



PLANNING BOARD MEETING CITY OF ST. PETE BEACH

155 Corey Avenue
St. Pete Beach, FL 33706

Monday, December 13, 2021
4:00 PM

Call to Order
Pledge of Allegiance
Roll Call

REGULAR MEETING

1. Changes to the Agenda -
2. Audience Comments - **Comments shall be limited to 3 minutes per person**
3. Approval of Minutes
 - a. **November 15, 2021 Minutes**
4. Action Items
5. Discussion Items
 - a. **Off-Street Parking Requirement Updates**
6. Adjournment - Next Meeting 01/24/2022

APPEAL: In accordance with 286.0105, Florida Statute (Notices of meetings and hearings must advise that a record is required to appeal), if a person decides to appeal any decision made by this committee, board, agency, or commission with respect to any matter considered at this meeting or hearing, he or she will need a record of the proceedings, and that, for such purpose, he or she 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.

AMERICANS WITH DISABILITIES ACT (ADA): In accordance with the Americans with Disabilities Act and Florida Statutes, if any person with a disability defined by the ADA needs special accommodation to participate in this proceeding, then not later than two business days prior to the proceeding, he or she

should contact City Hall at (727) 367-2735.

The public is cordially invited to attend this meeting.
All agenda material is available for review at City Hall or www.stpetebeach.org.

DRAFT PLANNING BOARD MEETING MINUTES

November 15, 2021 4:00 PM

PRESENT: Tiffany Secka, Chair
Greg Premier, Vice Chair
Rachel Ciliberti, Member
Tom DeYampert, Member
Bev Jackson, Member

STAFF PRESENT: Matthew McConnell, Assistant City Attorney
Ginny Bodkin, Deputy City Clerk
Wesley Wright, Planning Manager
Lynn Rosetti, Senior Planner

Chair Secka called the meeting to order at 4:00 PM, followed by the Pledge of Allegiance.

- 1. Changes to the Agenda** – There were none.
- 2. Audience Comments** - There were no audience comments.
- 3. Approval of Minutes a. 10/18/2021**

Motion: Member Premier moved, and Member Ciliberti seconded the approval of the minutes from the October 18, 2021 meeting as presented; the motion carried unanimously.

- 4. Action Items**
- 5. Discussion Items**

a. Fiscal Year 2021 Year End Review

Planning Manager Wesley Wright reviewed of a presentation of Planning Division accomplishments during the past fiscal year, which included a Permit Summary Report and an Application Review. Senior Planner Lynn Rosetti added comments on some of the projects that were in conjunction with the Historic Preservation Board. The presentation will become part of these minutes. Mr. Wright also reviewed a list of Goals Completed in FY2021 as part of the presentation.

b. Fiscal Year 2022 Projects

Mr. Wright reviewed the Planning Division Projects slated for FY2022, which included the Comprehensive and Land Development Code consistency updates, four Land Development Code updates, East End of Corey Project, and Winn-Dixie Planned Development.

A discussion period followed. Member Jackson added comments on current and future building standards and maintaining the integrity of Pass-a-Grille. Member DeYampert inquired about the benefits of the local designation of properties in the north part of the island. Ms. Rosetti provided input. Assistant City Attorney McConnell made the members aware that the Historic Preservation Board will be addressing this in the near future and encouraged the Board members to attend or be involved with those meetings.

A brief discussion followed on the East and West Ends of Corey development, docks and marinas.

6. Adjournment – Next meeting 12/13/2021

There being no further business, Chair Secka adjourned the meeting at 4:57 PM.

These minutes will be presented for approval at the December 13, 2021 Planning Board meeting.

PLANNING BOARD MEETING CITY OF ST. PETE BEACH

Agenda Report

Issue Considered: Off-Street Parking Requirement Updates

Date: December 13, 2021

Prepared By: Michelle Gonzalez, Community Development Director

Through: Alex Rey, City Manager

Summary of Issue: In May of 2021, the City began to review its off-street parking requirements (Land Development Code, Division 23) to determine where updates are necessary. After working with a consultant to determine strategies in use in other areas of the United States, the City selected 5 parking management strategies to potentially apply in St. Pete Beach. Additionally, staff determined that updates to the off-street parking ratios and design standards may be necessary. This presentation will review the proposed parking management strategies, ratio changes, and design standard updates so that Planning Board Members can make comments and suggestions.

Funding: N/A

Requested Motion: N/A

Attachments: 1. Off-Street Parking Presentation



OFF-STREET PARKING REQUIREMENTS PROPOSED UPDATES AND CHANGES

Presented by: Michelle Gonzalez – Director of Community
Development

WHAT ARE OFF-STREET PARKING REQUIREMENTS AND WHY DO WE WANT TO UPDATE THEM?

Off-street parking requirements are the regulations that developments and redevelopments must comply with to ensure that an adequate supply of parking is available for the intended use.

- Beginning as early as the 1940s, these requirements became auto oriented and created less walkable cities that weren't as aesthetically pleasing as historical developments.

Traditional policies assume that parking should be abundant and free but recent research indicates that too much parking can be harmful to communities. Some of the negative impacts of excess parking are:

- Excess parking can negatively affect the bottom line for cities: Parking often earns only 7 to 42 percent of the tax revenues earned by other land uses
- Municipalities bear the consequences of overabundant parking: Impermeable parking surfaces increase runoff, strain stormwater systems, and increase infrastructure maintenance costs
- Parking requirements discourage reuse of buildings: Required parking for a new use may be difficult to provide on-site. Meeting minimum parking regulations can lead to the demolition of adequate building stock, compelling developers to abandon plans when financially infeasible.
- Oversupply of parking take large chunk of land out of productive use and creates an urban design form catered to motor vehicles and not people. Cities become less walkable and eco-friendly.

The City wants to update the off-street parking requirements to promote a more pedestrian friendly vision and improve the overall aesthetic, while maintaining a balanced parking supply.

STUDY BACKGROUND AND STUDY TASKS

The City's parking requirements have not been updated since 2005 and many changes in technology and consumer behavior have impacted on the demand for parking. Thus, the City initiated a study to review its off-street parking code to reevaluate the current requirements in the Land Development Code (LDC).

Study Tasks:

- Task 1: Research Best Practices nationwide in parking requirements to improve alternative transportation option (13 Parking Strategies provided)- May 2021
- Task 2: Review of parking codes from neighboring cities in Pinellas County (St Pete Beach, St Petersburg, Dunedin, Tarpon Springs, Clearwater)- provided May 2021
- Task 3: Meeting with City Administration to discuss findings and strategy for workshop session
- Task 4: Community Meetings (Business Meeting- June & Neighborhood Meeting September)
- **Task 5: Working session with the City Administration to discuss research findings, community feedback and strategies to be further developed as incentives in the land development code**
- Task 6: Final Report (including recommendations for Code Changes)

WHAT HAS BEEN DONE SO FAR...

Beginning in May, staff worked with the consultant to go over parking strategies other cities are using and decide which types of strategies might work for St. Pete Beach.



We conducted a city-wide poll which received over 230 responses.

- The results of poll and workshops showed strong support for a more walkable and bikeable city and support for updating off-street parking requirements in a way that supports such goals.
- 

After reviewing the consultants research and 5 parking management strategies were identified and presented to the community to receive input.

- A Business Owners meeting was held in August and a Resident meeting was held in late September.
- 

After the community meeting, the feedback was reviewed and held an interdepartmental staff workshop to determine the viability and implementation of such strategies.

STUDY GOALS AND FINDINGS

Goals -

Ensure that the city maintains:

1. Adequate parking supply
2. Alternative forms of mobility
3. Business activity
4. Protect consumer costs
5. Improve the city's aesthetics

Findings -

- There is strong resident support for alternate forms of mobility
- Provided 13 strategies for the city to choose from that would allow businesses to provide less parking while improving walkability/bike-ability and aesthetics

13 COMMON PARKING STRATEGIES

- **Location**
 - This requires areas to be evaluated and determined if they are walkable.
- On-street Parking
 - Already in use in Pass-a-Grille
- **Shared Parking Between Uses**
- Bicycle Parking
- **Ride Share/Valet Parking Zone**
- Location to Transit
- Unbundle parking
 - Parking spaces are rented separately from building space
- Flexible parking
 - Parklet programs when there is an excess of unused parking
- **Variety of Parking**
 - Different space sizes for other types of transportation (golf cart, motorcycle, scooter, etc.)
- **Payment in lieu**
- Overflow parking plans
- Protection of neighborhood communities
 - Via Parking Permit Only parking spaces
- Preservation of protected trees

WHAT STRATEGIES DOES SPB ALREADY USE?

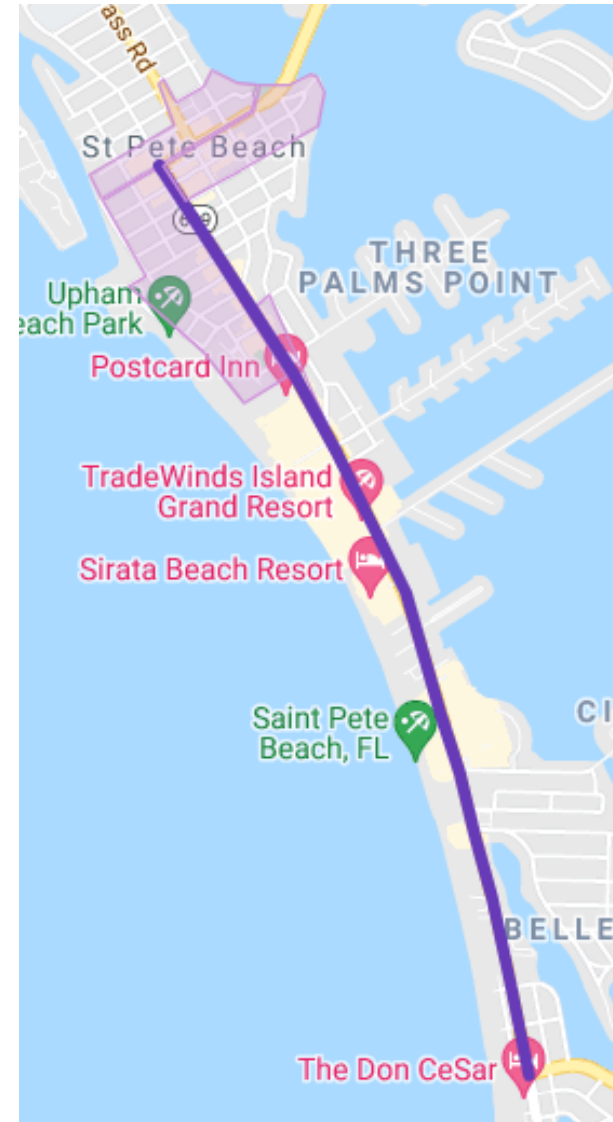
- **On-Street Parking**
 - Currently Utilized in Pass-a-Grille; allows businesses to consider on-street parking towards their required totals.
- **Shared Parking**
 - The City already allows shared parking between businesses
 - Wants to expand applicability, make the process easier, and allow businesses to enter shared parking agreements with the City for beach parking purposes.
- **Bicycle Parking**
 - Bike parking is already required for retail uses; the City is looking to expand required bike parking to most other allowable uses.
- **Flexible Parking**
 - Beginning in 2020, the City started a Parklet program to allow restaurants to use on-street parking for outdoor dining.
- **Payment in Lieu**
- **Variety of Parking Sizes**
 - The City currently allows up to 25% of parking spaces to be designated for compact cars
 - The City wants to increase by 10% and add additional sizes for other types of vehicles

A close-up photograph of the front of a yellow vintage car. The image shows the hood, a round headlight with a chrome bezel, and a small round hood ornament mounted on top. The car's paint is a bright yellow. The background is blurred, showing what appears to be a stone wall.

OFF-STREET PARKING – REDUCTION OPTIONS & INCENTIVES

LOCATION BASED REDUCTIONS

- We determined 2 location-based reduction strategies
 - **On Street Parking** - (Shaded light purple areas)
 - **Walkability** - (Dark purple line)



ON-STREET PARKING

- Reductions to the parking minimums will be available to developments or redevelopments that are near a substantial amount of on-street parking.
- These areas will primarily encompass Corey Ave, Sunset Way, Upham Beach, and the northern ends of Boca Ciega Dr and Blind Pass Rd near the Community Center.
- **Options for the reduction are to include:**
 - On-Street spaces within 800ft (consultant recommendation)
 - On-Street spaces within 250ft (immediate area)
 - Only on-street spaces directly abutting the property

WALKABILITY

- Businesses on Gulf Blvd from 75th Avenue to 35th Avenue will be able to apply for parking credits based on walkability.
- The reduction can be determined based on the proximity to transit stops, other businesses, such as hotels, or other developments that will encourage alternative means of arrival.
- Other cities allow for walkability in specific areas:
 - St. Petersburg allows for up to a 10% reduction if a development is within 1/8th mile from a high frequency transit stop.
 - Tarpon Springs allows for a 10% reduction for any property if it abuts the Pinellas Trail.

VARIETY OF PARKING SPACE SIZES

- City code currently allows developments requiring more than 50 total parking spaces, to designate up to 25 percent of parking spaces for compact car parking.
- In order to accommodate a wider variety of vehicle types, a variety of parking space sizes will be available to developers. These include:
 - **Golf Carts Spaces (6'x10')**
 - **Compact Car Spaces (8'x16')**
 - **Motorcycle/Moped Spaces (4'x10')**
 - **Standard Space (9'x20')**
- **Recommending to increase up to 35% of parking spaces can be alternative sizes**

TANDEM PARKING & VALET

- City code currently prohibits tandem parking
- Recommendation: Allow tandem parking spaces to count toward meeting parking minimum requirements contingent development has a valet parking operation.
- Tandem parking plans will be reviewed by City staff and approved by the City Manager.

PAYMENT IN LIEU

- Payment in lieu of providing parking will be available on a scaled basis depending on the size of the redevelopment:
 - **Large Redevelopments (Grocery, Hotel, etc)** would only be permitted to reduce on-site parking (or if they opt for valet) by a scaled percentage. The applicant would be required to provide a parking management plan that identifies the on-site parking needs that are being met, and how a PIL would not negatively affect the surrounding area by using the payment in lieu.
 - **Small Redevelopments (i.e. less than 5,000 sq. ft of building size)** can reduce up to 100% if that redevelopment does not have opportunities for shared parking or shared valet plan.
 - **New Development:** Any new developments must meet 75% of the required parking minimums through any of the following: On-site parking, shared parking, off-site and/or valet.
- The money collected will be used to fund the existing Freebee Services and/or other Micromobility services and/or pedestrian transit improvements as determined by the City.
 - **The services or improvements funded will create a wider variety of transportation options, reducing the need for parking overall.**

SHARED PARKING AGREEMENTS

- City code currently allows for two or more owners or operators of buildings or uses to enter into shared parking agreements to meet minimum parking requirements.
- The City wants to add more flexibility under shared parking to permit a variety of type of shared parking that can be done such as:
 - Business to Business
 - Mixed Use projects
 - City to Business

Strategy	Intent	Discussion	Regulatory Language
Variety of Shared Parking	City sells parking spaces (off hours)	City develops a shared parking agreement for uses that are non-competing (based on an analysis of peak demands for non-competing uses).	City will need to do an analysis on the fee's to assess. Applicants would be required to apply for parking spaces, provide peak demand analyses published by ITE or other sources the city deems acceptable.
	Business to Business does a shared parking agreement (not on the same site)	BTB can be based on both non-competing and competing uses based on peak demand analysis	Create a shared parking agreement that includes: 1-Agreement to share [number of spaces] 2- Provide times and days permitted 3- List any restrictions (agreement running with the land) 4- Provide the parking spaces required per code for each business sharing 5-Site Plan- provide a diagram of the parking lot and indicated areas that are being shared (if space specific) 6- Termination clause- event the agreement is discontinued 7- Tier to eh LDC's enforcement section.
	Mixed use projects are permitted to share spaces on same parcel	Doesn't require shared parking agreement if the uses are non-competing uses	Provided a matrix to evaluate the shared parking spaces, by use and include on the site plan. (example matrix provided)

SHARED PARKING AGREEMENTS MUST INCLUDE:

1. Agreement to share spaces (define how many)

2. Times and Days the businesses wish to share parking

3. Restrictions

4. How many parking spaces are required (per city code) for each business

5. Site plan and/or diagram of spaces to be shared

6. Termination clause in the event the agreement is ever

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OFF-STREET PARKING - RATIO UPDATES & REQUIREMENTS

RATIO UPDATES

- The City's off-street parking ratios were reviewed and compared to the most recent data provided by the Institute of Transportation Engineers (ITE) and to neighboring municipalities to see how the City's standards compare. Based on the review the following are recommended changes in order to balance the City's off-street ratios:
 - Adding a 10% Reduction for Transient Accommodations due to increasing usage of Ride Share.
 - Re-evaluated every 3 years to determine if reduction should increase.
 - Adding a Multi-Family Residential use category
 - **Proposed Definition:** Multifamily housing includes apartments, townhomes, and condominiums located within the same building with at least three other dwelling units and with one or more levels (floors).
 - Combining similar use types to minimize redundancy
 - Matching our ratios to the ITE recommendations or neighboring municipalities where necessary

RATIO

UPDATES

RED = UPDATE

PINK = COMBINE

YELLOW = STAY THE SAME

DARK GREEN =
ADD CATEGORY

LIME GREEN =
ITE SUGGESTIONS

Use	ITE Suggestion	Off-Street Parking Requirement			
		St. Pete Beach	Treasure Island	Maderia Beach	St. Petersburg
Residential	N/A	2 per unit	2 per unit	2 per dwelling unit	SF= 2 spaces plus .5 for each bedroom after 3
Multifamily	.75 per bedroom		-	-	.75 up to 2 bed + .5 each add bed (over 750 sqft), under 750 sqft .5 per unit
Bar / Nightclub	.93 per 100 sf	1 per 50 sqft	1 space per 150 sqft indoor&outdoor	1 per 4 seats, plus 1 for every 2 employees, plus 1 per 60 sqft of open entertainment	Brewery = 1 per 500-1000 sqft, Bar= 1 per 150sqft unless in zone = 1per 1000 sqft
Convenience Store (combine with retail)	.11 per 100 sf	1 per 200 sqft	Not Specified	Not Specified	1 per 200-1000 sqft depending on zone
Retail	.142 per 100 sf	1 per 200 sqft	1 per 375 sqft of usable area (including storage)	1 per 300 sqft of Gross Floor Area, including outdoors	1 per 200-1000 sqft regular
Grocery Store	.3 per 100 sf	1 per 100 sqft	Not Specified	Not Specified	1 per 200-1000 sqft depending on zone
Transient Accommodations	1.06 per room	1 per TA unit plus 1 per 10 units plus additional according to accessory facilities	1 space per unit + 2 spaces for the first unit	1 per 1 bed, 2 bed or sleeping units plus 1 space for 3 or more bedrooms and 1 space for each 5 units	1 per room (ex downtown zone, 1 per 4 rooms), w/ loading area
TA Office Space	Not Specified	1 per 300 sqft	1 space per 5 occupants, calculated at 20 sqft of net usable area per occupant	Not Specified	Not Specified
TA Retail/Resturant	Not Specified	1 per 200 sqft		Not Specified	Not Specified
TA Ballrooms/lobby/fitness	Not Specified	1 per 1000 sqft		Not Specified	Not Specified
Bed and Breakfast	1.15 per room (hotel)	1 per guest room + 1 for operator	Not Specified	Not Specified	2 spaces for owner + 1 per bedroom
Movie Theater (Combine theater types)	.19 per seat	1 per 3 seats	1 space per 3 fixed seats or 1 space per 4 occupants, calculated at 15 square feet of net usable area per occupant.	Not Specified	1 per 150 sf seats and 1000 sf other
Legitimate Theatre (Combine theater types)	Not Specified (.19 per seat for Movie Theater)	1 per 3 seats	1 space per 3 fixed seats or 1 space per 4 occupants, calculated at 15 square feet of net usable area per occupant.	Not Specified	1 per 150 sf seats and 1000 sf other
Boat Slips / Live Aboard	.27 per berth	1 per boat slip	Not Specified	1.5 per boat slip	not specified
High and Dry Slips	.27 per berth	1 per 4 boat slips	Not Specified	1 per 4 boat slips	1 per 8 dryslips
Boat Slips / Non-live Aboard	.27 per berth	1 per 4 boat slips	Not Specified	0.5 per boat slip	1 per 5 wetslips
Office	.27 per 100 sf	1 per 300 sqft	1 per 375 sqft of usable area (including storage)	1 per 300 sqft of Gross Floor Area, including outdoors	1 per 200-500 sqft depending on zone and use
Place of Worship	.94 per 100 sf	1 per 3 seats in auditorium	1 per 200 sqft in auditorium, or other meeting rooms	Not Specified	1 per 150sf seating area + 1 per 500sf other
Resturant	.94 per 100 sf	1 per 100 sqft	1 space per 150 sqft indoor&outdoor	1 per 4 seats, plus 1 for every 2 employees, plus 1 per 60 sqft of open entertainment	1 per 150sqft or 1 per 1000 sqft
Schools	0.13 per student	3 spaces per 1000 sqft + 1 per teacher	Not Specified	Elementary: 1 per classroom plus 1 per staff member. High School: 3 per 1000 sqft plus 1 per staff member.	K-9 = 2 per classroom or office, 10-12= 4 per classroom or office, + 1 per 150sf of group seating area
Vehicle Rentals	Not Specified	1 per 200 sqft plus 1 for each rental vehicle	Not Specified	Not Specified	Not Specified
Automobile Service	.17 per 100 sf	1 per service bay plus 3	Not Specified	Not Specified	1 per 200sf including indoor repair bays

RATIO UPDATES AND ADDITIONS

Use	Current Ratio	Updated Ratio
Bar / Nightclub	1 per 50 sf	1 per 100 sf
Retail / Convenience Store	1 per 200 sf	1 per 300 sf
Grocery Store	1 per 100 sf	1 per 200 sf
Transient Accommodations	1per TA Unit plus 1 per 10 units	.9 per TA Unit
Multi-Family Residential	None – Same as Single Family (2 per unit)	.75 per bedroom

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OFF-STREET PARKING — DESIGN STANDARDS

PEDESTRIAN FRIENDLY DESIGN OPTIONS

- Parking lots / garages must be shielded from view or located to the rear of the building (encourage design whenever possible)
- Pedestrian walkways through parking areas connecting pedestrians to building and public sidewalks for multifamily and commercial developments
- Center isle pedestrian walkways for large developments
- Increase requirements for landscaping and shade trees
- Landscape buffering requirements for parking areas abutting residential districts
- Reduce curb cuts whenever possible, try to locate curb cuts off main pedestrian corridors