

RESOLUTION NO. 2013-07

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF ST. PETE BEACH, RELATING TO COMMUNITY REDEVELOPMENT WITHIN THE ST. PETE BEACH COMMUNITY REDEVELOPMENT AREA; PROVIDING FOR FINDINGS; RATIFYING PREVIOUS ACTIONS OF THE CITY COMMISSION; ADOPTING FINDINGS OF NECESSITY FOR DESIGNATION OF THE COMMUNITY REDEVELOPMENT AREA PURSUANT TO SECTION 163.355, FLORIDA STATUTES, DESIGNATING THE CITY COMMISSION AS THE COMMUNITY REDEVELOPMENT AGENCY PURSUANT TO SECTION 163.357, FLORIDA STATUTES; APPROVING REVISED BOUNDARIES FOR THE COMMUNITY REDEVELOPMENT AREA AND A REVISED BLIGHT STUDY FOR THE COMMUNITY REDEVELOPMENT AREA, AND PROVIDING FOR AN EFFECTIVE DATE.

**WHEREAS**, on or about June 28, 2005, the City Commission of St. Pete Beach adopted Resolution No. 2005-14 , containing a legislative finding that conditions in the community redevelopment area met the criteria described in Section 163.340, Florida Statutes and designated the area as a Community Redevelopment Area, pursuant to Section 163.355, Florida Statutes; and

**WHEREAS**, as documented in Resolution No. 2005-14, the City Commission also found it necessary to create a community redevelopment agency to carry out community redevelopment contemplated by Part III, Chapter 163, Florida Statutes (the Redevelopment Act or the Act); and

**WHEREAS**, County staff review, in accordance with the slum and blighted criteria of Chapter 163, Part III, Florida Statutes, had found that a portion of the proposed Redevelopment District did not meet the slum and blighting criteria and that other deficiencies existed in the Blight Study of the City of St. Pete Beach Redevelopment Study Area, and therefore, requested the City to rectify the deficiencies; and

**WHEREAS**, by Resolution 06-191, adopted on October 6, 2006, (Exhibit "A," attached hereto) the Pinellas County Commission delegated certain redevelopment powers conferred upon Pinellas County by the Community Redevelopment Act of 1969, Chapter 163, Part III, Florida Statutes, to the City of St. Pete Beach City Commission; and

**WHEREAS**, the City found in Resolution 2005-14 and the County found in resolution 06-191 that it is in the best interest of the public to promote the rehabilitation, conservation, or redevelopment, or a combination thereof, of the "Redevelopment Area" designated by the City Commission, in Resolution 2005-14, as legally described in resolution 06-191 and as graphically depicted in said county resolution 06-191; and

**WHEREAS**, as required by county resolution 06-191, the City staff rectified certain deficiencies identified by county staff and amended the proposed District boundaries of the Blight Study in a satisfactory manner enabling the County staff to recommend the community redevelopment district delegation; and

**WHEREAS**, Pinellas County resolution No. 06-191 required the City Commission to approve revised Redevelopment District boundaries and the revised blight study dated April, 2006 for the St. Pete Beach Redevelopment Study Area and provides that the delegation of powers from the county to the city shall not take effect until those approvals take place; and

**WHEREAS**, through adoption of this Resolution, those revised Redevelopment District Boundaries and that revised blight study are approved by the City Commission; and

**WHEREAS**, former charter Section 3.16 required voter approval before a community redevelopment plan may be approved by the City Commission; and

**WHEREAS**, the voters of the City granted such voter approval with respect to adoption of a community redevelopment plan for the City; and

**WHEREAS**, former Charter Section 3.16 has been repealed and such voter approval is no longer required; and

**WHEREAS**, on or about July 13, 2010, the City Commission of St. Pete Beach, Florida, pursuant to Resolution No. 2010-21 declared that the City Commission shall sit ex-officio as the governing body of the Agency, pursuant to section 163.357, Florida Statutes; and

**WHEREAS**, notice of proposed adoption of this Resolution has been published and provided to each taxing authority within the geographic boundaries of the redevelopment area in accordance with Section 163.346, Florida Statutes, proof of which is attached hereto as Composite Exhibit C;

**NOW THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF ST. PETE BEACH, FLORIDA AS FOLLOWS:**

**SECTION 1. FINDINGS OF NECESSITY.** It is ascertained, determined and declared as follows:

A. Ratification of Prior Actions. Resolution No. 2005-14 adopting Findings of Necessity for designation of a community redevelopment area, pursuant to section 163.355, Florida Statutes, is hereby ratified and those findings of necessity are adopted, provided that the redevelopment area boundaries shall be as contained in Pinellas County resolution 06-191, attached hereto as Exhibit "A."

B. Findings of Conditions. Based upon the evidence, data and facts presented to it, specifically the Blight Study dated April, 2006 (Exhibit "B") the City Commission does hereby find:

- (a) Conditions are present in that area of the City of St. Pete Beach described in Exhibit "A" attached hereto (such area referred to herein as either the "Area" or the "Redevelopment Area") which are detrimental to the sound growth of the City and which substantially impair or arrest the growth within the Area and adjacent territory, and present conditions and uses in the Area are detrimental to the public health safety, morals and public welfare; and
- (b) A predominance of inadequate or defective street layout exists within the Area; and
- (c) Faulty and inadequate lot layout in relation to size, adequacy, accessibility, or useful exists within the Area; and
- (d) Deterioration of site and other improvements has occurred and is occurring within the Area; and
- (e) Deterioration of site and other improvements has occurred and is occurring within the Area; and
- (f) Public transportation facilities are or will be incapable of handling the volume of traffic flow into or through the Area, either at present or following proposed construction within the Area.

C. Finding of Necessity. The City Commission does hereby expressly find that one or more blighted areas exist in the city and that the rehabilitation, conservation or redevelopment, or a combination thereof, of the Area is necessary in the interest of the public health, safety, morals or welfare of the residents of the City

D. Community Redevelopment Area. Based upon facts presented to it and contained in the public record, the City Commission does hereby find the Area contains conditions of blight as defined in Section 163.340, Florida Statutes and that such area constitutes a community redevelopment area as defined in Section 163.340(10), Florida Statutes.

E. Community Redevelopment Agency. The City Commission does hereby expressly find that it is necessary, appropriate, proper and timely that a community redevelopment agency be created to carry out community development as contemplated by Part III, Chapter 163, Florida Statutes, to further, cause, promote and encourage rehabilitation, conservation and redevelopment within the Area.

## **SECTION 2. DESIGNATION OF AGENCY**

The adoption of Resolution No. 2010-21 designating the City Commission as the Community Redevelopment Agency is hereby ratified.

F. The City Commission of the City of St. Pete Beach is designated as the Community Redevelopment Agency pursuant to s.163.337, Fla. Statutes.

## **SECTION 3. ADOPTION OF REVISED BLIGHT STUDY.**

The Blight Study dated April 2006 for the City of St. Pete Beach Redevelopment Study Area is approved as required in Pinellas County Resolution 06-191. A copy of that study is attached hereto as Exhibit "B."

## **SECTION 4. AUTHORITY RETAINED BY THE BOARD OF COUNTY COMMISSIONERS OF PINELLAS COUNTY.**

The City of St. Pete Beach acknowledges that the Board of County Commissioners of Pinellas County as provided in Pinellas County resolution 06-191, attached as Exhibit "A", retains certain power as follows:

The sole power granted to the City Commission as the redevelopment agency is the power to prepare and grant final approval to community redevelopment plans and modification thereof pursuant to Section 163.360 through 163.365, Florida Statutes. The delegation of authority contained herein is subject to the Board of County Commissioners of Pinellas County retaining authority to review and approve the initial redevelopment plan and any amendments therefore, prior to its implementation and also prior to its presentation to the Pinellas Planning Council.

**SECTION 5. DECLARATIONS/SEVERABILITY**

(A) The adoption of this Resolution shall be liberally construed to comply with the all requirements of Part III, Chapter 163, Florida Statutes.

(B) If any one or more of the provisions of this Resolution should for any reason whatsoever be held invalid, then such provision shall be null and void and shall be deemed separate from the remaining provisions of this Resolution.

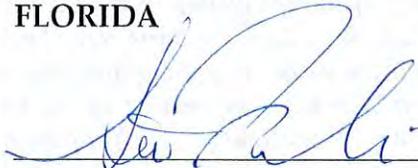
(C) All prior resolutions of the City commission or the Agency inconsistent with the provisions of this Resolution are hereby modified, supplemented and amended to conform with the provisions herein contained.

**SECTION 6. PROOF OF NOTICE.** Proof of public notice of proposed adoption of this resolution pursuant to s. 166.041(3)(a), Florida Statutes, and proof of notice of this proposed action by mailing by registered mail of notice to each taxing authority which levies ad valorem taxes on taxable real property with the geographic boundaries at the redevelopment area as required by s.163.346, Florida Statute, is attached hereto as composite Exhibit "C."

**SECTION 7. EFFECTIVE DATE.** This Resolution shall take effect immediately upon its passage and adoption.

ADOPTED this 9th day of July, 2013.

**CITY COMMISSION OF ST. PETE BEACH,  
FLORIDA**

  
\_\_\_\_\_  
Steve McFarlin, Mayor

ATTEST:

  
\_\_\_\_\_  
Rebecca Haynes, City Clerk

# Exhibit A

## RESOLUTION NO. 06-191

A RESOLUTION DELEGATING CERTAIN AUTHORITY AND POWERS CONFERRED UPON PINELLAS COUNTY BY THE COMMUNITY REDEVELOPMENT ACT OF 1969, CHAPTER 163, PART III, TO THE CITY OF ST. PETE BEACH CITY COMMISSION FOR REDEVELOPMENT IN AN AREA IN THE CITY OF ST. PETE BEACH, FLORIDA WITHIN CERTAIN GEOGRAPHIC BOUNDARIES; AND PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, the Legislature of Florida has enacted the Community Redevelopment Act of 1969, as amended, and codified as Part III, Chapter 163, Florida Statutes (the "Redevelopment Act"); and

WHEREAS, all powers arising through the Redevelopment Act were conferred by that Act upon counties which have adopted home rule charters, which counties in turn are authorized to delegate such powers to municipalities within their boundaries when such municipalities desire to undertake redevelopment within their respective municipal boundaries; and

WHEREAS, such authorization for counties with home rule charters to delegate such powers to municipalities is contained in Section 163.410, Florida Statutes (2003), which states:

*"Section 163.410. Exercise of Powers in Counties with Home Rule Charters. In any county which has adopted a home rule charter, the powers conferred by this part shall be exercised exclusively by the governing body of such county. However, the governing body of any such county which has adopted a home rule charter may, in its discretion, by resolution delegate the exercise of the powers conferred upon the county by this part within the boundaries of the municipality to the governing body of such a municipality. Such a delegation to a municipality shall confer only such powers upon a municipality as shall be specifically enumerated in the delegating resolution. Any power not specifically delegated shall be reserved exclusively to the governing body of the County..."*; and

WHEREAS, Pinellas County, Florida (the "County") and the City of St. Pete Beach, Florida (the "City") mutually desire to increase the ad valorem tax base of the County and City; and

WHEREAS, the County finds that delegation of redevelopment powers and authority to the City under the Redevelopment Act is an appropriate vehicle to accomplish redevelopment within certain geographic boundaries in the City; and

WHEREAS, the City has identified an area suitable for redevelopment under the Redevelopment Act; and

WHEREAS, the City Commission of the City of St. Pete Beach, Florida, by its Resolution No. 2005-14, dated June 28, 2005, a copy of which has been submitted to the Clerk of this Board and made a part of the Public Record of Pinellas County, Florida, has adopted a map of the Community Redevelopment Area located within certain geographic boundaries in the City and has determined that the area of the City described in said Resolution is a blighted area (the "Redevelopment Area"); and

WHEREAS, the City found and the County hereby finds that it is in the best interest of the public to promote the rehabilitation, conservation, or redevelopment, or a combination thereof, of the "Redevelopment Area" adopted by the City Commission, in Resolution 2005-14 and as legally described below, and as graphically depicted in Exhibit "A", attached hereto; and

WHEREAS, by letter from the St. Pete Beach Mayor, dated June 9, 2005, the City has requested that the Pinellas County Board of County Commissioners delegate to the St. Pete Beach City Commission appropriate redevelopment authority and powers for carrying out activities pursuant to the Redevelopment Act; and

WHEREAS, County staff review, in accordance with the slum and blighting criteria of Chapter 163, Part III, Florida Statutes, had found that a portion of the proposed Redevelopment District did not meet the slum and blighting criteria and that other deficiencies existed in the Blight Study of the City of St. Pete Beach Redevelopment Study Area, and therefore, requested the City to rectify the deficiencies; and

WHEREAS, the City staff rectified the deficiencies and amended the proposed District boundaries of the Blight Study in a satisfactory manner enabling the County staff to recommend the community redevelopment district delegation; and

WHEREAS, the County anticipates that the City Commission of the City of St. Pete Beach will formally ratify said revised District boundaries and blight study.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF PINELLAS COUNTY, FLORIDA:

SECTION 1. With respect to the Community Redevelopment District, defined below, the City of St. Pete Beach is hereby delegated certain powers enumerated in the Community Redevelopment Act of 1969, Chapter 163, Part III, Florida Statutes, as amended, as follows:

A. As generally depicted in Exhibit "A", the St. Pete Beach Community Redevelopment District is defined as:

LEGAL DESCRIPTION FOR  
ST. PETE BEACH COMMUNITY REDEVELOPMENT DISTRICT

Beginning at a point on the seawall along Blind Pass Channel and the Northwesterly corner of Lot 1, Block 71, St. Petersburg Beach Replat and the vacated street on the west; thence running Eastwardly 140 feet to the Northeasterly corner of Lot 1, Block 71, St. Petersburg Beach Replat; thence running Northwest 161.43 feet to a point on the Northwesterly corner of Lot 5, Block 71, St. Petersburg Beach Replat; thence running in a Northeasterly direction along the Northerly boundary of Block 71, St. Petersburg Replat 300 feet to the Westerly right-of-way of Coquina Way; thence running along the Westerly right-of-way of Coquina Way 80 feet to the Northerly right-of-way of 76<sup>th</sup> Avenue; thence running in a Northeasterly direction along the Northern boundary of 76<sup>th</sup> Avenue 360 feet to the Southwesterly corner of Lot 16, Block 73, St. Petersburg Beach Replat; thence running Northwesterly along the Westerly boundary of Lot 16, Block 73, St. Petersburg Beach Replat and continuing Northwesterly along the Westerly boundary of Lot 15, Block 73, Block 73, St. Petersburg Beach Replat 107.5 feet to the Northwest corner of Lot 15, Block 73, Block 73, St. Petersburg Beach Replat; thence running Northeasterly along the Northern boundary of Lot 15, Block 73, Block 73, St. Petersburg Beach Replat and continuing Northeasterly along the Northerly boundaries of Lot 2 and Lots 6, 7, 10, and 11, Block 74, St. Petersburg Beach Replat, 450.3 feet to a point on the Northeasterly corner of Lot 11, Block 74, St. Petersburg Beach Replat; thence running in a Northwesterly direction along the Westerly boundary of Lots 14 and 13, Block 74, St. Petersburg Beach Replat, 107.5 feet to the intersection of the Southerly right-of-way of 77<sup>th</sup> Avenue; thence running Northeasterly along the Northern boundary of Lot 13, Block 74, St. Petersburg Beach Replat, 200 feet to the Eastern right-of-way of Blind Pass Road; thence running Northwesterly across 77<sup>th</sup> Avenue and along the Westerly boundary of Lot 1, Block B 25, St. Petersburg Beach Replat, 202.5 feet to the Northwesterly corner of Lot 1, Block B 25, St. Petersburg Beach Replat; thence continue Northwesterly across a 15-foot alley to the Southwest corner of Lot 18, Block B 25, St. Petersburg Beach Replat; thence running Northwesterly along the Northern boundary of a 15-foot alley across Boca Ciega Drive and continuing along the Northern boundary of the City of St. Pete Beach Municipal Complex 143.3 feet to the seawall along Boca Ciega Bay; thence running 1,768.08 feet Southwesterly and Southeasterly to a point at the Northeasterly corner of Lot 17, Block A, Bayside 2<sup>nd</sup> Addition to St. Pete Beach; thence running Northwesterly along the Northern boundary of said Lot 17 191.2 feet; thence running Northwesterly across the 60-foot right-of-way of Bay Street to the Northeast corner of Lot 5, Block D, Bayside 2<sup>nd</sup> Addition to St. Pete Beach; thence running Southwesterly along the alley between Block D and Block 52, St. Petersburg Beach Replat, 300 feet to a point on the Easterly right-of-way of Mangrove Avenue; thence running Southeasterly along said right-of-way 160 feet to a point on the Southerly right-of-way of 73<sup>rd</sup> Avenue; thence running Westerly along the Southerly right-of-way of 73<sup>rd</sup> Avenue 1,220 feet to the Northeast corner of Lot 5, Block 47, St. Petersburg Beach Replat; thence running Southeasterly 382.5 feet to the Northeast corner of Lot 6, Block 42, St. Petersburg Beach Replat; thence running Southwesterly along Northwesterly boundary of said Lot 6, 63 feet to a point on the Northwesterly corner of said Lot 6; thence running Southeasterly

along the boundary of Lot 6, 167.6 feet to a point on the Southerly right-of-way line of 71<sup>st</sup> Avenue; thence running Northeasterly to the Northeast corner of Lot 5, Block 26, St. Petersburg Beach Replat; thence running generally Southeast along the Eastern boundaries of Lot 5 and Lot 6, Block 26, St. Petersburg Beach Replat, to a point on the Northern right-of-way of 70<sup>th</sup> Avenue; thence Southwesterly along the South boundary of Lot 6, Block 26, St. Petersburg Beach Replat, 65 feet to the Southwest corner of said Lot 6; thence running across 70<sup>th</sup> Avenue 60 feet to a point on the Northwest corner of Lot 3, Block 25, St. Petersburg Beach Replat; thence running Northeasterly along the North boundary of Lots 3, 4 and 5, Block 25, St. Petersburg Beach Replat, 293 feet to a point on the Easterly right-of-way of Blind Pass Road and the Northwest corner of Lot 18, Block 2, Gulfwinds Subdivision; thence running Southward along said Easterly right-of-way of Blind Pass Road 539.6 feet to the Northwest corner of Lot 11, Block 2, Gulfwinds Subdivision; thence Southeasterly along the Northern boundary of said Lot 11, 122.4 feet to the Northeast corner of said Lot 11; thence following the Eastern boundary of Lots 11, 10 and 9, Block 2, Gulfwinds Subdivision, across 67<sup>th</sup> Avenue and continuing Southeasterly along the Eastern boundaries of Lots 16, 15, 14, 13, 12, 11, 10 and 9, Block 5, Gulfwinds Subdivision 995.2 feet to a point on the Southeast corner of said Lot 9 and the Northern right-of-way of 64<sup>th</sup> Avenue; thence Northeasterly along the Northern right-of-way of 64<sup>th</sup> Avenue to a point on the Eastern right-of-way of Gulf Winds Drive; thence Southward along the Eastern right-of-way of Gulf Winds Drive 1,188.61 feet to the Eastern right-of-way of Gulf Boulevard; thence running along the Eastern right-of-way of Gulf Boulevard to a point on the North right-of-way line of 37<sup>th</sup> Avenue; thence Westward to the Westerly right-of-way of Gulf Boulevard; thence Northwesterly along said Westerly right-of-way of Gulf Boulevard to a point on the Northerly corner of the Pinellas County Park; thence Southwesterly on the North boundary of the Pinellas County Park to the Mean High Water Line in the Gulf of Mexico; thence Northward following the Mean High Water Line of the Gulf of Mexico 4,665.93 feet MOL to the Southern boundary of Silver Sands Beach & Racquet Club One Condo Building A and with a Pinellas County property identification number of 01/32/15/82015/001/0001; thence Northeasterly along the Southern boundary of Silver Sands Beach & Racquet Club One Condo Building A, 680 feet to the Southeast corner of Silver Sands Beach & Racquet Club One Condo Building A; thence Northward along the East boundary of Silver Sands Beach & Racquet Club One Condo Building A and across 64<sup>th</sup> Avenue, 212.57 to the Northern right-of-way of 64<sup>th</sup> Avenue; thence Easterly along the Northerly right-of-way of 64<sup>th</sup> Avenue 210 feet; thence Northwesterly along the Eastern boundary of the Common Area of Silver Sands Beach & Racquet Club Two Condo Building, 460 feet; thence continue Northwesterly across 66<sup>th</sup> Avenue; thence continue Northwesterly along the East boundaries of The Seafarer Condo and Pacesetter Three Condo 200 feet to the South right-of-way of 67<sup>th</sup> Avenue; thence continue Northwesterly across the 67<sup>th</sup> Avenue right-of-way and along the Eastern boundaries Carol Apartments Condo and Lot 30, Block 4, St. Petersburg Beach 1<sup>st</sup> Addition 200 feet to the South right-of-way of 68<sup>th</sup> Avenue; thence continue across the 68<sup>th</sup> Avenue right-of-way and along the Eastern boundaries of Lots 11 and 30, Block 3, St. Petersburg Beach 1<sup>st</sup> Addition 200 feet to the South right-of-way of 69<sup>th</sup> Avenue; thence continue Northwesterly across the 69<sup>th</sup> Avenue right-of-way and along the Eastern boundaries of Lots 11 and 30, Block 2, St. Petersburg Beach 1<sup>st</sup> Addition 200 feet; thence continue Northwesterly across 70<sup>th</sup> Avenue and along

the Eastern boundaries of Lot 11, Block 1, St. Petersburg Beach 1<sup>st</sup> Addition, and Baltic Apartments Condo 203 feet to the South right-of-way of 71<sup>st</sup> Avenue; thence continue Northwesterly across 71<sup>st</sup> Avenue and the Eastern boundaries Lot 11 and 12, Block 43, St. Petersburg Beach Replat, 115 feet to the South right-of-way 72<sup>nd</sup> Avenue; thence continue Northwesterly across 72<sup>nd</sup> Avenue and the Eastern boundaries of Lot 11 and 12, Block 46, St. Petersburg Beach Replat, to the South right-of-way of 73<sup>rd</sup> Avenue; thence Southwesterly along said right-of-way 911.5 feet to the seawall on Blind Pass Channel; thence Northwesterly along the seawall 719.7 feet to the point of beginning, together with all street and alley right-of-way contained in the described area, and the entire right-of-way of Gulf Winds Drive between the South right-of-way line of 73<sup>rd</sup> Avenue to the North right-of-way line of 64<sup>th</sup> Avenue, and the entire right-of-way of Blind Pass Road between the South right-of-way line of 73<sup>rd</sup> Avenue and the South right-of-way line of 70<sup>th</sup> Avenue.

B. The power, pursuant to Section 163.355 Florida Statutes, to make findings that:

1. One or more slum or blighted areas, or one or more areas in which there is a shortage of housing affordable to residents of low or moderate income, including the elderly, exist in the City.
2. The rehabilitation, conservation, or redevelopment or a combination thereof, of such area or areas is necessary in the interest of the public health, safety, morals, or welfare of the residents of the City.

C. The power to declare itself a redevelopment agency pursuant to Section 163.356, Florida Statutes. The City of St. Pete Beach shall not delegate any powers to a Community Redevelopment Agency. By way of explanation, the foregoing sentence means that the powers and authority to conduct redevelopment activities delegated by this Resolution shall be exercised solely by the elected officials constituting the City Commission of the City of St. Pete Beach, acting in their capacity as the City Commission or as members of the Community Redevelopment Agency and that no separate redevelopment agency apart from the one consisting of the City Commission shall be delegated any powers by the City.

D. The sole power granted to the City Commission as the redevelopment agency is the power to prepare and grant final approval to community redevelopment plans and modification thereof pursuant to Section 163.360 through 163.365, Florida Statutes. The delegation of authority contained herein is subject to the Board of County Commissioners of Pinellas County retaining authority to review and approve the initial redevelopment plan and any amendments thereto, prior to its implementation and also prior to its presentation to the Pinellas Planning Council.

SECTION II: The delegation of powers enumerated in Section I to the City is conditioned upon and shall not take effect until the City Commission of the City of St. Pete Beach approves the revised Redevelopment District boundaries and the revised Blight Study, dated April 2006, of the City of St. Pete Beach Redevelopment Study Area.

This Resolution shall become effective after its adoption.

Commissioner Stewart offered the foregoing Resolution and moved its adoption, which was seconded by Commissioner Duncan and upon roll call the vote was:

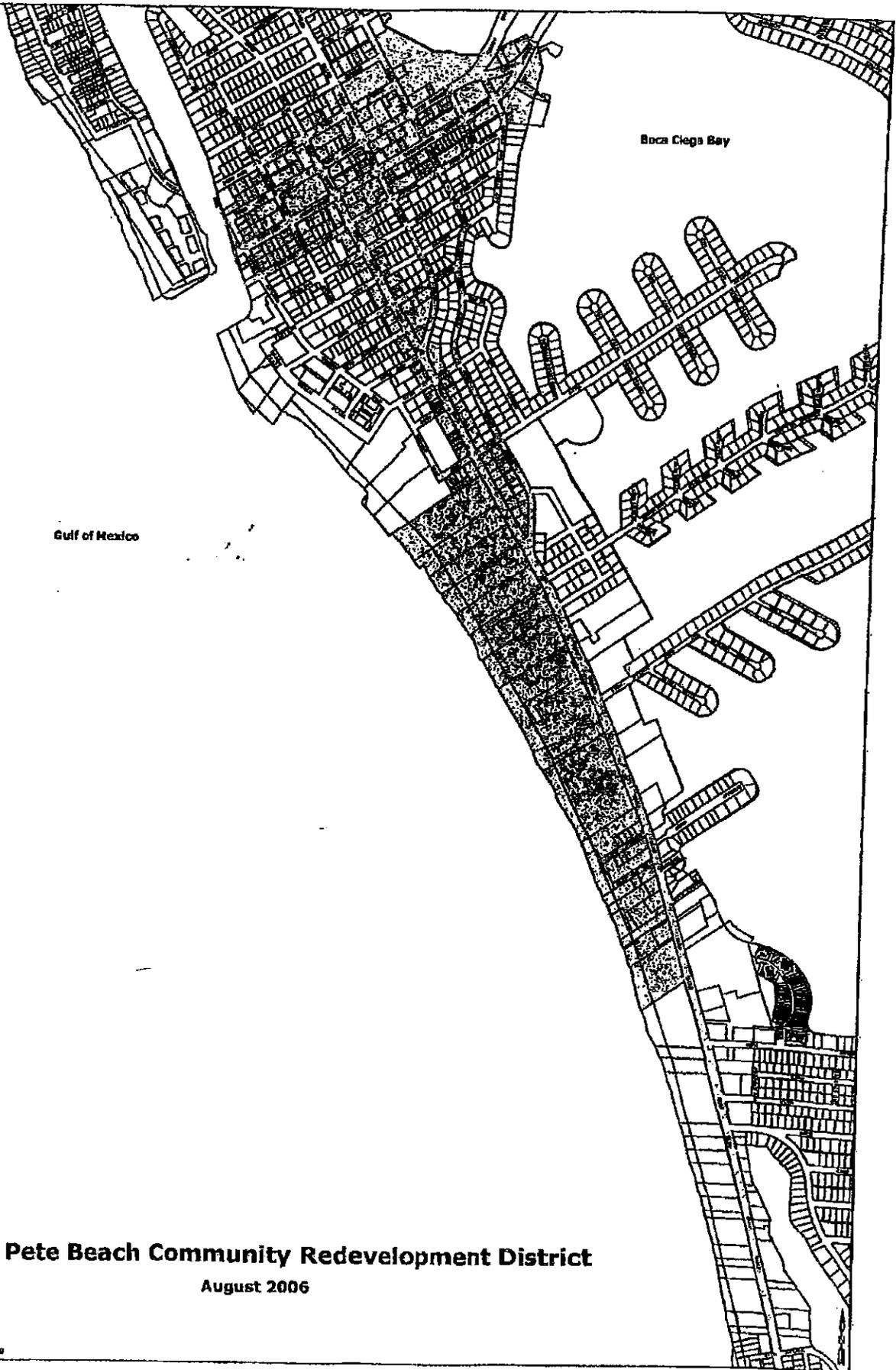
AYES: Welch, Duncan, Stewart, and Harris.

NAYS: Seel and Morrioni.

ABSENT AND NOT VOTING: Latvala.

APPROVED AS TO FORM  
CITY CLERK

DATE



Gulf of Mexico

Boca Ciega Bay

**St Pete Beach Community Redevelopment District**

August 2006

No. 48  
BCC 10-10-06  
9:32 A.M. Fickley/Enhale/SMITKE

#48 Resolution No, 06-191 adopted delegating certain authority and powers, pursuant to the Community Redevelopment Act, to the City of St. Pete Beach to establish a Community Redevelopment Area (CRA) (Planning).

Commissioner Morroni moved that the matter be temporarily deferred, and Commissioner Seel seconded.

At the request of Chairman Welch, Planning Director Brian K. Smith displayed a map of the proposed CRA and indicated that the County must delegate authority to the City to develop a redevelopment plan for the area; that an original proposal had included the Dolphin Village commercial area, with which County staff did not concur; and that the revised area does not include Dolphin Village.

Commissioner Morroni related that he had contacted the City and suggested a deferral to allow the City time to communicate with the community; and that City Manager Mike Bonfield had indicated no objection. Discussion ensued, wherein Mr. Spratt explained that statute requires a finding by the County that blighted conditions exist to warrant creation of the plan; that staff has determined that such conditions do exist; and that the issue before the Board is not adoption of a specific plan or strategies, but delegation of authority to establish a plan.

Following further discussion with input by Mr. Smith and Attorney Churuti and upon call for the vote, the motion failed 4 to 2, with Commissioners Welch, Duncan, Stewart, and Harris dissenting; whereupon, Commissioner Stewart moved that Resolution No. 06-191 be adopted as recommended by staff.

Motion	-	Commissioner Stewart
Second	-	Commissioner Duncan
Vote	-	4 - 2 (Commissioners Morroni and Seel dissenting)

Referring to concerns regarding sewer problems in the proposed CRA, Commissioner Seel pointed out that tax increment financing (TIF) funding has not been used for sewer repairs in CRAs.



# Exhibit B

April 2006



**City of St. Pete Beach  
Redevelopment Study Area**

***Blight Study***

**Real Estate RESEARCH**  
CONSULTANTS

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## 1. Overview and Purpose

The purpose of this analysis is to provide data that documents potentially blighting conditions, as defined in Section 163, Part III, Florida Statutes (F.S.) (the "Redevelopment Act") within the City of St. Pete Beach study area in Pinellas County, Florida.

### 1.1. Introduction

The analysis focuses on the land-based resources of the study area and its ability to generate economic return and local tax revenues. As a general matter, resources that are in a state of decline, approaching obsolescence, underutilized, or improperly deployed, limit the ability of a local jurisdiction to remain competitive in a larger economic context, ultimately affecting its financial condition and its level of services. Local governments that are highly dependent upon ad valorem revenues are the most vulnerable in these situations. Real property assets that are physically or functionally deteriorated or that do not meet contemporary or competitive development requirements are constrained in their ability to generate these kinds of taxes. As such, their physical character and utility, along with the services required to sustain them, are key factors in determining the economic health of the community.

As a way of documenting the condition of the study area, this analysis relies on government statistics and other data including: Pinellas County tax roll data, City prepared maps, and interpretations of City and staff supplied data which all supplement obvious observable conditions. While County tax roll data is assumed to be reliable, we cannot fully opine on its accuracy. Because the purpose and official application of the data, we believe that any errors that may exist are relatively inconsequential.

### 1.2. Objectives and Purposes of the Redevelopment Act

The purpose of the Redevelopment Act is to assist local governments in preventing and/or eliminating blighted conditions detrimental to the sustainability of economically and socially vibrant communities or areas. The following paragraphs describe those blighting conditions, their specific effects, and the intentions of the community redevelopment regime as a tool for implementing policy and programs.

- *Section 163.335(1), F.S. ...[blighted areas] constitute a serious and growing menace, injurious to the public health, safety, morals, and welfare of the residents of the state; that the existence of such areas contributes substantially and increasingly to the spread of disease and crime, constitutes an economic and social liability imposing onerous burdens which decrease the tax base and reduce tax revenues, substantially impairs or arrests sound growth, retards the provision of housing accommodations, aggravates traffic problems, and substantially hampers the elimination of traffic hazards and the improvement of traffic facilities; and that the prevention and elimination of slums and blight is a matter of state policy and state concern in order that the state and its counties and municipalities shall not continue to be endangered by areas which are focal centers of disease, promote juvenile delinquency, and consume an excessive proportion of its revenues because of the extra services required for police, fire, accident, hospitalization, and other forms of public protection, services, and facilities.*

- *Section 163.335(2), F.S. ...certain slum or blighted areas, or portions thereof, may require acquisition, clearance, and disposition subject to use restrictions, as provided in this part, since the prevailing condition of decay may make impracticable the reclamation of the area by conservation or rehabilitation; that other areas or portions thereof may, through the means provided in this part, be susceptible of conservation or rehabilitation in such a manner that the conditions and evils enumerated may be eliminated, remedied, or prevented; and that salvageable slum and blighted areas can be conserved and rehabilitated through appropriate public action as herein authorized and the cooperation and voluntary action of the owners and tenants of the property in such areas.*
- *Section 163.335(3), F.S. ...powers conferred by this part are for public uses and purposes which public money may be expended and the power of eminent domain and police power exercised, and the necessity in the public interest for the provisions herein enacted is hereby declared as a matter of legislative determination.*
- *Section 163.335(5), F.S. ...the preservation or enhancement of the tax base from which a taxing authority realizes tax revenues is essential to its existence and financial health; that the preservation and enhancement of such tax base is implicit in the purposes for which a taxing authority is established; that tax increment financing is an effective method of achieving such preservation and enhancement in areas in which such tax base is declining; that community redevelopment in such areas, when complete, will enhance such tax base and provide increased tax revenues to all affected taxing authorities, increasing their ability to accomplish their other respective purposes; and that the preservation and enhancement of the tax base in such areas through tax increment financing and the levying of taxes by such taxing authorities therefor and the appropriation of funds to a redevelopment trust fund bears a substantial relation to the purposes of such taxing authorities and is for their respective purposes and concerns.*
- *Section 163.335(6), F.S. ...there exists in counties and municipalities of the state a severe shortage of housing affordable to residents of low or moderate income, including the elderly; that the existence of such condition affects the health, safety, and welfare of the residents of such counties and municipalities and retards their growth and economic and social development; and that the elimination or improvement of such conditions is a proper matter of state policy and state concern is for a valid and desirable purpose.*

Under the Redevelopment Act, if an area is thought to be blighted, a resolution may be adopted by the local governing body finding that there are blighted conditions within the defined study area, and that the repair, rehabilitation, and/or redevelopment of such areas is in the interest of public health, safety, and welfare. If an area is found to have blighted conditions, the next step is to establish a Community Redevelopment Agency (CRA). The CRA, as the legal unit acting for Pinellas County and the City of St. Pete Beach, would direct

the preparation of the Community Redevelopment Plan for that area described in the "Finding of Necessity Resolution". The Community Redevelopment Plan must provide physical information on the redevelopment area and identify potential project types that can diminish or eradicate the specified blighted conditions.

Under the Redevelopment Act, a Community Redevelopment Plan is subjected to a compliance review conducted by the local planning agency (LPA) before the City of St. Pete Beach can submit the report to the County Commission for approval. The LPA has up to 60 days to review the redevelopment plan as to its conformity with the County and City's comprehensive plans and provide comments to the CRA. After receiving recommendations from the LPA, the local governing body shall hold a public hearing on the approval of a Community Redevelopment Plan after public notice in a newspaper having a general circulation in the area of operation of the Community Redevelopment Area.

The next step under the Redevelopment Act is the creation of a redevelopment trust fund, established by ordinance and adopted by the City Council and then the County Commission, the governing body that created the CRA. The most recent certified real property tax roll prior to the effective date of the ordinance will be used to establish the tax base (the "Base Year") within the redevelopment area in order to calculate the tax increment. In the present case, the assumed timetable to move forward suggests that the calculation of the tax increment will rely upon the 2004 certified rolls.

After putting in place the redevelopment architecture described above, the CRA will become funded upon the availability of tax increment revenues. Tax increment revenues become available as the result of increased property assessments associated with new development and redevelopment within the redevelopment area beyond those of the Base Year. Funds allocated to and deposited into the trust account are used by the CRA to fund, finance, or refinance any community redevelopment it undertakes pursuant to the approved Community Redevelopment Plan.

Before the governing body can adopt any resolution or enact any ordinance to create a Community Redevelopment Agency, approve a Community Redevelopment Plan, or establish a redevelopment trust fund, the governing body must provide public notice of proposed actions to each taxing authority which has the power to levy ad valorem taxes within the redevelopment area boundaries. Such notice alerts taxing authorities to any possible changes in their budgets as a result of a redevelopment action.

As a policy matter, it is assumed that the following entities with ties to the activities of the local governing body will receive notice of any actions stemming from either this analysis or subsequent initiatives should they be authorized under the terms of the Redevelopment Act.

Pinellas County Government  
315 Court Street  
Clearwater, Florida 33756

Pinellas County Public Schools  
301 4th Street S.W.  
Largo, Florida 33770

**Southwest Florida Water Management District  
7601 U.S. Highway 301  
Tampa, Florida 33637-6759**

**Pinellas-Anclote River Basin Board  
Southwest Florida Water Management District  
7601 U.S. Highway 301  
Tampa, Florida 33637-6759**

**Pinellas County EMS  
12490 Ulmerton Road  
Largo, Florida 34644**

**Pinellas County Health Department  
205 Dr. M.L. King Street North  
St. Petersburg, Florida 33701**

**Pinellas County Mosquito Control  
Pinellas County Public Works Department  
4100 118<sup>th</sup> Avenue North  
Clearwater, Florida 33762**

**Pinellas Planning Council  
600 Cleveland Street, Suite 850  
Clearwater, Florida 33755-4160**

**Juvenile Welfare Board of Pinellas County  
6698 68th Avenue North, Suite A  
Pinellas Park, Florida 33781-5060**

**City of St. Pete Beach  
155 Corey Avenue  
St. Pete Beach, Florida 33706**

In the case of the study area, the City assumes that the City and the County will be the only taxing authorities with direct financial interest in the implementation of a formalized redevelopment process. Other entities, including at least those listed above, that also may exercise certain jurisdiction or control within the same legal boundaries defined for this study will not experience any diminution in their ad valorem revenues stemming from a resolution that defines or finds blight as described herein. These entities are, in fact, likely to experience an increase in their revenues over time as the result of such action.

### **1.3. Declarations and Process**

Determining if blight conditions exist within the study area is an initial step in ascertaining the appropriateness of an area as a Community Redevelopment Area. This analysis documenting the extent of blight conditions and analysis in support of that documentation is referred to herein as the "Report".

This Report describes the physical, economic, and regulatory conditions within the study area that are associated with blight or its causes and discusses the need for a Community Redevelopment Area. RERC staff, working with City of St. Pete Beach staff and other consultants, analyzed government statistics, inspected the study area, and prepared this Report and the analysis contained within.

#### **1.4. Integrity of the Study Area**

The analysis in this Report is confined to a specific geographic area within the City of St. Pete Beach generally shown in Map 1.0. These properties, generated from the 2004 tax rolls, are identified in Appendix A for informational purposes. The list is intended to be consistent with the area shown in Map 1.0, but this list should not be construed as the official and final area. A legal description of the area is as follows, beginning at a point on the seawall along Blind Pass Channel and the Northwestern corner of Lot 1, Block 71, St. Petersburg Beach Replat and the vacated street on the west; thence running Eastwardly 140 feet to the Northeastly corner of Lot 1, Block 71, St. Petersburg Beach Replat; thence running Northwest 161.43 feet to a point on the Northwestern corner of Lot 5, Block 71, St. Petersburg Beach Replat; thence running in a Northeastly direction along the Northernly boundary of Block 71, St. Petersburg Replat 300 feet to the Westerly right-of-way of Coquina Way; thence running along the Westerly right-of-way of Coquina Way 80 feet to the Northernly right-of-way of 76<sup>th</sup> Avenue; thence running in a Northeastly direction along the Northern boundary of 76<sup>th</sup> Avenue 360 feet to the Southwesterly corner of Lot 16, Block 73, St. Petersburg Beach Replat; thence running Northwestly along the Westerly boundary of Lot 16, Block 73, St. Petersburg Beach Replat and continuing Northwestly along the Westerly boundary of Lot 15, Block 73, Block 73, St. Petersburg Beach Replat 107.5 feet to the Northwest corner of Lot 15, Block 73, Block 73, St. Petersburg Beach Replat; thence running Northeastly along the Northern boundary of Lot 15, Block 73, Block 73, St. Petersburg Beach Replat and continuing Northeastly along the Northernly boundaries of Lot 2 and Lots 6, 7, 10, and 11, Block 74, St. Petersburg Beach Replat, 450.3 feet to a point on the Northeastly corner of Lot 11, Block 74, St. Petersburg Beach Replat; thence running in a Northwestly direction along the Westerly boundary of Lots 14 and 13, Block 74, St. Petersburg Beach Replat, 107.5 feet to the intersection of the Southernly right-of-way of 77<sup>th</sup> Avenue; thence running Northeastly along the Northern boundary of Lot 13, Block 74, St. Petersburg Beach Replat, 200 feet to the Eastern right-of-way of Blind Pass Road; thence running Northwestly across 77<sup>th</sup> Avenue and along the Westerly boundary of Lot 1, Block B 25, St. Petersburg Beach Replat, 202.5 feet to the Northwestly corner of Lot 1, Block B 25, St. Petersburg Beach Replat; thence continue Northwestly across a 15-foot alley to the Southwest corner of Lot 18, Block B 25, St. Petersburg Beach Replat; thence running Northwestly along the Northern boundary of a 15-foot alley across Boca Ciega Drive and continuing along the Northern boundary of the City of St. Pete Beach Municipal Complex 143.3 feet to the seawall along Boca Ciega Bay; thence running 1,768.08 feet Southwestly and Southeastly to a point at the Northeastly corner of Lot 17, Block A, Bayside 2<sup>nd</sup> Addition to St. Pete Beach; thence running Northwestly along the Northern boundary of said Lot 17 191.2 feet; thence running Northwestly across the 60-foot right-of-way of Bay Street to the Northeast corner of Lot 5, Block D, Bayside 2<sup>nd</sup> Addition to St. Pete Beach; thence running Southwestly along the alley between Block D and Block 52, St. Petersburg Beach Replat, 300 feet to a point on the Easterly right-of-way of Mangrove Avenue; thence running Southeastly along said right-of-way 160 feet to a point on the Southernly right-of-way of 73<sup>rd</sup> Avenue; thence running Westerly along the Southernly right-of-way of 73<sup>rd</sup> Avenue 1,220 feet to the Northeast corner of Lot 5, Block 47, St. Petersburg

Beach Replat; thence running Southeasterly 382.5 feet to the Northeast corner of Lot 6, Block 42, St. Petersburg Beach Replat; thence running Southwesterly along Northwesterly boundary of said Lot 6, 63 feet to a point on the Northwesterly corner of said Lot 6; thence running Southeasterly along the boundary of Lot 6, 167.6 feet to a point on the Southerly right-of-way line of 71<sup>st</sup> Avenue; thence running Northeasterly to the Northeast corner of Lot 5, Block 26, St. Petersburg Beach Replat; thence running generally Southeast along the Eastern boundaries of Lot 5 and Lot 6, Block 26, St. Petersburg Beach Replat, to a point on the Northern right-of-way of 70<sup>th</sup> Avenue; thence Southwesterly along the South boundary of Lot 6, Block 26, St. Petersburg Beach Replat, 65 feet to the Southwest corner of said Lot 6; thence running across 70<sup>th</sup> Avenue 80 feet to a point on the Northwest corner of Lot 3, Block 25, St. Petersburg Beach Replat; thence running Northeasterly along the North boundary of Lots 3, 4 and 5, Block 25, St. Petersburg Beach Replat, 293 feet to a point on the Easterly right-of-way of Blind Pass Road and the Northwest corner of Lot 18, Block 2, Gulfwinds Subdivision; thence running Southward along said Easterly right-of-way of Blind Pass Road 539.6 feet to the Northwest corner of Lot 11, Block 2, Gulfwinds Subdivision; thence Southeasterly along the Northern boundary of said Lot 11, 122.4 feet to the Northeast corner of said Lot 11; thence following the Eastern boundary of Lots 11, 10 and 9, Block 2, Gulfwinds Subdivision, across 67<sup>th</sup> Avenue and continuing Southeasterly along the Eastern boundaries of Lots 16, 15, 14, 13, 12, 11, 10 and 9, Block 5, Gulfwinds Subdivision 995.2 feet to a point on the Southeast corner of said Lot 9 and the Northern right-of-way of 64<sup>th</sup> Avenue; thence Northeasterly along the Northern right-of-way of 64<sup>th</sup> Avenue to a point on the Eastern right-of-way of Gulf Winds Drive; thence Southward along the Eastern right-of-way of Gulf Winds Drive 1,188.61 feet to the Eastern right-of-way of Gulf Boulevard; thence running along the Eastern right-of-way of Gulf Boulevard 3,849.68 feet to the Northwest corner of a metes and bounds tract 33/05, being a part of Dolphin Village Shopping Center and with a Pinellas County property identification number of 06/32/16/00000/330/0500; thence running Northeasterly along the Northern boundary of said tract 429.31 feet to a point on the seawall on Boca Ciega Bay; thence Southeasterly along the seawall 279.46 feet to a point on the Northerly corner of Mirabella Townhomes Subdivision; thence running Southeasterly along the Western boundary of Mirabella Townhomes Subdivision 1,255.4 feet to the Southwest corner of Mirabella Townhomes Subdivision; thence running Westward along the South boundary of Dolphin Village Shopping Center 163.89 feet; thence running Southward 20 feet; thence Westward along the South boundary of Dolphin Village Shopping Center 200 feet to the Northwest corner of Lido Gardens Apartments; thence Southward along the Western boundary of Lido Gardens Apartments and continuing South 305 feet to the Southwest corner of Lot 3, Palm Gardens Subdivision; thence West 159.09 feet to the Easterly right-of-way of Gulf Boulevard; thence Southeasterly along said right-of-way of Gulf Boulevard to a point on the North right-of-way line of 37<sup>th</sup> Avenue; thence Westward to the Westerly right-of-way of Gulf Boulevard; thence Northwesterly along said Westerly right-of-way of Gulf Boulevard to a point on the Northerly corner of the Pinellas County Park; thence Southwesterly on the North boundary of the Pinellas County Park to the Mean High Water Line in the Gulf of Mexico; thence Northward following the Mean High Water Line of the Gulf of Mexico 4,665.93 feet MGL to the Southern boundary of Silver Sands Beach & Racquet Club One Condo Building A and with a Pinellas County property identification number of 01/32/15/82015/001/0001; thence Northeasterly along the Southern boundary of Silver Sands Beach & Racquet Club One Condo Building A, 680 feet to the Southeast corner of Silver Sands Beach & Racquet Club One Condo Building A; thence Northward along the East boundary of Silver Sands Beach & Racquet Club One Condo Building A and across 64<sup>th</sup> Avenue, 212.57 to the Northern right-of-way of 64<sup>th</sup> Avenue; thence Easterly along the Northerly right-of-way of 64<sup>th</sup> Avenue 210 feet; thence

Northwesterly along the Eastern boundary of the Common Area of Silver Sands Beach & Racquet Club Two Condo Building, 460 feet; thence continue Northwesterly across 66<sup>th</sup> Avenue; thence continue Northwesterly along the East boundaries of The Seafarer Condo and Pacesetter Three Condo 200 feet to the South right-of-way of 67<sup>th</sup> Avenue; thence continue Northwesterly across the 67<sup>th</sup> Avenue right-of-way and along the Eastern boundaries Carol Apartments Condo and Lot 30, Block 4, St. Petersburg Beach 1<sup>st</sup> Addition 200 feet to the South right-of-way of 68<sup>th</sup> Avenue; thence continue across the 68<sup>th</sup> Avenue right-of-way and along the Eastern boundaries of Lots 11 and 30, Block 3, St. Petersburg Beach 1<sup>st</sup> Addition 200 feet to the South right-of-way of 69<sup>th</sup> Avenue; thence continue Northwesterly across the 69<sup>th</sup> Avenue right-of-way and along the Eastern boundaries of Lots 11 and 30, Block 2, St. Petersburg Beach 1<sup>st</sup> Addition 200 feet; thence continue Northwesterly across 70<sup>th</sup> Avenue and along the Eastern boundaries of Lot 11, Block 1, St. Petersburg Beach 1<sup>st</sup> Addition, and Baltic Apartments Condo 203 feet to the South right-of-way of 71<sup>st</sup> Avenue; thence continue Northwesterly across 71<sup>st</sup> Avenue and the Eastern boundaries Lot 11 and 12, Block 43, St. Petersburg Beach Replat, 115 feet to the South right-of-way 72<sup>nd</sup> Avenue; thence continue Northwesterly across 72<sup>nd</sup> Avenue and the Eastern boundaries of Lot 11 and 12, Block 46, St. Petersburg Beach Replat, to the South right-of-way of 73<sup>rd</sup> Avenue; thence Southwesterly along said right-of-way 911.5 feet to the seawall on Blind Pass Channel; thence Northwesterly along the seawall 719.7 feet to the point of beginning, together with all street and alley right-of-way contained in the described area, and the entire right-of-way of Gulf Winds Drive between the South right-of-way line of 73<sup>rd</sup> Avenue to the North right-of-way line of 64<sup>th</sup> Avenue, and the entire right-of-way of Blind Pass Road between the South right-of-way line of 73<sup>rd</sup> Avenue and the South right-of-way line of 70<sup>th</sup> Avenue.

The boundaries of the study area were designed to include many of the hotel and motel properties that line Gulf Boulevard, as well as the traditional downtown district defined chiefly by Corey Avenue. These areas together are the core of St. Pete Beach, and Gulf Boulevard is the single transportation link that ties the larger area together. Presently, zoning within the St. Pete Beach study area allows a mix of general land uses that include commercial, resort, institutional, and residential. The main uses in the downtown portion of the study area are commercial and office uses, while in the Gulf Boulevard portion of the study area transient accommodations represent the largest proportion of land share.

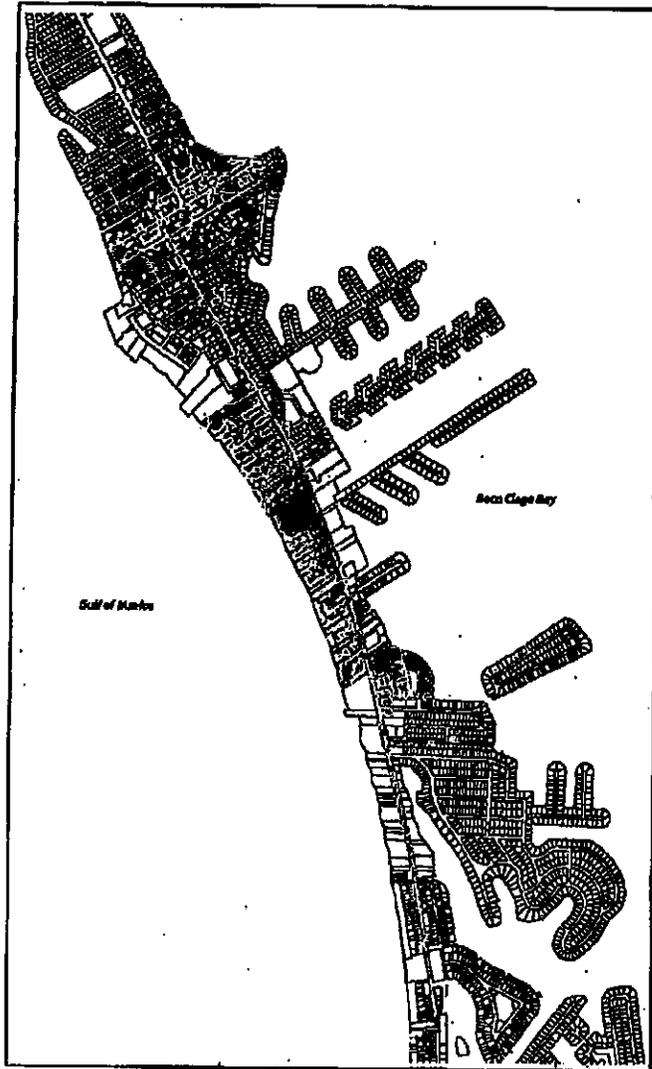
The larger study area is characterized by small lots with height and density restrictions, inadequate transportation infrastructure, strip commercial development, and resort and retail properties in need of redevelopment. The resort and commercial areas that make up most of the study area are important economic and social resources to the City of St. Pete Beach and Pinellas County. Resort and commercial areas are vulnerable because of a lack of reinvestment in existing properties. While St. Pete Beach has been a resort destination for approximately 100 years, many hotel and commercial properties have become distressed and largely functionally obsolete. The lack of investment in aged properties ultimately threatens the long-term viability of the study area and the City as a whole.

The study area is effectively comprised of two smaller contiguous areas, the traditional downtown district and the hotel and motel district to the west of Gulf Boulevard between 64<sup>th</sup> Avenue and 47<sup>th</sup> Avenue. These two areas are connected by Gulf Boulevard, the main thoroughfare of the City and the spine that organizes commercial properties. Gulf Boulevard is the transportation link that connects properties within the area. Almost all commercial and social activity within the study area takes place along this road. Virtually no businesses or

hotels are accessible without some travel on Gulf Boulevard, and the character of the community is expressed along the boulevard. The Corey Avenue/Gulf Boulevard intersection is the most significant intersection within the study area and ties the resort area together with the downtown district. The boulevard is included in the study area from 77<sup>th</sup> Avenue to Pinellas Bayway Road as are the parcels that line the road from 73<sup>rd</sup> Avenue to 84<sup>th</sup> Avenue. Gulf Winds Boulevard/Boca Ciega Drive is also included in the boundary from 77<sup>th</sup> Avenue to Gulf Boulevard as is Blind Pass Road from 77<sup>th</sup> Avenue to Gulf Boulevard.

**Map 1.0 Study Area**

**Boundary Map**



Note: study area boundary is for illustrative purposes only.

Having identified the study area as a relatively discrete area dependent upon Gulf Boulevard for access between residential, hotel, and commercial properties, we considered the specific conditions that constitute blight as listed in the Redevelopment Act. The following conditions are identified by the Florida Legislature in the Redevelopment Act as being indicative of blight:

- (a) Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities;
- (b) Aggregate assessed values of real property in the area for ad valorem tax purposes have failed to show any appreciable increase over the 5 years prior to the finding of such conditions;
- (c) Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
- (d) Unsanitary or unsafe conditions;
- (e) Deterioration of site or other improvements;
- (f) Inadequate and outdated building density patterns;
- (g) Falling lease rates per square foot of office, commercial, or industrial space compared to the remainder of the county or municipality;
- (h) Tax or special assessment delinquency exceeding the fair value of the land;
- (i) Residential and commercial vacancy rates higher in the area than in the remainder of the county or municipality;
- (j) Incidence of crime in the area higher than in the remainder of the county or municipality;
- (k) Fire and emergency medical service calls to the area proportionately higher than in the remainder of the county or municipality;
- (l) A greater number of violations of the Florida Building Code in the area than the number of violations recorded in the remainder of the county or municipality;
- (m) Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area; or
- (n) Governmentally owned property with adverse environmental conditions caused by a public or private entity. See Section 163.340(8), F.S.

As this Report documents, at least five of these conditions of blight exist in the St. Pete Beach study area and are a detriment to its long-term vitality and sustainability.

### 1.5. Historical Perspective

Located on Florida's west coast barrier islands in Pinellas County, the City of St. Pete Beach has a history of quality residential living complimented by a vibrant hotel and resort economy. The City has a residential population of around 10,000. 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. Because of the substantial number of hotels and condominiums in the City, the area experiences a seasonal population surge. A very gross level estimate would place the seasonal population in St. Pete Beach at about 16,000-17,000 persons, assuming that some part of the non-homestead condominium units and all the hotel units inventoried in the community are occupied at about 90 percent in the busiest period.

Because the study area boundaries do not follow census tract boundaries, demographic data for the study area is difficult to acquire. RERC was able to obtain 2000 demographic

data for a slightly larger area that includes the study area boundaries. The chart below illustrates demographic data for this area including: population, number of households, median household income, housing unit vacancy rates, and residential units by tenure as well as other demographic information.

Pop.	Households	Median Age	Median HH Income	Housing Units (HU)	HU, % Vacant	Median Value Owner-Occ HU	HU, Owner Occ	HU, Renter Occ
1,070	571	58	\$50,133	918	38%	\$171,071	402	170

As can be seen from the chart, the demographic boundaries contain 918 housing units compared to an actual number of 378 units in the study area. Thirty-eight percent of housing units in the area are vacant. When looking at occupied housing units, 170 (30 percent) are renter occupied. The area contains an older population with a median age of 58. The demographic data for the study area contains 540 housing units that are not in the study area. Presumably, these housing units are in the higher income areas along the Gulf Boulevard corridor.

Corey Avenue is St. Pete Beach's traditional business district. Improvements in the physical environment need to take place to revitalize the core. Currently the area is zoned primarily for commercial development. Streetscape and other pedestrian improvements as well as zoning changes need to take place in order to help bring additional retail development, commercial development, and other types of infill projects. The Corey Avenue district needs substantial redevelopment and refocusing in order to re-identify it as the town center and energize commercial activity in the core.

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. Much of that development consists of eroding hotel, retail, and office properties burdened with deterioration and obsolescence. Ingress and egress points to businesses along Gulf Boulevard commonly do not meet modern access control standards, and adequate pedestrian infrastructure is seriously deficient within the corridor.

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, but 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 the 1958, and only one hotel/motel was built after 1974. Because of the age and both the physical and economic deterioration of many hotels and resorts within the study area, properties struggle to sustain themselves in Florida's tourism industry. Only 20 percent of all hotel or motel rooms in the City are associated with a national hotel or motel brand, compared to 71 percent of hotels and motels in Clearwater Beach. Reinvestment can be more difficult for smaller hoteliers, and often these properties are declining. If the hotel properties in the study area 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 the City and the 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) and illustrated in the following table.

**City of St. Pete Beach - Top Ten Individual Tax Payers**

Owner Name	Description	Year Built	Land AC	Bldg. SF	2002
					Taxable Value
Resort Inns Of America Inc	Hotel/motel	1957	9.89	263,699	\$35,300,000
Don Ce Sar Resort Hotel	Hotel/motel	1928	3.79	247,427	\$29,800,000
Nicklaus Fla Inc	Hotel/motel	1988	8.79	179,698	\$21,500,000
Hughes, R Dale Tre	Hotel/motel	1970	3.77	156,048	\$11,600,000
Resort Industries Inc	Hotel/motel	1973	4.53	151,506	\$11,200,000
Reef Resort Condo Assn	Condominium	1982	0.84	45,008	\$10,985,400
Rosenbium, Irving M Tre	Hotel/motel	1957	5.25	86,948	\$10,000,000
National Rty Holdings Inc	Hotel/motel	1974	1.47	116,030	\$9,800,000
Alden Enterprises Inc	Hotel/motel	1950	3.89	114,873	\$9,100,000
Dolphin Holdings Ltd	Hotel/motel	1968	3.47	105,061	\$8,500,000
	<b>Sub Total</b>		<b>45.40</b>	<b>1,496,236</b>	<b>\$157,585,400</b>
	<b>City Total</b>		<b>2,526.46</b>	<b>14,108,364</b>	<b>\$1,453,403,070</b>
	<b>Top 10 as a Percentage of City Total</b>		<b>1.80%</b>	<b>10.60%</b>	<b>10.84%</b>

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 percent of the City's total property taxes. In order to protect the tax base, the sustainability of the tourism industry must be aggressively pursued.

In addition to the challenge of marketing dated hotels, St. Pete Beach, like other coastal communities, has been met 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 what can and 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 could be undermined, and the tax base of the City will diminish.

The creation of a formal redevelopment agency in the City would provide opportunities to encourage value-added businesses in the study area, upgrade and install modern infrastructure and transportation facilities, stimulate reinvestment and revitalization, and advance modern design standards. These redevelopment programs would contribute to the City's general health and tax base and serve as the main revitalization vehicle. If the City does not create a redevelopment agency, the area risks continuing decline and decay, and the City will jeopardize its market share of the resort industry.

In the initial stages of developing Chapter 163, Part III of the 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.

- Section 163.340(9) F.S. states: ***"Community redevelopment" or "redevelopment" means undertakings, activities, or projects of a county, municipality, or Community Redevelopment Agency in a Community Redevelopment Area for the elimination and prevention of the development or spread of slums and blight, or for the reduction or prevention of crime, or for the provision of affordable housing, whether for rent or for sale, to residents of low or moderate income, including the elderly, and may include slum clearance and redevelopment in a Community Redevelopment Area or rehabilitation and revitalization of coastal resort and tourist areas that are deteriorating and economically distressed, or rehabilitation or conservation in a Community Redevelopment Area, or any combination or part thereof, in accordance with a Community Redevelopment Plan and may include the preparation of such a plan."***
- Section 163.340(10) F.S. states: ***"Community Redevelopment Area" means a slum area, a blighted area, or an area in which there is a shortage of housing that is affordable to residents of low or moderate income, including the elderly, or a coastal and tourist area that is deteriorating and economically distressed due to outdated building density patterns, inadequate transportation and parking facilities, faulty lot layout or inadequate street layout, or a combination thereof which the governing body designates as appropriate for community redevelopment."***

The legislation explicitly defines a deteriorating and economically distressed coastal and tourist area as a "Community Redevelopment Area" and includes a coastal resort redevelopment pilot project in Section 163.336 F.S.

- Section 163.336 F.S. states ***"the Legislature recognizes that some coastal resort and tourist areas are deteriorating and declining as recreation and tourist centers. It is appropriate to undertake a pilot project to determine the feasibility of encouraging redevelopment of economically distressed coastal properties to allow full utilization of existing urban infrastructure such as roads and utility lines. Such activities can have a beneficial impact on local and state economies and provide job opportunities and revitalization of urban areas."***

Specific references to coastal resort communities and the creation of a pilot program designed to redevelop declining coastal communities indicate that the legislature was aware of and designed the legislation to assist with the unique challenges facing coastal tourist areas like St. Pete Beach, particularly in light of development restrictions placed upon coastal communities in other legislation.

## **2. Physical Environment Inventory**

### **2.1. Existing Land Use**

This section of the report documents the existing land uses in the area, transportation systems, utilities infrastructure, and visual character of buildings and sites that could influence development or utilization of land based assets. 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 study area. Photographs documenting conditions in the study area are located at the end of the report in Appendix B. An existing land use map, future land use maps, and a zoning map are located in Appendix C.

The study area consists mainly of a variety of hospitality properties and other commercial properties, institutional properties, and a limited number of residential properties. 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. The overall physical condition of the study area is fair to poor.

The residential market in Pinellas County, 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.

While land values are growing in the City, there are still pockets of deteriorated and substandard housing in the study area. Declining properties are concentrated in the northern section of the study area and are primarily multi-family rental units, (Appendix B, photos 18 and 21-29). Structures in the area have multiple code violations and absence of on-site management controls within rental complexes.

Single-family, duplex, and triplex parcels are scattered throughout the CRA and cover a total of 5.4 acres. Those in the area between 73<sup>rd</sup> Avenue and Corey Avenue and those between Gulf Boulevard and Sunset Way are mostly rental properties mixed in with small transient accommodation units and commercial properties. These parcels could be assembled to create developable sites. Six residential lots are located just north of the Kash 'n' Karry grocery store on 77<sup>th</sup> Avenue. Four of the parcels are old multi-family projects in poor physical condition and are grossly over the current density standards. These lots could be assembled with commercial property on Gulf Boulevard that is also in minimal condition to create a modern development site.

The quality and type of housing is a problem in the Corey Avenue area. 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.

Most of the hotels and motels and other commercial properties in the study area are located along Gulf Boulevard. Many of the non-residential structures along Gulf Boulevard are of

marginal quality and are located on narrow or shallow lots creating functional redevelopment problems, (Appendix B, photos 1, 4, 10, 12, and 17).

Lot sizes in the designated Community Redevelopment Area range from almost 10 acres (Dolphin Village) to 0.1 acres (the Beach Theater, the city's only movie theater). Hotel properties along Gulf Boulevard range from a net 5.60 acres (the Travel Lodge site) to 1.80 acres (the Holiday Inn). The Travel Lodge site has the widest property width at 290 feet. The balance, exclusive of the Tradewinds Island Grand and the Sirata Resort, range in width from 200 to 225 feet, with depths that run from Gulf Boulevard to the mean high water of the Gulf of Mexico. In the downtown portion of the redevelopment area, lots range from the aforementioned 4,400 square feet of the Beach Theater to 10,000 square feet. Because of the inadequate size of most lots, redevelopment and adapted re-use of existing structures are inhibited.

While the existing lots in the Community Redevelopment Area typically meet the lot size standards required by the Land Development Code, they, for the most part, are platted to residential standards of 50 feet x 100 feet or multiples thereof. A typical new commercial building would be 3,500 square feet to 10,000 square feet or larger, housing either single tenants or multiple tenants. For example, in the past ten years, six new commercial developments have been built in St. Pete Beach. They range from a small 1,558 square foot Subway Restaurant to a large 25,668 square foot Kash 'n' Karry grocery. Three of the other four new developments average about 4,400 square feet, and the new Walgreen's at 44<sup>th</sup> Avenue is 13,184 square feet. Such buildings cannot be constructed on what are effectively residential lots, particularly when the developer must also provide off-street parking. These conditions render the lots located along Gulf Boulevard functionally obsolete for commercial development.

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, (Appendix B, photo 13). 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.

Existing hotel uses are typically two story buildings. Most of the hotels and motels in the area were constructed to run parallel with the side property lines and have a courtyard in the middle of the property. New developments in the study area will likely warrant and require the assemblage of two or more contiguous properties to gain a width that will allow the new buildings to have more rooms with a view of the Gulf of Mexico and modern hotel/motel amenities.

Larger lots in the downtown portion of the redevelopment area typically have one-story buildings covering the entire surface of the parcels. These lots usually contain multiple businesses. Almost none of the downtown properties provide off-street parking, except for two banks, and no properties have an adequate amount of parking. Zoning ordinances, dating back to the original ordinance in the 1950s, have traditionally not required off-street parking in the downtown commercial district, relying instead on the available on-street angular parking.

Off-street parking requirements will exist for all uses in the study area under the city's proposed land development regulations. There has been discussion of a public/private venture to construct one or more parking garages for the area. Land values dictate that structured parking replace the traditional surface parking. The configuration of the blocks in the downtown area limits the ability to provide the required off-street parking while providing building structures suitable for businesses. Assemblage of properties will be necessary for most redevelopment projects.

Most properties along Gulf Boulevard have setbacks that are suburban in form and while these properties typically include off-street parking, unlike properties downtown, the majority of commercial property owners have done little to mitigate the visual effects of their parking lots with landscaping and other buffering. (Appendix B, photos 2, 5, 17, 19, 42, and 43). Design standards in general have not been adequate to promote aesthetically pleasing development within the study area.

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, (Appendix B, photos 5, 19, 32, 34, 37, 42, and 43). 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 buffers in the study area. A number of commercial properties are located directly proximate to residential uses with little attempt to establish buffer or transitional zones. (Appendix B, photos 2, 4, and 6). Many commercial structures are located on residential sized lots with parking located in front of businesses. As Gulf Boulevard has grown, 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, (Appendix B, photos 19, 32, 34, and 37). In other instances parking has been 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.

Dolphin Village Shopping Center on Gulf Boulevard in the hotel/motel area was constructed in 1967, and while it is well maintained by the owner, a large portion of the center, particularly the southern portion, has become functionally obsolete. The space still leases, but it does not command the higher rents present in the balance of the center. Further, the mix of tenants occupying the southern portion of the development does not contribute to the overall ambience of the shopping center. The owner has indicated the existing Publix grocery store desires a more modern facility in keeping with its current operations.

Redeveloping the site to include a mix of residential and commercial development could be appropriate for the southern portion of the site. This site is a key property in the area, and it could be disingenuous to omit it. The use of this property is important to the overall redevelopment of the area especially because of its link to the tourist related properties across the street.

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.

Many commercial structures in the study area are physically deteriorated and economically obsolete, (Appendix B, photos 3, 7, 10, 11, 12, and 14). 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 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. The age of the commercial structures in the study is illustrated below. The data presented is drawn from the 2004 Pinellas County tax rolls.

**Number of Commercial Properties**

<u>Built - by Year</u>	Hotel/Motel	Other Commercial	Total
>1950	5	39	44
1950-1970	13	38	51
1971-1990	3	27	30
1991-2004	0	6	6
Total	21	112	133

In 1947 and in 1949, ten commercial properties were built, more than any other year. Of the 133 properties, 71 percent were built before 1971, and only 6 percent 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 1989. Two of the hotels/motels are no longer in operation.

Overall the study area encompasses over 135 acres. Single-family, duplex, and triplex residential parcels encompass over 5 acres, while small multi-family buildings encompass slightly more than 1 acre. Condominium building parcels (not including Tradewinds, which functions as a transient property) covers approximately 8 acres of the study area.

The quality of the beach as a resort and recreation amenity is important to the continued success of St. Pete Beach as a destination. The beach is the principle focus of the hospitality industry in the study area, and it must be maintained to assure long term success

for the industry. As the City has become developed, stress on the natural beach environment has occurred including damage to the dune system. Special protection must be placed upon this resource as the City grows and is redeveloped so that there is no further damage. A longer term outlook must be adopted that considers the limited nature of the beach as an asset.

There are limited pedestrian access points from Gulf Boulevard to the beach, (Appendix B, photo 30). 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.

Finding:

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. 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.

The study area has become a highly urbanized area. Virtually all parcels in the study area have been previously developed, but many are deteriorated, and many are unoccupied. Many transient accommodations are reaching the end of their lifespan. 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.

## **2.2. Transportation, Road, Traffic, and Parking Characteristics**

Traffic capacity is not currently a significant issue in the study area. The major thoroughfares, Gulf Boulevard, Blind Pass Road, Corey Avenue, and 75<sup>th</sup> Avenue, appear to have capacity adequate for the existing level of development in the area, but additional studies might have to be performed to ascertain longer term road capacity, given the prospect of future redevelopment within the study area. Most intersections in the City have sufficient LOS grades. The key intersection with capacity problems is the Gulf Boulevard/75<sup>th</sup> Avenue/Blind Pass Road intersection. This intersection is the primary point of traffic congestion in the study area and needs to be reorganized. The problems caused by the intersection are a result of multiple overlapping left turn movements for all three streets.

The study area has a reasonably well developed road network, although most trips in the study area require travel on either Gulf Boulevard or Blind Pass Road. Gulf Boulevard is the signature street for both St. Pete Beach and the study area. The street provides most local vehicular and pedestrian circulation for the City, but it also functions as the evacuation route for the City.

The inclusion of Gulf Winds Drive from 73<sup>rd</sup> Avenue to Gulf Boulevard, Blind Pass Road from 73<sup>rd</sup> Avenue to 70<sup>th</sup> Avenue and beyond, and the southern end of Gulf Boulevard from 44<sup>th</sup> to 37<sup>th</sup> Avenues is important to the study area to allow CRA funds to be expended on proposed right-of-way improvements to these streets. All are essentially an extension of the street within the CRA area, and these improvements are important to the larger study area. Improvements contemplated include under grounding of overhead utilities and streetscape enhancements.

The renovation of Gulf Boulevard is crucial to the revitalization of the study area and the St. Pete Beach tourism industry. Gulf Boulevard creates citizens' and visitors' primary image of the City. The main thoroughfare of the study area is in need of renovation and beautification. Gulf Boulevard is becoming a street to avoid, and the area is beginning to lose its reputation as a special resort community. The boulevard experiences substantial pedestrian traffic typical of a resort area, yet pedestrian infrastructure is absent creating unsafe transportation conditions, (Appendix B, photos 37, 40, and 43). Sidewalks are altogether absent in some places along Gulf Boulevard, and those in place are not wide enough to be located immediately alongside traffic moving at 40-60 MPH. Bike lanes are generally absent or substandard, a particularly significant issue in a resort community. These conditions need to be improved. Overall, existing transportation conditions do not create a livable space, and upgrades need to take place in order to reposition St. Pete Beach's main commercial strip.

Police report that 60 percent of complaints relate to transportation issues. For example, signage along the road is inadequate and would benefit from consolidation and improved organization. Because many visitors are unfamiliar with the study area, drivers run red lights and are otherwise distracted. In its present configuration, Gulf Boulevard functions solely as an arterial that facilitates high speed driving.

Gulf Boulevard has an important role to play in the health and redevelopment of the study area. Major transportation improvements need to take place to reestablish the street as a livable space including a continuous streetscape treatment that redefines the image of the road and creates a sense of place. Improvements could include the burial of power lines, the addition of new decorative streetlights and landscaping, wayfinding, and the reconfiguration of curb lines to allow for a tree lawn between the road and sidewalk.

Other transportation improvements are needed to protect cyclists on the road and pedestrians walking along and crossing Gulf Boulevard. There are bike lanes, but they are uniformly substandard and have been added as an afterthought to existing roadways, (Appendix B, photos 35, 37, 41, and 43). With planned redevelopment, bicycles can become an integral part of the transportation scheme. The boulevard needs to be re-stripped to accommodate bicycle traffic adequately. The addition of a standard bike lane will enhance the safety of citizens and tourists alike and will better provide for alternative modes of transportation. This change will also better connect motel and hotel properties to the Corey Avenue district and will accommodate non-vehicular movement throughout the study area. An adequately designed and signed bike lane could then be connected to other bike paths throughout the study area and the City creating a thorough bicycle network.

Spot medians and clear pedestrian crossings are absent in much of the study area, (Appendix B, photos 9, 19, and 42). These facilities need to be installed where pedestrian traffic is high. Many restaurants and other retail are located across the street from hotels and motels encouraging pedestrian movements across Gulf Boulevard. In addition, many

beach goes park on one side of the street and then must cross Gulf Boulevard to access the beach. Because adequate and clear pedestrian crossings are not provided, visitors are jaywalking under dangerous conditions, (Appendix B, photo 39). Turn lanes are used as refuge spots endangering both pedestrians and individuals in cars. Recently a young girl was killed when she and her mother were trying to cross Gulf Boulevard at 63<sup>rd</sup> Avenue to get from a convenience store back to their hotel. In total there have been five accidents involving pedestrians over the past 3 years, and 1 of those accidents led to a fatality. This life safety issue must be addressed. By adding spot medians with raised landscaped beds, the City can calm traffic, enhance the appearance of the area, and create a true pedestrian crossing refuge.

Currently school buses pick up and drop off on Gulf Boulevard instead of side streets. This practice causes significant safety issues on a street with a high speed limit and already inadequate pedestrian conditions. Because many drivers are unfamiliar with the area and because of the size of the road, drivers frequently do not stop for school buses. Pedestrian improvements and the relocation of bus stops should better improve safety.

The entire pedestrian environment along Gulf Boulevard is not consistent with the character of the area as a walkable, family-oriented resort area. Gulf Boulevard is given mainly to automobile traffic, with the pedestrian realm a distant second thought. The sheer size, and therefore speed, of the road makes it an almost impenetrable barrier for pedestrians trying to cross from the hotels on the west side to the restaurants and attractions on the east side. Much could be done to rebalance the roadway environment, to allow for pedestrian safety and comfort in addition to vehicular mobility.

The consolidation of driveways along Gulf Boulevard should become a priority for the City. In some areas, in as little as 100', 15 driveway cutouts are located along Gulf Boulevard. Excessive ingress and egress along Gulf Boulevard impedes north and south movement. Curb cuts cause significant pedestrian safety risks and make consistent streetscape treatment virtually impossible. Many driveways are abandoned or duplicative, (Appendix B, photos 19 and 43). Some cutouts should be strategically removed with the consent of property owners. The City could use incentives to stimulate the consolidation of cutouts and should amend the land development code incorporating appropriate design criteria to ensure that new developments meet modern access requirements.

Because there are inadequate back or front loading areas at many commercial properties along Gulf Boulevard, delivery trucks are forced to unload in the middle turn lane along Gulf Boulevard. This not only impedes traffic flow, but causes a safety risk to drivers as well as delivery workers. A solution must be created to allow deliveries to be safely and efficiently made to businesses.

Other transportation problems become apparent at night. Inadequate parking at local bars causes traffic backups and dangerous road conditions in the evening. Vehicular traffic backs up on Gulf Boulevard as cars line up to get into local bars. Except for a metered parking lot adjacent to the County Park, there are no public parking lots or garages in the study area.

Other conditions also create dangers on Gulf Boulevard. Flooding can be a significant barrier to transportation after hard rain storms. The police department is upgrading all of its police cars to SUVs so that their movement will not be impeded after rain storms. One area where flooding is a significant issue is at 58<sup>th</sup> Avenue and Gulf Boulevard.

In the study area, Blind Pass Road functions as an important neighborhood connector from Gulf Boulevard to 75<sup>th</sup> Avenue and could be reclaimed as a neighborhood street. Currently Blind Pass Road carries relatively few cars but is oversized with long radii that facilitate high speed driving. Street trees and sidewalks are generally absent and need to be provided to buffer residential uses from the road in order to reduce the disinvestment of properties along the road. With 36' rights-of-way, room is available to add sidewalks and bike lanes along the road. In addition there is room for either a wide tree lawn between the road and a newly installed sidewalk or a grand boulevard treatment.

Other transportation links may also be deficient and in need of improvement. The study area's streets, particularly neighborhood connectors such as Boca Ciega and Gulf Winds, have insufficient street trees, wayfinding, traffic calming devices, pedestrian walkways, pedestrian crossings, and legal bike lanes with appropriate signage. Current pedestrian infrastructure conditions are unacceptable in the context of contemporary design standards as they impede alternative modes of mobility and pose a safety risk to community residents and visitors. Corey Avenue also needs to undergo improvements. Although sidewalks along Corey Avenue have been expanded in some places, they are narrow and in disrepair in others. All study area streets should undergo pedestrian improvements to better facilitate the movement of people and to make the roads more than just automobile corridors. Transit, which is mostly lacking, should be incorporated in the design of the transportation network, and the redevelopment of that network should provide a quality image for the City that enhances livability and safety.

Overall there were approximately 205 reported automobile accidents in the general study area over the past three years compared to 168 in the remainder of St. Pete Beach. A few locations saw a significant number of accidents including 50 75<sup>th</sup> Avenue (24), 75<sup>th</sup> Avenue and Blind Pass Road (13), 75<sup>th</sup> Avenue and Gulf Boulevard (10), Corey Avenue and Gulf Boulevard (7), and 6200 Gulf Boulevard (7).

#### Finding:

Traffic capacity in the study area is adequate for the current level of development. However, further studies will be required to determine the impacts of major redevelopment efforts occurring in the study area.

Much of the transportation infrastructure in the study area is outdated and is in need of renovation and beautification. While there is substantial pedestrian traffic in the resort area, the transportation network in the study area does not safely accommodate this mode of transportation. The transportation network has been designed to function solely as a vehicle mover. Sidewalks and bicycle paths have emerged in contemporary planning practice as an important component in community "place making". These amenities combine to create neighborhoods that would be considered safe and desirable for residents of all ages. The study area is devoid of such facilities. Major infrastructure improvements are needed to remedy this including, standard sized bicycle lanes, spot medians, and clear pedestrian crossings as well as a continuous streetscape treatment that redefines the road's image and creates a sense of place. The boulevard needs to be redefined to help connect resort properties to one another and the town center and to stimulate new investment in both commercial and residential properties that surround the road network.

The consolidation of driveways along Gulf Boulevard needs to be a priority for the City. The commercial properties fronting the major arterials impact current movements associated with ingress and egress. The abundance of commercial curb cuts would be aggressively managed in today's regulatory environment. These conditions make a continuous streetscape program difficult and are dangerous for cyclists and pedestrians. Some cutouts should be strategically removed with property owners' consent.

While the current network of roads can accommodate emergency traffic and evacuation, the system is well below the design standards that are needed to support a flourishing resort community. The costs of maintaining and upgrading the transportation network can only be expected to increase, and there are no palatable budgetary mechanisms to deal with the conditions described.

### **2.3. Stormwater**

The study area is part of the Florida Gulf of Mexico barrier island system in Pinellas County. The barrier islands were originally built up from sand and shell as a result of wave and tidal action. This porous material provides excellent drainage when left undeveloped. Impervious surfaces such as streets, parking lots, and building sites associated with development alter the natural drainage pattern. Flooding occurs in areas of low elevation because of the volume of rainfall and the lack of adequate drainage. Most properties provide little or no stormwater related infrastructure. Many of the current land uses in the study area predate the City's current development controls, and those built 30 to 40 years ago commonly do not meet today's drainage standards. Although the stormwater system is designed to meet SWFWMD standards, because of the proximity to the Gulf of Mexico and the Boca Ciega Bay and the low elevation of the study area, in the case of high tides and heavy rain little can be done to prevent flooding and ponding. Intersections flood during hard rains and high tides. The intersections of Gulf Boulevard and Gulf Winds Road and 75<sup>th</sup> Avenue and Boca Ciega Drive experience bad flooding after down pours.

A significant stormwater issue in the study area is the quality of discharged water. Currently there is little treatment of stormwater. Stormwater runs through swales, is collected through pipes, and then is discharged into the Boca Ciega Bay. Because many developments use the entire impervious surface of their lots, grass swales are rarely adequate for filtering. New developments, with modern grass swale requirements, would allow for a better filtering system and cleaner water. In the near future, the City expects to build two stormwater filtration facilities to more adequately remove contaminants from the stormwater before it enters the bay.

#### **Finding:**

Although the City has well draining soil and certain design features are in place to handle stormwater, the proximity to the Gulf of Mexico and the Boca Ciega Bay, as well as the elevation of the study area mean that in the case of high tides and heavy rain little can be done to prevent flooding and ponding. An increase of pervious surface and grass swales in the study area could bring some flooding relief.

Water quality is the chief concern for the stormwater management system. Currently there are not treatment plants in the City, and stormwater that enters the Boca Ciega Bay

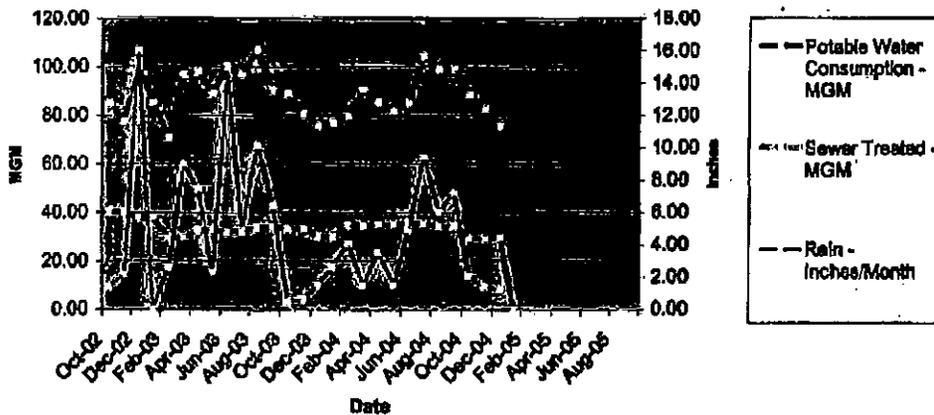
undergoes little filtering because almost all impervious surface in the area has been absorbed by low density development and surface parking lots.

#### 2.4. Wastewater

Wastewater is collected in lines owned by the City of St. Pete Beach and pumped to the City of St. Petersburg through the Pasadena Master Pump Station. The pump station is designed to process about 5.5 million gallons per day with no more than an average of 3 million of those gallons per day contributed by the City of St. Pete Beach. The City of St. Petersburg's Northwest Treatment Facility can treat up to 22 million gallons per day and up to 30 million gallons per day for limited times under peak conditions. Currently there are no capacity issues.

While there are no septic systems in the study area, there are still significant sanitary sewer issues. Leaks of groundwater and stormwater into the sanitary sewer system, a process called infiltration/inflow, increase the quantity of wastewater that needs to be pumped for treatment. The following graph illustrates daily rainfall and compares wastewater flow generated to potable water use in the City of St. Pete Beach.

St. Pete Beach Potable Water Use Vs Wastewater Effluent Treated



For every one gallon of potable water use, the City is pumping out approximately two gallons. It is apparent when comparing use trends to rainfall that the St. Pete Beach wastewater collection system is receiving a significant quantity of inflow/infiltration.

The main cause of infiltration is the seepage of groundwater into the wastewater system through broken or cracked pipes. Sanitary sewer pipes in the study area were installed over 50 years ago, and most pipes in the area are VCP clay pipes. Because the water table in the study area is above the VCP pipes, the wastewater system is submerged in ground water. Stormwater entering the system can overload the collection system and cause sanitary sewer overflows.

In 2004 the wastewater treatment budget of the City was \$3.3 million, and half of the budget went towards treatment. Treating extra water added by infiltration costs the same as treating normal domestic wastewater. The City only bills for potable water consumed, so infiltration causes a strain on the sanitary sewer budget. Replacing old pipes with modern plastic materials would reduce flows by 20 percent. An additional 10 percent could be saved by sealing manhole covers in conjunction with replacing pipes. The cost of replacing pipes is estimated to be \$60 per foot assuming a 10" gravity line less than 6' deep. Ultimately the City should be at a one to one potable water consumed to water treated ratio. As properties are redeveloped upgrading will be possible. Any reduction in the quantity of infiltration entering the collection system provides direct reduction in pumping and treatment costs to the City.

**Finding:**

Infiltration of groundwater into the sanitary sewer system in the study area is a concern to the City of St. Pete Beach. This system failure is primarily caused by old pipes that need to be repaired or replaced. The cost to treat infiltrating water absorbs a significant portion of the wastewater budget.

The City has calculated that replacing old VCP pipes with plastic pipes could cost several million dollars but would significantly reduce the infiltration of groundwater into the wastewater system. Deteriorating pipes are most rationally replaced by the City as specific properties and other infrastructure are redeveloped. Significant efficiencies and cost savings could also be attained by adjusting the direction of flow in the basin.

**2.5. Potable Water**

The study area is served by the Pinellas County Utility, which provides both distribution and billing. Pinellas County does not limit the amount of water used by its customers at the current time, and has no future plans to do so. Currently there is adequate supply and water pressure to provide both potable supply and fire suppression for all development within the study area. St. Pete Beach uses a more significant amount of potable water than may otherwise be necessary, because most of the transient accommodations in the study area were built in the 1950s and 1960s before most water saving fixtures were available. Some of these properties still feature older plumbing fixtures and many have deferred maintenance. Current low-flow devices, shower heads, taps, and toilets will assist in reducing average water usage in newly developed and redeveloped hotels compared to older devices.

**Finding:**

Potable water is distributed throughout the study area by Pinellas County Utility. There are not significant problems with potable water supply. The study area could see a reduction in average per unit water usage if hotels and motels redevelop with low-flow devices.

**2.6. Overall Site and Plat Conditions**

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, (Appendix B, photos 12, 14, and 17).

Other types of commercial properties are also deficient in size and difficult to improve (Appendix B, photo 10). 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 \$2,000,000 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. Existing and proposed residential and transient densities are outlined in the following chart.

Character Districts – CRA	Existing Density (Units per Acre)		Proposed Density (Units per Acre)	
	Comp. Plan	Zoning	CRD Plan	Zoning
TC-1 Core District	24 UPA	0 UPA	15 UPA	15 UPA
TC-2 Corey Circle/Coquina	24 UPA	0 UPA	24 UPA	24 UPA
DR Residential	10 UPA	10 UPA	15 UPA	15 UPA
GC Blind Pass/Gulf Blvd	24 UPA	0 UPA	18 UPA	18 UPA
LR Large Resort	18 residential/ 30 transient UPA	15 res./ 30 tran. UPA	18 res./ 80 tran. UPA	18 res./ 80 tran. UPA
AC Activity Center (Dolphin Village only)	24 UPA	0 UPA	18 UPA	18 UPA

Under the current Commercial General land use category, residential densities are permitted at 24 UPA; however, city zoning has never permitted residential units to be built in these areas. This has been the case in the Core, Corey Circle/Coquina, Blind Pass/Gulf Boulevard, and the Activity Center. When the zoning code was created, city officials felt that residential uses and commercial uses did not mix. In many cities today, residential uses have been introduced successfully into some commercial areas in order to revitalize retail districts and neighborhoods. While some changes need to take place in the city's zoning ordinance to allow for this mix, a simple amendment would not be appropriate because only parts of the city with commercial development are also appropriate for residential uses. Other alternatives must be sought.

Additionally, County Plan Rules are written to make non-residential intensities (FAR) mutually exclusive of residential densities. For example, a 10,000 square foot property could have either five residential units or 5,500 square feet of non-residential use, but not both. This limits mixed use potential on a site. In the study area, especially in the downtown Corey Avenue area, existing businesses are typically constructed at an FAR of 1.0, approximately twice the intensity allowed under plan rules. Because of this, under current regulations, there is no possibility of adding residential uses to the site. Under the city's Community Redevelopment Plan and supporting land development regulations, owners will be allowed to have the permitted residential density plus the non-residential FAR, thereby encouraging mixed use developments in most areas.

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, (Appendix B, photos 1, 2, 3, 8, 12, 17, 18, 21, and 22).

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, (Appendix B, photo 13).

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.

Under the city and county's RFM Resort Facilities Medium land use category, residential uses are permitted to be built at 18 Units Per Acre (UPA), and transient accommodation uses are limited to 30 UPA. Analysis provided by RERC in 2002 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. At today's land values, this current ratio virtually guarantees that the property in the RFM areas will eventually be converted to condominiums rather than reconstructed as hotels. There is evidence of this in most of the beach communities north of St. Pete Beach. Some so-called condo hotels are being constructed, but they effectively are simply higher density condominiums. Few, if any, of the new condo hotels provide any amenities that would normally be associated with standard hotels.

Hotel redevelopment supports development costs of \$15,000-\$40,000 per unit based on a 2002 RERC study. A \$1,000,000 an acre hotel 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. Hotels cannot support nearly as high land costs per unit as condominium product. Condominiums 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.

**Finding:**

The study area has become a highly urbanized area, dependent on tourist activities and not easily reconfigured to other purposes or activities. Most properties in the study area have been previously developed, but many are deteriorated and many are unoccupied. Lots are too small to support anything other than residential or commercial activity of marginal value. 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.

**2.7. Visual Character, Existing Building and Site Conditions Analysis**

The photographs in Appendix B are reflective of the overall conditions pertinent to the study area. Although most single family homeowners have maintained their properties in the study area, many of the rental properties are dilapidated and poorly maintained. Overall the

housing stock is in marginal condition. More importantly, by today's standards, the non-residential inventory is functionally deteriorated and obsolete by the constraints of small sites, regulations, structure placement, and access. 71 percent of the commercial structures were built before 1971, and only 6 percent were built after 1990. The records demonstrate the lack of new development in the area and the dominance of the older commercial stock. Generally, the exteriors of commercial structures have been decently maintained with fresh paint, but the interiors of commercial structures have deteriorated. The buildings clearly are not up to present building code standards. Many have no handicap facilities and are not in compliance with FEMA standards.

The transportation infrastructure in the study area upon which the long term sustainability of the neighborhood and area depends is not adequate to support a vibrant community and resort industry. Lack of streetscape as well as pedestrian and cycling facilities limit the uses of the network and stunt redevelopment prospects.

The several conditions documented in this analysis act together to undermine any economic values perceived to exist for key tourist uses in the area because they retard a normally functioning market for transactional activity. It is this normally functioning market that acts as the floor for economic value. If that floor cannot be maintained through a continuing exchange between buyers and sellers, economic values will eventually erode. Once that pattern is established, it becomes increasingly difficult to arrest the decline. In addition, the documented conditions are such that they combine to create a physical and social context that is not viable for long term stability.

It is almost axiomatic that areas exhibiting the many deficiencies, inadequacies or deteriorated infrastructure documented in the study area have a greater likelihood of slipping into irreversible economic and physical obsolescence.

### **3. Real Estate Development and Investment Activity**

#### **3.1. Reported Investment and Disinvestment Activity**

Based on 2004 certified tax rolls, there are an estimated 378 residential (18 single-family and 360 multi-family) and 133 commercial structures in the study area, of those commercial structures 21 are hotels or motels. Approximately 590 properties comprise the study area. Homestead exemptions apply to 94 of the parcels of which single-family parcels make up 5 percent. The exact number of properties in the study area is subject to City Commission and County Commission approval. Any changes are expected to reduce the number of parcels, not affecting the overall analysis.

In 2004, the total tax base in the study area was about \$309 million with approximately 72 percent 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 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 1:1 building value to land value ratio is a very conservative figure looking at every commercial parcel in the study area regardless of how building and land values are calculated. For some parcels, the Pinellas County Property Appraiser does not separate building and land values. In the above scenario we assumed the total value of the property was held in the building and none of the value held in the land. If we eliminate these parcels where the two values are not separated, the building to land value ratio for commercial parcels in the study area is 6:11. This means that land values are almost twice as high as building values. If a building to land value ratio is calculated for all parcels in the study area where building values and land values are separated by the property appraiser, the ratio is 7:13. As with commercial properties, land values are almost twice as high as building values indicating a need for redevelopment. A list of building and land values is located in Appendix D. This list only includes properties where the Property Appraiser has separated building and land values.

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 study 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 study 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 property 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 study 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.

**Finding:**

Although the study 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 study 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 this 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.

### **3.2. Crime and Illegal Acts**

Major crime is not a significant issue in the study area, but there are areas within the study area where crime has been particularly noteworthy. According to the police department's expert opinion, the northern part of the study area faces some serious issues including drug activity, domestic abuse, prostitution, alcohol violations, and noise complaints. Because of database issues, quantifiable data for crime is not readily available. Recently a drug bust was made in which 18 people were arrested. Much of this crime could be attributed to the low-quality short-term rental housing in the area.

Police are also active in the beach portion of the study 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.

#### **Finding:**

Although major crime is not pervasive in the study area, there are sections of the study area which require frequent police activity. The northern section of the study area requires significant police attention and needs reinvestment to improve the quality of housing stock in the area and reduce crime. The beach area has problems somewhat unique to the hospitality uses in the area. Solutions for theft in the area and alcohol related crimes should be sought.

### **3.3 Code Violations**

There are isolated areas within the study area where code enforcement is a serious issue. Violations are primarily located in the northern section of the study 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.

The CRA represents approximately seven percent of parcels in the city. According to the latest query of the database of Code Enforcement Cases, there were 540 code cases in the CRA compared to a total of 2,222 code cases throughout the entire city. This means that the CRA represents 24 percent of all code cases. The query did not differentiate the number of violations between one property having multiple code violations and another having only one violation, nor the "quality" of the violations. For example, there is one property owner who owns three properties within the CRA who had 33 code violations among the three properties. Code cases range from properties where individuals were working without the necessary building permits to properties with excessive structural damage.

#### Finding:

The northern section of the study area has some pervasive code violation issues, particularly among its residential rental properties. These issues lead to life safety concerns, and continued code enforcement is necessary to address problems and bring stability to the neighborhood.

#### **4. Criteria for Determining Blight**

In effect, the Redevelopment Act establishes three discrete pathways to determine if a study area is a "blighted area", sufficient to warrant the full application redevelopment powers conveyed under Chapter 163.

- o The first alternative ("Alternative One") involves the layering of two tests. The first test is broadly conditional and the second test is criteria specific. Both tests must conclude that the described conditions exist affirmatively.
- o The second alternative ("Alternative Two") involves a specific agreement among parties subject to a prospective trust fund agreement. Where such agreement exists, then the jurisdiction seeking to designate a redevelopment area need pass a less rigorous test. As in the first alternative, this test relates to specific criteria and it must conclude affirmatively.
- o Notwithstanding the requirements for the first or second alternative, the third alternative ("Alternative Three") involves the Governor certifying the need for emergency assistance under federal law as a result of an emergency under s. 252.34(3), F.S.

##### **4.1. Alternative One**

The *first* of Alternative One's two tests requires that a study area identified as a blighted area contain a "substantial number of deteriorated, or deteriorating structures, in which conditions, as indicated by government-maintained statistics or other studies, are leading to economic distress or endanger life or property".

The *second* of Alternative One's two tests is that the area must be one in "which two or more of the following factors are present".

- a) Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities;
- b) Aggregate assessed values of real property in the area for ad valorem tax purposes have failed to show any appreciable increase over the 5 years prior to the finding of such conditions;
- c) Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
- d) Unsanitary or unsafe conditions;
- e) Deterioration of site or other improvements;
- f) Inadequate and outdated building density patterns;
- g) Falling lease rates per square foot of office, commercial, or industrial space compared to the remainder of the county or municipality;
- h) Tax or special assessment delinquency exceeding the fair value of the land;
- i) Residential and commercial vacancy rates higher in the area than in the remainder of the county or municipality;
- j) Incidence of crime in the area higher than in the remainder of the county or municipality;
- k) Fire and emergency medical service calls to the area proportionately higher than in the remainder of the county or municipality;
- l) A greater number of violations of the Florida Building Code in the area than the number of violations recorded in the remainder of the county or municipality;
- m) Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area; or
- n) Governmentally owned property with adverse environmental conditions caused by a public or private entity.

#### **4.2. Alternative Two**

The Redevelopment Act also allows that a blighted area may be "any area in which at least one of the factors identified in paragraphs (a) through (n) of Section 163.40(8), F.S. are present and all taxing authorities (as such term is defined in the Redevelopment Act) subject to Section 163.387(2)(a), F.S. agree, either by interlocal agreement or agreements with the agency or by resolution, that the area is blighted.

#### **4.3. Alternative Three**

The Redevelopment Act also provides that "when the governing body certifies that an area is in need of redevelopment or rehabilitation as a result of an emergency under s. 252.34(3), F.S., with respect to which the Governor has certified the need for emergency assistance under federal law, that area may be certified as a "blighted area", and the governing body may approve a community redevelopment plan and community redevelopment with respect to such area without regard to the provisions of this section requiring a general plan for the county or municipality and a public hearing on the community redevelopment". Section 163.360(10), F.S. On September, 1, 2004, Governor Jeb Bush declared a state of emergency for the entire State of Florida by Executive Order 04-192 because of Hurricane Francis. On September 4, 2004, FEMA designated Pinellas County as a disaster area by FEMA-1545-DR.

#### **4.4. Assessment of "Substantial Number of Deteriorated or Deteriorating Structures"**

The Redevelopment Act provides little specific criteria or guidance in Section 163.340(8), F.S. regarding the definition or attributes of deteriorating structures other than that implied in the Redevelopment Act which focuses on a series of indicators that in the aggregate are assumed to lead to economic, physical, or social distress. In this case, single-family residential buildings are mostly of acceptable physical condition, but there are a substantial number of deteriorated rental units and non-residential structures in the study area that satisfy the intent of the legislation.

Declining properties are prevalent in the northern section of the study area, particularly among the multi-family rental units. Structures in the area have multiple code violations, drug related crime, and absence of on-site management controls within rental complexes. Many of these buildings have boarded up or bricked up windows, chipped paint, and overall deteriorating site conditions.

In the context of assessing substantial deterioration under the Redevelopment Act, we also believe the term "structures" reasonably includes not only the buildings in the area but also the infrastructure built or constructed decades ago now incapable of supporting substantial redevelopment in the future. The transportation infrastructure upon which the long-term sustainability of the study area depends is deteriorated and insufficient to support a vibrant residential and resort community.

The conditions and circumstances documented in this Report and readily observable in the study area evidence a "substantial number of deteriorated, or deteriorating structures" leading to economic distress that, in their current condition, are certainly capable of endangering life, property, and economic vitality if not substantially modified, retrofitted, repaired, rebuilt, or redeveloped entirely. The overall conditions in the study area are such that they combine to create a context of functional and physical deterioration which is conducive to economic, physical, and social distress.

#### **4.5. Blight Factors Present in the Study Area**

Of the fourteen conditions indicative of blight listed in the Redevelopment Act, our analysis indicates that at least five such conditions exist in the study area and are retarding its immediate and longer term social, economic, and physical development. Alternative One requires that at least two criteria be satisfied. Alternative Two requires that only one criterion be satisfied. Alternative Three requires a separate set of conditions. Below is a summary of the criteria that apply to the study area.

*Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities. (Section 163.340(8)a, F.S.).*

The totality of the study area is comprised of a transportation system that falls below current standards and requires a substantial budgetary commitment to maintain and/or upgrade over time. The key intersection with capacity problems is the Gulf Boulevard/75<sup>th</sup> Avenue/Blind Pass Road intersection. This intersection is the primary traffic obstruction in the study area and needs to be reorganized. Other solutions would require major

infrastructure changes including acquiring private property to increase roadway right-of-way.

Driveways and curb cuts along Gulf Boulevard are not consolidated. In as little as 100', 15 driveway cutouts can be found along sections of Gulf Boulevard. Driveways cause significant vehicle and pedestrian safety risks because of the multiple points of potential conflict. The frequency of curb cuts makes consistent streetscape treatment virtually impossible.

Because there are inadequate back or front loading areas at many commercial properties along Gulf Boulevard, delivery trucks are forced to unload in the middle turn lane along Gulf Boulevard. This impedes traffic flow and presents a safety risk to drivers as well as delivery workers.

Gulf Boulevard is the signature street for both St. Pete Beach and the study area, but the road functions solely as a vehicle mover. The main thoroughfare of the study area has an outdated transportation network including, inadequate streetscape, transit facilities, and safety features. The street design does not provide adequate public beach access and is generally deficient of public parking. Except for a metered parking lot adjacent to the County Park and other on-street parking areas, there are no public parking lots or garages in the study area. Overall the existing infrastructure does not provide adequate connections between resort properties and the town center or support a more livable space. The absence of pedestrian transportation infrastructure is further evidence of an inadequate transportation system. Additionally, the bike network in the study area is not sufficient to accommodate alternative modes of transportation, making the overall transportation network inadequate.

Neighborhood connectors such as Boca Ciega and Gulf Winds, lack street trees, signage, traffic calming measures, pedestrian walkways, pedestrian crossings, and legal bike lanes with appropriate signage. Current pedestrian infrastructure conditions are unacceptable in the context of contemporary design standards as they impede alternative modes of mobility. Their current state of disrepair and deterioration discourage investment in the neighborhood because the context is not favorable to long-term ownership of property.

Blind Pass Road between Gulf Boulevard and 75<sup>th</sup> Avenue carries relatively few cars but is oversized with long radii that facilitate high speed driving along the neighborhood corridor. Street trees and sidewalks are inadequate and do not buffer residential uses from the road.

The conditions outlined in this report contribute to the disinvestment of properties along the road. The costs of maintaining and upgrading the entire transportation network can only be expected to increase, and there are no palatable budgetary mechanisms to deal with the conditions described.

*Faulty layout in relation to size, adequacy, accessibility and usefulness. (Chapter 163.340(8)c F.S.).*

The study area is not an area of open land easily reconfigured. The study area has a deficient pattern of existing development that precludes modern standards, design, and safety provisions. The non-residential inventory is obsolete by the constraints of small or

non-conforming sites, regulations, structure placement, and access. Most commercial buildings in the study area violate at least some current land development regulations.

In today's market the small size of many hotel and motel parcels, make redevelopment of properties functionally impossible. Resort properties are deficient in modern site requirements, and the size of lots in combination with height limits makes it difficult to redevelop with contemporary amenities. Height limits cause developers to utilize the entire impervious surface of their lots for the primary structure and surface parking. Without modern amenities resort redevelopment may not be justifiable economically, particularly considering the low building to land value ratios that define the economic rationale for property owners.

Contemporary development practices favor larger sites to enable a variety and mix of uses and activities. The commercial lots in the study area are largely economically dysfunctional or deteriorated because they do not meet contemporary design and investor requirements. The current commercial properties on Gulf Blvd from approximately 60<sup>th</sup> Avenue to 73<sup>rd</sup> Avenue are about 110' deep, which is typically a residential size. To the extent that there are commercial uses on lots that are too small, there has been a resulting impact on residential properties, in the form of incompatible uses being placed in very close proximity without adequate buffers, and sporadic, irregular, poorly managed conversions of residential to retail. Over time, these parcels have evolved into commercial uses, in part as a result of the changing character of Gulf Boulevard as a regional road. However, the shallow parcel depths do not accommodate modern commercial development or parking, and as Gulf Blvd has been incrementally widened, this dysfunctionality has been exacerbated. This phenomenon has also taken place on Blind Pass Road from 76<sup>th</sup> Avenue to approximately 80<sup>th</sup> Avenue.

The typical lot dimensions, in conjunction with immediate proximity to residential areas, preclude adequate space for landscaping or other treatments that might buffer residential zones from commercial uses. Parking for businesses is typically located in the front of the property with insufficient space for landscaping. These design practices increase the appearance of the asphalt width of the road, makes the regular placement of streetlights and trees difficult, and requires individual access points to each business. In some cases, parking has been forced behind commercial properties because of road widening. Rear yard setbacks are so minimal that parking and service areas back up to residential properties without proper buffering. As noted, because of the size and current setbacks service traffic is not easily managed. In many cases redevelopment will never adequately accommodate on site service needs. Overall, current lot layout in the study area makes redevelopment functionally difficult, and the faulty layout and configuration of lots in relation to size, adequacy, and accessibility are suggestive of a functionally obsolete or deteriorated commercial land use pattern.

*Unsanitary or unsafe conditions.* (Section 163.340(8)d, F.S.).

The study area experiences substantial pedestrian traffic typical of a resort area, yet pedestrian infrastructure is absent creating unsafe transportation conditions. Crosswalks from existing parking to the beach are deficient. Spot medians and clear pedestrian crossings are lacking in many areas with high pedestrian traffic creating dangerous conditions. Turn lanes are repeatedly used as refuge spots endangering both pedestrians and vehicular traffic. Cycling conditions are dangerous on the study area's roads.

Designated bike lanes have been added as an afterthought and do not meet transportation width standards. Currently school buses pick up and drop off on Gulf Boulevard causing safety risks particularly considering the inadequate pedestrian conditions along the road. While accidents will occur, whatever safeguards are put in place, clearly having pedestrian and cycling facilities would diminish the number of accidents that might involve pedestrians. Left unchecked, the frequency of accidents will most likely continue to escalate.

Excessive curb cuts in the study area also reduce pedestrian safety. The multiple driveways cause significant pedestrian safety risks and pose safety risks to drivers due to excessive ingress and egress movement. Parking is typically located in front of many commercial properties, and cars often must back out of lots onto the main thoroughfare causing dangerous road conditions.

There are also sanitary and safety concerns about the quality of discharged stormwater. Currently there are not treatment facilities in the City, and stormwater that enters the Boca Ciega Bay undergoes little filtering because almost all ground surface in the area has been absorbed by low density development and surface parking lots.

While there are no septic systems in the study area, there are still sanitary sewer issues. Wastewater pipes in the study area were installed over 50 years ago, and most lines in the area are comprised of VCP clay pipe. The materials allow leakage and infiltration problems.

Floodwater mitigation is not a significant priority for the City, but safety issues still persist. Because of the study area's proximity to the Gulf of Mexico and the Boca Ciega Bay and the low elevation of the study area, and because there is insufficient natural drainage in the area, in the case of high tides and heavy rain little can be done to prevent flooding. When ponding of water occurs and intersections and roads flood, it becomes difficult for safety vehicles to operate. In addition, traffic accidents may occur.

Additional public safety issues occur in the study area. The northern section of the study area requires police attention due to criminal issues. The area has pervasive code violation problems among its residential rental properties, raising life safety concerns. In the Gulf Boulevard commercial area, public safety issues occur because of the use of alcohol in commercial properties serving the beach. Police activity in this area typically involves drunk driving and disorderly conduct and fighting that is intensified because of alcohol use.

*Deterioration of site or other improvements.* (Section 163.340(8)e, F.S.).

By contemporary standards, the non-residential inventory suffers physical deterioration and dysfunction. The primary concern is deterioration in context and setting which will discourage long-term sustainability and lead to a reduction in useful life more rapidly than would be the case in a stable commercial environment.

Many properties within the study area are deteriorated and/or unoccupied. Most transient accommodations are reaching the end of their lifespan, and the redevelopment of hospitality facilities is economically difficult in the current economic and regulatory environment. Many of the commercial improvements in the study area do not meet the demands of a modern marketplace. Although they may not be excessively deteriorated from a physical standpoint, many are nearing or have reached the end of their useful economic life and are functionally deteriorated.

The sanitary sewer system has deteriorated in the study area. Sanitary sewer pipes in the study area are outdated and are causing severe infiltration problems. A significant portion of the wastewater budget is going towards the treatment of infiltrated water. This creates a burden on the sanitary sewer budget considering that only consumed potable water is billed.

*Inadequate and outdated building patterns. (Section 163.340(8), F.S.).*

Inadequate and outdated building patterns are prevalent in the study area and can be spotted based on an informal assessment of conditions in the area. The potential intensity of future development is constrained by the dimensions of existing lots in the study area. Contemporary design and regulatory practices are violated by conditions in the study area, and inadequate and outdated building patterns prevent modern standards from being implemented. Deficiencies related to inadequate and outdated building patterns include the following:

- Height restrictions and density restrictions create undesirable design
- Comprehensive Plan and State regulations based on hurricane evacuation at odds with redevelopment
- Planned density difficult to achieve relative to the size and adequacy of platted lots
- Absence or deterioration of infrastructure
- Lack of adequate sidewalks and pedestrian facilities
- Unrestricted and divided ingress and egress among numerous commercial properties
- Commercial infringement into residential areas stemming from the absence of transitional zones that would create buffering opportunities, inadequate lot depth, and poor design controls.

## 5. Conclusions

The study area is one in which a substantial number of deteriorated structures exist and are materially injurious to both the area's and community's overall sustainability. These deteriorated structures and conditions are such they *"are leading to economic distress or endanger life or property...."* as described in the Redevelopment Act.

Such evidence of deteriorated conditions gleaned from study and observation, together with cited and inferred government statistics and other data identify multiple dimensions of social, physical, and economic hardship associated with deteriorated conditions and broad decline, demonstrate a substantial record of blight existing throughout the study area. Our review indicates that conditions in the study area demonstrated five of the earmarks of blight. In addition, because the Governor certified the need for emergency assistance under federal law in the study area, the area may be certified as blighted by the governing body.

The information summarized in this Report is adequate for Pinellas County to acknowledge the described conditions and to adopt a resolution that declares the rehabilitation, redevelopment, and conservation of the study area is in the interest of public health, safety, morals, and welfare.

## **6. Next Steps: Community Redevelopment Plan and Trust Fund**

Identifying a specific Community Redevelopment Area, determining that such area is a blighted area as required by the Redevelopment Act, and establishing a Community Redevelopment Agency are the next logical steps Pinellas County and St. Pete Beach face. Assuming these actions take place, creating a Community Redevelopment Plan for St. Pete Beach is the next step in the redevelopment implementation protocol. A Community Redevelopment Plan cannot be initiated until the City Council and County Commission has formally acknowledged the conditions of blight described herein.

The Community Redevelopment Plan must conform to a variety of criteria established in Section 183.360, F.S. Further, the Community Redevelopment Plan must contain certain elements articulated in Section 183.362, F.S. Collectively, it is the purpose of such elements to serve as a legal framework for activating strategies which would contain these blighted conditions, remove such conditions, and promote development and or redevelopment that facilitates sound, sustainable growth in the St. Pete Beach area of Pinellas County.

The Community Redevelopment Plan need not be a capital improvement plan in the typical sense, but rather can be a framework for creating and implementing a redevelopment strategy that complies with the dictates of the Redevelopment Act. The development of a Community Redevelopment Plan must not only meet the legal requirements of the Redevelopment Act, but foster and facilitate the attraction of capable and cooperative redevelopment partners. Accordingly, a Community Redevelopment Plan that contemplates the attraction of redevelopment partners and recognizes the practical challenges of redevelopment (e.g. the business risks of ownership consolidation and negotiations with multiple qualified redevelopment partners which will demand flexibility as well as the need to leverage available tax increment financing capabilities) can be a particularly powerful tool for the City and County.

The process for considering and adopting a Community Redevelopment Plan also requires mailed notice to all taxing authorities as well as a published notice. Prior to consideration of a Community Redevelopment Plan, the Community Redevelopment Agency must submit the plan to the local planning agency of the County so they may review the Community Redevelopment Plan and make recommendations as to its conformity with the comprehensive plan for the development of the City and County as a whole. This analysis by the local planning agency is a relatively narrow analysis, but is a required intermediate step. Upon submission of the Community Redevelopment Plan to the County and each taxing authority, a public hearing concerning the redevelopment plan is also required. Following such public hearing and a determination by the City and County approving the plan and confirming various statutorily required findings, the Community Redevelopment Plan may then be adopted.

Following the adoption of the Community Redevelopment Plan, City and County ordinances are necessary to establish a community redevelopment trust fund. Funds allocated to and deposited into this fund shall be used by the Community Redevelopment Agency to finance community redevelopment identified in the Community Redevelopment Plan.

**APPENDIX A****Parcels in Study Area**

Old Pln	New Pln
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62163206081000000060	063216081000000060
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62153136001000000080	363115001000000080
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62163206061110000104	063216061110000104
62163206061110000105	063216061110000105
62163206061110000106	063216061110000106
62163206061110000107	063216061110000107
62163206061110000109	063216061110000109
62163206061110000201	063216061110000201
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62163206061110000203	063216061110000203

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**Parcels in Study Area**

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Old Pin	New Pin
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62163206061110000602	063216061110000602
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62163206061110000605	063216061110000605
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**Parcels In Study Area**

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Old Pin	New Pin
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62163206061110000803	063216061110000803
62163206061110000804	063216061110000804
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**Parcels in Study Area**

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Old Pin	New Pin
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62153136181880000060	36311518188000060
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62153136183650000020	36311518365000020
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62153136183650000040	36311518365000040
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62163206341370001030	063216341370001030
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62163206341370003040	063216341370003040
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**Parcels in Study Area**

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Old Pin	New Pin
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62163206340410005040	063216340410005040
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62163206341830000201	063216341830000201
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**Parcels in Study Area**

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Old Pin	New Pin
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**Parcels in Study Area**

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Old Pin	New Pin
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62163206793780000610	063216793780000610

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**Parcels in Study Area**

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62163206793780001102	063216793780001102
62163206793780001104	063216793780001104

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**Parcels In Study Area**

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Old Pin	New Pin
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62153136779940560070	363115779940560070
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**Parcels in Study Area**

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Old Pin	New Pin
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62153136306720530050	363115306720530050
62153136306720530060	363115306720530060
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62153201347940060120	013215347940060120
62153201347940060130	013215347940060130
62153201347940060140	013215347940060140
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62153136783360050100	363115783360050100
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62153136783360080270	363115783360080270
62153136783360080280	363115783360080280
62153136783360080290	363115783360080290
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62153136779940560110	363115779940560110
62153136779940570030	363115779940570030
62153136779940580010	363115779940580010
62153136779940600140	363115779940600140
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62153136779940610090	363115779940610090

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**Parcels in Study Area**

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Old Pin	New Pin
62153136779940620030	363115779940620030
62153136779940620050	363115779940620050
62153136779940620130	363115779940620130
62153136779940700002	363115779940700002
62153136779940700003	363115779940700003
62153136779940700006	363115779940700006
62153136779940700007	363115779940700007
62153136779940710060	363115779940710060
62153136779940710070	363115779940710070
62153136779940740160	363115779940740160
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62153136347760010030	363115347760010030
62153136347760020090	363115347760020090
62153136347760050090	363115347760050090
62153136347760050150	363115347760050150
62153136347760060080	363115347760060080
62153136347760060070	363115347760060070
62163206000003300800	063216000003300800
62163206000003300500	063216000003300500
62163206000003301000	063216000003301000
62153136783360030010	363115783360030010
62153136783360040050	363115783360040050
62153136783360040060	363115783360040060
62153136783360050010	363115783360050010
62153136783360050070	363115783360050070
62153136783360070060	363115783360070060
62153136783360080010	363115783360080010
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62153136779940540050	363115779940540050
62153136779940540090	363115779940540090
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62153136779940540130	363115779940540130
62153136779940540180	363115779940540180
62153136779940560130	363115779940560130
62153136779940590010	363115779940590010
62153136779940600010	363115779940600010
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62153136779940600080	363115779940600080
62153136779940600130	363115779940600130
62153136779940600160	363115779940600160

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**Parcels in Study Area**

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Old Pin	New Pin
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62153136779940610030	363115779940610030
62153136779940610120	363115779940610120
62153136779940620090	363115779940620090
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62153136779940740130	363115779940740130
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62153136779940420040	363115779940420040
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62153136779940600110	363115779940600110
62153136779940890110	363115779940690110
62153136779940740100	363115779940740100
62153136306720520100	363115306720520100
62153136306720530010	363115306720530010
62153136347760050110	363115347760050110
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62153136783360020010	363115783360020010
62153136783360030080	363115783360030080
62153136779940430150	363115779940430150
62153136779940540040	363115779940540040
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62153136779940730150	363115779940730150
62153136306720620230	363115306720620230
62153136000001400300	363115000001400300
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62153136347760060030	363115347760060030
62153136779940620040	363115779940620040
62153136779940680180	363115779940680180
62153136779940700005	363115779940700005
62153136779940710110	363115779940710110
62153136779940740070	363115779940740070
62163206081000000140	063216081000000140
62163206081540000010	063216081540000010

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**Parcela in Study Area**

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Old Pin	New Pin
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62153136000001400100	363115000001400100
62153136347760050130	363115347760050130
62153136347760060040	363115347760060040
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62153136783360040020	363115783360040020
62153125780840000142	253115780840000142
62153136779940580040	363115779940580040
62153136779940580060	363115779940580060
62153136779940600120	363115779940600120
62153136779940620080	363115779940620080
62153136779940690010	363115779940690010
62153136779940690060	363115779940690060
62153136779940710010	363115779940710010
62163206000003300900	063216000003300900
62153136347760010010	363115347760010010
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62153136783360060010	363115783360060010
62153136779940550080	363115779940550080
62153136779940700001	363115779940700001
62153136779940620131	363115779940620131
62153136306720630230	363115306720630230
62153136347760060080	363115347760060080
62153136779940470010	363115779940470010
62153136779940600030	363115779940600030
62153136779940740010	363115779940740010
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62153136779942250010	363115779942250010
62153136779940610110	363115779940610110
62153136347760060020	363115347760060020
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62153136779940690130	363115779940690130
62153136000001400400	363115000001400400
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62153201000001100200	013215000001100200
62153201000001100300	013215000001100300
62153201000001100500	013215000001100500
62153201000001100100	013215000001100100
62163206000003300300	063216000003300300
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62163206000003300400	063216000003300400

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**Parcels in Study Area**

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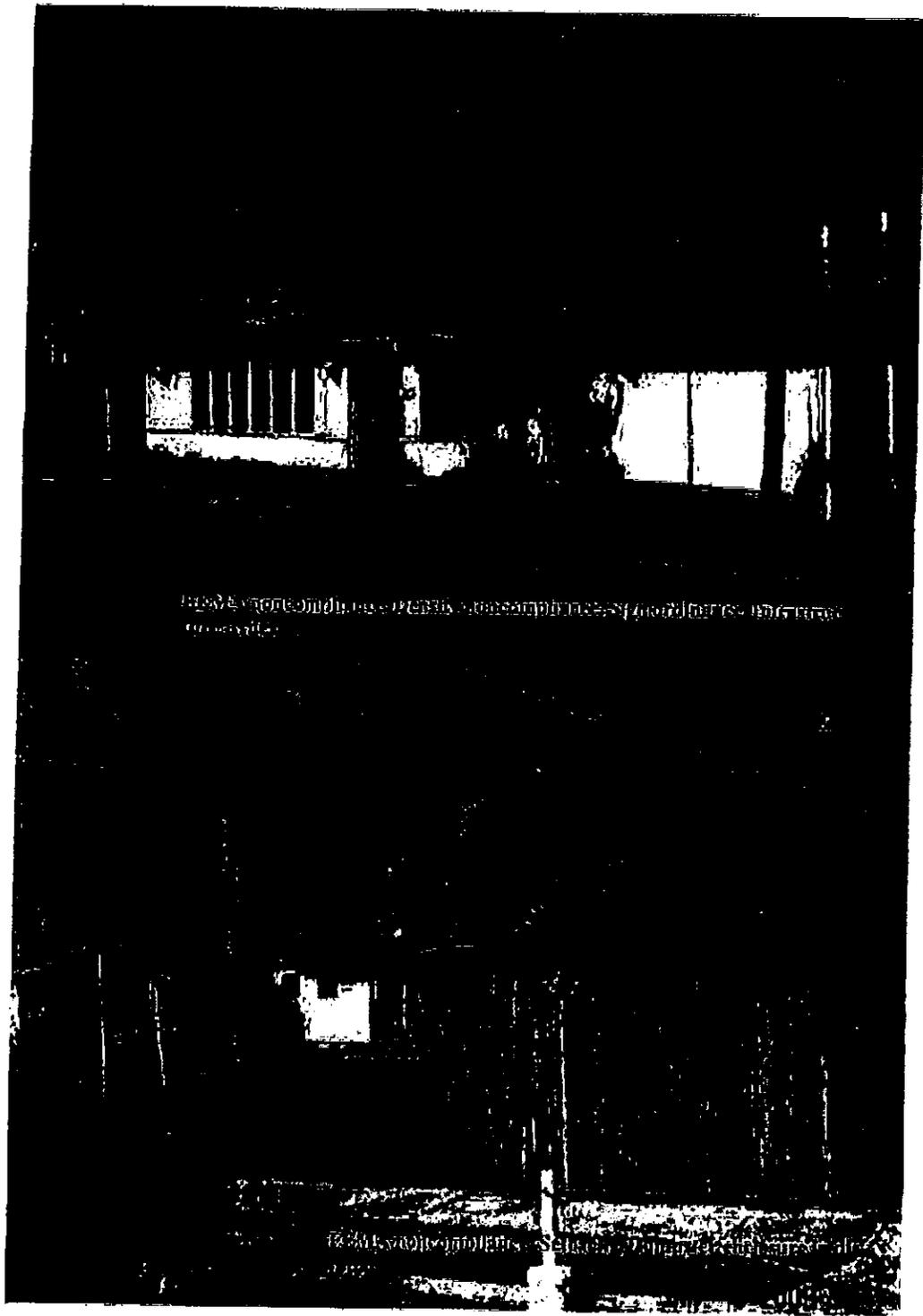
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62153136779940560030	363115779940560030
62153136779940560080	363115779940560080
62153136779940570080	363115779940570080
62153136779940580070	363115779940580070
62153138779940580100	363115779940580100
62153136779940580150	363115779940580150
62153136779940710080	363115779940710080
62153136347760060090	363115347760060090
62153136779940670100	363115779940670100
62153136779940730151	363115779940730151
62153136779940580090	363115779940580090
62153136779940690100	363115779940690100
62153136051120050040	363115051120050040
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62153136051120050010	363115051120050010
62153136051120050050	363115051120050050
62153136779940610140	363115779940610140
62153136050940250010	363115050940250010
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62153136050940260030	363115050940260030
62153136306720630160	363115306720630160
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62153136051300020020	363115051300020020
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## **APPENDIX B**

### **Study Area Photographs**

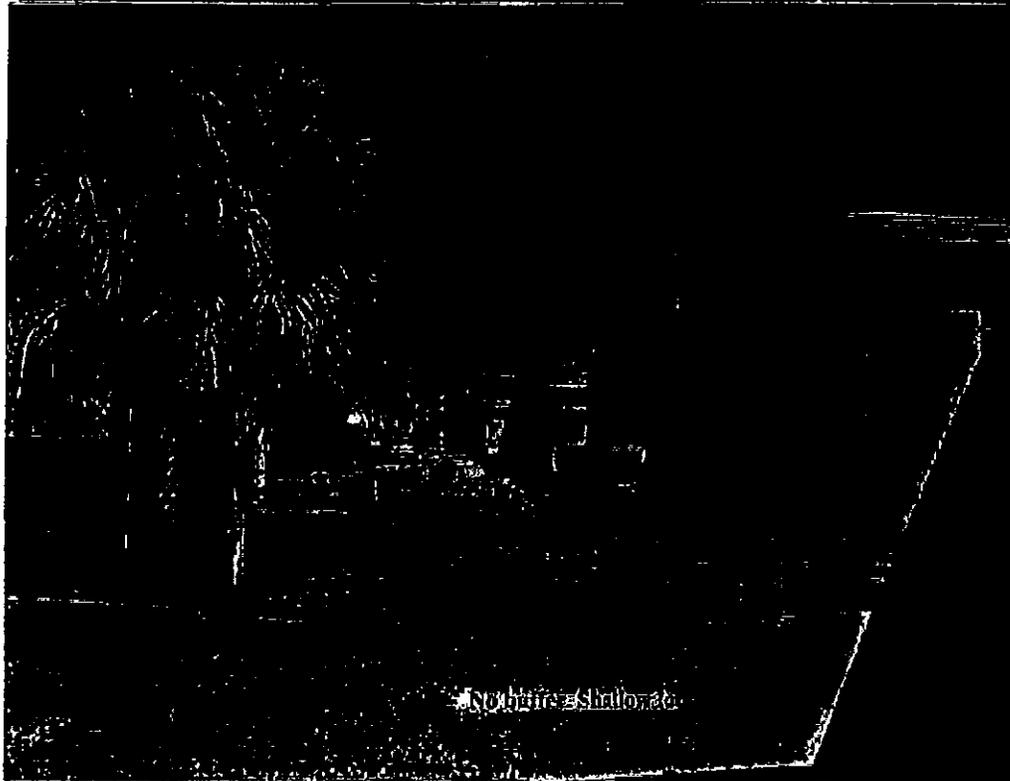
**The following photographs document the overall conditions pertinent to the study area and outlined in the Finding of Necessity report. Although most single family homeowners have maintained their properties in the study area, many of the rental properties are dilapidated and poorly maintained. In addition, by today's standards, the non-residential inventory is functionally deteriorated and obsolete by the constraints of small sites, regulations, structure placement, and access.**

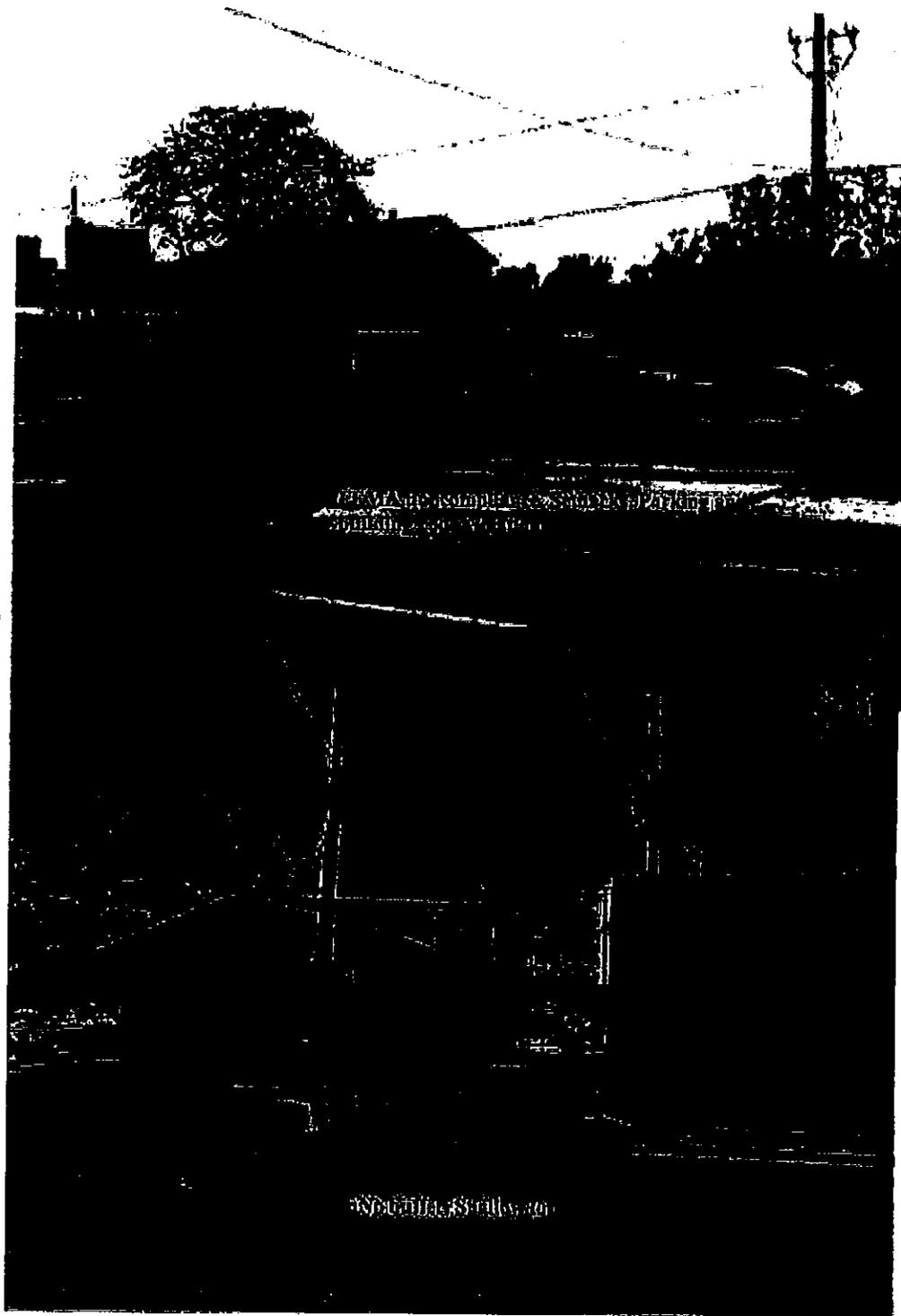
**The transportation infrastructure in the study area upon which the long term sustainability of the neighborhood and area depends is not adequate to support a vibrant community and resort industry. Lack of streetscape as well as pedestrian and cycling facilities limit the uses of the network and stunt redevelopment prospects.**



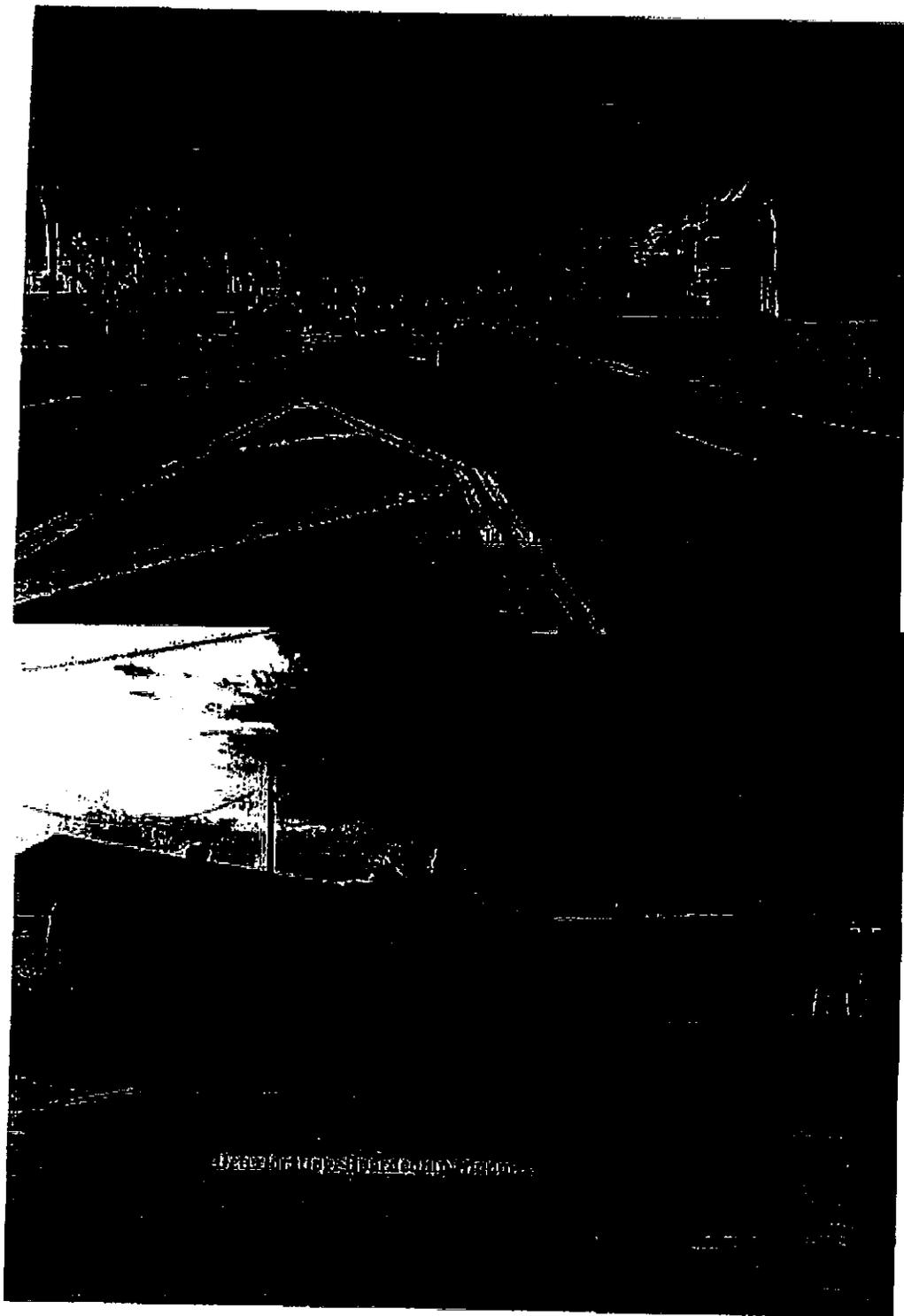
1954 - 1955 - 1956 - 1957 - 1958 - 1959 - 1960 - 1961 - 1962 - 1963 - 1964 - 1965 - 1966 - 1967 - 1968 - 1969 - 1970 - 1971 - 1972 - 1973 - 1974 - 1975 - 1976 - 1977 - 1978 - 1979 - 1980 - 1981 - 1982 - 1983 - 1984 - 1985 - 1986 - 1987 - 1988 - 1989 - 1990 - 1991 - 1992 - 1993 - 1994 - 1995 - 1996 - 1997 - 1998 - 1999 - 2000 - 2001 - 2002 - 2003 - 2004 - 2005 - 2006 - 2007 - 2008 - 2009 - 2010 - 2011 - 2012 - 2013 - 2014 - 2015 - 2016 - 2017 - 2018 - 2019 - 2020 - 2021 - 2022 - 2023 - 2024 - 2025

1954 - 1955 - 1956 - 1957 - 1958 - 1959 - 1960 - 1961 - 1962 - 1963 - 1964 - 1965 - 1966 - 1967 - 1968 - 1969 - 1970 - 1971 - 1972 - 1973 - 1974 - 1975 - 1976 - 1977 - 1978 - 1979 - 1980 - 1981 - 1982 - 1983 - 1984 - 1985 - 1986 - 1987 - 1988 - 1989 - 1990 - 1991 - 1992 - 1993 - 1994 - 1995 - 1996 - 1997 - 1998 - 1999 - 2000 - 2001 - 2002 - 2003 - 2004 - 2005 - 2006 - 2007 - 2008 - 2009 - 2010 - 2011 - 2012 - 2013 - 2014 - 2015 - 2016 - 2017 - 2018 - 2019 - 2020 - 2021 - 2022 - 2023 - 2024 - 2025

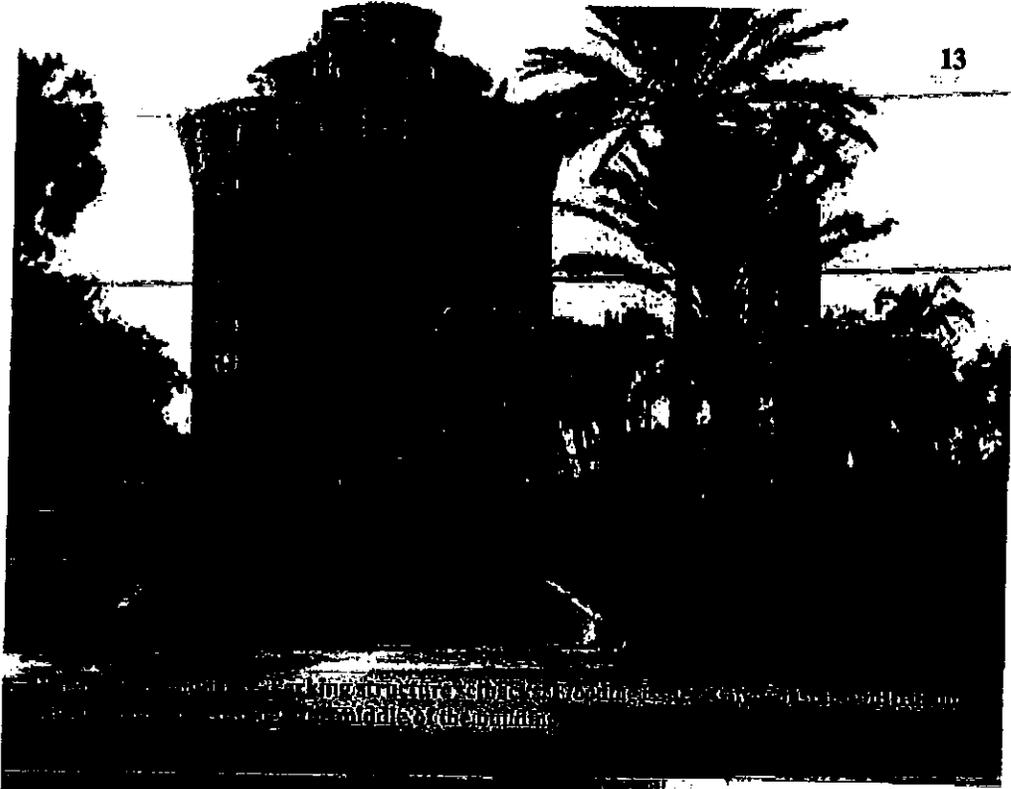




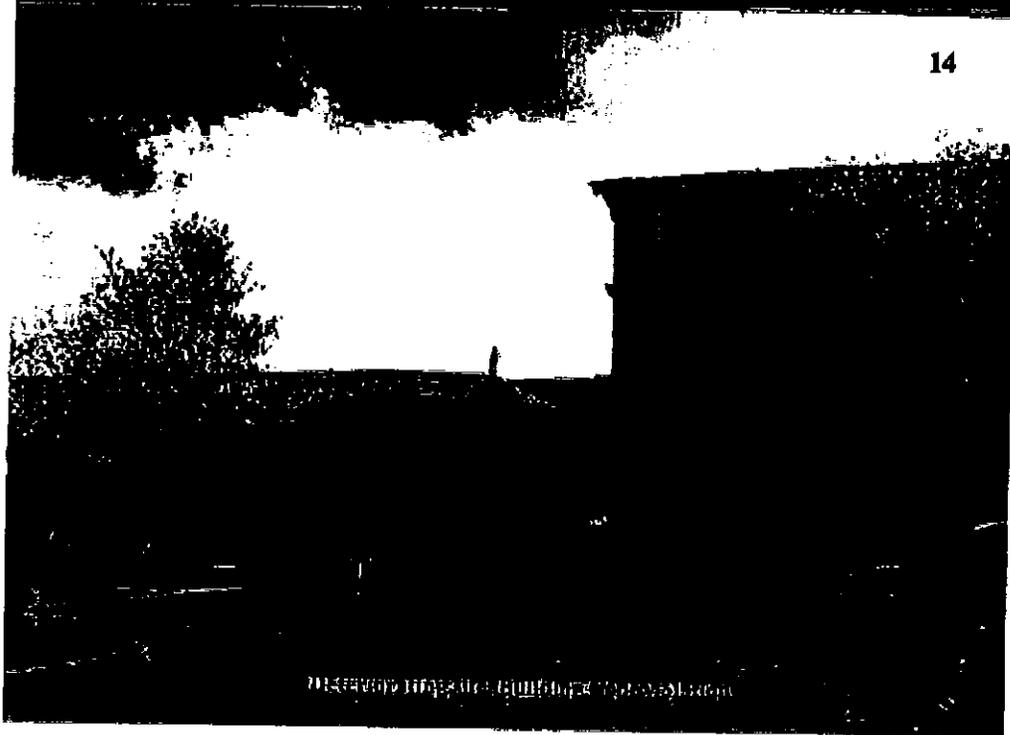




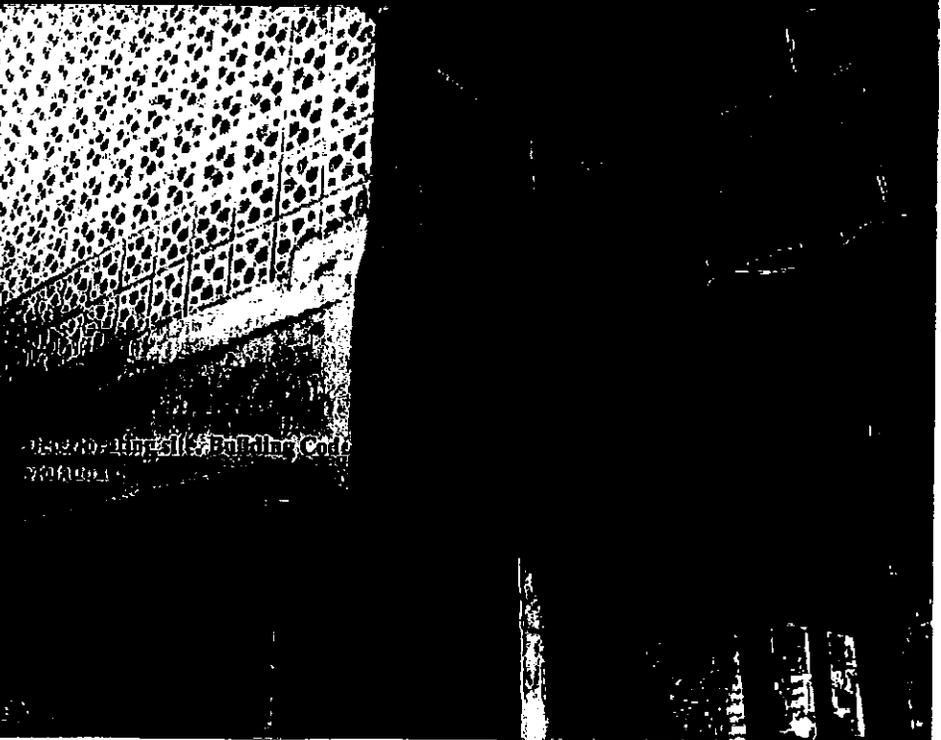




13

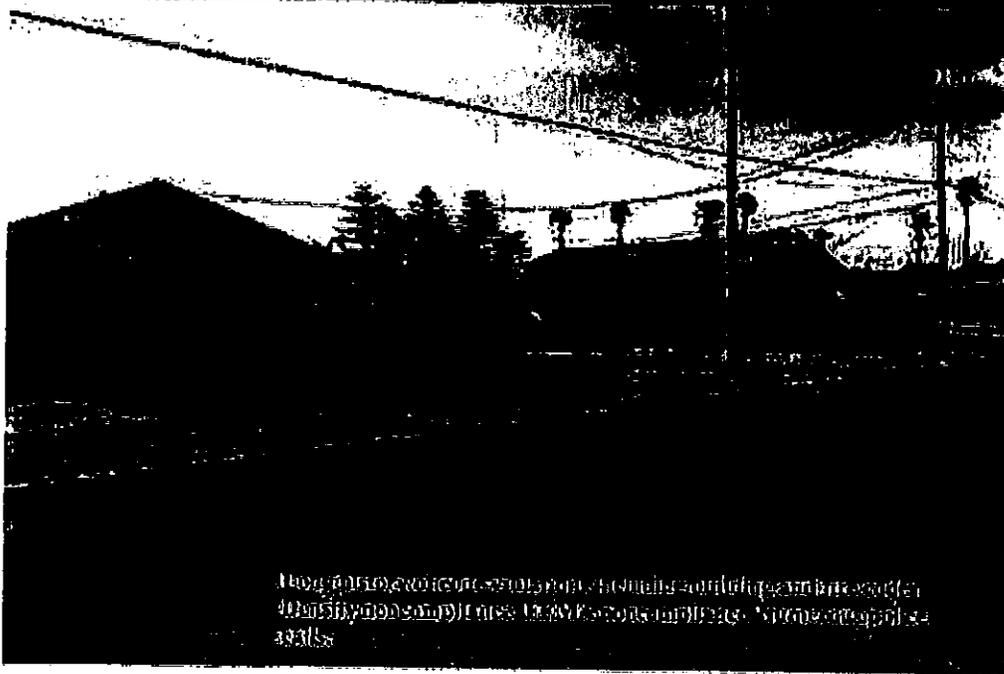


14





View of residential street from station



View of residential street from station showing utility poles and power lines

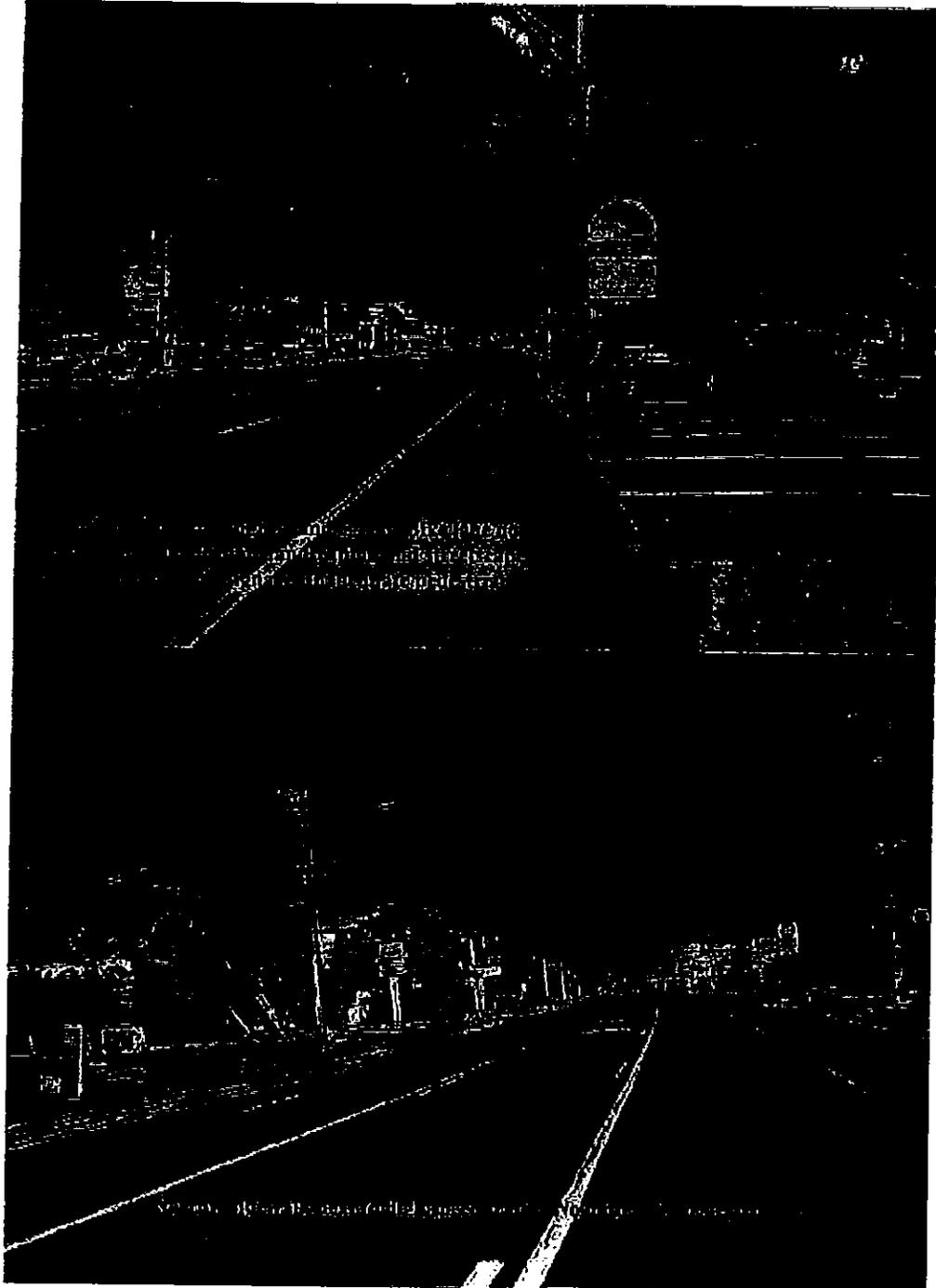
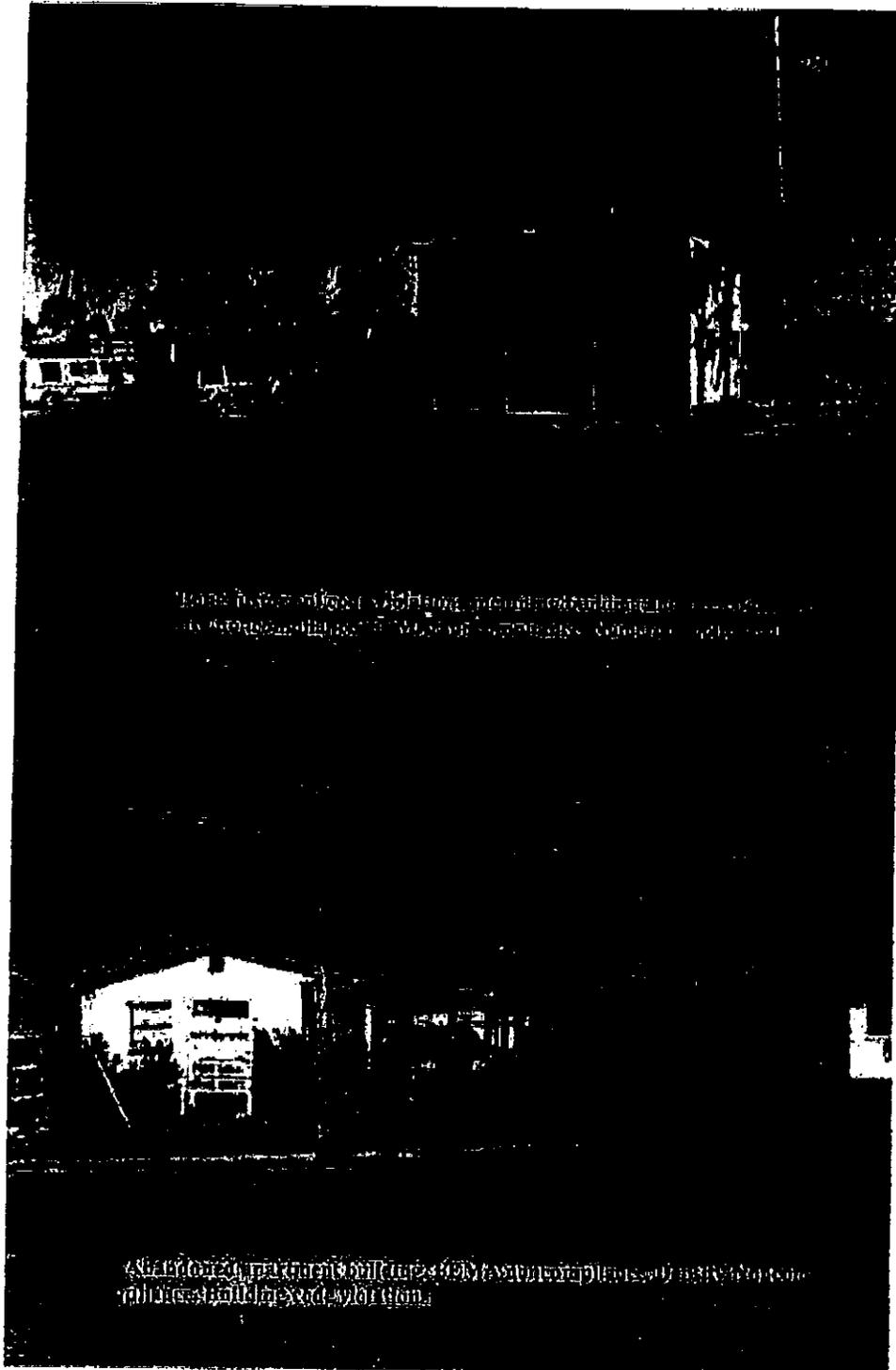
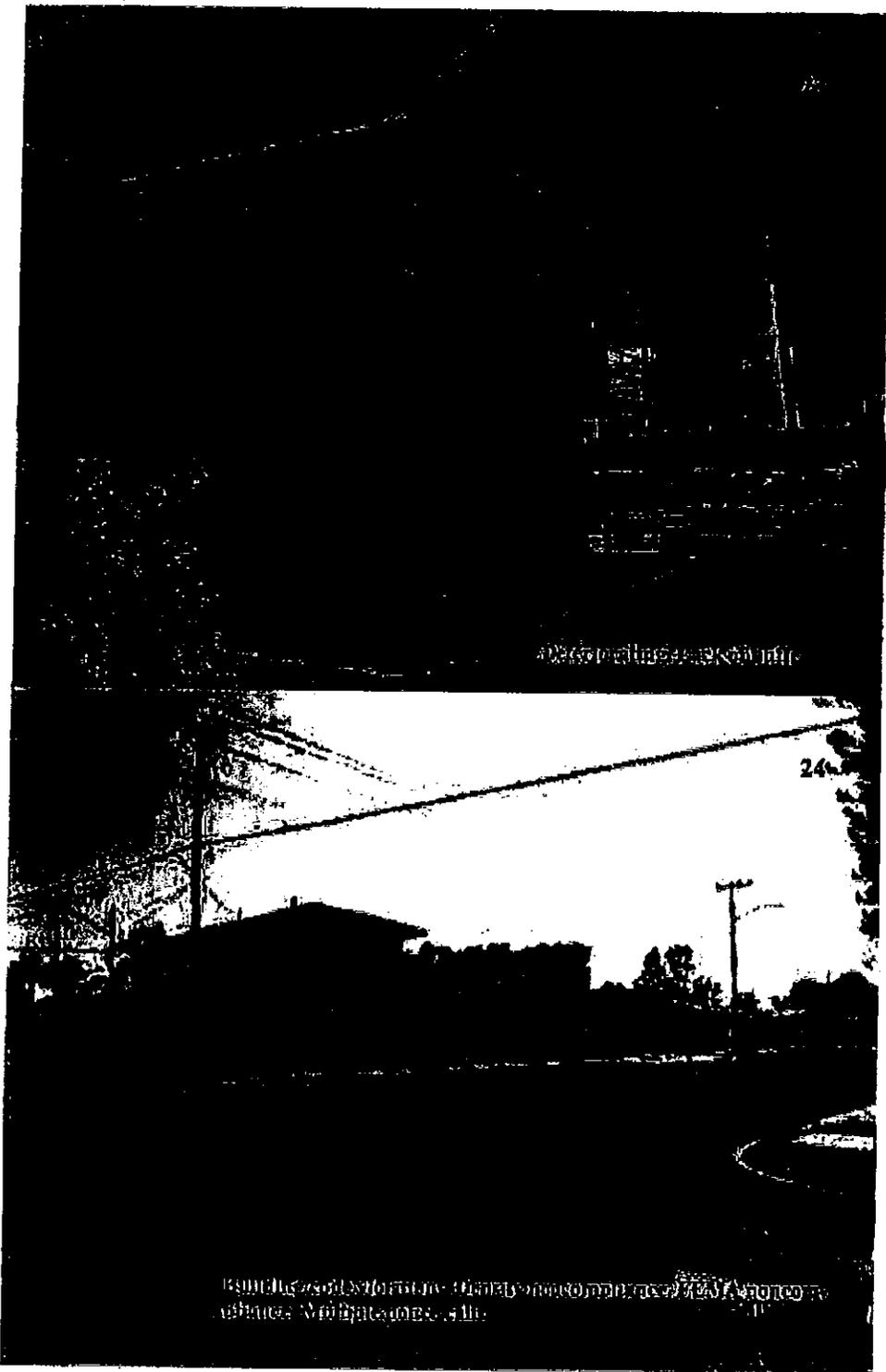


Figure 1. Highway at night with overhead lighting.



Handwritten text, likely a title or header, appearing as a faint white line across the middle of the dark image.

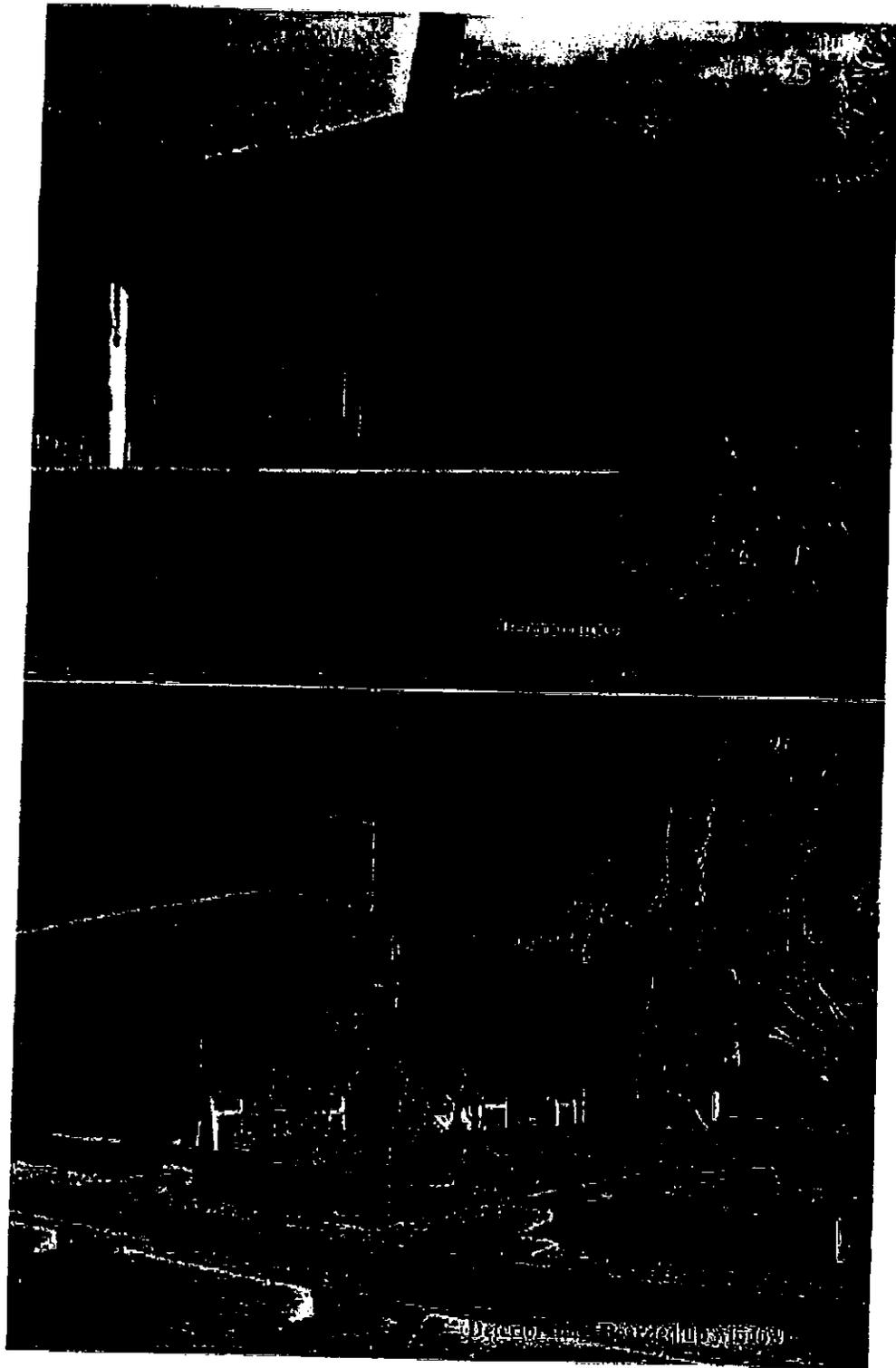
Handwritten text, likely a footer or a line of information, appearing as a faint white line at the bottom of the dark image.

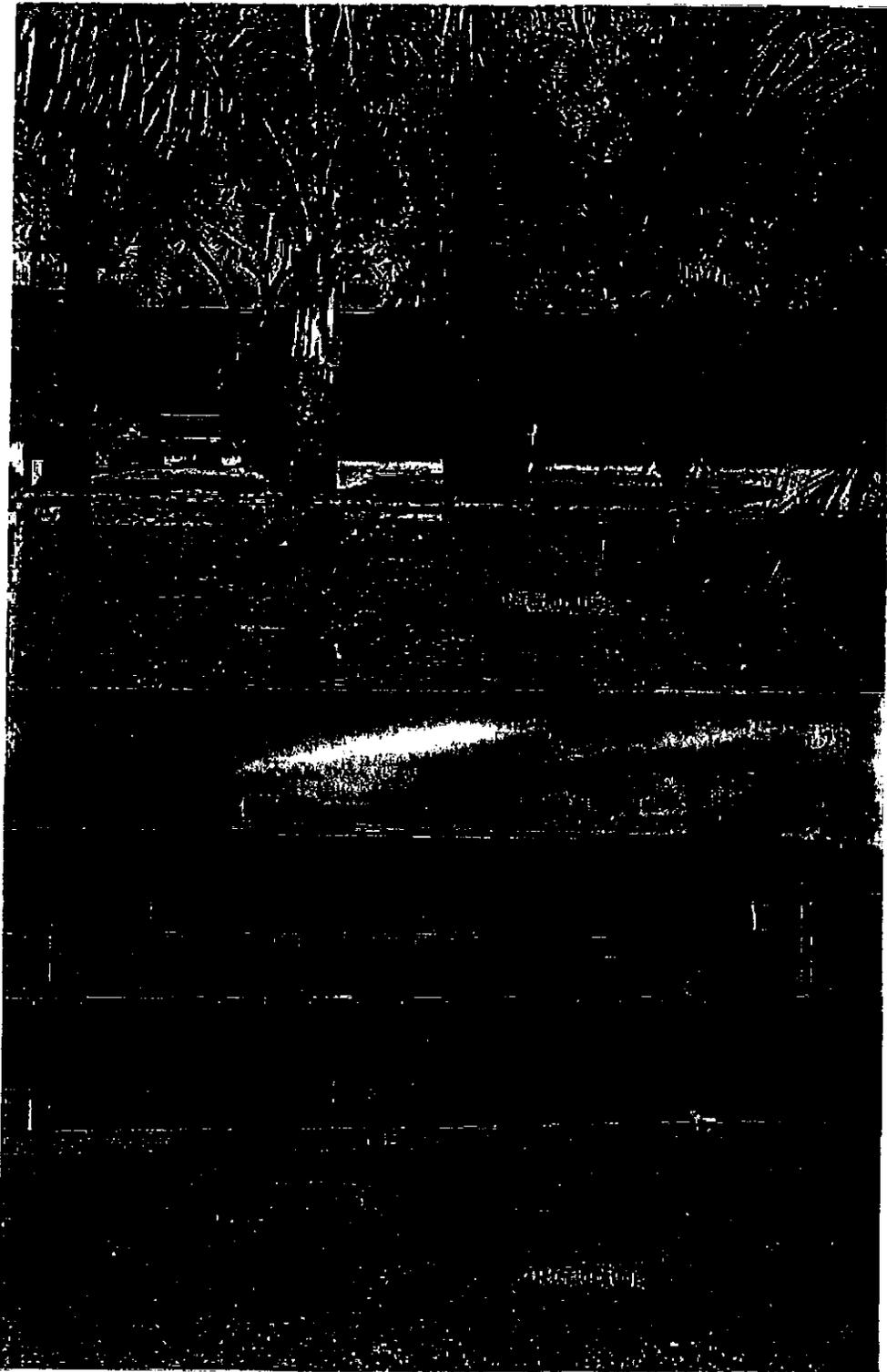


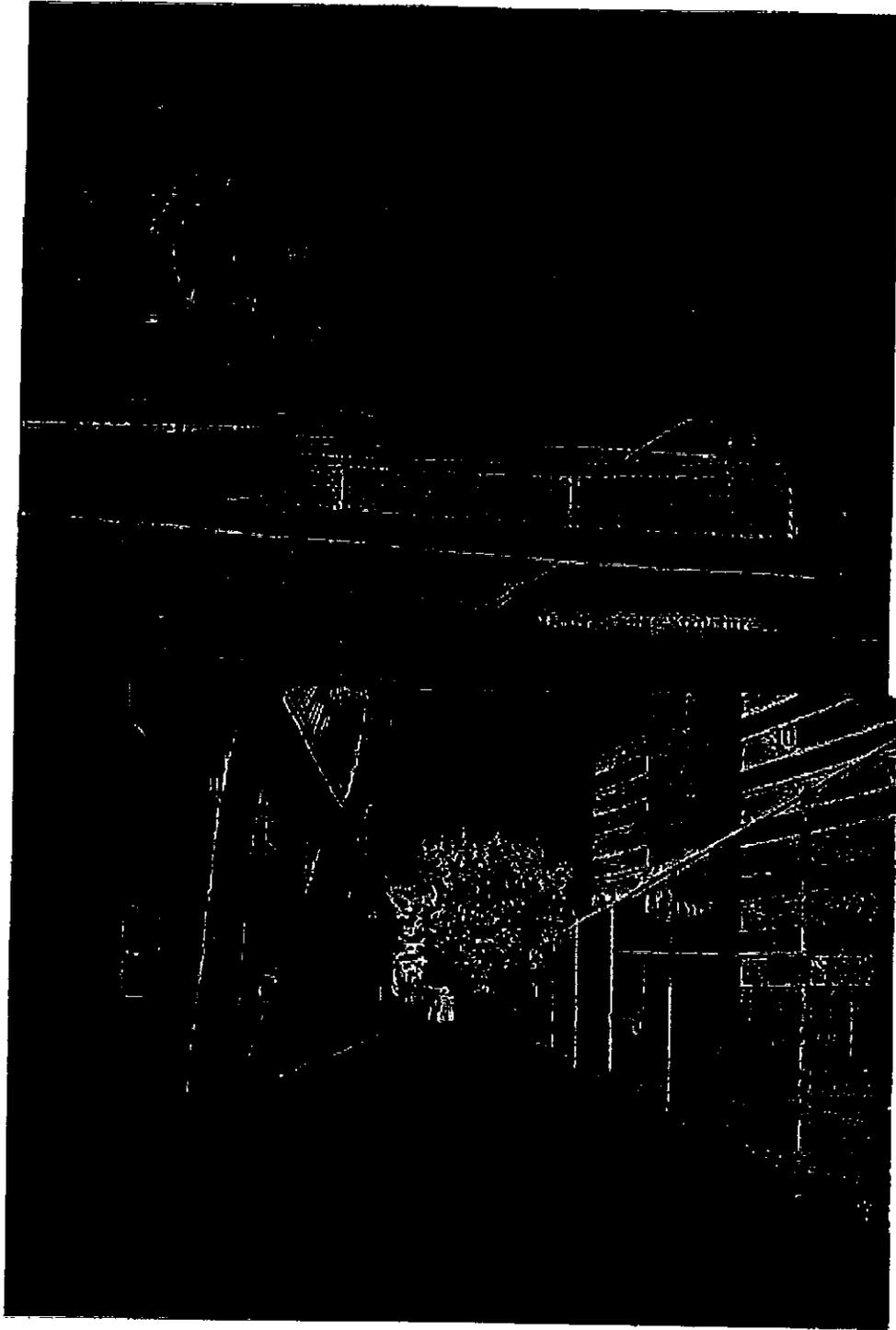
24

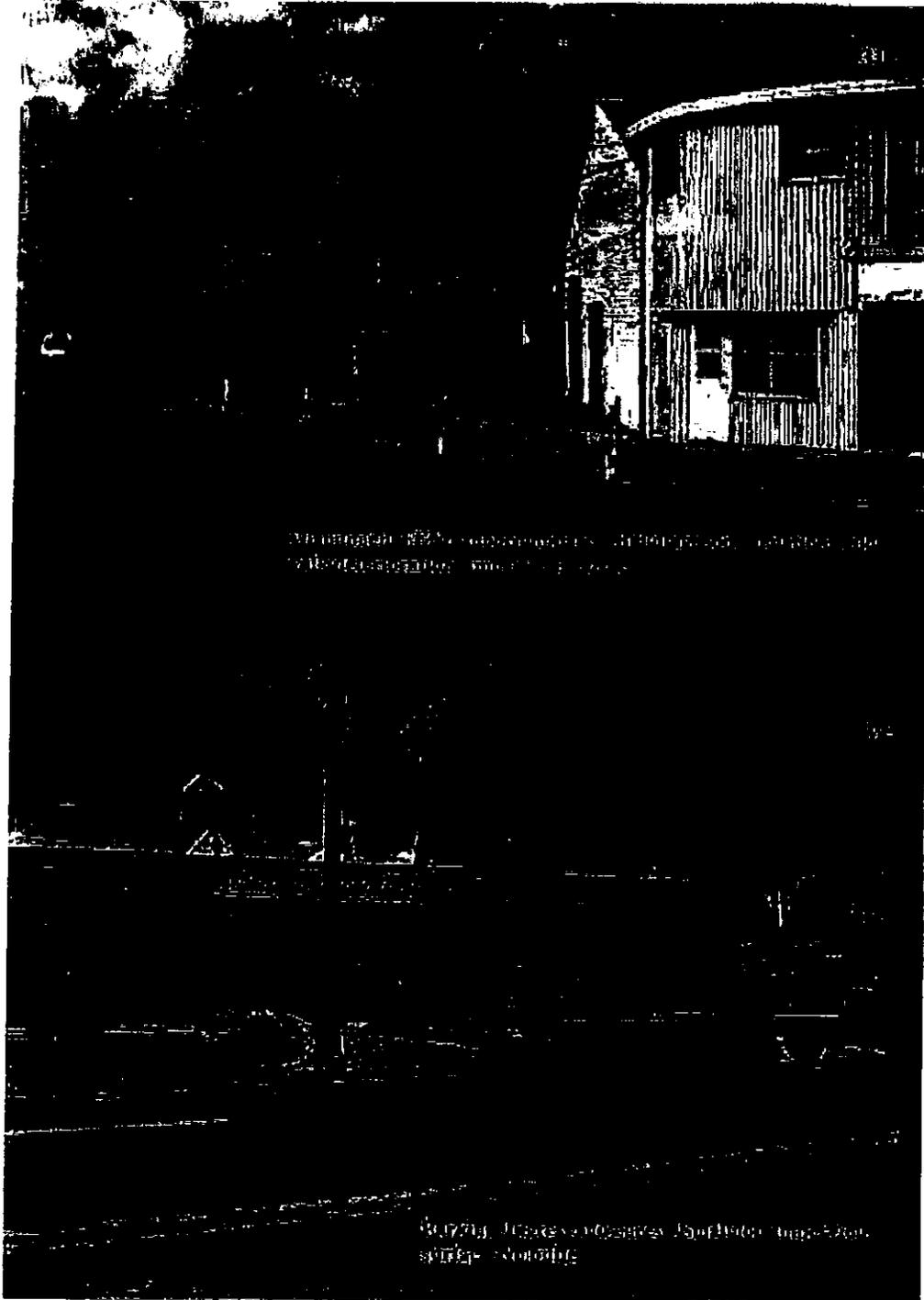
24

24



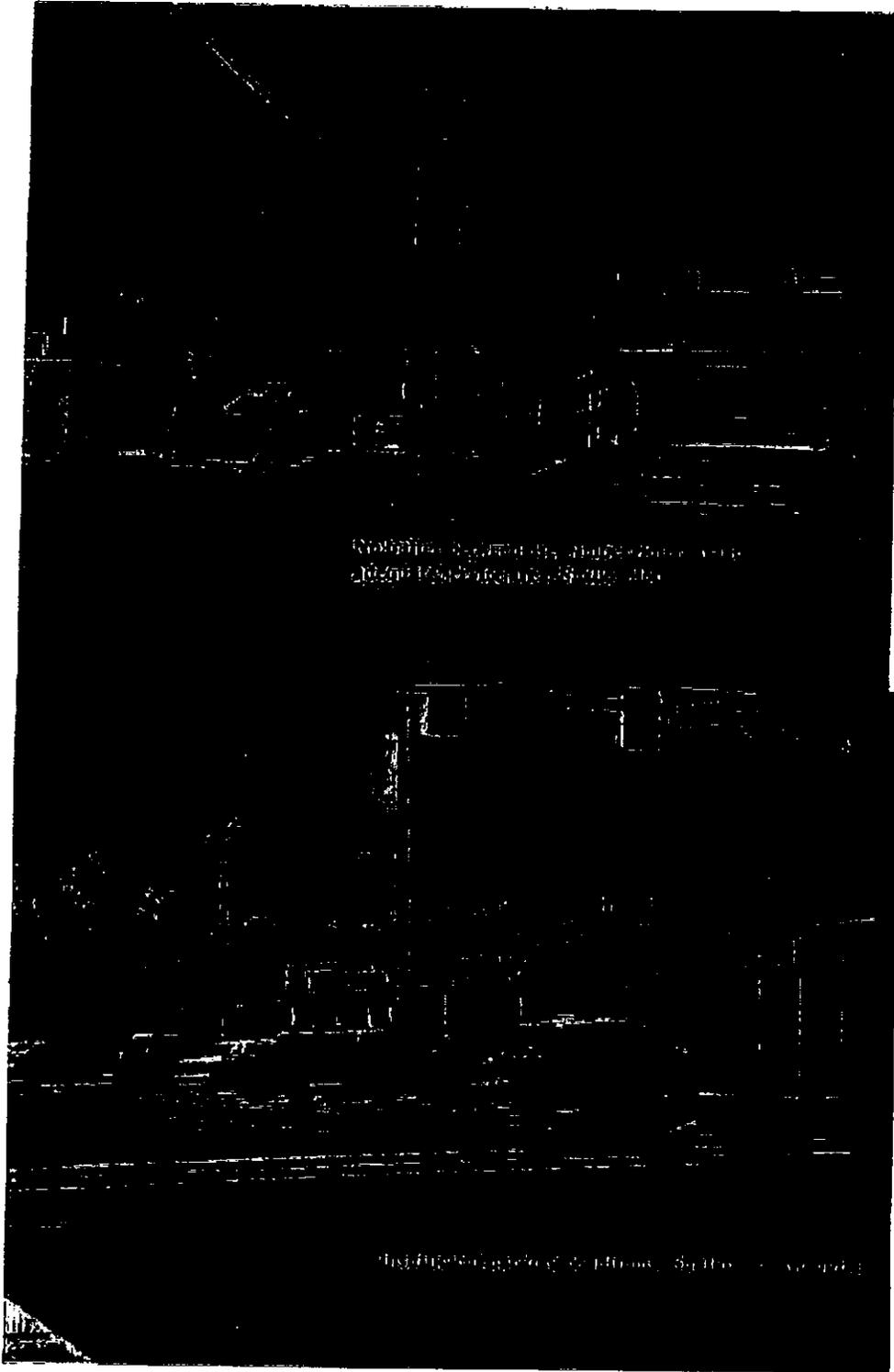






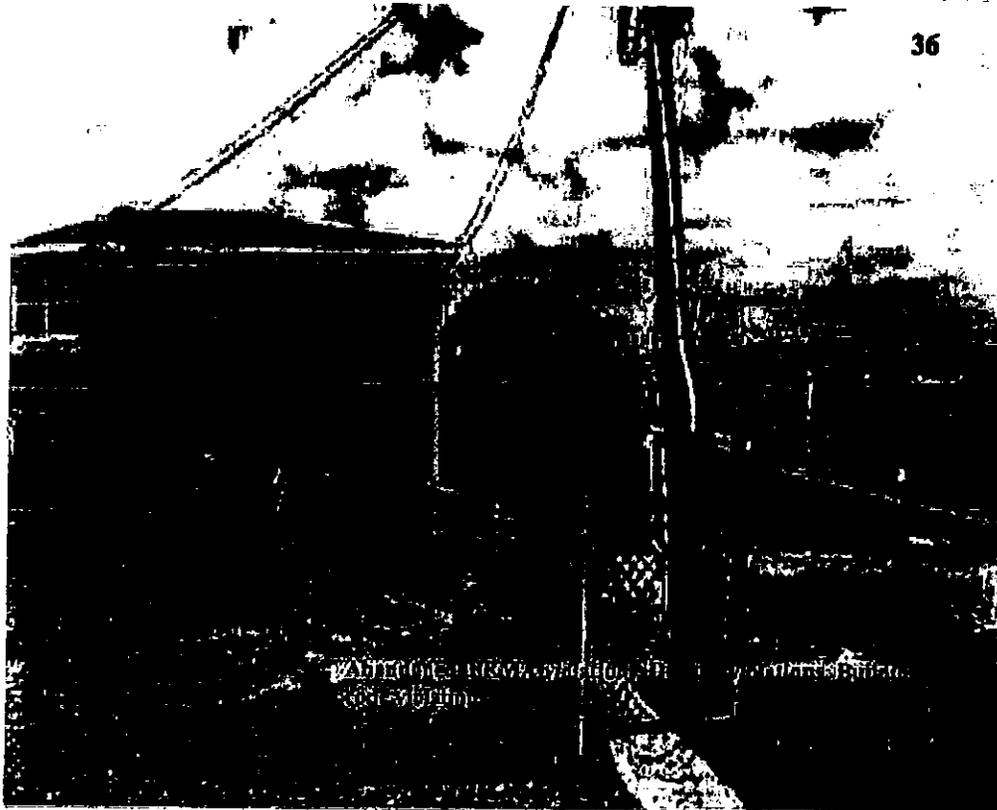
PHOTOGRAPH BY JAMES H. HARRIS FOR THE  
NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

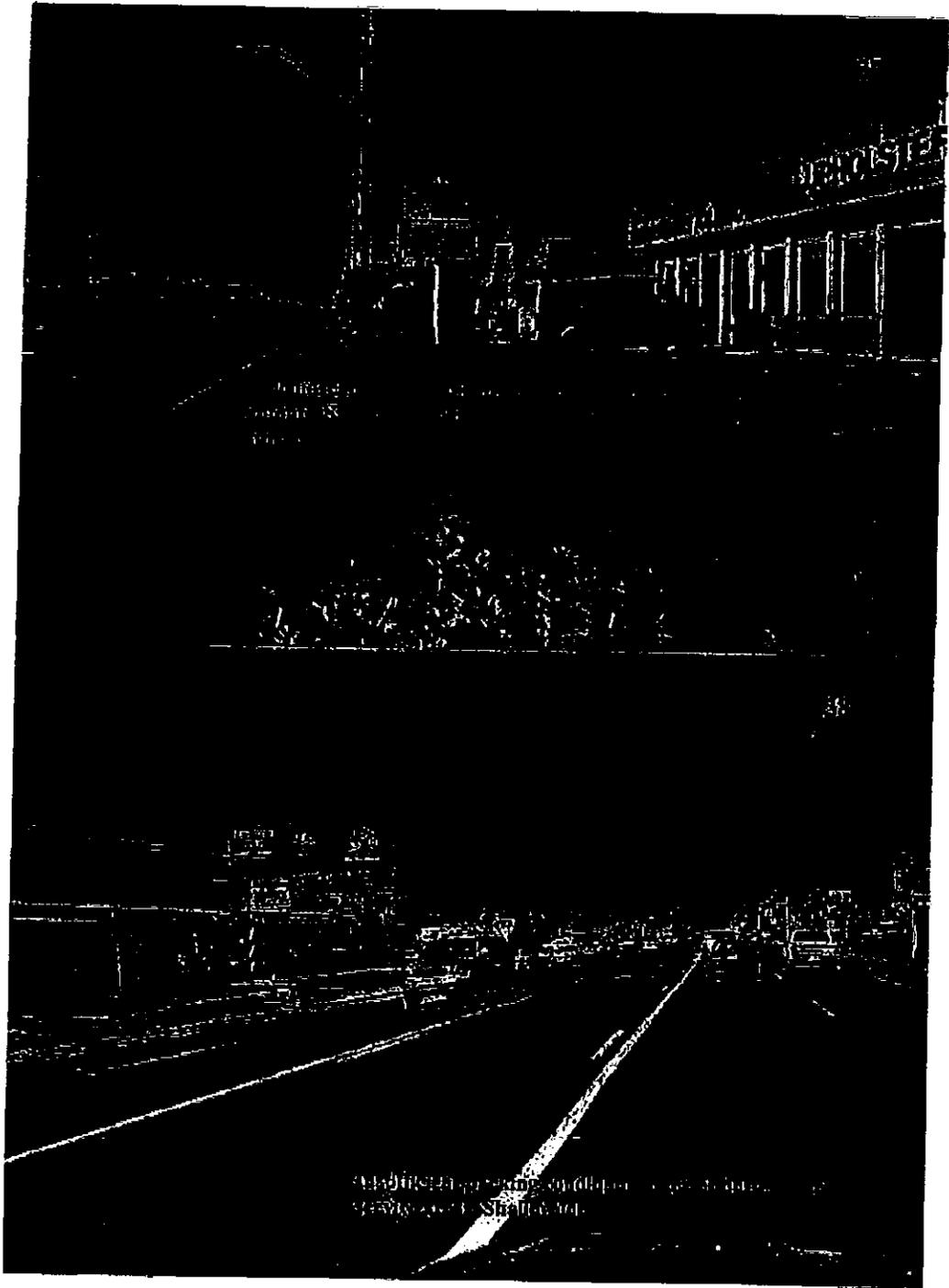
BUZZ ALDRIN'S FOOTPRINTS ON THE MOON  
APRIL 21, 1969

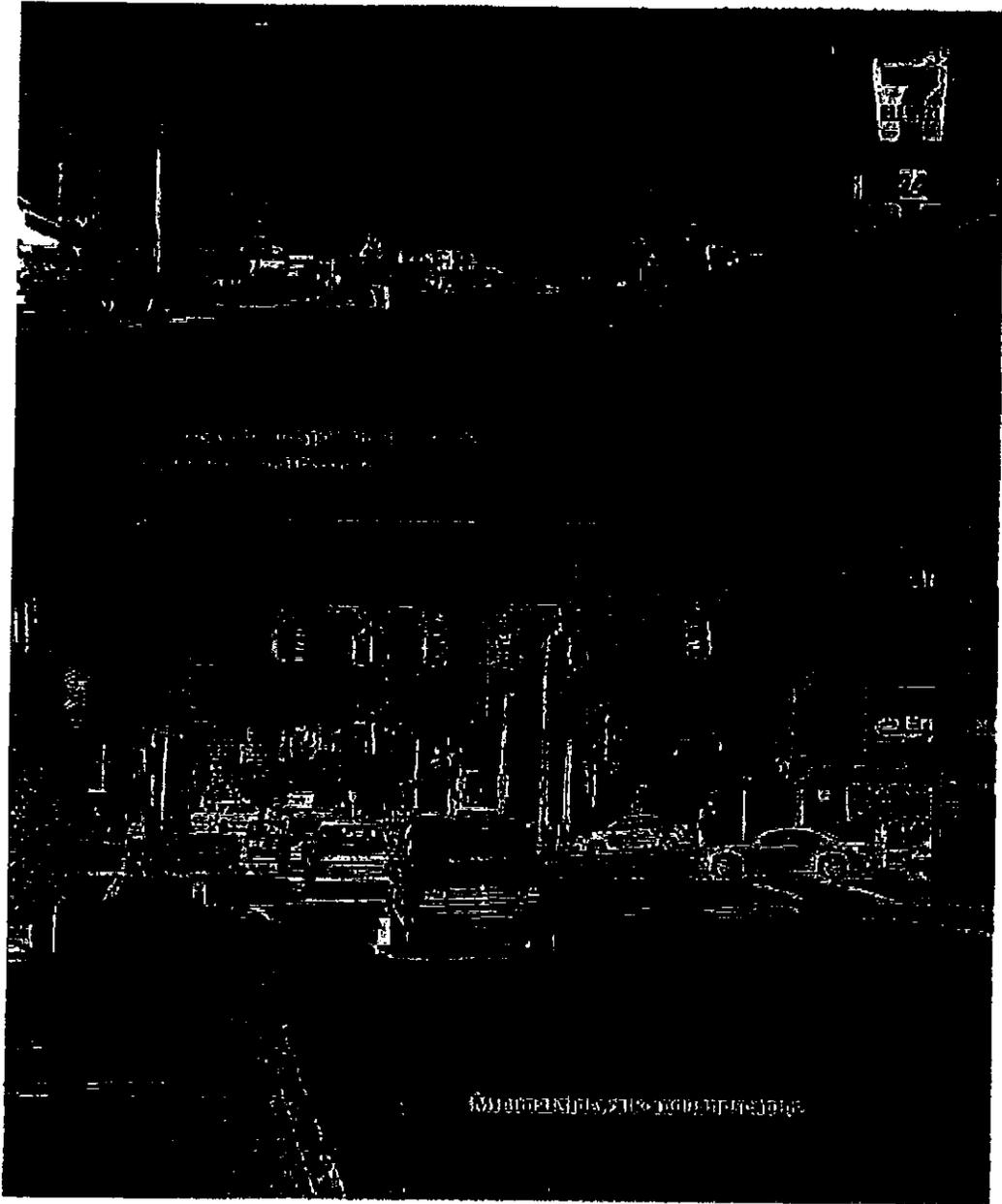


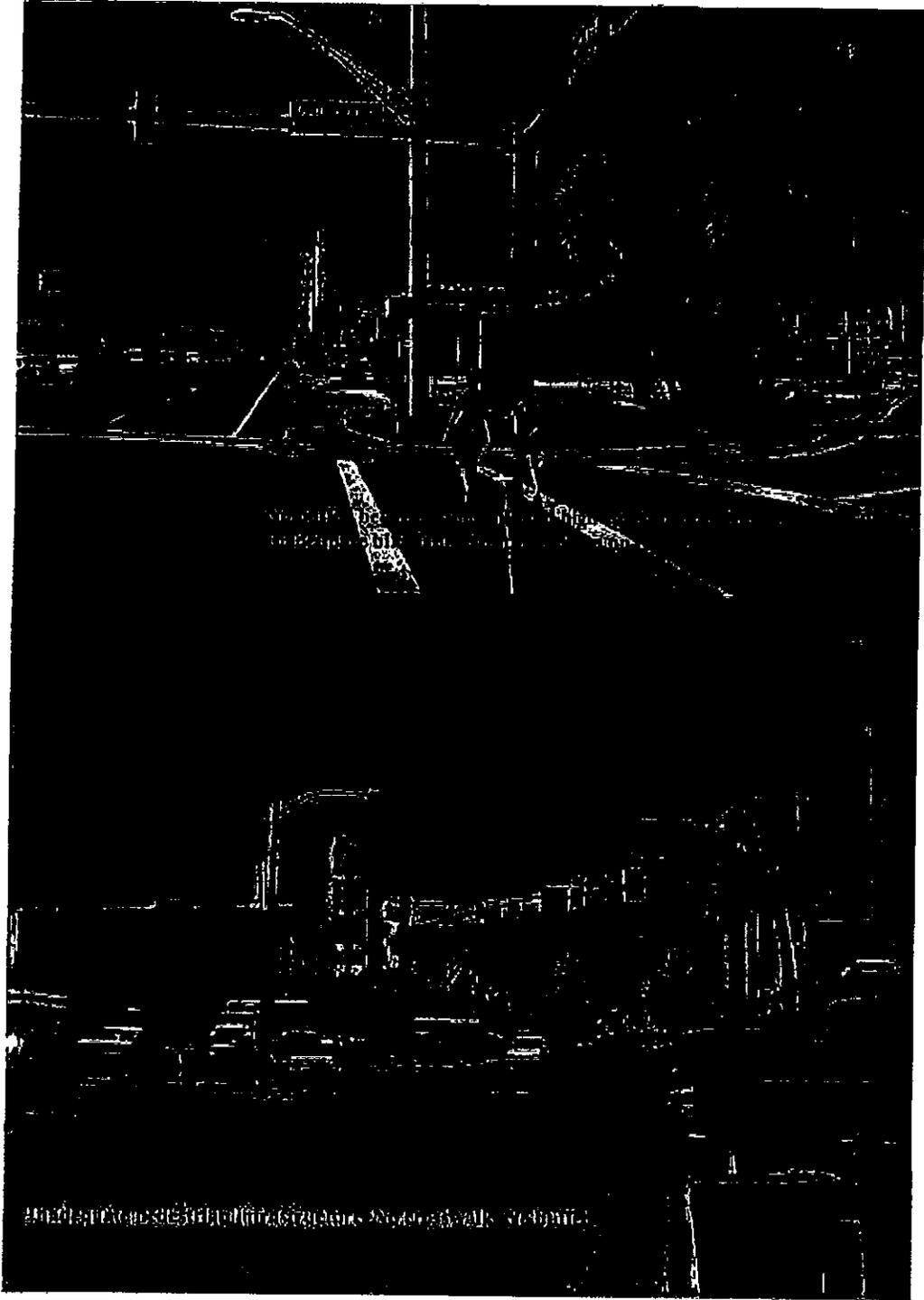
Industrial building, illuminated at night  
by streetlights and building lights

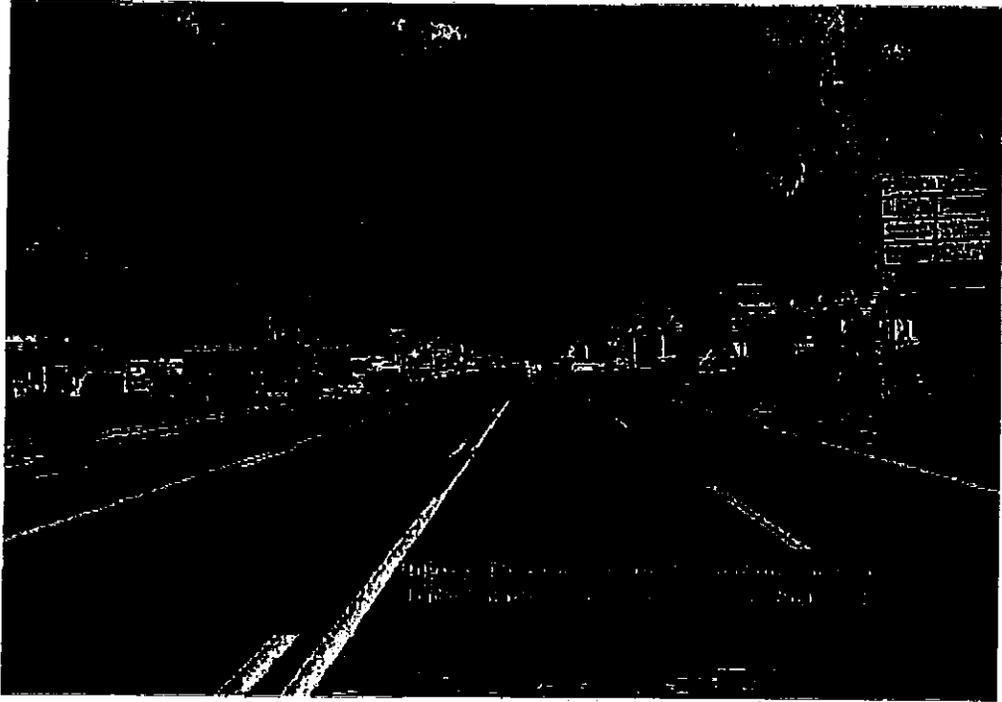
Industrial building, illuminated at night  
by streetlights and building lights



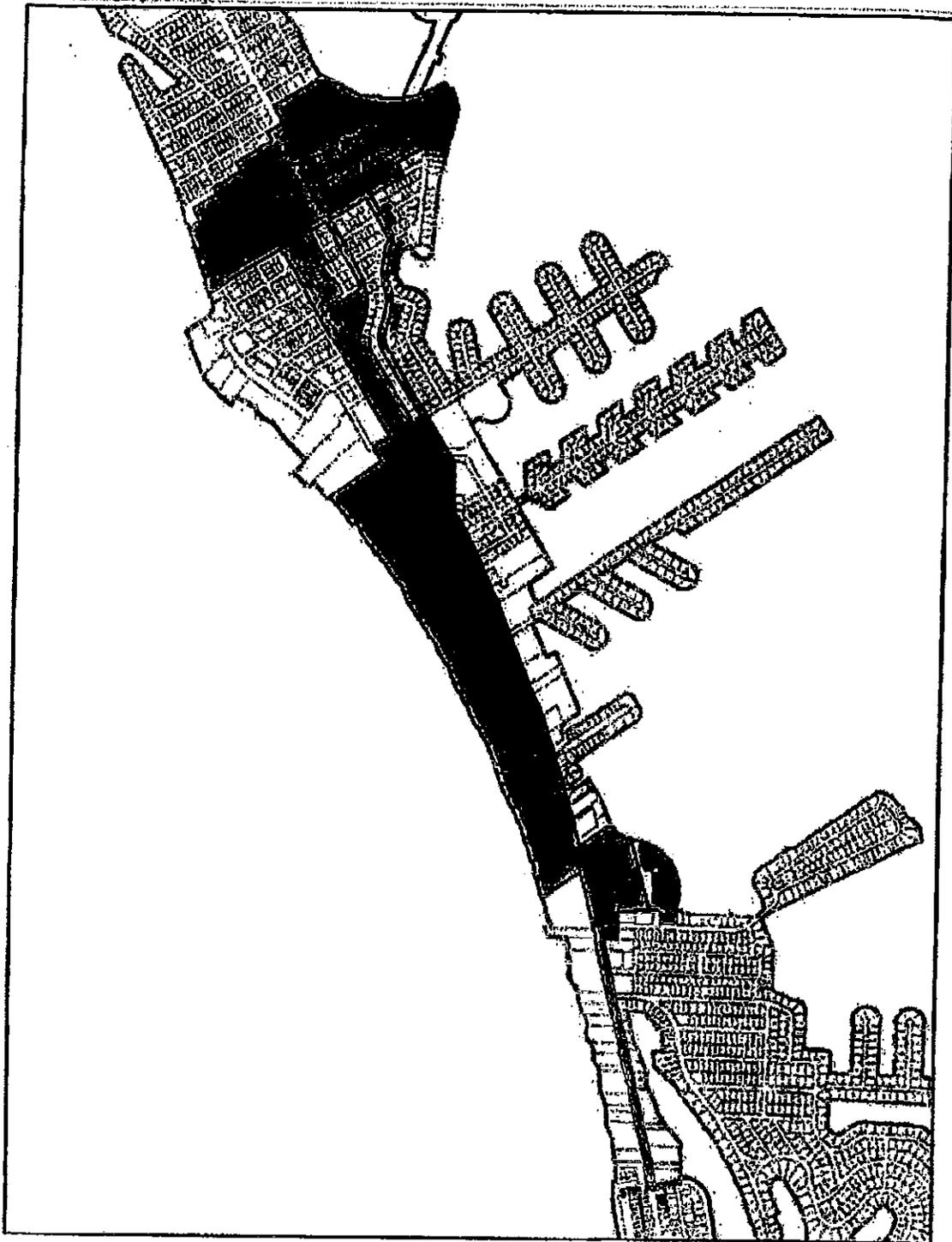


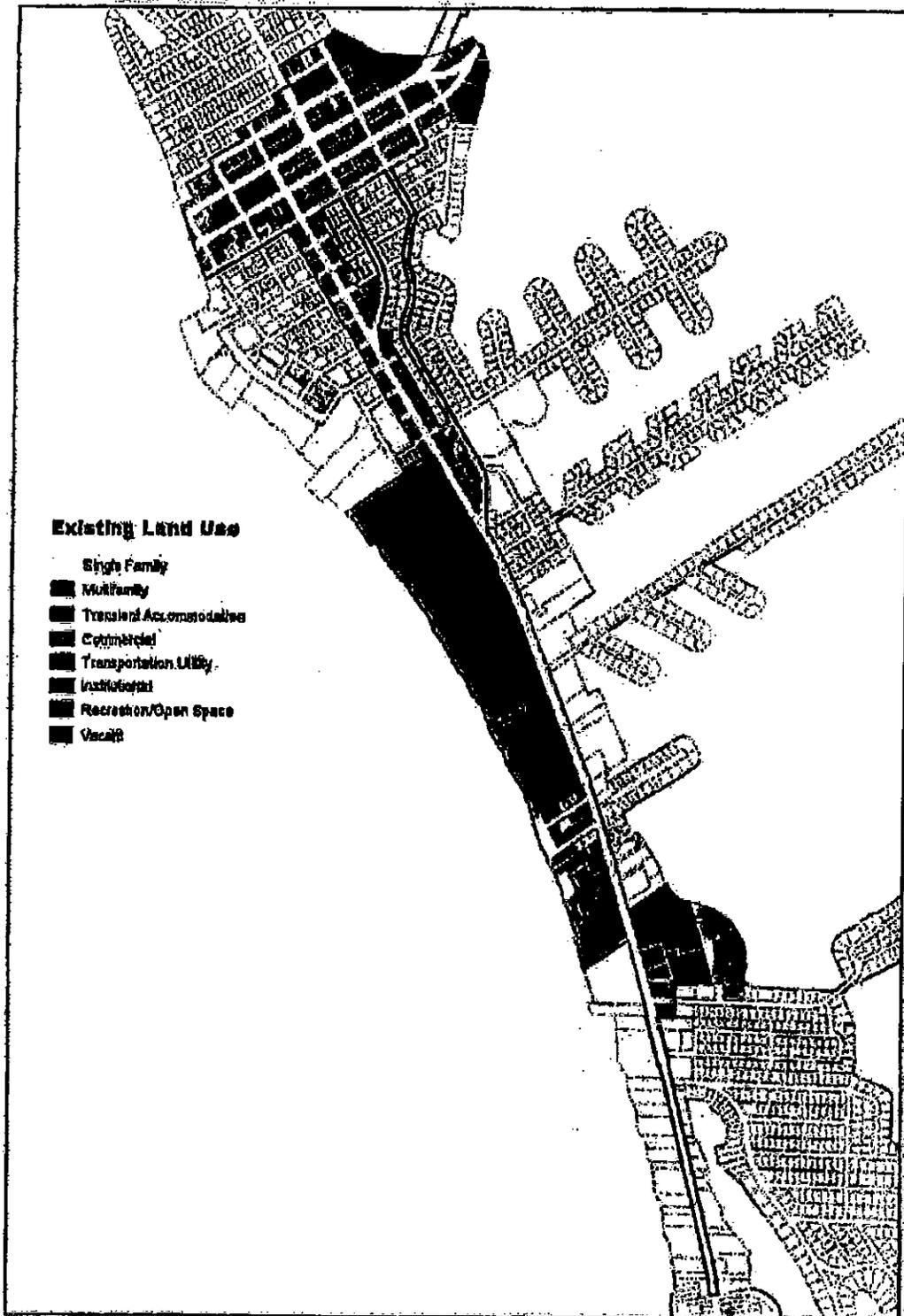




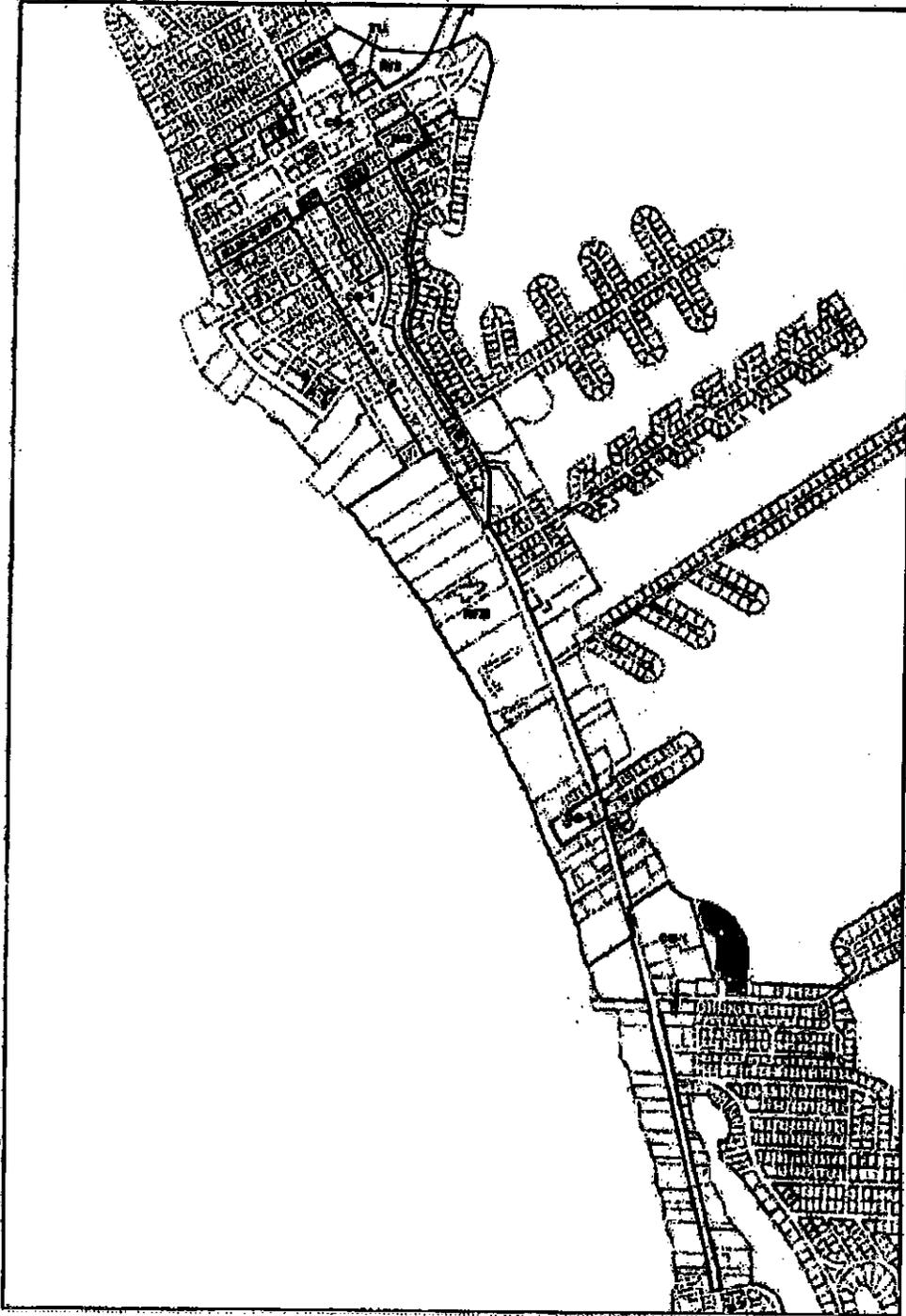


**Study Area Map**





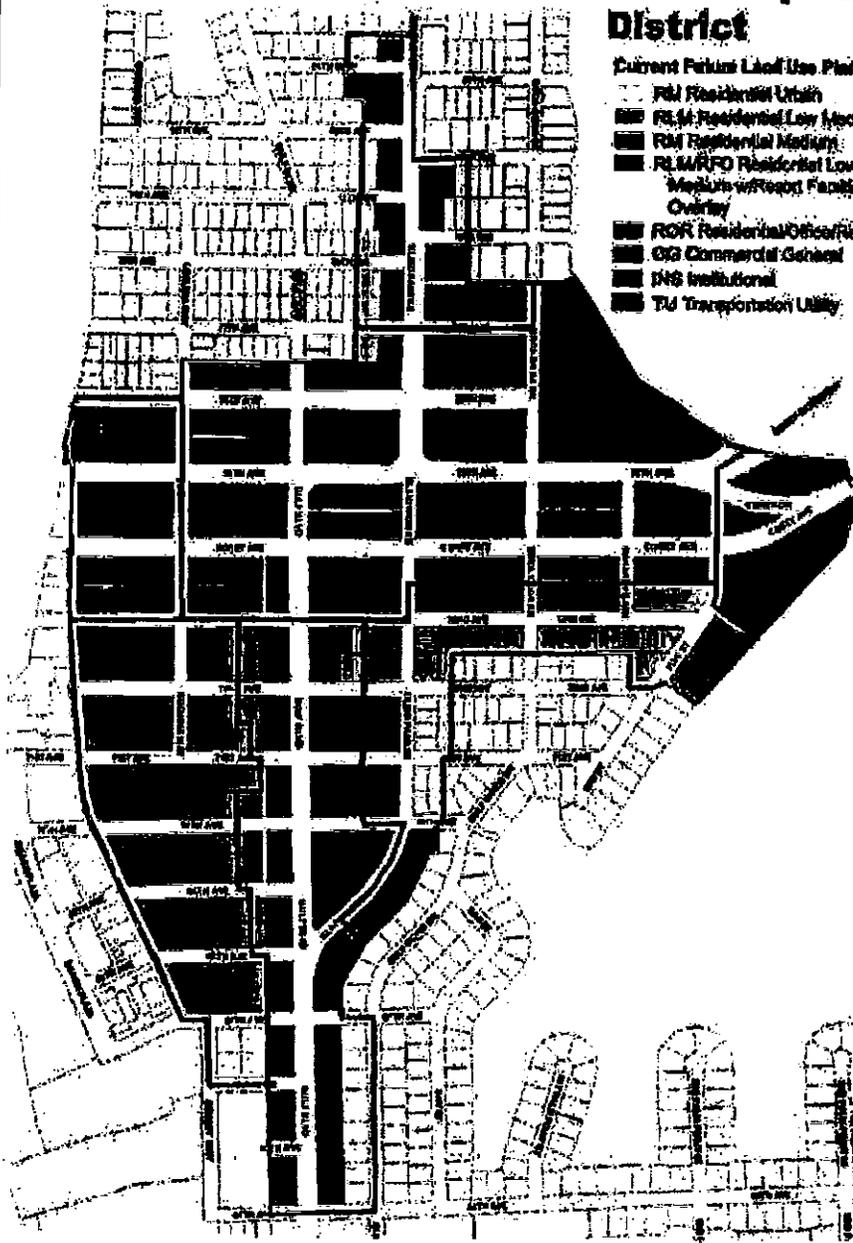
**Zoning Map**



# Downtown Redevelopment District

Current Future Land Use Plan

- FDI Residential Urban
- RM Residential Low Medium
- RM Residential Medium
- RLM/RFD Residential Low Medium w/Resort Frontage Overlay
- ROK Residential Office/Retail
- CG Commercial General
- INS Institutional
- TU Transportation Utility

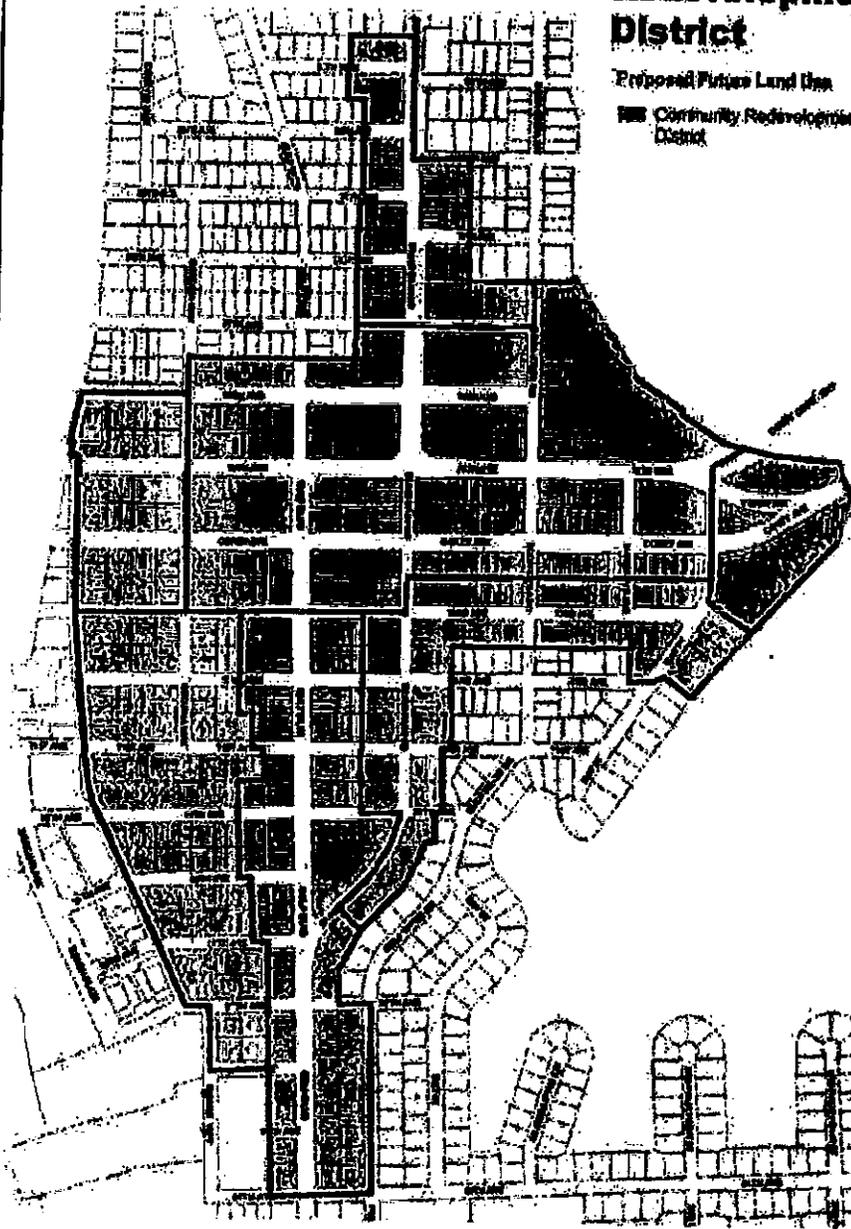


City of St. Pete Beach Planning Department  
 155 Corey Avenue  
 St. Pete Beach, Florida 33706  
 727.367.2735

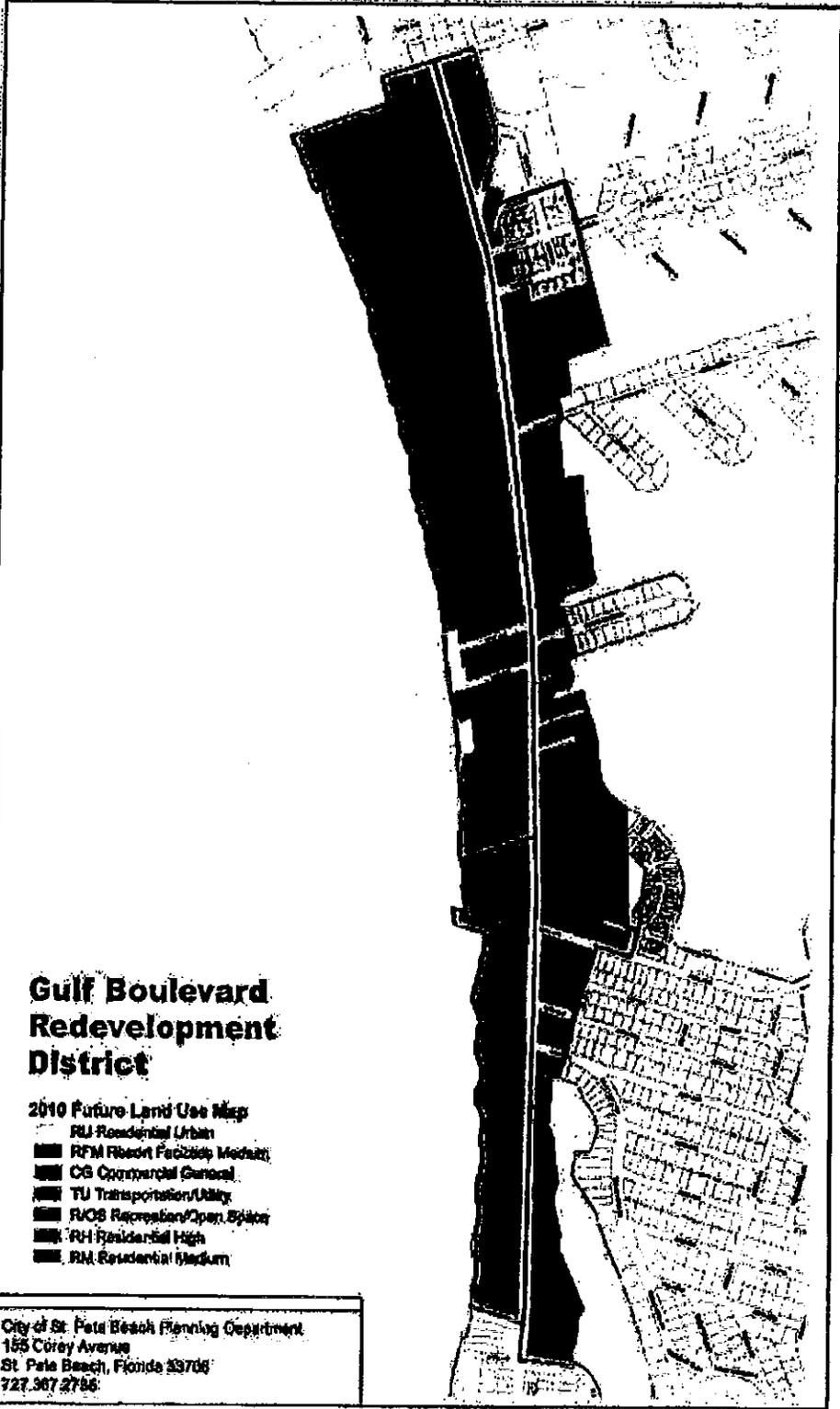
# Downtown Redevelopment District

Proposed Future Land Use

Community Redevelopment  
District



City of St. Pete Beach Planning Department  
155 Carey Avenue  
St. Pete Beach, Florida 33708  
727.367.2735

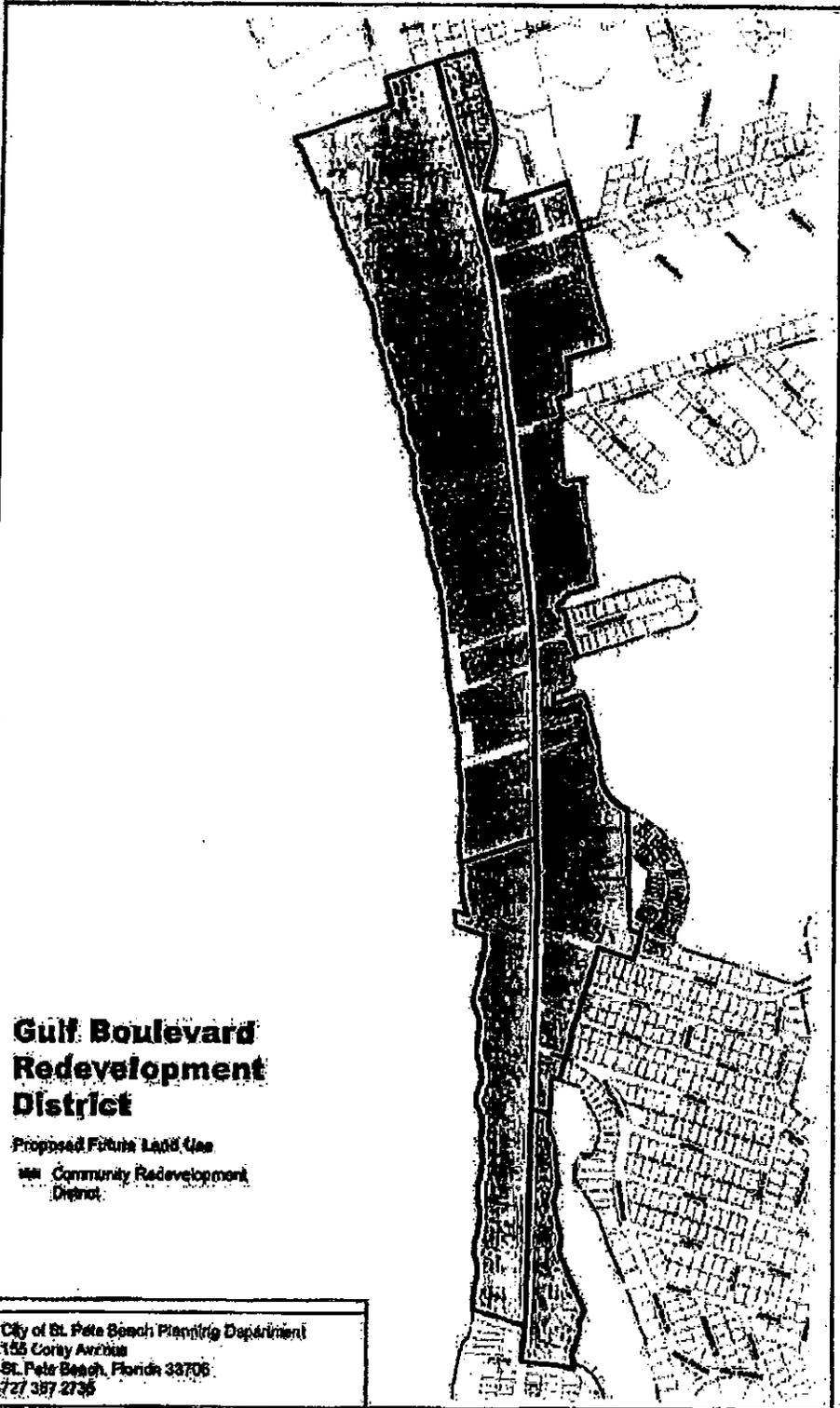


## Gulf Boulevard Redevelopment District

### 2010 Future Land Use Map

- RU Residential Urban
- RFM Roadside Facility Medium Density
- CG Commercial General
- TU Transportation/Utility
- R/O/S Recreation/Open Space
- RH Residential High
- RM Residential Medium

City of St. Pete Beach Planning Department  
 155 Corey Avenue  
 St. Pete Beach, Florida 33708  
 727.367.2766



**Gulf Boulevard  
Redevelopment  
District**

Proposed Future Land Use  
Community Redevelopment  
District

City of St. Pete Beach Planning Department  
155 Conroy Avenue  
St. Pete Beach, Florida 33706  
727 387 2736

## APPENDIX D

**Building and Land Values**

Old Pin	New Pin	Year	Use	Land Value	Bldg Value
62153136779940740100	363115779940740100	04	12	\$32,100	\$54,400
62153136783360080270	363115783360080270	04	10	\$35,100	\$0
62153136783360080280	363115783360080280	04	10	\$35,100	\$0
62153136783360080290	363115783360080290	04	10	\$35,100	\$0
6215313600004400300	36311500004400300	04	01	\$37,300	\$37,900
6215313600004400200	36311500004400200	04	01	\$37,300	\$23,900
6215313600004400100	36311500004400100	04	01	\$37,300	\$16,400
62153136783360080300	363115783360080300	04	10	\$42,100	\$0
62153136779940620090	363115779940620090	04	11	\$43,900	\$46,100
62153136306720530030	363115306720530030	04	10	\$47,600	\$5,100
62153136306720530040	363115306720530040	04	10	\$47,600	\$5,100
62153136306720530050	363115306720530050	04	10	\$47,600	\$0
62153136306720530060	363115306720530060	04	10	\$47,600	\$0
62153136306720620250	363115306720620250	04	10	\$47,600	\$0
62153136306720620260	363115306720620260	04	10	\$47,600	\$0
62153136306720620270	363115306720620270	04	10	\$47,600	\$0
62153136306720620280	363115306720620280	04	10	\$47,600	\$0
62153136779940540110	363115779940540110	04	10	\$51,000	\$8,600
62153136779940540140	363115779940540140	04	10	\$51,000	\$6,600
62153136779940700006	363115779940700006	04	10	\$51,000	\$0
62153136779940700007	363115779940700007	04	10	\$51,000	\$0
62153136783360050090	363115783360050090	04	10	\$52,100	\$1,500
62153136783360050100	363115783360050100	04	10	\$52,100	\$1,500
62153136783360040010	363115783360040010	04	10	\$52,400	\$2,800
62153136783360040050	363115783360040050	04	11	\$52,400	\$23,600
62153136306720530020	363115306720530020	04	10	\$53,600	\$0
62153136306720530070	363115306720530070	04	10	\$53,600	\$0
62153136306720620240	363115306720620240	04	10	\$53,600	\$0
62153136306720620290	363115306720620290	04	10	\$53,600	\$0
62153136779940740160	363115779940740160	04	10	\$67,500	\$0
62153136779940540030	363115779940540030	04	10	\$59,400	\$0
62153136306720530080	363115306720530080	04	10	\$59,500	\$0
62153136306720620300	363115306720620300	04	10	\$59,500	\$0
62153136306720530010	363115306720530010	04	17	\$59,500	\$117,200
62153136306720620230	363115306720620230	04	18	\$59,500	\$680,500
62153136051120050040	363115051120050040	04	70	\$59,500	\$0
62153136306720520090	363115306720520090	04	77	\$59,500	\$152,100
62153201347940060130	013215347940060130	04	10	\$62,600	\$0
62153136779940550150	363115779940550150	04	10	\$63,100	\$6,800
62153136779940730151	363115779940730151	04	41	\$63,100	\$49,900
62153136779940740070	363115779940740070	04	19	\$63,700	\$81,300
6216320600003301300	06321600003301300	04	91	\$66,300	\$300

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**Building and Land Values**


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Old Pin	New Pin	Year	Use	Land Value	Bldg Value
62153136779940730150	363115779940730150	04	17	\$66,900	\$88,100
62153136779940610090	363115779940610090	04	10	\$68,200	\$0
62153136779940600140	363115779940600140	04	10	\$69,000	\$6,000
62153136779940600150	363115779940600150	04	10	\$70,400	\$5,100
62153136779940620030	363115779940620030	04	10	\$75,000	\$0
62153136779940620130	363115779940620130	04	10	\$76,500	\$0
62153136779940620040	363115779940620040	04	19	\$76,500	\$58,500
62153136779940620131	363115779940620131	04	25	\$76,500	\$83,200
62153136779940620050	363115779940620050	04	10	\$77,300	\$0
62153201347940060120	013215347940060120	04	10	\$79,700	\$0
62153136779940670100	363115779940670100	04	41	\$81,900	\$51,400
62153136783360070040	363115783360070040	04	01	\$88,700	\$29,800
62153136779940540151	363115779940540151	04	01	\$88,700	\$50,600
62153136779940540150	363115779940540150	04	08	\$88,700	\$72,000
62153136779940540130	363115779940540130	04	11	\$89,300	\$44,700
62153136050940250030	363115050940250030	04	70	\$90,500	\$0
62153136779940560110	363115779940560110	04	10	\$91,000	\$6,800
62153136779940470080	363115779940470080	04	01	\$92,000	\$40,000
62153136779940420050	363115779940420050	04	01	\$92,000	\$37,100
62153136779940740060	363115779940740060	04	08	\$92,400	\$33,700
62153136779940660130	363115779940660130	04	08	\$92,400	\$56,700
62153136779940710060	363115779940710060	04	10	\$93,500	\$0
62153136779940710070	363115779940710070	04	10	\$93,500	\$0
62153136000003100100	363115000003100100	04	10	\$93,800	\$12,300
62153136783360020010	363115783360020010	04	17	\$95,200	\$154,800
62153136779940740110	363115779940740110	04	27	\$95,500	\$92,000
62153136779940420030	363115779940420030	04	11	\$97,600	\$44,400
62153136779942250050	363115779942250050	04	08	\$98,000	\$152,000
62153136779942250060	363115779942250060	04	01	\$99,900	\$41,400
62153136779942250070	363115779942250070	04	08	\$99,900	\$69,700
62153136050940260020	363115050940260020	04	10	\$101,200	\$3,200
62153136779940700002	363115779940700002	04	10	\$102,000	\$12,800
62153136779940700003	363115779940700003	04	10	\$102,000	\$0
62153136050940260010	363115050940260010	04	08	\$102,400	\$79,300
62153136779942250010	363115779942250010	04	27	\$102,600	\$40,000
62153201347940060110	013215347940060110	04	10	\$103,700	\$0
62153136783360050010	363115783360050010	04	11	\$104,700	\$40,300
62153136783360050070	363115783360050070	04	11	\$104,700	\$108,100
62153136779940600120	363115779940600120	04	21	\$108,300	\$128,700
62163206081000000060	063216061000000060	04	01	\$106,900	\$60,000
62153136779940620060	363115779940620060	04	21	\$107,100	\$262,900
62153136779940560060	363115779940560060	04	01	\$107,400	\$42,900
62153136779940560050	363115779940560050	04	06	\$107,500	\$137,500

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**Building and Land Values**

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Old Pin	New Pin	Year	Use	Land Value	Bldg Value
62153136779940580100	363115779940560100	04	08	\$107,500	\$197,500
62153136779940580020	363115779940560020	04	08	\$108,300	\$118,500
62153136779940580080	363115779940580080	04	08	\$108,500	\$116,800
62153136779940570060	363115779940570060	04	08	\$108,500	\$70,300
62153136051120050050	363115051120050050	04	71	\$108,500	\$71,000
62153136135900000010	363115135900000010	04	21	\$109,800	\$115,400
62153136779940710110	363115779940710110	04	19	\$110,500	\$54,600
62163206081000000130	063216081000000130	04	08	\$111,300	\$58,000
62153201347940060140	013215347940060140	04	10	\$111,800	\$10,200
62153136779940570050	363115779940570050	04	01	\$112,400	\$16,900
62153136779940570090	363115779940570090	04	01	\$112,400	\$46,500
62153136779940570100	363115779940570100	04	01	\$112,400	\$171,500
62153136779940570120	363115779940570120	04	01	\$112,400	\$32,900
62153136779940570070	363115779940570070	04	01	\$112,400	\$33,500
62153136779940710120	363115779940710120	04	01	\$112,400	\$23,800
62153136779940570110	363115779940570110	04	08	\$112,400	\$103,400
62153136779940580010	363115779940580010	04	10	\$112,600	\$0
62153136779940600130	363115779940600130	04	11	\$112,600	\$202,400
62153136779940680180	363115779940680180	04	19	\$112,600	\$92,400
62153136779940580050	363115779940580050	04	06	\$113,000	\$80,200
62153136779940570160	363115779940570160	04	08	\$113,600	\$41,800
62153136779940560010	363115779940560010	04	08	\$113,600	\$89,700
62153136779940690110	363115779940690110	04	12	\$113,700	\$111,300
62153136779940560120	363115779940560120	04	17	\$113,700	\$16,300
62153136779940690100	363115779940690100	04	49	\$113,700	\$11,900
62153136779940570130	363115779940570130	04	08	\$114,000	\$161,100
62153136779940580070	363115779940580070	04	39	\$114,200	\$155,800
62153136779940570080	363115779940570080	04	39	\$114,200	\$110,600
62153136779940580030	363115779940580030	04	08	\$114,300	\$38,900
62153136779940580060	363115779940580060	04	21	\$114,800	\$85,200
62153136779940570150	363115779940570150	04	08	\$114,900	\$102,700
62153136050940260060	363115050940260060	04	01	\$115,300	\$32,500
62153136779942250080	363115779942250080	04	08	\$116,300	\$48,000
62153136779942250081	363115779942250081	04	08	\$116,300	\$83,900
62153136779940570020	363115779940570020	04	08	\$116,300	\$47,600
62153136779940560070	363115779940560070	04	08	\$116,900	\$96,900
62153136779940710100	363115779940710100	04	08	\$116,900	\$90,300
62153201347940060100	013215347940060100	04	10	\$117,400	\$0
62153136000004400400	363115000004400400	04	08	\$118,000	\$61,700
62153136779940580020	363115779940580020	04	08	\$118,900	\$76,100
62153136783360080110	363115763360080110	04	10	\$119,300	\$0
62153136779940710130	363115779940710130	04	06	\$120,300	\$54,000
62153136779940710140	363115779940710140	04	06	\$120,300	\$64,100

## Building and Land Values

Old Pin	New Pin	Year	Use	Land Value	Bldg Value
62153136779940740010	363115779940740010	04	27	\$126,100	\$83,000
62163206081000000120	083216081000000120	04	08	\$126,800	\$94,500
62153136051300020020	383115051300020020	04	91	\$127,500	\$20,500
62153136779940610110	363115779940610110	04	32	\$131,000	\$184,000
62153136779940710050	363115779940710050	04	08	\$131,700	\$111,400
62153136779940430130	363115779940430130	04	10	\$135,000	\$0
62153136779940570030	363115779940570030	04	10	\$135,200	\$0
62153136779940580040	363115779940580040	04	21	\$135,200	\$309,800
62153136779940570040	363115779940570040	04	33	\$135,200	\$19,500
62153136779940610120	363115779940610120	04	11	\$136,400	\$205,300
62153136347760060010	363115347760060010	04	08	\$136,500	\$65,600
62153136779940430140	363115779940430140	04	11	\$137,500	\$142,500
62153136779940570010	363115779940570010	04	08	\$142,400	\$222,600
62153136050940250040	363115050940250040	04	01	\$148,600	\$101,000
62153136779940540090	363115779940540090	04	11	\$148,800	\$111,200
62153136779940540120	363115779940540120	04	11	\$148,800	\$146,200
62153136779940600110	363115779940600110	04	12	\$148,800	\$251,200
62153136779940540040	363115779940540040	04	17	\$149,800	\$100,200
62153136779940420040	363115779940420040	04	12	\$153,900	\$148,100
62153136347760060080	363115347760060080	04	27	\$156,100	\$77,700
62153136783360070010	363115783360070010	04	12	\$157,100	\$74,900
62153136783360030080	363115783360030080	04	17	\$157,100	\$52,900
62153136783360040020	363115783360040020	04	21	\$157,100	\$7,900
62153136000003100400	363115000003100400	04	10	\$158,900	\$0
62153125780840000141	253115780840000141	04	08	\$159,100	\$35,900
62153136779940600160	363115779940600160	04	11	\$159,800	\$180,200
62153136779942250030	363115779942250030	04	08	\$163,400	\$94,100
62163206081180000460	063216081180000460	04	08	\$163,500	\$76,100
62153136000003100500	363115000003100500	04	33	\$164,600	\$115,400
62153136779940700004	363115779940700004	04	08	\$170,300	\$99,200
62153136779940740130	363115779940740130	04	11	\$178,200	\$76,800
62153136763360020030	363115783360020030	04	12	\$190,400	\$59,600
62153136783360020070	363115783360020070	04	22	\$190,400	\$9,600
62153136779940460160	363115779940460160	04	39	\$193,400	\$236,600
62153136347780050150	363115347780050150	04	11	\$199,900	\$126,100
62153136306720630230	363115306720630230	04	27	\$202,400	\$107,600
62153136347760050120	363115347760050120	04	10	\$212,400	\$11,400
62153136347760050140	363115347760050140	04	10	\$212,400	\$0
62153136347760060050	363115347760060050	04	12	\$212,400	\$302,600
62153136347760060030	363115347760060030	04	19	\$212,400	\$12,600
62153136347760050130	363115347760050130	04	21	\$212,400	\$7,600
62153136347760060040	363115347760060040	04	21	\$212,400	\$57,600
62153136779940600080	363115779940600080	04	11	\$212,500	\$167,500

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**Building and Land Values**

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Old Pin	New Pin	Year	Use	Land Value	Bldg Value
62153136779940700005	363115779940700005	04	19	\$218,300	\$281,700
62153136779940700001	363115779940700001	04	23	\$219,300	\$570,700
62153136779940710080	363115779940710080	04	39	\$221,000	\$99,000
62153136347760060070	363115347760060070	04	11	\$223,800	\$96,200
62153136347760050110	363115347760050110	04	17	\$224,900	\$100,100
62153136779940610010	363115779940610010	04	11	\$225,300	\$169,700
62153136779940690010	363115779940690010	04	21	\$227,400	\$44,000
62153136779940580100	363115779940580100	04	39	\$228,400	\$31,600
62153136779940580150	363115779940580150	04	39	\$228,400	\$181,600
62153136779940600070	363115779940600070	04	11	\$233,800	\$144,200
62153136347760050090	363115347760050090	04	11	\$237,400	\$87,800
62153136779940540010	363115779940540010	04	89	\$239,200	\$380,500
62153136347760010030	363115347760010030	04	11	\$239,700	\$90,300
62153136050940250010	363115050940250010	04	77	\$240,900	\$114,000
62153136000003100800	363115000003100800	04	10	\$245,100	\$0
62153136347760050180	363115347760050180	04	17	\$249,900	\$85,100
62153136347760050100	363115347760050100	04	19	\$249,900	\$35,100
62153136347760060020	363115347760060020	04	33	\$249,900	\$60,100
62153136779940580090	363115779940580090	04	48	\$252,300	\$137,700
62153125780640000143	253115780640000143	04	12	\$260,700	\$24,300
62153136779940710010	363115779940710010	04	21	\$261,300	\$116,700
62153136783360040060	363115783360040060	04	11	\$261,800	\$123,200
62153136783360070080	363115783360070080	04	11	\$261,800	\$108,200
62153136779940600030	363115779940600030	04	27	\$262,000	\$58,800
62153136779940560030	363115779940560030	04	39	\$274,100	\$350,900
62153136779940560080	363115779940560080	04	39	\$274,100	\$215,900
62153136779940600010	363115779940600010	04	11	\$276,300	\$68,700
62153136779940430150	363115779940430150	04	17	\$286,300	\$48,700
62153136779940680030	363115779940680030	04	11	\$286,500	\$396,000
62163206081720000210	063216081720000210	04	08	\$288,100	\$381,900
62153136779940550030	363115779940550030	04	17	\$295,600	\$79,400
62153136306720520100	363115306720520100	04	17	\$297,500	\$637,700
62153136051120050010	363115051120050010	04	71	\$297,500	\$542,100
62153136779940610140	363115779940610140	04	76	\$300,100	\$325,700
62153136347760060060	363115347760060060	04	11	\$312,400	\$32,600
62163206655200000010	063216655200000010	04	12	\$318,800	\$135,800
62153136779940420010	363115779940420010	04	11	\$322,400	\$52,600
62153136779940470010	363115779940470010	04	27	\$323,400	\$85,300
62153136779940690030	363115779940690030	04	91	\$327,400	\$372,100
62153136779940670010	363115779940670010	04	17	\$329,000	\$196,000
62153136779940540050	363115779940540050	04	11	\$334,200	\$255,800
62153136347760060090	363115347760060090	04	41	\$350,500	\$49,500
62153136779940540180	363115779940540180	04	11	\$357,000	\$208,000

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**Building and Land Values**


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Old Pin	New Pin	Year	Use	Land Value	Bldg Value
62153136779940610030	363115779940610030	04	11	\$365,500	\$85,400
62153136783360030010	363115783360030010	04	11	\$366,500	\$153,500
62153138050940260030	363115050940260030	04	88	\$380,800	\$39,200
62153136779940690130	363115779940690130	04	33	\$382,000	\$48,000
62153136779940460130	383115779940460130	04	12	\$414,400	\$185,600
62153136783360080010	363115783360080010	04	11	\$418,900	\$166,100
62153136000001400300	363115000001400300	04	19	\$425,900	\$124,100
62153136779940560130	363115779940560130	04	11	\$434,900	\$345,100
62153136779940550060	363115779940550060	04	23	\$445,700	\$529,300
62153136779940470030	363115779940470030	04	11	\$453,300	\$399,200
62153136779940550010	363115779940550010	04	89	\$460,100	\$719,400
62153136779940680140	363115779940680140	04	11	\$501,500	\$78,800
62163206000003301000	063216000003301000	04	11	\$515,000	\$213,300
62153136783360060010	363115783360060010	04	23	\$523,600	\$201,400
62153136779940750010	363115779940750010	04	11	\$700,100	\$2,049,900
62153136306720630160	363115306720630160	04	69	\$704,700	\$1,224,800
62153136347760020090	363115347760020090	04	11	\$758,600	\$571,400
62163206000003301400	063216000003301400	04	21	\$892,100	\$207,900
62153136779940590010	363115779940590010	04	11	\$1,035,400	\$1,014,600
62153136000001400100	363115000001400100	04	21	\$1,202,600	\$197,400
62153136779940680010	363115779940680010	04	11	\$1,328,700	\$1,271,300
62163206000003300800	063216000003300800	04	11	\$1,604,100	\$1,495,900
62163206000003300500	063216000003300500	04	11	\$3,756,400	\$2,843,600
62163206000003200500	063216000003200500	04	39	\$4,411,000	\$7,189,000
62153136779880000010	363115779880000010	04	89	\$4,868,500	\$1,970,600
62163206000003300400	063216000003300400	04	39	\$8,017,200	\$882,800
82153201000001100400	013215000001100400	04	39	\$8,699,700	\$5,800,300
62163206000002300200	063216000002300200	04	39	\$10,452,800	\$4,747,200
62163206801720000010	063216801720000010	04	39	\$20,491,300	\$5,006,700
62163206000002300300	063216000002300300	04	39	<u>\$23,272,300</u>	<u>\$15,227,700</u>
				\$127,915,100	\$73,511,200



# Exhibit C

George Kinney

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**From:** Chelsey Welden  
**Sent:** Tuesday, June 18, 2013 10:09 AM  
**To:** George Kinney  
**Subject:** FW: question

See below

*Chelsey Welden*

Urban Planner, City of St. Pete Beach  
(727)363-9266

---

**From:** Moore, Erin [mailto:emoore@pcpao.org]  
**Sent:** Tuesday, June 18, 2013 9:23 AM  
**To:** Chelsey Welden  
**Cc:** Coffey, Amanda  
**Subject:** RE: question

Good morning:

I've confirmed that the list of districts is complete. There are no new ad valorem levies within SPB for 2013.

Erin

---

**From:** Chelsey Welden [mailto:cwelden@stpetebeach.org]  
**Sent:** Monday, June 17, 2013 1:51 PM  
**To:** Moore, Erin  
**Subject:** RE: question

Alright thank you so much!

*Chelsey Welden*

Urban Planner, City of St. Pete Beach  
(727)363-9266

---

**From:** Moore, Erin [mailto:emoore@pcpao.org]  
**Sent:** Monday, June 17, 2013 1:10 PM  
**To:** Chelsey Welden  
**Subject:** RE: question

Yep, looks the same to me!

CAMA Edit Action Detail Navigate Bookmarks Plugins Tools Search Help

Parcel #: 36-31-15-77994-061-0110 Parcel Status: < No Status Selected > Homestead %: 0.00% Cap Base Yr: 0

Use Code: 3251 Enclosed Theater (movie or playhouse, etc) Neighborhood: 5300 AREA = 53; NEB is Nt Ownership %: 0

Owner Names (1) | Lienancy (0)

#	Owner Name	M	Ro
1	ST PETE BEACH THEATRE LLC		

Owner Address:  
 Address: 315 COREY AVE  
 Address:  
 City: ST PETERSBURG  
 State: FL Zip: 33706-1816  
 Country:

Use Code: 3251 Enclosed Theater (movie o  
 Millage: SPB ST PETE BEACH  
 Neighborhood: 5300 AREA = 53; NEB is  
 Subdivision: 77994 ST PETERSBURG BEA

Millage Details

Account #: 36-31-15-77994-061-0110

District Code	District Name	Taxable Value	Final Tax Rate	T
10A	GENERAL FUND	\$428,000	5.010500	
10C	HEALTH DEPARTMENT	\$428,000	0.062200	
17A	PINELLAS PLANNING COUNCIL	\$428,000	0.012500	
18	EMERGENCY MEDICAL SERVICE	\$428,000	0.315800	
12A	PINELLAS COUNTY SCHOOL BOARD	\$428,000	5.554000	
12B	SCHOOL LOCAL	\$428,000	2.749000	
SPB	ST. PETE BEACH	\$428,000	3.281900	
17C	SW FLORIDA WATER MANAGEMENT	\$428,000	0.392600	
17B	JUVENILE WELFARE BOARD	\$428,000	0.899100	
SPD	ST. PETE BEACH DEBT	\$428,000	0.097800	
10B		\$428,000	0.000000	
17D		\$428,000	0.000000	
			18.963600	

Erin C. Moore, CFE, AAS, RES  
 Deputy for Assessment Administration  
 Pinellas County Property Appraiser's Office  
 P O Box 1957 Clearwater, FL 33757  
 (727) 464-4373 Fax (727) 464-3448  
[www.pcpao.org](http://www.pcpao.org)  
[emoore@pcpao.org](mailto:emoore@pcpao.org)

\*\*\*\*\*

PLEASE NOTE: All electronic mail sent to and from Pinellas County Government is subject to the Public Records provision of the Florida Statutes, and may be released as part of a public records request.

\*\*\*\*\*

**From:** Chelsey Welden [<mailto:cwelden@stpetebeach.org>]  
**Sent:** Monday, June 17, 2013 1:00 PM  
**To:** Moore, Erin  
**Subject:** RE: question

315 Corey Avenue, St. Pete Beach 33706

*Chelsey Welden*  
 Urban Planner, City of St. Pete Beach  
 (727)363-9266

**From:** Moore, Erin [<mailto:emoore@pcpao.org>]  
**Sent:** Monday, June 17, 2013 1:01 PM  
**To:** Chelsey Welden

**Cc:** Coffey, Amanda  
**Subject:** RE: question

It should be the same throughout the whole city, but just to be sure, send me a parcel number or address of a property within the CRA boundary, and I'll send the list attached to that parcel.

Erin

Erin C. Moore, CFE, AAS, RES  
Deputy for Assessment Administration  
Pinellas County Property Appraiser's Office  
P O Box 1957 Clearwater, FL 33757  
(727) 464-4373 Fax (727) 464-3448  
[www.pcpao.org](http://www.pcpao.org)  
[emoore@pcpao.org](mailto:emoore@pcpao.org)

\*\*\*\*\*

*PLEASE NOTE: All electronic mail sent to and from Pinellas County Government is subject to the Public Records provision of the Florida Statutes, and may be released as part of a public records request.*

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**From:** Chelsey Welden [<mailto:cwelden@stpetebeach.org>]  
**Sent:** Monday, June 17, 2013 11:52 AM  
**To:** Moore, Erin  
**Cc:** Coffey, Amanda  
**Subject:** RE: question

Ok, thank you Erin!

Amanda: I see that each of the entities have a District Code next to their names. Is there any way that I could use this to determine whether or not they levy taxes specifically within the boundaries of our CRA? Or should it be the same throughout the whole City? Sorry if this seems very elementary of a question.. I have no idea about this stuff!

*Chelsey Welden*

Urban Planner, City of St. Pete Beach  
(727)363-9266

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**From:** Moore, Erin [<mailto:emoore@pcpao.org>]  
**Sent:** Monday, June 17, 2013 11:45 AM  
**To:** Chelsey Welden  
**Subject:** RE: question

Hi Chelsey,

Below is a list of the entities that levy ad valorem taxes on property in St Pete Beach. There may be an additional levy for 2013. I've copied Amanda Coffey on this reply, as she is our Deputy for Government Affairs/Staff Counsel. She can confirm if there is a new levy for 2013 in addition to these. Amanda is out today, and may not be able to respond until tomorrow or Wednesday.

Erin

District Code	District Name	Final Tax Rate
10A	GENERAL FUND	5.010500
10C	HEALTH DEPARTMENT	0.062200
17A	PINELLAS PLANNING COUNCIL	0.012500
16	EMERGENCY MEDICAL SERVICE	0.915800
12A	PINELLAS COUNTY SCHOOL BOARD	5.554000
12B	SCHOOL LOCAL	2.748000
SPB	ST. PETE BEACH	3.281900
17C	SW FLORIDA WATER MANAGEMENT	0.392800
17B	JUVENILE WELFARE BOARD	0.898100
SPD	ST. PETE BEACH DEBT	0.087800
10B		0.000000
17D		0.000000

Erin C. Moore, CFE, AAS, RES  
 Deputy for Assessment Administration  
 Pinellas County Property Appraiser's Office  
 P O Box 1957 Clearwater, FL 33757  
 (727) 464-4373 Fax (727) 464-3448  
[www.pcpao.org](http://www.pcpao.org)  
[emoore@pcpao.org](mailto:emoore@pcpao.org)

\*\*\*\*\*

PLEASE NOTE: All electronic mail sent to and from Pinellas County Government is subject to the Public Records provision of the Florida Statutes, and may be released as part of a public records request.

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**From:** Chelsey Welden [<mailto:cwelden@stpetebeach.org>]  
**Sent:** Monday, June 17, 2013 11:27 AM  
**To:** Moore, Erin  
**Subject:** question

Hi Erin,

The City of St. Pete Beach is in the process of setting up a CRA and one of the requirements is that we send out public notice of our next meeting to all of the taxing authorities which levy ad valorem taxes on real property within the geographic boundaries of the CRA. Would you be able to help me figure out who these taxing authorities are? Our City Attorney is saying this involves an extensive list of names, but the County is saying that it should only be a couple of entities. Any insight?

Thanks,

*Chelsey Welden*

Urban Planner, City of St. Pete Beach  
 (727)363-9266

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Under Florida law, e-mail addresses are public records. If you do not want your e-mail address released in response to a public-records request, do not send electronic mail to this entity. Instead, contact this office by phone or in writing.

CRA Transmittal Contacts

Mr. Michael C. Crawford, AICP, Interim Executive Director  
Pinellas Planning Council  
310 Court Street, 2<sup>nd</sup> Floor  
Clearwater, Florida 33756

Mr. Robert S. LaSala, County Administrator  
Pinellas County  
315 Court Street  
Clearwater, Florida 33756

Mr. Blake Guillory, P.E., Executive Director  
Southwest Florida Water Management District Headquarters  
2379 Broad Street  
Brooksville, Florida 34604-6899

Ms. Claude Dharamraj, MD, MPH, Director  
Pinellas County Health Department  
205 Martin Luther King Street North  
St. Petersburg, Florida 33701

Ms. D. Gay Lancaster, Executive Director  
Pinellas County Juvenile Welfare Board  
14155 58th St North, Suite 100  
Clearwater, Florida 33760

Dr. Michael A. Grego, Superintendent  
Pinellas County Public Schools  
301 Fourth Street. SW  
Largo, Florida 33770

Mr. Craig Hare, Public Safety Services  
Pinellas County Emergency Medical Services, Largo Office  
12490 Ulmerton Road  
Largo, Florida 33774

Pinellas County Public Works, Mosquito Control  
4100 118th Avenue North  
Clearwater, Florida 33762

**SENDER: COMPLETE THIS SECTION**

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Mr. Claude Pharamraj, MD  
Director, Paoli's City Health Dept.  
205 North Lister King St. N.  
S. Petersburg FL 33701

**COMPLETE THIS SECTION ON DELIVERY**

A. Signature  Agent  
 B. Received by (Printed Name)  Addressee  
 C. Date of Delivery  
 D. Is delivery address different from item 1?  Yes  
 If YES, enter delivery address below:  No

3. Service Type

Certified Mail  
 Registered  
 Insured Mail  
 Express Mail  
 Return Receipt for Merchandise  
 C.O.D.  
 4. Restricted Delivery? (Extra Fee)  Yes

2. Article N  
 (Transfer .. service label)  
 PS Form 3811, February 2004

7010 0780 0002 0585 0962  
 Domestic Return Receipt

102595-02-M-1540

**SENDER: COMPLETE THIS SECTION**

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- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Mr. Blake Guillory, PE  
Executive Director  
SW Florida Water Mgmt Dist  
2379 Broad Street  
Brooksville FL 34604

**COMPLETE THIS SECTION ON DELIVERY**

A. Signature  Agent  
 B. Received by (Printed Name)  Addressee  
 C. Date of Delivery  
 D. Is delivery address different from item 1?  Yes  
 If YES, enter delivery address below:  No

3. Service Type

Certified Mail  
 Registered  
 Insured Mail  
 Express Mail  
 Return Receipt for Merchandise  
 C.O.D.  
 4. Restricted Delivery? (Extra Fee)  Yes

2. Article N  
 (Transfer .. service label)  
 PS Form 3811, February 2004

7010 0780 0002 0585 0979  
 Domestic Return Receipt

102595-02-M-1540

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Return Receipt Fee (Endorsement Required)	
Restricted Delivery Fee (Endorsement Required)	
Total Postage & Fees	\$

Postmark Here

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 Street, Apt. No., or PO Box No.  
 City, State, ZIP+4<sup>®</sup>  
 PS Form 3800, August 2006

Health Dept

See Reverse for Instructions

7010 0780 0002 0585 0962

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Certified Fee	
Return Receipt Fee (Endorsement Required)	
Restricted Delivery Fee (Endorsement Required)	
Total Postage & Fees	\$

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SWFWMD

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7010 0780 0002 0585 0979

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- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:  
 Ms. D. Bay Lancaster  
 Executive Director  
 Paellas Gty. Town & Water R.  
 14155 58th Street N., Suite 600  
 Clearwater, FL 33760

2. Article N  
 (Transfer ... service label)  
 PS Form 3811, February 2004

7010 0780 0002 0585 0955  
 Domestic Return Receipt

102595-02-M-1540

**COMPLETE THIS SECTION ON DELIVERY**

- A. Signature  *[Signature]*  Agent
- B. Received by (Print Name)  *[Signature]*  Addressee
- C. Date of Delivery *6/19*
- D. Is delivery address different from item 1?  Yes  No  
 If YES, enter delivery address below:

- 3. Service Type  
 Certified Mail  Express Mail  
 Registered  Return Receipt for Merchandise  
 Insured Mail  C.O.D.  
 Restricted Delivery? (Extra Fee)  Yes

**SENDER: COMPLETE THIS SECTION**

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:  
 Mr. Craig Herea  
 Public Safety Services  
 Paellas Gty EMS, Logo  
 12490 Ulmerton Road  
 Largo, FL 33774

2. Article N  
 (Transfer ... service label)  
 PS Form 3811, February 2004

7010 0780 0002 0585 0924  
 Domestic Return Receipt

102595-02-M-1540

**COMPLETE THIS SECTION ON DELIVERY**

- A. Signature  *[Signature]*  Agent
- B. Received by (Print Name)  *[Signature]*  Addressee
- C. Date of Delivery *6/19*
- D. Is delivery address different from item 1?  Yes  No  
 If YES, enter delivery address below:

- 3. Service Type  
 Certified Mail  Express Mail  
 Registered  Return Receipt for Merchandise  
 Insured Mail  C.O.D.  
 Restricted Delivery? (Extra Fee)  Yes

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Certified Fee	
Return Receipt Fee (Endorsement Required)	
Restricted Delivery Fee (Endorsement Required)	
Total Postage & Fees	\$

Sent To *Mr. Debrahn's Office*  
 Street, Apt. No. or PO Box No.  
 City, State, ZIP+4  
 PS Form 3800, August 2006 See Reverse for Instructions

7010 0780 0002 0585 0955

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Postage	\$
Certified Fee	
Return Receipt Fee (Endorsement Required)	
Restricted Delivery Fee (Endorsement Required)	
Total Postage & Fees	\$

Sent To *Craig Herea*  
 Street, Apt. No. or PO Box No. *EMS*  
 City, State, ZIP+4  
 PS Form 3800, August 2006 See Reverse for Instructions

7010 0780 0002 0585 0924

**SENDER: COMPLETE THIS SECTION**

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

*Dr. Michael A. Greco  
Superintendent  
Public City Public Schools  
301 Fourth Street, SW.  
Largo, FL 33770*

2. Article No. (Transfer to... service label)  
PS Form 3811, February 2004

7010 0780 0002 0585 0948

Domestic Return Receipt

102595-02-M-1540

**COMPLETE THIS SECTION ON DELIVERY**

- A. Signature *James Salek*  Agent  Addressee
- B. Received by (Printed Name) *Jaime Salek* C. Date of Delivery *6/24/13*
- D. Is delivery address different from item 1?  Yes  No  
If YES, enter delivery address below:

3. Service Type

- Certified Mail
- Registered
- Insured Mail
- Express Mail
- Return Receipt for Merchandise
- C.O.D.

4. Restricted Delivery? (Extra Fee)

- Yes
- No

**SENDER: COMPLETE THIS SECTION**

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

*Pineilles City Public Works  
Mosquito Control  
4100 118th Avenue North  
Clearwater, FL 33762*

2. Article No. (Transfer to... service label)  
PS Form 3811, February 2004

7010 0780 0002 0585 0931

Domestic Return Receipt

102595-02-M-1540

**COMPLETE THIS SECTION ON DELIVERY**

- A. Signature *Robert M. M... ..*  Agent  Addressee
- B. Received by (Printed Name) *Robert M. M... ..* C. Date of Delivery *6/24/13*
- D. Is delivery address different from item 1?  Yes  No  
If YES, enter delivery address below:

3. Service Type

- Certified Mail
- Registered
- Insured Mail
- Express Mail
- Return Receipt for Merchandise
- C.O.D.

4. Restricted Delivery? (Extra Fee)

- Yes
- No

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Restricted Delivery Fee (Endorsement Required)	
Total Postage & Fees	\$

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City, State, ZIP+4

PS Form 3800, August 2005 See Reverse for Instructions

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Postage	\$
Certified Fee	
Return Receipt Fee (Endorsement Required)	
Restricted Delivery Fee (Endorsement Required)	
Total Postage & Fees	\$

Postmark Here

Sent to *Public Works, Mosquito Control*  
Street, Apt. No., or PO Box No.  
City, State, ZIP+4

PS Form 3800, August 2005 See Reverse for Instructions

7010 0780 0002 0585 0931

7010 0780 0002 0585 0986

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Postage	\$
Certified Fee	
Return Receipt Fee (Endorsement Required)	
Restricted Delivery Fee (Endorsement Required)	
Total Postage & Fees	\$

Postmark  
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 or PO Box No.,  
 City, State, ZIP+4

*Pyrelles City*

PS Form 3800, August 2006

See Reverse for Instructions

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Return Receipt Fee (Endorsement Required)	
Restricted Delivery Fee (Endorsement Required)	
Total Postage & Fees	\$

Postmark  
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Sent to \_\_\_\_\_  
 Street, Apt. No.,  
 or PO Box No.,  
 City, State, ZIP+4

*PPL*

PS Form 3800, August 2006

See Reverse for Instructions



THE SUNSET CAPITAL OF FLORIDA

*Community Development Department*

155 Corey Avenue  
St. Pete Beach, Florida 33706  
Phone: 727.367.2735  
Fax: 727.363.9222

June 18, 2013

Mr. Michael C. Crawford, AICP, Interim Executive Director  
Pinellas Planning Council  
310 Court Street, 2nd Floor  
Clearwater, Florida 33756

Re: City of St. Pete Beach Resolution 2013-09

Dear Mr. Crawford,

Please find enclosed a copy of proposed City of St. Pete Beach Resolution 2013-09. The St. Pete Beach City Commission will consider adoption of this resolution at their meeting of July 9, 2013. This meeting will take place at 6:00pm in the City Hall Commission Chambers located at 155 Corey Avenue in St. Pete Beach.

This action is related to the establishment of the St. Pete Beach Community Reinvestment Area and is intended to ratify previous actions of the City Commission as further described in the body of the Resolution. Further, this notice is being provided to you pursuant to Section 163.346 of the Florida Statute.

Please feel free to contact me with any additional comments or questions at 727.363.9265 or by email at [g.kinney@stpetebeach.org](mailto:g.kinney@stpetebeach.org).

Sincerely,

George G. Kinney, AICP  
Planning and Community Development Director  
City of St. Pete Beach, Florida

Cc: Mike Bonfield, St. Pete Beach City Manager  
Mike Davis, St. Pete Beach Attorney  
Rebecca Haynes, St. Pete Beach City Clerk

Enc.



## CRA Chronology

### 2003

May 2003 - Completion of Opportunities Assessment and Strategies Analysis Report prepared by Real Estate Research Consultants.

### 2004

September 1, 2004 – Letter from Pinellas County offering general information on development of a CRA.

### 2005

May 2005 – Completion of initial Findings of Necessity Report prepared by Real Estate Research Consultants.

June 9, 2005 – Letter sent by City to taxing authorities advising of intent to adopt a resolution finding one or more blighted areas exist in the City of St. Pete Beach. Letter was signed by Mayor and sent to City of St. Pete Beach, Pinellas County Health Department, Pinellas County Administrator, Pinellas County Juvenile Welfare Board, Pinellas Planning Council, Southwest Florida Water Management District, Pinellas County Public Schools, Pinellas County EMS, and Pinellas County Public Works Department.

June 28, 2005 – City passes Resolution Number 2005-14 finding blight conditions and finding a need to create a CRA.

June 30, 2005 – Letter sent by City to Pinellas County Administrator advising the adoption of Resolution 2005-14 and including the May 2005 Findings of Necessity Report.

September 29, 2005 – Letter from Pinellas County commenting on their review of the May 2005 Findings of Necessity Report.

December 22, 2005 – Email from Pinellas County following up on September 29, 2005 letter with follow-up comments related to their review of the May 2005 Findings of Necessity Report.

### 2006

April 2006 – Revised Blight Study based on City/County conversations and prepared by Real Estate Research Consultants.

October 10, 2006 – County staff report to County Resolution Number 06-191. Staff report notes that all deficiencies in Findings of Necessity Report had been rectified over past year. Staff report recommends Resolution 06-191 with the following understanding. *“Since the City*

*Commission action in City Resolution Number 2005-14 was based on the initial, deficient Blight Study and included the Dolphin Village area, the St. Pete Beach City Commission will need to approve the amended District boundaries and the revised Blight Study dated April 2006, before proceeding to the next steps in the process in developing a community redevelopment program". (Note: It does not appear that the City adopted the revised Blight Study noted above)*

October 10, 2006 – County adopts Resolution Number 06-191 delegating certain authority and powers conferred to them by the Community Redevelopment Act of 1969.

## **2008**

June 18, 2008 – Planning Commission discussed the process to enact a Community Redevelopment Plan.

July 23, 2008 – Planning Commission approves a finding for determination of consistency of the CRA.

October 2008 – Initial comments provided by Pinellas County based on their review of the Community Redevelopment Plan.

November 12, 2008 – Letter from Pinellas County Planning Director to City Manager commenting on their review of the Community Redevelopment Plan.

## **2009**

April 13, 2009 - Letter from Pinellas County Planning Director to City Manager further commenting on their review of the Community Redevelopment Plan.

June 19, 2009 - Letter from Pinellas County Planning Director to City Manager further commenting on their review of the Community Redevelopment Plan.

December 11, 2009 – City Attorney provides a memo outlining procedural requirements.

## **2010**

January 4, 2010 – City Resolution 2010-01 proposing adoption of a Community Redevelopment Area Plan.

June 29, 2010 - Letter sent by City to taxing authorities advising of intent to adopt Resolution 2010-21. Letter was signed by Planning Director and sent to Pinellas County Health Department, Pinellas County Administrator, Pinellas County Juvenile Welfare Board, Pinellas Planning Council, Southwest Florida Water Management District, Pinellas County Public Schools, Pinellas County EMS, and Pinellas County Public Works Department.

July 1, 2010 – Letter from City to Pinellas County advising of intent to adopt Resolution 2010-21 designating the St. Pete Beach City Commission as the Community Redevelopment Agency for the proposed Community Redevelopment Area.

July 13, 2010 – City Resolution 2010-21 finding the necessity to create a Community Redevelopment Agency and providing for designation of the City Commission as the Community Redevelopment Agency.

September 16, 2010 - City Attorney provides a memo outlining procedural requirements.

November 22, 2010 - Letter sent by City to taxing authorities advising of intent to adopt Resolutions 2010-32 ratifying the Findings of Necessity Report and Resolution 2010-33 approving the Community Redevelopment Plan. Letter was signed by Planning Director and sent to Pinellas County Health Department, Pinellas County Administrator, Pinellas County Juvenile Welfare Board, Pinellas Planning Council, Southwest Florida Water Management District, Pinellas County Public Schools, Pinellas County EMS, and Pinellas County Public Works Department.

