

RESOLUTION 2008-14

**A RESOLUTION OF THE CITY OF ST. PETE BEACH,
GOVERNING THE IMPLEMENTATION OF THE SETTLEMENT
OF A LAWSUIT AND GOVERNING THE PASSAGE AND
IMPLEMENTATION OF A COMMUNITY REDEVELOPMENT
PLAN AND THE IMPLEMENTATION OF PROPOSED
ORDINANCE 2008-14.**

WHEREAS, the citizens of St. Pete Beach, pursuant to Sections 7.02 and 7.04 of the City Charter, circulated a petition and gathered signatures to require that an ordinance proposing to initiate the process of approving a Community Redevelopment Plan, since designated Ordinance 2008-14, be presented to the voters; and

WHEREAS, the signatures on the petitions were verified by the Pinellas County Supervisor of Elections, and it was determined that a sufficient number of qualified electors executed the petition to require that the ordinances be presented to the voters; and

WHEREAS, the City Commission of St. Pete Beach questioned whether the petition conflicted with state law; and

WHEREAS, in subsequent legal action between the petitioning entity and the City of St. Pete Beach, the Circuit Court for the Sixth Judicial Circuit of the State of Florida determined that the petition did not conflict with state law and that the City of St. Pete Beach is required to submit the ordinance to the voters; and

WHEREAS, the City of St. Pete Beach and petitioning entity agreed to resolve the legal dispute by presenting the SOLV Ordinance to the voters and if that Ordinance is approved by the voters, providing that the City Commission adopt a subsequent ordinance that ratifies the vote of the people and transmits to the State the comprehensive plan amendment which is the subject of Ordinance 2008-10; and

WHEREAS, the voters of the City of St. Pete Beach previously enacted Section 3.16 of the City Charter, which requires that all community redevelopment plans be approved by the voters prior to final action by the City Commission; and

WHEREAS, the City of St. Pete Beach and petitioning entity have agreed that the approval of a Resolution detailing the implementation of the settlement and the later implementation of Ordinance 2008-14 is in the best interest of both the City and the citizens of St. Pete Beach;

NOW THEREFORE, BE IT RESOLVED BY THE CITY OF ST. PETE BEACH:

Section 1. The intent of this resolution is to establish and prescribe the processes that the proposed Chapter 163, Part III Community Redevelopment Area Plan will be approved by Pinellas County, the City and the Community Redevelopment Agency once the Countywide Planning Authority approves the proposed amendment to the Countywide Plan.

Section 2. Hearing before the Planning Board. Should Ordinance 2008-10 be approved at the special election, the staff shall submit the proposed Community Redevelopment Area plan to the Planning Board for consideration of whether the plan conforms to the City comprehensive plan as required by Section 163.360(4), Florida Statutes. The Planning Board shall conduct its review after the adoption hearing provided by Resolution 2008-12.

Section 3. Transmittal to Pinellas County for Negotiation. Upon the approval by the Countywide Planning Authority of the amendment to the Countywide Plan proposed by Ordinance 2008-09, and Resolution 2008-11, the City staff shall submit the Community Redevelopment Area Plan and any associated documents, including the comprehensive plan amendment, the countywide plan amendment, the Planning Board's review and report, and the background documentation, to Pinellas County for review and negotiations.

Section 4. Submission to Voters and Final Approval. Upon reaching a preliminary agreement with the Pinellas County staff, the City shall submit the Community Redevelopment Area Plan to a voter referendum on the November 2008 general election ballot or the first general or special election thereafter. Upon consideration of the Community Redevelopment Area Plan by the voters, the City shall schedule the hearings required by Section 163.360(6)(b).

Section 5. Final Approval by Community Redevelopment Agency. Upon approval of the Community Redevelopment Plan by the City Commission and County Commission as required by Section 163.360(6)(b), the Community Redevelopment Agency shall meet to consider final approval and adoption of the Community Redevelopment Area Plan.

Section 6. SOLV, Inc. shall be entitled to receive copies of all documents, emails, comments, and other material related to the review of the Plan and to participate in any meetings conducted by City Staff with any county or state agency regarding the review of the proposed Community Redevelopment Area Plan.

Passed and adopted by the City of St. Pete Beach, this 31st day of March 2008.

Mike Finnerty
Mayor Michael Finnerty

ATTEST:

Berica McMeister
City Clerk

ORDINANCE No. 2008-14

AN ORDINANCE OF THE CITY OF ST. PETE BEACH, FLORIDA PROVIDING FOR A COMMUNITY REDEVELOPMENT AREA PLAN PURSUANT TO THE REQUIREMENTS OF CH. 163, FLORIDA STATUTES; PROVIDING FOR TRANSMITTAL TO THE COUNTY FOR REVIEW, NEGOTIATION WITH THE CITY AND FINAL APPROVAL BY THE COUNTY AND FINAL ADOPTION BY THE CITY; PROVIDING FOR SEVERABILITY; PROVIDING FOR THE REPEAL OF ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT HEREWITH, TO THE EXTENT OF SUCH CONFLICT; PROVIDING FOR FUTURE AMENDMENT; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of St. Pete Beach hereby finds the establishment and implementation of a Community Redevelopment Area Plan will eliminate blight to promote orderly development and redevelopment governing the use of property and preserving the public interest through the imposition of specific requirements for development; and

WHEREAS, the City of St. Pete Beach, following extensive research and public discussion, determined that redevelopment of many areas of the City is in the best interest of the citizens of the City; and

WHEREAS, redevelopment policies have been devised based upon analysis of economic and land use trends with due consideration of public input; and

WHEREAS, the City of St. Pete Beach finds that appropriate redevelopment that will revitalize the Downtown commercial and residential cores as well as the Gulf Boulevard commercial and resort core areas of the City, and eliminate blight, will not occur without a comprehensive community redevelopment plan; and

WHEREAS, the City of St. Pete Beach hereby finds that the adoption of a St. Pete Beach Community Redevelopment Area Plan for the Downtown and Commercial Resort Areas (Chapter 163 SPB-CRA Plan) to establish a community redevelopment area in accordance with BCC 06-191 is in the best interests of the citizens of St. Pete Beach; and

WHEREAS, the SPB-CRA Plan includes a capital improvements program and plan for approval by the County to be funded by a redevelopment trust fund for a duration not to exceed 30 years for the purposes of receiving certain tax increment revenues as authorized by the County to fund the public improvements necessary and required to eliminate blight that may include: infrastructure, safety improvements, parks, parking garages, safe pedestrian and bicycle pathways, streetscape lighting, landscaping and overall beautification, and similar improvements; that will promote orderly and fiscally responsible quality commercial, temporary lodging and mixed use redevelopment that will promote safety, economic growth, beautification, environmental stewardship that

will conserve natural resources and together provide economic and environmental sustainability for St. Pete Beach as a quality residential and resort community.

WHEREAS, the City of St. Pete Beach has determined that this ordinance is necessary for the preservation of the health, welfare and safety of the community.

NOW, THEREFORE, THE CITIZENS OF THE CITY OF ST. PETE BEACH, FLORIDA, HEREBY ORDAIN:

Section 1. The Community Redevelopment Area Plan contained in Attachment A, attached hereto and by referenced incorporated fully herein, is approved to be transmitted for review, negotiation and approval by the County for the purposes of establishing a community redevelopment area plan for the approved community redevelopment areato be administered by a community redevelopment agency in accordance with BCC Resolution 06-191 as well as a redevelopment trust fund for the purposes of funding a community redevelopment capital improvement plan to promote redevelopment and economic growth and elimination of blight, unsafe and unsanitary conditions as described therein. The boundaries approved by the Pinellas County Commission in Pinellas County Resolution 06-191 are hereby approved and accepted by the City of St. Pete Beach.

See **Attachment A**

Section 2. Upon approval of the Countywide Plan Amendment by the Countywide Planning Authority, the City staff is authorized to submit the Community Redevelopment Area Plan to Pinellas County, and prepare and supplement the Plan with any data and supporting documentation upon request of the County, as may be required or desired to obtain approval of the SPB-CRA Plan and Redevelopment Trust Fund by the Board of County Commissioners, and to submit said Plan to such other agencies or boards for approval or public hearing as may be required by Section 163.360, Florida Statutes.

Section 3. Further, City staff is authorized to negotiate the final terms and conditions, as well as the scope of the capital improvements eligible for funding and the terms of the Redevelopment Trust Fund with Pinellas County. Upon the final approval of the Plan by Pinellas County, and other agencies, the City shall cause the plan to be submitted to a voter referendum in accordance with Section 3.16 of the City Charter.

Section 4. If any portion, part or section of this Ordinance is declared invalid, the valid remainder hereof shall remain in full force and effect.

Section 5. All ordinances or parts of ordinances, in conflict herewith, are hereby repealed, to the extent of such conflict.

Section 6. The City Commission is specifically authorized to take all necessary actions to provide updated data and information to the County as may be

required pursuant to an agreement between the City and County or requested by the County and/or other taxing authorities, as well as adopt any resolutions or ordinances as may be requested or required by the County to effectuate the intent and purpose of this SPB-CRA Plan.

Section 7. The City Commission is specifically authorized to amend, rescind or replace this Ordinance, consistent with the provisions of the City Charter, Countywide Rules and Florida Statutes, as may be amended.

Section 8. This Ordinance shall become effective immediately upon final passage as required by law.

, CITY CLERK

ORDINANCE 2008-14
ATTACHMENT "A"



***St. Pete Beach Downtown
& Gulf Boulevard
Commercial/Resort Areas
Part III Chapter 163 Community
Redevelopment Plan***

Adopted by Ordinance No.: 2008- ____

Voter Referendum Approval on the ____ day of _____, 2008

A Project of the City of St. Pete Beach Initiated & Created by:

***Save Our Little Village, Inc., a Political Action Committee (SOLV)
of the City of St. Pete Beach for the
St. Pete Beach Community Redevelopment Agency***

Submitted for approval by the Residents of St. Pete Beach
by Voter Referendum pursuant to Section 3.17 of the City Charter

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1.0 INTRODUCTION

1.1 PURPOSE OF THE SPB-CRA PLAN

The purpose of this document is to plan for the redevelopment of the ***St. Pete Beach Downtown & Gulf Boulevard Commercial/Resort Community Redevelopment Areas*** (SPB-CRA) for the next thirty years. The ***St. Pete Beach Downtown & Gulf Boulevard Commercial/Resort Community Redevelopment Area Plan*** ("SPB-CRA Plan" or "Plan") represents a community-based effort to shape the future of the SPB-CRA Plan areas as part of the overall Community Redevelopment District that will be adopted as an amendment to the City Comprehensive Plan Future Land Use Element and as part of an overall Special Area Plan that will amend the Countywide Future Land Use Plan. This Plan, in accordance with Part III, Chapter 163, *Florida Statutes* and the voter referendum requirements of Section 3.17 of the City Charter, guides policy changes and the investment of limited public resources for maximum aesthetic, economic, and social impact on the St. Pete Beach Downtown & Gulf Boulevard Commercial/Resort Community Redevelopment Areas.

During the initial stages of developing Part III, Chapter 163, *Florida Statutes*, the Florida Legislature recognized the peculiar ebbs and flows that coastal communities experience and specifically focused on these issues in the legislation. In the definitions section of the community redevelopment legislation, coastal communities are repeatedly identified as needing special protection.

Implementation of this Plan through a cooperative public-private effort in these core commercial/resort areas will:

- Result in revitalization and redevelopment of a coastal tourist area that is deteriorating and economically distressed.
- Reduce or maintain evacuation time, improve emergency evacuation communications and ensure protection of property against exposure to natural disasters.
- Implement Green building and site design standards and practices in accordance with Florida Green Local Government Standards.
- Provide for increased affordable housing mitigation opportunities within, and within close proximity to, St. Pete Beach.
- Result in a safer and more livable area for residents and visitors.

The creation of a formal redevelopment agency in the City would stimulate reinvestment and revitalization by providing opportunities to:

- Encourage value-added businesses, with an emphasis on Green Lodges, in the SPB-CRA Plan area.
- Upgrade and install modern infrastructure.
- Upgrade and install design features and infrastructure that creates safer, more convenient and comfortable, alternative mobility options as part of an overall cooperative public and private sector transportation management plan.

- Advance modern building safety, as well as energy efficient and high quality building design standards.
- Advance modern building patterns through redevelopment with emphasis and incentives for parcel assembly.
- Advance modern site design standards through redevelopment and incentives for parcel assembly and implementation of "Green" site development standards.
- Advance safe, convenient and comfortable alternative mobility options through transportation management plans and infrastructure improvements as well as alternative mobility programs and services.

These redevelopment programs, plans and opportunities contained herein, if adopted by the voters of St. Pete Beach and approved by the County, will:

- contribute to the City's general physical, environmental and economic health;
- stabilize, preserve and expand the commercial tax base; and
- provide the main revitalization vehicle for the SPB-CRA Plan area.

If the City does not move forward with a Community Redevelopment Plan and Redevelopment Trust Fund in accordance with the delegated Community Redevelopment Agency authority, approved by BCC Resolution 06-091, the SPB-CRA Plan area risks continuing decline and decay, and the inevitable result will be that the City and County will jeopardize its market share of the resort industry. This in turn will erode the commercial tax base and consequently shift more of the tax burden to the residential tax base because fewer commercial properties will exist to tax as many of these commercial and resort properties will convert over time to residential use.

1.2 INTENT OF THE SPB-CRA PLAN

The intent of the SPB-CRA Plan is to transform the SPB-CRA from its current deteriorated condition into two distinct core planning areas that are linked physically and are interdependent economically and socially.

The intent of the Downtown CRA plan area is to revitalize its historic and traditional downtown neighborhood main street and downtown core area that will serve residents and tourists. The intent and purpose of SPB-CRA in this Downtown area is to create a vibrant mixed use downtown core that maintains its primary focus on providing government, business, retail and entertainment services to residents and tourists with limited opportunities for temporary lodging and secondary residential uses to create a live, work, shop, dine and entertainment activity center.

The intent of the Gulf Boulevard CRA resort plan area is to revitalize and redevelop the City's Gulf Beach large resort properties and transform Gulf Boulevard as the City's Main Street for both residents and tourists in a safe and aesthetically pleasing manner that conveys the City's image as a premier quality residential community and a quality resort destination. To achieve the community's goals, the SPB-CRA Plan will focus on the following areas:

Streetscape and Pedestrian & Bicycle Orientation:

Implement the Gulf Boulevard Improvements Program featuring:

- Medjool palm trees and luxury resort-style Florida-friendly landscaping;
- New and wider boulevard-style sidewalks linking resorts and residential neighborhoods to public beach access plazas, trolley stops, crosswalks, parks and activity centers;

- New and wider bike lanes linking resorts and residential neighborhoods to public beach access plazas, trolley stops, crosswalks, restaurants, parks as well as entertainment and retail activity centers;
- Major intersection and mid-block pedestrian crosswalks with distinctive paving patterns and other safety features;
- Pedestrian bridges, where appropriate, that link major activity centers and provide a safe and unimpeded pathway across Gulf Boulevard;
- Pedestrian signalization and other pedestrian safety features at all crosswalks and along Gulf Boulevard from 37th Avenue north to 76th Avenue;
- Pedestrian-scaled decorative lighting with banner installation features for general City "branding", seasonal displays and special City events;
- Other amenities such as street furniture.

Implement the Downtown Redevelopment District Streetscape Improvements Program featuring:

- New and wider main street-style sidewalks linking the Downtown core retail, business, government, entertainment, dining and shopping activities to each other from Sunrise Park on Boca Ciega Bay to the east, through the traditional main street activity core to Sunset Park on Blind Pass Channel to the west;
- New and wider sidewalks linking trolley stops, crosswalks, parks as well as retail, restaurant and entertainments establishments within the Downtown area;
- New and wider bike lanes, where appropriate, linking the traditional Downtown core activity area with the Resort area and residential neighborhoods with particular emphasis on linkages to public beach access plazas, trolley stops, crosswalks, parks, as well as retail, restaurants and entertainment establishments;
- Major intersection and mid-block pedestrian crosswalks with distinctive paving patterns and other safety features;
- A pedestrian bridge that links the east and west sides of Corey Avenue across Gulf Boulevard to create a physical, psychological, economic and social connection between two distinct sub-areas of the traditional downtown main street that provides safety and convenience to the pedestrian;
- Pedestrian signalization and other pedestrian safety features at all crosswalks and intersections within the Downtown CRA core area;
- Pedestrian-scaled decorative lighting;
- A pedestrian waterfront boardwalk along Boca Ciega Bay linking Corey Circle East under the Corey Causeway Bridge to the Community Center and the City's largest waterfront park to link two major activity centers in a safe and memorable way that will function on a daily basis for residents and visitors; but also, such boardwalk increases opportunities for larger community events that could capitalize on the resources available at each location, including additional public parking within close proximity to each other; and
- Other amenities such as street furniture.

The improved streetscape will calm traffic, increase pedestrian and bicycle safety, create a more comfortable, safer and aesthetically pleasing experience for pedestrians and bicyclists that reduce the negative impacts of major thoroughfare traffic.

Strengthen the Downtown Core Residential Neighborhoods. Install new and wider main street style sidewalks linking residential neighborhoods to the Downtown core retail, business, government, entertainment and shopping district. Invest in neighborhood infrastructure such as sidewalks, bike lanes, pedestrian-scale street-lighting, traffic-calming, landscape and storm water/drainage management.

Downtown and Commercial Mixed Use. Provide flexible regulation which permits the blending of neighborhood commercial, retail, offices, personal services, business services, institutional uses with restricted temporary lodging and residential uses to be utilized and implemented as an economic and planning tool that will facilitate parcel assembly. This redevelopment tool will revitalize the Town Center Core, Town Center Corey Circle and Town Center Coquina West Character Districts economically and socially. Ground floor store fronts with second story offices or residences will be allowed and encouraged.

Transportation Management Assistance. The goal of transportation assistance is to reduce traffic congestion, improve the physical, social and economic connection between the Gulf Boulevard Resort area and the Downtown core activity district in a convenient, comfortable and safe manner with a City-owned and operated Beach Looper Trolley Fleet. Ideally, the goal is to purchase and operate two alternative fuel Trolleys to circulate within the City Downtown and Gulf Boulevard area with free or lower fares for resident and seasonal passes.

Public Safety & Evacuation and Public Communications. Implement the underground utility component of the Gulf Boulevard Improvement Program and replace overhead utilities with underground utilities located in the public right-of-way throughout the Downtown CRA. Purchase and install a digital overhead message banner board at the Corey Causeway entrance to the City to assist in emergency evacuation communications, traffic congestion/accident/detour information, public/private special local community events and activities to inform and attract residents and visitors to attend and stimulate the local economy.

Public Infrastructure & Facilities. Provide a centrally-located public parking garage to support the Downtown retail/business district and special events in the Corey Avenue area. Provide a centrally-located public parking garage in the Gulf Boulevard resort area on the east side of Gulf Boulevard within close proximity to Resorts, public beach access/County Park and Dolphin Village Activity Center. Replace an aging and almost functionally obsolete public library with a new public library within the Town Center Core. Provide at least one pedestrian bridge across Gulf Boulevard linking the resort areas on the west side of Gulf Boulevard with commercial activity centers/public parking garage on the east side of Gulf Boulevard. Provide a pedestrian bridge linking east and west Corey Avenue retail/business mixed use core district. Provide a pedestrian waterfront boardwalk linking Corey Circle East to the Community Center on Boca Ciega Drive on the west side of the Corey Causeway.

Land Acquisition Program for Public Facilities & Waterfront Parks. Acquire land through a voluntary only acquisition program for:

- A centrally-located parking garage in the Town Center Core.
- A centrally-located parking garage in the Gulf Boulevard commercial/resort core area within close proximity of large resorts, Dolphin Village and public beach access.
- Public library site if the existing site is better utilized as a downtown parking garage and the two uses can not be combined.
- Potential waterfront land adjacent to Sunset Park on Sunset Way to expand the existing park.
- Potential waterfront land adjacent to Boca Ciega Bay if it can not be acquired through a voluntary donation in exchange for vacating existing oversized and under-utilized existing paved right-of-way located within Corey Circle East.
- Potential small areas of right-of-way acquisition to expand trolley stops at a couple of major activity centers along the trolley route. Small trolley pullover areas where appropriate and

possible, to avoid impeding traffic flow along Gulf Boulevard and Blind Pass Road is desirable.

Comprehensive Signage Program. Create and install customized directional and street signs, trolley stop signs and other customized signage for Main Street Shopping and Entertainment Areas, Resort areas, distinct residential neighborhoods abutting the Town Center Core, parks, public parking areas and facilities, and government facilities and services, as part of a comprehensive signage program that eliminates visual clutter, utilizes internationally accepted symbols to facilitate tourist orientation to the major City activity areas that also creates a unique "branding" for St. Pete Beach.

Downtown Business Façade Assistance: Offer business façade grants that focus on improving the physical appearances of small neighborhood commercial businesses which serve the shopping and personal service needs of the immediate area. Grants may be given higher priority or additional funding for facades that refurbish, recreate or otherwise preserve historic main street facades. Restoring and refurbishing these business structures by incorporating consistent design elements will project a positive image to the larger, surrounding community and visitors. Ideally, the façade grants and other business assistance grants would be part of a Florida Main Street program jointly pursued by the City and Corey Avenue Merchants Association. This program is incorporated as part of the amendment to the City's Comprehensive Plan.

1.3 HISTORY OF ST. PETE BEACH

Located on Florida's west coast barrier islands in Pinellas County, the City of St. Pete Beach has a history of quality residential living complemented by a vibrant hotel and resort economy. The City was incorporated in 1957 with the consolidation of four towns, Pass-a-Grille, Don CeSar, Belle Vista and St. Petersburg Beach. St. Pete Beach is celebrating its 50th Anniversary in 2007. However, tourism has been part of the area now incorporated as St. Pete Beach for over 100 years.

The City has a full-time residential population of approximately 10,000 people. Though useful as a relative indicator of size, this number does not provide a full picture of the population or the economic orientation of the City. For a detailed discussion of population demographics, see Section 2.3.

With one of the largest concentrations of hotels in the State of Florida, tourism is vital to the health and tradition of the St. Pete Beach community. Corey Avenue is St. Pete Beach's traditional business district. The family-oriented beach community includes a mixture of small and larger resort hotels, condominiums, single-family residences, offices, and commercial facilities. The resort areas and other commercial development are concentrated along Gulf Boulevard.

The City's hotel and resort businesses face many challenges in the current market as tourism has migrated from St. Pete Beach to other areas throughout the state. Most hotel and motel properties in the study area were built from 1949 to 1958. The last new hotel was built in 1974 and the Tradewinds Jacaranda building was added in 1985. The last major resort construction was almost twenty years ago in 1989, when the Sirata hotel underwent a major renovation and partial reconstruction. The age, as well as the physical and economic deterioration of many hotels and resorts within the Gulf Boulevard CRA Plan area, is causing the remaining hotel properties to struggle to sustain themselves in Florida's tourism industry.

Cosmetic exterior improvements and maintenance is no longer a viable strategy to retain market share in a global market. In fact, it is no longer an effective strategy to retain its prior market share

within the Tampa Bay region. Exterior paint and stucco does not cure inadequate room sizes and modern resort amenities that other competing destinations are able to offer. St. Pete Beach has always been primarily a family vacation destination but with inferior hotel product and undersized rooms by modern standards, fewer families are returning as repeat visitors. There is a lack of local entertainment activities and the downtown shopping district closes around 5pm except for a restaurant and a movie theatre. More frequently, locals hear many visitors complain of the tired and worn out appearance of the City and that they won't return to this area.

Only 20% of all hotel or motel rooms in the City are associated with a national hotel or motel brand, compared to 71% of hotels and motels in Clearwater Beach. Reinvestment can be more difficult for smaller hoteliers, and often these properties are declining. Skyrocketing property taxes and insurance premiums since 2004, after the RERC 2003 study was prepared, has only served to accelerate the decline of the St. Pete Beach Resort area. Since 2003, a few more of hotel/motels have closed and several more closures are imminent. The likely consequence is those properties will be sold for residential condominium development.

Only if a viable plan for temporary lodging use and a CRA plan to jumpstart and continue tax reinvestment into the community to improve safety, mobility and overall appearance will avoid this otherwise inevitable destiny. An economically viable redevelopment plan for the temporary lodging uses throughout the City must be adopted prior to the next "condo boom" or it is extremely unlikely that hotel owners and operators this next time around will not sell to residential condo developers because reinvestment under current regulations will result in diminishing returns for most since every hotel on the west side of Gulf Boulevard is nonconforming in density.

If the hotel properties do not begin to experience increased renovation and revitalization, the tourism industry in the City may become altogether obsolete. A significant decline in the St. Pete Beach tourism industry would be detrimental to the operation of both the City and County. The entire City depends on tourism, and many of the facilities within the City are oriented toward the industry. A significant portion of the City's valuations and tax collections extend from the tourism industry as documented in a 2002 report prepared by Real Estate Research Consultants (RERC) adopted by the City Commission in August 2003. If the County were no longer able to market St. Pete Beach as a tourist destination forming the SW point in the triangular configuration formed by St. Pete Beach, St. Petersburg and Clearwater, it is unlikely that tourism would remain the number one industry (a clean industry) for the County.

In 2002, the year the study by RERC was completed, the City's ten largest individual tax payers were located along Gulf Boulevard with nine of them being hotels. Property taxes on the top ten individual tax payers made up 11% of the City's total property taxes. In order to protect this commercial tax base and the sustainability of the tourism industry on St. Pete Beach, the City and County must work together.

In addition to the challenge of marketing dated hotels, St. Pete Beach, like other coastal communities, has been faced with increased state regulation in regards to development. While state regulations were drafted to protect the coast of Florida and protect individuals from hurricane forces, tighter controls on development are frequently at odds with hotel viability. Because of the State's tight controls over the location of new construction delineated by the Coastal Construction Control Lines and Preservation land use designations enacted after all of the hotels on St. Pete Beach were built, all of the hotels west of Gulf Boulevard have nonconforming densities and could not rebuild what they have today in the event of a catastrophic event. If what exists cannot be built or redeveloped, hotel property owners have little incentive or ability to reinvest and renovate existing hotels and resorts. Most hotel and motel developers are not permitted to build or redevelop at the

density levels needed to make development or redevelopment of their resort properties economically feasible.

The few resort properties that have undergone redevelopment have been converted to residential condominiums which can support higher property values and therefore need less permissible density. Condominium units are frequently inactive due to seasonal use, creating a different set of economic dynamics for the City. If the hotels within the community continue to convert to residential condominiums, the economic feasibility of the tourism and resort industry will be undermined, and the commercial tax base of the City and the County will diminish.

The St. Pete Beach City Commission recognized that blighting conditions exist within the Downtown & Gulf Boulevard core areas in early 2003 after the Master Plan Visioning Process. These conditions have only continued to worsen in the four years that have elapsed since the 2003 Study was performed and are contributing to the spread of vagrancy, crime, vacancy, abandonment of businesses and properties in core commercial and resort areas. As a result of these blighting conditions, deterioration of buildings and below average and declining commercial property values exist as evidenced by the low land-to-building improvement value ratio, the St. Pete Beach Community Redevelopment District, Redevelopment Plan and Redevelopment Agency should be established to address:

- (1) artificial regulatory barriers that discourage private reinvestment;
- (2) lack of adequate design standards;
- (3) defective lot, street and building layout patterns; and
- (4) revitalization and redevelopment of a coastal tourist area that is deteriorating and economically distressed.

COMMUNITY REDEVELOPMENT DISTRICT TIME LINE

The community redevelopment plan for the City of St. Pete Beach has been several years in the making. Our community and City have worked hard to cooperatively create a redevelopment plan that would best benefit all of St. Pete Beach. The following is a timeline of the community redevelopment plan from its initiation in December 2001 to the present time.

December 2001 thru January 2002 - Residents in the community strongly encourage the City Commission to develop a citywide master plan to guide the future development of the community. The 1998 plan is deemed to be more accommodating to condominiums than resorts. The City Commission decides to proceed toward creating a new master redevelopment plan.

April 2002 - Dr. James Moore, former Director of the School of Architecture of the University of South Florida and consultant for HDR engineering, is hired to conduct visioning exercises toward the priority efforts for a new master plan.

April thru July 2002- The City and Dr. Moore host 9 visioning sessions with community members to gain input on what the residents and business owners want for the future of their City.

April & May 2002 - The SPB Planning Board, after two public meetings held in April and May, 2002, forwards its recommendation to the City Commission for a Master Planning Mission Statement, which includes the need to study individual areas "in order to address future enhancements, improvements and guidelines that will ensure the betterment of our City." It became part of the mission statement to support and facilitate several ideas, as excerpted below:

Traffic Patterns

It is our mission to promote and develop our City as "pedestrian and bicycle friendly and safe". Non-vehicular options, Traffic Calming, Traffic Slowing and Citywide Parking will be developed.

Beautification

It is our mission to develop "green space", green areas, and "micro parks" both in residential and commercial areas. Landscaping will become an integral part of development. Although each area has a distinct character, it is our mission to develop a "design element" that will tie our entire City together aesthetically. It will be our mission to transition and blend residential and commercial areas through beautification and buffering techniques.

Natural Resources

It is our mission to conscientiously protect our environment, waterfronts, natural resources and wildlife.

Development

The purpose of Master Planning is for our City to take a pro-active approach to develop the guidelines that take our visions and make them realities. St. Pete Beach is at a juncture where these guidelines are imperative for future Development, Revitalization and Restoration. It is our mission to engage a consulting firm, whose educated professional expertise will assist and advise us in our endeavors. It is our mission to establish footings, parameters and guidelines that will enable our citizens to reach our vision of the future for the City of St. Pete Beach – A City of Beauty, Balance and Harmony for our Residents and Visitors.

July 1, 2002 – Dr. Moore's "White Paper" Report accepted and approved by the City Commission. The following is a key excerpt of that Report:

The City of St. Pete Beach is poised to take effective and vital action to ensure a quality future. The series of visioning exercises and workshops indicate a clear understanding of the primary and secondary issues confronting the community, and also indicate a significant degree of "buy-in" to the notion of developing a broad-based master plan. The key areas of this planning effort should be the district that centers on Corey Avenue, including Blind Pass Road, and Gulf Boulevard along the length from the Bayway to 75th Avenue.

Both of these areas already include a wide range of uses and it is anticipated that future plans will focus on adding to and enhancing these mixed-use areas. The plans must focus on devising effective redevelopment programs and plans for projects that are achievable within current or future market conditions, that build up on the existing strengths and assets of the community and that are ultimately in

keeping with the community's vision statement that emerged from the various visioning efforts.

December 17, 2002 - The City hires the firm Glattig Jackson Kercher and Anglin to work with the community to develop a master plan for the resort and commercial areas of the City.

February 2003 - The Resort and Commercial Area Master Plan process officially begins. Pete Sechler of Glattig Jackson and Owen Beitsch of Real Estate Research Consultants are introduced as the lead members of the consulting team chosen by the City to prepare the master plan.

April 2003 - Glattig Jackson consultants hold 8 public meeting/ implementation workshops, including an intense 3-day public workshop.

June 2003 - Glattig Jackson consultants present to the City Commission a visioning plan. The report outlines the important issues residents and businesses want addressed in the master plan. Specifically it calls for a need for a master plan for the critical hotel and commercial area along Gulf Boulevard, Corey Avenue and Blind Pass Road.

August 2003 - Glattig Jackson consultants submit to the City a community master plan report, outlining the steps the City should take to complete the vision of the plan.

August 15, 2003 - City Commission unanimously approves the master plan final report.

October 21, 2003 - City Commission approves additional funding to create a Master Plan for the Commercial/Resort Areas.

November 2003 - State and County find the City's measurement of beach density is incorrect. The formula allowed properties to count the land west of the state's coastal control line along the beach to be counted toward allowable density. As a result, some properties loose as much as 60% of density. This discovery greatly restricts resorts from redeveloping; under the 1988 comp plan some of these properties would only be able to rebuild to 40% of their current density.

April thru June 2004 - City Commission holds several public workshops along with consultants from Glattig Jackson on the master planning of St. Pete Beach.

October 2004 - Department of Community Affairs (DCA) reviews the City's Comprehensive Plan. City makes changes recommended by the DCA.

December 20, 2004 - City Commission approves on First Reading the Countywide Community Redevelopment Plan and the amendment to the City Comprehensive Plan establishing a Community Redevelopment District.

January 10, 2005 - Tampa Bay Regional Planning Council approves amendment to the City Comprehensive Plan.

February 2005 - City discovers technical advertising error of its First Reading of the Community Redevelopment Plan and re-advertises the Plan for First Reading on its first Commission Agenda of March 2005.

February 15, 2005 - Mayor and City Manager visit with Governor Bush to discuss community redevelopment plans for St. Pete Beach.

March 8, 2005 – City Commission approves the Community Redevelopment Plan on second First Reading.

March 16, 2005 - Pinellas Planning Council unanimously recommends approval of the Community Redevelopment Plan amending the Countywide Future Land Use Plan and containing two major planning areas – Gulf Boulevard Redevelopment District Commercial/Resort planning area and the Downtown Redevelopment District planning area for the traditional downtown core business district and residential neighborhoods.

April 5, 2005 - Pinellas County Board of County Commissioners unanimously approves the Community Redevelopment Plan amending the Countywide Future Land Use Plan and establishing a Special Area designation – Community Redevelopment District.

April 15, 2005 - Department of Community Affairs receives corrections and responses to comments from City.

May 2005 - City holds 6 informational workshops at City Hall.

June 1, 2005 - Four petitions filed for a referendum to amend the City Charter are submitted by Citizens for Responsible Growth (CRG) to the City Clerk. Ballot titles for the four petitions are as follows:

- Charter amendment to require voter approval of any increase in allowable height of any structure.
- Unanimous Commission vote required to adopt comprehensive plan or amendments affecting five or fewer parcels.
- Charter amendment to require voter approval of comprehensive land use plans or amendments.
- Charter amendment to require voter approval of any community redevelopment plan.

June 8, 2007 – Above four petitions are verified by the City.

June 28, 2005 - City Commission adopts Ordinance 2004-24 approving an amendment to the City Comprehensive Plan establishing a Community Redevelopment District that contains two major Redevelopment Districts for Gulf Boulevard and Downtown and a total of eleven character districts. The City Commission also approves Resolution 2005-14 adopting the necessary statutory findings adopting a Community Redevelopment Area.

July 12, 2005 – The City Commission adopts Ordinance 2004-23 approving a Special Area Plan entitled the Community Redevelopment Plan amending the Countywide Future Land Use Plan upon Second Reading.

August 2005 - Upon recommendation of the City Attorney, City Commission decides to initiate a Declaratory action in circuit court to determine the validity of the referendum questions since, if the ballots were submitted and approved by the voters, St. Pete Beach would be the first jurisdiction in Florida out of 435 Cities and 67 Counties to conduct Comprehensive Planning by voter referendum. There was concern about being the "first" in Florida and the potential liability in monetary damages that potentially could result against the City over the long-term. The City Commission did not want to risk taxpayer tax dollars without assurances from a court of law that the comprehensive planning by voter referendum was constitutionally and statutorily valid.

August 2005 – City hosts Town Hall meetings to talk with residents about the Community Redevelopment Plan.

August 19, 2005 - CRG files an administrative appeal with the Department of Community Affairs pursuant to Chapter 163, Florida Statutes, claiming the City's Comprehensive Plan amendment is invalid

September 14, 2005 - City Commission approves hiring outside counsel to file response to CRG's appeal filed with the DCA.

October 2005 - Two petitions for a referendum to rescind Ordinances 2004-23 & 24 are submitted by CRG to the City Clerk. The petitions require the City Commission to repeal the ordinance or submit the matter to the voters through a referendum on the amendments to the City's Comprehensive Plan and the Countywide Future Land Use Plan establishing a Community Redevelopment Plan.

October 17, 2005 – Final Order of Dismissal of CRG's appeal claiming the City's Plan violated state law.

November 2005 - The City Commission, upon recommendation of the City Attorney to protect the City from potential liability by landowners, approves the filing of a Declaratory action in circuit court to determine the validity of the new set of petitions rescinding Ordinances 2004-23 & 2004-24 in court.

December 2005 - Court rules that three of the four petitions filed in June contradict state law and cannot be put to vote. Judge finds the referendums cannot override State Statutes governing how a City adopts its comprehensive redevelopment plans. Judge finds the referendum requiring unanimous commission vote on comprehensive plan amendments for five or fewer parcels does not conflict with State law.

December 2005 - St. Pete Beach Partners LLC, owner of the Travelodge, sues the City and Citizens for Responsible Growth, the political action committee that filed the petitions seeking to rescind the ordinances adopting the Community Redevelopment Plan, alleging the unconstitutionality of the petitions.

December 2005 thru January 2006- Citizens for Responsible Growth appeal to the Circuit Court decision to the Second District Court of Appeals on the three petitions ruled invalid. The City then files a cross-appeal on the one question determined to be valid.

May 2006 - Governor Bush signs into law House Bill 1567. The bill limits the authority of local governments to acquire private property for economic development through eminent domain.

May 2006 - City holds informational workshop, focusing on the resort area of the redevelopment plan, including a workshop at St. John's Church, St. Pete Beach, on May 31, 2006.

June 2006 - Circuit Court holds hearing on second set of two petitions to repeal Ordinances 2004-23 and 2004-24, which amended the City's Comprehensive Plan to implement the Community Redevelopment Plan for the Resort/ Commercial Districts.

June 17, 2006 - The City holds its first Collaborative Lab with St. Petersburg College. A cross-sectional representation of residents and business owners meet in an effort to work out disagreements over the redevelopment plan.

July 2006 - Judge Logan of the Circuit Court rules to hold off on any decision of two new petitions until the District Court of Appeals rules on his earlier decision on the first set of four petitions. DCA agrees to expedite review of the matter.

August 2006 - Second District Court of Appeals issues an Opinion on the 6 petitions under review by the Court. Second DCA ruling reverses lower court's decision on 4 of the 6 petitions in direct conflict with a similar opinion issued just a few months prior by the Fifth District Court of Appeals.

August 2006 - City Commission holds special meeting, votes unanimously to place all six items on the November ballot.

August 2006 - County Supervisor of Elections decides to no longer allow items on November ballot due to litigation surrounding the questions.

September 2006 - County Supervisor of Elections reverses earlier decision, now allows for all six questions to appear on the November ballot.

October 6, 2006 - The Pinellas Board of County Commissioners establishes the St. Pete Beach City Commission as a Community Redevelopment Agency (CRA) by its adoption of BCC Resolution 06-191 delegating Community Redevelopment Authority, pursuant to Part III Chapter 163, Florida Statutes (the "Community Redevelopment Act of 1969) to approve and implement a Community Redevelopment Plan for the designated geographic area defined by a Map and legal description attached to the Resolution as modified to delete the area known as Dolphin Village.

November 7, 2006 - City holds referendum election with all six items placed on the ballot. Over 4,700 residents turn out to cast a vote. Four of the six items are approved by voters. The ordinance adopting an amendment to the City's Comprehensive Plan was repealed by a margin of 21 votes (4/10ths of 1% of the total votes cast). The petition seeking repeal of Ordinance 2006-03 amending the LDC to create a Planned Development district that included a maximum potential of seven stories of building height fails and Division 43 is not repealed. The petition requesting unanimous Commission approval for any land use amendment affecting five or fewer parcels fails. The petitions requiring a voter referendum on any future land use amendments, Ch. 163 Community Redevelopment Plans and any height increase amending the Land Development Code is passed by the voters.

November 7, 2006 - The future of the Corey Landings project planned for the east end of Corey Avenue on Corey Circle that involved more than 40 million dollars in parcel assembly to include nearly the entire Corey Circle character district (except the automotive transmission shop in the center of the circle of pavement) was also on the November 7, 2006 ballot. As a result of the irregular configuration and narrow lot depths, as well as the fact that the public right-of-way abuts the waterfront and bisects the land on the north and south sides of Corey Circle, a partial vacation of public-right-of-way was required to physically link the north and south sides of Corey Circle for redevelopment. A central focal public waterfront Sunrise Park was a condition of project approval by the City in exchange for some land that would be acquired from vacating a portion of the roadway adjacent to the project. Vacation of public right-of-way adjacent to waterfront is required by City Charter to be approved by voter referendum. CRG opposes vacating a portion of the street for a waterfront park and the ballot measure failed by approximately 50 votes.

November 2006 - City Commission decides to hold 4 additional City Workshops throughout December to take input on the Plan and what needs to be changed and/or addressed.

November 28, 2006 - The City Commission holds a public workshop of the Evaluation and Appraisal Report (EAR) that is required by state law to update the City's Comprehensive Plan. No comprehensive updates to the City's overall Plan have been done since 1998.

December 6, 7, 13, & 14 2006 - The City Commission, City Staff and a group of citizens selected by each Commissioner and Mayor as representatives of the various interests and political viewpoints attended the public Workshops to discuss areas of consensus and narrow the issues of disagreement.

Late December 2006 - Save Our Little Village, a political action committee, (SOLV) formed by pro-commercial/resort redevelopment residents, file four petitions with the City:

- (1) revising the 2005 City Comprehensive Plan amendment;
- (2) a revising the 2005 Community Redevelopment Plan amending the Countywide Future Land Use Plan;
- (3) proposing Division 39 - General Redevelopment Design Standards; and
- (4) proposing Division 35 - Large Resort District zoning regulations. Primarily, the initial Petitions submitted by SOLV reduce height and density in the Large Resort District. No other major changes were made to the City's adopted but subsequently repealed plans.

January & February 2007- There was little consensus for moving the redevelopment plan efforts forward as a result of the political climate and upcoming March elections for Districts 2 & 4.

January thru April 2007- SOLV gathers petition signatures and receives feedback from residents. SOLV members discuss questions, concerns and ideas from residents and SOLV members themselves about redevelopment issues.

February 2007 - Dolphin Village Planned Development project is approved by a majority of the Commission pursuant to Division 43 Planned Development approved by the voters in November 2006. Three members of Citizens for Responsible Growth appealed that decision to Circuit Court and litigation is pending. The 11.4 acre mixed-use project in the heart of Gulf Boulevard's commercial/resort area containing one of two of the City's grocery stores (Publix) is still on hold as of the time of this writing.

March 2007 - Two new Commissioners, former CRG officers, are elected.

March 2007 thru August 2007 - A cross-section of residents, including SOLV members, as well as community business leaders, ask the City Commission if they intend to prepare a different redevelopment plan on numerous occasions over that 6-month period. The City Commission does not discuss any potential redevelopment plans in a public forum with residents. As of September 2007, the City Commission had not directed City staff to prepare a new plan for consideration by voters.

April 2007 thru October 5, 2007 - SOLV repeatedly hears CRG publicly and thru newspaper ads call out to City Commissioners and land owners to redevelop under the 1998 Plan. SOLV realizes that residents and government can regulate how land is developed through regulations, but neither government nor residents can control market conditions, force landowners to sell, buy, reinvest or

build anything because that takes away private property rights that are protected by the U.S. and State Constitutions. Perhaps in an ideal world, residents could do all of those things and then redevelopment would occur under the 1998 Plan.

- SOLV can no longer ignore the reality that the 1998 Comprehensive Plan will be 10 years old in 2008 and in those 10 years, it failed to realize any significant private sector reinvestment or redevelopment in core areas of the City except residential condominium development. SOLV realizes that the 1998 Plan presents only a residential redevelopment option based on historic building permit activity. If the 1998 Plan really was a viable option for hoteliers and commercial properties to redevelop, than why hasn't that occurred sometime in the past 10 years? Most residents don't need a study to tell them the reality they are witness to everyday.
- SOLV pursues an alternative plan to the 1998 Plan to revitalize commercial activity centers and the downtown core, preserve tourism, and to seek approval of a Redevelopment Trust Fund.

April & May 2007 - residents of St. Pete Beach involved with SOLV began discussing in earnest the alarming deteriorating conditions in the City, especially on Corey Circle, a highly visibly area from the Corey Causeway entrance to the City. The deplorable conditions on Corey Avenue west of Gulf Boulevard continue and City Officials are not discussing any new redevelopment plan. Discussion continues that is centered on feedback being received from residents during the petition drive and the general confusion all around about the plans and how the plans are hard to understand, especially if residents are expected to vote on them. Several residents started talking about whether or not it would be possible to rewrite the plans with some new ideas in a way that was easier for residents to understand the issues and the solutions proposed and the benefits or consequences of this plan or no plan. For the first time in Florida's history, the residents of St. Pete Beach have the direct responsibility of planning and deciding their City's short-term and long term future.

- SOLV and residents increasingly become aware that too much time has passed since this planning process started in January 2002 to ignore and continue forward with basically the same plans and strategies. Too many physical, political, and social conditions changed and were continuing to change in the City since the plans were written in 2003/04. Almost 6 years later, SOLV decided those plans seemed outdated politically, environmentally and socially. Economically, conditions were worsening, tax reforms creating local budgets cuts and increasing fees for residents while decreasing services were becoming a much greater concern. SOLV asked themselves and others, how and who would pay for future public community improvements with the local economy and the City Budget shrinking?

It is the consensus of these residents that new, improved and updated funding, planning, economic revitalization, environmental, transportation and social strategies needs to be researched to see if it makes sense to prepare new redevelopment plans for the City. Research reveals that:

- Viable strategies exist that potentially could resolve the majority of political issues and create a redevelopment plan that focuses more on people.
- Since 2003, the lack of affordable housing in the City and County increases.
- Since 2003, a greater awareness of global climate change and environmental issues emerge at the local, County, State, National and global levels.
- Since 2003, tangible proactive strategies become available for implementation to address these issues.

- Since 2003, new techniques for transportation management also become available at the County level that could be implemented at the local level.

SOLV begins writing a new community redevelopment plan.

May thru September 2007 - SOLV continues to pursue writing a new set of plans and zoning regulations. SOLV extends invitations to a cross-section of the residential and business community to collaborate on the new plans. Different types of business and hotel owners in the Downtown and Gulf Boulevard Commercial/Resort areas participate and give feedback. The Resort Community formulates the idea of a Coastal Green City and works with SOLV to make it one of the four pillars supporting the new plan. SOLV researches, discusses, and debates ideas, options and solutions. Consensus is built around four major Initiatives. Critical plan terms are agreed to through collaboration and consensus. Plans and land development regulations are prepared.

May 29, 2006 – The City Commission holds a Special Meeting and approves Resolution 2007-08 authorizing transmittal of the Evaluation and Appraisal Report (EAR) to the Department of Community Affairs. The Ear updates the current status of all infrastructure and public services for the citizens. The following public facilities and services – water, sewer, solid waste, roads, reclaimed water, and recreation - are found to have capacity and operating at or above adopted levels of service. Issues noted for future remedial actions are drainage (storm water), interlocal agreements with other cities regarding schools, affordable housing and Coastal High Hazard planning. SOLV includes this current public facilities and services data in its new plan. The EAR approved by the City Commission identifies the following local land use issues that need to be addressed:

LOCAL ISSUE 1: *ENHANCING THE APPEARANCE AND FUNCTIONALITY GULF BOULEVARD/BLIND PASS ROAD*

LOCAL ISSUE 2: *REVITALIZING THE COMMUNITY WHILE MAINTAINING ITS CHARACTER*

LOCAL ISSUE 3: *CONTRIBUTING TO AFFORDABLE HOUSING IN THE REGION*

LOCAL ISSUE 4: *PRESERVING AND ENHANCING EXISTING TREE CANOPY*

SOLV notes these are the same issues the City has been facing since 2001. The difference between now and then is that all of the conditions creating these issues have worsened over those 6 years. SOLV continues to prepare a plan that:

- (1) addresses these local land use issues;
- (2) includes the required amendments adopting the revised Coastal High Hazard zones and statutory definition;
- (3) proposes the mitigation recommended for storm water, affordable housing, coastal high hazard planning, and increased tree canopy; and
- (4) includes options to fund Gulf Boulevard Improvements.

June thru early August 2007 – Commissioner Chaney suggests that Staff “think outside the box” on redevelopment issues and asks Staff to move forward with a Community Redevelopment Area. Staff tells the Commission that the City has to adopt a redevelopment plan to have the opportunity for a Community Redevelopment Area Redevelopment Trust Fund. The Commission is aware this Trust Fund will potentially return 100 million dollars or more to the City for public improvements to

our roads and parks and would include beautification, sidewalks, maybe a parking garage for downtown and a new library.

- During the same time period, Commissioner Metz advocates publicly to the residents and media that his solution to returning tax money to the City is to secede from the County and form a "Beaches County." Some residents applaud this effort and others ask where are the jail, courthouse, schools and land fill going to be located and who is going to pay for that?

July & August 2007 - The City Commission directs City Staff to research possible amendments to the Land Development Code in certain areas of the City to see what redevelopment could occur by modifying land development regulations. The City Commission discusses grandfathering the temporary lodging uses in Pass-A-Grille and Upham Beach area only. Grandfathering nonconforming hotels and resorts located on Gulf Boulevard are not addressed. Commercial reinvestment is not discussed in terms of redevelopment. A few commissioners and residents call for business and resort owners to redevelop under the 1998 plan. The majority of the City Commission uses community policing, code enforcement and fines as the current and ongoing strategy to combat aging and deteriorating conditions that are causing blight to worsen and spread.

July & August 2007 - While litigation is still pending on the Dolphin Village approved Planned Development project, and after the Corey Landings Planned Development project that assembled nearly the entire Corey Circle area has been abandoned because it is no longer economically viable project under the current political, litigious and market environment, the majority of the City Commission discuss bringing forward an ordinance amending Division 43 Planned Development to further restrict development. Several Commissioners discuss modifying the land development regulations approved by the majority of voters in November 2006. Concern is growing in the community regarding Corey Circle East and the west side of Corey Avenue as blight and slum conditions persist and deteriorate, and crime, related primarily to domestic violence, vagrancy, car burglaries and drugs, appears to be on the rise.

August 2007 - Trim Notices are received. Residents welcome the significant drop in property taxes but at the same time are concerned because the drop in taxes did not come from local government budget cuts, they came from a significant decline in property values. While all property in Pinellas County experienced some decline in value, none as sharp as St. Pete Beach which implies that more than market forces are at work.

- The Board of County Commissioners considers an Ordinance to increase hotel density for certain land use categories in the Countywide Future Land Use Plan subject to certain limitation and restrictions. SOLV learns that the County Ordinance will only apply to unincorporated area or cities that voluntarily choose to amend their local comprehensive plans. The County Ordinance does not change the St. Pete Beach City Charter that requires voter referendum approval of any land use amendments concerning more than 5 parcels of land. SOLV members do not see the County Ordinance as an alternative redevelopment solution for that reason but more so because it is not a comprehensive approach to redevelopment that will address the distressed commercial and resort core areas or the downtown residential neighborhoods in need of revitalization and assistance.
- SOLV continues to prepare new plans. The County Ordinance is tabled for revisions and is expected to be heard in October 2007. Members of Citizens for Responsible Growth attend the two public hearings and oppose the proposed County ordinance.

August & September 2007 - The Corey Landings mixed use project on Corey Circle that includes retail, temporary lodging and residential uses, transient boat slips and a public waterfront Sunrise Park with a pedestrian boardwalk from Corey Circle to the Community Center, is abandoned. The automotive shop and a small restaurant remain open for business. The remainder of Corey Circle is demolished and is vacant. No plans are submitted to the City for a future project.

Early September 2007 - The City Commission hosts one public workshop to discuss redevelopment on **September 10, 2007**. The majority of the Commission focus on potential amendments to the Land Development Code in some areas of the City that they think might stimulate some reinvestment, but there is no discussion of increasing hotel density on Gulf Boulevard.

September 11, 2007 - the City Commission initiates, considers and then temporarily tables an ordinance amending Division 43 Planned Development that was approved by the voters in November 2006. The Commission requests that Staff bring back an ordinance that reduces the height approved by voters to 50 feet over based flood as well as the change to the definition of primary use. SOLV grows concerned that if the City Commission adopts those changes, the Dolphin Village project that will not comply with the new Commissioners proposed changes that are different from what the voters approved in Nov. 2006. This will make the Dolphin Village project nonconforming before it is even under construction.

- SOLV realizes this effort by the City Commission does not stimulate reinvestment but instead discourages it, and may jeopardize project financing and redevelopment of a major Activity Center within the core area of the City and Corey Circle.

Late September 2007 - SOLV completes over 5 months of work creating a vision for the future. Its members believe in good faith that the new plan has something for everyone and will benefit every segment of the community in different ways that are mutually beneficial.

Based upon the reality that despite over two years of intense political pressure by CRG calling for landowners to redevelop 4-5 story hotels under the 1998 Plan and calling on Commissioners to make landowners redevelop under the 1998 Plan, there are still no new resorts and no significant commercial projects built under the 1998 Plan.

- SOLV researches permit records and discovers only one (1) commercial permit has been approved in the last 3 years since 2005, and 7 commercial permits total since 2001. By comparison, 77 residential building permits and residential condo projects have been approved since 2001. (Source: St. Pete Beach permit records and City 2007 EAR report).
- SOLV faces the hard cold reality they instinctively knew and the City's permit records confirm - only residential redevelopment is encouraged and supported by the current 1998 Plan since 11 times more permits for residential development have been issued since 2001 than commercial permits.
- The majority of the City Commission publicly confirms they are not interested, and will not be discussing any redevelopment land use plans for the downtown and Gulf Boulevard areas in the foreseeable future.
- SOLV realizes that if an alternative choice is to be presented that could still have a chance at saving our hotels and bring some tax money back to the City, the time is now. Sadly, waiting for the City to act is no longer an option.

- SOLV withdraws the four petitions it filed in December 2006.
- SOLV then submits 6 new petitions in accordance with the City Charter amended Nov. 7, 2006 that will let the people vote on their future.
- SOLV begins the petition signature gathering process required for 6 ballot referendums.
- Alternatively, SOLV asks the City Commission to consider voluntarily placing the ballots on the March 2008 ballot to let residents vote on SOLV's proposed community redevelopment plans. SOLV tells residents and the City that these plans propose the basis that would establish a Redevelopment Trust Fund, if approved by the County, that could bring 100 million dollars or more back to the City over 15 years. In addition, SOLV proposes an amendment to the City's land use plan that creates a Community Improvements Fund that will be funded by private developers that potentially could bring an additional 25-35 million or more for public improvements and amenities in the City.
- SOLV decides to face several realities rather than ignore it and acknowledge that:
 - (1) desirable redevelopment will not occur because we tell it to;
 - (2) the 1998 Plan is not producing desirable results and what little reinvestment the community has experienced in the past 30-35 years is almost all residential;
 - (3) businesses and hotels are closing; and
 - (4) failing to plan is planning to fail; and
 - (5) it is better to be proactive and establish the rules, provide a solution and options, and let the people vote on what future they prefer for themselves and their children, instead of the only choice being one of by default that someone else made for this City 10 years ago and clearly did not work.
- **Early October 2007** - SOLV presents a new redevelopment plan for the next 50 years contained in the Petitions listed below, that encourages economic revitalization of distressed commercial and resort properties in an environmentally and socially responsible manner that discourages more residential condominium development along our Gulf beaches and has the added benefit of raising tens of millions of dollars and likely much more than 100 million dollars, for public improvements and amenities, including burying utilities and beautifying Gulf Boulevard and the Downtown core area.
- **Petition #1 – Special Area Plan** for community redevelopment amending the Countywide Plan.
- **Petition #2 – City Comprehensive Plan Future Land Use & Housing Plan** amendments designating a Community Redevelopment District.
- **Petition #3 – Division 35 – Large Resort District (LR)** land development regulations.
- **Petition #4 – Division 39 – General Redevelopment Standards.**
- **Petition #5 - Division 30 – Town Center Core (TC-1)** land development regulations.
- **Petition #6 – Part III, Chapter 163 Community Redevelopment Plan** providing data and analysis, proposing public improvements and projecting County and City Tax

Increment Financing Revenue to fund projects through a Redevelopment Trust Fund.

The alternative is more residential development under the 1998 Comprehensive Plan that is nearly ten years old and has not stimulated any resort reinvestment since no new resorts have been built since 1974 and very little commercial reinvestment has occurred in that 10-year time period as evidenced by the City's own permit records.

SOLV believes that giving a plan a try for a decade is more than reasonable to see if it will produce the desired result.

- SOLV begins this journey hoping that this new plan for this City's future has more upside than downside for most of the residents of the community and meets with the approval of the County and the State. If it does not, it won't be for a lack of trying by many residents and business leaders who want a plan that is good for all; no matter what any one person's prior political views might have been or will be in the future.
- SOLV wants residents, the business community, and City Officials to have a clear and informed choice about their future, and a fair opportunity to let the residents vote in an atmosphere of reason, rather than fear, where neighbors can still be neighbors even if they don't agree.

Proposed Target Dates:

- Dec. 2007 / Jan. 2008 –** approval of Ballots for Petitions #1-6 to be included on the March Election Ballot.
- Spring/Summer 2008 –** formal submittal and review of the SPB – Ch. 163 Community Redevelopment Plan by the Pinellas Planning Council and the Board of County Commissioners. (Petition #6)
- Spring/Summer 2008 –** formal submittal and review of the Special Area Plan amending the Countywide FLUP designating a Special Area – Community Redevelopment District - by the Pinellas Planning Council & County Commission. (Petition #1)
- Spring/Summer 2008 –** formal submittal and review of amendments to the Future Land Use and Housing Elements of the SPB Comprehensive Plan designating a Community Redevelopment District as part of the SPB Community Redevelopment Plan by the Florida DCA. (Petition #2)
- Spring/Summer 2008 -** City Commission to adopt Ordinances approved by voter referendum: (1) amending the Countywide FLUP (Petition #1); (2) amending the City's Comprehensive Plan (Petition #2); (3) creating a Ch. 163 Community Redevelopment Plan (Petition #6); and (3) amending the LDC, creating Div. 35 (Large Resort- Petition # 3), Div. 39 (General Redevelopment Standards – Petition #4), and Div. 30 (Town Center Core- Petition #5).
- Summer/Fall 2008–** (to be determined?) establish a Redevelopment Trust Fund and Tax Increment Financing in accordance with the Ch. 163 SPB Community

Redevelopment Area Plan with a base tax valuation year of 2008. City Commission to adopt required land development regulations necessary to implement the Comprehensive Plan and Community Redevelopment Plan.

Fall 2008 -

City requests tax records from County Property Appraiser to establish base year tax valuation Redevelopment Trust Fund tax increment revenue assessments and contributions.

January 2009 -

Redevelopment Trust Fund approved and established for management and implementation by the Community Redevelopment Agency (City Commission).

1.5 HISTORY OF REDEVELOPMENT IN THE SPB-CRA

In 1947 and in 1949, ten commercial properties were built, more than any other year. Most hotel and motel properties in the SPB-CRA Plan area were built from 1949 to 1958. Of the 133 properties, 71% were built before 1971, and only 6% were built after 1990. The records demonstrate the lack of new development in the area and the dominance of the older commercial stock. Only a limited amount of commercial development has been created in St. Pete Beach in recent years, and no new motels or hotels have been constructed since 1974. The Sirata is the only hotel that has done substantial renovation since that time and that occurred in 1989. There are no other new structures in the Gulf Boulevard CRA area.

The only other new commercial construction along Gulf Boulevard in the past 10 years plus, occurred on the east side and includes a Chick-fil-A and Subway. Two significant remodeling projects also occurred on the east side of Gulf Boulevard that included conversion of the old Shell Station at the corner of Gulf Winds Drive and Gulf Boulevard in 2005 directly across the street from several hotels. Two restaurant type businesses have opened at this location and later closed. The property is currently vacant. The other commercial reinvestment in this area was Dr. Rose's Vet Clinic a few years ago.

The Gulf Boulevard area has received little public investment over the last few years, although the City, in cooperation with the Florida Department of Transportation (FDOT), installed planted medians that slightly improved the appearance of Gulf Boulevard. Three traffic signals were installed at 55th Avenue, Dolphin Village Shopping Center and at 44th Avenue. While these traffic signals tend to slow traffic and improve safety, they also create traffic congestions and tend to lessen Gulf Boulevard's level of service (LOS) capacity and performance.

In the Downtown core area, a major landscaping and sidewalk improvement project east of Gulf Boulevard was completed a few years ago and mast arm traffic signals were installed at several downtown intersections replacing some older style fixtures. Other than two major public improvement projects including the City Hall occupied in 2002 and the new Community Center that opened its doors July 7, 2007, there have only been three new nonresidential buildings - two office buildings and one restaurant- in the Downtown CRA area.

Blind Pass Road, north of the Community Redevelopment Area, was widened from two to five lanes in 2001-2003 with bike lanes, sidewalks, underground utilities, lighting, landscaped medians and drainage improvements. The appearance of Blind Pass Road today represents the transformation that the City and its residents would like to see happen on Gulf Boulevard south of 75th Ave to 37th Avenue.

1.6 GENERAL PROVISIONS

A. Title

This community redevelopment plan for the St. Pete Beach Downtown & Gulf Boulevard Commercial/Resort Areas shall be known as the SPB-CRA Plan.

B. Authority

This SPB-CRA Plan, if approved by voter referendum in accordance with Section 3.17 of the City Charter, is enacted pursuant to the requirements and authority granted to the City by BCC Resolution 06-191 and Chapter 163, Part III, *Florida Statutes*.

C. Duration of the SPB-CRA Plan

The provisions of this SPB-CRA Plan shall be effective, and the provisions of other documents formulated subsequent to, consistent with, and in furtherance of the implementation and enforcement of this Plan may be made effective, for thirty (30) years from the date of adoption of this Plan by the Community Redevelopment Agency and may be reevaluated and modified or terminated by the Board of County Commissioners after fifteen (15) years, pursuant to County policy guidelines governing CRA Redevelopment Trust Funds.

D. Applicability

This SPB-CRA plan shall govern the design, development, and use of all land within the boundaries of the St. Pete Beach Downtown & Gulf Boulevard Commercial/Resort Area Community Redevelopment Area shown on Map Attachment 1 contained in the Map Appendix with the corresponding legal description approved by the City Commission on June 28, 2005 by Resolution 2005-14 and modified and approved by BCC Resolution 06-191 on October 10, 2006.

E. SPB-CRA Plan Enforcement

Pursuant to Sections 3.15 and 3.17 of the City Charter, upon approval by the voters of St. Pete Beach of this SPB-CRA Plan as well as amendments to the City's Comprehensive Plan and the Countywide Future Land Use Plan, together creating a comprehensive redevelopment plan for core commercial and resort areas of the City, the City will have the authority to certify the election results and transmit the approved plans to the applicable reviewing agencies, County and State and later ratify and adopt the plans as approved by the County and State consistent with this SPB-CRA Plan.

If adopted by the voters and approved by the County, this Plan shall have the full force and effect of the City Comprehensive Plan to further its enforcement and implementation. This Plan shall also be implemented and enforced by the City's Code of Ordinances, land development and building regulations, as may be required to be amended by ordinance of the City Commission upon final approval of this Plan to effectuate its intent and purpose, all in accordance with the requirements and procedures set for in Part III Ch. 163, *Florida Statutes*, as applicable.

F. Amendments to the Redevelopment Plan

This SPB-CRA Plan may be amended by the procedure established in Section 163.361, *Florida Statutes*, and Section 3.17 of the City Charter, as may be required.

G. Community Redevelopment Agency

The St. Pete Beach City Commission has been established as the Community Redevelopment Agency (CRA) by BCC Resolution 06-191. Any powers granted the CRA under Florida law, but which may not be specifically stated in this SPB-CRA Plan, will not be construed as forfeiture of such powers by the City Commission or the CRA. The City Commission expressly incorporates all provisions, powers and limitations of the Community Redevelopment Act into this SPB-CRA plan,

unless specifically not delegated to the City by the County. It is further understood that State Law, as it is presently constituted or shall be amended from time to time, shall take precedent to the extent applicable over any portion of the SPB-CRA Plan which may come in conflict with Florida law.

H. Voluntary Acquisition for Public Purpose Only – “Willing Seller” Only Policy. It shall be the express intent, policy and rule of the City of St. Pete Beach Community Redevelopment Agency, that regardless of any future changes in state law that may grant eminent domain powers to a Community Redevelopment Agency, that the City, acting as the Community Redevelopment Agency, will acquire land through a “willing seller” only policy and **shall not** seek or implement eminent domain power to acquire land for economic redevelopment. The SPB Community Redevelopment Agency, as may be necessary to effectuate the purposes of this SPB-CRA Plan in accordance with public support, will acquire any land required for designated capital improvement projects within this SPB-CRA Plan area through **voluntary acquisition only** by a “willing seller” and **for public purposes only**. Such improvement projects may include: parks, public parking garages, trolley stops, a public library and the like.

1.7 BOUNDARIES OF THE SPB-CRA

The Special Area designated as the St. Pete Beach Community Redevelopment District contains approximately 248.25 acres of which 135 acres are in the approved SPB-CRA Plan area. The SPB-CRA boundaries are shown on Map A Exhibit A, described generally below, and described more particularly in the legal description found in the Appendix A.

The proposed Downtown portion of the overall SPB-CRA Plan area is generally located in the City's traditional downtown area bounded on the east by the Intercoastal Waterway/Boca Ciega Bay, by 73rd Avenue to the south, by the Gulf of Mexico/Blind Pass Channel to the west, and by 77th Avenue to the north; and includes the commercial properties fronting Gulf Boulevard from 73rd Avenue to intersection of Gulf Winds Drive and Gulf Boulevard; and includes the southern leg of the Blind Pass Road corridor beginning north of the downtown core from 77th Avenue to Gulf Boulevard through the Downtown Core Residential neighborhood; and the Gulf Winds Drive/Boca Ciega Drive neighborhood roadway corridors located within the Downtown Core Residential character district.

The proposed Gulf Boulevard resort area portion of the overall SPB-CRA Plan area includes a hotel/motel district that is west of Gulf Boulevard bounded by 47th Avenue to the south and 64th Avenue to the north as well as the entire Gulf Boulevard roadway corridor from one ½ block north of 76th Avenue south to the Pinellas Bayway.

1.8 LAND USE DESIGNATION

The land within the SPB-CRA Plan area will be assigned a future land use Special Area designation as a Community Redevelopment District in accordance with the Countywide Rules for amendments to the Countywide Future Land Use Plan (see Map 1). These properties will also fall within one of two major Redevelopment Districts shown on Maps 2 & 3. Each Redevelopment District contains several character districts that are also shown on Maps 2 & 3. Each of the designated character districts within the SPB-CRA Plan area will overlay these two Redevelopment Districts that together comprise the Special Area - Community Redevelopment District. All Maps referenced here and throughout this Plan are contained in Appendix A.

These future land use character districts also will serve as the zoning districts for the areas depicted on Maps 2 & 3 and will establish land use and site design standards such as density, intensity,

minimum parcel size, setbacks, height, as well as building design, scale & massing, including any applicable redevelopment incentives for parcel assembly.

For purposes of the SPB-CRA Plan, all of the properties contained within the Gulf Boulevard SPB-CRA Plan area are wholly contained in the Large Resort Character District shown on Map 2.1 depicting the CRA Overlay of the Gulf Boulevard Redevelopment District. All of the properties contained in the Downtown SPB-CRA Plan area are located within five (5) of the seven (7) character districts shown on Map 3.1 depicting the CRA Overlay of the Downtown Redevelopment District. The six (6) character districts located in the SPB-CRA Plan area are further described in Chapter 3.

1.9 SPB-CRA PLAN CONSISTENCY WITH OTHER PLANS AND REQUIREMENTS

A. SPB-CRA Plan Consistency with the City of St. Pete Beach Comprehensive Plan

Within the City of St. Pete Beach Comprehensive Plan Future Land Use and Housing Elements are goals, objectives and policies that support community redevelopment specifically relating to affordable housing mitigation; resort, commercial and mixed-use redevelopment; expansion and creation of neighborhood retail and services; implementation of a quality Livable Community Strategy consistent with the strategies being developed and adopted by the County and the MPO; as well as consistent with and in furtherance of the Green Mission Statement and Comprehensive Plan goals, objectives and policies establishing a Coastal Green City Initiative for St. Pete Beach. Both planning strategies and lifestyle initiatives are major components to a successful program and plan for redevelopment in the SPB-CRA Plan area.

Since St. Pete Beach is a Coastal High Hazard Community, overall intensity and density increases are not allowed which makes traditional redevelopment incentives more challenging and which is why the State Legislature when enacting Part III, Ch. 163, acknowledged the special needs of deteriorating coastal communities. Even though densities and intensities are decreased from the current 1998 Plan and further decreased overall from the repealed 2005 Plan, desirable resort and commercial redevelopment and reinvestment in certain core areas of the Community Redevelopment District (CRD) will be encouraged through redistribution of appropriate densities and intensities from the overall density and intensity caps available within the CRD in a manner that creates more cohesive Downtown core mixed-use village and a more cohesive economically viable Large Resort core area located on Gulf Boulevard. The objectives and policies supporting these redevelopment plan goals are listed in Figure 1.1 below. Underlined text indicates the language is proposed as part of the 2007 Comprehensive Plan Amendment.

Figure 1.1 SPB-CRA Plan Consistency with the St. Pete Beach 2007 Comprehensive Plan

Comprehensive Plan Goals, Objectives, and Policies	SPB-CRA Plan Location	
<u>Goal 1</u>	<u>Support rebuilding and maintaining a sustainable carbon-neutral community by adopting and implementing land development and building regulations that: protect and conserve water resources; promote energy efficient buildings; encourage environmentally sensitive site and building design; facilitate recycling of construction materials and debris; support innovative building and site design that recognizes the complexities and environmental sensitivities of our coastal environment and its vulnerability to storms; and protect and enhancement of the overall environmental quality of our City.</u>	Chapter 3, Sections 3.1. thru 3.4, 3.9; Section 5.3
<u>Policy 1.1.4</u>	The City shall promote and encourage through redevelopment land development regulations clean industries such as tourism-related businesses.	Sections 3.1, 3.2, 3.4, 3.5 and 3.8
<u>Policy 1.1.6</u>	<u>The City shall consider participation in Cities for Climate Protection Campaign in support of Executive Order No.: 07-126, issued by the Governor of the State of Florida on July 13, 2007; and in partnership and support of a Resolution adopted by Pinellas County to become a national and state model for innovative and sustainable planning, economic development and Green design, by: (1) implementing strategies such as Livable Communities to increase pedestrian and bicycle travel to reduce auto-dependence; and (2) implement LEED and Energy Star standards for new buildings and major renovations.</u>	Chapter 3, Sections 4.3 and 5.3
<u>Policy 1.1.7</u>	<u>The City shall pursue a partnership with local businesses in the Downtown Redevelopment District, Corey Area to initiate a Florida Main Street designation process and provide business grant assistance for façade improvements.</u>	Sections 3.1 thru 3.3, 5.3.
<u>Policy 1.1.10</u>	<u>The City shall offer incentives for the location and construction of affordable, Green, on-site workforce living accommodations in conjunction with large-scale temporary lodging uses.</u>	Sections 3.4, 3.8 and 4.4.

Figure 1.1 SPB-CRA Plan Consistency with the St. Pete Beach 2007 Comprehensive Plan

<p><u>Objective 1.2</u></p>	<p><u>Transform the City's development and permitting regulations into a Smart Growth and Quality Development Code, promoting flexibility, mixed use, incorporating economic and environmentally sustainable standards and pilot Green practices program incentives.</u></p>	<p>Chapter 3</p>
<p><u>Policy 1.2.2</u></p>	<p><u>The City shall promote mixed use developments that reduce impacts on infrastructure and the environment</u></p>	<p>Chapter 3, Sections 3.1 thru 3.5 and 3.8.</p>
<p><u>Objective 1.3</u></p>	<p><u>The City's Land Development Code shall be amended to encourage implementation of transportation and alternative mobility and management strategies, including mixed use projects, that reduce dependence on automobiles, reduce greenhouse gas emissions and consumption of non-renewable energy sources.</u></p>	<p>Chapter 3, and Sections 4.3 Section 5.3(B) addressing mixed use development incentives, benefits and design standards that promote safe alternative mobility.</p>
<p><u>Policy 1.3.3</u></p>	<p><u>Encourage alternative mobility options through safe, comfortable and continuous pedestrian and bicycle pathways linked to the downtown area, recreational facilities, activity and entertainment centers and public beach access points to reduce reliance on the auto.</u></p>	<p>Chapter 3, Sections 4.3(d) and 5.3.</p>
<p><u>Policy 24.1.1</u></p>	<p>The following land use categories, including the stated residential densities and non-residential intensities of use standards, as administered through the land development regulations, shall be adopted for the City of St. Pete Beach: ***** <ul style="list-style-type: none"> o <u>Community Redevelopment District (CRD)</u>, where the densities and intensities shall be as <u>determined within the Community Redevelopment District as specified in each designated character district pursuant to the provisions set forth in Special Area Designation – Community Redevelopment District section of this Future Land Use Element to encourage economic revitalization and redevelopment of properties and uses located within the CRD, with a particular emphasis on commercial, temporary lodging and mixed uses along the Cities main transportation corridors, adjacent to waterfront or located within major community activity centers.</u> </p>	<p>Chapter 3</p>

Policy 2.1.13	The City shall adopt land development regulations that encourage parcel assembly to remedy defective or inadequate street layout and parking facilities; improve traffic flow on roadways; faulty site design layout and inadequate buffering, open space and drainage in relation to size, adequacy, usefulness; unsanitary or unsafe conditions; deterioration of a site or other improvements; inadequate and outdated building patterns.	Chapter 2 describing existing blight conditions and Chapter 3 providing redevelopment goals, objectives, policies and standards to remedy them, and Sections 4.3 and 5.3 to implement community improvements that address these existing conditions.
Policy 24.4.2	The City shall, through administration of the LDC land development regulations, encourage the adaptive reuse or mixed use redevelopment incentives of no longer viable commercial properties, including the implementation of Community Redevelopment Districts, where appropriate.	Chapter 3 and Section 4.1; City shall adopt implementing land development regulations in Divisions 30-39, LDC (reserved) upon voter referendum approval of the Comprehensive Plan Amendment creating a Community Redevelopment District.
Policy 24.4.3	The City shall, while emphasizing residential uses in residential neighborhoods encourage the creative redevelopment of non-viable properties by allowing for a mixture of compatible residential and non-residential uses within a single development site.	Chapter 3
Policy 21.8.2	The land development regulations shall ensure that the developer/owner of any new development or redevelopment site is responsible for the on-site management of storm water runoff in a manner such that post-development runoff rates, volumes and pollutant loads do not exceed pre-development conditions.	Sections 3.1 thru 3.4, 3.8, 3.9, 4.1, 4.3, 4.4, 5.2 and 5.3.
Objective 24.9	Objective 24.9 Consistent with this comprehensive plan, as amended, level of service standards set forth in this plan will not be degraded.	Chapters 3 & 5.
Policy 24.9.3	The development of residential and commercial land shall be timed and staged in conjunction with provision of supporting community facilities, such as streets, utilities, police and fire protection, emergency medical service, public schools.	Chapters 3 & 5
Policy 24.9.6	Consistent with this Comprehensive Plan, as amended, all permits for future development and redevelopment activities shall be issued only if public facilities necessary to meet the level of service standards adopted pursuant to this comprehensive plan are available concurrent with the impacts of the development.	Chapters 3 & 5
Objective 24.11	Consistent with this comprehensive plan, the City shall continue to maintain the community's open space and promote greater connectivity through	Chapter 3, Section 4.3 and Chapter 5.

	<u>alternative mobility options.</u>	
Policy 24.11.2	Policy 24.11.2 Where feasible, preservation areas, parks, and other components of the City's open- space system shall be linked by bike paths, jogging trails, and/or pedestrian pathways.	Chapter 3, Section 4.3 and Chapter 5.
<u>Objective 2.13</u>	<u>The City shall promote the preservation and redevelopment of temporary lodging uses.</u>	See Chapter 1 for boundaries and land use inventories; Chapter 2 for District Profile including Market Analysis and Chapter 3, specifically Sections 3.1, 3.2, 3.4, 3.5, 3.8, and Chapter 4, Section 4.4.
Policy 2.13.2	<u>The City shall, where appropriate, establish a Community Redevelopment District with standards that facilitate re-investment in temporary lodging/ temporary lodging use development on the west side of Gulf Boulevard, within the Town Center Core as small bed and breakfast inns, within the Upham Beach area where the existing small motels are located, and at either end of Corey Avenue as a catalytic waterfront project that may also include marina facilities.</u>	Chapter 3, Sections 3.1, 3.2, 3.3 A-D, 3.4, 3.8 and 4.4.
Policy 5.1.4	<u>The City shall implement Community Redevelopment Districts pursuant to Part III Chapter 163, Florida Statutes in areas that meet the statutory requirements of blighted conditions and contain a substantial number of the following conditions: defective or inadequate street layout parking facilities, roadways, bridges, or public transportation facilities; faulty layout in relation to size, adequacy, accessibility and usefulness; unsanitary or unsafe conditions; deterioration of site or other improvements; inadequate and outdated building patterns.</u>	Appendix A City Commission approves Resolution 2005-14 adopting the necessary statutory findings to create a Community Redevelopment Area. Pinellas Board of County Commissioners approved BCC Resolution 06-091 establishing the St. Pete Beach City Commission as the Community Redevelopment Agency and delegating CRA authority pursuant to Part III, Ch. 163, Florida Statutes.
CRD	Community Redevelopment District locational criteria:	The SPB-CRA meets the locational requirements.
Policy 1.1.5	<u>Encourage site design that promotes safe, comfortable pedestrian pathways internally within the site and provides externally pedestrian pathway linkages to activity centers, shopping, dining and</u>	Chapter 3, Sections 3.1-3.5, 3.8 & 3.9; Chapter 4, Sections 4.3; and Chapter 5.

	entertainment.	
Objective 2.1	<u>Create livable, healthy streets that are designed and oriented towards safe pedestrian and bicycle movement.</u>	Section 5.3(B) addresses sidewalk improvement needs.
Policy 2.1.2	<p>The following livable roadway strategies and features shall be pursued wherever appropriate within the Community Redevelopment District and all features shall meet or exceed ADA requirements:</p> <ul style="list-style-type: none"> a. <u>Sidewalks on both sides of the street.</u> b. <u>Bike lane</u> c. <u>Pedestrian roadway crossing treatments such as bulb-outs, crossing islands, pedestrian refuge islands in the median, in-pavement pedestrian lights, textured or other distinctive crosswalk paving patterns, countdown signals, mid-block signals, "hot response" signals, pedestrian bridges over Gulf Boulevard at critical activity areas, signals that are consistent with the international symbols, and crosswalk signals that assist the visually and hearing impaired and wheelchair bound citizens, with particular emphasis on Gulf Boulevard, Corey Avenue, 75th Avenue, Blind Pass Road, and Sunset Way.</u> d. <u>Use of mid-block crossings, for blocks more than 800 linear feet in length.</u> <p>Signage that is clear, easily readable, user-friendly, is consistent with international signage rules and symbols, does not create visual clutter and is part of an overall comprehensive branding signage program for St. Pete Beach.</p>	Chapters 3, 4 & 5; particularly implementation standards and projects in 3.9, 4.3D, 5.2 thru 5.5.
CRD General Standards	<u>(h) Transportation Concurrency Management Standard for Large-scale Temporary Lodging Development.</u> In accordance with the <u>Countywide transportation concurrency management rules and regulations, each project developed or redeveloped within the Community Redevelopment District shall be consistent with the Metropolitan Planning Organization's (MPO) countywide approach to the application of a concurrency management system and implementation of a Transportation Management Plan requirement</u>	Sections 3.1, 3.2 and 3.4; Section 4.1.
CRD General Standards	<u>(i) Community Improvements Plan and Fund.</u> The City shall establish by Ordinance a <u>Community Improvements Fund within the Community</u>	Sections 4.1, 4.2; and 5.3 thru 5.5.

	<p><u>Redevelopment District (CRD). Thereafter, the City shall amend Division 41 of the LDC and adopt an impact fee schedule based upon the adopted Community Improvements Plan ("CI Plan"). The City shall prepare and adopt a CI Plan containing safety, capital improvements and public amenities for the CRD with an associated schedule of costs supported by the necessary and appropriate documentation of projected costs that considers a reasonable estimate of the number of temporary lodging units, as well as residential units and nonresidential building area anticipated to be redeveloped within the CRD. In addition, the City, when establishing the impact fees shall consider the shared public benefit and other committed revenue sources available for funding certain public improvements and amenities within the CRD and the community redevelopment area previously approved by BCC Resolution 06-191 on October 10, 2006.</u></p>	
GULF BOULEVARD		
CRD		
<u>GOAL 1</u>	<p><u>Gulf Boulevard shall be a place that attracts people for living, employment and recreation. The City shall encourage the revitalization of Gulf Boulevard through commercial and temporary lodging redevelopment that will attract residents and visitors to the Gulf Boulevard core resort area as a recreation, entertainment, resort and shopping destination.</u></p>	<p>Chapter 3, Sections 3.1, 3.2 and 3.4, 3.5, 3.8, 3.9 and Section 4.3D and Chapter 5, Sections 5.3; Appendix B – Gulf Boulevard Improvements Program.</p>
<u>Objective 1.1</u>	<p><u>All development and redevelopment within the Gulf Boulevard Redevelopment District shall further the goals, objectives and policies of the Community Redevelopment District, this District and each character district within which development occurs; and shall comply with the design guidelines and the applicable land development regulations for the respective character district.</u></p>	<p>Chapter 3, Sections, 3.1, 3.2 and 3.4; Chapter 4, Section 4.1; City shall adopt Division 35 for the Large Resort District upon voter referendum approval of the Comprehensive plan amendment.</p>
<u>Objective 1.3</u>	<p><u>A variety of incentives shall be available to encourage commercial and temporary lodging development in the Gulf Boulevard Redevelopment District, with particular emphasis on redeveloping temporary lodging uses on the west side of Gulf Boulevard along the Gulf beaches; and redeveloping appropriate commercial and residential uses on the east side of Gulf Boulevard.</u></p>	<p>Sections 3.8 and 4.4.</p>

<u>Objective 1.5</u>	<u>The Gulf Boulevard Redevelopment District shall be a safe environment for both residents and visitors, and real and perceived public safety issues will be addressed including improved lighting, improved pedestrian circulation on the east and west sides of Gulf Boulevard and crossing Gulf Boulevard, improved bicycle lanes for safer circulation for all modes of non-vehicular transportation, and shall consider traffic flow devices and improvements to assist in daily traffic flow and emergency evacuation.</u>	Chapter 3, Sections 3.1, 3.2, 3.4; Chapter 4, Sections 4.3D; Chapter 5, Section 5.3-5.5; and Appendix B.
<u>Objective 1.6</u>	<u>The City shall recognize the unique features of Gulf Boulevard and shall implement the Gulf Boulevard Improvement Program or develop a Master Boulevard plan that promotes uniform beautification landscape standards, provides a pedestrian and bicyclist-friendly and safe environment that minimizes pedestrian-vehicular conflict and bicycle-vehicular conflict.</u>	Sections 4.3D and 5.3; Appendix B.
<u>GOAL 2</u>	Create a quality livable community where people and vehicles can circulate in the <u>Gulf Boulevard Redevelopment District area safely, comfortably and efficiently.</u>	Chapter 3, Sections 3.1, 3.2, 3.4; Chapter 4, Section 4.3D; Chapter 5, Section 5.3-5.5; and Appendix B.
<u>Objective 2.1</u>	<u>Gulf Boulevard shall be reclaimed as a functioning local street to the maximum extent permitted by FDOT to operate within the Gulf Boulevard Redevelopment District for vehicular, non-vehicular and pedestrian circulation.</u>	Section 5.2(B) discusses the removal of state road status; Appendix B.
<u>Objective 2.3:</u>	<u>A Master Boulevard Plan shall be implemented to enhance the pedestrian and vehicular environment, invite residents and visitors into the Gulf Boulevard Redevelopment core resort area, improve traffic circulation and encourage private reinvestment and investment, subject to FDOT approval.</u>	Section 5.2(B) discusses the removal of state road status; Appendix B.
<u>Objective 2.7</u>	<u>Development of on-site and off-site public parking, as well as additional and enhanced trolley stops, shall be pursued in proximity to public beach access points, pedestrian crosswalks and major retail and entertainment areas.</u>	Chapter 3, Sections 3.1, 3.2, 3.4; Chapter 4, Section 4.3D; Chapter 5, Sections 5.3 thru 5.5; Appendix B.
<u>GOAL 3</u>	<u>Maintain and improve Gulf Boulevard as a memorable place to be enjoyed by residents and visitors that emphasizes pedestrian mobility, waterfront and Gulf beach access, a quality built environment that focuses on retail services and entertainment.</u>	Chapter 3, Sections 3.1, 3.2, 3.4; Chapter 4, Section 4.3D; Chapter 5, Sections 5.3 thru 5.5; Appendix B.

<u>Objective 3.3</u>	<u>Redevelopment is encouraged to create a vibrant Gulf Boulevard core resort environment containing a variety of building forms and styles of exceptional architectural design and high quality finishes that respect the Gulf Boulevard resort character and heritage, increase Green space, reduce paved surface parking, increase side yard setbacks, increase setbacks from Gulf Boulevard, and provide amenities, retail services, restaurants and waterfront beach bars that serve guests and residents alike.</u>	Chapter 3, Sections 3.1, 3.2, 3.4, 3.8 and 3.9; Chapter 4, Section 4.3D; Chapter 5, Sections 5.3 thru 5.5; Appendix B.
<u>Policy 1</u>	<u>All development shall be consistent with building and site design guidelines and standards that establish the quality of design features expected for renovation, redevelopment and new construction in the Gulf Boulevard Redevelopment District.</u>	Chapter Sections 3.8 and 3.9; Section 4.1.
<u>Policy 3</u>	<u>The design of all projects in the Gulf Boulevard Redevelopment District shall make meaningful contributions to a safe and comfortable pedestrian environment through site and building design, internal connections between adjacent properties, and external connections to and along Gulf Boulevard.</u>	Chapter 3, Sections 3.1, 3.2, 3.4, 3.8, and 3.9; Section 4.1; Appendix B.
<u>Policy 10:</u>	<u>To improve traffic flow and reduce pedestrian/bicyclist – vehicular conflict, vehicular curb cuts to access Gulf Boulevard shall be minimized, shared access driveways should be pursued, and internal connectivity between adjacent properties should be encouraged, to the practical extent feasible to allow reasonable, adequate and safe ingress and egress to new development.</u>	Chapter 3, Sections 3.1, 3.2, 3.4, 3.8, and 3.9; and Section 4.1.
<u>Policy 11</u>	<u>A Transportation Management Plan (TMP) shall be required on all development and redevelopment that increases density or intensity of development on a site. Physical and operational improvements and strategies should be considered as part of any project Transportation Management Plan.</u>	Section 3.4; City shall adopt Division 35 (LR) land development regulations upon voter referendum approval of the Comprehensive Plan amendment; and amend the Transportation Element as necessary and appropriate.
<u>Policy 12</u>	<u>Pedestrian Bridges over Gulf Boulevard shall be pursued at critical intersections along Gulf Boulevard to ensure safe and continuous pedestrian linkages between major activity core areas such as Dolphin Village and the County Park/Resort Districts as well as East and West Corey Avenue shopping, business and entertainment districts.</u>	Sections 4.3D and 5.3(H) addresses sidewalk improvement needs.

Policy 14:	<u>All new development projects shall contribute their pro rata share to the Community Improvements Fund, as may be required at the time of building permit approval or before.</u>	CRD General Standards; Section 4.2A; City shall amend Division 41 (Impact Fees), LDC.
Policy 15	<u>The assembly of smaller parcels into larger development sites will be encouraged.</u>	Chapter 3
LARGE RESORT DISTRICT		
CRD	Gulf Boulevard Redevelopment Large Resort Locational criteria:	The Large Resort CRA Plan area meets the locational requirements.
Policy 1	<u>Architectural design features that provide visual interest, are aesthetically pleasing and relate to the human scale at ground level are equally important for both the street and water side of buildings. Blank wall facades shall be prohibited.</u>	Sections 3.4, 3.8 and 3.9 describe the general redevelopment design standards; The City shall adopt Division 35 land development regulations for the Large Resort (LR) District upon voter referendum approval of the Comprehensive Plan amendment.
DOWNTOWN REDEVELOPMENT DISTRICT		
CRD	<u>Downtown Redevelopment District Locational criteria:</u>	<u>The City shall amend the LDC and adopt implementing Land Development regulations including Divisions 30-34 (reserved for the Town Center Core (TC-1); Corey Circle & Coquina West (TC-2); Commercial Corridors (CC); Upham Beach Village (UBV); Downtown Core Residential (DCR) upon voter referendum approval of the Comprehensive Plan amendment.</u>
<u>GOAL 1</u>	<u>The downtown commercial core of the District shall be a community gathering place that attracts people to the area with living, working, shopping, entertainment and recreational opportunities. The City shall encourage revitalization through redevelopment that is designed to attract residents and visitors to Downtown core community destination. The downtown residential neighborhoods surrounding and within walking distance of the Downtown core area, are encouraged to redevelop in a manner that enhances pedestrian and non-vehicular mobility.</u>	Chapter 3, Sections 3.1 thru 3.3.
<u>Objective 1.1</u>	<u>All development and redevelopment within the Downtown Redevelopment District shall further the goals, objectives and policies of the Community Redevelopment District where applicable, and development and redevelopment shall be consistent with the policies for the character district within which the development occurs and shall comply with the design guidelines and the applicable land development regulations for each respective character district.</u>	Chapter 3, Sections 3.1 thru 3.3; The City shall amend the LDC and adopt implementing Land Development regulations including Divisions 30-34 (reserved for the Town Center Core (TC-1); Corey Circle & Coquina West (TC-2); Commercial Corridors (CC); Upham Beach Village (UBV); Downtown Core Residential (DCR) upon voter referendum approval of the Comprehensive Plan amendment.

		approval of the Comprehensive Plan amendment.
<u>Objective 1.2</u>	<u>Residential uses in the Downtown are encouraged only as part of a mixed use commercial project with a variety of densities, housing types and affordability, consistent with the character districts. Exclusively residential use projects shall be prohibited in the Town Center Core Districts located along Corey Avenue Corey Circle East, and Coquina West as well as the small commercial corridors located near Corey Avenue on Blind Pass Road and Gulf Boulevard.</u>	Sections 3.3, 3.5, and 3.8; Section 4.1; City shall adopt Division 30-34 amending the LDC upon voter referendum approval of the Comprehensive Plan amendment.
<u>Objective 1.3</u>	<u>A variety of incentives shall be available to encourage commercial revitalization through various redevelopment prototypes in the Town Center Core Districts located along Corey Avenue, on Corey Circle East and Coquina West as well as the small commercial corridors located near Corey Avenue on Blind Pass Road and Gulf Boulevard that also promote a pedestrian-friendly, safe, comfortable, aesthetically pleasing village-like environment</u>	Sections 3.5, 3.8 and 3.9; Sections 4.1 and 4.4.
<u>Objective 1.5</u>	<u>Parks shall be maintained and expanded and recreational activities that serve residents and visitors shall be encouraged.</u>	Sections 4.3D and Chapter 5.
<u>Objective 1.6</u>	<u>Public waterfront access shall be pursued and expanded</u>	Sections 4.3D and Chapter 5.
<u>Objective 1.9</u>	<u>The Downtown Core areas located at either end of Corey Avenue on the waterfront shall consider temporary lodging uses in conjunction with a comprehensive mixed use redevelopment project that will act as a catalyst project to stimulate reinvestment and redevelopment of the historic core neighborhood main street shopping and entertainment district.</u>	Section 3.5
<u>GOAL 2</u>	<u>Create a livable community environment where safe and comfortable pedestrian, bicycle and other non-vehicular mobility is emphasized over vehicular transportation in a manner that ensures that pedestrians, bicyclists and vehicles circulate together throughout the Downtown safely, comfortably and efficiently.</u>	Sections 4.3D, 5.2 thru 5.5.
<u>Objective 2.3</u>	<u>A Master Streetscape Plan shall be implemented to enhance the comfort and safety of the pedestrian environment in the Downtown area.</u>	Sections 3.3, 4.3D, 5.3C, 5.2 thru 5.5.

	<u>provide for bicycle or other non-vehicular parking and safe circulation, improve traffic circulation and provide traffic calming, improve lighting, landscaping, and streetscape, and consider placement of public art wherever possible.</u>	
<u>Objective 2.6</u>	<u>A joint use public/private parking garage, including public restroom facilities, as centrally located as practical and feasible, shall be pursued in the Downtown Redevelopment District.</u>	Sections 3.3B, 4.3D, 5.3E and 5.4.
<u>GOAL 3</u>	<u>Create a downtown core community that has a "sense of place" that is a vibrant and memorable place for residents and visitors that will provide neighborhood services, and opportunities for living, working, recreation and entertainment that showcases the City's waterfront, main street environment and history.</u>	Sections 3.3, 4.3D, and 5.3.
<u>Objective 3.1</u>	<u>The Community Center site shall continue to be redeveloped and expanded as a waterfront park accessible to all residents and visitors containing active and passive open space that will be a venue for local and regional outdoor activities and entertainment; a pedestrian waterfront boardwalk access to Corey Avenue, public boat slips and a kayak launch ramp will be encouraged and pursued; and a public marina for daily transient slips only should be considered.</u>	Section 3.3
<u>Policy 1</u>	<u>All projects shall be consistent with building and site design guidelines and standards that establish the quality design features expected for renovation, redevelopment and new construction in the Downtown Redevelopment District.</u>	Sections 3.3, 3.8 and 3.9; Section 4.1; and the City shall amend the LDC and adopt Divisions 30 thru 34 (reserved).
<u>Policy 6</u>	<u>All development projects shall contribute their pro rata share to the Community Improvements Fund, as may be required at the time of building permit or before.</u>	CRD General Standards; Section 4.2A; Division 41 should be amended.
<u>Policy 11</u>	<u>A Transportation Management Plan (TMP) shall be required on all development that increases density or intensity of development on the site. All physical and operational improvements and strategies, including mitigation, as may be required by the TMP approved by the City, shall be a condition of site plan approval.</u>	Sections 3.1, 3.2, and 3.3; City shall adopt Divisions 30 thru 34 land development regulations and amend the Transportation Element as necessary and appropriate.
<u>Policy 12</u>	<u>A pedestrian bridge over Gulf Boulevard connecting the east and west areas of Corey Avenue shopping and entertainment district shall be pursued.</u>	Sections 4.3D and 5.3H.
<u>Policy 13</u>	<u>The assembly of smaller parcels into larger buildable sites will be encouraged.</u>	Chapter 3

CRD	Downtown Redevelopment Town Center Core District local plan criteria:	The Downtown Town Center Core CRA Plan area meets the local plan requirements.
Policy 1	<u>Architectural design features that provide visual interest, are aesthetically pleasing and relate to the human scale at ground level are equally important for both the street and water-side of buildings. Blank wall facades shall be prohibited. Street-level retail facades shall have a storefront character. Architectural elements that provide protection to the pedestrian from weather elements shall be encouraged.</u>	Sections 3.3B, 3.8 and 3.9; City shall amend the LDC and adopt Division 30 (TC-1) upon voter referendum approval of the Comprehensive Plan amendment.
Policy 9	<u>A centrally located public, private or joint public/private shared parking facility, including public restroom facilities, for the Town Center Core District shall be pursued to improve the accessibility, convenience and comfort of residents and visitors to the Downtown area.</u>	Sections 3.3B, 4.3D, 5.3E and 5.4.
CRD	Downtown Redevelopment Town Center Core District local plan criteria:	The Downtown Town Center Core CRA Plan area meets the local plan requirements.
Policy 1	<u>Architectural design features that provide visual interest, are aesthetically pleasing and relate to the human scale at ground level are equally important for both the street and water side of buildings. Blank wall facades shall be prohibited. Street-level retail facades shall have a storefront character. Architectural elements that provide protection to pedestrians from weather elements shall be encouraged.</u>	Sections 3.3C, 3.8 and 3.9; The City shall amend the LDC and adopt Division 31 (TC-2) upon voter referendum approval of the Comprehensive Plan amendment.
CRD	Downtown Redevelopment Town Center Core District local plan criteria:	The Downtown Town Center Core CRA Plan area meets the local plan requirements.
Policy 1	<u>Architectural design features that provide visual interest, are aesthetically pleasing and relate to the human scale at ground level are equally important for both the street and water side of buildings. Blank wall facades shall be prohibited. Street-level retail facades shall have a storefront character. Architectural elements that provide protection to pedestrians from weather elements shall be encouraged.</u>	Sections 3.3D, 3.8 and 3.9; The City shall amend the LDC and adopt Division 31 (TC-2) upon voter referendum approval of the Comprehensive Plan amendment.
CRD	Downtown Redevelopment Town Center Core District local plan criteria:	The Downtown Town Center Core CRA Plan area meets the local plan requirements.
Policy 1	<u>Architectural design features that provide visual interest, are aesthetically pleasing and relate to the human scale at street level is important for any façade facing street frontage. Blank walls shall be prohibited on any street facing or residential facing facade. Any street-level retail facades shall have a storefront character. Both street-level retail and office facades</u>	Sections 3.3E, 3.8 and 3.9; The City shall amend the LDC and adopt Division 32 upon voter referendum approval of the Comprehensive Plan amendment.

	<u>should be designed to integrate architectural elements that provide protection to the pedestrian from weather elements wherever possible</u>	
<u>Policy 2</u>	<u>Commercial redevelopment of property that does not have direct access to Blind Pass Road shall be prohibited.</u>	Sections 3.3E, 3.8 and 3.9; The City shall amend the LDC and adopt Division 32 (CC) upon voter referendum approval of the Comprehensive Plan amendment.
<u>Policy 3</u>	<u>Frontage properties along Blind Pass Road shall be permitted to assemble properties and expand to the limits of the District boundaries only. Encroachment into the residential neighborhoods beyond the District boundaries is expressly prohibited.</u>	Sections 3.3E, 3.8 and 3.9; The City shall amend the LDC and adopt Division 32 (CC) upon voter referendum approval of the Comprehensive Plan amendment.
<u>Policy 4</u>	<u>A physical buffer that may include landscaping and privacy walls adjacent to existing residential properties shall be required for all new non-residential development and redevelopment or renovation, whether or not the development site is expanded by assembling parcels of land.</u>	Sections 3.3E, 3.8 and 3.9; The City shall amend the LDC and adopt Division 32 (CC) upon voter referendum approval of the Comprehensive Plan amendment.
CRD	Commercial Redevelopment District	CRD
<u>Policy 1</u>	<u>Architectural design features that provide visual interest, are aesthetically pleasing and relate to the human scale at street level is important for any façade facing street frontage. Blank walls shall be prohibited on any street facing or residential facing facade. Any street-level retail facades shall have a storefront character. Both street-level retail and office facades should be designed to integrate architectural elements that provide protection to the pedestrian from weather elements wherever possible.</u>	Sections 3.3F, 3.8 and 3.9; The City shall amend the LDC and adopt Division 32 (CC) upon voter referendum approval of the Comprehensive Plan amendment.
<u>Policy 2</u>	<u>Commercial redevelopment of property that does not have direct access to Gulf Boulevard shall be prohibited.</u>	Sections 3.3F, 3.8 and 3.9; The City shall amend the LDC and adopt Division 32 (CC) upon voter referendum approval of the Comprehensive Plan amendment.
<u>Policy 3</u>	<u>Frontage properties along Gulf Boulevard shall be permitted to assemble properties and expand to the limits of the District boundaries only. Encroachment into the residential neighborhoods beyond the District boundaries is expressly prohibited.</u>	Sections 3.3F, 3.8 and 3.9; The City shall amend the LDC and adopt Division 32 (CC) upon voter referendum approval of the Comprehensive Plan amendment.
<u>Policy 4</u>	<u>A physical buffer that may include landscaping and privacy walls adjacent to existing residential properties shall be required for all new non-residential development and redevelopment or renovation, whether or not the development site is expanded by assembling parcels of land.</u>	Sections 3.3F, 3.8 and 3.9; The City shall amend the LDC and adopt Division 32 (CC).

Housing Element		
Objective 1.1	In accordance with this Comprehensive Plan the City shall continue to provide technical assistance to the private sector so that they will be able to provide a suitable mix of housing types and numbers to meet the City's housing needs as well as making all housing sites in the City available to low and moderate income families.	Section 2.1 shows the percentage of land for each Character District. The different character districts allow for wide array of housing types and sizes. Section 2.3 describes the build-out scenario and Chapter 3 describes the redevelopment plan.
Policy 1.1.3	The City shall continue to allow a variety of residential densities and housing types in order to enhance the opportunity for the private sector to provide housing in a wide range of types and costs.	Section 2.1 shows the percentage of land for each Character District. The different character districts allow for wide array of housing types and sizes. Section 2.3 describes the build-out scenario and Chapter 3 describes the redevelopment plan.
Policy 1.1.4	Because the City of St. Pete Beach suffers physical and economic constraints beyond its control that prevent efforts to provide affordable housing in accordance with the requirements of Rule 9J-5, the City shall continue to work with neighboring communities and continue its support of the public transportation system <u>and other affordable housing strategies through implementation of an affordable housing impact fee mitigation program for all new construction.</u>	CRD General Standards providing for Affordable Housing Mitigation; Sections 3.4, 3.5, 3.8 and 4.4; Division 40 (Affordable Housing).
Policy 1.1.5	<u>For all developments in areas covered by a Community Redevelopment Plan approved in accordance with Pinellas Planning Council guidelines for the establishment of such plan, the City shall implement an Affordable Housing Impact Fee in accordance with the standards approved in the Community Redevelopment Plan. Additionally, the City shall provide for such density bonuses for the provision of affordable housing as are represented in the approved Community Redevelopment Plan.</u>	CRD General Standards providing for Affordable Housing Mitigation; Sections 3.4, 3.5, 3.8 and 4.4.
Policy 1.6.2	The City shall encourage housing improvement and replacement projects through the land development regulations.	Chapter 3; Section 4.1.
GOAL 1	A safe, convenient and efficient motorized and non-motorized transportation system shall be available for all residents and visitors to the city.	Chapters 3 and 5; Section 4.3D.

Policy 1.1.1	The City shall review all proposed development or redevelopment for consistency with this element and impacts upon the adopted LOS standards. All development permits shall be issued only when it is documented that such development does not result a reduction in the level of service below the adopted level of service standards for the affected facility.	Chapter 3; Divisions 29 (Concurrency) & 41 (Impact Fees), LDC.
Policy 1.1.2	All new development and redevelopment proposals shall be reviewed under the City's Concurrency Management System Ordinance to ensure the level of service standards established in this element shall be maintained.	Chapter 3; Chapter 163, Florida Statutes (Concurrency and proportionate fair-share rules); Division 29 (Concurrency), LDC.
Policy 1.1.3	The City shall assess new development or redevelopment an equitable pro rata share of the costs to provide road-way improvements to serve the development or redevelopment, as established by the Pinellas County impact fee schedule.	Chapter 163, Florida Statutes; Division 41.
Objective 1.3	Through land development regulations the City will provide for safe, convenient and efficient motorized and non-motorized vehicle parking and bicycle and pedestrian ways.	Chapter 3; Division 23, LDC.
Policy 1.3.2	When feasible, the City shall require bicycle and pedestrian ways for connecting residential areas to recreation areas, schools, and shopping areas.	Chapter 3; Section 4.3D; Chapter 5.
Policy 1.3.4	The City shall require crosswalks and sidewalks on roadways of high pedestrian usage.	Chapter 3; Section 4.3D; Chapter 5; Appendix B.
Objective 1.4	The City's transportation system shall emphasize safety and aesthetics.	Chapter 3; Section 4.3D; Chapter 5; Appendix B.
Objective 1.5	As an ongoing objective, the City shall encourage the utilization of a multi-modal transportation system as needed.	Chapter 3; Section 4.3D; Chapter 5, Sections 5.3A-D & Section 5.3H.
Policy 1.5.3	The City shall review all proposed development and redevelopment site plans for the accommodation of bicycle and pedestrian traffic needs, when appropriate.	Chapter 3; Division 5; and The City shall amend the LDC to adopt land development regulations for all CRD character districts upon voter referendum approval of the Comprehensive Plan amendment.
Goal 1	The city shall ensure that needed sanitary sewer, solid waste and potable water services be provided by a safe and efficient system which maintains adequate facilities and provides for orderly growth and expansion.	Chapters 3 and 5; Divisions 29 (Concurrency) and 41 (Impact Fees); Chapter 163, Florida Statutes (concurrency and proportionate fair-share rules).

Objective 1.1	The City of St. Pete Beach shall continue to implement procedures, in cooperation with its sewage, solid waste and potable water system providers to ensure that development permits are issued only when adequate facility capacity is available to serve the development.	Section 5.2
Policy 1.1.1	The level of service standards shall be: <ul style="list-style-type: none"> • Sanitary sewer at 149.4 gallons per day per capita • Solid waste at 1.3 tons per person per year ○ Potable Water at 120 gallons per day per person by 2005 	Section 5.2
Policy 1.1.3	The city shall maintain formal agreements with Pinellas County to provide potable and reclaimed water, with the City of St. Petersburg to provide sewage treatment, and with a qualified private company to provide solid waste services consistent with the city's adopted levels of service.	Section 3.9; Division 39 details reclaimed water requirements.
Objective 1.2	The city and Pinellas County shall continue to work together to reduce the city's potable water demand and wastewater generated.	FLUE: GOAL 1 – Florida Local Green Government Standards; CRD General Environmental/Conservation Standards; Chapter 3; Division 39 describing General redevelopment Standards including "Green" Building and site design/ development standards.
GOAL 2	An efficient Master Drainage system which protects human life, minimizes property damage, and improves storm water quality and on-site retention shall be provided.	CRD General Concurrency Standards; Chapter 3 in general, Section 3.8 design standards; Chapter 5, drainage improvements; Appendix B including adopted Capital Improvements 2008-2012; Division 39 describing General redevelopment Standards including "Green" Building and site design/ development standards.
Policy 2.1.3	The master drainage plan shall address the following requirements: <ul style="list-style-type: none"> • The correcting of existing drainage facility deficiencies; • The coordination of extensions of or increases in capacity of any existing drainage facility; • The maximizing of the use of existing 	CRD General Concurrency Standards; Chapter 3 in general, Section 3.8 design standards; Chapter 5, drainage improvements; Appendix B including adopted Capital Improvements 2008-2012; Division 39 describing General redevelopment Standards including "Green" Building and site design/ development

	<p>drainage facilities; and</p> <p>Implementation activities for establishing priorities for replacement, correcting existing drainage facility deficiencies and providing for future drainage facility needs.</p>	standards.
Policy 2.1.8	In accordance with the master drainage plan, the city shall continue to fund drainage improvements through its Capital Improvements Program.	Chapters 4 and 5; Appendix B.
Policy 2.2.2	The city shall maintain allowable densities in the Coastal High Hazard Area (the entire island community) consistent with the Future Land Use Map of this Comprehensive Plan.	CRD Plan -Tables 18.A & 18.B, 19 and 20; Section 2.3 describing build-out scenarios in Tables 18A and 18B.
Objective 2.3	The city shall with regional authorities maintain or reduce hurricane evacuation times.	Chapter 3. FLUE Goal 4, Objective 4.1, policies 4.1.1 thru 4.1.6 as amended in the Comprehensive Plan.
Policy 2.3.3	City emergency response personnel and volunteers shall coordinate with county and state emergency response agencies in emergency planning, including communications, traffic control and warning operations, to effect a safe and efficient evacuation of the city.	Chapter 3; Sections 4.3D and 5.3F
GOAL 1	The city shall ensure the provision, protection, and maintenance of a coordinated, efficient and accessible system of public and private recreational parks and facilities which shall meet the needs of the city's current and future residents, visitors, and tourists.	Chapters 3, 4 and 5.
Policy 1.1.1	<p>In accordance with the generally recognized standards for recreational facilities, the City of St. Pete Beach shall work to achieve and maintain the following levels of service:</p> <ul style="list-style-type: none"> • Tennis courts at 1 per 2,000 population • Basketball courts at 1 per 5,000 population • Baseball/softball fields at 1 per 6,000 population • Boat ramps/docks at 1 per 5,000 population 	Chapters 3, 4 and 5.

	<ul style="list-style-type: none"> • Bicycle trails at 1 mile per 5,000 population • Fishing sites at 1 per 5,000 population • Handball/racquetball courts at 1 per 5,000 population • Picnic areas at 1 acre per 6,000 population • Shuffleboard courts at 1 per 5,000 population 	
Policy 1.1.8	The city shall maintain adequate public access points to all recreation sites including beaches and shores.	Sections 3.1, 3.2, 3.4; The City shall amend the LDC and adopt Division 35 providing standards for public beach access upon voter referendum approval of the Comprehensive Plan amendment.
Policy 1.2.1	The city, along with local businesses and development authorities, shall encourage the coordination with local art, cultural and historical organizations in local planning and redevelopment efforts.	CRD Goal 2, Objective 2.3; CRD General Standards and Community Improvements Fund; Section 4.2A; Division 41 (Impact Fees), LDC.
Policy 1.3.1	The city shall implement land development regulations which include specific open space definitions and standards for landscaping and signs, the protection of open space and natural vegetation, as well as the use of green space for buffering between land uses.	Sections 3.8 and 3.9; Divisions 22, 25 and 26, as may need to be amended; The City shall amend the LDC to adopt Divisions 30 thru 39 to implement the standards for the CRD character districts upon voter referendum approval of the Comprehensive Plan amendment.
Policy 1.4.3	The provision of adequate public beach access shall be considered requisite to any future development or redevelopment. Public access to identified recreation sites shall be maintained and shall be designed to protect the integrity of natural features including, where present, beaches and shores.	Section 3.1, 3.2 and 3.4; The City shall amend the LDC and adopt Divisions 35 and 36 for the large Resort and Boutique Hotel/Condo Districts containing public beach access standards upon voter referendum approval of the Comprehensive Plan amendment.
Policy 1.5.1	The city shall actively pursue funding for park and recreation facilities, including county, state, and federal assistance funds.	
Capital Improvements		
Objective 1.1	Capital improvements will be provided to correct existing deficiencies, to accommodate desired future growth, and to replace worn out or obsolete facilities, as indicated in the five-year schedule of improvements which are designed to correct existing deficiencies identified in this element.	City will prepare provide assessments of public facilities based on adopted LOS standards and makes recommendations for deficiency correction. Recommend City amend the CIE

		will be amended to include elements of the SPB-CRA Public Improvements Plan.
Policy 1.3.4	The City shall issue development permits only when required capital facilities are present or will be available concurrent with the impact of development. All new development and redevelopment proposals shall be reviewed under the City's Concurrency Management System Ordinance to ensure the level of service standards established in this element shall be maintained.	Chapter 3; CRD General Standards describing Concurrency management; Section 5.2 describing existing infrastructure (2007) conditions; Division 29 (Concurrency), LDC.

B. CONSISTENCY WITH Part III CHAPTER 163 Section 163.362, FLORIDA STATUTES

Figure 1.2 Community Redevelopment Plan Requirements		
Chapter 163.362, Florida Statutes		
163.362 (1)	Legal description of boundaries of CRA and reasons for establishing such boundaries.	Map Appendix Map A Attachment 1
163.362 (2) (a)	Show by diagram and in general: Approximate amount of open space and street layout	Map Appendix Map A Attachment 1
163.362 (2) (b)	Limitations on type, size, height, number, and proposed use of buildings	Chapter 3
163.362 (2) (c)	Approximate number of residential and temporary lodging units	Section 2.3
163.362 (2) (d)	Property intended for public parks, recreation areas, streets, public utilities, and public improvements	Chapter 5
163.362 (3)	Neighborhood impact element describing impact upon residents in terms of relocation, traffic, environmental quality, effect on school population, other physical or social quality impacts on neighborhood. (Note: relocation is not applicable to the SPB-CRA Plan)	Chapter 2, and Sections 5.2 and 5.3
163.362 (4)	Identify any publicly funded capital projects within the SPB-CRA	Chapter 5, Appendix B
163.362 (5)	Contain safeguards that the work of redevelopment will be carried out according to the SPB-CRA Plan	Chapter 3
163.362 (6)	Provide for retention of controls and establishment of any restrictions with land sold or leased for private use as the governing body deems necessary	Not applicable. City will not be seeking to sell or lease property for private use
163.362 (7)	Provide assurances that there will be replacement housing for anyone temporarily or permanently displaced from housing within the CRA	Not applicable. City will not be seeking to acquire land for redevelopment that will displace /replace existing housing
163.362 (8)	Provide an element of residential use if such use exists or if the plan seeks to remedy a shortage of affordable housing	Not applicable. Overall residential density reduced. Affordable housing mitigation addressed in Section

163.362 (9)	Contain statement of projected costs of redevelopment including amount for capital projects and any indebtedness to community redevelopment agency, the County, or proposed municipality if it is to be repaid with increment revenues	Sections 5.3, 5.4 and 5.5
163.362 (10)	Provide a time for completing all redevelopment financed by increment revenues (no later than 30 years after adoption of plan)	Sections 1.6.C and 5.4



2.0 DISTRICT PROFILE

2.1 EXISTING LAND USE INVENTORY & CHARACTERISTICS WITHIN THE SPB-CRA

A. SPB-CRA Plan Area - In General

The existing land use inventory provides more perspective regarding the pattern of development activity, the inventory of existing land uses under current zoning regulations, the compatibility of nearby uses, and the impact of uses that may assist or deter development activity within the SPB-CRA. The historic development pattern of the City has been suburban in nature, although the City over time has become highly urbanized. Traditionally the City has not had high design standards for new development or for redevelopment. Maps referenced in Chapter 2 are contained in Appendix A.

B. Gulf Boulevard SPB-CRA Plan Area

The Gulf Boulevard Redevelopment District contains approximately 148.20 acres of land lying on the east and west sides of Gulf Boulevard between 64th Avenue and about 200 feet north of 37th Avenue as shown on Map 1. This District represents approximately 11.5% of the total land area of the City. In addition to the Gulf Boulevard roadway corridor from 77th Avenue south to the Pinellas Bayway, the land within the SPB-CRA Gulf Boulevard area is comprised only of the entire Large Resort Character District as shown on Map 2.1 delineating the CRA overlay area. The Large Resort character district contains 65.16 acres of land or approximately 5% of the total land area of the City and is a 0.9 mile strip of land located on the west side of Gulf Boulevard from the County Park (46th Avenue) northward to 64th Avenue.

Figures 2.1 and 2.2 below show this portion of the SPB-CRA Plan area is devoted almost exclusively to nine (9) larger temporary lodging uses which have a total of 2,007 rooms occupying 12 parcels and 47.70 acres of land. If the recently closed Coral Reef acreage is included, the land area that is potentially available for large resort redevelopment is approximately 51.45 acres or 83.5 percent of the land area in the Large Resort district. There are five condominiums which will likely not be redeveloped in the foreseeable future. Eight single family residences and five commercial developments make up the balance of this character district.

Except for the one-block area between 51st and 52nd Avenues, this area is designated Resort Facilities Medium (RFM) on the Future Land Use Map. A one-block area is designated Commercial General (CG). (See Map 5). The Existing Land Uses, Current Future Land Use and Current Zoning are shown on Maps 4, 5, and 6 respectively. Map 4.1 shows SPB-CRA Overlay in the Gulf Boulevard Redevelopment District which includes only the Large Resort character district. Figure 2.1 shows the CRA Existing Land Use parcel inventory for the Large Resort district.

Figure 2.1 CRA Existing Land Use Inventory – Large Resort District

Existing Land Use	Total Parcels	Acres	Density
Single family	8	1.25	2.0
Multifamily	5	5.87	9.0
Temporary lodging accommodation	12	54.44	83.5
Commercial	5	2.83	4.3
Vacant	5	0.77	1.2

Source: St. Pete Beach Planning Department – 2004; No parcels have been rezoned or changed its use since 2004 except the hotel portion of the Coral Reef has closed.

Figure 2.2 SPB-CRA Large Resort District Temporary Lodging Use Inventory

Property Name	Parcels	Acres	Density
Travel Lodge	200	5.60	420
Beachcomber	102	3.50	262
Howard Johnson	116	3.40	255
Alden Resort	143	3.70	277
Coral Reef Beach Resort (Closed)	114	4.00	210 ¹
Tradewinds Island Grand	585	13.90	712 ²
Tradewinds Sandpiper	159	3.80	285
Sirata	377	8.70	652
Grand Plaza	152	1.80	135 ³
Dolphin Beach Resort	174	3.30	247

Source: City of St. Pete Beach (2007)

¹ Approximately 2.8 acres of the 4.0 acre site is available for a resort redevelopment project, the remaining acreage is occupied by existing residential condominiums and is anticipated and encouraged to become part of an overall unified comprehensive site design for the entire 4.0 acre parcel as a large-scale temporary lodging mixed-use project. The redevelopment is anticipated to include a multi-million dollar façade improvement to the existing residential condominium building and will be part of the overall redevelopment costs and investment into this site as a mixed use project.

² Approximately 9.5 acres of the 13.9 acre site is available for redevelopment as a large-scale resort redevelopment project, the remaining acreage would remain existing residential condominiums are part of a large-scale temporary lodging mixed-use project.

³ Existing density exceeds the proposed 75 unit/acre hotel density and therefore, redevelopment is not likely on this site in the foreseeable future.

C. Downtown SPB-CRA Plan Area

The Downtown Redevelopment District contains approximately 100.05 acres or approximately 8% of the total land area of the City and is shown on Map 3. This Overall Downtown Redevelopment District is comprised of 391 parcels, with approximately 40% developed as existing commercial and office uses, 11 % temporary lodging uses, 33% supporting residential uses of a variety of densities and housing types, and the remaining 16% devoted to government uses. The Existing Land Uses, Current Future Land Use and Current Zoning are shown on Maps 7, 8 and 9 respectively, contained in the Map Appendix.

The Downtown SPB-CRA Overlay area is shown on Map 3.1 and includes all of the Town Center Core, and Corey Circle character districts and almost all except for one multi-family parcel in the very NW corner of the Coquina West district adjacent to Blind Pass Channel and fronting 77th Avenue, is not included. Only a small ½ block in the southeast corner of the Commercial Blind Pass Road district between Blind Pass Road and Boca Ciega Drive, fronting 77th Avenue is located within the Downtown SPB-CRA Plan area and contains the existing land use mix in Figure 2.6 below. All of the commercial properties, and a few parcels currently zoned residential, fronting Gulf Boulevard from Gulf Winds Drive north to 73rd Avenue are included in the Downtown SPB-CRA Plan area. The Existing Land Uses for the Downtown SPB-CRA area is shown on Map 7.1 and Figures 2.3 thru 2.7 below show the existing land use parcel inventory for only those parcels included within the Downtown SPB-CRA Plan area overlay for each affected character district.

In addition, the Downtown Redevelopment District contains two areas; the adjacent Downtown Core Residential & Upham Beach Village neighborhoods. Those downtown neighborhoods contain a mix of residential and nonresidential uses including the smaller mom and pop motels located in the Upham Beach Village District. However, except for a few neighborhood roadway corridors, located in the Downtown Core Residential district, these two neighborhoods are not included within the boundaries of the Downtown SPB-CRA Plan area, primarily because there are significantly residential in character and the primary focus of this Plan is to stimulate resort and commercial reinvestment.

1. Town Center Core District

Corey Avenue, between Gulf Boulevard and Mangrove Avenue, has served as the "downtown" shopping area for almost 50 years. Women's clothing sales, the U.S. Post Office, two art galleries, a wine shop, two restaurants, the only movie theater and funeral home in the City, along with several other specialty stores, help this area to survive. They are used for a mixture of retail shopping, retail services and restaurants, and all depend very heavily on on-street parking. City Hall, which was first occupied in 2002, and the main U.S. Post Office are both located on Corey Avenue. However, with the exception of the theater and one restaurant on Corey Avenue, all businesses close around 5 p.m. Guests of the resorts on Gulf Boulevard often observe that there is very little activity in downtown St. Pete Beach after dark.

The traditional downtown core is located along 76th, 75th and Corey Avenues, running from Bay Street on the east, westward to Coquina Way. Most of the buildings in this area, particularly along Corey Avenue, are located at the front property line and cover the entire lot. Except for City Hall and a couple of new buildings that are built to FEMA standards, the existing aging buildings are almost exclusively one story in height.

There are a handful of residential and temporary lodging uses in this core area, comprising a little over two acres total. A portion of the town Center core is located north of Corey Avenue and 75th

Avenue and fronts Blind Pass Road. During the Blind Pass Road widening process, nearly all of the parcels fronting on the roadway lost property ranging from five to 20 feet in width. These frontage uses are all commercial. Many lost parking due to the expansion of the road; some lost part of the original building, and some entire businesses were removed in the process. All of the frontage properties are limited in depth, averaging about 100 feet deep.

The Town Center Core area is primarily designated CG on the Future Land Use Map shown on Map 8 with the City Hall, Fire Station, Post Office and Library designated as Institutional Uses. A detailed breakdown of existing land uses within the Town Center Core character district is shown in Figure 2.3 below and on Map 7.

Figure 2.3 SPB-CRA Existing Land Use Inventory – Town Center Core

Single family	6	.76	2.3
Duplex	4	.48	1.5
Multifamily	2	.26	0.8
Temporary lodging	4	.86	2.6
Commercial	50	18.59	57.1
Office	7	1.88	5.8
Government	5	9.36	28.8
Transportation/Utility	1	.23	0.7
Vacant	1	.12	0.4

Source: St. Pete Beach Planning Department – 2004

2. Town Center Corey Circle District

Abutting the east end of the Town Center Core district is a small district designated as the Town Center Corey Circle. This district is clearly visible from the Corey Causeway at the entrance to the City and is surrounded by water on three sides. Corey Avenue dead-ends where the former bridgehead for the old Corey Causeway is located. The Causeway was shifted north to 75th Avenue in the 1970s. This area is now below the new Corey Causeway and contains extensive undeveloped public right-of-way. Both Corey Circle and Corey Avenue have 80-foot right-of-way widths. The Corey Circle area previously had two small temporary lodging uses and six commercial and office buildings, including three restaurants. Today, only one restaurant and one automotive service shop remains and the remainder of the land is vacant, unsafe and abandoned or under demolition. This entire area is designated Commercial General (CG) on the Future Land Use Map shown on Map 8. The entire district was recently rezoned Planned Development (PD)⁴ in the spring of 2006 as shown on Map 9. Subsequently, CRG petitioned to repeal this Ordinance and the repeal initiative failed. Voters approved by referendum Nov. 7, 2006 a PD zoning classification for the entire character district with a maximum building height of seven (7) stories.

⁴ See Ordinance 2006-03, City of St. Pete Beach.

Figure 2.4 SPB-CRA Existing Land Use Inventory – Town Center Corey Circle

Land Use Category	Number of Units	Area (Acres)	Percentage (%)
Planned Development	8	4.67	100.0

Source: St. Pete Beach Planning Department – 2004
 Updated and amended by Ordinance 2006-03 adopting a Planned Development (PD) zoning district and rezoning the entire Town Center Corey Circle District as Planned Development with a maximum height of seven (7) stories. This was approved by voter referendum on Nov. 7, 2006.

3. Town Center Coquina West District

On the west end of the Town Center Core area is a three-block area of mixed-uses, including residential, temporary lodging and commercial uses. The commercial uses include the only mini-storage facility in the City and three restaurants, in addition to four office uses. Another restaurant located on Blind Pass Channel at the end of 75th Avenue recently closed leaving yet another waterfront restaurant vacant on St. Pete Beach. The residential uses are mostly multi-family and duplexes, and there are three vacant parcels in the area. Except for the half-blocks on the south side of 76th Avenue and on the north side of 73rd Avenue, the area is designated CG on the Future Land Use Map. Only one multi-family parcel is not included in the SPB-CRA Plan area for this district located in the NW corner of the Overlay area fronting 76th Avenue and adjacent to Blind Pass Channel. (See Map 7.1) The northern-most half-block is designated Multifamily (RM), and the southern-most half-block is designated Residential Low Medium (RLM) with a Resort Facilities Overlay (RFO) shown on Map 8. The existing land uses are shown in Figure 2.5 and on Map 7.

Figure 2.5 SPB-CRA Existing Land Use Inventory – Town Center Coquina West

Land Use Category	Number of Units	Area (Acres)	Percentage (%)
Single family	3	.38	6.66
Duplex	6	.73	12.80
Multifamily	8	1.20	21.05
Temporary lodging	4	1.36	23.86
Commercial	5	1.16	20.45
Office	3	.49	8.60
Vacant	3	.38	6.66

Source: St. Pete Beach Planning Department – 2004; Updated to remove the one multi-family parcel not located in the SPB-CRA Plan area.

4. Commercial Corridor – Blind Pass Road District

The Commercial Corridor/Blind Pass Road District runs north/south along the newly widened Blind Pass Road, between 81st Avenue and 77th Avenue on the West, and between 79th Avenue and 77th Avenue on the East. Only the southern ½ of the block fronting 77th Avenue and bounded on the west by Blind Pass Road and the east by Boca Ciega Drive is included in the Downtown SPB-CRA Plan area. (See Map 7.1). A detailed breakdown of the existing land uses in this character district is shown in Figure 2.6 below and on Map 7.

Figure 2.6 SPB-CRA Existing Land Use Inventory– Commercial Corridor Blind Pass Road

Land Use Type	Number of Parcels	Area (Acres)	Percentage of Total Area
Single family	2	.23	23.96
Multifamily	4	.57	59.37
Commercial	1	.16	16.67

Source: St. Pete Beach Planning Department – 2004; Updated to include only those parcels located within the SPB-CRA Overlay area.

5. Commercial Corridor – Gulf Boulevard District

The Commercial Corridor/Gulf Boulevard District runs south of the main downtown area between 73rd Avenue and 64th Avenue. It is one block west of the southern leg of Blind Pass Road. This segment of Gulf Boulevard begins the continuation of Florida State Route 699 after the transition from Blind Pass Road at 75th Avenue. The properties located within the SPB-CRA overlay (see Map 7.1) in this district front Gulf Boulevard and contain a variety of commercial and office uses with defective lot layouts on small parcels with limited and most often, improperly functioning parking areas. The properties immediately adjacent to the rear are mostly residential and there is little or no buffering between these residential uses and the commercial use, primarily because of narrow lot depth. There are numerous curb cuts along this corridor that impede traffic flow and create vehicular conflict with pedestrians and bicyclists.

The frontage properties are designated CG on the Future Land Use Map, with the exception of the SE corner of the intersection of 73rd Avenue and Gulf Boulevard as shown on Map 8. To the rear of the frontage properties on the west side, the properties are designated RLM with the Resort Facilities Overlay on the Future Land Use Map and are also shown on Map 8. On the east side, the adjacent properties are designated RLM and RM. The existing land uses within this character district are shown in Figure 2.7 below and on Map 7.

Figure 2.7 SPB-CRA Existing Land Use Inventory – Commercial Corridor Gulf Boulevard

Land Use Type	Number of Parcels	Area (Acres)	Percentage of Total Area
Single family	8	.50	3.77
Multifamily	1	.15	1.13
Commercial	50	12.6	95.0

Source: St. Pete Beach Planning Department – 2004; Updated to include only those parcels located within the SPB-CRA Overlay area.

2.2 Existing Land Use Conditions & Patterns

A. In General

The SPB-CRA Plan area has become a highly urbanized area dominated by older structures, most of which are 40-50 years old. Virtually all parcels in the SPB-CRA Plan area have been previously

developed, but many are deteriorated, and many are unoccupied. Many transient accommodations are reaching the end of their lifespan, and some have closed or are facing imminent closing. Density and other restrictions as well as high land values make reinvestment and redevelopment difficult. Low building value to land value ratios create little incentive to reinvest in current buildings. The only redevelopment solution for most properties as currently zoned is to convert to a residential condominium use. These development patterns and conditions will only be reinforced over time if not aggressively altered.

The decline in the physical condition of many commercial sites in the study area can be attributed, at least in part, to the age of the structures and the site requirements during the period in which they were built. Design standards in general have not been adequate to promote aesthetically pleasing development within the SPB-CRA Plan area. The lack of design standards, general absence of buffering and commercial access control, small lot configuration, disconnected land uses, shortage of beach access points, deteriorating rental residential properties, and overall marginal quality of commercial properties collectively function to suggest an environment unsuited to contemporary development activity.

Many commercial structures in the study area are physically deteriorated and economically obsolete. Most buildings were constructed before accessible parking, large square footage and lot sizes, and back loading areas were needed. Little regard was given to setbacks and centralized parking. Because many buildings are located on inadequately sized lots, there is not space to redesign to meet modern standards. In addition, there are multiple property owners making lot assemblage difficult. Because of this, little reinvestment has been made.

The fact that the area has experienced little commercial development since 1990 speaks to the marginal environment in the study area. The faulty layout and configuration of lots in relation to size, adequacy, and usefulness are suggestive of a functionally obsolete or deteriorated commercial land use pattern.

B. Gulf Boulevard SPB-CRA Plan Area

Most of the hotels and motels and other commercial properties in the study area are located along Gulf Boulevard. Except for one tall hotel (Former Holiday Inn, now the Grand Plaza), all buildings above eight (8) stories in this Gulf Boulevard area are high rise residential condominiums. Many of these non-residential structures are of marginal quality and are located on narrow or shallow lots creating functional redevelopment problems. Because of the inadequate size of most lots, redevelopment and adapted re-use of existing structures are inhibited.

Most transient accommodations in the study area are reaching the end of their lifespan. Relatively low densities in the City's present Land Development Code prevent hotel properties from redeveloping with their existing number of units. Current density restrictions and height restrictions, high land values, and other restrictions make feasible redesign of hotels and motels difficult if not impossible. The overall, low building to land value ratios create little incentive to reinvest in current buildings. If redevelopment were physically practical, parking would begin to constrain site and implementation options.

Most properties in the Gulf Boulevard SPB-CRA Plan area have setbacks that are suburban in form and as a result, vast paved surface parking areas are visible from Gulf Boulevard in most cases. The majority of commercial property owners have done little to mitigate the visual effects of their parking lots with landscaping and other buffering. There are limited pedestrian access points from Gulf Boulevard to the beach. Many of the access points that exist are labeled as private entries, and the

public entries that are labeled are poorly signed. Pedestrian access to the beach must be enhanced to maximize use of the beach and increase its position as an economic benefit and a social good.

C. Downtown SPB-CRA Plan Area

The Downtown Redevelopment District planning area is a diverse area with a mixture of uses and relatively few new structures. While land values are growing in the City, there are still pockets of deteriorated and substandard housing primarily concentrated in the Downtown SPB-CRA Plan area west of Gulf Boulevard. This housing is primarily multi-family rental units. Short-term rental housing and seasonal apartments are typically a detriment to other residential properties. In addition to low quality rental housing, a large storage facility and the intrusion of suburban strip retail properties undermine the residential image of the area. Structures in the area have multiple code violations, higher rates of drug related crime, and absence of on-site management controls within rental complexes.

Commercial development in the study area has been disconnected from other neighboring uses with individual access points to Gulf Boulevard. Parking for businesses is typically located in the front of properties with insufficient separation between rights-of-way and parking areas. Lack of adequate space for buffering increases the visual impact of the asphalt width of the road and makes the regular placement of streetlamps and trees difficult. Lack of access between businesses requires individual access points to each business. These curb cuts reduce pedestrian safety and usage. While common place in the 1960s and 1970s, this type of approach to development is no longer acceptable and can be challenging to redevelop.

Competing needs of commercial and residential sites can be seen when evaluating the buffers between residential and nonresidential uses in the Plan area. A number of commercial properties are located directly proximate to residential uses with little attempt to establish buffer or transitional zones. Many commercial structures are located on residential sized lots with parking located in front of businesses. As Gulf Boulevard and Blind Pass Road have been widened over time, additional private property depth has been lost decreasing parking areas. In many instances enough private property depth has been lost that cars are forced to back into the street in order to exit commercial parking lots.

In a few instances, additional parking has been located or relocated to the back of commercial properties. Rear yard setbacks are so minimal that parking and service areas regularly back up to residential properties without proper buffering. For the residential properties located immediately adjacent to non-residential properties, this kind of placement and configuration heightens the need for regulatory controls to assure that commercial uses do not infringe on residential character. Typically, the placement of non-neighborhood commercial activities in such close proximity to residential neighborhoods results in increased complaints of noise, traffic, trespass, and code enforcement.

The predominant tenant mix in the study area does not serve the diverse needs of the residential and resort population. The area is capable of supporting more retail and other commercial development of a greater variety. While the cost of land acquisition is not currently so great as to prevent new commercial development, short-term redevelopment of existing commercial sites is essential to their ability to remain competitive and support both the existing residential and tourist markets.

D. Redevelopment Potential In General

The residential market in Pinellas County, particularly for condominium product, remained unabated for several years even as the number of buildable sites declined but current market conditions show

a glut of residential condominium product on the market. This fortunate turn of events actually provided one more additional window of opportunity to create and adopt a redevelopment plan that provides the necessary planning tools and removes the artificial regulatory barriers to encourage redevelopment of temporary lodging uses instead of more residential condominium development. However, once the residential condominium market returns, that opportunity will likely never present itself again on St. Pete Beach.

The focus of the Downtown SPB-CRA Plan area will be on commercial reinvestment, and where parcel assembly can occur near and surrounding the Town Center Core district, mixed use retail/residential projects will be encouraged to promote pedestrian mobility in the downtown core areas. Within the town Center Core itself, commercial reinvestment will be encouraged through business assistance programs and with one additional story of height for one level of residential use above street level to encourage reinvestment and a mixed-use village concept that promotes pedestrian mobility and a live, work, play & shop environment.

The small residential and temporary lodging area southwest of the Downtown core can be revitalized and upgraded to provide more affordable residential and temporary lodging for families that can support the Downtown Core in a pedestrian-friendly environment. The small residential area southeast of the Core can become a more modern downtown residential village and allow for the elimination of some of the older and less functional uses that are incompatible with existing and future residential uses. Finally, the two major roadway corridors can be revitalized to improve the entry into the downtown area, tying it together into a cohesive mixed use village aesthetic.

2.3 BUILDOUT SCENARIO

A. In General

The primary differences between the Character District existing density allocation and the 1998 Land Use Plan density allocation is a shifting of densities and intensities is twofold: (1) to create more cohesive character districts with compatible land uses that support each other and minimize commercial intrusion into residential neighborhoods; and (2) redistributing more intense types of land uses and reallocating densities and intensities away from residential neighborhoods and areas adjacent to single family neighborhoods to core commercial/resort activity areas of the City. Overall, total density and intensity of residential units, temporary lodging units and acres of commercial intensity proposed in this 2007 Plan is reduced from both the 1998 Plan and the 2005 Plan.

With the exception of the two downtown residential neighborhoods where residential use is the primary focus, residential density is either reduced or remains unchanged. Further, in the majority of cases, residential use is only allowed as a component to a mixed use project and prohibited at the street level of any such project. Further, minimum parcel sizes for mixed-use projects will require parcel assembly in almost every circumstance. Thus, residential use is restricted and primarily limited to use as a regulatory and economic tool to encourage commercial reinvestment and more comprehensive unified redevelopment schemes.

This type of redevelopment has several additional benefits directly related to the implementation of the Green City Initiative and livable community strategies. Mixed-use projects increase pedestrian mobility, reduce impacts on roadways and generally create more meaningful open spaces and buffers because larger buildable sites are required. Thus, mixed use projects, especially those that replace existing development that do not meet current site design, safety, building code and FEMA regulations, maximize the opportunity to implement "Green" site, building design and operational strategies as well as livable community strategies that focus more on people and less on the auto.

B. Gulf Boulevard SPB-CRA Plan Area

Figure 2.8 below shows that in the Large Resort District and the Boutique Hotel/Condo District there is an increase of 3,416 potential temporary lodging units through the entire elimination of temporary lodging uses in six (6) of the eleven (11) character districts and reallocation to the two character districts that have the best opportunity for temporary lodging use redevelopment as a result of larger parcels, its location on the Gulf beaches and direct access to Gulf Boulevard.

The potential number of residential units is reduced by 209 units in these two Districts, 195 of those 209 units are eliminated from the Large Resort District. This evidences the emphasis on encouraging temporary lodging use redevelopment and either discouraging or keeping the status quo for residential uses in this core resort area.

At the same time across the street from the Large Resort and Boutique Hotel character district, temporary lodging uses are eliminated resulting in a density reduction of 1,802 temporary lodging units in the Activity Center and Bayou Residential Districts. This redistribution of temporary lodging units from the Activity Center on the east side of Gulf Boulevard emphasizes the focus on commercial reinvestment on the east side of Gulf Boulevard. Temporary lodging uses, and all but a very small opportunity to provide neighborhood commercial services, will be removed from the Bayou Residential District for two reasons. First, the physical constraints presented by this narrow strip of land do not lend themselves to modern hotel product development. More importantly, there are quiet single family residential neighborhoods to the east and south that allow the multi-family residential uses in the Bayou Residential District to act as a transitional buffer from the higher intensity commercial uses in the Activity Center to the north.

The Large Resort District is the only character district located within the SPB-CRA and is highlighted in Figure 2.8 below. The other character districts are shown in Figure 2.8 to illustrate the shifting of densities described above.

Figure 2.8 Detailed Comparison Between 1998 and Proposed 2007 Allowable Densities* in the Gulf Boulevard Redevelopment District

		Residential	Temporary Lodging	Residential	Temporary Lodging	Residential	Temporary Lodging	Residential	Temporary Lodging
Large Resort	65.16 total								
RFM	63.94	18	30	1,130	1,407				
CG	2.12	0	0	0	0				
Boutique Hotel/ Condo	22.50 total					18	50	405	1,250
RFM	22.50	18	30	405	675		Plus Max 125 Temp Lodging units Density Pool		
Activity Center	52.68 total					18	0	948	0
RH	6.66	30	0	200	0				
RFM	8.75	18	30	158	263				
RM	1.81	15	0	27	0				
CG	32.59	24	40	782	1,303				
ROS	1.97	0	0	0	0				
TU	.90	0	0	0	0				
Bayou	7.86 total					18	0	141	0
RFM	7.86	18	30	141	236				

Source: St. Pete Beach Planning Department – 2004

*NOTE: This table shows numbers for the maximum allowable densities in both categories. For development of all residential or all temporary lodging units, the 65.16 acres in the Large Resort District would permit either 977 total residential units or 4,887 total temporary lodging units but not both.

For each acre that is developed as residential at 15 units per acre, an acre is deducted from the acreage available for temporary lodging units at 75 units per acre. For instance, if 20 acres were to be developed residentially at 15 units per acre, there would be 300 total residential units built; if the remaining 45.16 acres were redeveloped as temporary lodging accommodations, the number would be 3,387 total units. Assuming these two scenarios, the total development for the 65.16 acres would be 3,687 units (300 and 3,387), or 2,177 units less than the totals shown above.

C. Downtown SPB-CRA Plan Area

In the Downtown Redevelopment district, single use commercial uses are predominant. Under the redevelopment plan, a residential component and a bonus commercial FAR is allowed for mixed-use projects. In the Town Center Core district, height is slightly increased for a mixed use project to encourage a main street village character, but residential uses are prohibited at street level to ensure the "storefront" character of the historic main street.

On either end of Corey Avenue, in the Corey Circle and Coquina West districts, mixed use projects that assemble at least two acres of land will be allowed increased height as a planning tool that will encourage the difficult process & higher cost of assembling land that will provide more comprehensive and unified redevelopment. These two smaller areas at either end of the traditional business district have the potential to act as catalyst projects that will support existing businesses within the downtown area and redevelopment overtime while preserving public access to the waterfront by prohibiting residential uses at street level. Figure 2.9 below details the potential densities in the Downtown Core and Figure 2.10 below shows the bonus FAR allowed for mixed use projects.

The three districts highlighted in Figure 2.9 below are entirely within the Downtown SPB-CRA (except one multi-family parcel in the Coquina West District). A portion of each of the two Commercial Corridor districts is located within the SPB-CRA as described in Section 2.1 and is therefore included in the Table below. The other two Downtown character districts are not included in Figure 2.9 because the land area is not included within the SPB-CRA.

Figure 2.9 Detailed Comparison of 1998 Plan and Proposed 2007 Allowable Densities* in the SPB-CRA Downtown Redevelopment District for Each Character District within the CRA

Downtown Redevelopment District	Acres	1998 Current Densities		1998 Density Totals		2007 Proposed Densities		2007 Density Totals	
		Units/Acre	Units/Acre	Units	Units	Units/Acre	Units/Acre	Units	Units
Town Center	35.5								
Core	3.0	100	100	300	300	100	100	300	300
C-1	1.0	100	100	100	100	100	100	100	100
C-2	2.0	100	100	200	200	100	100	200	200
TU	1.0	100	100	100	100	100	100	100	100
RLM-PFO	1.0	100	100	100	100	100	100	100	100
RM	1.0	100	100	100	100	100	100	100	100
Office Center	10.0								
C-3	10.0	100	100	1000	1000	100	100	1000	1000
Community	15.0								
RM	10.0	100	100	1000	1000	100	100	1000	1000
RMC-PFO	5.0	100	100	500	500	100	100	500	500
RM	1.0	100	100	100	100	100	100	100	100
RM	1.0	100	100	100	100	100	100	100	100
RM	1.0	100	100	100	100	100	100	100	100
Neighborhood	20.0								
RM	10.0	100	100	1000	1000	100	100	1000	1000
RM	10.0	100	100	1000	1000	100	100	1000	1000
Other	2.0								
RM	2.0	100	100	200	200	100	100	200	200

Source: St. Pete Beach Planning Department – 2004

Non-residential Floor Area Ratios

The intent of the proposed floor area ratio (FAR) changes is to allocate the appropriate intensity of development to those areas where it is the desire of the City to see redevelopment of commercial

properties and uses. In many character districts, a bonus of commercial floor area is provided in addition to residential or temporary lodging density. This bonus is available in specified areas, even when the proposed Floor Area Ratios do not otherwise allow for purely commercial development. This policy is intended to encourage mixed-use developments by providing for bonus commercial floor area allowances in those instances where parcels are assembled. The goal is to create a more unified comprehensive redevelopment approach that will correct current substandard site design such as inadequate buffers and open space, improper functioning and inadequate on-site parking, insufficient drainage and landscaping. As discussed several times throughout this Plan, comprehensive redevelopment provides the best if not the only opportunity to substantially reduce curbs cuts, combined shared access drives, and provide internal connectivity between adjacent parcels that would improve traffic flow and congestion as well as reduce vehicular conflict with pedestrians and bicyclists.

Since the market has for years consistently demonstrated a preference for residential land uses, no incentive is necessary to encourage further residential development. However, an incentive is necessary to encourage redevelopment of commercial uses that provide goods and services to residents and visitors, especially where such goods and services are provided within a proximity that encourages pedestrian or bicycle mobility. The redistribution of floor area also serves to encourage intense commercial development in those areas which have traditionally supported commercial uses and reduces the probability of non-residential uses in those areas which the City has identified as being best suited to residential redevelopment. This planning strategy will protect residential neighborhoods from commercial encroachment.

Figure 2.10 Detailed Comparison of Intensity Standards* Between the 1998 Plan and the Proposed 2007 Plan for SPB-CRA Character Districts

	1998 Plan Floor Area Ratio	2007 Plan Floor Area Ratio						
Boufique Hotel/Condo	22.50		14.63	0.00	0.00	0.00	0.00	0.00
RFM	22.50	0.65	14.63					

Activity Center	52.68		29.64	0.75	39.51	0.25	13.17	52.68
RH	6.66	0.60	4.00					
RFM	8.75	0.65	5.69					
RM	1.81	.050	0.91					
CG	32.59	0.55	17.92					
ROS	1.97	0.25	0.49					
TU	.90	0.70	0.63					
Bayou	7.86		5.11	0.00	0.00	0.30	2.36	2.36
RFM	7.86	0.65	5.11					
Town Center Core	32.54		18.77	1.00	32.54	0.45	14.84	47.49
INS	7.15	0.65	4.67					
CG	22.00	0.55	12.15					
TU	1.54	0.70	1.09					
RLM-RFO	.75	0.50	0.37					
RM	.90	0.50	0.50					
City Core	4.67		2.57	0.50	2.57	0.50	0.50	2.57
CG	4.67	0.55	2.57					
College Area	8.11		3.14	0.50	3.14	0.50	3.14	3.14
RLM-RFO	1.50	0.50	0.53					
RM	1.21	0.50	0.52					
CG	3.61	0.55	1.96					
Down-town Core Res	11.65		5.92	0.00	0.00	0.00	0.00	0.00
INS	1.26	0.65	0.82					
RLM-RFO	1.29	0.50	0.65					
RLM	4.53	0.50	2.27					
RU	1.33	0.40	0.53					
RM	2.68	0.50	1.34					
CG	.56	0.55	0.31					
Upham Beach Village	16.10		8.19	0.00	0.00	0.00	0.00	0.00
RLM-RFO	15.14	0.50	7.57					
RFM	.96	0.65	0.62					

Blind Pass Road CC-1	7.40		3.75	0.90	8.88	0.00	0.00	6.68
RU	1.15	0.40	0.40					
RM	00	0.50	0.40					
RM	35	0.50	0.17					
RM	1.58	0.40	0.04					
CC	2.62	0.50	1.00					
TU	01	0.70	0.04					
Call Road CC-2	21.58		17.50	0.90	19.82	0.00	0.00	18.42
RU	1.77	0.50	0.00					
RM	37	0.50	0.17					
RM	2.08	0.50	1.15					
CC	18.77	0.50	0.00					
TU	34	0.40	0.00					

*NOTE: While this table is accurate in terms of presenting the intensity standards available in the districts, both current and proposed, the actual development potential is subject to permitted building heights, setbacks and impervious surface ratio requirements which will vary according to the Land Development Code and specific Future Land Use Category applicable to each district.

SOURCE: St. Pete Beach Planning Department - 2004

2.4 SPB-CRA DEMOGRAPHIC SUMMARY (Source: SPB EAR 2007)

A. Changes in Population

To effectively examine what is taking place within an area, it is important to look beyond annual growth rates and to evaluate what other characteristics of a community are experiencing change over time as well. Socioeconomic factors within a community are important considerations when evaluating change over time. This section will examine these factors and will discuss how these changes varied from what was expected in 1998.

Population Growth. Population growth within St. Pete Beach has slowed somewhat over the last few years. While the population grew 7.9 percent between 1990 and 2000, during the next five years it only increased an additional 1.0 percent. This slow down is similar to growth patterns in Pinellas County, which experienced 8.2 percent and 2.8 percent growth during these same time periods.

Based on population data from the Bureau of Economic and Business Research at the University of Florida (BEER), which produces Florida's official city, county, and state population estimates each year, St. Pete Beach is expected to grow to 10,679 residents by 2015 and to 11,530 residents by 2030 (6.5 percent and 8.0 percent, respectively). This same growth rate is projected by BEER for the County.

Pinellas County provided several population projections for the County's local municipalities to use in their respective Evaluation and Appraisal Reports. The projections calculated by the County for St. Pete Beach were considered to be low as they projected only four percent growth by 2015 and then negative growth (-0.1%) between 2015 and 2030. Although St. Pete Beach does not have the option of annexation for growth, redevelopment pressures on the island are expected to result in

more growth than what is projected by the county. Therefore, as shown above, the BEBR medium permanent population projections were used in this analysis.

Pinellas County also currently estimates St. Pete Beach's seasonal population as 3,820 people. This estimate was derived from seasonal population estimates in each of the City's Transportation Analysis Zones (TAZ) and assumptions made based on a variety of Census 2000 data⁵⁷. Admittedly, calculating seasonal population is difficult.

General Population Characteristics. The median age of St. Pete Beach remained higher than Pinellas County or the State, but it did decrease from almost 58 years old⁶ in 1990 to 53.7 years old in 2000. According to the Census, the median ages in Pinellas County and the State were 43 and 38.7 years old, respectively, in 2000.

The age groups that gained the most population in St. Pete Beach were those groups under 14 years old (Figure 2.11), as well as the 45 to 54 age group. This is a reversal of a trend reported in the 1998 Plan, when between 1970 and 1990 the 15-and-under age group had decreased by 33.6 percent, and shows St. Pete Beach is experiencing growth of younger families in a traditionally retiree and seasonal population town. According to an article in the *St. Petersburg Times*, the under-18 age group grew 38 percent between 1990 and 2000, while Countywide, this same group grew 17 percent. St. Pete Beach's growth rate for the 18-and-under population matches Pasco County's growth, the highest in the Tampa Bay region⁷.

Figure 2.11 Population by Age Group (1990-2000) St. Pete Beach, FL

	Number	Percent	Number	Percent	
Under 5 years	201	2.2%	293	3.0%	45.8%
5 to 9 years	184	2.0	266	2.7	44.6
10 to 14 years	192	2.1	262	6.0	36.5
15 to 19 years	243	2.6	221	2.2	-9.1
20 to 24 years	312	3.4	250	2.5	-19.1
25 to 34 years	1,075	11.7	826	8.3	-23.2
35 to 44 years	1068	11.6	1,422	14.3	33.1
45 to 54 years	991	10.8	1,641	16.5	65.6
55-59 years	606	6.6	752	7.6	24.1
60 to 64 years	843	9.2	713	7.2	-15.4
65 to 74 years	1,920	20.9	1,580	15.9	-17.7
75 to 84 years	1,209	13.1	1,290	13.0	6.7
85 years and over	356	3.9	413	4.2	16.0

Source: U.S. Census STF1 (1990) and SF1 (2000)

B. Income

Between 1990 and 2000, the median household income increased over 56 percent in St. Pete Beach from \$30,459 to \$47,574 (Figure 2.12). The 2000 figure is 29 percent higher than the median

⁵ Source: SPB 2007 EAR citing City Staff Personal Communication with D. Walker, Pinellas County Planning Department, April 5, 2007.

⁶ 1998 Comprehensive Plan.

⁷ Amy Wimmer, "Beach towns younger, not more racially diverse," *St. Petersburg Times*, March 31, 2001. Year

household income in Pinellas County and almost 23 percent higher than in the State. The percent of individuals living below the poverty level increased to 7.4 percent, while the percent of residents in the labor force remained about the same. Just over 54 percent of households had incomes in excess of \$35,000. Table 10 lists the household incomes reported in 2000.

Figure 2.12 Household Income in St. Pete Beach

Income in 1999 for Households	5,291	100.0
Less than \$10,000	404	7.7
\$10,000 to \$14,999	354	6.7
\$15,000 to \$24,999	601	11.4
\$25,000 to \$34,999	571	10.8
\$35,000 to \$49,999	793	15.0
\$50,000 to \$74,999	1,212	23.0
\$75,000 to \$99,999	434	8.2
\$100,000 to \$149,999	440	8.3
\$150,000 to \$199,999	201	3.8
\$200,000 or more	271	5.1

Source: U.S. Census data

2.5 MARKET STUDY

A. Analysis – In General

There are an estimated 378 residential and 133 commercial structures in the study area; of those commercial structures 21 are hotels or motels. According to current tax records, approximately 590 properties comprise the study area.

Part of the decline in the physical condition of commercial sites and some residential sites in the study area can be attributed to the age of the structures, many of which were developed from the 1950s to the 1970s. Commercial sites within the study area are inadequate in size due to narrow or shallow lots. In today's market the small size of many commercial lots in the study area, particularly older hotel and motel lots, makes redevelopment functionally difficult if not impossible. When developed originally, the sizes of lots in the study area were adequate for transient uses. Today, these properties are deficient in modern site requirements and are difficult to redevelop with modern amenities such as larger pools, spacious units, rooms with views of the ocean, and secure parking. Without modern amenities, resort redevelopment typically does not make economic sense particularly considering the low building value to land value ratios that define the economic rationale for property owners. Instead properties are either deteriorating or are being redeveloped and converted to residential condominiums which can generate more income for the property owners given the limited transient redevelopment possibilities.

Other types of commercial properties are also deficient in size and difficult to improve. The size of the commercial lots makes it impractical to pursue anything other than low value, single purpose activities. Even if adjacent lots are assembled, the depth of lots makes redevelopment impractical. In addition, most businesses are set back from Gulf Boulevard with insufficient parking conditions. Parking is typically located in front of Gulf Boulevard properties, and cars often must back out of lots onto the main thoroughfare causing dangerous road conditions for all drivers. Because lots are

small, there are no means to redesign the layout of parking. Service areas are located in the back with limited screening to adjacent residential property. This negatively affects residential lots, which decline and serve as the de facto buffer. In addition, many existing service areas are not of adequate size to accommodate delivery trucks. Insensitivity to site size and ingress and egress must be evaluated by the City, and solutions to solve these problems must be identified.

The proliferation of small transient and commercial lots throughout the study area virtually assures a character of development that is no longer sustainable. The faulty layout and configurations of lots in relation to size, adequacy, and usefulness are suggestive of a functionally obsolete or deteriorated commercial land use pattern. A majority of properties in the study area are non-conforming properties on small lots that cannot be redeveloped without extensive land assemblage under current standards.

There is a perception that the market could support increased commercial activity, but high land values, many reaching appraised taxable value above \$4,000,000⁸ per acre along Gulf Boulevard, limited permissible densities, dysfunctional properties, height restrictions, and other restrictions make redevelopment and intensification difficult. This is significant as many hotel structures are reaching the end of their useful life and need to be upgraded or redeveloped.

Land Development Code and State regulations make the redevelopment of resort properties challenging. Height restrictions prevent many properties from reaching their maximum allowable densities. Because of height restrictions, surface parking lots have been built instead of including parking as part of the main structure. Property owners have maximized their building square footage on individual lots with little regard for needed setbacks. Many properties use the entire impervious surface of their lots to build, leaving no room for landscaping, drainage, or open space.

Density limits on resort properties also do not allow owners to maximize revenue generated from their land. Before density restrictions were in place, some properties in the study area were developed with densities in excess of allowable limits. Because of a lack of grandfathered densities in the Land Development Code many hotel properties would lose units if redevelopment were to take place. This dissuades property owners from significantly reinvesting in their businesses. While transient properties may be granted greater density than multi-family residential properties, height restrictions prevent these resorts from reaching maximum allowable density. Redevelopment into larger condominium units then becomes the most practical redevelopment option.

Analysis provided by Real Estate Research Consultants, Inc. in 2003 indicates property owners need approximately a five to one ratio of hotel dwelling units per acre to residential dwelling units per acre in order to make hotel development economically beneficial. Hotel redevelopment supports development costs of \$15,000-\$40,000 per unit based on a 2002 RERC study. In 2003, RERC estimated this 5:1 ratio based upon a land value cost of \$1,000,000 per acre and stated then that such a site would need 25-66 units per acre to justify the land expense. In many cases this is beyond the allowable density, and the costs for demolition or the cost of property assembly needed to create a modern site are not calculated in the expense.

In 2005, the Travelodge 5.6 acre site sold for over \$37 million dollars. Clearly, the situation has worsened in terms of what types of hotel density is needed for an economically viable resort project. Hotels cannot support nearly as high land costs per unit as condominium product. Condominiums

⁸ RERC 2003 Study cited \$2,000,000 per acre for commercial uses; however, that data is approximately 4 years old. Recent Commercial Comparable Sales contained in Appendix C prepared by Coldwell Banker NRT shows the number to have doubled in the past 4 years.

can support land prices of \$25,000-\$150,000 and up per unit. As older hotel and motel properties need to be redeveloped, the costs associated frequently exceed the allowable development rights. Properties are losing their competitive position to condominiums as a real estate investment. If the pattern is not altered, the tax base of the City will suffer. While property taxes may not be dramatically different initially, the long-term effects would lead to a decrease in bed taxes and sales taxes. It is estimated that tourists spend four to five times as much daily compared to permanent residents.

Most transient accommodations are reaching the end of their lifespan. Current conditions make redevelopment of commercial and transient properties exceedingly difficult. In addition, low building value to land value ratios create little incentive to reinvest in current resort properties. The only redevelopment solution for most properties is to convert to a residential condominium use. These development patterns and conditions will only be reinforced over time if not aggressively altered. Figure 2.13 below shows the Market Value Analysis conducted by RERC in 2003. The Character districts highlighted are either wholly or partially located within the SPB-CRA.

Figure 2.13 Market Value Analysis for Each Character District within the Community Redevelopment District (2004)

	Total Just Market Value 2004 Tax Year	True Market Value(est.)/ Acre @ 125%	Acres	Value/Acre	Value/6000 Sq. Ft.
Boutique Hotel/Condo	\$101,180,600	\$126,475,750.00	22.50	\$5,621,144.44	\$774,262.32
Activity Center	\$77,911,100	\$97,388,875.00	57.69	\$1,688,141.36	\$232,526.36
Bayou Residential	\$11,126,600	\$13,908,250.00	7.86	\$1,769,497.46	\$243,732.43
Downtown Core Residential	\$12,592,200	\$15,740,250.00	11.65	\$1,389,254.19	\$191,357.33
Upham Beach Village	\$25,147,700	\$31,434,625.00	16.10	\$1,952,461.18	\$268,934.05
Totals	\$521,163,000	\$651,453,750	247.26	\$2,099,516.58	\$289,189.61

Source: 2003 RERC Study

While the values shown in Figure 2.13 are outdated, it is clear from market conditions that the ratios are proportionality the same or present a worse scenario for hotel redevelopment. Nevertheless, in 2003, Figure 2.13 above shows the current value per acre of property in the 11 Character Districts. It should be noted that those districts which are principally residential in character reflect higher per acre values than those which are principally commercial. This is consistent with the prevailing high demand for property suitable for residential development. There are few vacant properties within the area studied, so market values reflect both land values and the value of improvements.

Any redevelopment will have to support the cost of acquisition of both land and improvements, so

any analysis of the feasibility of the development of affordable housing units must account for these values. The lowest average land value in a character district where existing housing is present is approximately \$1.4 million per acre (in the Downtown Core Residential District). A standard 6,000 square foot residential lot would cost approximately \$190,000, which results in a 30-year mortgage cost of \$1,080 per month for a 6 percent loan on 95 percent of value. This monthly cost is only associated with land acquisition and does not reflect the actual cost of construction of the new unit. Since home-owner's insurance, including flood and wind damage insurance, typically costs approximately 20 percent of the monthly mortgage payment, and, on average, taxes and private mortgage insurance comprise an additional 25 percent and 7 percent, respectively; the total resulting monthly cost is approximately \$1,640 for the hypothetical 6000 square foot lot. If structure value is estimated at approximately 50 percent of land value, then the monthly cost increases to approximately \$2,460, almost double the maximum affordable housing cost for the MSA.

B. Gulf Boulevard Property Tax Values

The Gulf Boulevard Redevelopment District, based on 2003 Property Appraiser data, has a just market value for all property of \$399,869,400. These properties paid \$6,785,503 in property taxes in 2003. The City share of those taxes was about \$1,017,825, approximately 24 percent of the City's total local ad valorem tax revenue in 2003. The tax breakdown by character district is shown in Figure 2.14.

Figure 2.14.A. Tax Information – Gulf Boulevard Redevelopment District (2003)

Large Resort	\$ 215,193,000	\$ 4,076,126.46	3 condominium with 72 out of 245 units
Boutique Hotel/Condo	\$ 101,180,600	\$ 1,195,967.31	2 condominiums with 55 out of 176 units
Activity Center	\$ 72,369,200	\$ 1,294,374.06	21 parcels including 4 condominiums with 125 out of 351 units
Bayou Residential	\$ 11,126,600	\$ 218,035.27	1 parcel

Source: 2003 - Pinellas County Property Appraiser

Figure 2.14.B. Tax Information – Large Resorts Only (2006 Property Appraiser Records)

Resort	Acres	2006 Just Market Value	2006 Property Tax	2006 Tax Rate
Travel Lodge	5.61	\$291,176.86	\$15,643,400	\$41,699.05
Beachcomber	3.34	\$190,746.40	\$10,247,800	\$27,316.54
Howard Johnson	3.26	\$188,101.44	\$10,105,700	\$26,937.75
Alden Resort	3.60	\$203,818.93	\$10,964,000	\$29,696.86
Coral Reef Beach Resort (Closed)	2.90	\$114,708.80	\$6,162,700	\$16,427.29
Tradewinds (All 4 properties)	17.34	\$2,245,058.96	\$120,615,200	\$321,511.88
Sirata	8.55	\$593,767.46	\$31,900,000	\$85,032.64
Grand Plaza	1.80	\$251,280.90	\$13,500,000	\$35,985.60
Dolphin Beach Resort	3.33	\$191,933.94	\$10,311,600	\$27,486.60

Of the 141 parcels in the Gulf Boulevard Redevelopment District, 18 parcels are homesteaded and the seven condominium parcels have partial homesteads. Of the 633 condominium units in the area only 214 units, or 33.8 percent, are homesteaded. The Gulf Boulevard Redevelopment District covers 147 acres, about 12 percent of the total land area in St. Pete Beach, but generates almost 24 percent of the property tax revenues. Nearly half of the total taxes from the district come from the Large Resort area, which comprises about a third of the land area. It is clear that the large resort properties are an important asset to the community.

C. Downtown Tax Values

The Downtown Redevelopment District, according to the 2003 Pinellas County Property Appraiser report, has a just market value of \$121,293,600 and paid \$1,889,378 in total property taxes as shown in Figure 2.15. The local portion of this total was approximately \$267,000, which represents about 6.1 percent of the City's total ad valorem tax revenue in 2003.

Of the 364 parcels in the district, 83 parcels are homesteaded, and the nine condominium parcels have partial homesteads. Of the 105 condominium units in the area, only 39 units, or 37.1 percent are homesteaded. Broken down by character district, the current just market values, taxes paid and homestead status is as follows:

⁹ Acreage based upon Property Appraiser records which may vary slightly in some cases with acreage assigned parcels for land use and zoning purposes as a result of CCCL locations.

Figure 2.15 Tax Information – Downtown Redevelopment District (2003)

DISTRICT	ASST MARKET	TAXES PAID	PARCELS
Town Center Core	\$ 38,740,300	\$ 474,860.35	5 of 80 parcels
Town Center Corey Circle	\$ 4,467,000	\$ 88,027.45	0 of 8 parcels
Coquina West	\$ 8,743,400	\$ 157,152.86	6 of 33 parcels including 1 condominium with 3 out of 6 Units
Downtown Core Residential	\$ 12,592,200	\$ 184,738.95	22 of 56 parcels
Upham Beach Village	\$ 25,147,700	\$ 418,582.96	26 of 85 parcels including 8 condominiums with 36 out of 99 units
Commercial Corridor Blind Pass Road	\$ 7,070,900	\$ 104,291.39	16 of 37 parcels
Commercial Corridor Gulf Boulevard	\$ 24,532,100	\$ 461,724.61	8 of 65 parcels

Source: 2003 - Pinellas County Property Appraiser

The Downtown Redevelopment District has significant potential redevelopment value, especially the Town Center Core District which has almost \$38 million in current value in 80 separate parcels. Taxes have grown over the past few years through normal reassessments by the Pinellas County Tax Appraiser, but there has been little substantial new construction, investment or reinvestment in the area for many years. The exceptions are the new City Hall (2002) and the new Community Center (2007) which are not taxed, the new insurance office building across from the Post Office on Corey Avenue, and the Oyster Shucker restaurant at the west end of Corey on Sunset Way. The remainder of the Downtown Redevelopment District has remained stagnant or has declined in value as a result of demolition, abandonment and vacancies resulting from aging and deteriorating buildings, increased crime and a declining tourist economy over the past several years. This is particularly true on Corey Circle East and the entire Core area west of Gulf Boulevard.

D. Reported Investment and Disinvestment Activity¹⁰

In 2004, the total tax base in the study area was about \$309 million with approximately 72% associated with commercial development. It is not surprising that all of the study area's ten largest individual tax payers are hotels and motels essentially located on Gulf Boulevard.

Many buildings in the study area are beginning to reach the end of their useful life. Building value to land value ratios are comparatively low, particularly for various commercial properties which basically have a 1:1 building value to land value ratio. This is a common signal indicating a need for

¹⁰ Source: RERC 2003 Study

reinvestment or redevelopment. Land values are high enough to justify significantly more density, but the increase in density is not normally allowed by code.

The biggest barrier to both tourist oriented uses and residential uses is not demand itself but rather the challenge of creating products that can function within the constraints imposed by site availability and costs. In the 2002 study these conditions do not appear to have changed. RERC completed several hypothetical economic comparisons that point to the difficulty in balancing land costs, density, and the problems associated with site assemblages. In effect, land costs are very high in this setting, and there must be some means of recognizing these values if they are to support a pattern of development favorable to the economic and social interest of the community.

In the ordering of priorities from the hospitality industry, the concerns are not about upgrades but rather concerns are about physically replacing rooms or their equivalents and the City's political and regulatory role in supporting development. The industry reports mixed signals and information that makes it difficult to determine how individual properties should respond to density, coastal controls, and the demands of DCA. Many properties exceed allowable density limits in the study area. If they were to build modern facilities on their property, they would lose many of the transient units that they currently operate. This is a major disincentive for development within the SPB-CRA Plan area.

The development and redevelopment of hospitality facilities is economically difficult in the current economic and regulatory environment for additional reasons. In order for new hotel and motel development to make economic sense to an investor, developers need to be entitled to develop approximately five transient units to every one condominium unit that would be allowed. Most areas in the SPB-CRA Plan area only allow two transient units to every one developable condominium unit. This in effect causes condominium development to be the default redevelopment choice.

As land increases in value disproportionately to the transient structure, it is no longer viable to reinvest unless upgrades can be substantial. The demand for condominium product has driven land value so high in the study area that no other use can economically compete under the current comprehensive plan and land development codes. In this market, only condominium product offers the immediate prospect of satisfying land values in almost any location. If the lodging stock is to be revitalized, increased heights or densities that invite reinvestment are needed.

Given the expected cost of new hotel development, which can range from \$50,000 per room excluding land for a limited service concept to \$400,000 for a luxury concept, there are only limited options for new development. The above costs allow a maximum land cost per room that scales up to about \$40,000 per room such that a higher end, 300 room hotel could expect to invest some \$9,000,000 - \$11,000,000 in land. Pending further analysis, it appears that current land valuations, in tandem with existing operations that generate adequate revenues and caps on densities, pose a situation where land costs make new hotel development potentially prohibitive absent some focused intervention to bring values more in line with those needed to support new development.

While land costs are high as they are expected to be in a coastal setting, they are not beyond what the commercial market might otherwise support. Still, redevelopment of Gulf Boulevard is probably necessary to spur a healthy mix of retail, restaurants, and other commercial uses in the study area. The downtown area has significant commercial redevelopment potential, but has experienced little new construction for many years. A mix of uses and additional infrastructure improvements need to be pursued to make this a vibrant area.

The residential market in the SPB-CRA Plan area, particularly for condominium product, has remained unabated even as the number of buildable sites has declined. There has been a continued

increase in price for condominium product that reflects the steady growth in underlying land values and the difficulty associated with assemblages as well as the need to satisfy local regulatory requirements. Activity is distributed in a wide range of prices. As expected, there are distinctions among beach, intracoastal, and non-water front locations. Still, the values are quite high with substantial residential condominium sales activity averaging \$328,000 from 2003-2004. In 2004, according to current property tax records, a total of 11 condominium units had qualified sales with 82 percent priced in excess of \$325,000.

Although the SPB-CRA Plan area has continued to attract some investment, it suffers physical and economic deterioration and dysfunction. Because of regulatory controls and land costs, the study area is underutilized. At a time when the City and County, like many local governments, face budget constraints and pressures to contain growth within a manageable area, the SPB-CRA Plan area offers the prospect of efficient, economically worthwhile, and orderly development, if the documented conditions can be corrected or controlled through a redevelopment regime.

On balance, the market in St. Pete Beach is very favorable for condominiums which are strongly encouraged through allowable densities, and the market is moderately favorable for other commercial development, but the health of the hospitality industry does not favor new development. In the current situation, values work immediately against new hotel development. Barriers are primarily regulatory and an aggressive strategy must intervene or condominium construction will, in effect, become the default development option. Apartment development, in particular, seems unlikely but might be encouraged to provide for diversity in the housing stock.

The analysis reveals the difficulty of maintaining the present land values if new development or major reinvestment is deemed desirable. Only the highest assumed land values can be absorbed and generally at intensities or densities that are beyond those reasonably encouraged or delivered except in the most highly urbanized markets. At the very least, the analysis points to the immediate need for enhancements so those that wish to retain their property are encouraged to reinvest and/or upgrade. In the context of expressed concerns about entitlement preservation, it is absolutely essential to work toward some kind of intervention strategy.

Within St. Pete Beach, development since 1998 has primarily been residential redevelopment, consistent with the Comprehensive Plan. Recent permit records show that since 2001, the City has issued 87 permits for new construction, 75 percent of which were for single-family homes. Only seven (7) permits since 2001 were for commercial construction and only one (1) of those seven (7) were issued in the past three (3) years as shown in Figure 2.16 below.

Figure 2.16 New Construction Permits Issued (2001-2007), St. Pete Beach, FL

Single Family	5	8	11	6	19	11	5
Multi Family	1	1	0	5	1	2	2
Commercial	2	1	1	2	0	1	0

2.6 Crime

Major crime is not a significant issue in the SPB-CRA Plan area, but there are areas where crime has been particularly noteworthy. The Downtown SPB-CRA Plan area, particularly west of Gulf Boulevard, faces some serious issues including drug activity, domestic abuse, prostitution, alcohol

violations, and noise complaints. In 2004 and 2005, several drug busts were made after lengthy investigation and sting operation preparations. Much of this crime could be attributed to the low-quality short-term rental housing in the area.

Police are also active in the Gulf Boulevard SPB-CRA Plan area where, according to police officials, there are an excessive number of service calls. Currently theft and alcohol related issues such as drunk driving and alcohol related assaults are the most significant issues along the beach. The St. Pete Beach Police Department also responds to car theft, hotel and motel room theft, beach theft, and vending machine theft.

Police frequently respond to calls relating to bars and alcohol issues in the area. Aside from drunk driving and assault cases, the police respond to many noise complaints made from nearby residents and visitors. Because some high-rise hotels and condos are located next to one-story bars a tunnel effect is created for the noise produced. Since bars are open until 2 a.m. this has become a major complaint by people in the area.

While the police department operates under a community policing philosophy, no specific initiative is in place. The department works to empower neighborhoods and problem solve.

Although major crime is not pervasive in the SPB-CRA Plan area, there are sections that require frequent police activity. The Downtown SPB-CRA area west of Gulf Boulevard requires significant police attention and needs reinvestment to improve the quality of housing stock in the area and reduce crime.

2.7 Code Violations

Within the SPB-CRA Plan area, there are isolated areas where code enforcement is a serious issue and code violations are pervasive, particularly among its residential rental properties. Violations are primarily located in the Downtown SPB-CRA Plan area. Code violations such as trash violations, minimum housing standard violations, yard violations, and dumpster violations can be regularly seen and lead to blight. Sanitation, plumbing and structural problems, damaged roads, and other life safety issues are prevalent in the area. Bricked up and boarded up windows are pervasive in much of the rental housing in this section of the City. Roaches have also been reported as a problem at some properties. Many rental properties in this section are deteriorated with ongoing maintenance issues.

These issues lead to life safety concerns, and continued code enforcement is necessary to address problems and bring stability to the neighborhood.

2.8 Nonconforming Structures

Many buildings in the CLR-CRD are over forty (40) years old and have become functionally obsolescent. However there is still economic value in the structures, such as rental income from mobile homes. The remaining economic value in substandard structures often impedes redevelopment.

2.9 Redevelopment Barriers

Barriers to redevelopment negatively impact the market potential of the corridor. The following are the five (5) significant barriers that have been identified by the City Staff and accepted by the County as part of the underlying Staff Recommendation upon which the Board of County Commissioners

approved BCC Resolution 06-191 establishing St. Pete Beach City Commission as a Community Redevelopment Agency.

A. Defective or Inadequate Street Layout - Though traffic capacity is not a significant issue in the CRA, traffic safety is. There are insufficient or substandard bicycle and pedestrian facilities that provide safe passage along Gulf Boulevard. Pedestrians crossing Gulf Boulevard from a hotel to a restaurant or retail area find themselves using the center turn lane as a pedestrian refuge as they negotiate the oncoming traffic. Five accidents in the past three years involved pedestrian crossings. Frequent driveway cuts (as many as 15 within a 100-foot span) create hazardous situations with frequent turns into establishments and frequent turns into traffic. Because of inadequate parking/loading areas and small lot sizes for commercial establishments, delivery trucks frequently use the center turn land as an unloading area. Also, there are spots where vehicles actually back out from a parking space across a walkway into traffic to leave some establishments. Over the past three years, approximately 205 reported automobile accidents occurred in the CRA; during that same period, about 18% fewer accidents occurred in the remainder of St. Pete Beach.

B. Faulty Lot Layout - The older building stock does not meet modern site and design standards. Parking for establishments, particularly in the downtown area, typically rely on on-street parking since off-street parking cannot be provided. The commercial areas of the CRA are obsolete because of too small or non-conforming sites, structure placement, and access. The lots, for the most part, are platted to old, residential standards of 50 feet by 110 feet or multiples thereof. The size of a typical new commercial building in St. Pete Beach ranges from 3,500 square feet to 10,000 square feet. Commercial structures cannot be constructed, with off-street parking, on what are essentially residential lots. Structures that build on these small lots impact neighboring residential properties because of their proximity without adequate buffering.

There were two years when more commercial structures were built than at any other time in St. Pete Beach - in 1947 and in 1949. Seventy-one percent of the 133 commercial properties in the CRA were constructed prior to 1971; only 6% were constructed after 1990. Also, no new motels or hotels have been constructed since 1989 and that was a major renovation to the existing Sirata Hotel. Therefore, these older hotels/motels lack space to provide the modern amenities that tourists expect. This lack of space provides little incentive to further invest in the property. Two of the hotels/motels in the CRA are no longer in operation, with more imminent closures.

C. Deteriorated Site or Other Improvements - Code violations among the numerous residential rental properties have created life-safety concerns. Many of the residential properties are deteriorating or unoccupied. The CRA represents approximately 7% of the parcels in the City of St. Pete Beach; however, according to the code enforcement database, approximately 24% of the code violation cases are in the CRA. The violations range from working without a building permit to pest problems to properties with major structural damage. With the older commercial housing stock, the structures are not up to current building standards. The exteriors of the structures may have been decently maintained with fresh paint, but the interiors do not comply with current building codes; there is a lack of handicap facilities; and there is little compliance with FEMA flood-prevention standards. The improvement-to-land ratio for commercial parcels in the CRA is approximately 1:2, meaning that the value of improvements is half the value of the land, thereby indicating that redevelopment and upkeep of the structures have not been occurring.

D. Inadequate and Outdated Building Patterns - The housing stock, most of which are multi-family rental units, is considered to be in marginal condition. As noted above, nearly three-fourths of the commercial structures were built before 1971, and built upon land that was primarily platted for residential, thus, lacking adequate space for on-site parking and loading as well as providing

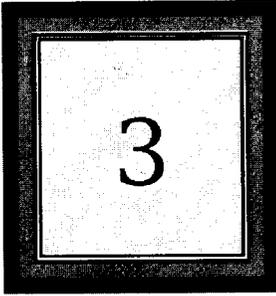
adequate buffering from adjacent properties. Furthermore, present height restrictions and density restrictions have discouraged investment in the resort facilities.

E. Unsanitary or Unsafe Conditions - This CRA experiences significant (tourist) pedestrian traffic, which is typical of a resort area; however, the substandard pedestrian infrastructure has created hazardous conditions. Pedestrians do not have medians or clearly marked pedestrian crossings to provide safer passage while crossing Gulf Boulevard. Also, there is evidence that storm water infiltrates 50-year old, VCP clay sanitary sewer pipe, which needs to be corrected.

F. Land Development Code and State regulations make the redevelopment of resort properties challenging.

1. Height restrictions prevent many properties from reaching their maximum allowable densities. Because of height restrictions, surface parking lots have been built instead of including parking as part of the main structure. Property owners have maximized their building square footage on individual lots with little regard for needed setbacks. Many properties use the entire impervious surface of their lots to build, leaving no room for landscaping, drainage, or open space.

2. Density limits on resort properties also do not allow owners to maximize revenue generated from their land. Before density restrictions were in place, some properties in the study area were developed with densities in excess of allowable limits. Because of a lack of grandfathered densities in the Land Development Code many hotel properties would lose units if redevelopment were to take place. This dissuades property owners from significantly reinvesting in their businesses. While transient properties may be granted greater density than multi-family residential properties, height restrictions prevent these resorts from reaching maximum allowable density. Redevelopment into larger condominium units then becomes the most practical redevelopment option.



3.0 St. Pete Beach Community Redevelopment Area Plan

3.1 COMMUNITY REDEVELOPMENT CHARACTER DISTRICTS IN GENERAL

There are eleven distinct character districts that guide development and redevelopment within the Special Area designation – Community Redevelopment District (CRD). (See Map 2 and Map 3). The SPB-CRA Overlay contains six (6) of the eleven (11) character districts within the CRD. Within the Gulf Boulevard Redevelopment District, the SPB-CRA overlays only one (1) of those four (4) character districts– the Large Resort District (see Map 2.1). Within the Downtown Redevelopment District, the SPB-CRA overlays five (5) of those seven (7) character districts as shown on Map 3.1.

These districts are needed to acknowledge the differences between the commercial/resort corridors/activity centers and the neighborhoods that support those commercial resort/areas. The districts allow compatible diversity in permitted uses, densities, intensities, and design guidelines for the purpose of creating a functional: (1) live, work, shop and play environment within the Downtown SPB-CRA area; and (2) resort/commercial activity center within the Gulf Boulevard Redevelopment District with the focus of the SPB-CRA in this area on the Large Resort district and the Gulf Boulevard corridor south to the Pinellas Bayway.

Public safety would be improved by redevelopment as a result of compliance for new construction with current FEMA flood regulations and Building Code requirements that would offer greater protection from fire, flood, hurricane and tropical cyclone hazards.

Conservation and environmental efforts would also improve over time by redevelopment as a result of reduced pavement, improved pre-treatment of storm water run-off, replacing of aging water and sewer pipes on-site, installation of modern water flow devices that conserve potable water, and use of “Green” construction techniques and technologies.

The eleven (11) character districts overlay the Future Land Use designation of Community Redevelopment District. The City of St. Pete Beach utilizes a one map approach which means the Future Land Use Map designation also serves as a zoning designation.

3.2 COMMUNITY REDEVELOPMENT DISTRICT GOALS, OBJECTIVES, AND POLICIES

All development, redevelopment, and public improvements in the SPB-CRA will be guided by the following general goals, objectives, and policies governing the entire Community Redevelopment District in addition to the applicable redevelopment and character district goals, objectives and policies.

Goals, Objectives and Policies for the Community Redevelopment District

GOAL 1

To support achieving a quality sustainable community through livable community design standards as well as Green building, site design and operation strategies.

Objective 1.1.

Promote a sustainable community by requiring the use of Green standards and practices for all development and redevelopment within the Community Redevelopment District by establishing minimum Green building and site design standards; and establishing incentive programs such as expedited site plan review and building permitting, and credits against impact fees in exchange for utilizing Green design standards and practices that benefit the quality and sustainability of the environment and:

- conserve water and other natural resources.
- reduce energy consumption.
- improve air quality by reducing Greenhouse gas emissions.
- reduce impacts on infrastructure by participating in ride sharing and shuttle service programs.
- reduce urban heat by reducing paved surfaces, reduce the need for parking by participating in shared parking plans, employer ride-share and shuttle service programs
- reduce urban heat and encourage pedestrian mobility by planting additional shade trees.
- reduce waste through efficient design and recycling programs.
- promote a walkable environment by providing on-site pedestrian pathways that link to adjacent properties and off-site sidewalks to reduce traffic impacts and Greenhouse gas emissions.
- provide trolley stops or improve existing trolley stops as a comfortable, safe, convenient and attractive experience that encourages mass transit use.

Policy 1.1.1

Require minimum Green standards and encourage the use of Green redevelopment practices that exceed minimum standards for public and private development.

Policy 1.1.2

The City shall establish an incentive program for the implementation of Green standards, practices and technologies for new construction, major renovation and redevelopment within the Community Redevelopment District that exceed minimum requirements.

Policy 1.1.3

The City shall adopt and implement Green standards and an incentive program Citywide.

Policy 1.1.4

The City shall adopt and implement an incentive program that may include expedited site plan review, expedited building permit review and processing, and credits against impact fees or building permit fees that rationally relate to the environmental benefits being achieved such as lower water and energy consumption, reduced Greenhouse gas emissions, and reduced traffic impacts through the implementation of mitigation measures described in Policies 1.1.5, 1.1.6 and 1.1.7 below.

Policy 1.1.5

Encourage site design that promotes safe, comfortable pedestrian pathways internally within the site and provides externally pedestrian pathway linkages to activity centers, shopping, dining and entertainment.

Policy 1.1.6

Encourage employer-sponsored ride-share programs, mass transit subsidies for employees, shuttle services for employees, patrons and guests for work travel, and airport and off-site recreational, parks, entertainment and other tourist destinations.

Policy 1.1.7

Encourage temporary lodging facilities to have bicycles available for guest use.

Policy 1.1.8

Encourage construction waste management and recycling.

Policy 1.1.9

Encourage the use of fountains and water features that promote water conservation.

Policy 1.1.10

Encourage the use of low flow fixtures and high energy efficient rating construction materials, equipment and appliances.

Policy 1.1.11

Encourage the use of Waterwise Florida landscapes and drought tolerant plant material.

Policy 1.1.12

Encourage the use of reclaimed water and rain sensor irrigation systems.

Policy 1.1.13

Encourage the use of energy efficient and solar lighting.

Policy 1.1.14

Encourage the use of advanced storm water controls and waterfront considerations to minimize and eliminate pollutant run-off.

GOAL 2

To meet the needs of residents and further the ideal of quality communities as a function of living, working, and recreation opportunities, the design and functionality of the Community Redevelopment District will have a renewed focus on livable community strategies that focus more on people and less on the auto with community improvements and site design that values connectivity, safe and attractive gathering places, functional and attractive design, and alternative safe mobility options.

Objective 2.1.

Create livable, healthy streets that are designed and oriented towards safe pedestrian and bicycle movement.

Policy 2.1.1

Where appropriate, development and redevelopment should include the following pedestrian-friendly design features:

- a. Continuous sidewalks with a minimum width of ten feet, buffered from traffic by on-street parking and/or landscaping, and that include pedestrian amenities such as benches, trash receptacles, trolley shelters, and pedestrian-scale street lighting.
- b. Street trees to provide pedestrian-scale as well as shade and comfort to the pedestrian.
- c. Buildings should be served by primary walkways that directly link the main building entrance to the street, parking structure and parking areas.
- d. Pedestrian walkways should be visually distinct from parking lot and driveway surfaces and may include textured or colored materials.
- e. Permanent structures such as utility poles and traffic control poles within the sidewalk that restrict pedestrian movement should be discouraged.
- f. Direct routes between destinations, especially between adjacent parcels, to create walking and bicycling connections between neighborhoods and neighborhood (activity) centers.
- g. Additional sidewalk width and distinctive interesting sidewalk patterns for outdoor café seating.
- h. Internal vehicular access between adjacent properties that allows vehicular movement between properties without returning to the street to reduce curb cuts and improve traffic flow on roadways.
- i. Shared access driveways to reduce curb cuts and pedestrian-vehicular conflict.

Policy 2.1.2

The following livable roadway strategies and features shall be pursued wherever appropriate within the Community Redevelopment District and all features shall meet or exceed ADA requirements:

- a. Sidewalks on both sides of the street.
- b. Bike lanes.
- c. Pedestrian roadway crossing treatments such as bulb-outs, crossing islands, pedestrian refuge islands in the median, in-pavement pedestrian lights, textured or other distinctive crosswalk paving patterns, countdown signals, mid-block signals, "hot response" signals, pedestrian bridges over Gulf Boulevard at critical activity areas, signals that are consistent with the international symbols, and crosswalk signals that assist the visually and hearing impaired and wheelchair bound citizens, with particular emphasis on Gulf Boulevard, Corey Avenue, 75th Avenue, Blind Pass Road, and Sunset Way.
- d. Use of mid-block crossings, for blocks more than 800 linear feet in length.
- e. Signage that is clear, easily readable, user-friendly, is consistent with international signage rules and symbols, does not create visual clutter and is part of an overall comprehensive branding signage program for St. Pete Beach.

Policy 2.1.3

Where feasible, provide trolley transit stops in conjunction with pedestrian crosswalks, bike lanes and pedestrian pathways in conjunction with amenities such as pedestrian-scale decorative lighting, landscaping, secured bicycle storage, benches, trash receptacles, public art and other elements that provide comfort and weather protection for the waiting trolley passenger.

Policy 2.1.4

The provision of landscaping near the trolley stop in the form of shade or ornamental/palm trees is encouraged to maximize passenger comfort.

Policy 2.1.5

The City shall establish an off-site public improvements review and approval process for eligibility for community improvement impact fee credits.

Objective 2.2.

Parking lots and driveways should be designed to support pedestrian safety, connections and comfort by reducing the number of curb cuts and providing interconnectivity between and through sites.

Policy 2.2.1

Allow a parking requirement reduction for properties that share both cross access and a common entrance drive that utilize shared-parking agreements and cross-access agreements.

Policy 2.2.2

New commercial, office, and retail buildings and centers should be planned to reduce the number of curb cuts and driveways. Where possible, projects should share driveways and parking access with adjacent sites to provide an interconnected system of auto and service access points.

Policy 2.2.3

The location and width of driveways should be reviewed through local site plan review processes to identify opportunities for shared driveways with neighboring properties and to reduce access points on the surrounding road network to the extent possible.

Policy 2.2.4

Parking lots and driveways should provide pedestrian connections to entrances. Dedicated walkways through parking lots should be included in the design.

Policy 2.2.5

Parking lots should include trees to provide shade and reduce temperature for pedestrians.

Policy 2.2.6

In furtherance of pedestrian safety, Pinellas County will coordinate with the Pinellas County Metropolitan Planning Organization and the FDOT to encourage the construction of traffic control/pedestrian crossings on Gulf Boulevard near beach access points.

Objective 2.3.

The City will encourage and promote public art and design, and seek ways to increase opportunities for public art and design throughout the Community Redevelopment District as part of a Public Art and Design Master Plan that identifies opportunities, locations and priorities for public art and establishes an implementation/funding strategy and schedule.

Policy 2.3.1

The City will integrate art into City project designs, as appropriate.

Policy 2.3.2

The City will investigate revising building and land development regulations to create incentives to encourage private development to integrate public art into project designs, where appropriate.

GOAL 3

To rebuild the core commercial and resort areas of the City utilizing Green practices, strategies and technologies.

Objective 3.1

Implement building and site design construction and operation practices that support long-term environmental sustainability by: protecting and conserving water resources; constructing energy efficient buildings; using Florida waterwise and native landscape plant materials and design; recycling construction materials and debris; reducing urban heat through innovative building and site design; reducing pollutant run-off; protecting further degradation of the beach dune system and coastal wildlife species habitat and restoring or enhancing existing conditions through dune restoration measures, lighting and refuse controls and other measures.

Policy 3.1.1

All development within the Community Redevelopment District shall comply with a minimum of two environmental standards that will be established in Division 39.

Policy 3.1.2

All development within the Community Redevelopment District shall be encouraged to exceed minimum Green standards and redevelop, renovate or develop new projects that implement the "Green" objectives and policies contained in GOAL 1 of the Future Land Use Element relating to energy efficient and environmental sustainable practices.

Policy 3.1.3

All development within the Community Redevelopment District shall be encouraged to implement as many livable community design and operation strategies to promote safe and comfortable pedestrian, bicycle and mass transit mobility that will reduce the consumption of nonrenewable resources, reduce the need for parking and thus reduce urban heat and polluted run-off, and reduce greenhouse gas emissions,

3.3 DOWNTOWN REDEVELOPMENT CRA CHARACTER DISTRICT STANDARDS & POLICIES

A. Downtown Redevelopment District Goals, Objectives & Policies

GOAL 1

The downtown commercial core of the District shall be a community gathering place that attracts people to the area with living, working, shopping, entertainment and recreational opportunities. The City shall encourage revitalization through redevelopment that is designed to attract residents and visitors to Downtown core community destination. The downtown residential neighborhoods surrounding and within walking distance of the

Downtown core area, are encouraged to redevelop in a manner that enhances pedestrian and non-vehicular mobility.

- Objective 1.1: All development and redevelopment within the Downtown Redevelopment District shall further the goals, objectives and policies of the Community Redevelopment District where applicable, and development and redevelopment shall be consistent with the policies for the character district within which the development occurs and shall comply with the design guidelines and the applicable land development regulations for each respective character district.
- Objective 1.2: Residential uses in the Downtown are encouraged only as part of a mixed use commercial project with a variety of densities, housing types and affordability, consistent with the character districts. Exclusively residential use projects shall be prohibited in the Town Center Core Districts located along Corey Avenue Corey Circle East, and Coquina West as well as the small commercial corridors located near Corey Avenue on Blind Pass Road and Gulf Boulevard.
- Objective 1.3: A variety of incentives shall be available to encourage commercial revitalization through various redevelopment prototypes in the Town Center Core Districts located along Corey Avenue, on Corey Circle East and Coquina West as well as the small commercial corridors located near Corey Avenue on Blind Pass Road and Gulf Boulevard that also promote a pedestrian-friendly, safe, comfortable, aesthetically pleasing village-like environment
- Objective 1.4: The City shall use all existing incentives to encourage an affordable mix of housing types and varieties that are located within walking distance of the downtown Corey Avenue core area integrated with retail, commercial, office and entertainment uses at street level to create a live, shop, work and play environment in the Corey downtown area that will revitalize the traditional main street as a vibrant center of activity for residents and visitors.
- Objective 1.5: Parks shall be maintained and expanded and recreational activities that serve residents and visitors shall be encouraged.
- Objective 1.6: Public waterfront access shall be pursued and expanded.
- Objective 1.7: Downtown shall be a safe environment for both residents and visitors, and real and perceived public safety issues will be addressed.
- Objective 1.8: The City shall recognize the unique features of Downtown neighborhoods and shall continue to expand neighborhood retail, business, and recreation services.
- Objective 1.9: The Downtown Core areas located at either end of Corey Avenue on the waterfront shall consider temporary lodging uses in conjunction with a comprehensive mixed use redevelopment project that will act as a catalyst project to stimulate reinvestment and redevelopment of the historic core neighborhood main street shopping and entertainment district.
- Objective 1.10: Public or private small-scale marina facilities with transient boat slips to encourage alternative non-vehicular modes of transportation and attract visitors to the core

main street shopping, restaurant and entertainment district shall be encouraged and pursued, where appropriate.

GOAL 2

Create a livable community environment where safe and comfortable pedestrian, bicycle and other non-vehicular mobility is emphasized over vehicular transportation in a manner that ensures that pedestrians, bicyclists and vehicles circulate together throughout the Downtown safely, comfortably and efficiently.

- Objective 2.1 The Downtown street grid should be maintained to provide multiple access points in and through Downtown to assist in dispersing traffic on various routes that will contribute to improved traffic flow and safety.
- Objective 2.2: Blind Pass Road and Gulf Boulevard within the Downtown Redevelopment District shall be reclaimed as local streets to operate within the Downtown not only for vehicular circulation, but more importantly, for safe and comfortable pedestrian and bicycle circulation.
- Objective 2.3: A Master Streetscape Plan shall be implemented to enhance the comfort and safety of the pedestrian environment in the Downtown area, provide for bicycle or other non-vehicular parking and safe circulation, improve traffic circulation and provide traffic calming, improve lighting, landscaping, and streetscape, and consider placement of public art wherever possible.
- Objective 2.4: A variety of parking solutions for motorized and non-motorized transportation systems shall be pursued to support development and redevelopment while maintaining ease of access and parking throughout the Downtown Redevelopment District.
- Objective 2.5: Development and redevelopment will be encouraged to provide public improvements that create and contribute to pedestrian and bicycle linkages throughout the Downtown Redevelopment District.
- Objective 2.6: A joint use public/private parking garage, including public restroom facilities, as centrally located as practical and feasible, shall be pursued in the Downtown Redevelopment District.

GOAL 3

Create a downtown core community that has a "sense of place" that is a vibrant and memorable place for residents and visitors that will provide neighborhood services, and opportunities for living, working, recreation and entertainment that showcases the City's waterfront, main street environment and history.

- Objective 3.1: The Community Center site shall continue to be redeveloped and expanded as a waterfront park accessible to all residents and visitors containing active and passive open space that will be a venue for local and regional outdoor activities and entertainment; a pedestrian waterfront boardwalk access to Corey Avenue, public boat slips and a kayak launch ramp will be encouraged and pursued; and a public marina for daily transient slips only should be considered.

- Objective 3.2: Sunset and Sunrise parks for public use and enjoyment shall be pursued as an integral element of development and redevelopment at either end of Corey Avenue as focal points for these areas; and further, vacation of rights-of-ways shall be evaluated and pursued if development or redevelopment will provide public waterfront parks.
- Objective 3.3: Development and redevelopment are encouraged to create a vibrant Downtown environment containing a variety of building forms and styles that respect the Downtown village-like character and heritage along the Corey Avenue main street and provide building designs that relate to the human scale at the street level.
- Objective 3.4: All new building construction shall comply with current Building and Safety Codes, FEMA and National Flood Insurance Program regulations to maximize protection of the City's built infrastructure from all manner of hazards, natural disasters and flooding. The City shall ensure compliance not only through the building permit process but through Code Enforcement and inspections as necessary to maintain the highest FEMA rating achievable for a coastal barrier island.

Policies

- Policy 1: All projects shall be consistent with building and site design guidelines and standards that establish the quality design features expected for renovation, redevelopment and new construction in the Downtown Redevelopment District.*
- Policy 2: The character of each district within Downtown shall be reinforced through the site plan review and approval process. Projects shall be consistent with and contribute positively to the vision of the character district in which it is located.*
- Policy 3: The design of all projects in the Downtown Redevelopment District shall make meaningful contributions to the pedestrian environment through site and building design.*
- Policy 4: New development and redevelopment shall be compatible with the human scale of the area and contribute to a pedestrian-friendly and safe environment.*
- Policy 5: On-site overhead utilities shall be placed underground as part of all development projects.*
- Policy 6: All development projects shall contribute their pro rata share to the Community Improvements Fund, as may be required at the time of building permit or before.*
- Policy 7: Property owners/developers are encouraged to meet with residents, area neighborhood associations/business groups prior to submitting major development and redevelopment projects for City review.*
- Policy 8: Shared parking for commercial, office and mixed use developments should be accomplished wherever possible.*
- Policy 9: All new development and redevelopment shall mitigate potential flood, hurricane and tropical cyclone hazards.*
- Policy 10: Internal connectivity and shared driveway access points between adjoining properties of*

compatible uses should be pursued wherever practical and feasible to further reduce curb cuts to improve traffic flow on adjacent roadways as well as reduce vehicular conflict with pedestrians and bicyclists.

Policy 11: A Transportation Management Plan (TMP) shall be required on all development that increases density or intensity of development on the site. All physical and operational improvements and strategies, including mitigation, as may be required by the TMP approved by the City, shall be a condition of site plan approval.

Policy 12: A pedestrian bridge over Gulf Boulevard connecting the east and west areas of Corey Avenue shopping and entertainment district shall be pursued.

Policy 13: The assembly of smaller parcels into larger buildable sites will be encouraged.

Policy 14: All new development or redevelopment shall be required to obtain administrative site plan approval prior to construction.

B. Town Center Core District

Redevelopment Vision. Redevelopment of the Town Center Core District should emphasize the established commercial character of the area by offering a good mix of retail, office, restaurant and entertainment uses, as well as introducing residential use above street-level businesses. Buildings should be oriented to pedestrian traffic. Assembly of smaller properties and the building of unified integrated developments should be encouraged.

Mixed use development opportunities will be encouraged to bring some residential uses to the downtown area to mimic historic main streets throughout Florida and the United States. The City will work with the Corey Merchants association to pursue assistance and the possibility of a Florida Main Street designation. Residential use will be limited to as a secondary component only above the first level to the City's historic neighborhood services. The goal is to create a vibrant activity center to live, shop, work and play. New or renovated buildings would have considerably better architectural design that would make the downtown environment more pedestrian-friendly and inviting to residents and visitors.

The recently redeveloped and renovated Community Center is intended to be a community gathering place, taking advantage of the waterfront with cultural and recreational activities suitable for all ages.

Function. Corey Avenue should be a primary point of resident and visitor activity by being a place for a variety of shopping, dining and entertainment opportunities. The shops and other activities should extend their open hours into the evening to serve residents and create a true visitor destination. The residential uses should be secondary to the commercial uses and be oriented to downtown village living in a pedestrian-oriented environment. Sidewalks will be improved to enhance the pedestrian experience.

Development Patterns. The Town Center Core District should have modest residential density slightly more intense commercial and office uses than currently exists in the area. Buildings throughout the District will be brought to the front property line. Entry doors and public access will be from the public sidewalk. Landscaping will be in the public right-of-way, and parking will be in the rear or side of the property, or in a public/private parking structure. Parking should be placed at the

rear or sides of properties and a centrally located shared parking facility should be pursued and would significantly assist redevelopment in the area.

For commercial properties fronting Blind Pass Road just north of 75th Avenue, heavy buffering between the expanded nonresidential uses and the neighboring residential uses will be required. The buffer will require adequate landscaping as well as physical separations, such as masonry walls, between conflicting uses. The intent is to mitigate any potential adverse relationships between residential and nonresidential properties.

Redevelopment incentives. If property is redeveloped as a mixed use project, residential use will be allowed not to exceed 15 dwelling units per acre, one additional story of height for one level of residential use will be permitted not to exceed three (3) stories or 40 feet, and a bonus floor area ratio of 0.45 FAR will be permitted. These incentives are intended to encourage mixed use redevelopment and stimulate revitalization of the traditional downtown core business and shipping district.

Town Center Core District Policies

- Policy 1: Architectural design features that provide visual interest, are aesthetically pleasing and relate to the human scale at ground level are equally important for both the street and water-side of buildings. Blank wall facades shall be prohibited. Street-level retail facades shall have a storefront character. Architectural elements that provide protection to the pedestrian from weather elements shall be encouraged.*
- Policy 2: Vehicular curb cuts and driveways shall be discouraged and minimized on Corey and 75th Avenues to ensure a pedestrian-friendly, comfortable and safe environment as well as minimize pedestrian-vehicular conflict.*
- Policy 3: Non-residential uses only shall be allowed on the ground floor of any building fronting Corey Avenue or 75th Avenue and shall be the primary use component of every new development or redevelopment in the Downtown area.*
- Policy 4: Residential uses shall be permitted only as a secondary use to an overall mixed use retail redevelopment project and shall be allowed only above the first floor.*
- Policy 5: On-site parking shall be located to the side or rear of properties. A portion of required parking may be on-street parking, off-site shared-use parking or located within an off-site public parking facility.*
- Policy 6: Temporary lodging facilities shall comply with all County and local hurricane closure and evacuation procedures that will ensure orderly evacuation of guests and visitors prior to evacuation orders being issued for residents in Zone A.*
- Policy 7: All temporary lodging uses shall comply with adopted City rules and regulations that ensure that projects approved as temporary lodging facilities are built, function, operate and are occupied exclusively as temporary lodging uses.*
- Policy 8: A centrally located public, private or joint public/private shared parking facility, including public restroom facilities, for the Town Center Core District shall be pursued to improve the accessibility, convenience and comfort of residents and visitors to the Downtown area.*

C. Town Center Corey Circle District

Redevelopment Vision. Redevelopment in the Town Center Corey Circle District is envisioned as a mixed-use catalytic project that will have street level retail uses and public waterfront access. It may emphasize a downtown temporary lodging or residential use or both combined with downtown retail uses. This mixed use area is envisioned to surround a new Sunrise Park that would be developed as a focal point at the far eastern end of the Corey Circle area. This Sunrise Park is envisioned to be located in the middle of the area near the water that will offer a small seating area and a potential connection with the new boardwalk to extend from the old bridgehead under Corey Causeway to the larger public park and Community Center area on Boca Ciega Drive. Public waterfront access would be vastly improved if a "Sunrise" park can be integrated into an overall scheme of redevelopment in this area that may include partial vacation of the excess paved right-of-way leftover from the days when Corey Avenue was the main entrance to the City before the Corey Causeway was relocated in exchange for a waterfront public park.

A small marina facility may be considered as a secondary use to a mixed-use project that will offer some boat slips available for daily use by the public to attract visitors by boat to the Downtown core area.

Function. Assembly of smaller parcels into a larger development site would permit comprehensive unified redevelopment at the Corey Causeway entrance of the City that would anchor the east terminus of the historic Corey downtown area, providing water views for the residents. Shopping, small retail and small-scale restaurants, coffee shops, deli-type establishments will be required accessory street level uses to any residential uses that may be developed. The Sunrise Park would provide the public and the residents with a gathering place along the waterfront. A small marina will attract and provide access by water to the Downtown activity area. If a temporary lodging use is pursued, visitors would assist to stimulate the reinvestment and revitalization of the Downtown core planning area.

In addition, these new structures will be required to have considerably better architecture and will meet current building safety, FEMA and energy efficiency standards.

Development Patterns. The development pattern in this small area will emphasize pedestrian, bicycle, trolley and boating movement. Pedestrian connections linking the area with the larger public park facilities on the north side of 75th Avenue will be developed. Moderately taller structures will result in reduced building footprints, increased open space between buildings as a result of larger setback requirements and increased green space requirements.

Overall site design will be vastly improved from an aesthetic, function and drainage standpoint. Overall pavement would also be reduced as a result of increased green space requirements and use of modern structured parking facilities that are integrated into the building design.

Redevelopment Incentives. If comprehensive redevelopment occurs through parcel assembly or on larger existing parcels subject to a minimum two acre minimum parcel, residential use (above the first level only) not to exceed 24 dwelling units per acre and increased building height not to exceed seven stories or 86 feet, will be permitted for mixed use projects only. In addition, temporary lodging use up to 50 units per acre will be permitted upon approval of a conditional use. These incentives are intended to encourage the difficult task of parcel assemblage and that will result in stimulating commercial reinvestment through more unified, integrated and well-designed projects.

Town Center Corey Circle District Policies

Policy 1: Architectural design features that provide visual interest, are aesthetically pleasing and relate to the human scale at ground level are equally important for both the street and water side of buildings. Blank wall facades shall be prohibited. Street-level retail facades shall have a storefront character. Architectural elements that provide protection to pedestrians from weather elements shall be encouraged.

Policy 2: Parking shall be integrated into the principal building and hidden from public view to the maximum extent feasible and practical.

Policy 3: Retail/Restaurant uses shall be located on the first floor or accessible from street level and near the pedestrian walkways to provide easy public access.

Policy 4: Publicly or privately-owned small-scale marina facilities with transient boat slips will be encouraged in locations and quantities that attract visitors by boat to the Downtown core.

Policy 5: Professional landscaping and design standards consistent with the standards contained in Divisions 22 and 39 of the LDC shall be the minimum required on the entire building site where any new development will occur, with particular emphasis on screening and buffering from adjacent residential uses that may include landscaping and privacy walls.

Policy 6: Temporary lodging uses shall comply with all County and local hurricane closure and evacuation procedures that will ensure orderly evacuation of guests and visitors prior to evacuation orders being issued for residents in Zone A.

Policy 7: All temporary lodging uses shall comply with adopted City rules and regulations that ensure that projects approved as temporary lodging facilities are built, function, operate and are occupied exclusively as temporary lodging uses.

D. Town Center Coquina West District

Redevelopment Vision. Redevelopment of the Town Center Coquina West District is envisioned as a mixed-use catalytic project that will have street level retail uses and public waterfront access. It may emphasize a downtown temporary lodging or residential use or both combined with downtown retail uses. This mixed use area is envisioned to surround a new Sunset Park that ideally would be expanded as a focal point at the far western end of the Corey Avenue area. A small marina facility may be considered as a secondary use to a mixed-use project that will offer some boat slips available for daily use by the public to attract visitors by boat to the Downtown core area, provided safety and environmental concerns are adequately addressed recognizing that the Blind Pass Channel in this area is relatively narrow.

Function. This area is small in size but has the potential to serve as an anchor on the western end of the Downtown core area if redeveloped as a mixed use catalytic project that would provide balance to the eastern end of Corey Avenue that would create a synergy extending back and forth through the entire main street core. The expectation is for the existing commercial/restaurant/entertainment uses to remain and perhaps a few accessory retail uses to complement them to provide limited neighborhood services within close proximity to the residents of the Downtown core area, particularly those who live in the Upham Beach area.

Residential uses for those who enjoy a more urban environment will be an allowable use in the area provided a minimum parcel size is assembled and such uses are not located at street level. The overall pedestrian function along Corey Avenue would vastly improve if redevelopment on the west terminus anchored the overall main street redevelopment effort which would revitalize downtown area businesses.

In addition, these new structures will be required to have considerably better architecture and will meet current building safety, FEMA and energy efficiency standards.

Development Patterns. The development pattern in this area will likely involve the assembly of several properties to create a feasible redevelopment area. Given the relatively small blocks, averaging less than two acres in size, individual redevelopment projects could easily take up a full block, particularly if a parking garage is incorporated into the development.

Moderately taller structures will result in reduced building footprints, increased open space between buildings as a result of larger setback requirements and increased green space requirements.

Overall site design will be vastly improved from an aesthetic, function and drainage standpoint. Public waterfront access would be vastly improved. The expansion of Sunset Park will be pursued as a public focal point. Overall pavement would also be reduced as a result of increased green space requirements and use of modern structured parking facilities that are integrated into the building design.

Redevelopment Incentives. If comprehensive redevelopment occurs through parcel assembly or on larger existing parcels at least two acres in size, residential use (above the first level only) not to exceed 24 dwelling units per acre and increased building height not to exceed seven stories or 86 feet, will be permitted for mixed use projects only. In addition, temporary lodging use up to 50 units per acre will be permitted upon approval of a conditional use. These incentives are intended to encourage the difficult task of parcel assemblage and that will result in stimulating commercial reinvestment through more unified, integrated and well-designed projects.

Town Center Coquina West District Policies

- Policy 1: Architectural design features that provide visual interest, are aesthetically pleasing and relate to the human scale at ground level are equally important for both the street and water-side of buildings. Blank wall facades shall be prohibited. Street-level retail facades shall have a storefront character. Architectural elements that provide protection to the pedestrian from weather elements shall be encouraged.*
- Policy 2: Structured parking that can be integrated into the principal building and hidden from public view will be encouraged and pursued.*
- Policy 3: Retail/Restaurant uses shall be located on the first floor or accessible from street level and near the pedestrian walkways to provide easy public access.*
- Policy 4: Publicly or privately-owned small-scale marina facilities with transient boat slips will be encouraged in locations and quantities that attract visitors to the Downtown core and minimize adverse environmental impacts.*
- Policy 5: Professional landscaping and design standards consistent with the standards contained in Divisions 22 and 39 of the LDC shall be the minimum required on the entire building*

site where any new development will occur, with particular emphasis on screening and buffering from adjacent residential uses that may include landscaping and privacy walls.

Policy 6: Temporary lodging uses shall comply with all County and local hurricane closure and evacuation procedures that will ensure orderly evacuation of guests and visitors prior to evacuation orders being issued for residents in Zone A.

Policy 7 All temporary lodging uses shall comply with adopted City rules and regulations that ensure that projects approved as temporary lodging facilities are built, function, operate and are occupied exclusively as temporary lodging uses.

E. Commercial Corridor Blind Pass Road District

Redevelopment Vision. The intention of this district by widening the redevelopment corridor is not to increase the number of commercial developments in the area, but rather to allow the commercial frontage properties to acquire additional lots to create a deeper redevelopment site, allowing the provision of adequate parking and landscaping for the project. Additional site depth will also allow for adequate buffering of new commercial uses adjacent to established residences. Parcel assembly is essential in this Commercial Corridor to reduce curb cuts and improve traffic flow and reduce vehicular conflict with pedestrians and bicyclists. Improving traffic conditions and increasing buffers between incompatible adjacent uses through parcel assembly which is often very difficult, is the impetus behind allowing a limited residential secondary use under restricted circumstances as a planning and economic incentive tool to achieve these objectives.

Function. No commercial redevelopment of the properties without frontage on Blind Pass Road will be permitted. The expansion area is solely to allow for better redevelopment of the frontage properties to reduce curb cuts, increase parcel depth to provide properly functioning parking, landscaping and increased buffers from adjacent residential uses. The redevelopment of this District will emphasize non-residential development with the possibility of limited residential uses.

New structures will be required to have considerably better architecture and will meet current building safety, FEMA and energy efficiency standards.

Development Patterns. Heavy buffering between the expanded nonresidential uses and the neighboring residential uses will be required. The buffer will require adequate landscaping as well as physical separations, such as masonry walls, between conflicting uses. The intent is to mitigate any potential adverse relationships between residential and nonresidential properties. Frontage properties on Blind Pass Road may be expanded east and west to the boundaries shown. There shall be no individual redevelopment of rearward properties. This District requires a buffer of sufficient width to protect adjacent residential uses, the size and type to be established by land development regulations.

Overall site design will be vastly improved from an aesthetic, function and drainage standpoint. Increased open space and increased buffers from existing residential neighborhoods located to the east and west of Blind Pass Road will occur. Overall pavement would also be reduced as a result of increased green space requirements.

Redevelopment incentives. If comprehensive redevelopment occurs through parcel assembly or on larger existing parcels subject to a minimum ½ acre parcel, one level of residential use (above the first level only) and one additional story of height will be permitted for mixed use projects only. These incentives are intended to encourage the difficult task of parcel assemblage and that will

result in stimulating commercial reinvestment through more unified, integrated and well-designed projects.

Commercial Corridor Blind Pass Road District Policies

- Policy 1: Architectural design features that provide visual interest, are aesthetically pleasing and relate to the human scale at street level is important for any façade facing street frontage. Blank walls shall be prohibited on any street facing or residential facing facade. Any street-level retail facades shall have a storefront character. Both street-level retail and office facades should be designed to integrate architectural elements that provide protection to the pedestrian from weather elements wherever possible.*
- Policy 2: Commercial redevelopment of property that does not have direct access to Blind Pass Road shall be prohibited.*
- Policy 3: Frontage properties along Blind Pass Road shall be permitted to assemble properties and expand to the limits of the District boundaries only. Encroachment into the residential neighborhoods beyond the District boundaries is expressly prohibited.*
- Policy 4: A physical buffer that may include landscaping and privacy walls adjacent to existing residential properties shall be required for all new non-residential development and redevelopment or renovation, whether or not the development site is expanded by assembling parcels of land.*
- Policy 5: Vehicular access from side streets shall be encouraged for residential development provided such access is not incompatible with the residential neighborhood abutting the redevelopment.*
- Policy 6: Professional landscaping and design standards consistent with the standards contained in Divisions 22 and 39 of the LDC shall be the minimum required on the entire building site where any new development will occur, with particular emphasis on screening and buffering from adjacent residential uses.*

F. Commercial Corridor Gulf Boulevard District

Redevelopment Vision. The expectation for this Commercial Corridor is that it will remain primarily commercial. Properties would support up to two-story commercial redevelopment. Between 67th and 64th Avenue, eight properties included in the District have frontage on Gulf Winds Drive, but these lots will only be permitted to redevelop as part of commercial frontage property along Gulf Boulevard. Depending upon the ability to assemble small parcels of land into a larger buildable site, there would be a limited potential for some secondary residential uses as part of a mixed-use project only which must be located above the first level. Parcel assembly is essential in this Commercial Corridor to reduce curb cuts and improve traffic flow on Gulf Boulevard. This would also reduce vehicular conflict with pedestrians and bicyclists. Improving traffic conditions and increasing buffers between incompatible adjacent uses through parcel assembly which is often very difficult, is the impetus behind allowing a limited residential secondary use under restricted circumstances as a planning and economic incentive tool to achieve these objectives. The area will serve as an expansion of the Town Center Core.

Function. The purpose of the redevelopment is to enhance and improve the appearance of the Gulf Boulevard frontage in this area. New buildings will be brought towards the sidewalk, and parking will be placed to the rear. Shared parking will be encouraged. The expansion area is solely to allow for

better redevelopment of the frontage properties to reduce curb cuts, increase parcel depth to provide properly functioning parking, landscaping and increased buffers from adjacent residential uses. The redevelopment of this District will emphasize non-residential development with the possibility of limited residential uses. New structures will be required to have considerably better architecture and will meet current building safety, FEMA and energy efficiency standards.

Development Patterns. While pedestrian mobility will be encouraged, some automobile oriented uses will also be included. Shops will continue to be small, service-related uses. Essentially, the plan is to encourage a modern, better looking version of the existing development, with some expansion to second and third floors with commercial or limited secondary residential use as a planning and economic tool to encourage parcel assembly.

Overall pavement would also be reduced as a result of increased green space requirements. Overall site design will be vastly improved from an aesthetic, function and drainage standpoint. Increased open space and increased buffers from existing residential neighborhoods located to the east and west of Gulf Boulevard will occur.

Redevelopment Incentives. If comprehensive redevelopment occurs through parcel assembly or on larger existing parcels subject to a minimum ½ acre parcel, one level of residential use (above the first level only) and one additional story of height will be permitted for mixed use projects only. These incentives are intended to encourage the difficult task of parcel assemblage and that will result in stimulating commercial reinvestment through more unified, integrated and well-designed projects.

Commercial Corridor Gulf Boulevard District Policies

- Policy 1: Architectural design features that provide visual interest, are aesthetically pleasing and relate to the human scale at street level for any façade facing street frontage. Blank walls shall be prohibited on any street facing or residential facing facade. Any street-level retail facades shall have a storefront character. Both street-level retail and office facades should be designed to integrate architectural elements that provide protection to the pedestrian from weather elements wherever possible.*
- Policy 2: Commercial redevelopment of property that does not have direct access to Gulf Boulevard shall be prohibited.*
- Policy 3: Frontage properties along Gulf Boulevard shall be permitted to assemble properties and expand to the limits of the District boundaries only. Encroachment into the residential neighborhoods beyond the District boundaries is expressly prohibited.*
- Policy 4: Utility Easements and sidewalks shall be required on all development projects if existing conditions permit the construction of a sidewalk and location of a utility easement that can be integrated into the redevelopment site plan without undue hardship to the property owner.*
- Policy 5: A physical buffer that may include landscaping and privacy walls adjacent to existing residential properties shall be required for all new nonresidential development and redevelopment or renovation, whether or not the development site is expanded by assembling parcels of land.*

Policy 6: Vehicular access from side streets shall be encouraged for residential development provided such access is not incompatible with the residential neighborhood abutting the redevelopment.

Policy 7: Professional landscaping and design standards consistent with the standards contained in Divisions 22 and 39 of the LDC shall be the minimum required on the entire building site where any development will occur, with particular emphasis on screening and buffering from adjacent residential uses and on Gulf Boulevard frontage.

3.4 GULF BOULEVARD REDEVELOPMENT CRA CHARACTER DISTRICTS STANDARDS & POLICIES

A. Gulf Boulevard Redevelopment District Goals, Objectives & Policies

GOAL 1

Gulf Boulevard shall be a place that attracts people for living, employment and recreation. The City shall encourage the revitalization of Gulf Boulevard through commercial and temporary lodging use redevelopment that will attract residents and visitors to the Gulf Boulevard core resort area as a recreation, entertainment, resort and shopping destination.

Objective 1.1: All development and redevelopment within the Gulf Boulevard Redevelopment District shall further the goals, objectives and policies of the Community Redevelopment District, this District and each character district within which development occurs; and shall comply with the design guidelines and the applicable land development regulations for the respective character district.

Objective 1.2: High-rise residential condominium projects in the Gulf Boulevard Redevelopment District are prohibited along the Gulf beaches and intracoastal waterways by prohibiting height and density increases for exclusively residential uses on Gulf Boulevard.

Objective 1.3: A variety of incentives shall be available to encourage commercial and temporary lodging development in the Gulf Boulevard Redevelopment District, with particular emphasis on redeveloping temporary lodging uses on the west side of Gulf Boulevard along the Gulf beaches; and redeveloping appropriate commercial and residential uses on the east side of Gulf Boulevard.

Objective 1.4: The Gulf Boulevard Redevelopment District shall maintain, and where practical, expand parks and recreational activities, including waterfront recreation that serves residents and visitors.

Objective 1.5: The Gulf Boulevard Redevelopment District shall be a safe environment for both residents and visitors, and real and perceived public safety issues will be addressed including improved lighting, improved pedestrian circulation on the east and west sides of Gulf Boulevard and crossing Gulf Boulevard, improved bicycle lanes for safer circulation for all modes of non-vehicular transportation, and shall consider traffic flow devices and improvements to assist in daily traffic flow and emergency evacuation.

- Objective 1.6: The City shall recognize the unique features of Gulf Boulevard and shall implement the Gulf Boulevard Improvement Program or develop a Master Boulevard plan that promotes uniform beautification landscape standards, provides a pedestrian and bicyclist-friendly and safe environment that minimizes pedestrian-vehicular conflict and bicycle-vehicular conflict.
- Objective 1.7: Public beach access will be preserved and expanded through redevelopment of temporary lodging uses.
- Objective 1.8: All new building construction shall comply with current Building and Safety Codes, FEMA and National Flood Insurance program regulations to maximize protection of the City's built infrastructure from all manner of hazards, natural disasters and flooding. The City shall ensure compliance not only through the building permit process but through Code Enforcement and inspections as necessary to maintain the highest FEMA rating achievable for a coastal barrier island,
- Objective 1.9: The City shall recognize the importance of temporary lodging uses and public beach access to its residents and visitors in preserving and maintaining its socio-economic quality of life; and further, the City recognizes that additional high-rise residential development along the Gulf beaches is not desirable and not in keeping with the City and its residents' desire to preserve and expand public beach access and temporary lodging uses that if lost, and replaced with high-rise residential uses, will adversely impact the City's tourism-based economy; and as a result, such high rise residential development shall be discouraged throughout the Gulf Boulevard Redevelopment District and shall not be allowed to exceed current height limitations of five stories over parking for exclusively multi-family residential use projects in the Gulf Boulevard Redevelopment District.

GOAL 2

Create a quality livable community where people and vehicles can circulate in the Gulf Boulevard Redevelopment District area safely, comfortably and efficiently.

- Objective 2.1: Gulf Boulevard shall be reclaimed as a functioning local street to the maximum extent permitted by FDOT to operate within the Gulf Boulevard Redevelopment District for vehicular, non-vehicular and pedestrian circulation.
- Objective 2.2: Temporary lodging redevelopment shall be required to file an enforceable mandatory closure and evacuation plan that complies with County Emergency evacuation and management procedures and local emergency management rules and procedures, which shall be updated and amended as may be required by the County and/or City, from time to time.
- Objective 2.3: A Master Boulevard Plan shall be implemented to enhance the pedestrian and vehicular environment, invite residents and visitors into the Gulf Boulevard Redevelopment core resort area, improve traffic circulation and encourage private reinvestment and investment, subject to FDOT approval.
- Objective 2.4: A variety of parking solutions for motorized and non-motorized vehicles shall be pursued to support redevelopment, while maintaining ease of access and adequate parking throughout the Gulf Boulevard Redevelopment District.

- Objective 2.5: Large-scale temporary lodging redevelopment shall be required to develop and implement a Transportation Management Plan that includes shuttles to and from the airport and may include shuttles to off-site amenities and attractions, an employee ridesharing or vanpooling program and a guest bicycle program.
- Objective 2.6: Public and private sector development shall create and contribute to pedestrian and bicycle linkages throughout the Gulf Boulevard Redevelopment District for safety, as part of the Green practices initiative to reduce Greenhouse gas emissions.
- Objective 2.7: Development of on-site and off-site public parking, as well as additional and enhanced trolley stops, shall be pursued in proximity to public beach access points, pedestrian crosswalks and major retail and entertainment areas.

GOAL 3

Maintain and improve Gulf Boulevard as a memorable place to be enjoyed by residents and visitors that emphasizes pedestrian mobility, waterfront and Gulf beach access, a quality built environment that focuses on retail services and entertainment.

- Objective 3.1: The existing parks shall be improved to provide residents and visitors a memorable experience.
- Objective 3.2: Public beach access points will be preserved, expanded and improved through redevelopment and coordinated with pedestrian crosswalks, bike lanes and sidewalks, trolley stops and entrances to major residential neighborhoods on the east side of Gulf Boulevard to the maximum extent practical and feasible.
- Objective 3.3: Redevelopment is encouraged to create a vibrant Gulf Boulevard core resort environment containing a variety of building forms and styles of exceptional architectural design and high quality finishes that respect the Gulf Boulevard resort character and heritage, increase Green space, reduce paved surface parking, increase side yard setbacks, increase setbacks from Gulf Boulevard, and provide amenities, retail services, restaurants and waterfront beach bars that serve guests and residents alike.

Policies

- Policy 1: All development shall be consistent with building and site design guidelines and standards that establish the quality of design features expected for renovation, redevelopment and new construction in the Gulf Boulevard Redevelopment District.*
- Policy 2: The character of each district shall be reinforced through the site plan review and approval process. Projects shall be consistent with and contribute positively to the vision of the character district in which they are located.*
- Policy 3: The design of all projects in the Gulf Boulevard Redevelopment District shall make meaningful contributions to a safe and comfortable pedestrian environment through site and building design, internal connections between adjacent properties, and external connections to and along Gulf Boulevard.*
- Policy 4: On-site overhead utilities shall be placed underground as part of all development projects.*

- Policy 5: Utility and sidewalk easements along Gulf Boulevard may be required as part of all development projects if the existing site conditions and redevelopment plans permit the location of such easements that can be integrated into the redevelopment site plan without undue hardship to the property owner. The City may also require the construction of a sidewalk along Gulf Boulevard in a location that can be coordinated with existing off-site sidewalks and integrated with the proposed site plan to provide continuous safe pedestrian pathways.*
- Policy 6: Property owners/developers are encouraged to meet with area neighborhood associations/business groups prior to submitting a major redevelopment project for City review.*
- Policy 7: Residential developments shall provide on-site recreational opportunities wherever possible.*
- Policy 8: Shared parking for commercial, office and mixed uses shall be accomplished wherever possible.*
- Policy 9: All new development and redevelopment shall mitigate potential flood, hurricane and tropical cyclone hazards.*
- Policy 10: To improve traffic flow and reduce pedestrian/bicyclist – vehicular conflict, vehicular curb cuts to access Gulf Boulevard shall be minimized, shared access driveways should be pursued, and internal connectivity between adjacent properties should be encouraged, to the practical extent feasible to allow reasonable, adequate and safe ingress and egress to new development.*
- Policy 11: A Transportation Management Plan (TMP) shall be required on all development and redevelopment that increases density or intensity of development on a site. Physical and operational improvements and strategies should be considered as part of any project Transportation Management Plan.*
- Policy 12: Pedestrian bridges over Gulf Boulevard shall be pursued at critical intersections along Gulf Boulevard to ensure safe and continuous pedestrian linkages between major activity core areas such as Dolphin Village and the County Park/Resort Districts as well as East and West Corey Avenue shopping, business and entertainment districts.*
- Policy 13: Increased setbacks from Gulf Boulevard for any building exceeding fifty (50) above based flood elevation.*
- Policy 14: All new development projects shall contribute their pro rata share to the Community Improvements Fund, as may be required at the time of building permit approval or before*
- Policy 15: The assembly of smaller parcels into larger development sites will be encouraged.*
- Policy 16: All new development or redevelopment shall be required to obtain administrative site plan approval prior to construction.*

B. Large Resort District

Redevelopment Vision. The Large Resort District is the area which offers the most reasonable opportunity to preserve the hospitality industry in St. Pete Beach. Parcels in this District are mostly only 200 feet wide, are very deep, running 600 to 900 feet, and will support a modern family resort facility. The remaining few small commercial and single family lots can be combined with existing hotel lots to facilitate redevelopment. The existing five (5) condominium developments are anticipated to remain in their current configuration. It is anticipated that a limited number, perhaps 5-8 redeveloped full-service large resorts over time, would fit into this District.

Conservation and environmental efforts would also improve over time as a result of reduced pavement, improved pre-treatment of storm water run-off, replacing of aging water and sewer pipes on-site, installation of modern water flow devices that conserve potable water, and use of "Green" construction techniques and technologies.

The overall aesthetic appearance and pedestrian function along Gulf Boulevard would vastly improve as a result of improved landscaping, lighting and sidewalk requirements as well as the elimination of overhead utilities over time. Pedestrian-vehicular conflict would be reduced and traffic flow on Gulf Boulevard would be improved as a result of reduced curb cuts.

Function. This area will be the focus of resort activity and generate the largest share of pedestrian activity. While individual resorts will be self-contained in terms of restaurants, shops, spas, conference rooms and other recreational amenities, many of these amenities will not only serve resort guests but will also be available to the public-at-large.

It is expected that resort guests and local residents will walk from place to place along Gulf Boulevard as well as along the Gulf beaches. Pedestrian-vehicular conflict would be reduced and traffic flow on Gulf Boulevard would be improved as a result of reduced curb cuts. Residents and visitors will be encouraged to use mass transit for local circulation between the Gulf Boulevard resort and activity areas and the Downtown core activity areas through improved trolley stops and operation that create a convenient and comfortable alternative mobility option.

Public safety would be improved as a result of compliance for new construction that will be required to comply with current FEMA flood regulations and Building Code requirements that would offer greater protection from fire, flood, hurricane and tropical cyclone hazards.

Conservation and environmental efforts would also improve over time as a result of reduced pavement, improved pre-treatment of storm water run-off, replacing of aging water and sewer pipes on-site, installation of modern water flow devices that conserve potable water, and use of "Green" construction techniques and technologies.

Development Patterns. The Large Resort District would be redeveloped in a pattern similar to the existing development, but a large part of the parking would be structured or otherwise screened from public view, landscaping and public beach access would be vastly improved and aging resort buildings, may, but not all, would be replaced with taller structures. All new construction will have considerably better architectural and site design that would reduce building footprints, increase open space between buildings and from Gulf Boulevard as a result of larger setback requirements and increase green space requirements.

Overall pavement would also be reduced as a result of modern structured parking facilities. Overall site design will be vastly improved from an aesthetic, function and drainage standpoint.

Redevelopment Incentives. If large-scale temporary lodging use as defined in the Comprehensive Plan, additional density will be permitted not to exceed 75 units per acre, additional height will be permitted not to exceed twelve (12) stories or 146 feet in height, and an additional bonus floor area ratio of 0.15 FAR will be allowed for liner retail on parking garages or pedestrian accessible retail along Gulf Boulevard. These incentives are intended to stimulate resort and hotel reinvestment and a more unified, integrated and well-designed project.

Large Resort District Policies

Policy 1: Architectural design features that provide visual interest, are aesthetically pleasing and relate to the human scale at street level are equally important for both the street and water side of buildings. Blank wall facades shall be prohibited.

Policy 2.1 At least one functional public beach access a minimum of ten (10) feet average width shall be provided on all temporary lodging use development projects if: (a) the buildable site is at least three gross acres in size; and (b) new construction exceeds 67% or more of the total aggregate floor area located on the buildable site; and (c) the buildable site has a westerly boundary abutting the Gulf beaches or is part of an overall unified development that has a westerly boundary abutting the Gulf beaches. Any combined public beach access for large-scale temporary lodging projects shall be an average fifteen (15) feet in width.

Policy 2.2: A functional public beach access may be required that shall not exceed seven (7) feet average width for temporary lodging use redevelopment projects if: (a) new construction is 67% or less but exceeds 50% of the total aggregated floor area located on the buildable site; (b) the site has a westerly property boundary abutting the Gulf beaches; and (c) only if the conditions of site redevelopment permit its location without causing undue hardship on the property owner as a result of existing site conditions that may impede the reasonable location of an easement for the public that can be integrated with the overall site development.

Policy 2.3: Abutting resort owners will be encouraged to combine public beach access on adjacent boundaries in the site plan approval process to maximize the width and meaningful public access to the Gulf beaches wherever possible.

Policy 2.4: Wherever practical and feasible, public beach access will be encouraged and pursued in coordination with trolley stops, crosswalks, bike and pedestrian pathways.

Policy 2.5: Public beach access will be by foot traffic and wheelchair only and shall be directed to marked paths or dune walkovers in order to protect the dune system. Emergency police, fire rescue and lifeguard response vehicles, or bicycles will be allowed access in a manner that minimizes adverse impacts to the dune system to the maximum extent possible.

Policy 3: All development and redevelopment projects may be required to provide an easement to the City for a beach boardwalk or trail Gulf ward of the Florida Coastal Construction Control Line in the event the City pursues the development of a beach boardwalk or trail and the location is necessary to provide a continuous, uninterrupted pedestrian beach system.

Policy 4.1 Professional landscaping and design standards consistent with the standards contained in Divisions 22 and 39 of the LDC shall be required on the entire building site where any large-scale development or development of an entire site occurs, with particular emphasis on the Gulf Boulevard frontage.

Policy 4.2: Professional landscaping and design standards consistent with the standards contained in Divisions 22 and 39 of the LDC shall be the minimum required for all redevelopment projects that are not redeveloping the entire buildable site for those areas of the development site being redeveloped only; and may be required where practical and feasible on the remainder of the development site if new construction exceeds 50% of the total buildable site area; all with particular emphasis on the Gulf Boulevard frontage. All landscape design including the type and quantity of plant material as well as hardscape design, shall be of exceptional quality and consistent with the character and vision of a high quality tropical resort destination.

Policy 5: Temporary lodging facilities shall comply with all County and local hurricane closure and evacuation procedures that will ensure orderly evacuation of guests and visitors prior to evacuation orders being issued for residents in Zone A.

Policy 6: All temporary lodging uses shall comply with adopted City rules and regulations that ensure that projects approved as temporary lodging facilities are built, function, operate and are occupied exclusively as temporary lodging uses.

3.5 ALLOWABLE USES

The following table shows the permitted uses within each character district.

A = allowable, subject the standards of this Plan and the Land Development Code (LDC).

N = not allowable

C = Conditional Use (requires a public hearing).

Figure 3.1. Allowable Uses within Character Districts

Exclusive single family or duplex residential use	N	N	N	N	N	N
Exclusive Multi-Family use	A	N	N	N	N	N
Mixed Use Commercial/Residential Use	N	A	A	A	A	A
Mixed Use Temporary Lodging/Commercial and/or Residential Uses	A Min. 200 rooms only	C	C	C	N	N
Large-Scale Temporary Lodging Use exceeding 50 units per acre on min. 3 acres	A	N	N	N	N	N
Temporary Lodging Uses 50 units per acre or less	A	C Bed & Breakfast	C	C	N	N
Single Use Commercial/Office	N	A	A	A	A	A
Small Marina Use	N	N	C	C	N	N

3.6 PROHIBITED USES

The following uses are prohibited all of the character districts within the SPB-CRA Plan area:

- Detached single family and duplex residential units.
- Fast food drive thru restaurants.
- Industrial Uses.
- Vehicle Sales
- Pawn shops, day labor, check cashing, adult entertainment, plasma centers, body piercing, body piercing and tattoo parlors and other similar nuisance uses.

3.7 ACCESSORY USES AND STRUCTURES

Permissible accessory uses and structures shall be governed by the current LDC. The design, location, and other development standards shall be governed by the General Redevelopment Standards in Division 39 of the LDC.

3.8 CHARACTER DISTRICT REDEVELOPMENT GUIDELINES & STANDARDS

Considerable attention was given to the development of the St. Pete Beach General Redevelopment Standards for its Community Redevelopment District through numerous public meetings, workshops and City Commission meetings. Special attention was given to establishing an identifiable image, general design standards to establish an overall quality of design and aesthetic that promote a pedestrian-friendly atmosphere and support the surrounding residential community. These general standards are complemented by specific character district standards and design guidelines to create a unique vision and strategic neighborhood plan for each character district. Five key design elements will be used to develop identity of the St. Pete Beach Downtown and Resort Areas over time:

- Green practices, standards and strategies;
- Complementary and mixed uses within core downtown and resort corridors;
- Architectural Building and Design Guidelines;
- Pedestrian, Bicycle & Segway mobility; and
- Public access to the Gulf beaches and waterfront.

By focusing on these five key design elements, this community will shift toward a more socially, fiscally and environmentally responsible community that:

- (1) protects existing residential neighborhoods from commercial intrusion;
- (2) promotes a healthier, safer and more comfortable pedestrian/bicycle-friendly environment;
- (3) provides well-designed public spaces and public amenities that attract residents and visitors and creates a more memorable quality experience for both;
- (4) creates a long-term environmentally and economically sustainable community through the utilization of livable community and "green" practices strategies.

A. Site Design Standards

Maximum density, minimum lot size, and maximum intensity shall be as described in Figure 3.2. Any residential equivalency calculation provided pursuant to the Comprehensive Plan and LDC will not apply in the SPB-CRA. All projects must meet both density and intensity standards.

Character Districts	Maximum Density (unit/acre)	Minimum Lot Size (acres)	Maximum Intensity (ISR)	Maximum Intensity (FAR)	Bonus
Large Resort Scenario 1	50 temporary lodging units	None	0.85 temporary lodging use	1.8 FAR	None
	15 dwelling units	None	0.70 residential use	N/A	None
Large Resort Scenario 2	75 temporary lodging units	3.0 ac. + 67% aggregate floor area = new construction for temporary lodging	0.85 temporary lodging use	2.6 FAR	0.15 FAR 5 temporary lodging units/acre for affordable housing mitigation
	15 dwelling units	None	0.70 residential use	N/A	None
Town Center Core	Exclusive Residential prohibited	None	0.90	1.0 FAR commercial use only	15 dwelling units per acre and 1 story of additional height for mixed use only and 0.45 FAR bonus
	10 temporary lodging units per project				
TC Corey Circle	Exclusive Residential prohibited	None	0.70	0.55 FAR commercial use only	24 dwelling units per acre and 7-story max height for mixed use only on min 2-acre parcel
	50 temporary lodging units			Conditional use for temporary lodging use	
TC Coquina West	Exclusive Residential prohibited	None	0.70	0.55 FAR	24 dwelling units per acre and 7-story max height for mixed use only on min 2-acre parcel
	50 temporary lodging units			Conditional use for temporary lodging use	
CC- Blind Pass Road	Exclusive Residential prohibited	None	0.70	0.70 FAR commercial only	12 dwelling units per acre & 1 story additional height for mixed use only and 0.20 FAR bonus on min. ½ acre parcel
CC- Gulf Boulevard	Exclusive Residential prohibited	None	0.70	0.70 FAR commercial only	12 dwelling units per acre & 1 story additional height for mixed use only & 0.20 FAR bonus on min. ½ acre parcel

B. Setbacks

Building setbacks provide for privacy and building separation for fire protection/security, building maintenance, sun light and air circulation. Setbacks can also promote human-scale design and encourage the use of extra-wide sidewalks and pocket parks in front of commercial and civic areas. Buildings placed close to the street when designed with large windows and porches or pedestrian plazas, can promote a sense of enclosure, defensible space and connection to the neighborhood. In the Downtown Redevelopment District, setbacks from the street frontage will be minimal. Buildings will be located closer to the street to provide a pedestrian friendly environment along the street with parking in the rear of properties. In character districts that abut residential neighborhoods, pulling buildings closer to the street will provide larger buffer zones between nonresidential and residential uses to reduce commercial intrusion, minimize any adverse impacts and increase compatibility.

Building setbacks varies from character district to character districts and dependent upon use. Setbacks will be defined for each type of use in each character district in the LDC.

C. Building Heights

Figure 3.3 Building Height

	Large-Scale Temporary Lodging >50 units/acre	Temporary Lodging ≤50 units/acre	Mixed Use	Single Use Commercial/Office	Residential
Large Resort	12 stories/ 146' max ht on minimum 3.0 acres	8 stories/ 100' max ht	50' over base flood for any building containing residential units	28' feet max ht for street level/street fronting retail	50' over Base Flood
Town Center Core	N/A	Conditional Use only 3 stories/ 40' max ht	3 stories/ 40' max ht	2 stories/ 28' max ht	N/A
Town Center Corey Circle	N/A	Conditional Use Only 6 stories/ 76' max ht	3 stories/ 40' max ht 7 stories/ 86' max ht on min. 50 hotel units ¹¹ or 2.0 acre site	2 stories/ 28' max ht	N/A
Town Center Coquina West	N/A	Conditional Use Only 6 stories/ 76' max ht	3 stories/ 40' max ht 7 stories/ 86' max ht on min. 50 hotel units ¹² or 2.0 acre site	2 stories/ 28' max ht	N/A
CC- Blind Pass Road	N/A	N/A	3 stories/ 40' max ht	2 stories/ 28' max ht	N/A
CC- Gulf Boulevard	N/A	N/A	3 stories/ 40' max ht	2 stories/ 28' max ht	N/A

¹¹ Allocation of temporary lodging units from the Density Pool must be approved by Conditional Use.

¹² Allocation of temporary lodging units from the Density Pool must be approved by Conditional Use.

3.9 General Community Redevelopment District General Standards

These general standards shall apply to all Districts within the Downtown and Gulf Boulevard Redevelopment Districts, unless otherwise specified.

A. Classification of district streets.

The following table designates existing streets within the Downtown Redevelopment District only as "Main Street" or "A" street. Streets not identified shall be designated "B" streets.

Figure 3.4 Street Classifications

Corey Avenue	Main Street
Blind Pass RD from 82 nd Ave. south	A
75 th Avenue	A
Gulf Blvd, from 75 th Ave. south to 64 th Avenue	A
Sunset Way, from 75 th Ave. south to 64 th Avenue	A

B. Building Massing & Site Design for the Downtown Redevelopment District.

- (a) Buildings shall form a consistent, distinct edge, spatially delineating the public street through maximum building setbacks that vary by no more than ten feet from those of the adjacent building.
- (b) Building frontages shall occupy no less than 75% of a "Main Street" street and 50% of an "A" street facing entrance. If site constraints exist, a knee wall may be constructed with the following provisions:
 - (1) Only 25% of the required frontage may be credited as part of a knee wall.
 - (2) A knee wall must be constructed in accordance with the design criteria specified herein.
 - (3) The knee wall should be the length of the primary building frontage.
- (c) Buildings that are open to the public shall have an entrance for pedestrians from the street to the building interior. This entrance shall be designed to be attractive and functionally be a distinctive and prominent element of the architectural design, and shall be open to the public during business hours. Buildings shall incorporate lighting and changes in mass, surface or finish giving emphasis to the entrances. The primary building entrances shall be visible and directly accessible from a public street. Building massing such as tower elements shall be used to call-out the location of building entries.
- (d) Buildings shall provide a foundation or base, typically from ground to bottom of the lower windowsills, with changes in volume or material. A clear visual division shall be maintained between the ground level floor and upper floors with either a cornice line or awning from 12' to 16' above Base Flood Elevation or grade, whichever applies to the proposed development. No more than 20 feet of horizontal distance of wall shall be provided without architectural relief for building walls and frontage walls facing the street. All buildings

excluding single-family detached homes shall utilize at least three of the following design features to provide visual relief along all elevations of the building:

- (1) Divisions or breaks in materials (materials should be drawn from a common palette).
- (2) Window bays
- (3) Separate entrances and entry treatments, porticoes
- (4) Variation in rooflines
- (5) Awnings
- (6) Dormers
- (7) Gables
- (8) Recessed entries
- (9) Covered porch entries
- (10) Cupolas

(e) Commercial and mixed-use buildings shall express a "storefront character". This guideline is met by providing all of the following architectural features along the building frontage as applicable:

- (1) Corner building entrances on corner lots.
- (2) Regularly spaced and similar-shaped windows with window hoods or trim (all building stories)
- (3) Large display windows on the ground floor. All street-facing, park-facing and plaza-facing structures shall have windows covering a minimum of 50% and a maximum 80% of the ground floor of each storefront's linear frontage. Blank walls shall not occupy over 50% of a street-facing frontage and shall not exceed 20 linear feet without being interrupted by a window or entry. Mirrored glass, obscured glass and glass block cannot be used in meeting this requirement. Display windows may be used to meet this requirement if the first floor has not been design as a flood proof first floor.

(f) The use of black or fluorescent colors, or pure primary and secondary colors, unless mixed in combination of three or more, or mixed with white, is prohibited as the predominant exterior building color(s). Building trim and accent areas may feature any color(s) limited to ten (10) percent of the affected façade segment, with a maximum trim height of twenty four (24) inches total for its shortest distance.

(g) The first twenty feet of depth of the first floor of any multifamily structure's primary building frontage facing a street shall be constructed as commercial space.

(h) Garages are required for attached and detached homes subject to the following provisions:

- (1) Front garages must be set back a minimum of five (5) feet from the primary structure.
- (2) Rear garages must be setback a minimum of four (4) feet from an alley or rear access drive.
- (3) Side garages may have an access from the street, and are required, at a minimum, to be setback in line with the primary structures side setback.
- (4) Ground floor parking, including garages that are located inside the internal block are permitted on the first floor of a structure provided that the street facing side view of the garage must blend in with the primary building frontage by incorporating the same design elements.

- (j) Front driveway's are required to have a shared driveway and shall be located along the centerline on the common side lot line

C. Use of prototypes.

Development prototypes are intended to provide general guidance for the physical design of new projects within the Community Redevelopment District. These prototypes indicate general patterns for building placement, landscape configuration and the location of parking facilities and access points. The prototypes provide for consistency of site layout within a flexible framework which addresses the individual features of specific sites.

Permitted block types are described within a single-use prototype for illustrative purposes. Development applications for specific sites are required to assemble structures into blocks when the development is over two (2) acres. Each site plan shall be required to identify how the proposed development including buildings and structures are assembled within a context that conforms to the design standards for the block or partial block within which the building occurs.

(a) *Development prototype structure.*

The development prototype structures are a series of figures that highlight some of the regulations. The prototypes are shown in a block format and individual parcel development may not be able to build to the form of a block. However, all development, at a minimum, will be expected to build to the building design, site design and lot layout. If development of an entire block occurs, the prototype shall be used as a development tool.

The mixed-use development prototypes are designed to accommodate a range of retail, office and mixed-use building types including "anchor" retail, "liner" retail, and "main street" retail buildings. The Multi-Family Development Block is designed to accommodate a range of multi-family building types including apartment buildings, condominiums and town homes.

(b) *Specific development prototype standards.*

"Main Street" Retail. The Main Street Retail building type permits multi-story, mixed-use buildings with retail and office uses on the ground floor.

"Liner" Retail. The Liner Retail building type permits single-story retail uses along "A" Street frontages.

"Anchor" Retail. The Anchor Retail building type permits grocery stores and larger format retail within the retail development block. The maximum size of an "anchor" retail use is 30,000 square feet. At least one building entrance shall face a public street and shall be articulated with additional height and massing.

Shelter. Buildings shall incorporate arcades, roofs, alcoves, porticos or awnings that protect pedestrians from the rain and sun.

Setback Encroachment. Special architectural features, such as balconies, bay windows, arcades, awnings, etc. may project into front setbacks and public right-of-ways on streets provided they are eight feet above the sidewalk and leave a minimum five foot wide unobstructed sidewalk. Support structures for these features shall be located such that they do not affect the clear sight triangle for

travel lanes or the on-street parking. Prior to new encroachment into the public right-of-way, a permit shall be obtained from the City Manager or designee.

Garages. Street-facing ground floor parking, including garages, is not permitted on the first floor of a multifamily structure on an "A" street. Parking shall occur underneath the multifamily structure, within parking garages, or within surface lots that do not front on a "Main street" Street.

Figure 3.5 Retail Prototype

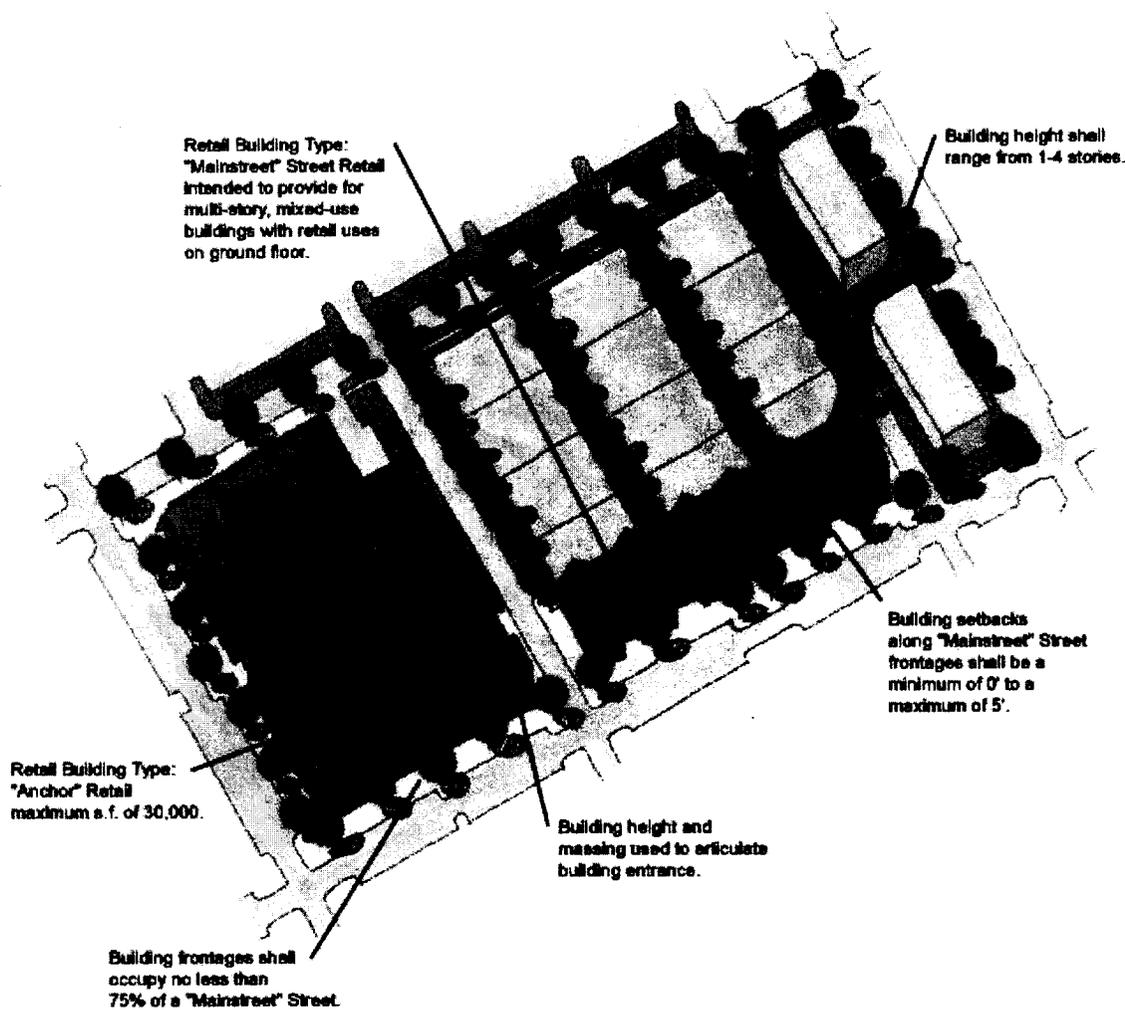


Figure 3.6 Office Mixed-Use Prototype

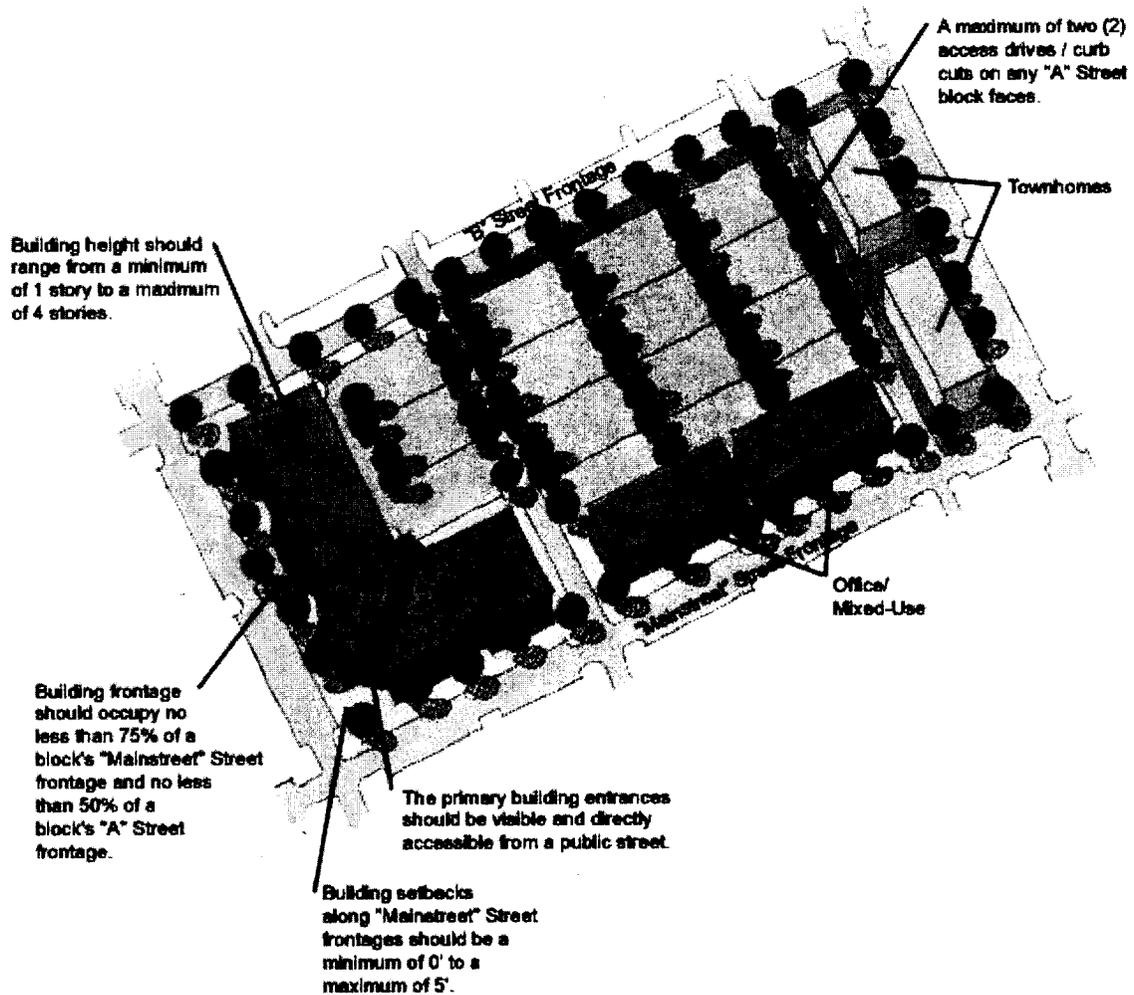


Figure 3.7 Mixed Use Commercial Prototype

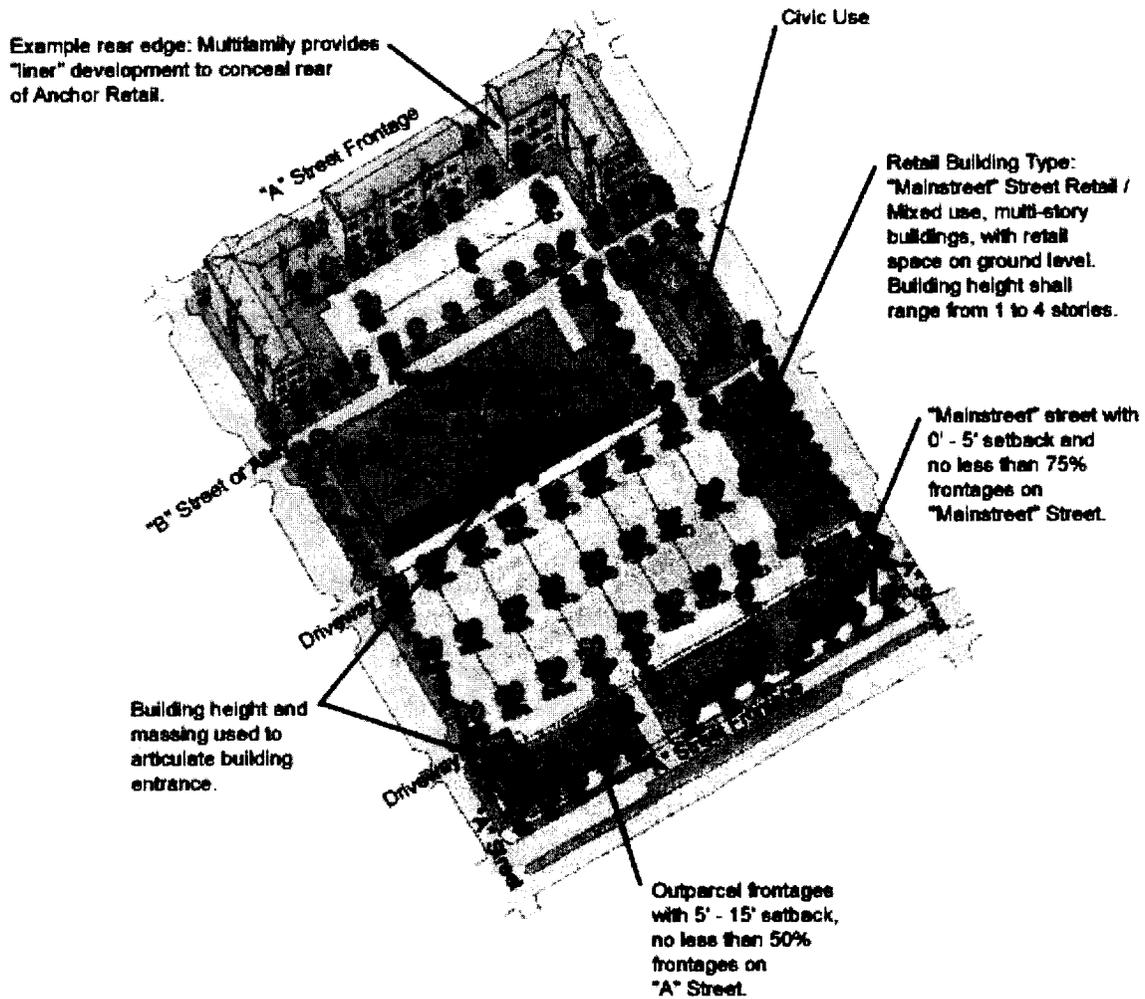
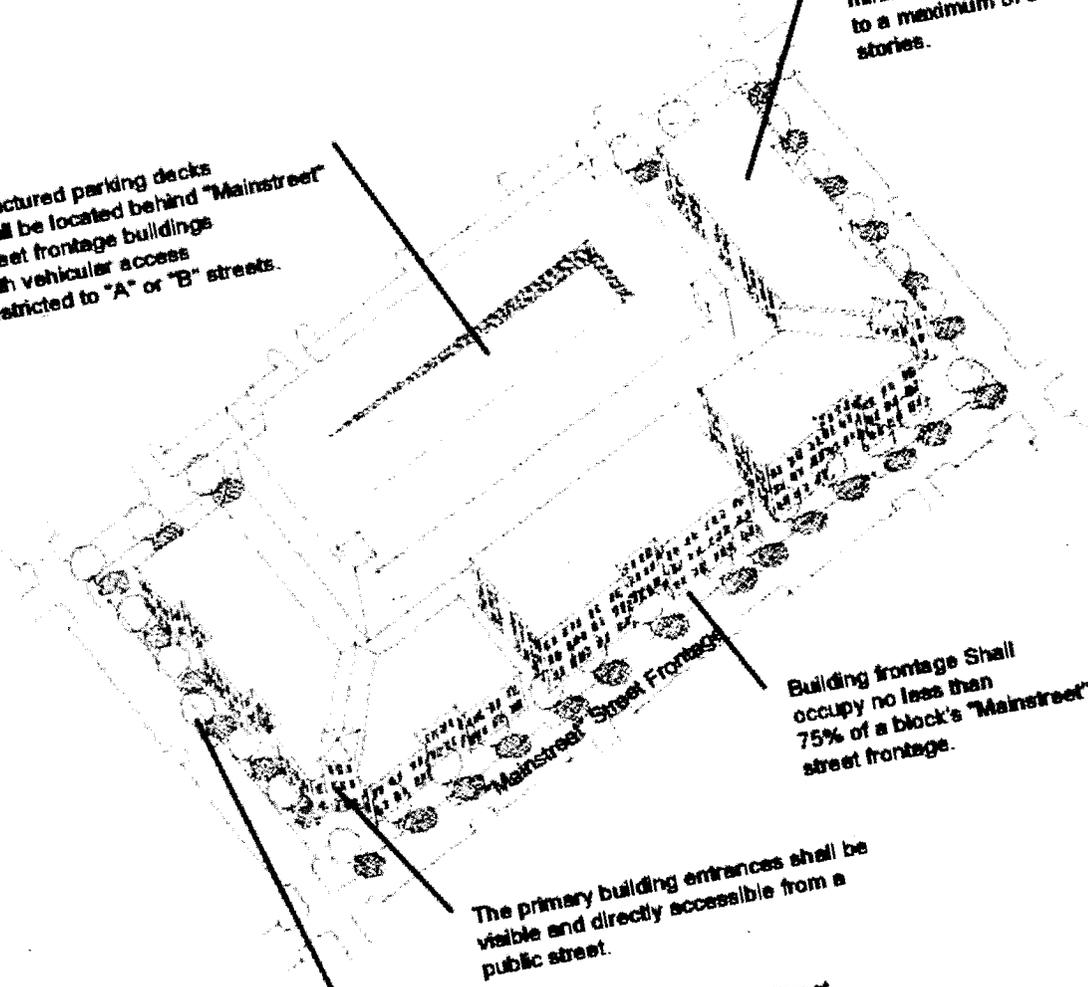


Figure 3.8 Mixed Use Development Block with Structured Parking

Structured parking decks shall be located behind "Mainstreet" street frontage buildings with vehicular access restricted to "A" or "B" streets.

Building height shall range from a minimum of 1 stories to a maximum of 3 stories.



Building frontage shall occupy no less than 75% of a block's "Mainstreet" street frontage.

The primary building entrances shall be visible and directly accessible from a public street.

Building setbacks along "Mainstreet" Street frontages shall be a minimum of 0' to a maximum of 5' or a minimum of 5' to a maximum of 15' along "A" Street frontages.

Figure 3.9 Gas Station Prototype

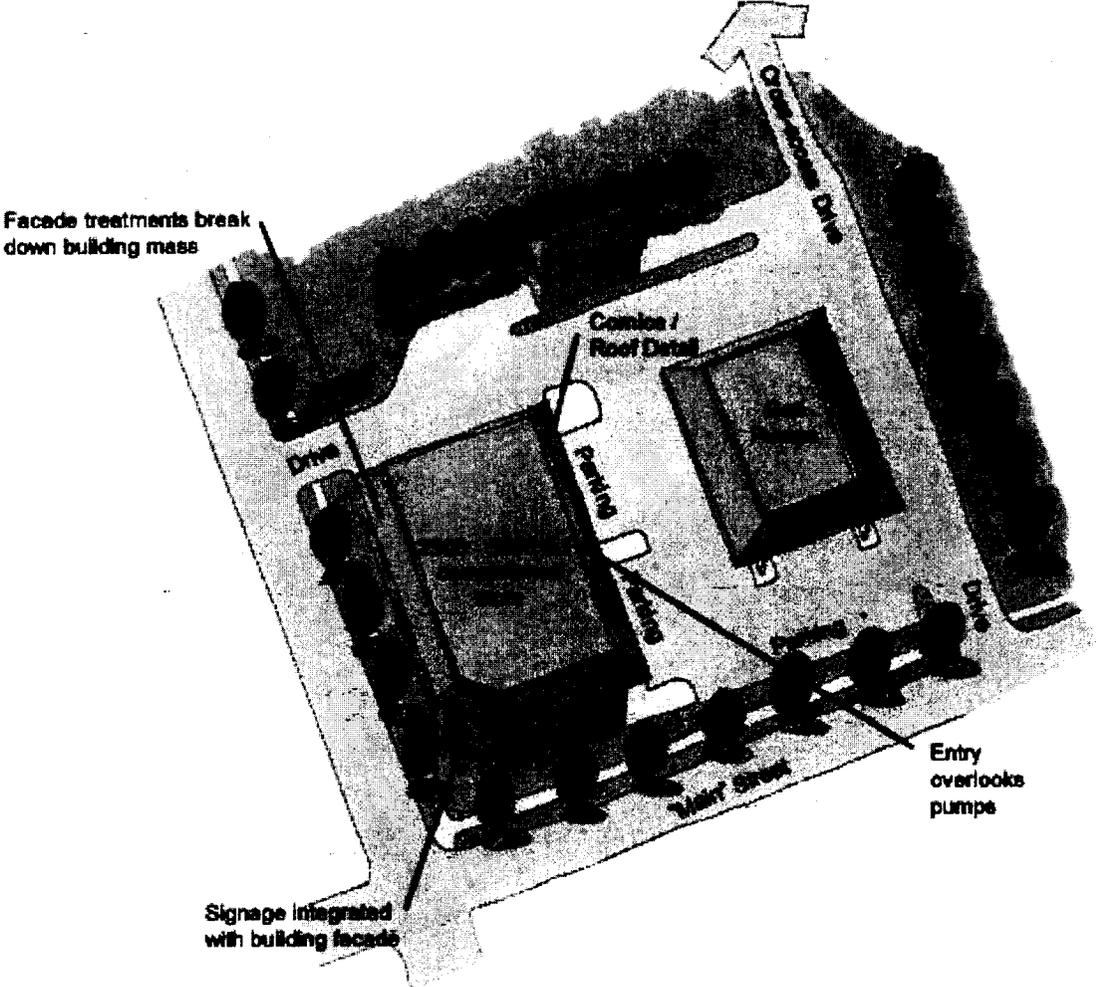
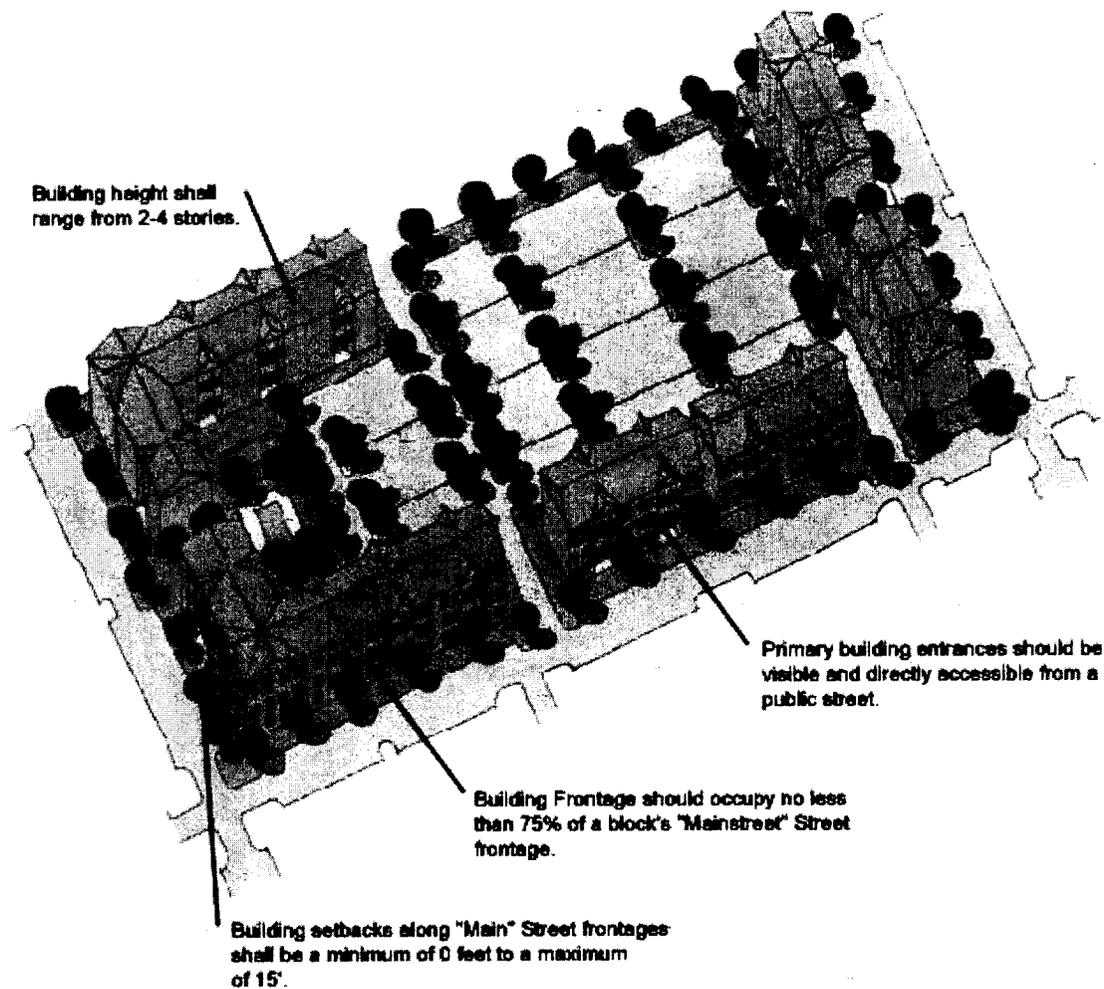


Figure 3.10 Multifamily Prototype



D. General Operational and Aesthetic Requirements

- (a) Commercial and temporary lodging uses shall be designed and operated so that neighboring residents are not exposed to offensive noise, especially from late-night activity. No amplified music shall be audible to neighboring residents. Common walls between residential and non-residential uses shall be constructed to minimize the transmission of noise and vibration.
- (b) All outdoor lighting associated with commercial and temporary lodging uses shall be designed so as not to adversely impact surrounding residential uses, while also providing a sufficient level of illumination for access and security purposes. Such lighting shall not blink, flash, oscillate, or be of unusually high brightness. Also, parking areas shall be illuminated so as to provide appropriate visibility and security during hours of darkness.
- (c) Loading or service areas, including refuse and recycling, must be out of public view and must not be visible from Gulf Boulevard.
- (d) No commercial use shall be designated or operated so as to expose residents to offensive odors, dust, electrical interference, and/or vibration.
- (e) Residential, commercial, and temporary lodging uses in a mixed-use development shall provide combined and private bulk sanitation service for the entire development.
- (f) Electric and communications transformers shall be screened from public view through below grade installation, a hedge, or similar measure.
- (g) All other mechanical equipment must be behind or on top of the building and screened from public view through use of a parapet wall or through landscaping.
- (h) Any roof area above the highest allowed story may be utilized for active or passive recreational uses or other similar uses which require no permanent structures. Such roof areas must be enclosed by a parapet wall neither less than four feet nor greater than five feet in height.

E. Temporary Lodging Use Operational & Occupancy Restrictions, Limitations and Prohibitions

To ensure that temporary lodging use development authorized and approved within the Community Redevelopment District are built, function, operate, and are occupied exclusively as temporary lodging and adhere to mandatory closure and evacuation procedures, the following restrictions shall apply to temporary lodging use:

- (a) No temporary lodging unit shall be occupied as a permanent residential dwelling unit.
- (b) All temporary lodging units must be offered, advertised and occupied on a temporary basis for thirty (30) consecutive days or less for temporary lodging guests and no more than thirty (30) days cumulatively on an annual basis for a resort condominium unit owner to ensure that any temporary lodging use does not function as a permanent residential use.
- (c) Temporary lodging units shall not qualify or be used for homesteading purposes or home occupational licensing.

- (d) All temporary lodging units must be included in the inventory of units that are available within a temporary lodging use.
- (e) Conversion of a temporary lodging unit to permanent residential unit shall be prohibited unless the conversion is in compliance with the density and intensity standards and regulations applicable to the property and all other required City approvals are obtained prior to the conversion and provided said conversion does not violate any other legally enforceable agreement or restriction, law or local ordinance prohibiting such conversion.
- (f) A temporary lodging use may include accessory uses, such as recreational facilities, restaurants, bars, personal service uses, retail uses, meeting space, fitness centers, spa facilities, parking structures, affordable housing or other workforce living accommodations, and other uses commonly associated with temporary lodging uses.
- (g) Proper licensing, including occupational licensing, by the State, County and Local government and agencies, shall be required of all temporary lodging uses through all applicable agencies that license hotels and motels prior to any certificate of occupancy being issued. All licenses must be kept current.
- (h) Temporary lodging uses shall be subject to all applicable tourist development tax collections.
- (i) All temporary lodging uses shall include a reservation system and a lobby/front desk area that necessary to operate the temporary lodging facility and service its guests.
- (j) Temporary lodging uses must have sufficient signage viewable by the public designating the use as a temporary lodging use that also complies with local codes.
- (k) The applicable local government may require affidavits of compliance with this section that includes reasonable supporting documentation that does not violate privacy laws for each temporary lodging use, guests and/or unit owners.
- (l) All temporary lodging uses shall comply with all County and local hurricane closure and evacuation procedures that will ensure orderly evacuation of guests and visitors prior to evacuation orders being issued for residents. The restrictions and procedures contained within the hurricane closure and evacuation plan shall apply to all on-site workforce living accommodations, as applicable.
- (m) The restrictions set forth above shall be made a condition of site plan approval.
- (n) The restrictions set forth in subsections (a), (b), and (d) relating to prohibitions on conversion or use of a temporary lodging unit as a permanent residential dwelling shall be contained in a covenant or other legally enforceable recordable instrument that shall be approved as to content, form and legality by the City and shall be recorded in the public records of Pinellas County at the time of building permit approval.

F. Street-Level Facades

The human scale and aesthetic appeal of street-level facades, and their relationship to the sidewalk, are essential to a pedestrian-friendly environment. Accordingly, at least fifty percent (50%) of the street level facades of buildings used for nonresidential purposes which abut a public street or pedestrian access way, will be transparent. For the purpose of this standard:

- (a) Street level facade means that portion of a building façade from ground level to the allowable first story height;
- (b) Transparent means windows or doors that allow pedestrians to see into:
 - (1) the building, or
 - (2) landscaped or hardscaped courtyard or plazas, where street level facades are set back at least fifteen feet (15') from the edge of the sidewalk and the area between the sidewalk and the facade is a landscaped or hardscaped courtyard or plaza.
- (c) Parking structures should utilize architectural details and design elements such as false recessed windows, arches, planter boxes, metal grillwork, etc. instead of transparent alternatives. When a parking garage abuts a public road or other public place, it will be designed such that the function of the building is not readily apparent except at points of ingress and egress.
- (d) Window coverings and other opaque materials may cover no more than 10% of the area of any street-level window in a nonresidential building that fronts on a public right-of-way.
- (e) Building entrances should be aesthetically inviting, easily identified, preferably with a recessed entrance and also distinctive and visually interesting paving pattern.
- (f) Goods for sale will not be displayed outside of a building, except as a permitted temporary use. This standard does not apply to outdoor food service establishments.
- (g) Awnings and other structures that offer pedestrians cover from the elements are recommended. Awnings help define entryways and provide storefront identity to both pedestrians and drivers.

G. Design, Scale and Mass of Buildings

- (a) Buildings with a footprint of greater than 5,000 square feet or a single dimension of greater than one hundred (100) feet will be constructed so that no more than two (2) of the three (3) building dimensions in the vertical or horizontal planes are equal in length. For purposes of this section, equal in length means that the two lengths vary by less than forty percent (40%) of the shorter of the two (2) lengths. The horizontal plane measurements relate to the footprint of the building.
- (b) No plane of a building may continue uninterrupted for greater than one hundred linear feet (100'). For the purpose of this standard, interrupted means an offset of greater than five feet (5').

- (c) At least sixty percent (60%) of any elevation will be covered with windows or architectural decoration. For the purpose of this standard, an elevation is that portion of a building that is visible from a particular point outside the parcel proposed for development.
- (d) The height and mass of buildings will be correlated to: (1) the dimensional aspects of the parcel proposed for development and (2) adjacent public spaces such as streets and parks.
- (e) Buildings may be designed for a vertical or horizontal mix of permitted uses.

H. Energy & Environmental Design – New Construction and Major Renovation

- (a) All development and redevelopment projects in the Community Redevelopment District shall be required to obtain certification for at least two of the eight standards listed below, as appropriate and applicable to the type of construction:
 - (1). Certification by the Florida Green Building Coalition provided the site consists of more than one building and will meet the qualifications of a development. For more information go to www.floridagreenbuilding.org.
 - (2). Certification by the U.S. Green Building Council, LEED-NC (Leadership in Energy and Environmental Design – New Construction), Green Building Rating System for New Construction & Major Renovation. For more information go to www.leedbuilding.org.
 - (3). Certification by the Florida Green Building Coalition – High Rise Residential Standard for all new residential construction exceeding three (3) stories in height.
 - (4). Certification by the Florida Green Building Coalition – Residential Standard Certification for all new residential construction 3 stories or less in height.
 - (5). Certification by the U.S. Green Building Council, LEED-hotels and Green Building Rating System for all new temporary lodging use construction.
 - (6). Certification by the U.S. Green Building Council, LEED-EB (Leadership in Energy and Environmental Design – Existing Buildings), or Green Building Rating System for Existing Buildings for existing buildings that are located on a buildable site that is partially being redeveloped. For more information go to www.usgbc.org.
 - (7). Certification by the U.S. Green Building Council, LEED-CS (Leadership in Energy and Environmental Design – Commercial Interiors), Green Building Rating System for Commercial Interiors for commercial interior space. For more information go to www.usgbc.org.
 - (8). Designated by the Florida Department of Environmental Protection as a Florida Green Lodge for all temporary lodging construction that is existing, new or undergoes a major renovation. For more information, go to <http://www.dep.state.fl.us/greenlodging/>.
- (b) Any new or partial redevelopment project that is subject to payment of Community Improvement impact fees pursuant to Division 41 of this Code shall be eligible for and receive a credit against those impact fees owed in accordance with the rating and scoring system for credits established as part of the Community Improvement Impact Fee Ordinance. Such impact fees, the types of green standards and green improvements eligible

for credits and the amount or percent of such credits shall be established in accordance with the principles and parameters established in Goal 1 and Section (j)3 of the Community Redevelopment District General Redevelopment Guidelines, Standards and Initiatives contained in the Future Land Use Element of the Comprehensive Plan.

I. Streetscape Design Required Elements

- (a) A ten (10) foot sidewalk shall be constructed that will allow for safe, unobstructed and efficient pedestrian flow and the potential for sidewalk cafes and outdoor eating areas, as appropriate, in front of all development projects along Gulf Boulevard and within the Town Center Core areas. The City Manager may reduce this requirement to six (6) feet when warranted. This is imperative to ensure pedestrians feel comfortable on the sidewalk as well as important to meet the current American with Disabilities Act standards. Distinctive and visually interesting paving patterns are encouraged, particularly to define an entrance, a gathering place, a pedestrian crosswalk link, or a sidewalk café area. Patterns, cooler, materials and constructions standards shall be coordinated with the City Manager and his staff to ensure a cohesive and unified streetscape.
- (b) On all streets not designated a Main street or a street type "A" in Section 39.2, a minimum eight (8) foot wide private landscape zone shall be installed along the property between the sidewalk and the building face; minimum building setbacks may be increased in accordance with the width of the landscape zone. The landscape zone proposal shall be reviewed for compliance during the design review/site plan approval process, and may be reduced to five (5) feet by the City Manager when warranted to coordinate and integrate new development into an overall streetscape plan.
 - (1) Trees shall be placed in the landscape zone using the following specifications:
 - (i) Trees shall be placed not more than thirty (30) feet apart within the landscape zone. Drought tolerant and native shade trees to reduce urban heat and offer protection to the pedestrian from the sun are encouraged.
 - (ii) Where there are physical restrictions, spacing of street trees shall be adjusted, provided the adjustment is the minimum needed to avoid the obstruction.
 - (iii) Tree spacing can be adjusted so as not to block, obscure, or interfere with the operation of traffic signals, utilities, or any existing sign, awning, or other public infrastructure that was placed prior to the planting of the landscape zone, provided the adjustment is the minimum required for such avoidance.
 - (iv) Street trees shall not be planted in a manner that will diminish adequate sight distance.
 - (v) No street tree shall be planted within ten (10) feet of a light standard or utility pole.
 - (vi) Tree species should be selected with root growth habits that will not cause damage to sidewalks or anything contained within the public right-of-way, or such tree species should be sited away from such hard-surfaced areas.
 - (2) Landscaping plans shall show all obstructions that may affect plant placement and installation limitations including all underground utilities.

- (3) All exposed dirt areas shall be covered with bark, mulch, or other weed control measures included as part of the final landscape plan. The use of non-cypress mulch is strongly encouraged in support of "green" practices for a sustainable community.
- (4) The property owner shall ensure the upkeep, health, and aesthetics of the landscape zone through the use of proper reclaimed irrigation of plant species in the landscape zone, regular maintenance of the landscape zone and replacement of items located within the landscape zone. Waterwise Florida friendly landscapes are encouraged and use of drought tolerant plant material and turf.
- (5) Within the landscape zone on the main commercial corridor the developer shall provide at least two (2) of the following pedestrian amenities for each 200 feet of street frontage that shall be accessible to the sidewalk:
 - (i) Benches;
 - (ii) Trash receptacles;
 - (iii) A design element that offers protection from the weather;
 - (iv) Secured bicycle storage;
 - (v) Public art;
 - (vi) Or other similar design feature integrated into the overall design of the building or portion of the landscape zone in order to enhance the pedestrian environment.
- (6) Pedestrian-scale decorative lighting fixtures are required every thirty (30) feet on the main commercial corridor within the landscape/pedestrian zone. Where there are physical restrictions, spacing of lighting standards shall be adjusted, provided the adjustment is the minimum needed to avoid the obstruction, subject to approval by the City Manager. The lighting shall be a style approved by the City Manager as part of an overall Master Boulevard or Master Streetscape Plan and Program. In addition to providing the pedestrian-scale decorative lighting, a two-foot by two-foot (2' x 2') dedicated easement adjacent to the public right-of-way shall be provided to allow adequate maintenance by the City of the lighting fixtures. Energy Efficient or solar lighting is required.

J. Walkways and pedestrian connections.

- (a) Pedestrian walkways shall be landscaped with additional shade or ornamental trees equal to an average of one (1) shade tree per thirty (30) linear feet of walkway, unless the walkway is adjacent or included within an existing compliant buffer or frontage planting. Adjustments to tree spacing may be approved by the City Manager in accordance with the provisions of Sections 39.10(1) and 39.10(2) above.
- (b) A minimum of one (1) shade tree shall be planted for each two-hundred (200) square feet of separate additional landscaped area.
- (c) Shade trees shall be drought tolerant and the species and location shall be approved by the City Manager to ensure proper implementation of the overall streetscape plan.

K. Site Utilities & Waste Management.

- (a) All solid waste areas shall be designed with a six (6) foot decorative masonry wall. The wall shall be of the same material as the primary structure or concrete masonry, decorative brick or standard concrete masonry clad with painted stucco or other masonry veneer. The wall shall include a continuous cap feature and closing gate.
- (b) In addition to the masonry enclosure, storage and dumpster/solid waste areas shall be treated with a twenty-four (24) inch high planted hedge that shall reach 36"-42" height and ninety (90) percent opacity within one (1) year.
- (c) Other above-ground utility elements such as pull boxes, transformers, and backflow preventers shall be located and designed to permit convenient maintenance access, painted dark green and screened with a 24" inch planted hedge that shall reach 36"-42" height and ninety (90) percent opacity within one (1) year.
- (d) Long-term storage containers are prohibited unless located on a parcel with a fully screened masonry or brick enclosure designed and constructed for that purpose.
- (e) There shall be no open storage of materials or equipment.
- (f) On-site utilities shall be located underground.
- (g) Participation in a waste recycling program will be required.

L. Irrigation and Maintenance

- (a) All landscaped areas within the City of St. Pete Beach shall be designed, installed and maintained at a high level of quality, following best management practices for landscaping. Broken lines or damaged spray heads shall be repaired to minimize wasted water.
- (b) All landscaped areas shall be irrigated with a timed, automatic underground system utilizing pop-up heads and/or tree bubblers and providing coverage of not more than one and one half inches of water per week. (Use of xeric plant materials may require only $\frac{3}{4}$ " water per week).
- (c) The automatic irrigation system shall include a rain gauge or other water saving features to conserve water and minimize waste.
- (d) All landscape areas shall use reclaimed water and shall provide 100% irrigated coverage.

M. Garden Walls, Fences, and Hedges

All garden walls, fences or hedges located or constructed within the required yard area shall conform to the following regulations, except where special requirements are set forth for specific screening purposes elsewhere in this chapter.

(a) Residential Districts

- (1) Front yard in a residential district. All garden walls, fences or hedges located within the required front yard shall not exceed four (4) feet in height.

- (2) Side and rear yards in a residential district. All garden walls, fences or hedges located within the required side or rear yards shall not exceed six (6) feet in height.
- (3) Side yard of corner lot in a residential district. All garden walls, fences, or hedges located in the side-yard abutting the secondary street of a corner lot must not exceed four (4) feet in height.
- (4) Rear yard abutting water in a residential district. All garden walls, fences, or hedges located in the required rear yard abutting a body of water shall not exceed four (4) feet in height.
- (b) **Commercial districts.** All garden walls, fences, or hedges located in a commercial or industrial district shall not exceed eight (8) feet in height and must be constructed to allow an unobstructed view of the front yard of the property from adjacent property or a public street.
- (c) **Buffering & Screening Between Non-Compatible Uses.** Where a RU-1 or RU-2 residential district or existing single family or duplex home abuts a non-residential district, the nonresidential development shall provide an opaque to semi-opaque screen consisting of landscaping, wall, fence or a combination of any of those elements adequate to buffer the nonresidential development from the adjacent residential property in accordance with the height and location requirements set forth above in sections 39.14(a) and 39.14(b) except that no such screen shall be required in the front yard of the non-residential development.

N. Compatibility With Low Density Residential

External Compatibility. Nonresidential development and multi-family development must provide additional buffers and screening from RU-1 and RU-2 residentially zoned properties or parcels of land developed with existing single family or duplex homes as follows:

- (a) **Lighting Restrictions.** Any development shall control the effects of lights from automobiles or other sources to prevent lighting spillover so that lights do not illuminate adjacent residential property or shine into any residential window.
- (b) **Setback.** When a commercial retail, restaurant, drinking establishments or multi-family use is abutting any existing single family or duplex use or a RU-1 or RU-2 residentially-zoned property, there shall be an additional setback required for the boundary line(s) abutting the residential property, as follows:
 - (1) Any structure 25 feet in height or less shall be set back at a minimum 20 feet from the abutting residential property.
 - (2) Any structure greater than 25 feet in height shall be set back at a minimum 35 feet from the abutting residential property.
 - (3) Trash receptacles and loading facilities may not be permitted in the rear of the property. Service areas shall be located on the side yard.
 - (4) **Building Design.** The side of the building that is facing or backing up to any residential development shall not be a blank façade and shall have a quality architectural finish that contains the same articulated architectural features as the front of the building except that windows shall not be required.

O. Story Standards

(a) Definitions

Story means that portion of a building included between the surface of any floor and the bottom surface of the floor next above it, or if there is no floor above it, then the space between the floor and the ceiling next above it.

Interstitial space means that area between the bottom surface of a floor above and the functional ceiling of the floor below, which usually contains the sprinkler system, recessed room lighting, duct work and other common items installed above drop ceilings.

- (b) **Height Standards.** Total height of any structure shall be determined by land use category, the number of stories and height for each story allowed by the Table below, or the maximum height allowed for each use in each specific District as established in the Special Designation Community Redevelopment District of the Future Land Use Element of The Comprehensive Plan, whichever is greater. **Variations to increase height are prohibited.**

Figure 3.10 Height Standards Measured in Stories & Feet

TC-1	1 st Floor 2 nd & 3 rd Floors Garage floor	12 feet 10 feet 9 feet	4 feet 2 feet 1 foot	16 feet 12 feet 10 feet
TC-2	1 st Floor All other floors Garage floor	12 feet 10 feet 9 feet	4 feet 2 feet 1 foot	16 feet 12 feet 10 feet
DCR	Garage floor All other floors	9 feet 9 feet	1 foot 2 feet	10 feet 11 feet
UBV	Garage floor All other floors	9 feet 9 feet	1 foot 2 feet	10 feet 11 feet
CC-1	1 st floor All other floors	12 feet 10 feet	4 feet 2 feet	16 feet 12 feet
CC-2	1 st floor All other floors	12 feet 10 feet	4 feet 2 feet	16 feet 12 feet
LR	Structured parking – All 1 st floor & 2nd All other floors	9 feet 14 feet 9 feet	1 foot 4 feet 2 feet	10 feet 18 feet 11 feet
B-HC	Structured parking – All All other floors	9 feet 9 feet	1 foot 2 feet	10 feet 11 feet
AC	Structured parking - All 1 st Floor All other floors	9 feet 12 feet 10 feet	1 foot 4 feet 2 feet	10 feet 16 feet 12 feet
BR	Structured parking – All All other floors	9 feet 9 feet	1 foot 2 feet	10 feet 11 feet

- (c) In instances where structured parking is developed adjacent to, or at the same level with, enclosed first story space, the allowable height of the parking structure shall be the allowable height of the 1st story. In addition, in instances where parking is developed adjacent to multiple enclosed stories of the building, as many levels of parking as possible may be developed so long as such parking levels do not exceed the total height allowed for the adjacent stories.



4.0 IMPLEMENTATION

4.1 RELATIONSHIP OF PLAN TO COMPREHENSIVE CODE

The Land Development Code (LDC) will be amended to implement the design guidelines from Chapter 3 of the SPB-CRA Plan for each character district as well as general redevelopment guidelines and standards. The application, review procedures and other land development regulations that are required for the development of land in the SPB-CRA are established in the Land Development Code.

4.2 SPB-CRA PROJECT FUNDING SOURCES

The following have been identified as possible funding sources to implement the goals, policies, and objectives of this SPB-CRA Plan and fund any projects identified in Chapter 5:

A. Community Improvements Fund (CIF)

The amendment to the City Comprehensive Plan Future Land Use & Housing Elements establishing a Community Redevelopment District (CRD) shown on Map 1 simultaneously submitted to voter referendum in accordance with Section 3.17 of the City Charter, contains a Community Improvements Fund (CIF) provision. The Comprehensive Plan CIF provision is the enabling legislation, if approved by voter referendum that will require the City to prepare and adopt a Community Improvements Plan for public improvements, as such improvements are defined in Division 41 LDC, for the CRD. Thereafter, the City will be required to prepare the necessary documentation to support adoption of a legally valid impact fee ordinance amending Division 41 of the LDC for the implementation of the Community Improvements Plan within the parameters described in the Comprehensive Plan. The CIF is intended to supplement and primarily provide funding for those community improvements that are not eligible for County and/or City TIF by statute or County policy, and/or provide a committed revenue source to fund any shortfall in C-TIF funds in the short or long-term to ensure that the community improvements and amenities that will be required to fulfill the CRD goals, objectives and policies to redevelop as a livable "Green" Community that restores St. Pete Beach as a quality residential community and premier resort destination. CIF supplementary revenues will assist in growing the total revenues available for public improvements in a joint public/private partnership with the City and County to accelerate the implementation of community improvements and reduce or avoid the need for bond financing.

B. Transportation Impact Fee (TIF)

The Transportation Impact Fee has been identified as a revenue source to fund the mid-block and side street pedestrian crosswalks. In addition, these funds may be utilized for upgrading roads, drainage, sidewalks and curbs throughout the SPB-CRA and neighborhood areas.

New development produces increased trip generation on existing roadways and therefore should bear a proportionate share of the cost of capital expenditures necessary to meet transportation

needs of the City of St. Pete Beach. This fee is based on the number of residential units and temporary lodging units; and a business pays the impact fee based on their square footage. The City receives 50% of the TIF paid by new construction and historically such fund is relatively low. However, such TIF revenue would be expected to increase if the Community Redevelopment Plan is approved by the voters, adopted by the City and County and implemented in a manner such that redevelopment occurs in accordance with the Plan. The anticipated TIF Revenue projected in the City's CIP Budget 2008-2012 is attached in the Appendix.

C. Local Option Sales Tax (LOST)

Local Option Sales Tax (LOST) more commonly known as the "Penny for Pinellas" is a ten (10) year revenue stream based on an additional penny (.01) sales tax throughout Pinellas County. The LOST revenue source was approved by the voters of Pinellas County on Nov. 7, 2006 for an additional 10 years from 2010-2019. Several SPB-CRA capital improvement projects are funded through this source according to the 2008-2012 capital improvements program. The Tax & Revenue Appendix attached contains the projected LOST Revenues and Expenditures adopted as part of the City 2008-2012 Budget. The primary project of highest priority for LOST revenue is burying the overhead utilities in accordance with the approved Gulf Boulevard Improvements Program (April 2007) This priority is established in accordance with the County's commitment to the City and other Pinellas Beach communities as late as April 2007 provided that the City funds the remaining portion of the beautification project from other revenue sources.

D. SPB-CRA Tax Increment Financing (C-TIF)

Tax Increment Financing (C-TIF) is a unique tool available to cities and counties for redevelopment activities. It is used to leverage public funds to promote private sector activity in the targeted area. The dollar value of all real property in the SPB-Community Redevelopment Area, will be the calendar year within which this Plan is approved by voter referendum and Pinellas County (which could be as early as 2008) as of a fixed date and considered a base value. Any tax revenue in excess of the base value, referred to as the increment, is allocated to the CRA Redevelopment Trust Fund (RTF) and dedicated to public improvements within the approved Community Redevelopment Area. (See Map A Attachment 1 contained in the Map Appendix). As the RTF grows, it will become a primary source of redevelopment funding (see Section 4.3).

4.3 C-TIF IMPLEMENTATION

A. Establishment of Redevelopment Trust Fund (RTF or Trust Fund)

The City intends to establish a RTF in accordance with Chapter 163.387, *Florida Statutes*. The RTF's dedicated funding source will be Tax Increment Financing (C-TIF). C-TIF is calculated by setting a base year and measuring the increase in the dollar value of all real property within the SPB-CRA each year thereafter. Any increase to the taxable assessed value is appropriated by the Tax Collector for the Trust Fund. The CRA uses the Trust Fund to pay for improvements within the SPB-CRA Plan area.

The following process will be utilized to establish the trust fund:

Figure 43 SPB-CRA Redevelopment Plan and RTF Agreement	
Target Date	Procedural Process
September 2008¹³	Receive certified taxable values for the SPB-CRA from the five years prior to approval by voter referendum and the estimated taxable value for 2008 or the year of voter referendum approval, from the Pinellas County Property Appraiser's Office.
March 2008	Voters of St. Pete Beach adopt an Ordinance approving this Ch. 163 Community Redevelopment Plan. Upon certification of the election results, the City Commission transmit the Plan with any required updated data sources and analysis that may be requested by the County for review and consideration prior to approval by all outside taxing agencies and the County Commissions, as required.
July/August 2008	Outside agency review is complete and the SPB-CRA Plan is adopted by the Board of County Commissioners.
September 2008	St. Pete Beach City Commission adopts an ordinance to establish a Redevelopment Trust Fund per Chapter 163.387, F.S. and requests tax records from the County Property Appraiser to establish base year tax valuation of CRA properties.
October 2008	Pinellas County Commission adopts an ordinance providing for the funding of the Redevelopment Trust Fund.
January 2009-2038	Property Appraiser's Office appropriates to the Trust Fund the increment specified in the RTF ordinance.
2009-2038	The CRA publishes an annual report summarizing the projects completed with C-TIF funds and the amount of C-TIF funds that have been appropriated to future projects. A copy of the report will be made available to residents, business owners, and taxing authorities.

B. C-TIF Projections

Detailed projections for C-TIF revenue are contained in the Tax & Revenue Appendix. The projections are based upon five (5) different redevelopment scenarios. Each scenario is calculated using a different annual property value increase increment based upon estimated new construction value and projected redevelopment growth patterns less current tax values within the SPB-CRA. As a result of the limited areas of redevelopment and restricted density based upon current Coastal High Hazard designation density and intensity limitations, the C-TIF revenue projection scenarios anticipate a 15-20 year redevelopment period although, market conditions and other circumstances may extend that time period up to thirty (30) years.

The County has an established policy and such policy will be part of any agreement between the City and County to establish a RTF, to reevaluate the SPB-CRA and RTF agreements after 15 years. Based upon those assumptions, the C-TIF scenarios contained in the Tax & Revenue Appendix range from conservative slower more steady redevelopment revenue projection of \$100 million dollars net average annual increase in property values within the SPB-CRA Plan area over a 20-year period and holding steady from year 21-30 to avoid overestimating revenue; to a more

¹³ Assuming the Ch. 163 Plan, the City Comprehensive Plan Amendment and the Special Area amendment to the Countywide Future Land Use Plan, is approved by voter referendum in March 2008. Target dates are subject to change depending upon the timing of voter referendum approval.

aggressive revenue projection of \$200 million dollars net average annual increase in property values within the SPB-CRA Plan area over a 15-year period, holding values steady from year 16-30 to avoid overestimating potential C-TIF revenue.

The cumulative combined C-TIF (City and County TIF) revenue projections range from \$79,625,595 million to \$159,251,190 million after 15 years; and from \$238,876,785 million to \$477,753,570 after thirty years. The C-TIF detailed spreadsheets for each of the five SPB-CRA 2009-2038 Tax Increment Fund Revenue Projections scenarios are contained in the Tax & Revenue Appendix. These spreadsheets provide a year-by-year revenue projection and include the break down between the City-TIF and County-TIF for years 2009-2038. Figure 4.2 contains the summary revenue projections derived from the detailed revenue spreadsheets. These C-TIF revenue projections are based on the following assumptions:

1. The Pinellas Board of County Commissioners will authorize a ninety-five (95) percent C-TIF funding level;
2. The base year will be established as 2008, which is utilized to project all future annual incremental growth as compared to the base;
3. Redevelopment through new construction and major renovation projects will occur in accordance with the CRD redevelopment goals and objectives resulting in increase in Property values that correlate with the value of the new construction projected; and
4. Pinellas County and the City of St. Pete Beach will maintain a flat millage rate of 5.4562 and 2.4000 respectively, throughout the thirty (30) year term.

Projections will need to be adjusted if any of the above assumptions become false, such as either commission changing their millage rate or changes in property values are greater or less than the projected annual increase in property values based upon new construction value.

Figure 4.2 SPB-CRA Summary TIF Revenue Projections¹⁴

Year	Scenario 1 \$100 million per year 15 years	Scenario 2 \$150 million per year 15 years	Scenario 3 \$200 million per year 15 years	Scenario 4 \$100 million per year 20 years	Scenario 5 \$150 million per year 20 years
15 Years City-TIF Only	25,200,000	37,800,000	50,400,000	25,200,000	37,800,000
20 Years	132,709,325	199,063,988	265,418,650	144,084,410	216,126,615
25 Years	185,793,0555	278,689,583	371,586,110	219,918,310	329,877,465
30 Years City-TIF only	75,600,000	113,400,000	151,200,000	93,600,000	140,400,000

¹⁴ Summary figures are based upon the assumptions above and are the cumulative total of the C-TIF contributions by both the City and County unless otherwise noted in the breakout in the last two rows of Figure 4.2.

See Tax & Revenue Appendix for detailed annual revenue C-TIF projections.

C. Redevelopment Trust Fund Expenditures (C-TIF)

Expenditures paid by the City of St. Pete Beach portion of the C-TIF program have been prioritized, as shown in Figure 4.3, based on importance to the SPB-CRA and the City of St. Pete Beach. Priority projects were established by looking at three areas: 1) projects that have no other available funding source; 2) capital projects; and 3) non-capital or operating expenses such as special events. Priority projects for the County portion of C-TIF funding will be for public capital projects only. C-TIF expenditures are subject to established County policies and guidelines contained in the Tax & Revenue Appendix.

Figure 4.3 Priority Rating for C-TIF Funding

1	Boca Ciega Boardwalk	Corey Circle to Community Center	Low
2	Beach Trolley	Beach Looper Trolley Fleet (2)	Low
3	Burying Utilities	Town Center Core (excluding 75 th & Corey Avenues), Coquina West and Corey Circle Districts	Moderate
3	Burying Utilities	neighborhood residential streets within the SPB-CRA	Low
4	Business Assistance Façade Grants	Town Center Core Business Façade Grants as part of a Florida Main Street program	Low
5	Corey Avenue Pedestrian Bridge	Pedestrian Bridge crossing Gulf Boulevard connecting East & West Corey shopping district to support business district, pedestrian mobility & public safety	Moderate
6	CRA Administration	Future consideration for staffing the SPB-CRA	Low
7	Downtown Property Acquisition & Assembly	Waterfront park/ park expansion	Moderate
8	Downtown Public Parking Garage	Support Downtown Business District	High

¹⁵ Only in the event LOST Revenue is not funded as currently committed as part of the Gulf Boulevard Improvements Program dated April 2007.

¹⁶ Low priority for C-TIF revenue if LOST Revenue is funded and/or Community Improvements Fund (CIF) Revenue is available for any shortfall in LOST Revenue.

9	Drainage Improvements	Support drainage fund for ongoing projects within the SPB-CRA Plan area pursuant to the adopted 2008-2012 CIP	High
5	Gulf Boulevard Pedestrian Bridge	Pedestrian Bridge crossing Gulf Boulevard connecting retail activity/public parking with Public Beach/Resort area to support pedestrian mobility and public safety	Moderate
7	Gulf Boulevard Public Parking Garage – Land acquisition	Support Resort/Commercial Area businesses and beach access parking	Moderate
8	Gulf Boulevard Public Parking Garage	Support Resort/Commercial Area businesses and beach access parking	Moderate
10	Neighborhood Roadway Improvements within Commercial Corridor Blind Pass Road District	Roadway Improvements including roads, bike lanes, sidewalks, drainage, pedestrian-scale lighting and landscape	Low
10	Neighborhood Roadway Improvements within Commercial Corridor Gulf Boulevard District excluding Gulf Boulevard	Roadway Improvements including roads, bike lanes, sidewalks, drainage, pedestrian-scale lighting and landscape	Low
10	Neighborhood Roadway Improvements in within Coquina West and Corey Circle Districts	Roadway Improvements including roads, bike lanes, sidewalks, drainage, pedestrian-scale lighting and landscape	Moderate
11	Professional Services	Additional Funding parking studies, appraisals, property management services, and other professional consulting services, as necessary	Low
12	Public Library	Replace obsolete public library and reinforce public services within the traditional downtown business district which will also attract residents and visitors to downtown core to support businesses	Moderate
13	Public Safety Communications Digital Banner Billboard	Downtown Corey Causeway Digital Communications Billboard for Emergency Evacuation, Special Events & Public Communication	Low

14	SPB Signage	Comprehensive signage program to create "St. Pete Beach Brand" to support Downtown Businesses, Gulf Boulevard Resort and Activity Centers, improve public safety and reduce visual clutter	Low
15	Special Events & Promotion	Raise awareness and support the Resort & Business community in the SPB-CRA with emphasis on Community Local Events to attract visitors and residents to the Downtown Core & Resort areas, Green Lodges, Green Building & Site Redevelopment Award programs, Florida Main Street programs.	Low

D. SPB-CRA Projects

1. Boca Ciega Boardwalk

Provide a pedestrian boardwalk over the water linking Corey Circle east along the seawall of Boca Ciega Bay under the Corey Causeway to the Community Center on Boca Ciega Drive.

Funding Sources – LOST, C-TIF, CIF

2. Beach Looper Trolley

Provide beach trolley service to residents and visitors for the trolley route described in Section 5.3 or a similar route that serves the commercial and resort areas exclusively to physically, psychologically and economically link the two districts in a comfortable, safe and convenient manner. The Trolley promotes alternative mobility, the Green City Initiative and Livable Community strategies.

Funding Sources – LOST, C-TIF, CIF

3. Burying Utilities

Part of the St. Pete Beach Gulf Boulevard Improvements Program includes a component that relocates overhead utilities underground. Burying utilities in the Gulf Boulevard SPB-CRA Plan area is the highest funding priority. Burying utilities in the Town Center Core, Coquina West, and Corey Circle Districts are also a very high priority after the Gulf Boulevard Improvements Programs is fully

funded. Burying utilities along the neighborhood roads located within the SPB-CRA Plan area is lower priority but to the maximum extent possible, should be coordinated with any road reconstruction to install neighborhood improvements to maximize cost efficiency and minimize construction inconvenience within the neighborhood.

Funding Sources – LOST, C-TIF (City portion only)

4. Business Assistance Grants

The City of St. Pete Beach Business Assistance Façade Grant Program is intended to positively affect the physical environment in which economic activity is conducted. This is particularly true within those areas which have been identified as requiring special attention, including the following CRD character districts: Town Center Core, Commercial Corridor –Blind Pass Road and Commercial Corridor- Gulf Boulevard downtown commercial areas within SPB-CRA. Efforts made to improve the business operating climate include code enforcement, the provision of public capital improvements, streetscape improvements, signage, the provision of financial incentives, and other appropriate activities such as special events, programs and promotions.

The purpose of this program is to encourage individual property owners to upgrade their property by improving the appearance of their businesses and to encourage reinvestment in their operations. The intended result of such an effort is to stop deterioration, stabilize and improve property values, increase job opportunities for low and moderate income persons, upgrade the appearance of the area, and facilitate and encourage redevelopment activity in the SPB-CRA. All exterior façade and roof improvements are examples of improvements that may be eligible for the program.

Funding Sources: C-TIF (City only)

5. Pedestrian Bridges

The purpose of the pedestrian bridges is to provide a safe and convenient continuous pedestrian pathway across Gulf Boulevard to physically, psychologically and economically link the two major activity centers in a comfortable, safe and convenient manner.

Funding Sources: C-TIF, TIF, LOST, CIF

6. CRA Administration

C-TIF may be used to pay for administrative and overhead expenses necessary or incidental to the implementation of the SPB-CRA Plan. According to the Florida Redevelopment Association (FRA), seventy-five (75) percent of all CRA's have an Executive Director.

Funding Sources: C-TIF (City portion only)

7. Property Acquisition and Assembly

The CRA may purchase land for future parking facilities, parks, library and other public purposes.

The CRA will employ a "willing seller only" policy to assemble parcels within the SPB-CRA Plan area only as necessary for approved public purposes. The City shall not use the power of eminent domain and shall not voluntarily acquire private lands for resale to a private developer.

With the anticipated success of the SPB-CRA Plan area, there will be a strong demand for public parking. The City will need to purchase at least one acre of land in the Town Center Core area either to build a centrally-located public parking garage within close proximity to the Downtown core or relocate the Library and utilize the existing Library site for a public parking garage. The site should be located in close proximity to the downtown business district, a trolley stop and near crosswalk locations.

In addition, if a reasonable opportunity presents itself, the CRA may negotiate to purchase inadequate sized lots for assembly and/or expansion of waterfront parks adjacent to Boca Ciega Bay and/or Blind Pass Channel for use as a Sunrise and Sunset Park(s).

The CRA will also need to purchase approximately one acre of land on the east side of Gulf Boulevard within close proximity of the commercial/resort activity centers and public beach access as a future site for a public parking garage facility.

The CRA may need to purchase small areas of land along the Gulf Boulevard corridor to create trolley pullover areas to avoid impeding traffic flow.

Funding Sources: LOST, C-TIF (County and City portion)

8. Public Parking Facilities

As a result of limited on-site and on-street parking within the Downtown business district parking, the acquisition of land and construction of a centrally-located public parking garage to support the downtown area business is ranked very high in the list of funding priorities. A moderate priority is assigned to a centrally-located public parking garage on Gulf Boulevard within close proximity to the resorts, commercial activity centers and public beach access.

Funding Sources: LOST, C-TIF (County and City portion)

9. Drainage Improvements

Drainage improvements in the commercial/resort areas pursuant to the adopted CIP 2008-2012.

Funding Sources:

10. Downtown Streetscape & Neighborhood Improvements

To support the concept of a live, work, and shop neighborhood area, the City must invest within the Downtown Business district and neighborhoods abutting the downtown core within the SPB-CRA. Downtown streetscape and neighborhood improvements would include street reconstruction/resurfacing, burying utilities, reclaimed water, sidewalk construction, curbing, bike lane construction, traffic calming, neighborhood signage, landscaping, pedestrian-scale lighting, and increased sewer, water, and storm water capacity.

Figure 4.4 Funding Sources

Streets & Curbing:	C-TIF* , TIF, CIF
Lighting:	C-TIF*, LOST , CIF
Landscaping:	C-TIF*, CIF
Entry Signs:	C-TIF*, CIF
Reclaimed Water:	Sewer Fund
Sidewalks:	C-TIF*, TIF, CIF
Sewer Lines:	Sewer Fund, LOST
Drainage:	Drainage Fund, LOST
Park Development:	C-TIF*, LOST
Road Reconstruction	C-TIF

* City portion of C-TIF only. The County portion of the C-TIF may be used for neighborhood capital projects such as roadway reconstruction, including bike lanes and sidewalks, but may not be used for routine maintenance such as street resurfacing.

11. Professional Services

The City engages several consulting companies to study specific needs for particular projects. These services would be within the SPB-CRA and would be listed as Professional Services for departmental budget purposes. Professional Services may include services related to the design or implementation of capital projects, parking studies, appraisals, and property management services.

Funding Sources: LOST, Drainage, C-TIF (City portion only)

12. Public Library

The City Public Library is located in the Downtown SPB-CRA Plan area and is functionally obsolete. In recent years, the Library has required significant maintenance because of its age and deteriorating condition. The Library is a vital City facility and service for its residents and visitors. Its use and service is appropriately located in the heart of the City in the traditional downtown core area and needs to either be replaced on the existing site or a new site acquired and the existing Library site converted to a centrally located public parking garage to support the downtown business district. Due to its central location about 1 block from the heart of Corey Avenue, the location is ideal for either public use and should be pursued.

Funding Source: C-TIF

13. Public Safety and Communications

In addition to implementing the underground utility component of the Gulf Boulevard Improvement Program, transportation management plans, physical and operational traffic flow transportation improvements, and coastal high hazard planning strategies including strategies to encourage temporary lodging redevelopment over more residential development and requiring closure and evacuation plans for all temporary lodging uses located within the Community Redevelopment District, all together intended to improve safety and decrease evacuation clearance times, such public safety and communications can be improved further with the purchase and installation of a digital overhead banner message board at the Corey Causeway entrance to the City. (this sentence is long) This digital message board will function in many capacities including emergency evacuation communications, traffic congestion/accident/detour information, public/private special local community events and activities to inform and attract residents and visitors to attend and stimulate the local economy.

Funding Sources: TIF, C-TIF (City Only)

14. Comprehensive Signage program. Create and install customized directional and street signs, trolley stop signs and other customized signage for Main Street Shopping and Entertainment Areas, Resort areas, distinct residential neighborhoods abutting the Town Center Core, parks, public parking areas and facilities, and government facilities and services, as part of a comprehensive signage program that eliminates visual clutter, utilizes internationally accepted symbols to facilitate tourist orientation to the major City activity areas that also creates a unique "branding" for St. Pete Beach.

Funding Sources: LOST, TIF, C-TIF (City Only), CIF

15. Special Events & Promotion

To support the resort area and the live, play, work and shop concept of the Downtown Core, funding should be made available to support special events and promotions within the SPB-CRA that attract residents and visitors to the Downtown shopping district as well as commercial/resort/beaches of Gulf Boulevard area. Such funding can be used for art & cultural events, public art projects, SPB-CRA area special events, holiday promotions, event/seasonal pole flags, banners, and brochures, "Green" Lodge, Building and Site design awards, eco-tourism, development and maintenance of a "Green" web page on the City's website, special events, Florida Main Street programs, promotions

and events. In addition, trolley services can be utilized to support area businesses and visitor attractions.

Funding Sources: General, C-TIF (City portion only), Grants

16. Streetscape/Landscape Maintenance, Repairs, Replacement

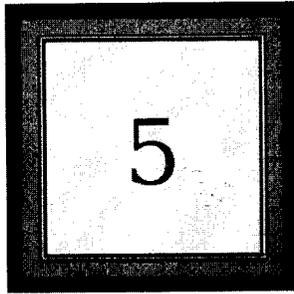
After the streetscape projects are complete, a funding source must be identified for necessary maintenance, repair and replacement.

Funding Sources: General, C-TIF (City portion only)

4.4 REDEVELOPMENT INCENTIVES

The following are redevelopment incentives offered to encourage private commercial and resort reinvestment in the SPB-CRA Plan area. Each incentive is detailed in Section 3.8.A Figure 3.2 and in Sections 3.3 and 3.4 setting forth each Character Districts Standards and Policies:

- Affordable Housing density bonus for large-scale temporary lodging use only in the Large Resort district (Implemented by Division 35 and Division 40 of the LDC)
- Density and intensity bonuses for mixed use projects
- Density bonus for parcel assembly and/or large-scale comprehensive mixed use and resort reinvestment
- Limited height increase for parcel assembly to minimum parcel sizes
- Limited height increase for mixed use
- Additional height for temporary lodging uses only with minimum numbers of rooms, minimum parcel sizes, and provision of required amenities
- Development Review Fee Waivers
- Expedited Site Plan and Building Permit Review



5.0 CAPITAL PROJECTS

5.1 INTRODUCTION

This chapter of the SPB-CRA Plan provides assessments of infrastructure and services. Cost estimates and a schedule for correcting deficiencies in infrastructure and services shall be updated and provided by the City as necessary and required upon request of the County.

5.2 INFRASTRUCTURE AND SERVICE ASSESSMENTS AND RECOMMENDED PROJECTS

Florida's growth management legislation requires municipalities to adopt level of service (LOS) standards for each public facility in order to ensure that infrastructure capacity and services are available to support development. In 2005, Senate Bill 360 expanded these concurrency requirements to tighten the rules around infrastructure, school, and water supply planning.

St. Pete Beach adopted Division 29, Concurrency Management, into its Land Development Code in December 2004, and last amended this code in January 2007 to address requirements for proportionate fair share. Although the City is not the primary service provider for each public facility, the City has adopted a level of service for the following: potable water; sanitary sewer, solid waste, drainage, recreation facilities, and roads. The existing Comprehensive Plan identifies no present concurrency issues.

The proposed total allowable development under this Plan represents a decrease in development potential from both the current 1998 Plan and the repealed 2005 Plan. Green practices and quality livable community strategies that would be implemented during the redevelopment process under the proposed 2007 Plan, will further reduce impacts on infrastructure and resources including: potable water; sewer; reclaimed water; storm water facilities; and roads. An overall decrease in density and intensity in the proposed 2007 Plan will also decrease potential impacts on schools, libraries, police and fire rescue, water, sewer, reclaimed water, storm water facilities, roadways, as well as parks and recreational facilities. If the redevelopment goals are achieved that result in temporary lodging uses being redeveloped instead of additional residential units replacing existing temporary lodging facilities, this will further decrease the impacts on infrastructure that are either entirely or primarily utilized by residents and not tourists, such as: schools, libraries, parks and recreational facilities.

A. Potable Water

St. Pete Beach has an interlocal agreement with Pinellas County to handle both potable water supply and distribution. Tampa Bay Water (TBW), a regional water supply authority, provides the wholesale potable water supply to the county, and the Pinellas County Utilities Department owns and maintains the distribution system. The City is a retail customer of the Pinellas County Utilities Department and has no responsibility regarding the supply of potable water to its citizens. See the Water Supply Planning section for more information regarding future plans to meet demand. St. Pete

Beach's Comprehensive Plan currently states the adopted level of service standard for potable water will be 120 gallons per day per capita by 2005. This standard correlates to the LOS used by Pinellas County for planning purposes when preparing its 5-year and 20-year potable water demand projections. Pinellas County adopts an annual concurrency test statement, which basically provides a status of LOS conditions for public services and facilities, including potable water supply. The County coordinates with Tampa Bay Water when developing this test statement¹⁷.

According to the most current concurrency test statement, adopted by Pinellas County Ordinance #06-75, Tampa Bay Water is currently able to meet annual demand (existing LOS) within the Pinellas County Water Demand Planning Area, and "Except as otherwise provided in the Master Water Supply Contract or in the associated Interlocal Agreement, all potable water required by Pinellas County Utilities to service its customers will be supplied by Tampa Bay Water." This ordinance also includes provisions should the regional system experience a shortfall to institute one or more actions, including instituting additional water conservation measures or halting or otherwise restricting the issuance of development orders or permits.

In all new construction the plumbing will be modernized using low-flow devices. As a result, of the overall potential density and intensity development potential in the 2007 Plan, water consumption is expected to be lower. Some of the properties that are most likely to be redeveloped under this Plan are the temporary lodging uses in the Large Resort District that were originally built in the 1950s and 1960s. Most feature older plumbing fixtures and probably substantial deferred maintenance, although some have taken steps to replace such fixtures. Current low-flow devices, shower heads, taps and toilets reduce water usage by 50 percent or more over the older devices.

If an existing hotel has 200 units which are normally 75 percent occupied on a daily basis and there are an average of two guests in each room, there would be approximately 300 guests. A normal 8-minute shower consumes about 42 gallons of water; therefore the 300 guests would use about 12,600 gallons of water daily for showers. If a new 400-room hotel were built under this plan having the same 75 percent average occupancy daily and two guests per room (or 600 guests), and a normal 8-minute shower consumes about 19 gallons of water with the use of low-flow shower heads, the 600 guests would only use about 11,400 gallons of water daily for showers, a 9.5 percent decrease in water use with double the number of guests.

In the entire Large Resort District it is calculated that the existing development of nine hotels, estimating an average occupancy rate of 75 percent, has 3,176 guests on any given day. Those guests use 133,392 gallons of water while taking the average 8-minute shower. Under this redevelopment plan, assuming all nine (9) hotels are demolished and replaced by new 75-unit-per-acre resorts, there would be 6,204 guests at 75 percent occupancy; however, these guests would use only 117,876 gallons of water for the same 8-minute shower. This is an increase in total guests of almost 100 percent and a reduction in water usage of almost 12 percent.

Figure 5.1 below shows the worst case scenario of maximum potential temporary lodging use for all ten (10) potential redevelopment sites density, including the potential available maximum affordable housing density bonus. Obviously, this is a scenario that will in all likelihood never occur but for purposes of estimating the maximum possible water consumption. Those assumptions have been made in the analysis below.

¹⁷ Source: SPB 2007 EAR citing City Staff Personal Communication with E. Freeman, Pinellas County Planning Department, March 26, 2007.

Figure 5.1 Comparison of Water Usage – Large Resort District

Resort	Rooms	Gal/Day/Room	Rooms	Rooms	Gal/Day/Room	Rooms	Rooms	Rooms	Gal/Day/Room
Travel Lodge	200	5.60	150	300	12,600	448	336	672	12,768
Beachcomber	102	3.50	76	152	6,384	280	210	420	7,980
Howard Johnson	116	3.40	87	174	7,308	272	204	408	7,752
Tradewinds Sandpiper	159	3.80	119	238	9,996	304	228	456	8,664
Alden Resort	143	3.70	107	214	8,988	296	222	444	8,436
Coral Reef Beach Resort	114	4.00	85	170	7,140	320	240	480	9,120
Tradewinds Island Grand	585	13.90	438	876	36,792	1,112	834	1,668	31,692
Sirata	377	8.70	282	564	23,688	696	522	1,044	19,836
Grand Plaza	152	1.80	114	228	9,576	144	108	216	4,104
Dolphin Beach Resort	174	3.30	130	260	10,920	264	198	396	7,524

Source: St. Pete Beach Planning Department – 2007

New low-flow toilets use less than half the water of a standard toilet. The low-flow usage of about 8,000 gallons per year is considerably less than the 18,490 gallons per year used by standard toilets. Additional water savings can be gained by using taps with automatic shut-offs and elimination of leaks and drips. Additional improvements in plumbing devices and laundry facilities will result in water savings. The City has revised its building and zoning codes to mandate low flow devices be installed in association with any new development, ensuring that water usage will not increase as a result of this Plan.

Further, the proposed 2007 Community Redevelopment Plan establishes the foundation for a Green City certification by the Florida Green Building Coalition, Inc., to achieve a sustainable community that conserves water by reducing consumption through Green building and site design. Thus, it is anticipated that water consumption will continue to decrease on a per capita basis negating any overall net increase within the community as a result of redevelopment.

B. Wastewater/ Sewer

St. Pete Beach currently contracts with the City of St. Petersburg to provide its wastewater treatment. The adopted level of service within the 1998 Comprehensive Plan is 149.4 gallons per day per capita (GPCD). Wastewater from St. Pete Beach is treated in St. Petersburg's Northwest water reclamation facility located at 7500 26th Avenue NW. According to St. Petersburg's 2006 Concurrency Annual Monitoring Report, the Northwest facility has an adopted LOS of 170 GPCD. This facility has the capacity to process 20 million gallons per day (mgd), and in 2005 was handling an average flow of 10.29 mgd, leaving an excess capacity of 9.71 mgd. St. Petersburg's Water Resources group monitors flows system wide and provides annual flow data and projected demands for wastewater, which are used to develop this annual concurrency report.

Any change in demand for service from St. Pete Beach would be reflected in this flow data and would be accounted for in future demand projections. Current capacity flow data shows that St. Pete Beach has generated less wastewater in the last two years, but this can in part be explained by a reduction in storm water due to drier years¹⁸.

The fact that the maximum potential density and intensity is reduced from the 1998 Plan to the proposed 2007 Plan and as a result of the required implementation of minimum Green building and development standards in all redevelopment projects, including the installation of low-flow plumbing devices, future water consumption under the proposed 2007 Plan will be less than future water consumption under the current 1998 Plan. Sewer generation is a direct result of water usage, so it is reasonable to assume that when the water consumption is reduced, sewer demand will also be lessened.

It should be noted that the City recently completed a new Master Lift Station located on the north end of Boca Ciega Drive. The new facility is capable of pumping 2 1/2 times the sewage currently generated in St. Pete Beach improving sewer wastewater flow.

Figure 5.2 Master Lift Station – Boca Ciega Drive (2007)



Source: Public Works Department, City of St. Pete Beach

In sum, sewer capacity is not anticipated to be a capacity issue at this time as a result of: (1) the overall density and intensity decreases from the adopted 1998 Plan; (2) anticipated reduction in water consumption as a result of redevelopment implementing Green practices, technology and strategies that utilize new water conservation methods and required use of reclaimed water for irrigation; (3) the recent analysis prepared by the City in its 2007 EAR suggesting that just under 50% of current available sewer wastewater treatment capacity is still available for future use, and (4) replacement over time of on-site aging sewer pipes and connections that should improve system performance.

C. Solid Waste

Waste management, including recycling, for residential customers, is provided through an agreement with Waste Services of Florida. Commercial customers obtain service from Waste Services under private contracts. The adopted LOS for solid waste is 1.3 tons per person per year.

¹⁸ Source: SPB 2007 EAR citing City Staff Personal Communication with E. Rosetti, City of St. Petersburg Water Resources Department, April 10, 2007.

In 2006, Waste Services was processing approximately 65 pounds of solid waste per household per week in St. Pete Beach. Over the course of a year, this amounts to 1.69 tons per household. Using the 2000 Census average household size of 1.82 persons per household, Waste Services is currently removing approximately 0.93 tons per person per year total waste, including recycling¹⁹. The 2007 proposed Plan incorporates Green practices and strategies for the private & public sector and initiates the first steps in pursuing certification of St. Pete Beach as a Florida Local Green City, which includes recycling standards both for daily operations and construction management & recycling of debris.

D. Drainage/Storm Water

The St. Pete Beach 1998 Comprehensive Plan Infrastructure Element (IE) currently contains two references to levels of service for drainage. Under the objective of requiring compliance with the master drainage plan, IE Policy 2.1.1 states:

The St. Pete Beach's master drainage plan shall require new developments to meet the design requirements **(level of service) of the 25-year frequency, 24-hour storm event**. Post development runoff shall not exceed pre-development drainage peak discharge rates.

[Emphasis added]

Additionally, IE Objective 2.2 requires the establishment of a level of service for drainage, and Policy 2.2.1 states:

In accordance with the Drainage Ordinance, the level of service for drainage shall be the **10-year frequency, 60 minute storm event**.

[Emphasis added]

The 10-year frequency, 60-minute storm event is the standard for engineering storm water management within the City's Code of Ordinances, which also requires that the rate of storm water discharge released from the post-developed site does not exceed the rate of storm water discharge of the pre-developed site.

The City is currently reviewing storm water ordinances that will address all drainage issues and will possibly establish a permit system for any and all work on a storm water/drainage system. Additionally, St. Pete Beach is coordinating with Pinellas County on a case-by-case basis for known drainage issues in order to implement proven solutions based on adequate resources and monies. Copies of all development plans are forwarded to the City's Public Works department for review to ensure that the standards and concurrency are met²⁰.

The drainage in all 11 character districts will be improved by redevelopment for three primary reasons: (1) Green site design standards will be required; (2) open space will be significantly increased from what exists as-built today; and (3) adequate storm water drainage systems and

¹⁹ Source: SPB 2007 EAR citing City Staff Personal Communication with S. Rheuble, Waste Services of Florida, April 16, 2007.

²⁰ Source SPB 2007 EAR citing City Staff Personal Communication with S. Hallock, Director of Public Works, St. Pete Beach, FL, April 18, 2007.

facilities will be part of all new development replacing existing conditions in which virtually no such facilities exist throughout the Community Redevelopment District. In certain areas where development interfaces with the northern segment of Blind Pass Road and Gulf Boulevard below 75th Avenue, drainage is under the jurisdiction of FDOT. The City will coordinate these drainage issues with FDOT.

Therefore, as a result of the vast majority of existing development predating the City's current development regulations, those sites built 30 or 40 plus years ago do not meet today's drainage standards. Drainage standards required as part of redevelopment should significantly improve future storm water run-off and reduce both flooding and pollutant run-off.

E. Reclaimed Water

The City has encouraged the use of reclaimed water for landscape irrigation throughout the City since 1994, and now requires newly developed properties to use reclaimed water for outdoor uses. Reclaimed water billing is based on permeable area of the individual lots for all commercial properties.

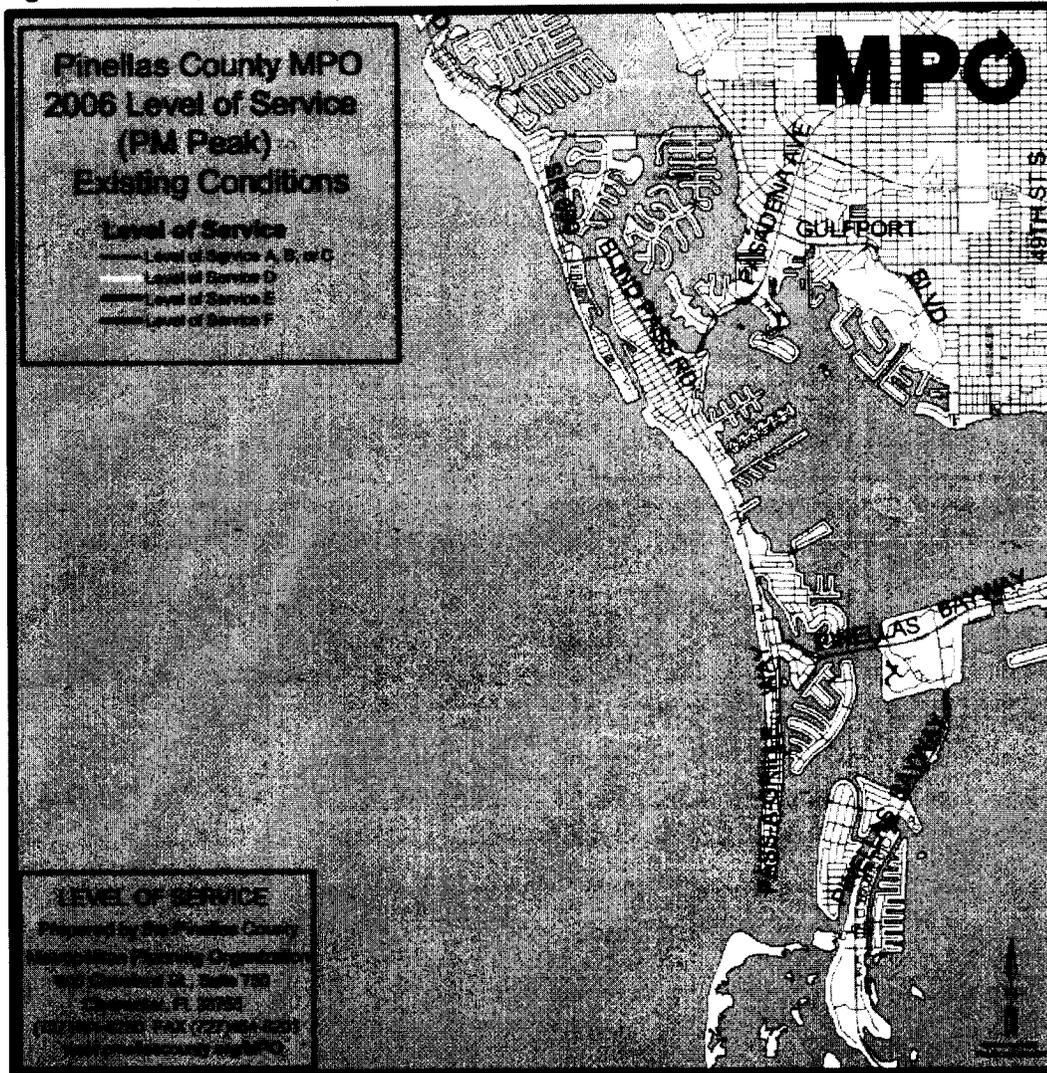
The rate for reclaimed water service is based on a unit of measurement called an Estimated Residential Unit (ERU) equivalent. A single ERU is equivalent to 3,150 square feet of permeable area. This excludes driveways, pools, walkways or any other area impermeable to the percolation of water. However, the estimation of ERU does count planters and other areas where percolation may occur. All single family units will be assessed a fee equal to 1 ERU, without consideration of the actual permeable area present. Commercial, multifamily residential, public and/or park uses are measured to determine the number of ERU's present and assessed a fee accordingly.

The cost for reclaimed water is equal to \$10.00 per ERU + a \$1.50 per month administrative fee. For example a single-family residential unit obtaining reclaimed water service (no matter how many ERU's are present) would be assessed a fee of \$11.50 per month. A commercial area with 3 ERU's would be assessed a charge of \$31.50 for the provision of reclaimed water. Use of reclaimed water for irrigation purposes will be mandated for all redevelopment associated with this 2007 Plan, including rain sensor irrigation systems to further reduce water consumption and conserve natural resources.

F. Traffic Circulation

The current minimum standard for all arterial and collector roads within the city is LOS D. The Pinellas County Metropolitan Planning Organization (MPO) prepares a report identifying operating conditions for these roads and identifies deficient roadways within the county. From a transportation management standpoint, the MPO is concerned only with the segments of Blind Pass Road and Gulf Boulevard that are part of State Road 699 and located within St. Pete Beach. (See Figure 5.3).

Figure 5.3 Pinellas County MPO Road LOS (2006) St. Pete Beach, FL



According to the MPO's 2006 *Annual Level of Service Report*, the major roads within St. Pete Beach are operating at an overall LOS of B or C (Figure 5.4), and therefore are exceeding the adopted standard. Two segments, however, are currently operating at a LOS of F. Also, there are no roads identified by the MPO as constrained or deficient.

Figure 5.4 Road LOS (2006) St. Pete Beach, FL

Gulf Blvd S (Bayway -to- 75th Ave)	B
Bayway -to- 44th Avenue	A
44th Ave -to- Dolphin Village	C
Dolphin Village -to- 55th Avenue	A
55th Ave -to- Gulfwinds Dr	B
Gulfwinds Dr -to- Blind Pass Rd	B
Blind Pass Rd. to Corey Avenue	A
Corey Ave -to- 75th Avenue	F
Corey Causeway / 75th Avenue (Shore Dr -to- Gulf Blvd)	B
Blind Pass Rd -to- Gulf Blvd	F
Blind Pass Rd (75TH Ave/Corey Ave -to- W Gulf Blvd)	C
75th Ave/Corey Ave -to- 84th Avenue	C
84th Ave -to- Bridge E	A
Bridge E -to- W Gulf Blvd	D

Source: Pinellas County MPO 2006 Level of Service Report

In the SPB-CRA Plan area, the only road of concern is Gulf Boulevard. This road currently has a level of service (LOS) of "C". The primary problems are associated with excessive curb cuts, multiple driveways and relatively narrow sidewalks.

The City intends to work with the Florida Department of Transportation (FDOT) to make improvements to Gulf Boulevard that will facilitate safer vehicular, bicycle and pedestrian movement including: control of driveway curb cut locations, shared access drives, internal connectivity between parcels and intelligent traffic signalization, to improve traffic flow on adjacent roadways and reduce vehicular conflicts with pedestrians and bicyclists; improved safety and pedestrian comfort with the addition of landscaping, wider sidewalks, street furniture and pedestrian-scale decorative lighting in the right-of-way or within easements dedicated by private landowners; narrowing driving lanes and reducing speed limits to create traffic calming and increase pedestrian safety; the addition of crosswalks and other pedestrian crossing improvements and signalization; pursuit of the potential for one or two pedestrian bridges over Gulf Boulevard linking major activity centers and/or corridors; and pursuit of other physical and operational transportation management improvements and strategies to improve overall roadway performance as well as pedestrian and bicyclists safety.

Traffic patterns in the Downtown Redevelopment District will change very little; however, pedestrian, bicycle and trolley mobility will be encouraged through safe and comfortable design as well as convenient and direct routes that create a network. Non-vehicular and trolley circulation will be a major focus of improvements as part of the redevelopment process. Parking will be improved both from a functional and an appearance standpoint. A centrally located downtown parking garage with public restroom facilities to attract people to the downtown area by adding convenience and adequate parking to encourage longer duration visits that will support downtown area businesses will be pursued. The south leg of Blind Pass Road will benefit from significant changes resulting from planned installation of additional landscaping, lighting, and modification of the existing three driving lanes with streetscape improvements that are designed to calm traffic and enhance the pedestrian experience. These neighborhood roadway improvements include wider bike lanes and sidewalks, landscaping and pedestrian-scale decorative lighting.

G. Multimodal Transportation

The Pinellas Suncoast Transit Authority (PSTA) operates the Beach Trolley which serves the Blind Pass Road corridor, Gulf Boulevard into Pass-a-Grille at the far south end of the City, and the Corey Avenue area. There are trolley stops all along the route, with major stops in Pass-a-Grille and on Corey Avenue. However, existing trolley stops are generally located on a narrow sidewalk with a trolley stop sign which does not provide adequate passenger safety or comfort and that deters mass transit rider-ship. The trolley also offers service into downtown St. Petersburg. It operates every 30 minutes from 5:05 a.m. to 10:10 p.m. daily, with service until midnight on Fridays and Saturdays. Fares range from \$1.25 per single trip to a Daily Go Card for \$3.00 or a 7-day Unlimited Pass for \$12.00. Senior and disabled discounts are available.

H. Recreation & Park Facilities Assessment

The City of St. Pete Beach offers a wide variety of parks and recreation amenities (see Figures 5.6 on the following page). In addition to miles of sandy beach and water, the City offers citizens and visitors picnic facilities, basketball and tennis courts as well as baseball fields and covered pavilions. The Recreation & Open Space Comprehensive Plan Element adopts the Recreation Levels of Service (LOS) contained in Figure 5.5 below.

Figure 5.5 Recreation Levels of Service (2007) St. Pete Beach, FL

Tennis	1 Court per 2,000 pop.	5 courts
Basketball	1 Court per 5,000 pop.	2 Courts
Baseball/Softball	1 Field per 6,000 pop.	1 Field
Boat	1 Ramp/Dock per 5,000	2 Ramps/Docks
Ramps/Docks	pop.	
Bicycle Trails	1 Mile per 5,000 pop.	2 miles
Fishing	1 Site per 5,000 pop.	2 Sites 1 2 Courts
Racquetball Handball/	1 Court per 5,000 pop.	
Picnic Area	1 Acre per 6,000 pop.	1 Acre
Shuffleboard	1 Court per 5,000 pop.	2 Courts

Source: 1998 Comprehensive Plan; SPB 2007 EAR citing City Staff Personal Communication with M. Whelan, Director of Leisure Services, St. Pete Beach, FL, March 19, 2007

Figure 5.6 Parks and Recreational Facilities (2007) St. Pete Beach, FL

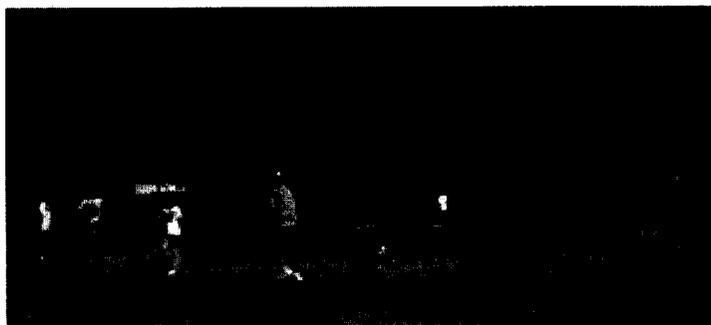
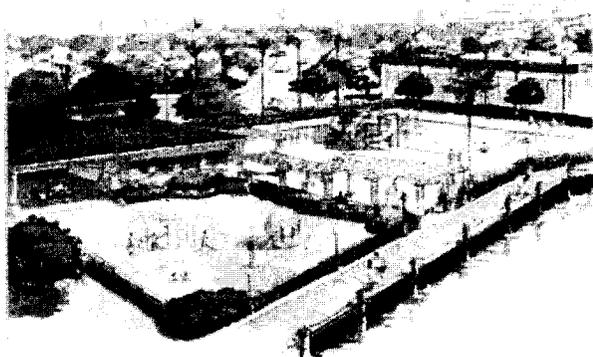


Figure 5.7 below shows the name of the Recreational Amenity, location and size for all sites within the City. The Recreation amenities located within the SPB-CRA are highlighted in green.

Figure 5.7 St. Pete Beach St Pete Beach Parks and Facilities Inventory

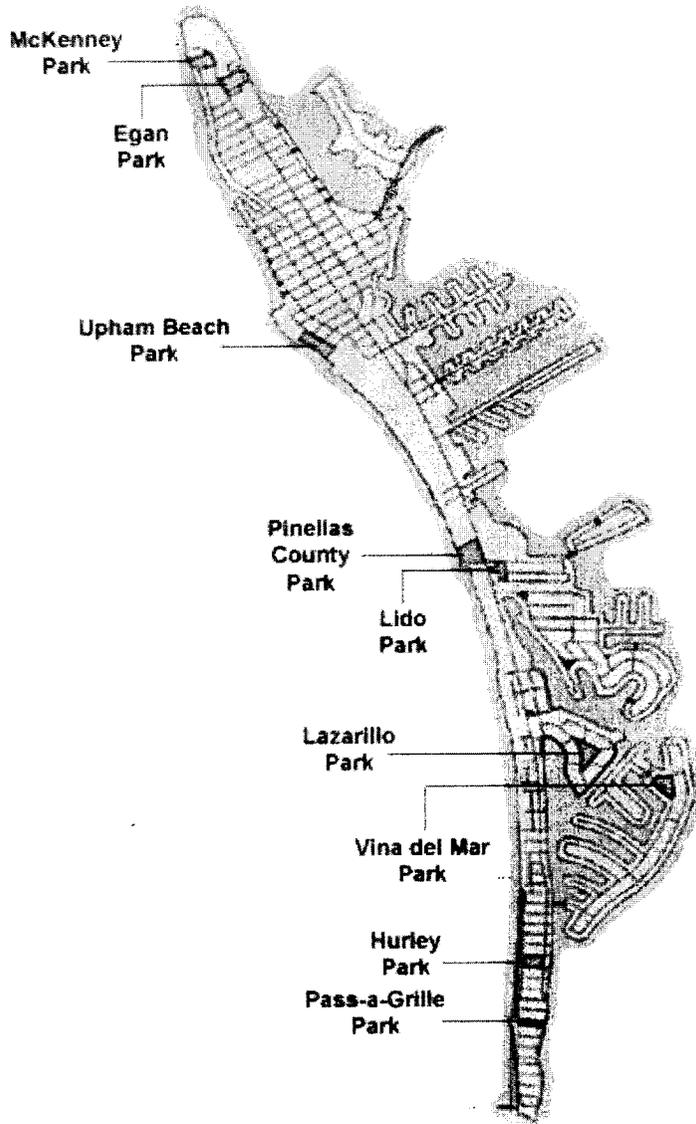
McKenney Park	9300 Blind Pass Rd	5.00
Egan Park	9101 Bind Pass Rd	5.40
Upham Beach	6700 Beach Plaza	9.40
Boca Ciega Isle Mini Park	1142 Boca Ciega Isle Dr	.22
Lido Park	4503 Gulf Blvd	1.97
Belle Vista Triangle #1	125 44 th Ave	.50
Belle Vista Triangle #2	3715 Belle Vista Dr.	.25
Belle Vista Mini Park	3670 Belle Vista Dr. E	.22
Thomas Rowe Park	3501 Gulf Blvd	.11
Don Vista	3300 Pass A Grille Way	.52
Don Vista Park	500 33 rd Ave	.19
Lazarillo Park	224 Debazan Ave	3.90
Vina Del Mar Park	302 S. Isle Dr	3.50
Hurley Park	1501 Gulf Way	3.50
Ercius Park	1205 Pass A Grille Way	.10
Pass a Grille Park	1000 Pass A Grille Way	2.10
Pass a Grille Beach	1 st -22 nd Av	20.00
TOTAL		
Boca Ciega Dr St End	8799 Boca Ciega Dr	.12
86 th Ave St. End	8551 Boca Ciega Dr	.12
84 th Ave St End	8357 Boca Ciega Dr	.12
83 rd Ave St End	8227 Boca Ciega Dr	.12
80 th Ave E. St. End	7999 Boca Ciega Dr	.12
79 th Ave E. St End	7899 Boca Ciega DR	.12
79 th Ave W. St End	699 79 th Ave	.12
78 th Ave E. St End	7799 Boca Ciega Dr	.12
78 th Ave W. St End	699 78 th Ave	.12
77 th Ave W. St End	699 77 th Ave	.12
65 th Ave W. St End	599 65 th Ave	.12
60 th Ave E. St End	109 60 th Ave	.12
Clearview Ave St End	396 Belle Point Dr	.12
23 rd Ave W. St End	2298 23 rd Ave	.12

Source: St. Pete Beach Parks and Recreation Department (2007)

The physical locations of the City's recreational amenities are shown in Figure 5.8 below.

Figure 5.8 City Parks (2007) St. Pete Beach, FL

Source: City of St. Pete Beach, FL



Since 1998, the City has purchased additional property to expand McKenney Park at the northern end of the island, and has added a park as part of the City's new community/recreation center. St. Pete Beach is exceeding all adopted levels of service for recreation facilities except handball/racquetball (See Figure 5.8 above). In a Citywide survey completed February 2007, there was not much public demand for this type of facility. Should this sentiment change in the future, St. Pete Beach will provide these services to its residents²¹.

²¹ Source: SPB 2007 EAR.

H. Capacity Assessment of Public Schools

There are no public schools within the SPB-CRA although there are four in close proximity. St. Pete Gulf Beaches Elementary School located Blind Pass Road. No school impacts are likely to occur as a result of the overall decrease in residential density in the 2007 Plan from both the 1998 and 2005 Plans. In addition, within the Town Center Core, Downtown Core and Upham Beach areas, the residential units permitted will generally be smaller, some may be apartments, and most will be more suitable for "empty nesters" or young singles, neither of whom are likely have school-age children.

On the other hand, the residential condominium development expected in the Boutique Hotel/Condo and the Bayou Residential Districts is not likely to be suitable for families with children because of its proximity to the higher-traffic along Gulf Boulevard as compared to neighborhood residential streets as well as limited on-site play space. Currently in the City, about 65 percent of the existing condominiums are owned by people who are snowbirds or vacationers. These units are occupied for about 40 percent of the year.

During the City's EAR update of its Comprehensive Plan, the City will adopt the goals, objectives, and policies of the Public School Facilities Element (PSFE) prepared by Pinellas County and the Pinellas County School Board. If the anticipated adoption date for the EAR-based amendments to update the comprehensive plan is later than March 1, 2008, the City will adopt the PSFE by the statutory deadline²².

I. Sidewalks

Existing sidewalks will be reconstructed and in some cases widened in most areas of the Community Redevelopment District. New sidewalks will be added where appropriate in accordance with the Master Boulevard and Master Streetscape Plans for Gulf Boulevard and the Downtown Core areas. Sidewalks will be part of a Community Improvements Plan throughout the Downtown Core and Upham Beach neighborhoods. The City will adopt Comprehensive Plan policies consistent with Pinellas County Metropolitan Planning Organization guidelines for "Livable Communities" and improvements will be designed to create a City-wide bike and pedestrian network. The goal is to facilitate pedestrian and bicycle mobility and connectivity of new development with existing development and residential neighborhoods throughout the City, linking residents and visitors with activity centers to reduce dependence on the auto.

5.3 RECOMMENDED IMPROVEMENTS & SERVICES

In order for the SPB-CRA to have a distinct image and sense of place, common architectural elements for buildings and a consistent streetscape will be needed. A streetscape is defined as the view a driver or pedestrian has from street level. The streetscape will promote a pedestrian-friendly corridor that will include landscaping and irrigation, sidewalk improvements, distinctive paving patterns delineating gathering places and crosswalks, pedestrian-scale decorative lighting, side street crosswalks, mid-block crosswalks, bike lanes, entrance signage, street furniture and public transportation enhancements. Improvements for the SPB-CRA will incorporate infrastructure needs such as street paving and curbing, road reconstruction and resurfacing, irrigation and reclaimed water, updated sanitation lines, and burying utilities. These improvements will establish a solid neighborhood and business environment that will support the SPB-CRA. The recommended practice is to enhance a street with all necessary infrastructure upgrades while the street is under construction.

²² Source: SPB 2007 EAR.

A. Neighborhood Improvements

Improvements that increase pedestrian safety will be a major focus in this area. Install new and wider main street style sidewalks linking residential neighborhoods to the Downtown core retail, business, government, entertainment and shopping district. Other streets within the Downtown Redevelopment District are not assessed for LOS standards and carry only local traffic with no existing capacity problems. These streets shall be enhanced with additional neighborhood roadway improvements such as wider bike lanes and sidewalks, landscaping, pedestrian-scale decorative lighting, traffic-calming, landscape and storm water/drainage management, and other pedestrian safety improvements.

B. Gulf Boulevard Improvements Program Components

The City may initiate re-designation of Gulf Boulevard and Blind Pass Road by the Florida Department of Transportation (FDOT) as a City Road rather than a State Road to facilitate and remove unnecessary restrictions on street improvements that would make these major Boulevard corridors traversing St. Pete Beach its entire length, more pedestrian & bicycle friendly and aesthetically pleasing. Pursuing the re-designation strategy will allow street trees and crosswalks to be installed without being subjected to FDOT review procedures. Because FDOT places a great emphasis upon efficient traffic flow, some improvements proposed to improve aesthetics and increase the pedestrian orientation on the corridor may be difficult to coordinate with FDOT.

Major Features will include:

Detailed description of the project and its costs are provided as part of the Gulf Boulevard Improvements Program dated April 2007 and the relevant excerpt is contained in Appendix B. The full program is available upon request from the City.

1. Medjool Palm and Royal Palm trees in planted xeriscape medians the length of the corridor with reclaimed drip irrigation. The Sabal Palm has been selected to line Gulf Boulevard on each side of the right-of-way. The trees are to be planted thirty (30) feet on center or in clusters to continue the theme established on Blind Pass Road. Due to the narrowness of the right-of-way in some areas, trees in those areas will require planting on private property which may require easements.
2. Install pedestrian-scaled lamp posts – Mongoose style has been selected by the City. The lamps, featuring ten to twelve (10-12) foot poles, will be erected at seventy (70) foot intervals. This would dictate about 150 poles be placed in the corridor area. Banner attachments may be retrofitted to the electrical street light poles at a later date. Therefore, the cost of the banners has not been incorporated into the estimate at this time.
3. Seventeen (17) new medians with/without crosswalks and safe havens located between 46th Avenue (Dolphin Village) and 75th Avenue in the Town Center Core.
4. Bike lanes on one or both sides of Gulf Boulevard.
5. Create community areas containing street benches and litter receptacles.
6. Installation of two gateway "Welcome to St. Pete Beach" signs. One near Corey Causeway at the northern entrance of the City, and a second gateway sign installed near the Don Cesar Hotel at the Pinellas Bayway.

7. Construct mid-block pedestrian crosswalks with caution signals at key intersections. Three mid-block crosswalks with caution signals are proposed. A crosswalk at these locations are intended to connect public parking areas to businesses, as well as provide safe access across Gulf Boulevard based on community input of existing high pedestrian crossing areas.

8. Addition of Public Transportation Trolley Shelters

The City of St. Pete Beach will coordinate with the Pinellas Suncoast Transit Authority (PSTA). Street furniture will be incorporated into the trolley stop and public beach access areas.

C. Downtown Master Streetscape Improvements Components.

The City will be required to prepare and adopt a Downtown Master Streetscape Plan as part of the overall Community Improvements Plan required by the 2007 proposed amendment to the Comprehensive Plan. However, the streetscape plan shall continue themes established by Blind Pass Road and consistent with the Gulf Boulevard Improvements Program to create a consistent image and "sense of place" for St. Pete Beach. Major features anticipated to be included are:

- New and wider main street style sidewalks linking the Downtown core retail, business, government, entertainment and shopping activities to each other from Sunrise Park on Boca Ciega Bay to the east through the traditional main street activity core to Sunset Park on Blind Pass Channel to the west.
- New and wider sidewalks linking trolley stops, crosswalks, parks and activity centers within the Downtown area;
- New and wider bike lanes, where appropriate, linking the Downtown core area with the resort area and residential neighborhoods with particular emphasis on linkages to public beach access plazas, trolley stops, crosswalks, parks, residential neighborhoods surrounding and abutting the Downtown core area and activity centers such as the Community Center and Library;
- Major intersection and mid-block pedestrian crosswalks with distinctive paving patterns and other safety features;
- A pedestrian bridge that links the east and west sides of Corey Avenue across Gulf Boulevard to create a physical, psychological, economic and social connection between two distinct sub-areas of the traditional downtown main street.
- Pedestrian signalization and other pedestrian safety features at all crosswalks and intersections within the Downtown CRA core area;
- Pedestrian-scaled decorative lighting;
- A pedestrian waterfront boardwalk along Boca Ciega Bay linking Corey Circle East under the Corey Causeway Bridge to the Community Center and the City's largest waterfront park; and
- Other amenities such as street furniture.

D. Public Transportation Recommended Service

To assist with the limited parking in this business corridor, the City of St. Pete Beach intends to purchase or lease a trolley in the future. The purpose of the trolley is to provide a 15-20 minute loop of the Downtown and Gulf Boulevard Commercial/Resort areas. This will also encourage the public to visit the businesses and restaurants along the corridor by taking advantage of predetermined loading/exiting locations along Gulf Boulevard.

Recommended Beach Looper Trolley Route. The Beach Looper Trolley route would generally loop through and around the Town Center Core and north and south on Gulf Boulevard with a Trolley stop at each major abutting residential neighborhood entrance and major activity centers such as: the heart of Corey Avenue shopping district east, Corey Circle East, the Community

Center/Boca Ciega north neighborhood, Blind Pass Commercial Corridor area, North Beach residential neighborhood north Gulf Boulevard, Coquina West/Sunset Way restaurant/entertainment area, Upham Beach Village neighborhood north entrance, Corey mixed use village district west side of Gulf Boulevard, Upham Beach Village neighborhood south entrance, a centrally located resort area/public beach access, County Park, Boutique Resort area, Belle Vista/ Bayou/north Don Cesar residential neighborhoods (37th Ave), Dolphin Village/46th Avenue/Lido park/ entrance to Mirabella and Boca Ciega Isle neighborhoods, Punta Vista neighborhood (52nd Ave), Brightwater Estates (55th Avenue), Bahia Shores (59th Avenue), Three Palms Point (64th Avenue), and Downtown Core Residential Neighborhood (Gulf Winds Drive)/potential Gulf Boulevard central public parking garage location area, Library/Downtown central public parking garage location.

It is anticipated that two (2) new trolleys would be required due to maintenance and/or repairs. For passenger loads of twenty-five (25) to fifty (50), a maxi-trolley would be necessary at a purchase price of approximately \$180,000. In addition, as part of St. Pete Beach's commitment to becoming a certified Florida Green Local Government, the Beach Trolleys proposed will operate on renewable energy sources and therefore, initially may cost slightly more than a traditional gasoline or diesel operated trolley.

E. Recommended Parking Facility Projects

Provide a centrally located public parking garage to support the Downtown retail/business district and special events in the Corey Avenue area. Provide a centrally located public parking garage in the Gulf Boulevard resort area on the east side of Gulf Boulevard within close proximity to Resorts, public beach access/County Park and Dolphin Village Activity Center.

F. Public Safety & Communications

Purchase a digital message board for installation on 75th Avenue near the Corey Causeway.

G. Public Library

Replace existing Library with a new facility at the same or different location if a different location becomes available and it is decided by the CRA that the current Library location would be more suitable for a centrally-located parking facility to support the Downtown core business district.

H. Boardwalk & Pedestrian Bridges

Install one of two pedestrian bridges, subject to FDOT approval if the City is not successful in achieving re-designation of Gulf Boulevard as a local road, at the intersection of Gulf Boulevard and Corey Avenue. Install a second pedestrian bridge crossing Gulf Boulevard across from the Gulf Boulevard Large Resort district as a safe pedestrian pathway linking commercial and resort activity centers within close proximity of public beach access and either close to or directly linked with a centrally-located public parking garage.

5.4 PUBLIC IMPROVEMENTS ESTIMATED BUDGET & FUNDING SOURCES

A. Overall SPB-CRA Public Improvements Estimated Budget & Funding

Figure 5.9 Overall SPB-CRA Public Improvements & Services Estimated Budget & Funds²³

Project Name	Cost	Miles	Total Cost	Funding Source	Location
Burying Utilities	\$2,000,000 per mile	2.3 miles	\$4,600,000	LOST, C-TIF (City only), CIF	Gulf Blvd – 37 th Ave to 76 th Ave
Burying Utilities	\$2,000,000	.40 miles	\$800,000	C-TIF (City Only)	75 th Ave from Blind Pass Rd to Sunset Way
Burying Utilities	\$2,000,000	.15 miles	\$300,000	C-TIF (City Only)	64 th Ave from Sunset Way to Gulf Winds
Burying Utilities	\$2,000,000	.6 miles	\$1,200,000	C-TIF (City Only)	Gulf Winds Dr. from Gulf Blvd to Boca Ciega Drive
Burying Utilities	\$2,000,000	.35 miles	\$700,000	C-TIF (City Only)	Blind Pass Rd from Gulf Blvd to 75 th Ave
Burying Utilities	\$2,000,000	.20 miles	\$400,000	C-TIF (City Only)	Boca Ciega Dr from Gulf Winds to 75 th Ave
Burying Utilities	\$2,000,000	.45 miles	\$900,000	C-TIF (City Only)	73 rd From Bay St. to Sunset Way
Burying Utilities	\$2,000,000	.275 miles	\$550,000	C-TIF (City Only)	76 th Ave from Boca Ciega Dr. To Coquina Way
Burying Utilities	\$2,000,000	.1 miles	\$200,000	C-TIF (City Only)	77 th Ave from Boca Ciega Dr. To Blind Pass Road
Waterfront Boardwalk	\$1,000,000	1	\$1,000,000	C-TIF, LOST, CIF	Connecting Corey Circle along Boca Ciega Intracoastal Waterway to Community Center on Boca Ciega Drive
Gulf Blvd Improvements Program (2007)	Per detailed program budget located in Appendix B		Appendix B	C-TIF, TIF, CIF	See Appendix B for details but generally located from 37 th Avenue to 75 th Ave
SPB-CRA Downtown Streetscape Improvements	\$1,500,000 per mile	.65 miles	\$975,000	LOST, C-TIF, TIF, CIF	C-TIF surfacing, crosswalks, sidewalks, lights, landscaping, street furniture on Corey Ave from Corey Cir. To Sunset Way

²³ All figures are estimates and shall be updated, revised, or supplemented, as appropriate and necessary, upon request of the County after voter referendum approval of the Plan for purposes of negotiation of an agreement to establish a Redevelopment Trust Fund. These projects and estimates will be updated periodically throughout the duration of the CRA, as necessary and upon request of the County in accordance with the final terms of a Ch. 163 CRA and RTF agreement between the City and County that is materially consistent with and in furtherance of this Plan. All projects proposed are subject to approval by the County and any deletions, revisions, prioritizations, funding sources and the like shall not be construed as a material change and in based upon

Drainage/Storm-water Improvements	TBD		TBD	C-TIF*, Drainage, LOST, CDBG	City currently researching based upon recommended actions in June 2007 EAR
Sanitary Sewer Lift Station #2 Force Main	\$833,000	1	\$833,000	Sewer Fund	5500 Gulf Boulevard per 2008-2012 CIE
Pedestrian Bridge ADA Accessible	\$750,000	2	\$1,500,000	C-TIF, TIF, CIF	Corey Avenue crossing Gulf Boulevard; Location TBD in Gulf Blvd SPB-CRA area linking resorts/public beach access with parking garage/commercial activity center
Property Acquisition ²⁴	\$4,000,000 per acre	1 acre Downtown Parking 1 acre Gulf Blvd Parking 1 acre waterfront park land	\$12,000,000	C-TIF*	TC-1 Core Potentially east; side of Gulf Boulevard near Gulf Winds Drive area; Corey Circle and/ or adjacent to Sunset Park on Sunset Way
Public Parking Facility – 3 levels with approx 250 spaces	\$7,500,000 Per parking garage	2 facilities	\$15,000,000	C-TIF*	TC-1 Core; Potentially east; side of Gulf Boulevard near Gulf Winds Drive area
Public Library		1 facility	\$5,000,000	C-TIF, LOST	TC-1 Core
Public /Safety & Communications with Pedestrian signalization & a Digital Message Board	TBD	1 facility	TBD	C-TIF, TIF	75 th Ave & Corey Causeway and Downtown SPB-CRA Plan area not included in the Gulf Blvd. Improvements Programs
Parks Improvement Splash Pad	\$100,000	1 facility	\$100,000	FRDAP, CIF	Community Center on Boca Ciega Dr.
Community Center Park Expansion – gymnasium expansion/renovation & Site improvement	\$2,218,000	Expansion/renovation of existing facility	\$2,218,000	LOST, C-TIF, CIF	Community Center on Boca Ciega Dr.
Parks – Skate Park	\$100,000	1 facility	\$100,000	FRDAP, CIF	Community Center on Boca Ciega Dr.

²⁴ See St. Pete Beach Real Estate Comparable Sales Spreadsheet (2007) prepared by Coldwell Banker Commercial, NRT contained in the Tax, Revenues & Valuation Appendix.

Capital Improvements Total			\$46,058,000*		Not including TBD projects and Gulf Boulevard Improvements Program
PROGRAM COSTS					
Business Assistance Programs including Business Façade	\$ TBD		with a Florida Main Street program	C-TIF	Town Center Core, Commercial Corridors – Blind Pass Rd & Gulf Blvd
Professional Services	TBD		TBD	C-TIF	Planning/Engineering/Design of Downtown Master Streetscape Program, Neighborhood Road Reconstruction projects, Library, Parking Facilities, Park expansions/renovations, boardwalk, pedestrian bridges
Special Events & Promotion	TBD	N/A	TBD	C-TIF (City Only)	Economic and Community Building Programs
Transportation - Trolley	\$180,000 per Trolley	2	\$360,000	C-TIF, TIF	Beach Looper Trolley for route described in Section ___
Comprehensive Signage Program	TBD	TBD	TBD	C-TIF, LOST, CIF	Comprehensive Street and Neighborhood, Business & Resort District Signage Program that "Brands" St. Pete Beach, orients residents & visitors and eliminates visual clutter
Total Program Costs			\$360,000*		
Total Costs			\$46,518,000*		*Not including TBD & Gulf Blvd's Improvements Program

C-TIF – Tax Increment Financing; TIF – Transportation Impact Fees; LOST – Local Option Sales Tax (Penny for Pinellas); CIF - Community Improvements Fund.* The County portion of the C-TIF may only be used for these capital projects. Neither the City nor the County Portions of the C-TIF may be used for routine maintenance or enterprise funded systems.

B. Neighborhood Improvements Estimated Budget & Funding

Neighborhood improvements are an important element of the SPB-CRA. The area is deficient in many of the infrastructure needs necessary to upgrade the area to a stable section of the City of St. Pete Beach. Figure 5.10 identifies the various needs and associated costs for improving the neighborhoods in the SPB-CRA.

Figure 5.10 Neighborhood Improvements Estimated Budget & Funding

	\$2,000,000	2.6 miles	\$5,200,000	C-TIF, LOST	Gulf Winds Dr., Boca Ciega Drive, Sunset Way, southern leg of Blind Pass Road, 73 rd , 76 th , & 77 th neighborhood roadway corridors within the Downtown SPB-CRA Plan Area
Street Construction with bike lanes, curb & gutter, lighting					
Neighborhood Sidewalk Improvements - ADA accessibility	\$200,000	1.7 miles	\$345,000	C-TIF, TIF, LOST, CIF	Boca Ciega, Corey Avenue, Blind Pass Road (southern leg) per adopted CIE 2008-2012 Budget
Neighborhood Sidewalk Improvements	\$200,000	.9 miles	\$180,000	C-TIF, TIF, LOST	Gulf Winds Drive corridor, unset Way, Coquina, 64 th , 73 rd , 74 th , 76 th and 77 th Ave neighborhood streets
Neighborhood Signage and Landscaping	TBD after assessment & consultation with neighborhood associations		TBD	C-TIF, CIF	Entrance signs and landscaping for each neighborhood district as needed
Street Resurfacing	TBD		TBD	TBD	Per City updated street resurfacing schedule evaluated annually located within the SPB-CRA Plan area(TBD) A current Road Resurfacing Schedule & Budget to be provided by Public Works upon request of the County

5.5 SUMMARY OF BUDGET IMPACTS

A. In General. The SPB-CRA Public Improvements Plan (Figures 5.9 and 5.10 above) reflects present value dollars and does not adjust for future inflation. The cost estimates may not account for all necessary expenditures to complete the proposed projects. For projects involving City-supplied labor, installation costs will not be included. Also, future maintenance costs associated with the improvements as well as any operational costs will not be included in the schedule. Projects earmarked to be funded by Transportation Impact Funds will be updated and provided to the County at the time of transmittal of this Plan to the County for review and approval upon adoption by the voters. Project scope, phasing, and funding sources may vary as determined during specific project budget and planning phases. Revisions to the SPB-CRA Public Improvements Plan may be made by the City Commission during their annual budget process and shall be reflected in the City's adopted Annual Operating and Capital Improvement Budget. All changes shall be consistent with the goals, objectives, and policies of the SPB-CRA Plan. Consistent changes will not require an amendment of the SPB-CRA Plan.

B. Associated Annual Operating Expenses. With several of the capital projects that will be accomplished, there will also be an element of ongoing operating expenses. The City shall provide these annual operating costs upon request of the County based upon the approved capital projects to be funded by a Redevelopment Trust Fund. Neither the City nor the County portions of the C-TIF may be used to fund the following annual operating expenses. The Estimated Annual Operating Costs for the Gulf Boulevard Improvements Program is contained in the Appendix, however, it should be noted that this estimate includes Blind Pass Road which has already been improved.

MAPS MAP APPENDIX

Map A Attachment 1
CRA Map approved by BCC Resolution 06-191 with Legal Description

- Map 1** Community Redevelopment District
- Map 2** Gulf Boulevard Redevelopment Character Districts
- Map 2.1** Gulf Boulevard Redevelopment Character Districts with CRA Overlay
- Map 3** Downtown Redevelopment District
- Map 3.1** Downtown Redevelopment Character Districts with CRA Overlay
- Map 4** Gulf Boulevard Redevelopment District Existing Land Uses
- Map 4.1** Gulf Boulevard Redevelopment District – CRA Existing Land Use Inventory
- Map 5** Gulf Boulevard Redevelopment District Future Land Use
- Map 6** Gulf Boulevard Redevelopment District Current Zoning
- Map 7** Downtown Redevelopment District Existing Land Uses
- Map 7.1** Downtown Redevelopment District – CRA Existing Land Use Inventory
- Map 8** Downtown Redevelopment District Future Land Use
- Map 9** Downtown Redevelopment District Current Zoning