



**Hillsborough MPO**  
**Metropolitan Planning**  
**for Transportation**



**JOINT HILLSBOROUGH, PASCO AND PINELLAS  
 BICYCLE / PEDESTRIAN ADVISORY COMMITTEE (BPAC)  
 MEETING AGENDA**

Wednesday, January 13, 2016, 6:00 PM – 7:30 PM  
 Austin Davis Public Library, 17808 Wayne Rd, Odessa, FL 33556

- Please join us for a Bike Ride on the Upper Tampa Bay Trail. Meet at Austin Davis Library. Ride leaves at 4:30pm. We will back by 5:45 p.m. Meeting begins at 6:00pm. The ride is a tour and not for speed, hope you can join us!

I.	Call to Order and Introductions	6:00
II.	Public Comments (3 minutes per speaker please)	6:10
III.	Approval of <b>Minutes</b> (September 22, 2015)	6:20
IV.	Presentation: <b>Vision Zero</b> - (Wade Reynolds, Hillsborough MPO)	6:25
V.	Presentation: <b>St. Petersburg Bicycle Parking Ordinance</b> -  (Lucas Cruse, city of St. Petersburg)	6:40
VI.	Tri County BPAC Meeting Dates for 2016:	7:00
	• Pinellas- May 17, 2016	
	• Pasco- September 20, 2016	
VII.	Facilitated Group Work Session: Can We Take This up Another Notch?  (Michele Ogilvie, Hillsborough MPO)	7:05
VIII.	New Business/Old Business	7:20
	a. Children’s Gasparilla Rodeo- January 23, 2016	
IX.	Adjourn	7:30



## JOINT HILLSBOROUGH, PASCO AND PINELLAS COUNTIES BICYCLE/PEDESTRIAN ADVISORY COMMITTEES (BPAC) MEETING MINUTES

Tuesday, September 22, 2015, 5:30 PM - 7:30 PM  
Jay B. Starkey Wilderness Park Environmental Education Center  
10500 Wilderness Park Boulevard, New Port Richey, FL 34655

### I. CALL TO ORDER AND INTRODUCTIONS

Pasco Chair Gunther Flaig called the meeting of the Joint Hillsborough, Pasco and Pinellas Counties BPAC to order at 5:39 pm. Introductions were made.

Those in Attendance were as follows:

#### BPAC Members Present:

Becky Afonso	Pinellas County BPAC - North County Area Citizen
Lynn Bosco	Pinellas County BPAC - At Large Citizen
John Boucher	Pasco County BPAC
Alana Brasier	Hillsborough County BPAC - At Large Citizen
Megan Carmichael	Pinellas County BPAC - Department of Health
Corporal Steven Cherpock	Hillsborough County BPAC - Sheriff's Office
Kimberly Cooper	Pinellas County BPAC - St. Petersburg Area Citizen
Gunther Flaig	Pasco County BPAC
Morgan Gaynor	Pasco County BPAC
Byron Hall, Jr.	Pinellas County BPAC - Pinellas Park & Mid-County Citizen
Deanna Krautner	Pasco County BPAC
Paul Kurtz	Pinellas County At Large Citizen Representative
Lorraine Lyn	Hillsborough County - City of Temple Terrace Citizen
Faye Miller	Hillsborough County BPAC - At Large Citizen
Mark Pinson	Pasco County BPAC
Ronald Rasmussen	Pinellas County BPAC - Pinellas Park & Mid-County Citizen
Tina A. Russo	Pasco County BPAC
Mike Siebel	Pinellas County BPAC - At Large Citizen
Jim Shirk	Hillsborough County BPAC - At Large Citizen
Brian Smith	Pinellas County BPAC - At Large Citizen
Alain Watson	Hillsborough County Environmental Protection Agency
Justin Willits	Hillsborough County BPAC - At Large

#### Staff/Visitors:

Sam Beneck	Pasco County Planning & Development
Mark Berlinger	Pasco County Parks and Recreation
Rodney Chatman	Pinellas County MPO Staff
Judy Geiger	Pasco County At Large Citizen Representative
Allen Howell	Pasco County BPAC Staff
Paul Kurtz	Pinellas County At Large Citizen Representative
Craig Linton, Jr.	Visitor
Susan J. Miller	Pinellas County MPO
Wes Miller	Visitor
Michele Ogilvie	Hillsborough County MPO
Carl Orth	Suncoast News
Rolly Otero	Visitor
Cheryl Stacks	St. Petersburg Bicycle/Pedestrian Coordinator
Eric Trull	Coast Bike Shore

II. PUBLIC INPUT

Chair Flaig asked if there were any public comments at this time. Allen Howell provided some history on the Starkey Park Environmental Center. He also introduced the representatives from Pinellas and Hillsborough County BPACs, who will Co-Chair the meeting today: Hillsborough BPAC Chair Jim Shirk and Pinellas BPAC Chair Brian Smith.

III. APPROVAL OF MEETING SUMMARY

None

IV. PRESENTATION - FLORIDA BICYCLE ASSOCIATION (FBA)

Rebecca Afonso, Pinellas County BPAC, indicated the PowerPoint presentation is being used as a Bike Outreach educational tool. She indicated that she was representing the Florida Bicycle Association and had done the same presentation three times previously at the Oldsmar City Council, City of St. Petersburg and Temple Terrace City Council; this being the fourth presentation. Ms. Afonso indicated the FBA is going out into the community to educate and work towards coordinating and becoming Complete Street Savvy. She referred to the following points on the presentation that talked about environmental concerns, road diets, called Sharrow, which include lower speeds (35 miles or less), better direction on how to proceed, Bike Sharing campaigns and creating a bike tag called Bike Florida. Discussion followed.

V. HILLSBOROUGH COUNTY - WALK BIKE V, ETC.

Michele Ogilvie, Hillsborough BPAC, spoke. Sharrow (sharing a regional network), a pilot program that Hillsborough MPO is creating which covers a 23 mile span that includes 23 neighborhoods in a high density concentration of people, that covers different cultures, by using our natural resources with green space that includes bike lanes. Discussion followed. She provided maps on the route where the green spaces are located and a handout which reflected the regional trail. Discussion followed.

VI. PASCO COUNTY - TRAIL NETWORK CONNECTIONS BETWEEN COUNTIES, ETC.

Allen Howell, Pasco MPO, provided information on the Tri-County connection from Pasco that goes south into Pinellas, indicating it will benefit all bicyclists/pedestrians to travel from Pinellas through Pasco County as a Regional Connection. He also stated that Pasco County MPO is working on the design for the Anclote Coastal Trail. The alternative routes will be taken to the MPO Board in October for final approval. He stated that the Pasco BPAC is showing support for the Walk/Bike Tampa, in the City of Tampa, and would like to encourage the other members to do the same. Discussion followed.

VII. PINELLAS COUNTY - DUKE ENERGY FLORIDA TRAIL UPDATE, ETC.

Susan Miller, Pinellas County, talked about Pinellas County trails located on a map she presented to committee, indicating the blue outside lines are for the existing trail that goes along East Lake Road. She stated the green lines show the connection from the Overpass to existing trail which runs from Sunset Point to Overpass on U.S. 19. She stated new signs will be needed that show the Enterprise Road connection. Cheryl Stacks, Pinellas County, asked if the City of Tarpon Springs has resolved its issues on who was going to pay for the Elfers' Spur Connection. Who does it really belong to, Pinellas County or City of Tarpon Springs? She indicated this was a critical connection for the trails. Discussion followed.

## **MOTION RECOMMENDED**

Tyrone Lovett, Pasco County BPAC made a motion for the Regional Joint BPAC to support the Elfers' Spur Connection Project, with Pasco County MPO writing a letter to move forward on the connection between the Pinellas County MPO and the City of Tarpon Springs. Ronald Rasmusson seconded. Chair Smith called on the motion. All Joint BPAC members present voted in favor. The motion passed. Staff will prepare a letter to support this project as a regional trail connection.

### **VIII. UPDATE/DISCUSSION ITEMS**

#### **A. Coast to Coast Trail Program Update**

Judy Geiger, Lacochee, provided a brief report on the Coast to Coast presentation that was given to the MPO Board on September 10, 2015. She indicated that there were many speakers who showed up to support the connection from Pasco County. Ms. Geiger indicated the meeting resulted in the MPO Board's suggestion of doing a loop which would include both routes. She further indicated that FDOT District 5 and District 7 will get together to let Pasco County citizens and the MPO board know when the next workshop will be held on the alternative routes. Discussion followed. Chair Brian Smith stated that \$25,000,000 has been set aside this year, from the statewide funding which is allocated to the Coast to Coast Project Connection.

#### **B. SUNTrail Update**

Chair Smith stated that the SunTrail, if permitted, is running into issues such as: speed laws and behavior issues. BPAC members requested a report showing the current problems and solutions. Rodney Chatman, Pinellas County, indicated that staffing for each committee may be a problem on a regional basis. Chair Shirk indicated that they need law enforcement to show up more to help slow down and to ticket bikers who are doing unlawful activities. He indicated it is also an ADA issue. Chair Smith indicated that the trails are not made for the heavier bikes but it is becoming a trend and the State and Counties are now moving forward allowing the electric bikes on the trails. Morgan Gaynor asked if they had a copy of the current standards for the motorized bike. Discussion followed. Susan Miller, Pinellas County, indicated that the State has rules and standards in place that have to be met in order for e-bikes to use the trails. Cheryl Stacks, Pinellas County, said there is an operating list for the different bikes allowed on trails. Discussion followed.

#### **C. Cyclovia Events**

Chair Shirk, Hillsborough County, provided a Cyclovia PowerPoint presentation that was hosted in the Temple Terrace area. He indicated there was an overwhelming good response. Mr. Shirk stated they are looking for a future Cyclovia location. Discussion followed.

#### **D. Bike Share Discussion/Update**

Cheryl Stacks, Pinellas County, indicated that they would be going through the RFP for the contracts on October 6, 2015. She indicated after this they would start to negotiate with a vendor to focus on a major launch in 2017. Alain Watson, Hillsborough EPA, stated there is a technical report that was prepared in June that helps understand the process that needs to be followed. It also shows the locations for the 300 bikes are in the North Tampa business area around Grand Central and they are always looking for downtown opportunities for satellite

areas. Chair Shirk spoke on the pilot bike share program in Los Angeles that includes transit segment of first mile/last mile for Bike Share.

E. Electric Bicycles Discussion/Update

Chair Smith spoke about the electric bikes in Pinellas trails being flagged as an issue by the Pinellas BPAC Subcommittee. He indicated they were discussing subjects such as: What should be done? What is covered under the Federal/State guidelines for the use of Electric bike usage on trails/highways? Discussion followed.

F. Other Joint Ventures

Chair Smith, talked about the process for the Coast to Coast schedule and how this will be a regional benefit. He spoke a little on the Sunshine Grand Prix. He also spoke some on the applications for the Safe route to schools.

IX. NEXT JOINT MEETING SCHEDULE

Chair Smith brought up the discussion of when they would like to have the next Joint BPAC meeting. Discussion followed. It was indicated since there are three Regional BPACs, meetings would be done three times a year, with each BPAC hosting in a rotation manner.

X. PUBLIC COMMENT

- A. Tina Russo, Hillsborough County, indicated the Upper North Tampa Trail is officially open. She stated the plan now is to go south, but she did not have all the timing/alignment information and she would speak with the Consultant to see if it is completed. She indicated there are two alignments and that the final one will be chosen to fill in the last gap in this area. City of Oldsmar, Thursday, October 15, 2015, international talent, they would like to work this out where it is done three times a year. Discussion followed.
- B. Megan Carmichael, indicated the Global Net Challenge for individuals was now taking applications for the challenge. If anyone would like to sign up she would provide the website address, highlighting the health benefits such as improved sleep and all around feeling better. She encouraged all members to take the 10,000 steps daily challenge. Discussion followed.
- C. Chair Shirk, Hillsborough County, indicated that on October 25, 2015, in Tampa, they are going to create a Hillsborough County Community Garden in certain communities and if anyone wanted more information to contact him. Discussion followed.
- D. Cheryl Stacks spoke on the Hillsborough Transit Smart Cars Integration stating staff is preparing the Tiger Grant application at this time. Chair Shirk indicated the Tampa System has an excellent ridership and the data accumulated will be given to the University of South Florida to produce a report.

XI. ADJOURN

Chair Smith adjourned the meeting at 7:07 pm.



# Hillsborough Metropolitan Planning Organization

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601 E Kennedy Boulevard, 18<sup>th</sup> floor, Tampa, Florida, 33601 · 813-272-5940 · HillsboroughMPO.org

## Board & Committee Agenda Item

**Agenda Item:** An Introduction to Vision Zero

**Presenter:** Wade Reynolds, MPO staff

**Summary:** Vision Zero is an approach to road safety that began in Sweden and has been implemented in that county since 1997. A "Vision Zero" policy requires that fatalities and serious injurious are reduced to zero by 2020.

At the core of the worldwide Vision Zero movement is the belief that death and injury on city streets is preventable. For the most part, these aren't "accidents." Collisions are often the result of poor behaviors and unforgiving roadway designs. So we must approach the problem from multiple angles – street designs that emphasize safety, predictability, and the potential for human error, coupled with targeted education and data-driven enforcement.

**Recommended Action:** Discussion and any follow up as needed

**Prepared By:** Michele Ogilvie

**Attachments:** None

ORDINANCE NO. 203-II

AN ORDINANCE OF THE CITY OF ST. PETERSBURG PROVIDING FOR THE AMENDMENT OF THE ST. PETERSBURG CITY CODE LAND DEVELOPMENT REGULATIONS; ADDING THE SOUTH ST. PETERSBURG COMMUNITY REDEVELOPMENT AREA; CHANGING CERTAIN MINIMUM PARKING REQUIREMENTS; PROVIDING THAT PROPERTY OCCUPANTS ARE RESPONSIBLE FOR MAINTENANCE OF FENCES, WALLS AND HEDGES; CHANGING FENCE REQUIREMENTS ON PROPERTY ABUTTING NEIGHBORHOOD COLLECTOR STREETS; REQUIRING SHORT AND LONG TERM PARKING SPACES TO BE PROVIDED ON SITE FOR VARIOUS USES; ESTABLISHING ADDITIONAL STANDARDS AND REQUIREMENTS FOR BICYCLE PARKING SPACES; PROVIDING FOR A PAYMENT IN LIEU OF PROVIDING BICYCLE PARKING; REQUIRING BUFFERING FOR OUTDOOR PET PENS AND RUNS; INCREASING THE INTENSITY (FAR) FOR OFFICE, MANUFACTURING, LABORATORIES AND RESEARCH AND DEVELOPMENT USES IN THE TARGET EMPLOYMENT CENTER OVERLAY AREAS; ESTABLISHING THE MAXIMUM FAR FOR NONRESIDENTIAL USES IN THE EMPLOYMENT CENTER ZONING DISTRICT OUTSIDE OF ACTIVITY CENTERS; LIMITING APPEALS TO PROPERTY OWNERS FOR LOT LINE ADJUSTMENTS AND LOT SPLITS; MAKING INTERNAL LANGUAGE, TABLES AND CHARTS CONSISTENT; CODIFYING INTERPRETATIVE LANGUAGE AND CLARIFICATIONS; CORRECTING TYPOGRAPHICAL, GRAMMATICAL AND SCRIVENERS ERRORS; REMOVING OBSOLETE LANGUAGE; AND PROVIDING FOR AN EFFECTIVE DATE.

THE CITY OF ST. PETERSBURG DOES ORDAIN:

Section 1. Sections 16.05.010.D.4 and E.2 of the St. Petersburg City Code, pertaining to Development Agreements, are hereby amended to read as follows:

4. ~~After~~ Not more than fourteen days after approval of a development agreement, the development agreement shall be recorded in the public records of the County ~~and mailed to the department of community affairs as provided in the Act.~~

2. The duration of the agreement which shall not exceed 30 ~~20~~-years;

Section 2. Sections 16.06.030, 16.06.040, 16.06.070 and 16.06.80 of the St. Petersburg City Code, pertaining to certain Community Redevelopment Areas, are hereby deleted and removed from the City Code.

Section 3. Sections 16.06.020.B.3.b and 4 of the St. Petersburg City Code, pertaining to the Bayboro Harbor Community Redevelopment Area, are hereby amended to read as follows:

b. The amount of ad valorem taxes which would have been produced by the rate upon which the tax is levied each year by or for the City, exclusive of any debt service millage, upon the total of the assessed value of the taxable real property in the area as shown upon the most recent assessment roll used in connection with the taxation of such property by each such taxing authority prior to March 17, 1988 which is the effective date of Ordinance 1027-F from which this section is derived.

In calculating the increment, the amount of the ad valorem taxes levied based on the City-wide debt service on City bonds shall be totally excluded for the calculation. All increments in this amount shall continue to be used for its voter-approved purpose and shall not be appropriated in any part of the fund. Any adjustments made in the appropriation will be based upon the final extended tax roll.

4. The City will annually pay to the fund the tax increment due the fund on January 1 of each taxable year. The City's obligation to annually appropriate to the fund on or before October 1 of each year shall commence immediately upon March 17, 1988 which is the effective date of Ordinance 1027-F ~~the ordinance~~ from which this section is derived and continue until all loans, advances and indebtedness, if any, and interest thereon incurred by the agency as a result of the project have been paid (but not to exceed 30 years).

Section 4. Sections 16.06.050.B.3.b and 4 of the St. Petersburg City Code, pertaining to the Intown Community Redevelopment Area, are hereby amended to read as follows:

b. The amount of ad valorem taxes which would have been produced by the rate upon which the tax is levied each year by the City upon the total of the assessed value of the taxable property in the redevelopment area as shown upon the most recent assessment roll used in connection with the taxation of such property by the City prior to April 15, 1982 ~~March 18, 1982, being~~ which is the effective date of Ordinance No. 570-F 557-F, from which this section is derived ~~approving the community redevelopment plan.~~

In calculating the increment, the amount of the ad valorem taxes levied based on the City-wide debt service on City bonds shall be totally excluded from the calculation. All increments in this amount shall continue to be used for its voter-approved purpose and shall not be appropriated in any part of the fund.

4. The City will annually appropriate to the fund the aforesaid sum at the beginning of the City's fiscal year. The City's obligation to annually appropriate to the fund shall commence immediately upon April 15, 1982 which is the effective date of Ordinance 570-F from which this section is derived and continue until all loans, advances and indebtedness, if any, and interest thereon incurred by the agency as a result of the projects have been paid and only to the extent that the tax increment recited above accrues.



Section 5. Sections 16.06.060.B.3.b and 5 of the St. Petersburg City Code, pertaining to the Intown West Community Redevelopment Area, are hereby amended to read as follows:

b. The amount of ad valorem taxes which would have been produced by the rate upon which the tax is levied each year by or for the City, exclusive of any debt service millage, upon the total of the assessed value of the taxable real property in the area as shown upon the most recent assessment roll used in connection with the taxation of such property by each such taxing authority prior to November 11, 1990, which is the effective date of the Ordinance 2013-F from which this section is derived.

5. The City will annually pay to the fund the tax increment due the fund on January 1 of each taxable year. The City's obligation to annually appropriate to the fund on or before October 1 of each year shall commence immediately upon November 11, 1990, which is the effective date of the Ordinance 2013-F from which this section is derived and continue until all loans, advances and indebtedness, if any, and interest thereon incurred by the agency as a result of the projects have been paid (not to exceed 30 years).

Section 6. Sections 16.06.50 and 16.06.60 of the St. Petersburg City Code, pertaining to certain Community Redevelopment Areas, are hereby renumbered to be Sections 16.06.30 and 16.06.40 respectively.

Section 7. The St. Petersburg City Code is hereby amended by adding a new Section 16.06.50, to read as follows:

16.06.050. – South St. Petersburg Community Redevelopment Area.

A. Agency. The redevelopment agency created pursuant to Resolution No. 2014-296 shall hereinafter be known as the South St. Petersburg Community Redevelopment Agency.

B. Trust fund.

1. There is hereby established and created, in accordance with the provisions of F.S. § 163.387, a redevelopment trust fund hereafter referred to as "the fund."
2. The funds allocated to, and deposited into the fund are hereby appropriated to the agency to finance the community redevelopment projects within the South St. Petersburg Community Redevelopment Area (hereinafter referred to as "the redevelopment area") created by Resolution No. 2014-296 of the City. The agency shall utilize the funds and revenues paid into and earned by the fund for all and every community redevelopment purpose delegated to it in the aforementioned resolution and as contained in the community redevelopment plan and as provided by law.
3. There shall be paid into the fund, and the City hereby appropriates, commits and sets over for payment into the fund, a sum equal to that increment from the income, proceeds, revenues and funds of the City derived from, or held in connection with the area, and the agency's undertaking and carrying out of the community redevelopment projects therein. Such increment shall be determined and appropriated annually, and shall be that amount equal to 95 percent of the difference between:

- a. The amount of ad valorem taxes levied each year by the City, exclusive of any amount from debt service millage, on taxable real property contained within the geographic boundaries of the area; and
  - b. The amount of ad valorem taxes which would have been produced by the rate upon which the tax is levied each year by or for the City, exclusive of any debt service millage, upon the total of the assessed value of the taxable real property in the area as shown upon the most recent assessment roll used in connection with the taxation of such property by each such taxing authority prior to June 11, 2015, the effective date of Ordinance 175-HI from which this section is derived.
  - c. In calculating the increment, the amount of the ad valorem taxes levied based on the City-wide debt service on City bonds shall be totally excluded from the calculation. All increment in this amount shall continue to be used for its voter-approved purpose and shall not be appropriated in any part to the fund. Any adjustments made in the appropriation will be based upon the final extended tax roll.
4. The City will annually pay to the fund the tax increment due the fund by April 15 of each taxable year. The City's obligation to annually appropriate to the fund on or before October 1 of each year shall commence immediately upon June 11, 2015, the effective date of Ordinance 175-HI from which this section is derived and continue until all loans, advances and indebtedness, if any, and interest thereon incurred by the agency as a result of the projects have been paid (not to exceed 30 years).
  5. The agency is directed to establish and set up the fund and to develop and promulgate rules, regulations and criteria whereby the fund may be promptly and effectively administered, including the establishment and the maintenance of books and records and adoption of procedures whereby the agency may, expeditiously and without undue delay, utilize such funds for their allocated statutory purpose.
  6. The agency is vested with full responsibility for the receipt, custody, disbursement, accountability, management and proper application of all moneys paid into the fund.
- C. Ratified. All ordinances and resolutions, including the community redevelopment plan, for the South St. Petersburg Community Redevelopment Area, as amended, are ratified and confirmed.

Section 8. The column headings titled, "Minimum Parking Spaces: Traditional Tier" and "Downtown" within the *Use Permissions and Parking Requirements Matrix and Zoning Matrix* in Section 16.10.020.1, are hereby amended to read as follows:

Minimum Parking Spaces, Traditional Tier  
(NT, CRT, CCT-1, IT)

Downtown  
(DC, CCT-2)

Section 9. The table in Section 16.20.10.5 of the St. Petersburg City Code, pertaining to Development Potential, is hereby amended to read as follows:

Minimum Lot Size, Maximum Density and Maximum Intensity

		NT-1	NT-2	NT-3	NT-4
Minimum Lot Width <sup>(1)</sup>	Residential	45 ft.	50 ft.	60 ft.	45 ft.
	Nonresidential	180 ft.	200 ft.	240 ft.	180 ft.
Minimum Lot Area <sup>(1)</sup> (square feet)	Residential	5,800	5,800	7,620	5,800
	Nonresidential	22,860	25,400	30,480	22,860
Maximum Residential Density (units per acre)		15 (1 principal unit and 1 accessory unit per lot) <sup>(2)</sup> -(1)	15 (1 principal unit and 1 accessory unit per lot) <sup>(2)</sup> -(1)	7 (1 principal unit; accessory unit not permitted)	15 (1 principal unit and 1 accessory unit per lot) <sup>(2)</sup> -(1)
Maximum Nonresidential Intensity (floor area ratio)		0.50	0.50	0.40	0.85
Maximum Impervious Surface (site area ratio)	Residential	0.65	0.65	0.65	0.65
	Nonresidential	0.55	0.55	0.55	0.55
<p>(1) For <del>previously unplatted property or replatted property.</del></p> <p>(2) Refer to use specific development standards for regulations regarding development of accessory dwelling and accessory living space. Refer to technical standards regarding measurement of lot dimensions, calculation of maximum residential density, nonresidential floor area and impervious surface. For mixed use developments, refer to additional regulations within the use specific development standards section for mixed uses (currently <u>section 16.50.200</u>).</p>					

Section 10. The table in Section 16.20.020.6 of the St. Petersburg City Code, pertaining to Development Potential, is hereby amended to read as follows:

Minimum Lot Size, Maximum Density and Maximum Intensity

		NS-1	NS-2	NS-E
Minimum lot width <sup>(1)</sup>	Residential	75 ft.	100 ft.	200 ft.
	Nonresidential	150 ft.	200 ft.	200 ft.
Minimum lot area <sup>(1)</sup>	Residential	5,800 sq. ft.	8,700 sq. ft.	1.0 acre
	Nonresidential	1.0 acre	1.0 acre	2.0 acres
Maximum residential density (units per acre)		7.5 1 principal unit (accessory unit not permitted)	5 1 principal unit (accessory unit not permitted)	2 1 principal unit and 1 accessory unit per lot (see note 1 2)
Maximum nonresidential intensity (floor area ratio)		0.35	0.30	0.20

Maximum impervious surface (site area ratio)	0.60	0.60	0.40
<p>(1) <del>For previously unplatted property or replatted property.</del>            (2) Refer to use specific development standards for regulations regarding development of accessory dwelling and accessory living space. Refer to technical standards regarding measurement of lot dimensions, calculation of maximum residential density, nonresidential floor area and impervious surface. For mixed use developments, refer to additional regulations within the use specific development standards section for mixed uses (currently <u>section 16.50.200</u>).</p>			

Section 11. The table in Section 16.20.030.5 of the St. Petersburg City Code, pertaining to Development Potential, is hereby amended to read as follows:

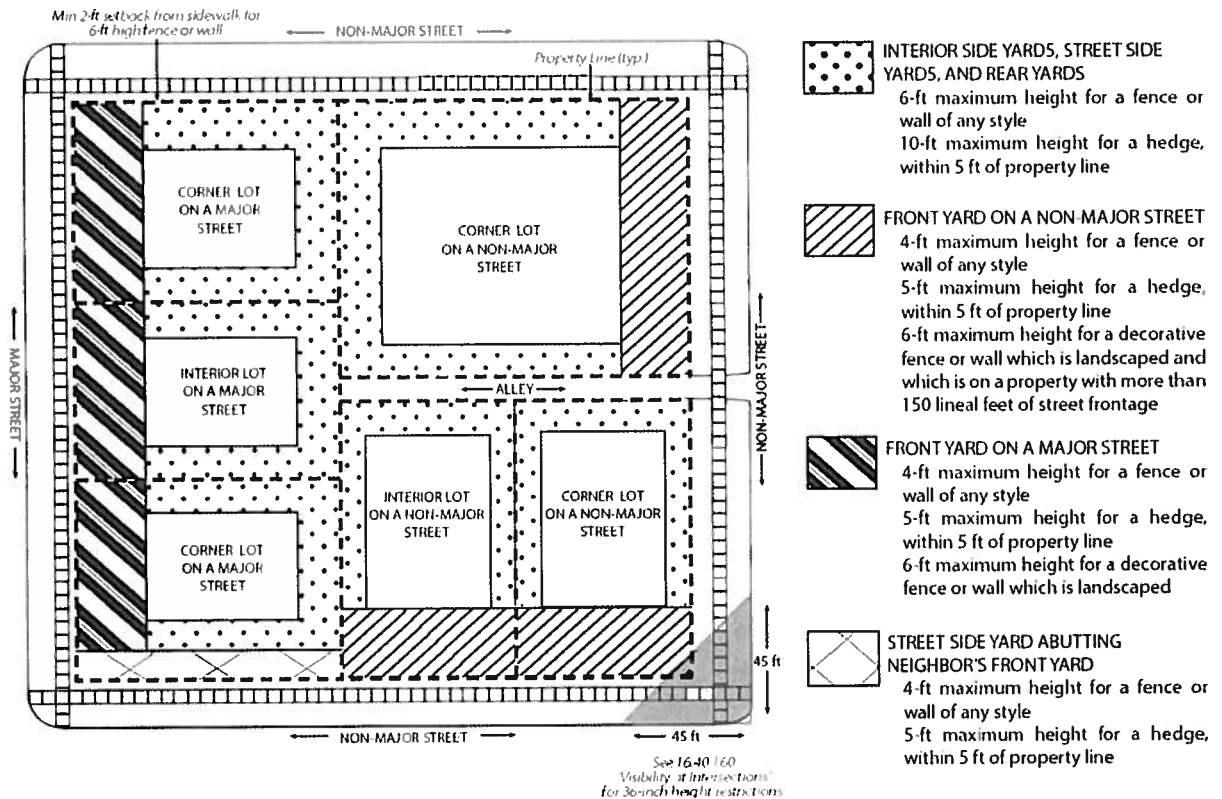
Minimum Lot Area, Maximum Density and Maximum Intensity

		NSM-1	NSM-2
Minimum lot area (square ft.)		4,500	4,500
Maximum residential density (units per acre)	Residential density	15	24
	Workforce housing density bonus	6	6
Maximum nonresidential intensity (floor area ratio)		0.50	0.60
Maximum impervious intensity (site area ratio)		0.65	0.75
<p>Workforce housing bonus: All units associated with this bonus shall be utilized in the creation of workforce housing units as prescribed in the City's workforce housing program and shall meet all requirements of the program.  <del>Minimum lot area shall apply to previously unplatted property or replatted property.</del>            Refer to technical standards regarding measurement of lot dimensions, calculation of maximum residential density, nonresidential floor area and impervious surface. For mixed use developments, refer to additional regulations within the use specific development standards section for mixed uses (currently <u>section 16.50.200</u>).</p>			

Section 12. The column heading titled 'Front Yards – Major Streets' in the chart in Section 16.40.040.3.1 of the St. Petersburg City Code, pertaining to Fences, Walls, and Hedges, is hereby amended to read as follows:

Front Yards – Major Streets, except Neighborhood Collectors

Section 13. Section 16.40.040.3.1 of the St. Petersburg City Code, pertaining to Fences, Walls, and Hedges, is hereby amended by amending the reference to 'diagrams' to be singular, and removing the existing graphic and replacing it with the following graphic, to read as follows:



Section 14. Section 16.40.040.3.5.F.2 of the St. Petersburg City Code, pertaining to Fences, Walls, and Hedges, is hereby amended to read as follows:

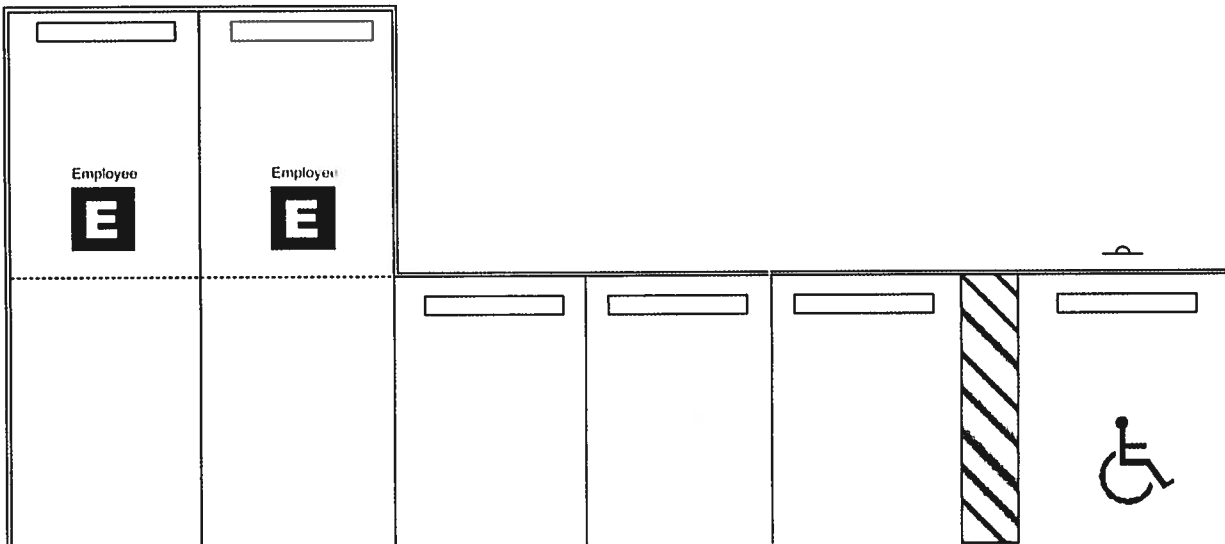
2. The owner or occupant of a property where a fence, wall or hedge is located is responsible for maintenance of both sides. Nothing in this section shall be construed to grant any right of entry to an adjoining property which is under separate ownership for the purpose of maintaining a fence, wall or hedge. Nothing in this section shall be construed as creating an obligation to maintain a fence, wall or hedge if access to an adjoining property is necessary for maintenance work and the owner or occupant of the adjoining property fails or refuses to grant a right of entry to the owner of the fence, or occupant of the property on which the fence is located, for such work at reasonable times despite a request for such right of entry.

Section 15. Section 16.40.090.1 of the St. Petersburg City Code, is hereby amended to read as follows:

16.40.090.1. - Applicability.

Parking requirements shall be met at the time any building or structure is erected, enlarged or increased in density or intensity, or a change of use results in an increase in the minimum number of parking spaces required. The parking and loading standards in this section shall apply to the increase in requirements for the new use or portion of the enlarged building or structure only and not to the existing building or structure. Any existing paved parking lot which is to be either restriped in a manner different from that previously approved or resurfaced shall also be subject to the standards in this section.

Section 16. Section 16.40.090. 3.2.C.4 of the St. Petersburg City Code, pertaining to tandem parking, is hereby amended by removing the existing graphic and replacing it with the following graphic, to read as follows:



Section 17. The St. Petersburg City Code is hereby amended by adding a new Section 16.40.090.3.2.C.8 to read as follows:

8. Bicycle parking may substitute for up to 20 percent of required motor vehicle parking as set forth herein. For every six bicycle parking spaces above the minimum number of required spaces that meet the bicycle parking standards, the motor vehicle parking requirement is reduced by one space.

Section 18. Sections 16.40.090.4, 4.1, and 4.2 of the St. Petersburg City Code are hereby amended to read as follows:

16.40.090.4. - Bicycle parking.

The bicycle parking requirements of this section are intended to encourage the use of bicycles as a means of transportation in the City by providing safe and convenient places to park bicycles. These regulations ensure adequate short and long-term bicycle parking based on the demand generated by the different use categories and on the level of security necessary to encourage the use of bicycles for short and long term stays. Bicycle parking facilities shall be located on the same site as the uses they serve and be convenient to the main entrance of the building. These requirements shall apply to all new construction, and additions and expansions or a change of use that results in an increase in the minimum number of bicycle parking spaces required after July 1, 2007. Bicycle parking requirements shall only apply to the increase in bicycle parking requirements of the new use, and the new construction or the portion of the enlarged building or structure only and not to the existing building or structure.

16.40.090.4.1. - Minimum number of bicycle spaces required.

A. Bicycle spaces shall be provided as required in the following table. ~~The POD may reduce or waive these requirements where the POD finds that there is insufficient need for bicycle spaces.~~

Table Bicycle Parking Spaces

Bicycle Parking Spaces Required		
Use category	Short-term spaces	Long-term spaces
Residential, multifamily	2, or 1 per 20 units	1 per <del>4 units</del> <u>each unit</u>
Residential, dormitory	<del>None</del> <u>1 per 20 bedrooms</u>	1 per <del>4 residents</del> <u>2 bedrooms</u>
Retail sales	2, or 1 per 5,000 sq. ft.	2, or 1 per 12,000 sq. ft. of gross floor area
Restaurant	2, or 1 per 5,000 sq. ft. of gross floor area	2, or 1 per <del>10,000</del> <u>12,000</u> sq. ft. of gross floor area
Office	2, or 1 per 40,000 sq. ft. of gross floor area	2, or 1 per 10,000 sq. ft. of gross floor area
Manufacturing	None	2, or 1 per 15,000 sq. ft. of gross floor area
Warehousing	None	2, or 1 per 40,000 sq. ft. of gross floor area
Schools, grades 2—5	<del>None</del> <u>2, or 1 per 40 enrolled students</u>	3 per classroom
Schools, grades 6—12	<del>None</del> <u>2, or 1 per 40 enrolled students</u>	5 per classroom
Colleges	2, or 1 per 10,000 sq. ft. of gross floor area	2, or 1 per 20,000 sq. ft. of gross floor area
Meeting Hall and other Community Assembly Facility	2, or 1 per 10,000 sq. ft. of gross floor area	2, or 1 per 10,000 sq. ft. of gross floor area
Child care centers	<del>None</del> <u>2, or 1 per 20 children</u>	2, or 1 per 10,000 sq. ft. of gross floor area
Commercial recreation, <u>indoor, Studio</u>	2, or 1 per 5,000 sq. ft. of gross floor area	2, or 1 per 12,000 sq. ft. of gross floor area
<del>Commercial</del> <u>Outdoor</u> recreation, <u>outdoor</u>	None	10, or 1 per 20 <u>motor vehicle parking auto</u> spaces
<u>Hospital</u>	<u>2, or 1 per 20,000 sq. ft. of gross floor area</u>	<u>2, or 1 per 50,000 sq. ft. of gross floor area</u>
<u>House of worship, Motion picture theater/cinema, Performing arts venue)</u>	<u>10, or 1 per 50 seats</u>	<u>8, or 1 per 200 seats</u>

<u>Motor vehicle service and repair, Car wash and detailing , Service, personal</u>	<u>2, or 1 per 20,000 sq. ft. of gross floor area</u>	<u>2, or 1 per 10,000 sq. ft. of gross floor area</u>
<u>Mass transit center</u>	<u>10, or 1 per 5,000 sq. ft. of gross floor area</u>	<u>4, or 1 per 10,000 sq. ft. of gross floor area</u>
Note: Wherever this table indicates two numerical standards, the larger number applies.		

**B. Exemptions**

1. No long-term bicycle parking is required for a building with less than 2,500 sq. ft. of gross floor area.
2. Payment in lieu of bicycle parking:
  - a. Payment of \$83 is required for each required short- or long-term bicycle parking space that is not provided on site, including any site for which a variance is granted, in addition to any other conditions.
  - b. New construction shall provide all required bicycle parking and may not make a payment in lieu of providing such required parking without a variance.
  - c. If a site which has a change of use, or an addition or expansion is unable to provide all the required bicycle parking, it may use this option if the available buildable area after approval of the building permit or change of use is too small to provide all the required parking. The site must still provide as much on site bicycle parking as can physically fit on the remaining buildable area or in unused portions of the building (for long term parking). The POD may allow up to 10% of the required motor vehicle parking spaces to be converted to bicycle parking. The POD may allow up to 5% of other impermeable areas on site to be converted to bicycle parking if it does not impede pedestrian movement.
  - d. Fund use and administration. Payments in lieu shall only be used to install bicycle parking and associated improvements in the right-of-way within a reasonable distance of the property making the payment in order to insure that the bicycle transportation impacts which may be created by the business are mitigated.

16.40.090.4.2. - Development standards.

A. Short-term bicycle parking. Short-term bicycle parking encourages shoppers, customers and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles. Short term bicycle parking should serve the main entrance of a building and should be visible to pedestrians and bicyclists. Short term bicycle parking shall comply with the following locational standards:

1. ~~Location.~~ Provided in racks permanently affixed to the ground.
2. Publically accessible at all hours.
3. At the same grade as the abutting sidewalk, or at a location that is ADA accessible.
4. Within the following distances of the main entrance:



a. Building with one entrance. For a building with one main entrance, the bicycle parking shall be within 50 feet of the main entrance to the building as measured along the most direct pedestrian access route.

b. Building with more than one main entrance. For a building with more than one main entrance, the bicycle parking shall be distributed along all facades with a main entrance and shall be within 50 feet of at least one main entrance on each facade as measured along the most direct pedestrian access route.

c. Sites with more than one building. For sites with more than one primary building, the bicycle parking shall be distributed to serve all primary buildings and shall be within 50 feet of a main entrance for each building as measured along the most direct pedestrian access route.

B. Long-term bicycle parking. Long-term bicycle parking provides employees, students, residents, commuters and others who generally stay at a location for several hours, a secure and weather-protected place to park bicycles. ~~Long-term bicycle parking may be combined with short-term bicycle parking.~~ Long term bicycle parking shall comply with the following:

1. ~~Location. Long term bicycle parking shall be located on the site, but is not subject to the location and requirements for short term parking.~~ Bicycle parking, as required by this section, shall be provided on-site and may be inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures. Where the required bicycle parking is not within a building or locker, up to 50% of the spaces may be uncovered. Any covering shall be:
  - a. Permanent, cloth awnings are allowed so long as the framing is permanent;
  - b. Designed to protect the bicycle from exposure to sun and rainfall; and
  - c. At least eight (8) feet above the floor or ground.
2. Where the required bicycle parking is within a building, any lockers or racks shall be securely mounted on the floor, wall, or ceiling.
3. Long term bicycle parking areas shall provide the ability to lock individual bicycles within the secure space.
4. Long term bicycle parking may be provided in purpose-built racks that stack or hang bicycles so long as the racks meet the manufacturer's recommended installation and spacing.
5. If the required bicycle parking is to be located off-site, it shall be provided in a building and the entrance shall be no more than 300 feet from the entrance to the building on the site which is required to provide the bicycle parking. The property owners shall comply with the declaration of unity of title requirements to insure that this parking will permanently remain with the properties.
6. Secure. To provide security, long-term bicycle parking must be in at least one (1) of the following locations:
  - a. In a locked room;

- b. In an area that is enclosed by a fence with a locked gate. The fence must be either 8 feet high, or be floor-to-ceiling;
  - c. In a bicycle locker;
  - d. In an indoor area that is visible from employee work areas or monitored by a security camera.
7. Any outdoor fencing shall comply with the Fence, Wall and Hedge Section and shall be finished to match the building.
8. Bicycle parking areas required by this section shall only be used for the parking of bicycles. Any other use of these areas is a violation of this Code.

### C. Additional Standards.

~~1. Covered spaces. At least 50 percent of required long term bicycle parking shall be covered. Covered bicycle parking may be provided inside the building, under roof overhangs or awnings, in bicycle lockers or within or under other structures. Where covered parking is not within a building or locker, the cover shall be permanent, designed to protect the bicycle from rainfall and measure at least seven feet above the established grade for proper clearance.~~

~~2. Bicycle lockers. Where bicycle parking is provided in lockers, the lockers shall be securely anchored.~~

~~3. Bicycle racks.~~

a. Bicycle rack design shall accommodate a high security, U-shaped lock. Ground or floor mounted bicycle racks shall be designed to allow contact and support of a bicycle frame in at least two (2) places and shall allow locking of the frame and one (1) or both wheels with a U-shaped lock. The inverted "U" style bicycle rack that can hold two (2) bicycles is the preferred type of rack (also known as a "staple", "hoop", or "U" rack).

b. Bicycle racks shall be securely anchored.

c. Bicycle rack design shall include materials and forms that are consistent with any required streetscape furnishings.

d. Bicycle racks shall be constructed using decorative, durable finishes that are not damaged by the constant abrasion from the bicycles.

e. Bicycle racks shall not be placed closer than 30 inches from each other and not closer than 36 inches from walls or any other obstructions.

4.2. Parking and maneuverability. Applicable to both short and long term parking.

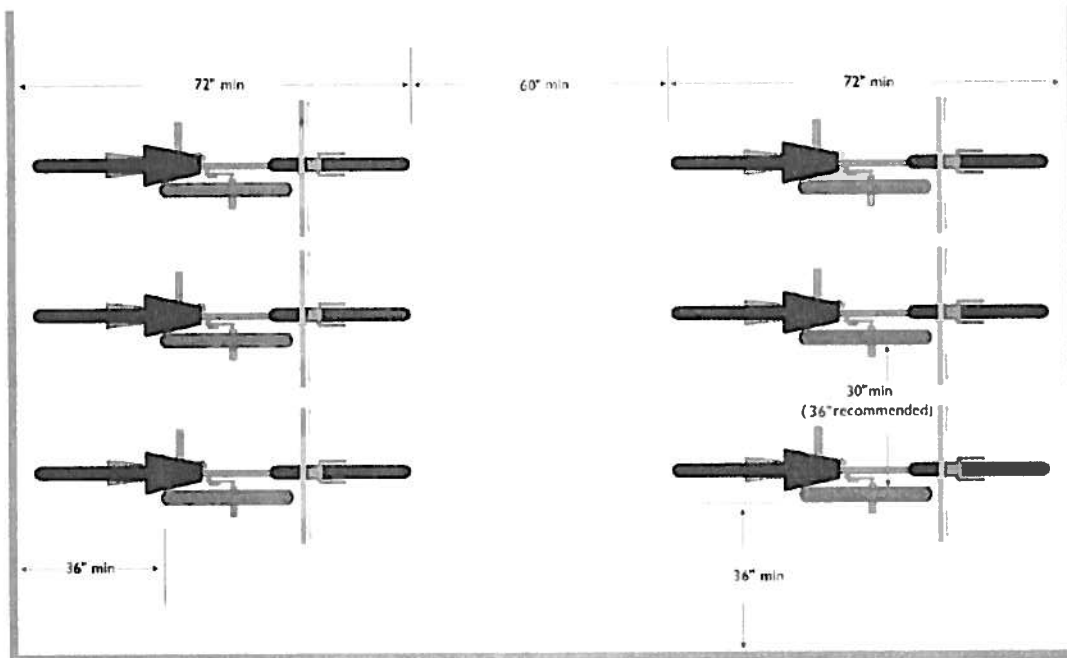
a. Each required bicycle parking space shall be accessible without moving another bicycle.

b. Each space shall be at least ~~two feet wide~~ by six feet long with a minimum vertical clearance of seven feet.

c. An access aisle at least five feet wide shall be provided and maintained beside or between each row of bicycle parking.

e. ~~d.~~ Each required bicycle parking space shall be on a hard surface constructed of asphalt or concrete material, brick, or decorative pavers or similar materials.

Bicycle Parking Diagram



Section 19. Section 16.40.130.3 of the St. Petersburg City Code, pertaining to hexagon blocks, is hereby amended by renumbering Section B.4 to be Section A.4 to read as follows:

~~B.A.~~ 4. The right-of-way (not including the vehicular driving area) immediately fronting a subject property may include both a sidewalk and a parkway.

Section 20. Section 16.50.230.3 of the St. Petersburg City Code, pertaining to veterinary offices, is hereby amended to read as follows:

16.50.230.3. - Use restrictions.

A. A veterinary office may provide for the incidental boarding of animals.

B. Boarding facilities shall be soundproof, air-conditioned, and fully enclosed.

C. Outdoor runs or pens for animals are prohibited on any property that is in a residential district or abuts a residential use.

D. Permitted outdoor runs or pens which are visible from any street (including alleys) shall be screened with a 6-foot high solid fence or wall and landscaping as required in the landscaping section.

Section 21. Section 16.50.370 of the St. Petersburg City Code, pertaining to wireless communication antennas, is hereby amended to read as follows:

16.50.480.7. - Use matrix for WCSFs.

Wireless Communication Locations		
Column A	Column B	Column C
NT: only on property of a federal, state or local government agency, a school, college and/or university or a utility company NM, MPUD NSM, NPUD, NS, CRT	DC-1: west of Dr. ML King Jr. Street, DC-2, RC, EC	CCT, CRS, CCS, IT, DC-1: east of Dr. ML King Jr. Street DC-C, DC-3 and DC-P, IT, IS, IC

Section 22. Section 16.70.050.1.3 of the St. Petersburg City Code is hereby amended to read as follows:

16.70.050.1.3. - Lot line adjustments and lot splitting.

A. Applicability. Any application to adjust the lot line between two or more abutting platted lots or to split a lot shall follow the procedures as provided in this subsection.

B. Application. An application for lot line adjustment or lot split shall include the following information in addition to the information that the POD may generally require for a lot line adjustment or lot split application:

1. A site plan drawn to scale showing the location and dimensions of current and proposed lot lines, and the new legal descriptions.

a. If any structures exist on the property to be adjusted, a survey showing the location of such structures.

b. The POD may require a surveyor's certificate identifying the location of the existing and proposed structures relative to the lot lines.

2. Reason for application.

3. If a variance request is included with the lot line adjustment or lot split application, a written demonstration that the existing conditions and circumstances are such that strict application of the provisions of the Land Development Regulations would deprive the applicant of reasonable use of said land, building or structure, equivalent to the use made of lands, buildings, or structures in the same district, and that the peculiar conditions and circumstances are not the result of the actions of the applicant.

C. Procedure. An application for lot line adjustment or lot split for which no variance is required shall be reviewed and approved, approved with conditions or denied by the POD. Applications for a lot line adjustment or lot split requiring a variance shall be reviewed and may be approved, approved with conditions, or denied by the commission designated in the Decisions and Appeals Table.

D. Standards for Review. For standards of review, see the subdivisions section of the general development standards.

E. Appeal. Decisions of the POD approving, approving with conditions or denying a lot line adjustment or lot split without a variance may be appealed, only by the property owner, to the commission designated in the Decisions and Appeals Table, whose decision shall be deemed the final decision of the City. A decision of the commission designated in the Decisions and Appeals Table on an application for lot line adjustment or lot split for which a variance is required shall be deemed the final decision of the City.

Section 23. Section 16.80.010.1.A of the St. Petersburg City Code is hereby amended to read as follows:

16.80.010.1. - Powers and duties.

A. There is hereby created a Community Planning and Preservation Commission (CPPC) to act as the local planning agency (LPA) for the purposes of and as required by the Community Planning Act and the Community Redevelopment Act of 1969 ~~Local Government Comprehensive Planning and Land Development Regulation Act~~. The CPPC as the LPA and, where required, the county planning council shall act upon all proposed amendments to the Comprehensive Plan and any element or portion thereof in all cases in which LPA review and recommendations are required by the Community Planning Act and the Community Redevelopment Act of 1969 ~~Local Government Comprehensive Planning and Land Development Regulations Act~~.

B. The CPPC shall also consider long-range issues that are of current interest to the community, identified in the Vision 2020 Plan or other community-wide planning activity.

C. The CPPC shall act on historic and archaeological matters, including acting as the land development regulation commission (LDRC) for the purposes of and as required by the Community Planning Act ~~Local Government Comprehensive Planning and Land Development Regulation Act~~ to review and evaluate proposed modifications to the Land Development Regulations related to historic and archaeological preservation, to review and evaluate proposed historic designations, certificates of appropriateness and any other action to be performed pursuant to the Historic and Archaeological Preservation Overlay Section, and perform all other duties required by the City of St. Petersburg's Certified Local Government Statutes awarded by the State.

D. The CPPC shall also hear certain appeals where specifically required by this chapter.

E. The CPPC shall have such other duties and responsibilities as are delegated to it under this chapter.

Section 24. Sections 16.01.050.A, 16.02.020, 16.03.010.A, and 16.90.020.3(1) of the St. Petersburg City Code are hereby amended by changing references to the Local Government Comprehensive Planning and Land Development Regulation Act to be the Community Planning Act.

Section 25. Sections 16.20.060.5, 16.20.070.5, 16.20.090.5, 16.20.100.4, 16.20.110.4, 16.20.140.5, and 16.20.150.5 of the St. Petersburg City Code, pertaining to development potential, are hereby amended by adding a footnote to the end of each chart, to read as follows:

A 100% intensity bonus is allowed for manufacturing, office, and laboratories and research and development uses on parcels designated as Target Employment Center (TEC) Overlay on the Future Land Use Map.

Section 26. Section 16.20.130.6 of the St. Petersburg City Code, pertaining to development potential, is hereby amended to read as follows:

16.20.130.6. - Development potential.

Achieving maximum development potential will depend upon market forces, such as minimum desirable unit size, and development standards, such as minimum lot size, parking requirements, height restrictions, and building setbacks.

Minimum Lot Size, Maximum Density and Maximum Intensity

		EC	
		<i>All Uses</i>	<i>Other Schools</i>
Minimum lot width		N/A	300 ft.
Minimum lot area		1.0 acre	N/A
Maximum residential density	Residential density within activity center (units per acre) <sup>1</sup>	75	
	Hotel density (rooms per acre)	40	
Maximum nonresidential intensity <del>within activity center</del> (floor area ratio)	<u>Within Activity Center</u>	<i>Maximum by right</i>	<i>Maximum with TDR</i>
		1.37	1.5
	<u>Outside of Activity Center</u>	<u>0.65</u>	<u>N/A</u>

Maximum impervious surface (site area ratio)	0.85
(1) Applies to Sod Farm only.	
Refer to technical standards regarding measurement of lot dimensions, calculation of maximum residential density, nonresidential floor area and impervious surface.	
For mixed use developments, refer to additional regulations within the use specific development standards section for mixed uses (currently section 16.50.200).	
<u>A 100% intensity bonus is allowed for manufacturing, office, and laboratories and research and development uses on parcels designated as Target Employment Center (TEC) Overlay on the Future Land Use Map.</u>	

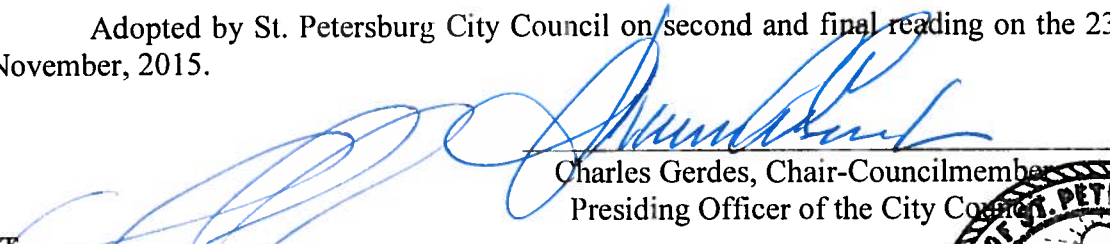
Section 27. Coding: As used in this ordinance, language appearing in ~~struck-through~~ type is language to be deleted from the City Code, and underlined language is language to be added to the City Code, in the section, subsection, or other location where indicated. Language in the City Code not appearing in this ordinance continues in full force and effect unless the context clearly indicates otherwise. Sections of this ordinance that amend the City Code to add new sections or subsections are generally not underlined.

Section 28. The provisions of this ordinance shall be deemed to be severable. If any provision of this ordinance is determined unconstitutional or otherwise invalid, such determination shall not affect the validity of any other provisions of this ordinance.

Section 29. In the event this Ordinance is not vetoed by the Mayor in accordance with the City Charter, it shall become effective upon the expiration of the fifth business day after adoption unless the Mayor notifies the City Council through written notice filed with the City Clerk that the Mayor will not veto this Ordinance, in which case this Ordinance shall become effective immediately upon filing such written notice with the City Clerk. In the event this Ordinance is vetoed by the Mayor in accordance with the City Charter, it shall not become effective unless and until the City Council overrides the veto in accordance with the City Charter, in which case it shall become effective immediately upon a successful vote to override the veto.

First Reading held on the 12th day of November, 2015.

Adopted by St. Petersburg City Council on second and final reading on the 23rd day of November, 2015.

  
\_\_\_\_\_  
Charles Gerdes, Chair-Councilmember  
Presiding Officer of the City Council

ATTEST: \_\_\_\_\_  
Chan Srinivasa, City Clerk

Title Published: Times 1-t 11/13/15

Not vetoed. Effective date Thursday, November 30, 2015 at 5:00 p.m.

