events** such as festivals or educational demonstrations, or offer rental space for private functions.

## Potential Impacts

All land uses have potential impacts on adjacent properties. Special considerations for farms include **noise** from equipment, **odors** from animals, fertilizer or compost, **runoff** from irrigation, **insects or pests** attracted by food sources, and the **aesthetics** of agricultural operations.

# Key Topics

## Compost

An essential ingredient for many farms and gardens is compost, or organic matter that has undergone biological decomposition over weeks or months. Farmers and gardeners add finished compost to soil to make it fertile for vegetable production. Most Pinellas County soil is sandy and not ideal for growing crops without the addition of compost or other fertilizer. Small-scale farmers and gardeners often produce compost on site, either in containers or directly in the ground. While composting can potentially create odors, best practices exist to significantly limit or eliminate this issue.



Unfortunately, many farms need more compost than they are able to produce, and local urban farming advocates cite a need for formal food waste recovery and composting efforts by neighborhoods or local governments.

Such programs have multiple benefits: A 2014 study by the Pinellas County Department of Solid Waste found that 18.5% of the commercial garbage it processes—more than 55,000 tons each year—is food waste, which decreases the efficiency of the County's Waste-to-Energy Facility due to its high moisture content. Following a 2017 pilot program that demonstrated its ability to produce high-quality compost, the department is conducting a master plan process which will explore large-scale composting and the market potential for a permanent program. The completion of the master plan is targeted for the summer of 2019.

While there is enough demand to support private-sector compost businesses, local and state regulations can make them difficult to operate. Many jurisdictions lack regulations specific to compost businesses, and instead classify them the same as larger solid waste disposal providers, with business taxes and hauling/tipping fees based on quantities significantly greater than what a small-scale compost business typically generates. The State of Florida does permit businesses meeting certain criteria to register as organic waste recycling operations in lieu of obtaining a solid waste permit, as provided in the link below.

Communities seeking to promote urban farming can consider encouraging neighborhood-scale composting efforts, structuring taxes and regulations to support compost generation and sales, and exploring efforts to recycle food waste as part of the solid waste collection process.

Examples and more information:

- *Urban Agriculture, Composting and Zoning* by the Ohio Environmental Protection Agency at [cccfoodpolicy.org/sites/default/files/resources/oepaubanagcompostingzoning.pdf](http://cccfoodpolicy.org/sites/default/files/resources/oepaubanagcompostingzoning.pdf)
- The State of California's community-scale composting information page at [www.calrecycle.ca.gov/Organics/CompostMulch/Community.htm](http://www.calrecycle.ca.gov/Organics/CompostMulch/Community.htm)
- The Florida Department of Environmental Protection's Source-Separated Organics Processing Facilities information page at [floridadep.gov/waste/permitting-compliance-assistance/content/source-separated-organics-processing-facilities](http://floridadep.gov/waste/permitting-compliance-assistance/content/source-separated-organics-processing-facilities)

## Sales

Many small urban farms produce food in amounts too small to support regular, high-volume supermarket sales. Instead, products may be sold to subscribers in exchange for a membership fee, at farmer's markets, or in stores or farmstands on-site. Current land use and zoning regulations in Pinellas County prohibit on-site retail sales in some locations, particularly residential neighborhoods. However, we are currently revising the Countywide Plan to allow on-site sales as a local option (see page 15).



*St. Petersburg  
Saturday Morning Market*

Allowing the sale of farm products in neighborhoods can enable a key benefit of urban farming: the ability to relieve “food deserts.” These areas are defined by the United States Department of Agriculture (USDA) as lacking convenient access fresh food, compounded by lower incomes that limit residents’ mobility. Allowing on-site sales in neighborhoods places more residents within walking distance of fresh food. And since there’s no need for sellers to pay transport costs or purchase market space, the food can be sold less expensively.

Farmers markets, or temporary retail installations that appear in the same location on a regular schedule, are another important means of connecting residents with fresh food. These markets can be particularly beneficial when located close to underserved areas, and when vendors accept Supplemental Nutrition Assistance Program (SNAP) dollars. Federal grants are available to help communities establish these resources, with links provided below.

Local food sales can also be used to drive tourism. In addition to farmers markets, pop-up markets happen in conjunction with special events rather than at a regular place and time. Individual farms may also offer special events to supplement their income from regular sales. Markets and events can serve as a draw for visitors as well as residents.

Some communities go further in leveraging the economic potential of locally grown agriculture, building extensive marketing campaigns around unique local food products and experiences. Known as agritourism, these efforts can potentially drive new populations of visitors to their metropolitan areas.

Examples and more information:

- USDA Food Access Research Atlas at [www.ers.usda.gov/data/fooddesert](http://www.ers.usda.gov/data/fooddesert)
- USDA Farmer’s Market Promotion Program at [www.ams.usda.gov/services/grants/fmpp](http://www.ams.usda.gov/services/grants/fmpp) and assistance with accepting SNAP benefits at markets at [www.fns.usda.gov/ebt/snap-and-farmers-markets](http://www.fns.usda.gov/ebt/snap-and-farmers-markets)
- America’s Farm-to-Fork Capital, a campaign of the Sacramento, California Visitor’s Bureau at [www.farmtofork.com](http://www.farmtofork.com)

## Indoor Farming

Also known as **controlled environment agriculture**, indoor farming can be a solution for urban areas where land is scarce and expensive, or soil quality is less than optimum—both conditions we face in Pinellas County. Instead of soil, indoor crops are typically grown **hydroponically**, in a medium of water and nutrients. Variations include **aeroponics**, in which crop roots are misted rather than immersed; **bioponics**, which incorporates microorganisms into the nutrient solution; and **aquaponics**, where fish are raised symbiotically with plants.

Crops grown using these methods can be stacked vertically to produce more food in significantly less space than traditional farming.

Indoor farmers have a great deal of control over the environment, including lighting and moisture that affect the growth cycle of crops, and prevention of pests and diseases. While they use more electricity than a traditional farm due to the need for artificial lighting, the amount of water used is generally much lower. Planting can also be customized to harvest predictable amounts of crops on a regular schedule.

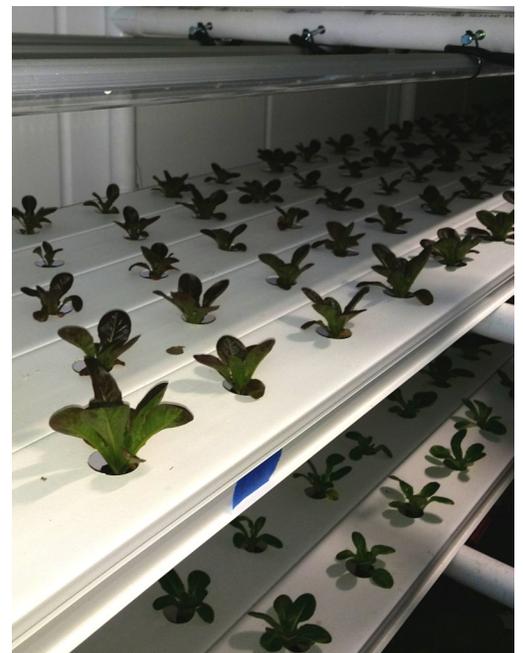
Potential land use impacts from these uses are different from those of outdoor farms or gardens. From the outside they may resemble office or manufacturing uses, lacking the visual appeal of open green space. However, they also typically lack negative impacts such as water and fertilizer runoff or pest attraction. The enclosed nature of these farms make them potentially compatible with a wide range of land use and zoning categories.

Given this compatibility, and the scarcity of industrial and employment land in Pinellas County, there is benefit in allowing and encouraging indoor farms to locate in commercial and appropriate residential areas, close to the businesses and consumers they serve. However, these considerations must be balanced against the limitations on local land development regulations imposed by the Right to Farm Act, as discussed on page 13.

While land costs are lower than for traditional open-space agriculture, indoor farmers need to make substantial up-front investments in technology, including electrical and potable water infrastructure. Therefore, they may particularly benefit from small business loans or grants to help defray these startup costs.



*Indoor farming at  
Brick Street Farms, St. Petersburg*



### More information:

- *The State of Indoor Farming 2017* by Agrilyst, a private sector company, in partnership with Cornell University at [www.agrilyst.com/stateofindoorfarming2017](http://www.agrilyst.com/stateofindoorfarming2017)
- *Hydroponic Vegetable Production in Florida* by UF/IFAS at [edis.ifas.ufl.edu/hs405](http://edis.ifas.ufl.edu/hs405)



*Bayboro Food Forest at University of South Florida-St. Petersburg*

## Soil & Food Safety

In urban areas, much of the soil available for growing is directly adjacent to urban development, and may have been previously developed itself. In an environment filled with buildings, automobiles, pollution and other elements of city life, how clean is the soil and the food grown in it?

It's true that some urban soil may contain lead or other contaminants, particularly near older structures built before these materials were banned. Soil testing can help, but there are many different potential compounds that could be present, which must be tested individually. Researching the history of the property is important in deciding whether and how extensively to test its soil. For example, a property formerly used as a dry cleaners would have different potential contaminants than one used as a residence.

But even where these substances are present, research has found that the risk of soil contaminants entering crops is relatively low. While root vegetables such as carrots do take up some contaminants, most above-ground crops, such as leafy greens, do not. These foods should be safe to eat as long as the soil is washed off before consumption—just like food purchased at a supermarket.

Best practices can also help. Adding compost to soil helps dilute and bind lead or other contaminants, making them less bioavailable. An even more robust solution is to use raised beds with new, uncontaminated soil, separated from the ground by a layer of mulch and/or cardboard.

Urban farms and gardens are typically small-scale, and often the food is grown and harvested by those who consume it or whom the consumer knows personally. Many urban farmers also purposefully avoid the use of pesticides or chemical fertilizers. This increased transparency can help encourage the use of best practices for safe growing and harvesting.

### More information:

- “Risk of lead poisoning from urban gardening is low, new study finds.” University of Washington news release at [www.washington.edu/news/2016/02/02/risk-of-lead-poisoning-from-urban-gardening-is-low-new-study-finds](http://www.washington.edu/news/2016/02/02/risk-of-lead-poisoning-from-urban-gardening-is-low-new-study-finds)
- The Sustainable Economies Law Center’s soil overview at [www.urbanaglaw.org/soil](http://www.urbanaglaw.org/soil) and food safety overview at [www.urbanaglaw.org/food-ag-and-health](http://www.urbanaglaw.org/food-ag-and-health)
- Brownfields and urban agriculture resource page by the U.S. Environmental Protection Agency at [www.epa.gov/brownfields/resources-about-brownfields-and-urban-agriculture](http://www.epa.gov/brownfields/resources-about-brownfields-and-urban-agriculture)

# Local Government Strategies

## Land Use, Zoning and Permitting

Local land use and zoning regulations direct various types of development to appropriate places, and protect nearby property owners from incompatible development. Future land use categories determine whether land is primarily residential, commercial, and so forth, and how intensely it can be developed.

Within these categories, land uses can either be allowed by-right (with no special approval process required), or as a conditional use or special exception, which require certain conditions to be met before a farm can be approved. Some communities allow planning/zoning staff to approve conditional uses and special exceptions administratively, but many require approval at a public hearing.

Overlaying the future land use categories, zoning districts govern more detailed aspects of land development and use, such as building heights, parking locations and hours of operation. Zoning districts are the primary means for a community to define and regulate the types of agriculture listed on pages 4 and 5.

For example, a local government may decide to allow crops to be grown by-right in residential districts, but require a special exception for animal husbandry. Some communities also require farm owners to obtain operating permits that must be renewed periodically for the farm to remain active. Supportive activities such as markets and festivals

can also be regulated through event permits. In Pinellas County, local future land use and zoning districts need to be consistent with the Countywide Plan, as discussed on page 15.

However, it's important to note that under the Florida Right to Farm Act, local governments are restricted in what regulations they can impose on land that has received an agricultural property tax classification, as discussed in more detail on page 13. Regulation of specific activities, such as beekeeping, may also be preempted by the State (Section 586.10, Florida Statutes).



*Outdoor Wall Garden in Copenhagen, Denmark*

Examples and more information:

- Urban agriculture planning and zoning overview by the Sustainable Economies Law Center at [www.urbanaglaw.org/planning-and-zoning](http://www.urbanaglaw.org/planning-and-zoning)
- *Seeding the City: Land Use Policies to Promote Urban Agriculture* by ChangeLabSolutions at [changelabsolutions.org/publications/seeding-city](http://changelabsolutions.org/publications/seeding-city)
- Urban Agriculture Ordinance Wiki by the City of St. Petersburg and Open Partnership Educational Network at [sites.google.com/a/mail.usf.edu/open/programs2/open-themes/seeds-open-theme/city-of-st-pete---urban-agriculture-ordinance](https://sites.google.com/a/mail.usf.edu/open/programs2/open-themes/seeds-open-theme/city-of-st-pete---urban-agriculture-ordinance)

## Public Land

Some communities set aside publicly-owned land for agricultural use, typically for nonprofit community gardens, but also potentially for commercial activities. This can be done as an incentive to encourage urban farming where suitable land is scarce, to exercise more influence over farming operations than possible with regulations alone, or both.

Local governments typically require execution of a use agreement or contract to outline users' rights and responsibilities. Particularly in residential areas, such agreements may limit activities that could create negative impacts on neighboring properties, such as the frequent use of high-powered farming equipment or spreading of manure as fertilizer. The agreements may also prohibit the building of structures such as sheds or greenhouses, impose setbacks from property boundaries, and limit the hours during which activity may take place. Some communities also require public land users to obtain their own liability insurance.

While local governments have a responsibility to protect neighboring land uses, imposing restrictions that are too strict may inadvertently discourage agricultural activities. Communities seeking to encourage urban farming on public land should seek input from both potential users and neighboring land owners to find a balance that considers all interests.

For nonprofit community gardens that depend on volunteer participation, a key issue identified by both local governments and community advocates is the potential for decline or abandonment of sites over time. Best practices that help limit this issue include designating a leadership team for the garden instead of relying on a single leader, outlining specific responsibilities, maintaining frequent communication, and preparing for succession when team members are no longer able to participate.



Examples and more information:

- *Dig, Eat and be Healthy: A Guide to Growing Food on Public Property* by ChangeLabSolutions at [changelabsolutions.org/publications/dig-eat-be-healthy](https://changelabsolutions.org/publications/dig-eat-be-healthy)
- *Green Pattern Book: Using Vacant Land to Create Greener Neighborhoods in Baltimore* by the USDA at [www.fs.fed.us/nrs/baltimore/local-resources/downloads/nrs\\_inf\\_32-15-green-pattern.pdf](http://www.fs.fed.us/nrs/baltimore/local-resources/downloads/nrs_inf_32-15-green-pattern.pdf)
- Sample community garden contract from the American Community Gardening Association at [communitygarden.org/resources/sample-community-garden-contract](https://communitygarden.org/resources/sample-community-garden-contract)
- Community garden leadership handbook from the City of Seattle at [www.seattle.gov/Documents/Departments/Neighborhoods/PPatch/Leadership-handbook.pdf](http://www.seattle.gov/Documents/Departments/Neighborhoods/PPatch/Leadership-handbook.pdf)



Greenhouse at Roth Farm, Dade City

## Incentives

In addition to favorable land use regulation and availability of public land, there are a number of incentives that local governments can offer to encourage the creation of community gardens or urban farms. Examples:

- The City of Orlando supports food systems planning and urban farming, including setting goals for increasing local food providers and distributors, at [www.cityoforlando.net/greenworks/food-systems](http://www.cityoforlando.net/greenworks/food-systems)
- The City of St. Cloud, Florida has an urban agriculture staff member who helps the community gardens organize, find farming inputs, and provides educational programming at [www.stcloud.org/index.aspx?NID=1027](http://www.stcloud.org/index.aspx?NID=1027)
- Miami-Dade County has its own local certification, Redland Raised, to promote fresh local produce at [www.miamidade.gov/business/agriculture.asp](http://www.miamidade.gov/business/agriculture.asp)
- Section 704.06, Florida Statutes, allows local governments or nonprofit organizations to purchase conservation easements, or perpetual restrictions against changing the land use of agricultural or natural lands, at [www.flsenate.gov/Laws/Statutes/2017/704.06](http://www.flsenate.gov/Laws/Statutes/2017/704.06)
- New York City's GreenThumb program provides tools, materials, seasonal workshops, and small grants to develop community gardens on previously vacant lots at [greenthumb.nycgovparks.org](http://greenthumb.nycgovparks.org)
- The City of Cleveland Land Bank Program works to acquire vacant parcels and lease or sell them for approved purposes, including urban agriculture, at [www.city.cleveland.oh.us/CityofCleveland/Home/Government/CityAgencies/CommunityDevelopment/LandBank](http://www.city.cleveland.oh.us/CityofCleveland/Home/Government/CityAgencies/CommunityDevelopment/LandBank)
- The City of Cincinnati offers urban agriculture mini-grants to nonprofit or commercial entities at [www.cincinnati-oh.gov/oes/residential-programs/urban-agriculture-grants](http://www.cincinnati-oh.gov/oes/residential-programs/urban-agriculture-grants)

## Information

Local governments can also provide informational web pages that explain their urban agriculture ordinances, walk through permitting procedures, or provide links to other helpful resources. Examples:

- Urban agriculture ordinance information from Pasco County at [www.pascocountyfl.net/2791/Urban-Agricultural-Ordinance](http://www.pascocountyfl.net/2791/Urban-Agricultural-Ordinance)
- "Urban Ag Policy 101" brochure for Lawrence, Kansas from the Douglas County Food Policy Council at [assets.lawrenceks.org/assets/sustainability/urban-ag/community-food-production-guide.pdf](http://assets.lawrenceks.org/assets/sustainability/urban-ag/community-food-production-guide.pdf)
- Urban agriculture ordinance information from Sacramento County, California at [www.per.saccounty.net/LandUseRegulationDocuments/Pages/Urban-Agriculture-Ordinance.aspx](http://www.per.saccounty.net/LandUseRegulationDocuments/Pages/Urban-Agriculture-Ordinance.aspx)
- Homegrown Minneapolis, a citywide initiative for urban farming and related activities at [www.minneapolismn.gov/sustainability/homegrown](http://www.minneapolismn.gov/sustainability/homegrown)

## The Florida Right to Farm Act

In 1979, Section 823.14(6), Florida Statutes (F.S.), known as the Florida Right to Farm Act (FRTFA) was enacted by the Florida Legislature to prevent burdensome nuisance lawsuits against farmers. The intended purpose of the legislation was to protect agricultural activities in rural areas that were becoming more urbanized. But because it refers broadly to any land classified as agricultural, it can apply even in urbanized areas like Pinellas County.



FRTFA prohibits local governments from adopting any ordinance, regulation, rule or policy to prohibit, restrict, regulate or otherwise limit farming operations on land classified as agricultural land by the property appraiser pursuant to Section 193.461, F.S. A property owner can apply for the classification by demonstrating the presence of a “bona fide” farming operation, which is a commercial farm that has been active for at least one year, earns an income, and conforms to generally acceptable agricultural principles. About one hundred parcels are currently categorized as agricultural land by the Pinellas County Property Appraiser’s Office.

In addition to FRTFA, Sections 553.73(10)(c) and 604.50, F.S., exempt nonresidential farm buildings on these lands from building permits. Local governments are limited to regulating instances of untreated or improperly treated human waste, garbage, offal, dead or diseased animals or dangerous waste materials. These limitations can inadvertently discourage local governments from adopting new pro-urban agriculture ordinances that include reasonable regulations to limit agricultural impacts to surrounding properties.

Given these restrictions, how can communities enact reasonable regulations for commercial farms in an urbanized environment? One potential option that some local governments have implemented is to restrict property owners from reclassifying parcels as agricultural land in urban areas. The cities of West Palm Beach and Stuart, Florida, both allow urban farms as a permitted use in certain zoning districts, subject to a provision that “A property owner shall be prohibited from seeking an agricultural tax exemption afforded by the local, state, or federal tax regulations.” However, this approach would likely be vulnerable to legal challenge.

Another option is allowing urban agriculture only on property owned by the local government. While it limits the number of parcels where these uses can occur, this approach can accommodate commercial farming operations, because there would be no concern that the local government will reclassify parcels it owns as agricultural land. Finally, nonprofit farms such as community gardens, and gardening for individual or residential use are not covered by FRTFA and can be reasonably regulated.

Examples and more information:

- The Florida Right to Farm Act at [www.flsenate.gov/Laws/Statutes/2017/823.14](http://www.flsenate.gov/Laws/Statutes/2017/823.14)
- *City of Stuart, Florida Code of Ordinances* at [library.municode.com/fl/stuart/codes/code\\_of\\_ordinances](http://library.municode.com/fl/stuart/codes/code_of_ordinances). See Sec. 2.06.08. - Urban agriculture.
- *City of West Palm Beach, Florida Code of Ordinances* at [library.municode.com/fl/west\\_palm\\_beach/codes/code\\_of\\_ordinances](http://library.municode.com/fl/west_palm_beach/codes/code_of_ordinances). See Sec. 94-273. - Extra requirements for special uses or permitted uses, Subsections (11.1) 18 and (78).

# More Resources

## General

- Community Gardening Toolkit by the University of Missouri Extension at [extension.missouri.edu/explorepdf/miscpubs/mp0906.pdf](http://extension.missouri.edu/explorepdf/miscpubs/mp0906.pdf)
- USDA Urban Agriculture Tool Kit at [www.usda.gov/sites/default/files/documents/urban-agriculture-toolkit.pdf](http://www.usda.gov/sites/default/files/documents/urban-agriculture-toolkit.pdf)

## Special Topics

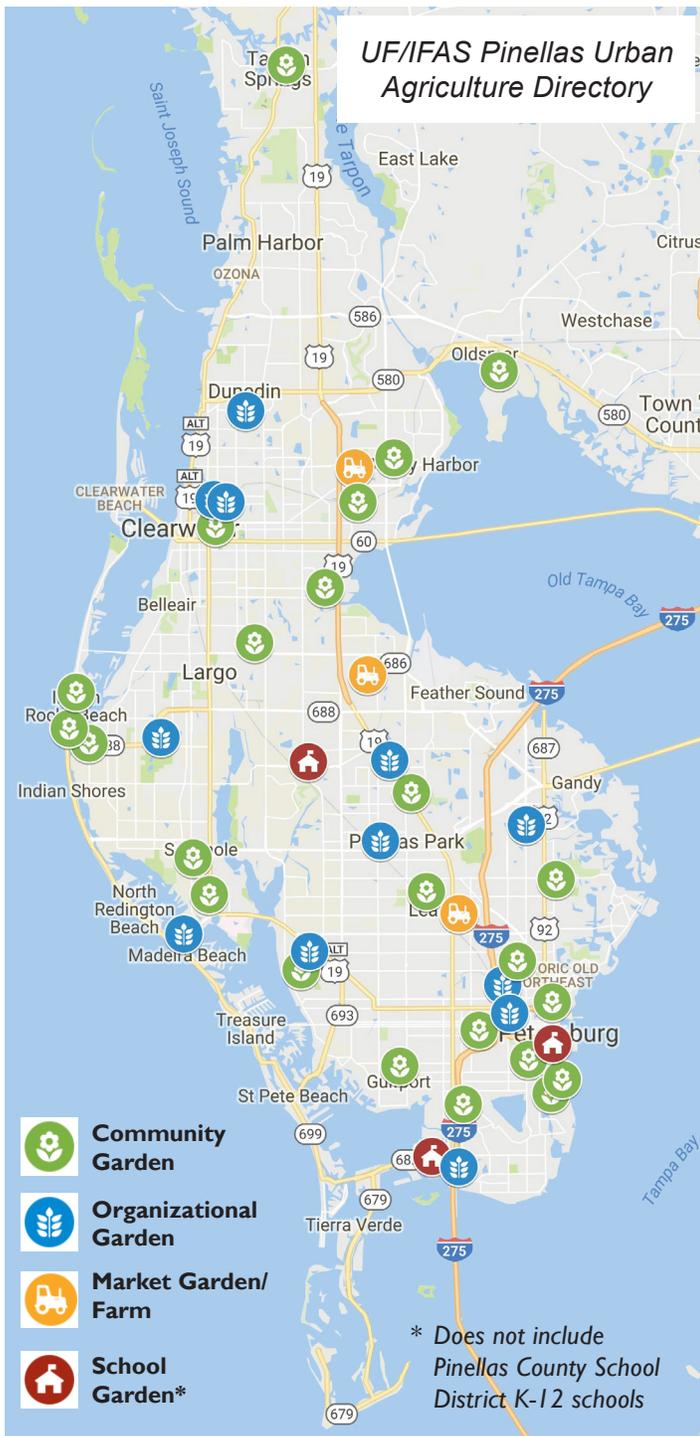
- Pinellas Beekeepers Association at [pinellasbeekeepers.buzz](http://pinellasbeekeepers.buzz)
- UF/IFAS resources for backyard chickens at [blogs.ifas.ufl.edu/pinellasco/2015/10/26/resources-for-backyard-chickens](http://blogs.ifas.ufl.edu/pinellasco/2015/10/26/resources-for-backyard-chickens)
- Edible Peace Patch Project, promoting educational gardens in Pinellas County schools at [www.peacepatch.org](http://www.peacepatch.org)
- GreenRoof/Cistern Systems, Section 6.7 of the *Pinellas County Stormwater Manual* at [www.pinellascounty.org/plan/pdf\\_files/PC\\_Stormwater\\_Manual.pdf](http://www.pinellascounty.org/plan/pdf_files/PC_Stormwater_Manual.pdf)

## Local Education & Business Assistance

- UF/IFAS Master Gardener Program at [sfyl.ifas.ufl.edu/lawn-and-garden/master-gardener-program](http://sfyl.ifas.ufl.edu/lawn-and-garden/master-gardener-program)
- Pinellas Technical College Food Systems Technology Center courses at [www.facebook.com/pinellastechnical/photos/ptc-news!-growing-healthy-food/2076598869252374/](http://www.facebook.com/pinellastechnical/photos/ptc-news!-growing-healthy-food/2076598869252374/)
- The Florida Small Business Development Center, offering free business consulting and low-cost training to entrepreneurs at [sbdctampabay.com/pinellas](http://sbdctampabay.com/pinellas)
- The USDA offers a number of loans directly to farmers, including a microloan program up to \$50,000 for small and nontraditional farms, at [www.fsa.usda.gov/programs-and-services/farm-loan-programs](http://www.fsa.usda.gov/programs-and-services/farm-loan-programs)

## Infographic References

- <sup>1</sup> *Pinellas Urban Agriculture Directory*, UF/IFAS Extension Pinellas County, at [sfyl.ifas.ufl.edu/pinellas/urban-agriculture](http://sfyl.ifas.ufl.edu/pinellas/urban-agriculture) (shown next page)
- <sup>2</sup> Geographic information systems data (unpublished), Forward Pinellas, 2017
- <sup>3</sup> Been, Vicki, and Ioan Voicu. "The Effect of Community Gardens on Neighboring Property Values." *American Real Estate and Urban Economics Association*, vol. 36, no. 2, 2006, pp. 241–283., doi:10.2139/ssrn.913356
- <sup>4</sup> "Obesity and Overweight." Centers for Disease Control and Prevention, Centers for Disease Control and Prevention, 3 May 2017, at [www.cdc.gov/nchs/fastats/obesity-overweight.htm](http://www.cdc.gov/nchs/fastats/obesity-overweight.htm)
- <sup>5</sup> Alaimo, K, et al. "Fruit and Vegetable Intake among Urban Community Gardeners." *Advances in Pediatrics.*, U.S. National Library of Medicine at [www.ncbi.nlm.nih.gov/pubmed/18314085](http://www.ncbi.nlm.nih.gov/pubmed/18314085)
- <sup>6</sup> Kingsley, Jonathan 'Yotti,' and Mardie Townsend. "'Dig In' to Social Capital: Community Gardens as Mechanisms for Growing Urban Social Connectedness." *Urban Policy and Research*, vol. 24, no. 4, 2006, pp. 525–537., doi:10.1080/08111140601035200.
- <sup>7</sup> *U.S. Food System Fact Sheet*, University of Michigan Center for Sustainable Systems, at [css.umich.edu/sites/default/files/U.S.\\_Food\\_System\\_Factsheet\\_CSS01-06\\_e2017.pdf](http://css.umich.edu/sites/default/files/U.S._Food_System_Factsheet_CSS01-06_e2017.pdf)
- <sup>8</sup> Aleksandrowicz, Lukasz, et al. "The Impacts of Dietary Change on Greenhouse Gas Emissions, Land Use, Water Use, and Health: A Systematic Review." *PLOS Medicine*, Public Library of Science, at [journals.plos.org/plosone/article?id=10.1371%2Fjournal.pone.0165797](http://journals.plos.org/plosone/article?id=10.1371%2Fjournal.pone.0165797)



# Next Steps

The Countywide Plan for Pinellas County guides land use planning among our 25 member local governments. Local land use and zoning regulations can be more restrictive than the Countywide Plan, but not less. The plan recognizes three types of agricultural land uses:

**Agricultural Use** – Crop production, including plant nurseries; raising livestock, including horse stables, dog kennels and animal boarding; veterinary clinics; and associated uses as permitted by local plans and regulations. Allowed in Residential Very Low, Residential Low Medium, Retail & Services, Employment, and Industrial categories, subject to acreage thresholds in some cases.

**Agricultural Processing Use** – The processing, preparation, packaging and distribution of agricultural commodities such as livestock or crop products. Allowed only in Industrial category.

**Community Garden Use** – A public or private open space use devoted to the growing of produce and/or horticultural plants for off-site sale, personal consumption, enjoyment and/or donation by a group of individuals or a non-profit organization. Occasional on-site sales of produce and horticultural products produced on-site are allowed at the discretion of the local government. Allowed (by name or as a subset of Agricultural Use) in all categories except Preservation.

We propose to leave the current definitions unchanged and add another:

**Agricultural Use - Light** – Public or private property devoted to the growing of produce and/or horticultural plants, small-animal husbandry, aquaculture, beekeeping, or related uses, where noise, odor, runoff, insects, pests, and other impacts are contained on-site and do not negatively affect adjacent land uses, consistent with such standards as may be prescribed by the local government with jurisdiction. This use may allow for some exterior storage of equipment or materials, and the incidental processing, preparation, packaging and distribution of non-livestock agricultural products. On-site sales of agricultural products produced on-site are allowed at the discretion of the local government. Allowed in all categories except Preservation.

The new language, which we propose to adopt later in 2018, will give each community more flexibility to allow agricultural uses, including supportive uses such as on-site sales, in locations it considers appropriate. For more information about the Countywide Plan, see [forwardpinellas.org/guiding-plans/countywide-plan](http://forwardpinellas.org/guiding-plans/countywide-plan).

# Acknowledgments

We would like to thank the following for their input and contributions to this report:

The University of Florida Institute of Food and Agricultural Sciences Extension

The Sustainable Urban Agricultural Coalition of St. Petersburg

Wunderfarms, St. Petersburg

Brick Street Farms, St. Petersburg

Roth Farm, Dade City

The University of South Florida-St. Petersburg Office of Sustainability

Pinellas County Department of Solid Waste

Pinellas Technical College

Dunedin Harvest Food & Garden Co-op

Suncoast Compost, Riverview

City of Winter Garden

City of Gulfport



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For questions or comments regarding this publication,  
contact the Forward Pinellas office at 727-464-8250.

## **Citizens Advisory Committee – September 27, 2018**

### **7. FHWA Resilience and Durability to Extreme Weather Pilot Project**

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#### **SUMMARY**

The Tampa Bay region is one of the most vulnerable areas in the country, experiencing frequent storm events and persistent flooding. Forward Pinellas, the Hillsborough and Pasco Metropolitan Planning Organizations (MPO), Tampa Bay Regional Planning Council, and the Florida Department of Transportation District 7 were recently awarded a Federal Highway Administration (FHWA) Resilience and Durability to Extreme Weather grant.

Each MPO is currently developing their 2045 Long Range Transportation Plans (LRTP). New federal requirements state that LRTP's must work on "improving the resiliency and reliability of the transportation system and reducing or mitigating the stormwater impacts of surface transportation..." This pilot project, titled *Resilient Tampa Bay: Transportation*, will assist in meeting the new federal mandate as well as inform the LRTP's for three MPOs as well as the regional LRTP.

The project team is looking for up to 3 volunteers from each MPO's Citizens Advisory Committee (CAC) to help provide feedback during the pilot project. The volunteers will be asked to attend 2-3 meetings over an 18 month period to review and comment on project findings and recommendations.

Forward Pinellas staff will provide an overview of the project and ask for volunteers from the CAC.

**ATTACHMENT(S):** None

**ACTION:** Provide up to 3 volunteers from the CAC who will review and provide feedback at various milestones of the pilot project.

**8. A.-D. Other Business**

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**A. Pinellas SPOTlight Emphasis Areas Update**

Staff will provide an overview of the SPOTLight Emphasis Areas

**B. Traffic Fatalities Map**

Forward Pinellas staff is providing the updated Traffic Fatalities Map each month.

**ATTACHMENT:** Traffic Fatalities Map August 2018

**C. Tentative Future Agenda Items**

- Bicycle Pedestrian Master Plan Update
- Performance Measures and Targets
- Countywide Trends and Conditions
- Martin Luther King Jr Blvd Complete Streets
- 54<sup>th</sup> Avenue Complete Streets
- Drew Street Complete Streets
- Advantage Pinellas Update
- TIP Update
- FDOT Draft Tentative Work Program
- Performance Measures and Targets
- SPOTLight Emphasis Area Update (standing item)

**D. Public Comments**

Comments are limited to three minutes per person and should not require presentations or extensive discussion.

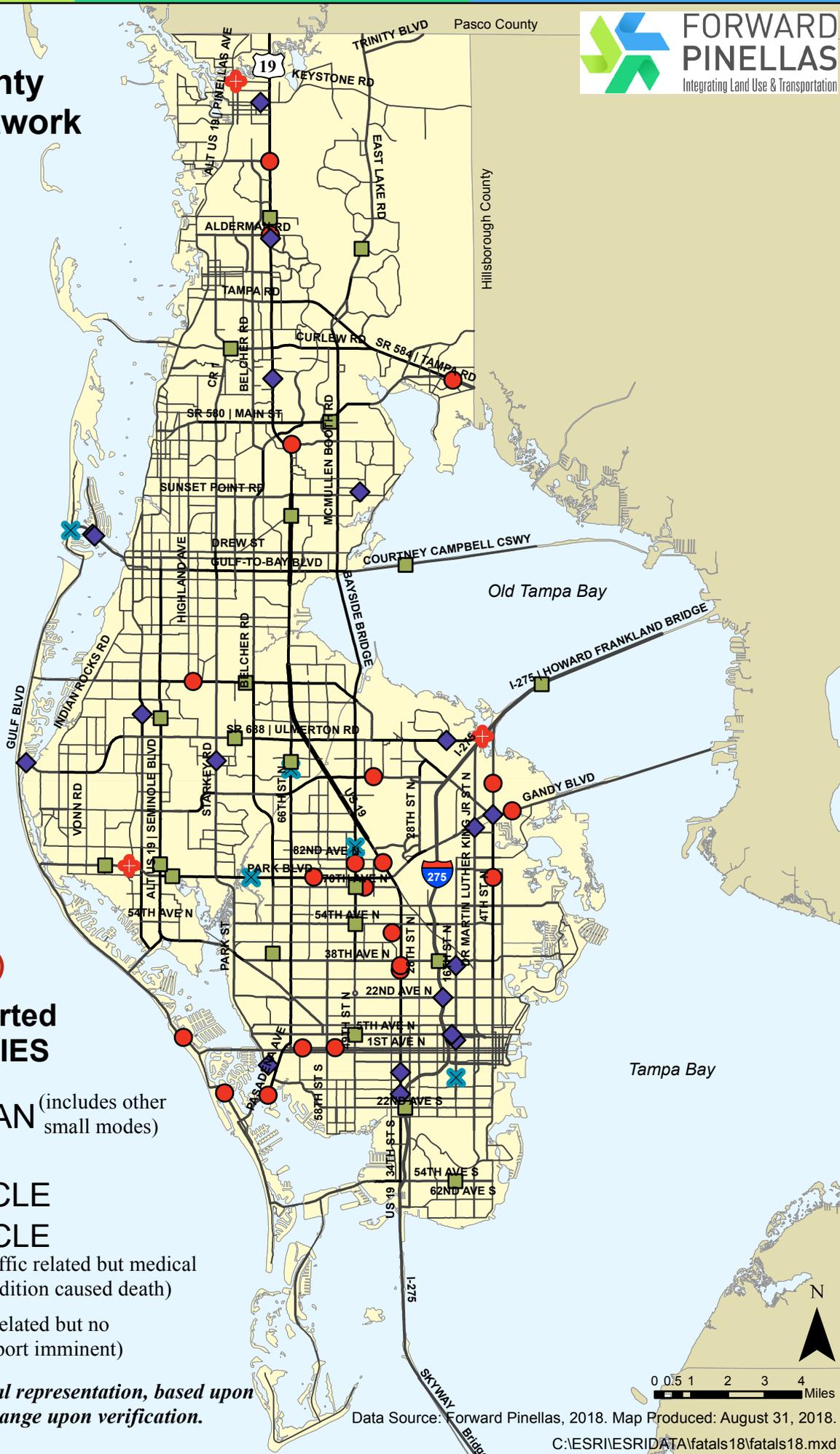
# Pinellas County Major Road Network

## YEAR 2018 (thru August 30th)

### Locations of Reported TRAFFIC FATALITIES

- PEDESTRIAN (includes other small modes)
- ✕ BICYCLE
- ◆ MOTORCYCLE
- AUTO-VEHICLE
- + MEDICAL (traffic related but medical condition caused death)
- OTHER (traffic related but no crash report imminent)

*NOTE: Graphic not an official representation, based upon initial reporting, subject to change upon verification.*



Data Source: Forward Pinellas, 2018. Map Produced: August 31, 2018.

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# PINELLAS COUNTY

## INITIAL REPORTING

of Traffic Fatalities  
thru August 30, 2018

CRASHES	DATAID	ROADWAY	LOCATION	DESC	DATE	FATAL	APPROX TIME
1	004F18	49TH ST N	8700 BLOCK	BIC	1/20/2018	1	9:45 AM
1	023F18	66TH ST N	12100 BLOCK	BIC	3/13/2018	1	8:45 PM
1	049F18	16TH ST S	900 BLOCK (delayed fatality)	BIC	3/28/2018	1	9:05 AM
1	053F18	CORONADOR DR	5 GULFVIEW BLVD (delayed fatality)	BIC	6/16/2018	1	12:08 PM
1	044F18	PARK BLVD	78TH ST N	BIC	6/25/2018	1	11:40 AM
1	001F18	8TH AVE S	34TH ST S	MC	1/2/2018	1	10:22 AM
1	009F18	DR ML KING JR ST N	NEAR EXECUTIVE CENTER DR	MC	2/2/2018	1	4:30 AM
1	010F18	34TH ST S	QUEENSBOROUGH AVE S	MC	2/4/2018	1	11:06 PM
1	016F18	STARKEY RD	ENTERPRISE BLVD	MC	2/14/2018	1	11:30 AM
1	015F18	16TH ST N	BETWEEN 3RD AND 4TH AVE N	MC	2/26/2018	1	6:45 AM
1	024F18	SR688   WALSLINGHAM RD	6TH AVE	MC	3/16/2018	1	6:30 PM
1	028F18	MEMORIAL CAUSEWAY	AT ISLAND WAY	MC	4/1/2018	1	2:45 AM
1	055F18	RIDGE RD   113TH ST SW	14TH AVE SW	MC	4/1/2018	1	10:30 AM
1	029F18	US 19 HWY	NB APPROACHING ALDERMAN RD	MC	4/8/2018	1	9:03 PM
1	036F18	TARPON AVENUE	HUEY AVE	MC	5/10/2018	1	5:00 PM
1	038F18	US 19 HWY	NEAR ROYAL BLVD	MC	6/6/2018	1	9:15 PM
1	039F18	PARK ST S	400 BLOCK	MC	6/9/2018	1	11:00 PM
1	040F18	36TH AVE N	16TH ST N	MC	6/11/2018	1	5:10 PM
1	043F18	GANDY BLVD	4TH ST N	MC	6/24/2018	1	11:45 PM
1	046F18	THIRD ST N	1000 BLOCK (Safety Harbor)	MC	7/7/2018	1	2:50 AM
1	047F18	I-275	22ND AVE N	MC	7/15/2018	1	7:54 PM
1	054F18	5TH AVE N	1700 BLOCK	MC	7/26/2018	1	7:49 AM
1	069F18	MEMORIAL CAUSEWAY	AT ISLAND WAY	MC	8/12/2018	1	8:49 AM
1	066F18	ULMERTON RD	FOUNTAIN PARKWAY	MC	8/24/2018	1	9:10 AM
1	027F18	PARK BLVD	11600 BLOCK	MED	3/30/2018	1	4:17 PM
1	060F18	DODECANESE BLVD   LIVE OAK ST	900 BLOCK	MED	5/31/2018	1	7:55 AM
1	052F18	ULMERTON RD	I-275	MED	6/14/2018	1	8:05 AM
1	002F18	49TH ST N	8000 BLOCK	PED	1/8/2018	1	10:06 PM
1	005F18	US 19 HWY	8000 BLOCK	PED	1/22/2018	1	8:30 PM
1	007F18	70TH AVE N	4600 BLOCK	PED	1/23/2018	1	7:45 PM
1	006F18	4TH ST N	NEAR 74TH AVE N	PED	1/24/2018	1	6:10 PM
1	008F18	US 19 HWY	ALDERMAN RD	PED	1/27/2018	1	6:50 AM
1	011F18	15T AVE N	55TH ST N	PED	2/2/2018	1	3:10 PM
1	012F18	34TH ST N	NEAR 35TH AVE N	PED	2/7/2018	1	9:50 PM
1	013F18	BLIND PASS RD	CAPTIVA CIRCLE	PED	2/17/2018	1	7:00 PM
1	014F18	EAST BAY DR	WERTZ DRIVE	PED	2/21/2018	1	5:50 AM
1	020F18	PARK BLVD	6100 BLOCK	PED	3/9/2018	1	11:25 PM
1	021F18	118TH AVE N	4300 BLOCK	PED	3/10/2018	1	10:40 PM
1	022F18	4TH ST N	114TH AVE N	PED	3/12/2018	1	6:15 AM
1	056F18	COUNTRYSIDE BLVD	VILLAGE DR	PED	4/2/2018	1	5:48 PM
1	057F18	US 19 HWY   34TH ST N	50TH AVE N	PED	4/8/2018	1	10:00 PM
1	058F18	PASADENA AVE	SHORE DR	PED	5/4/2018	1	3:14 PM
1	059F18	15T AVE N	63RD ST N	PED	5/7/2018	1	8:21 AM
1	037F18	GULF BLVD	117TH AVENUE	PED	6/2/2018	2	6:30 PM
1	042F18	US 19 HWY	E KLOSTERMAN RD	PED	6/20/2018	1	1:40 AM
1	045F18	US 19 HWY   34TH ST N	BETWEEN 35TH AVE N AND 38TH AVE N	PED	6/29/2018	1	2:30 AM
1	050F18	GANDY BLVD	POPLAR ST NE	PED	7/26/2018	1	6:26 AM
1	067F18	TAMPA RD	3900 BLOCK (Oldsmar)	PED	8/28/2018	1	8:30 PM
1	003F18	71ST ST N	40TH AVE N	VEH	1/11/2018	1	4:11 AM
1	018F18	SEMINOLE BLVD	16 AVENUE SE	VEH	3/6/2018	1	1:16 PM
1	017F18	49TH ST N	70TH AVE N	VEH	3/7/2018	1	8:00 PM
1	019F18	ULMERTON RD	WILD ACRES RD	VEH	3/9/2018	1	2:49 AM
1	034F18	US 19 HWY	LAKE TARPON DR	VEH	3/11/2018	1	4:02 PM
1	026F18	I-275	38TH AVE N	VEH	3/24/2018	1	3:03 AM
1	025F18	66TH ST N	S OF 126TH AVE N	VEH	3/25/2018	1	11:23 PM
1	030F18	I-275   HOWARD FRANKLAND BRIDGE	PINELLAS COUNTY SIDE OF THE BRIDGE	VEH	4/4/2018	1	11:15 AM
1	031F18	US 19 HWY	54TH AVE N	VEH	4/12/2018	1	11:00 AM
1	032F18	SR580	AT CURVE NEAR CHARLES AVE	VEH	4/21/2018	1	5:51 AM
1	033F18	54TH AVE S	16TH ST S	VEH	4/24/2018	1	1:50 PM
1	035F18	EAST BAY DR	3600 BLOCK	VEH	5/5/2018	1	10:18 PM
1	041F18	EAST LAKE RD	JUST S OF SANDY POINT DR	VEH	6/13/2018	1	7:30 AM
1	061F18	SEMINOLE BLVD	LAKE VISTA DR	VEH	6/28/2018	1	3:05 PM
1	048F18	I-275	22ND AVE S (mile marker 19)	VEH	7/13/2018	1	3:39 PM
1	051F18	PARK BLVD	104TH LANE	VEH	7/28/2018	2	7:00 PM
1	062F18	49TH ST N	5TH AVE N	VEH	8/2/2018	1	5:00 AM
1	063F18	COURTNEY CAMPBELL CSWY	NEAR ACCESS ROAD	VEH	8/19/2018	1	4:13 AM
1	064F18	US 19 HWY	NE COACHMAN RD	VEH	8/19/2018	1	3:02 AM
1	065F18	PARK BLVD	125TH ST N	VEH	8/20/2018	1	6:44 PM
1	068F18	CURLWY RD	1700 BLOCK	VEH	8/28/2018	1	6:55 PM

71 FATALITIES INCLUDING MEDICAL INCIDENTS \*

68 FATALITIES EXCLUDING MEDICAL INCIDENTS

69 CRASHES (fatal) INCLUDING MEDICAL INCIDENTS \*

66 CRASHES (fatal) EXCLUDING MEDICAL INCIDENTS

0 OTHER TRAFFIC RELATED FATALITIES BUT NO IMMINENT CRASH REPORT

22 AUTO-VEHICLE FATALITIES

32.4% (medical crashes not included)

21 AUTO-VEHICLE CRASHES (fatal)

## VULNERABLE ROAD USERS

19 MOTORCYCLE FATALITIES

27.9% of all traffic fatalities

19 MOTORCYCLE CRASHES (fatal)

5 BICYCLE FATALITIES

7.4% of all traffic fatalities

5 BICYCLE CRASHES (fatal)

22 PEDESTRIAN FATALITIES

32.4% of all traffic fatalities (includes other small modes)

21 PEDESTRIAN CRASHES (fatal)

46 VULNERABLE USER FATALITIES

45 VULNERABLE USER CRASHES (fatal)

67.6% Vulnerable/total fatalities

(medical crashes not included)

### NOTE

Table not an official representation,  
based upon initial reporting,  
subject to change upon verification.

Forward Pinellas

\* MEDICAL INCIDENTS INCLUDE HEART ATTACKS, STROKE, OR OTHER FATAL CONDITION.