

APPENDIX III

OTHER COMMUNITIES WHO ARE STUDYING THE ISSUE OF ZONING FOR SELF-SERVICE STORAGE FACILITIES



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Officials Impose Distance Requirement Between Self-Storage Facilities in Miami, FL

4 weeks ago

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Posted in News, Zoning, Development

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Update 4/3/17 – The Miami, Fla., City Commission has passed an ordinance that requires a minimum 2,500-foot distance between self-storage facilities in any direction. Not having any distance requirements for self-storage in the zoning code wound up “adversely impacting” the surrounding community, per the measure. The zoning change also addresses facility design and adds the retail requirement to the ground floor, the source reported. Officials decided to enact the requirement partially due to steady demand for storage coinciding with growing population density, according to the source.

In referring to architectural style, the ordinance says facility design “should be in a manner that is in keeping with the character and scale of the surrounding area.” Officials indicated the requirement to have retail on the ground floor, with at least half of the space leased to an unrelated business, was done to promote more public activity on self-storage properties.

The report didn’t indicate when the new ordinance goes into effect.

South Florida has had a surge in self-storage development in the last year. Elsewhere in the state, commissioners in Collier County have placed a **year-long ban on self-storage** and several other land uses along a seven-mile stretch of U.S. Highway 41, near the Naples, Fla., city limit.

11/7/16 – An increase in self-storage development in Miami has prompted officials to try to limit future projects by changing the city’s zoning ordinance. The planning, zoning and appeals (PZA) board last week kicked back an ordinance proposal, directing staff to analyze the feasibility of setting more stringent distance requirements between storage facilities and single-family homes, according to the source.

Under current guidelines, self-storage is allowed in industrial zones as well as two designated zoning areas (T5-O and T6-O) for commercial buildings with residential and retail uses. In 2010, the city passed Miami 21, a measure that removed a stipulation requiring 2,500 feet between self-storage facilities. Since its removal, the city has received 20 storage-project applications. Four of those have been built, and 10 are under construction, the source reported.

“Nothing takes away from the city more and adds so little as these buildings,” PZA board member Adam Gersten said during a meeting last Wednesday.

The ordinance change presented by city planner Joseph Eisenberg would require 2,500 feet between self-storage developments in T5-O and T6-O areas. Such an enactment would eliminate developers’ ability to receive a variance. In addition, projects in those two zones would have to have retail on the ground floor, with at least half of the space leased to an unrelated business, according to the source.

Eisenberg called the proposed change a “first step” and told PZA members the plan is intended to discourage self-storage from T5-O and T6-O areas and funnel projects to industrial areas. The PZA board determined the plan didn’t go far enough and asked staff to determine the possibility of stricter distance requirements. PZA member Jennifer Barnes suggested self-storage be prevented within 500 feet of an area zoned for single-family homes. Staff will also examine increasing the T5-O and T6-O distance requirement from 2,500 feet, the source reported.

The PZA board will address self-storage zoning again during its Dec. 7 meeting. The Miami City Commission is expected to vote on zoning changes affecting self-storage by January.

Sources:

Miami Today: Storage Facilities Get Separation Orders

The Real Deal: Proliferation of Storage Facilities in Miami Comes Under Fire

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TOP STORY

Charleston hopes to limit mini-storage proliferation

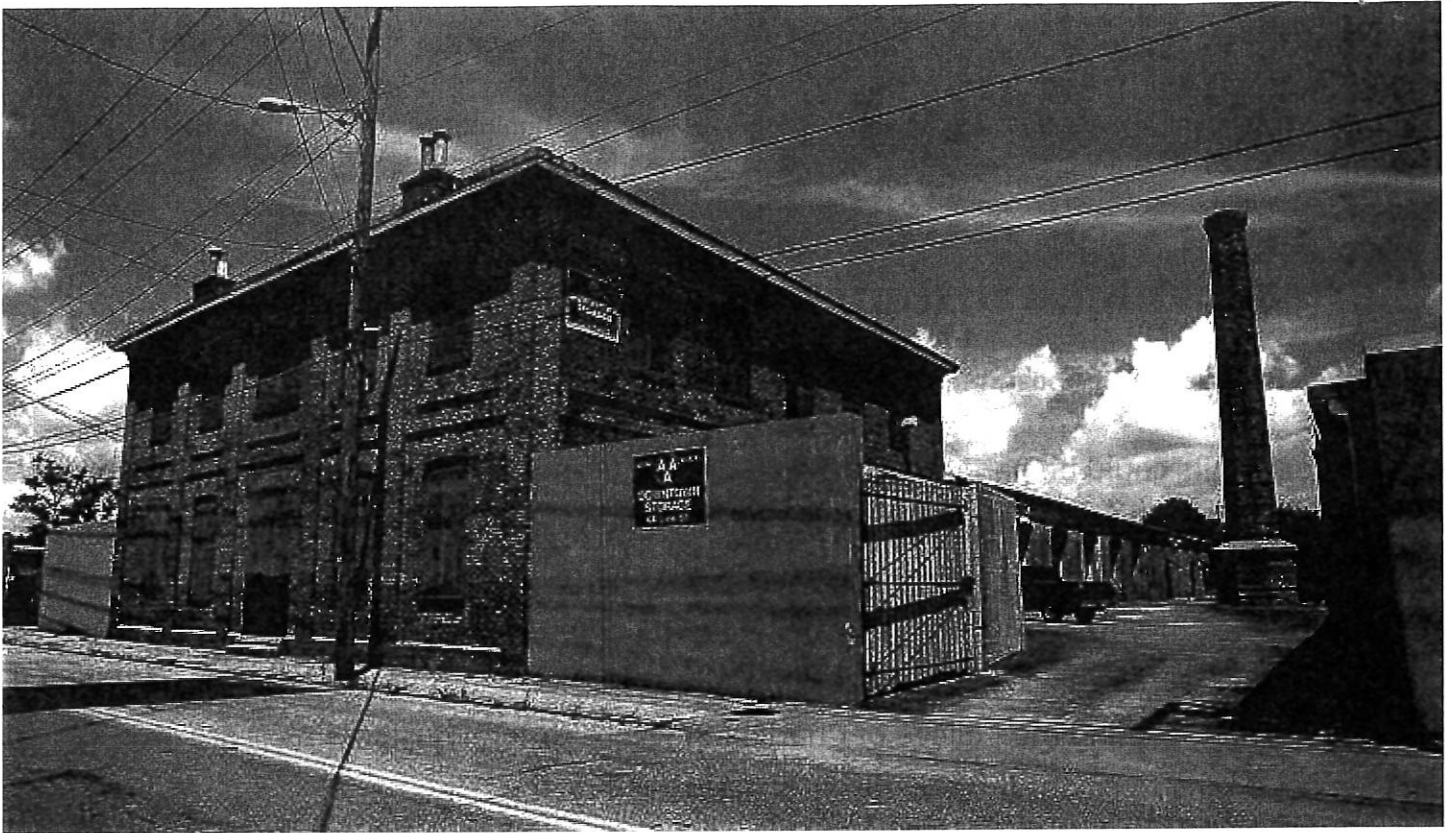
By Warren L. Wise wwise@postandcourier.com Feb 13, 2017

Mini-storage units could be banned from a certain part of downtown Charleston and others would have to go through a more rigorous public screening process under a new city proposal.

The plan to be considered Wednesday by the Planning Commission specifically prohibits mini-warehouse and storage uses in the urban commercial district. That's the high-density residential area immediately around the College of Charleston where general business uses are also allowed, according to Jacob Lindsey, the city's planning director.

He called the college area a prime district of concern with the transient student population nestled next to residential housing.

"We don't want to see mini-warehouse facilities in or near our neighborhoods," he said.



Proposed changes to Charleston's rules on mini-storage units would not affect existing properties such as AAA Downtown Storage on Line Street. File/Staff

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The commission also will consider a change that requires future mini-storage developments to go through a level of review similar to hotels, Lindsey said.

The change involves classifying self-storage uses from a conditional use to a special exception use in areas zoned for general business. Those areas exist all across the city.

If approved, the proposal will require applications for mini-storage units - similar to requests for auto repair shops, gas stations, veterinary clinics and stables - to go through the Board of Zoning Appeals before they can move forward.

"This is so folks in our neighborhoods have ample time to give input on mini-storage facilities," Lindsey said.

He cited a four-story, storage structure built in 2013 in West Ashley as an example to guard against. The hulking facility on St. Andrews Boulevard was built on a lot that is not in city limits, resulting in a backlash from nearby residents.

While the change would encompass all parts of the city classified for general business use, Charleston officials are most concerned about neighborhoods next to businesses in West Ashley, a part of the city where Mayor John Tecklenburg has focused his revitalization efforts.

"We are not targeting a specific property," Lindsey said. "It's more about West Ashley. We think you will see a lot more demand near neighborhoods ... and we have seen an increase in interest in building mini-storage facilities across the city."

The proposed restrictions would not affect peninsular operations such as the existing AAA Downtown Storage on Line Street. They also would not impact a proposal by U-Haul, which has filed a site plan for a five-story, storage business on its half-block property bounded by King, Spring and Columbus streets. The city wants to turn the U-Haul site into a park. No headway has been made on that effort, Lindsey said.

About a block away, developers last year bought the property where AAA Downtown Storage operates around an antebellum smokestack on Line Street. An environmental cleanup plan for the site calls for a mix of uses, including apartments, businesses and open space.

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Number: 3093067

Collier County, FL Imposes 1-Year Ban on Self-Storage Along Stretch of U.S. Highway 41

January 4, 2017

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Posted in News, **Development**, Zoning

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Commissioners in Collier County, Fla., have placed a year-long ban on self-storage and several other land uses along a 7-mile stretch of U.S. Highway 41, near the Naples, Fla., city limit. The development moratorium also includes car washes, gas stations and pawn shops, while the county works on a plan to lure hotels, restaurants and retail to the area, according to the source.

The ban includes land along U.S. 41 from Palm Street to Price Street, just west of Collier Boulevard. Much of the frontage along the highway has been acquired by self-storage companies and gas stations, according to commissioner Donna Fiala, who said the area "looks like a slum."

"Nobody is going to travel to East Naples to eat or shop at a self-storage unit," Fiala said during the meeting. "We desperately need a hotel because there's no place for people to stay in that corridor. We would love to have some restaurants and some shopping areas. We just need more places we can go."

Part of the problem is zoning along the corridor allows for more than 180 uses but has never addressed the growth of residences in the vicinity, according to the source. "There's almost no limitations on what they can put up, so it's becoming this whole canyon of self-storage places," Fiala said. "It's this useless corridor, and it doesn't help to build a well-functioning community around it. People who live there should be able to stay there to buy clothes or shoes or something to eat. They have to travel for everything."

Kathy Curatolo, executive officer of the Collier Building Industry Association, argued commissioners were sending the wrong message to developers and suggested the county consult with builders about possibilities for the area. "We certainly understand that there are concerns about gas stations and self-storage among our public," Curatolo said. "But the way to diversify is not by implementing a moratorium. It's by communication between the public and private sectors to create a balanced approach."

During the ban, the county will examine new restrictions on self-storage and other uses, which could include distance requirements between businesses of the same type. Proposed changes will be written during the next year before being presented to the commission for approval, the source reported.

Sources:

Naples Daily News: New Gas Stations, Storage Units, Pawnshops Banned Along U.S. 41 East

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New York Joins Other Cities Hoping to Limit Self-Storage Facilities

Self-storage buildings are multiplying across New York City, where local officials would prefer to protect and grow the city's base of manufacturing and industrial jobs.

April 16, 2017, 11am PDT | [James Brasuell](#) | [@CasualBrasuell](#)



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Winnie Hu reports on a proposed land use regulation in New York City that would require a special permit for self-storage sites. "The permit proposal requires the approval of the City Planning Commission and the City Council," according to Hu, and if approved, the review process is expected to take about two years to complete.

According to Hu, the city hopes that by limiting the development of self-storage sites, more land will be saved for manufacturing and industry.

Hu's focus on New York's proposed regulatory change, however, comes against the backdrop of the skyrocketing growth of the self-storage industry around the country. New York City's self-storage facilities lag the rest of the country. New York has 240 self-storage buildings, including about 60 that have opened in the last decade writes Hu. That amounts to "an average of 3.5 square feet per person compared with 7.2 nationally."

Other cities have taken an aggressive approach to limit self-storage facilities, according to Hu. "Miami clamped down on new self-storage buildings after they popped up on main commercial corridors, taking space away from restaurants, stores and gyms," and "Charleston, S.C., tightened its oversight of self-storage developments after half-a-dozen new ones were proposed in the past year."

FULL STORY: Self-Storage Offers Space for Stuff. But It Gobbles Up Space.

Published on Thursday, April 13, 2017 in *The New York Times*

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