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COMMISSION MEETING CITY OF ST. PETE BEACH

155 Corey Avenue

Tuesday, December 15, 2015

6:00 PM

Call to Order
Pledge of Allegiance
Invocation
Roll Call

REGULAR MEETING

1. **Presentations** - Presentations shall be limited to 5 minutes for non-city government related items.
 - a. **Montessori by the Sea Chorus**
2. **Changes to the Agenda** - Any agenda items to be added, moved, or deleted will be addressed at this time. Added items will be assigned agenda item numbers and moved items should remain with the same item numbers. Notation will be made that those items will be taken out of order. Consent items may be removed for discussion, changes, and/or anticipation of a non-unanimous vote and considered separately on the request of anyone on the Commission or by a majority vote of the City Commission upon request of an audience member.
3. **Audience Comments** - Comments shall be limited to 3 minutes per person to issues not on the agenda, 21 minutes in total.
4. **Recess for Community Redevelopment Agency (CRA) Meeting.**
5. **Reconvene Commission Meeting.**
6. **Consent – No items submitted at this time.**

7. Action Items

- a. Authorization for the City Commission to accept the Community Redevelopment Plan dated December, 2015 and send the Plan to Pinellas County for a Board Workshop prior to adoption.**
- b. Authorization for the City Manager to solicit construction services for remodeling the working area in the current library building and the purchase of modular furnishings for the improved work area.**
- c. Authorize the City Manager to approve a change order to the purchase agreement with TLC Diversified, Inc. for the Rehabilitation of Pump Station #2 in the amount of \$142,612.51.**
- d. Authorize the City Manager to enter into a purchasing agreement with Wharton-Smith, Inc. for \$1,078,000 for the reconstruction of wastewater Pump Station #3.**
- e. Authorize the City Manager to enter into a purchasing agreement with Rowland, Inc. for \$641,406 for the replacement of Force Main #3.**
- f. Authorize the City Manager to generate a purchase order for Cribb Philbeck Weaver Group (CPWG) for \$685,194 to provide engineering design services for the second/south phase (1st Avenue to 19th Avenue) of the Pass-A-Grille Way Reconstruction Project.**

8. Ordinances

- a. Ordinance 2015-28, an ordinance of the City of St. Pete Beach, Florida providing for a supplemental appropriation to the General Fund for fiscal year ending September 30, 2015, providing for funding, providing for an effective date.**
- b. Ordinance 2015-22, Public Hearing and Adoption of Land Development Code changes for compliance with Ordinance 2015-05; Settlement Agreement.**

9. Resolutions

- a. Resolution 2015-14, a resolution of the City of St. Pete Beach, Pinellas County, Florida declaring as surplus certain vehicles and equipment and authorizing the City Manager to dispose of said assets in the manner required by law.**

10. Items for Discussion – No items submitted at this time.

11. Audience Comments 2 - Comments shall be limited to 3 minutes per person to issues not on the agenda, 21 minutes in total.

12. City Clerk, City Manager, City Attorney and City Commission Reports

13. Adjournment

APPEAL: If a person decides to appeal any decision made at this meeting, he/she will need a record of the proceeding and, for such purpose, will need to ensure that a verbatim recording of the meeting is made that includes the testimony and evidence on which to base the appeal. (Florida Statute 286.0105) The City does not furnish verbatim transcripts. Interested parties should make the necessary arrangements for verbatim transcripts.

AMERICANS WITH DISABILITIES ACT: In accordance with the Americans with Disabilities Act and Florida Statutes, Chapter 286.26, persons needing special accommodations to participate in a meeting should contact City Hall at (727) 367-2735 no later than four (4) days prior to the meeting for assistance.

**The public is cordially invited to attend this meeting.
All agenda material is available for review at City Hall.**

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COMMUNITY REDEVELOPMENT AGENCY MEETING

CITY OF ST. PETE BEACH

155 Corey Avenue

Tuesday, December 15, 2015

6:00 PM

Call to Order

Roll Call

1. Action Items

- a. Authorization for the Community Redevelopment Agency (CRA) to submit to the governing authority recommendations concerning the Community Redevelopment Plan and transmit Plan to the taxing authorities.**

2. Adjournment

APPEAL: If a person decides to appeal any decision made at this meeting, he/she will need a record of the proceeding and, for such purpose, will need to ensure that a verbatim recording of the meeting is made that includes the testimony and evidence on which to base the appeal. (Florida Statute 286.0105) The City does not furnish verbatim transcripts. Interested parties should make the necessary arrangements for verbatim transcripts.

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**The public is cordially invited to attend this meeting.
All agenda material is available for review at City Hall.**

St. Pete Beach Community Redevelopment Agency Agenda Report

Issue Considered: Authorization for the Community Redevelopment Agency (CRA) to submit to the governing authority recommendations concerning the Community Redevelopment Plan and transmit Plan to the taxing authorities.

Date: December 15, 2015

Prepared By: Jennifer Bryla– Community Development Director

Through: Wayne Saunders – City Manager

Summary of Issue The City of St. Pete Beach has been working toward establishing a Community Redevelopment Area Plan and ultimately establishing a Tax Increment Financing Area, consistent with Florida Statutes Chapter 163 and the Growth Management Act. This establishment will further the goals and objectives outlined in the Comprehensive Plan for redevelopment and alleviate identified blighted conditions.

The CRA reviewed the Plan at the December 1st public meeting and made the determination to continue to the December 15th public meeting in order to provide staff additional time to incorporate recommended changes offered by Pinellas County. The attached plan dated December 2015 incorporates those comments on pages 70 in addition to the previous additions that are documented in an underline/strikethrough format.

The authorization by the CRA to send all comments from themselves and the LPA to the governing authority for adoption is one of the last steps prior to sending to the County for review. The LPA reviewed the Plan on November 10 and reaffirmed their vote on November 16th. The LPA convened once again on November 30th and held a public hearing to determine if the Plan conformed with the City's Comprehensive Plan. They determined that it did in a unanimous vote. Their signed recommendation is included in this packet for your review. Upon review by the CRA, notice will be sent to all the City's taxing authorities as required by FS 163 prior to adoption of the CRA Plan by the City Commission.

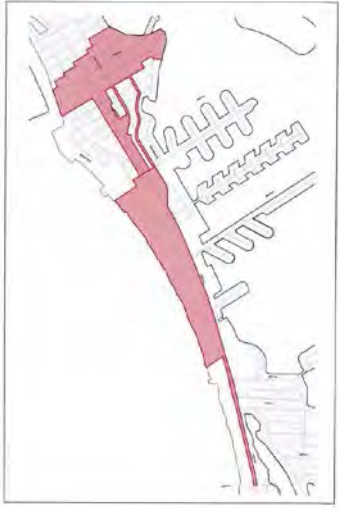
Requested Motion: "I move to authorize the CRA plan as dated December 2015 to be transmitted to the Taxing Authorities for review and comment, consistent with FS 163.360, and transmit to the Governing Authority for adoption."

Attachment:

Staff Report, CRA Plan and LPA finding

**Reviewed by the
City Manager**

WS

	St. Pete Beach Community Redevelopment Agency 155 Corey Avenue St. Pete Beach, FL 33706 727-367-2735
12/15/15	
Type of Application Community Redevelopment Area Plan Applicant City of St. Pete Beach Location Generally south of 77th Avenue and north of the 45th Avenue. Commission Districts District 1,2 & 3 Project Planner Jennifer Bryla, AICP Requested Actions •Approval of the LPA's determination of the plan, dated November 2015, indicating conformity with the City's Comprehensive Plan. •Authorization to transmit to governing body and taxing authorities. Staff Recommendation Approval Planning Board Public Hearing November 30th, 2015 determined conformity with the City's Comprehensive Plan. (5-0)	 ITEM SUMMARY: The City solicited the skills of Tindale Oliver to formulate a Community Redevelopment Area Plan (CRA Plan) for the area identified in the Finding of Necessity Study. The subject area covers approximately 135 acres. The attached plan is the result of that effort. The Finding of Necessity study, which is regulated by Florida Statute 163.355, was originally completed in 2005 by Real Estate Research Consultants and was later amended at the request of the Pinellas County Board of County Commissioners in 2006. The CRA Plan “sets the table” in a proactive stance to properly guide future development and growth in the City. The CRA Plan continues to build on the infill and redevelopment strategies found in the Comprehensive Plan. PUBLIC NOTICE: Notice of public hearing has been advertised as required by State Statutes. As of the date of this report, one written comment has been received in opposition to the Ordinance as written. Oral and written comments may be presented at the public hearing. COMPREHENSIVE PLAN/LAND DEVELOPMENT CODE: The proposed Plan is consistent with the City of St. Pete Beach's

Findings In its review of the proposed plan staff has determined: 1. The proposed application is consistent with Florida Statutes. 2. The proposed plan is consistent with the Pinellas County Regional Policy Plan. 3. The proposed plan is consistent with the St. Pete Beach Comprehensive Plan. 4. The proposed plan is consistent with the intent of the LDC. 5. The proposed plan is consistent with the Findings of Necessity adopted unanimously via Resolution 2013-09.	Comprehensive Plan. The CRA Plan contains criteria that will help facilitate Goal 2 and Objective 2.1 of the City's Comprehensive Plan, which requires: Goal 2 The City shall ensure that the residential character of the City of St. Pete Beach is maintained and protected while: • Maximizing the potential for economic benefit resulting from the tourist trade and the enjoyment of natural and man-made resources by residents and visitors alike. • Minimizing the threat to health, safety, and welfare posed by hazards, nuisances, incompatible land uses, and environmental degradation. • Maintaining the community's recreation, open space and beaches. Objective 2.1 The integrity and quality of life throughout the City, including existing residential neighborhoods, as well as core commercial and resort areas, will be maintained through the enforcement of the land development regulations and shall be encouraged to be improved, and for those properties experiencing blighting conditions such as deterioration, degradation, and distress shall be encouraged to redevelop through the use of land development regulations and other incentives, in accordance with the Future Land Use Element. The CRA Plan will also augment the criterion that is in the Land Development Code specifically for Division 39, Community Redevelopment District General Standards. BACKGROUND: The Community Redevelopment Area was "birthed" out of a desire by the City to attract redevelopment within the designated plan area as recommended by a consulting firm in 2003. The master planning process provided multiple community forums for discussing the issues and opportunities in St Pete Beach specifically focusing on the critical resort area and the commercial properties along Corey. The process underscored the danger of "doing nothing" and emphasized that without a proactive plan to renew these assets, there is significant risk they may languish and ultimately threaten the long term vitality of the St. Pete Beach community. As the City moved forward with the designation of a Community Redevelopment Area afforded by the Community Redevelopment Act, the first step was to complete a Finding of Necessity report that would identify any areas of distress or lack of re-investment. To meet the statutory requirements to be designated as a redevelopment area, the Community Redevelopment Act requires that the proposed CRA fulfill at least two of the 14 blighting criteria. The term blight is a statutory term and does not constitute an impoverished or "slum" area but merely an area that meets the two of the criteria identified in the statute. The conditions of blighting that were identified were the following: • Inadequate street layout, parking facilities, roadways, bridges or public transportation facilities - Though traffic capacity is not a significant issue in the CRA, traffic safety is. There are insufficient or substandard bicycle and pedestrian facilities that provide safe passage along Gulf Boulevard. Pedestrians
---	--

crossing Gulf Boulevard from a transient lodging facility or a restaurant to a retail area are reduced to use the center turn lane as a pedestrian refuge and they negotiate the oncoming traffic. Frequent driveway cuts along the corridor further expand the hazardous conditions. Because of inadequate parking/loading areas, delivery trucks frequently use the center turn lane as an unloading area.

• **Faulty lot layout in relation to size, adequacy, accessibility, or usefulness** – The commercial area of the CRA are obsolete because of too small or non-conforming development sites, structure placement and access. The majority of the lots within the CRA are platted to old, residential standards of 50 feet by 110 feet or multiples thereof. The size of a typical new commercial building ranges from 3,500 square feet to 10,000 square feet. Commercial structures cannot be constructed with on-street parking as their primary means, on what is essentially a residential lot. Establishments that choose to build on these small lots impact neighboring residential properties because of their proximity without adequate buffering. The older building stock does not meet modern site and design standards. Seventy-one percent of the 133 commercial properties in the CRA were constructed prior to 1971; only 6% were constructed after 1990.

• **Unsanitary or unsafe conditions** - As referenced previously, the CRA enjoys significant (tourist) pedestrian traffic, however, the substandard pedestrian infrastructure has created hazardous conditions. Pedestrians do not have an adequate amount of medians or clearly marked pedestrian crossings to provide safer passage while crossing Gulf Boulevard.

• **Deterioration of site or other improvements** – Code violations among the numerous residential rental properties within the CRA have created safety concerns. Many of the residential properties are deteriorating or are unoccupied. The CRA represents approximately 7% of the parcels in the City of St. Pete Beach; however the properties represent approximately 24% of the code violations cases. The structures are typically not up to current building standards, the interiors do not comply with current flood-prevention standards. The structures continue to fall into further disrepair.

• **Inadequate and outdated building patterns** – The housing stock, most of which are multi-family rental units, is considered to be in marginal condition. As noted previously, nearly three-fourths of the commercial structures were built before 1971, and built upon land that was primarily platted for residential development, thus lacking adequate space for on-site parking and loading as well as providing adequate buffering from adjacent properties.

These conditions were addressed in the City Commission Resolution No. 2005-14, which contained the legislative findings that the conditions in the designated area met the criteria. The Findings were then amended by Pinellas County after determination was made the no blighting conditions

were found in the area of “Dolphin Village”. The boundary of the study was then revised and adopted through Resolution No. 2013-09 by unanimous vote.

The Plan as required by the Community Redevelopment Act outlines those Capital Improvements Projects that include both short and long term projects, which will be funded over the entire 30-year time frame of the CRA. The Capital Costs identified in the CRA Plan are items that are intended to address the blighted conditions and may include a variety of items for that purpose. These increment revenue capital costs are those that cannot be located in the City’s general revenue capital costs. Those items that are typically included in the City’s general revenue CIP are those things that relate to normal day to day infrastructure needs of our citizens. The increment revenue CIP are those items strictly for the improvement as outlined in the Plan. The CRA Plan’s focus is to ultimately create an active mixed use development area that will complement our existing residential areas and serve the needs of the residents and guests alike for years to come.

PLANNING BOARD:

The Planning Board made a determination of conformity with the City’s Comprehensive Plan on November 30th, 2015. (5-0) Several citizens had the opportunity to speak and issues were taken into consideration and addressed.

JUSTIFICATION / TECHNICAL REVIEW:

As outlined in Florida Statutes 163.340-380 the City of St. Pete Beach has followed all of the criteria for the creation of a Community Redevelopment Agency and the creation of a Community Redevelopment Plan that responds to the Finding of Necessity. The CRA Plan also specifically works toward implementation of the Goals and Objectives that are found in the Comprehensive Plan as discussed above and the objectives of the Community Redevelopment District as is found in the Comprehensive Plan and Division 39 of the Land Development Code.

Consistency with County wide Plan for Pinellas County

The CRA Plan is consistent with the County wide Plan for Pinellas County, specifically the mixed use strategies that are present in the Centers and Multi-modal Corridors. Land Use Goal 2.0: Areas of Growth and Stability states “Effective redevelopment planning will build upon the existing development pattern, preserving the character of established neighborhoods while channeling higher-density and -intensity growth into appropriate centers and corridors where multimodal transportation infrastructure exists or is planned.”

STAFF RECOMMENDATION:

Upon review of the above guiding documents for the City of St. Pete Beach,

staff recommends approval of the Community Redevelopment Area Plan.

Attachment A

The CRA Plan dated December 2015

Q:Community development/boards and committees/city commission/staff reports/CRA Plan Adoption

ST. PETE BEACH COMMUNITY REDEVELOPMENT AREA PLAN

DRAFT –December 2015



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EXECUTIVE SUMMARY

The City of St. Pete Beach has taken a proactive approach to properly guide future development and to establish a Community Redevelopment Area, which builds upon the City's infill and redevelopment strategies identified within its Comprehensive Plan and its Community Redevelopment District (CRD) Plan. As a result of a desire to jumpstart redevelopment within the Downtown core and the Gulf Boulevard resort tourist area, the City of St. Pete Beach initiated a Finding of Necessity Study (herein referred to as the "Finding Study") pursuant to Chapter 163, Part III, Florida Statutes (F.S.), which was originally adopted in 2005, to identify blight conditions within the proposed St. Pete Beach Community Redevelopment Area (herein referred to as the "CRA"). The City Commission adopted Resolution 2005-14 on June 28, 2005, which stated that due to the presence of conditions identified within the Finding Study, the City Commission found that the proposed CRA did, in fact, contain conditions of blight as defined in Section 163.340, F.S. These findings by the City Commission authorized officials to take the appropriate actions as required to obtain the necessary delegation of redevelopment powers from Pinellas County, pursuant to Section 163.410, F.S.

The Pinellas County Commission (herein referred to as the "Pinellas BCC") adopted Resolution 06-191 delegating authority to the St. Pete Beach City Commission to create a Community Redevelopment Agency (herein referred to as the "Redevelopment Agency") and begin the process of creating a Community Redevelopment Plan (herein referred to as a "CRA Plan") to pursue redevelopment within the CRA (see Figure 1-1: Aerial Location Map). Resolution 06-191 required a modification to the CRA Boundary and a subsequent update to the analysis within the Finding Study as a result of this change. The revised report was completed in April 2006. On July 13, 2010, the City Commission passed Resolution No. 2010-21, which created the Community Redevelopment Agency, with the City Commission sitting as the governing body. On July 9, 2013, the St. Pete Beach City Commission adopted Resolution No. 2013-09, which ratified City Resolution 2005-14, subject to the revised boundary approved in Pinellas County resolution 06-191. This action (approval of Resolution 2013-09) which validated the delegation of authority from Pinellas County to pursue community redevelopment and ratified City Resolution 2010-21, which created the Redevelopment Agency. Following adoption by the City Commission, the Plan was sent to Pinellas BCC for review and approval, and if authorized, allowing for the establishment of the Redevelopment Trust Fund.

The City initiated the development of this CRA Plan to identify capital improvements, programs, and initiatives that would encourage redevelopment and eliminate the blighted conditions identified within the adopted Finding Study. These conditions included the following:

1. Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities [Section 163.340 (8)a, F.S.]
2. Faulty lot layout in relation to size, adequacy, accessibility, or usefulness [Section 163.340 (8)c, F.S.]
3. Unsanitary or unsafe conditions [Section 163.340 (8)d, F.S.]
4. Deterioration of site or other improvements [Section 163.340 (8)e, F.S.]
5. Inadequate or outdated building patterns [Section 163.340 (8)f, F.S.]

This Plan addresses the blight identified in the Finding Study and sets the stage for a series of short- and long-term redevelopment activities for new development that can instill civic pride and encourage economic development. These activities will help create a sense of place by improving/upgrading public infrastructure and facilities, more seamlessly

connecting the downtown and tourist areas along Gulf Boulevard and investing in unique and innovative programs and initiatives focused on placemaking activities and business assistance programs.

The CRA contains two major planning districts, the Downtown Redevelopment District and the Gulf Boulevard Redevelopment District, each of which has unique characteristics and redevelopment needs (See Figure 1-2: CRA District Map). These districts, as well as a series of smaller sub-areas, were established with the completion of the CRD Plan in 2008. The Downtown Redevelopment District contains the traditional downtown core of St. Pete Beach centered on Corey Avenue. This district contains many of the physical elements of a successful Downtown, but a lack of public/private investment in the area has left it struggling in the face of other competing towns along the West Coast of Florida. The Gulf Boulevard Redevelopment District contains the largest concentration of hotels and resorts within the City of St. Pete Beach, and its success is crucial to that of the city as a tourist destination. As identified within the Finding Study, the continued success of the Gulf Boulevard Redevelopment District as a tourist destination will require the upgrading and redevelopment of many of the resort properties to compete with other nearby destinations that have more modern amenities and accommodations. In addition, the Gulf Boulevard Redevelopment District is also in need of commercial revitalization and redevelopment and infrastructure improvements (particularly bike/pedestrian safety enhancements) that, together, will help to reinvigorate the area as a year-round designation for tourists from around the region and the world.

The Conceptual Diagram shown on the following pages identifies the major capital improvements that have been identified within the CRA Plan. This Plan is intended to serve as a framework for guiding development and redevelopment over the next 30 years. This 30-year duration is necessary due to the extent of infrastructure improvements and the low-increment revenue projections, which will take nearly 10 years to start realizing appreciable revenue increment to use to leverage other funding sources for the improvements. The Community Redevelopment Trust Fund (herein referred to as the "Redevelopment Trust Fund") will if authorized, would be established to receive grants, gifts or tax increment revenues generated by redevelopment activities to implement the Plan.

The Capital Improvements Plan for the CRA Plan includes a variety of projects that will transform the CRA over time. These include both short and long term projects, which will be funded over the entire 30-year timeframe of the CRA. The projects generally include the following:

- Burying of existing utilities along the major corridors throughout the CRA
- Development of a waterfront boardwalk
- Streetscape and mobility improvements in both the Downtown and along Gulf Boulevard Redevelopment Districts
- Development of public parking facilities (surface parking lots, on street parking and/or parking garages) in both the Downtown and Gulf Boulevard Redevelopment Districts¹
- Design and implementation of wayfinding signage throughout the CRA
- Design and construction of unique gateway features for the CRA
- Park and open space improvements

¹ Prior to the allocation of any County TIF revenues for a parking garage in either the Downtown or Gulf Boulevard Redevelopment District, the County reserves the right to approve or not approve the allocation of County TIF.

Continued on page IX

Figure 3-6: Redevelopment Plan Conceptual Diagram





Figure 3-7: Conceptual Diagram - Downtown Redevelopment District



*This diagram site references specific projects in the CRA, but they have implications throughout the CRA.

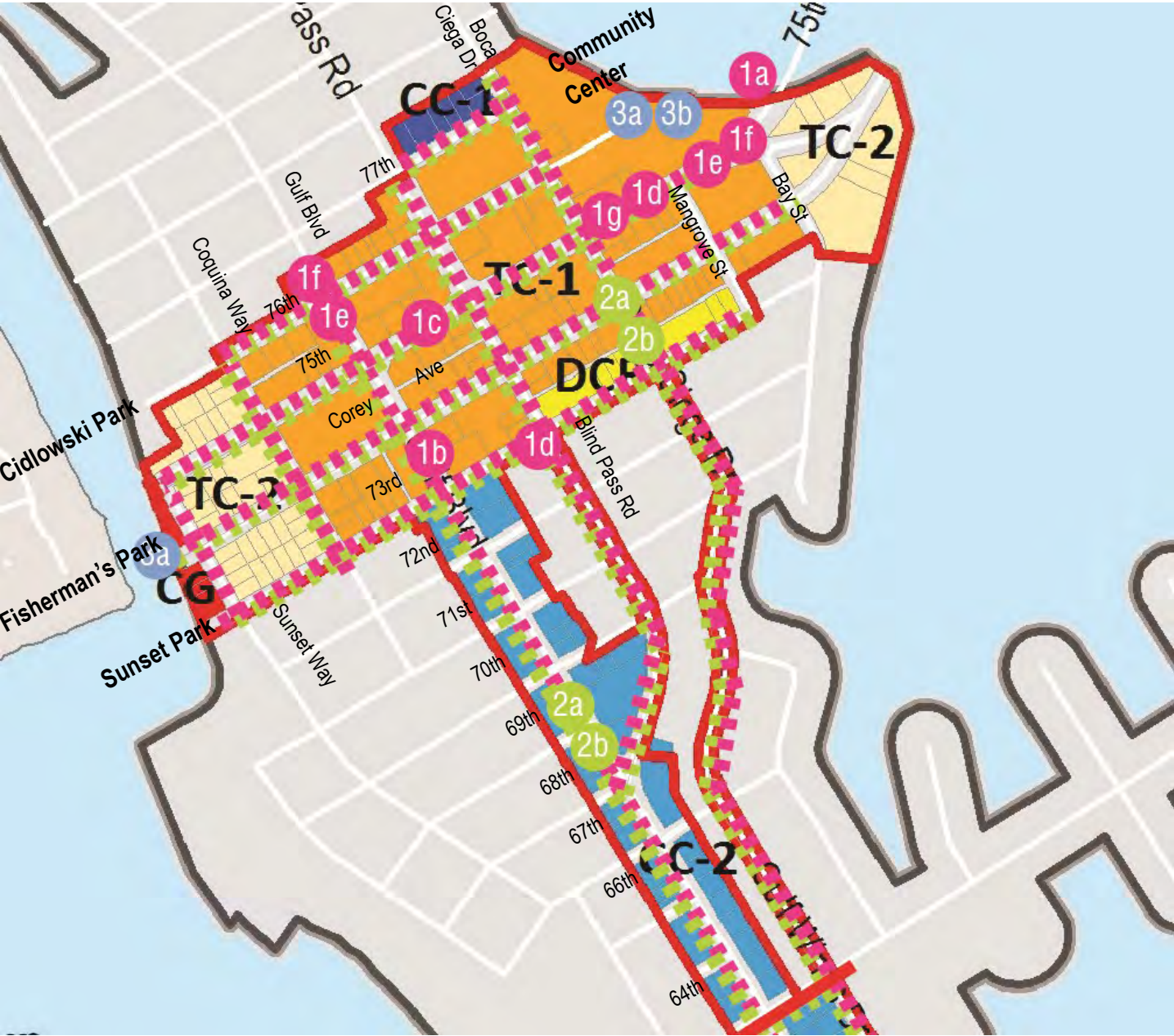


Figure 3-8: Conceptual Diagram - Gulf Boulevard Redevelopment District



*This diagram site references specific projects in the CRA, but they have implications throughout the CRA.



In addition to the capital projects listed above, there are a number of non-capital projects and programs also included

within the plan which are intended to encourage economic development within the CRA. These projects and programs include, but are not limited to marketing and branding initiatives, development incentives, business assistance programs (grants, low interest loan programs, façade grants, etc.), land acquisition, special events development and promotion, and Redevelopment Agency administration costs. These projects and programs, in tandem with the capital investments listed above, will create an environment ripe for redevelopment and help to encourage private sector investment that will help transform the CRA.

As required by Florida Statutes the CRA Plan includes a Capital Improvements Plan (CIP) which contains order of magnitude costs for all proposed capital improvements that are planned during the implementation of the plan. These cost estimates are broken down by short term (1-5 years), mid-term (6-15 years), and long-term (13-30 year) timeframes. The projected capital and non-capital cost for each timeframe is summarized below:

- ~~Short Term—(1-5 years) - \$18,781,592~~ \$950,000
- Mid-Term—(6-15 years) - ~~\$45,990,528~~ \$19,807,943
- Long Term (16-30 years) - ~~\$40,219,137~~ \$55,998,028
- Total cost estimate over the 30 year period—\$76,755,971

In order to determine the potential revenue that could be generated by the CRA, a market analysis and TIF projections were completed for the life of the CRA. The market analysis determined that the CRA has significant economic growth potential given its unique attributes in comparison to the Tampa Bay Region. TIF projections were generated for short-term (1-5 years), mid-term(6-15 years), and long-term (16-30 years) timeframes. The cumulative estimates for each of these timeframes are summarized below:

- Short Term—(1-5 years) - \$758,092
- Mid-Term—(6-15 years) - \$12,699,406
- Long Term (16-30 years) - \$62,724,009
- Total estimated revenue over the 30 year period—\$76,181,507

The comparison of potential increment revenue with the projected capital costs reveals that there is projected to be a funding shortfall of approximately ~~\$28,809,750~~ \$574,464 over the life of the plan. This represents less than 1% of the overall budget for the 30 year plan period. It is expected that ultimately that a variety of funding mechanisms will be used to complete projects identified in the CRA Plan, which may include special assessments, general revenue, grants, impact fees, local option sales tax (LOST), public private partnerships and other means as they may become available during the life of the CRA. The Redevelopment Agency will prioritize projects and funding sources as appropriate to implement the CRA Plan with the goal of maximizing the impact of redevelopment to eliminate blighting conditions and to encourage economic development.

CHAPTER 1:

Initiating Redevelopment



1.1 BACKGROUND

On August 30, 2013, the City of St. Pete Beach retained Tindale-Oliver & Associates, Inc. (TOA) as lead consultant in cooperation with its sub-consultant, Urban Development and Mobility Solutions (UDMS), to assist in completing the CRA Plan based on the existing Finding Study that was adopted in July 2013 (Resolution 2013-09). In addition to the completion of the Plan, TOA and UDMS were also contracted to work with City staff to negotiate with Pinellas County regarding the adoption of the tax increment revenue district. The purpose of this document is to plan for the redevelopment of the St. Pete Beach Community Redevelopment Area (herein referred to as “CRA”) for the next 30 years. The Plan represents a community-based effort to shape the future of the CRA through strategic investments aimed at eliminating conditions of blight and ensuring long term prosperity for the area. Figure 1-1 is an Aerial Location Map that shows the CRA area.

The CRA is confined to a specific area along and adjacent to Gulf Boulevard and Corey Avenue within the city of St. Pete Beach in Pinellas County, Florida, and is organized in two planning districts: the Downtown Redevelopment District and the Gulf Boulevard Redevelopment District (see Figure 1-2, CRA District Map).

- The Downtown Redevelopment District includes the city's traditional Downtown area bounded by the Intercoastal Waterway/Boca Ciega Bay to the east, 64th Avenue to the south, the Gulf of Mexico/Blind Pass Channel to the west, and 77th Avenue to the north. The area includes the commercial properties fronting Gulf Boulevard from 73rd Avenue south to the intersection of 64th Avenue, includes the southern leg of the Blind Pass Road corridor beginning north of the Downtown Core from 77th Avenue to Gulf Boulevard, and the Gulf Winds Drive/Boca Ciega Drive roadway corridors.
- The Gulf Boulevard Redevelopment District is primarily a hotel/motel tourist district that includes properties on the west side of Gulf Boulevard bounded by 47th Avenue to the south and 64th Avenue to the north. In addition, the Gulf Boulevard Redevelopment District includes the right-of-way of Gulf Boulevard heading south from generally 46th Avenue to 37th Avenue.

The CRA is approximately 196 acres, which is 14 percent of the total city's land area of 1,408 acres. Figure 1-3 shows the CRA area in comparison to the city limits as a whole.

The St. Pete Beach City Commission originally recognized that blighting conditions exist within the Downtown Redevelopment District and Gulf Boulevard Redevelopment District as early as 2003 after the Master Plan Visioning Process. These conditions have only continued to worsen, contributing to the spread of vagrancy, crime, vacancy, disinvestment, and abandonment of businesses and properties in core commercial and resort areas. The City of St. Pete Beach has been in the process of planning for a successful redevelopment of its Downtown and the Gulf Boulevard tourist and commercial areas and has undertaken a number of efforts, including, but not limited to, the following:

- **Community Redevelopment District (CRD) Plan**—This CRD Plan is a Special Area Plan (SAP) originally adopted in 2008 to identify specific Goals, Objectives, and Policies to encourage redevelopment within the designated area. The CRD included the CRA area as well as, surrounding areas. The CRD Plan includes an overall development vision for the area and detailed recommendations addressing use, density/intensity, and urban design. This CRA Plan builds upon the intent and vision of the CRD Plan, and many of the identified projects and programs proposed within the CRA Plan will, through their implementation, address many of the objectives of the CRD.
- **Comprehensive Plan**—The St. Pete Beach Comprehensive Plan lays out the land use and redevelopment vision for the

entire city and includes Goals, Objectives, and Policies designed to encourage long-term prosperity through infill and redevelopment projects, smart infrastructure investment, and green initiatives to improve the environment. The Comprehensive Plan includes the policies and land use recommendations identified within the CRD. Appendix C E of this CRA Plan includes a summary of Comprehensive Plan Objectives and Policies consistent with the creation and implementation of the CRA.

ABOUT ST. PETE BEACH

Located on Florida's west coast barrier islands in Pinellas County, St. Pete Beach has a history of quality residential living complemented by a vibrant hotel and resort economy. The City was incorporated in 1957 with the consolidation of four towns Pass-a-Grille, Don CeSar, Belle Vista, and St. Petersburg Beach. St. Pete Beach celebrated its 50th anniversary in 2007.

According to the 2012 U.S. Census estimate, the population of St. Pete Beach is 9,391, which is a 0.5% increase over the 2010 Census. 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. With one of the largest concentrations of hotels in Florida, tourism is vital to the economic health and success of the St. Pete Beach community. This family-oriented beach community includes a mixture of small and large resort hotels, condominiums, single-family residences, offices, and commercial facilities. The resort areas and other commercial development are concentrated along Gulf Boulevard.

DEVELOPMENT WITHIN THE CRA

St. Pete Beach has long served as a major tourist destination within the region, but over the last 25–30 years, it has struggled to encourage the type of new development and redevelopment that will help reposition it to compete with more modern tourist destinations. 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 region and the state. Most of the existing hotel and motel properties in the CRA were built in the 1940s and 1950s, and do not offer the types of modern amenities that tourists now expect. Some of the last major resort construction included the Sirata Hotel in 1989 and the Postcard Inn, which opened in 2005 as a major renovation of the Travelodge motel. The age and the physical and economic deterioration of many hotels and resorts within the CRA is keeping many of the remaining hotel properties from reaching their full potential.

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. Increasing property taxes and insurance premiums since 2004 has only served to accelerate the decline of the St. Pete Beach resort area. Since 2003, a few hotel/motels have closed, and more closures are possible if the deterioration continues. As in much of Pinellas County, there is a tension between the need for lodging for tourists and the demand for residential condominiums along the beach. While some of the pressure for residential has subsided as a result of the recession, an improving economy will bring renewed interest for more residential units.

In addition to the challenge of marketing dated hotels, St. Pete Beach, like other coastal communities, has been faced with increased State regulation in regards to development. Whereas State regulations were drafted to protect the coast of Florida and individuals from hurricane forces, tighter controls on development are frequently at odds with hotel viability. Because of the State's tight controls over the location of new construction delineated by the Coastal Construction Control Lines (CCL) and Preservation land use designations enacted after all of the hotels on St. Pete Beach were built, many of the hotels west of Gulf Boulevard have nonconforming densities and could not be rebuilt at their current density following a catastrophic event. If what exists cannot be redeveloped, hotel property owners have little incentive or ability to reinvest



Figure 1-1: Aerial Location Map



Figure 1-2: CRA District Map



Figure 1-3: Location Map within City Limits

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 their resort properties economically viable.

The few resort properties that have undergone redevelopment have been converted to residential condominiums that 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 in the city. If the hotels within the community continue to convert to residential condominiums, the economic feasibility of the tourism and resort industry will be undermined, and the commercial tax base of the City and the County will likely diminish. In addition, the shift to a more residentially-seasonal population will reduce commercial activity, particularly in the off-season. This could greatly affect the viability of commercial uses within the CRA and the overall quality of life for all the residents of St. Pete Beach.

In addition to the deterioration of resort properties, commercial areas within the entirety of the CRA also have been struggling. As documented within the Finding Study, many of the commercial areas are older and, as a result, do not meet the modern parking, size, and amenity standards required by modern retailers. In addition, the continued growth of the Gulf Boulevard roadway corridor has further reduced the size and usefulness of many commercial parcels, making redevelopment difficult. The Downtown Redevelopment District, centered on the city's traditional main street, Corey Avenue, also has struggled with redevelopment and occupancy of its commercial spaces. The City has worked with business and property owners to encourage new activity, but a lack of parking, the physical disconnection caused by major roadway corridors, and other constraints have challenged redevelopment in the core.

Although residential is somewhat limited within the CRA, there are a number of condominium buildings and some small multi-family developments that are currently occupied. Most of the residential development within the CRA is more than 25 years old, and, much like the resorts within the area, changes in flood insurance costs and construction requirements could impact current owners and inhibit the development of a healthy real estate market due to increased costs of ownership. Additionally, the increased cost of development may inhibit future development of residential uses within the CRA.

The CRA Plan includes specific projects and programs to help kick-start the process of redevelopment within the two districts of the CRA. As described in the remainder of this document and summarized in the Capital Improvements Plan budget in Chapter 6, resources from the Redevelopment Agency will need to be leveraged along with other funding sources to create long-lasting change within the CRA.

COMMUNITY INVOLVEMENT

Community input and direction for the CRA Plan were provided during the Plan Workshop conducted on November 19, 2013, as well as the Corey Avenue District Workshop held on November 20, 2013, at which elected officials, City staff, and citizens came together to continue the discussion of St. Pete Beach's Vision for the future of their downtown and tourist area. These interactive workshops were the initial step in the visioning process and developing a unified strategy to overcome barriers, such as the economic vitality and redevelopment potential of the Downtown core and the tourist industry.

1.2 FINDING OF NECESSITY OVERVIEW

The completion of the Finding Study documents the existence of conditions required to designate a CRA. The City of St. Pete Beach Redevelopment CRA Blight Study concluded the CRA is considered a "Blighted Area," which constitutes an

area that is injurious to the public health, safety, morals, and welfare of the residents, as specified in Section 163.335 (1) and 163.340 (8), F.S. (2013), based on the physical, economic, and regulatory conditions and government-maintained statistics.

From the 14 criteria, of which 2 or more conditions are required to be considered a “Blight Area,” the following 5 conditions were documented in the adopted Finding Study to exist within the CRA:

1) *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 CRA comprises 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/75th Avenue/Blind Pass Road intersection. This intersection is the primary traffic obstruction in the CRA and needs to be reorganized. Other solutions would require major infrastructure changes, including acquiring private property to increase roadway rights-of-way.

Driveways and curb cuts along Gulf Boulevard are not consolidated. In as little as 100 feet, 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 and delivery workers.

Gulf Boulevard is the signature street for both St. Pete Beach and the CRA, but the road functions solely as a vehicle mover. The main thoroughfare of the CRA has an outdated transportation network, including inadequate streetscape, transit facility, 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 St. Pete Beach Access County park and other on-street parking areas, there are no public surface parking lots or garages in the CRA. Overall, the existing infrastructure does not provide adequate connections between resort properties and the Downtown 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 CRA 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 75th 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 the Finding Study 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.

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

The CRA is not an area of open land that can be easily reconfigured. The CRA 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 CRA 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 use 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 CRA are largely economically dysfunctional or deteriorated because they do not meet contemporary design and investor requirements. The current commercial properties on Gulf Boulevard from approximately 60th Avenue to 73rd Avenue are about 110 feet 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 Boulevard has been incrementally widened, this issue has been exacerbated. This phenomenon has also taken place on Blind Pass Road from 76th Avenue to approximately 80th 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 require 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 CRA 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.

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

The CRA 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 roads within the CRA.

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 no matter what 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 CRA 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 limited 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.

Whereas there are no septic systems in the CRA, there are still sanitary sewer issues. Wastewater pipes in the CRA were installed more than 50 years ago, and most lines in the area comprise 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 CRA's proximity to the Gulf of Mexico and the Boca Ciega Bay and the low elevation of the CRA, 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 pooling 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 CRA. The northern section of the CRA 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.

4) *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 CRA 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 CRA 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 CRA. Sanitary sewer pipes in the CRA 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.

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

Inadequate and outdated building patterns are prevalent in the CRA 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 CRA. Contemporary design and regulatory practices are violated by conditions in the CRA, 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 that create undesirable design
- Comprehensive Plan and State regulations based on hurricane evacuation are at odds with redevelopment.
- Planned density is 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.

The information specified in the Finding of Necessity Report is adequate by the criteria specified in Section 163.340 (8), F.S., (2013) to acknowledge blight within the CRA.

1.3 INTENT OF THE COMMUNITY REDEVELOPMENT PLAN

The CRA Plan is intended to serve as a framework for guiding development and redevelopment of the CRA over the next 30 years. This Plan incorporates the strategies identified for the Downtown and Gulf Boulevard during the City's CRA Workshop on November 19, 2013, as well as redevelopment objectives, programs, and capital projects to be undertaken to reverse blighting trends within the CRA. This Plan addresses financing and implementation strategies as well as management and administration opportunities. These strategies will continue to be refined as they are implemented. It is clearly intended that private investments, special assessments and other revenues may need to be used in conjunction with available increment revenues to achieve stated goals. While based on the most accurate data available, the various strategies and costs identified in this Plan will require additional study and action by the Redevelopment Agency as specific projects are initiated, refined, and implemented.

The Plan's focus is to transform the CRA from its current deteriorated condition into two distinct core planning areas that are unique in character and yet linked physically, economically, and socially. The intent of the Downtown Redevelopment District of the CRA is to create a vibrant mixed-use downtown core that maintains its primary focus on providing government, business, retail, and entertainment services to residents and tourists with opportunities for temporary lodging and secondary residential uses to create a live, work, shop, dine, and entertainment activity center.

The intent of the Gulf Boulevard Redevelopment District of the CRA is to revitalize and redevelop the city's large resort properties and transform Gulf Boulevard into a multimodal corridor that is safe and aesthetically pleasing for both residents and tourists in a way that conveys the city's image as a premier quality residential community and a quality resort destination.

1.4 LEGAL BOUNDARY DESCRIPTION OF CRA

The CRA is confined to a specific area along and adjacent to Gulf Boulevard and Corey Avenue within the city of St. Pete Beach in Pinellas County, Florida, and is organized in two districts: the Downtown Redevelopment District and the Gulf Boulevard Redevelopment District. The Downtown portion of the overall CRA is generally located in the city's traditional downtown area, bounded by the Intracoastal Waterway/Boca Ciega Bay to the east, 73rd Avenue to the south, the Gulf of Mexico/Blind Pass Channel to the west, and 77th Avenue to the north. It includes the commercial properties fronting Gulf Boulevard from 73rd Avenue to the intersection of Gulf Winds Drive and Gulf Boulevard; the southern leg of the Blind Pass Road corridor, beginning north of the downtown core from 77th Avenue to Gulf Boulevard through the Downtown Core Residential neighborhood; and the Gulf Winds Drive/Boca Ciega Drive neighborhood roadway corridors, located within the Downtown Core Residential character district. The Gulf Boulevard resort area portion of the overall CRA includes a hotel/motel district that is west of Gulf Boulevard bounded by 47th Avenue to the south and 64th Avenue to the north, as well as the entire Gulf Boulevard roadway corridor, from ½ block north of 76th Avenue south to 37th Avenue. The CRA is approximately 196 acres, which is 14 percent of the total city land area of 1,408 acres (see Figure 1-3). A full Legal description is provided in Appendix J.

CHAPTER 2:

Community Redevelopment Plan Adoption



2.1 PREPARATION OF THE COMMUNITY REDEVELOPMENT PLAN

The Community Redevelopment Act, Section 163.360 (4), F.S. (2013), states that a municipality or Redevelopment Agency may itself prepare or cause to be prepared a Community Redevelopment Plan. In a home rule charter county such as Pinellas, the City of St. Pete Beach must request delegation of authority to create the CRA and establish a Redevelopment Trust Fund. The St. Pete Beach City Commission adopted Findings of Necessity for designation of a CRA (Resolution 2005-14) and, subsequently, Pinellas County adopted resolution 06-191, which provides for delegation of powers from the County to the City to allow for the creation and operation of a Redevelopment Agency, subject to conditions, including the adoption of a modified Finding of Necessity Study and final approval of the CRA Plan. On July 13, 2010, the City Commission passed Resolution No. 2010-21 which created the Community Redevelopment Agency, with the City Commission sitting as the governing body. On July 9, 2013, the St. Pete Beach City Commission adopted Resolution No. 2013-09, which ratified City Resolution 2005-14, subject to the revised boundary approved in Pinellas County resolution 06-191. This action (approval of Resolution 2013-09) delegated authority from Pinellas County to pursue community redevelopment and ratified City Resolution 2010-21, which created the Redevelopment Agency. Following adoption of this Plan by the City Commission, it will be sent to Pinellas BCC for review and approval. If the BCC approves the CRA Plan, additional community redevelopment powers contained in Chapter 163, Part III, F.S. are delegated to the City. These additional powers may include the authority to establish a redevelopment trust fund subject to BCC approval. This Plan has been prepared at the direction of the City Commission and represents a collaborative effort between and among City staff, local residents and the consultants.

Community input and direction were provided from a public workshop conducted on November 19, 2013, at which elected officials, City staff, and citizens came together to begin the discussion of St. Pete Beach's Vision for the future of the CRA. The interactive workshop was an important step in developing strategies to improve the economic vitality and redevelopment potential of the CRA.

2.2 PROCEDURE FOR CONSIDERING AND ADOPTING THE PLAN

The Community Redevelopment Act, Section 163.360, F.S. (2013), outlines the procedure for considering and adopting this Plan. Once developed, the Plan must be forwarded to the St. Pete Beach Planning Board, sitting as the Local Planning Agency (LPA), for review and recommendation as to its conformity within the Comprehensive Plan. Upon reviewing this Plan, the LPA ~~Planning Board~~ is expected to submit written recommendations to the City Commission with respect to the conformity of the proposed Community Redevelopment Plan with the Comprehensive Plan.

Upon receipt of comment from the City Planning Board, the City of St. Pete Beach is required to submit this Plan, together with any written recommendations, to the governing body of each taxing authority levying ad valorem taxes on real estate contained within the CRA. A public hearing will then be held with St. Pete Beach City Commission for adoption of the CRA Plan by resolution. Following adoption of this Plan by the City Commission, it will be sent to Pinellas BCC for review and approval. When the BCC approves the CRA Plan, additional community redevelopment powers contained in Chapter 163, Part III, F.S. may be ~~are~~ delegated to the City. These additional powers may include the authority to establish a redevelopment trust fund subject to BCC approval, which will then be adopted by ordinance.

2.3 COMMUNITY REDEVELOPMENT AGENCY POWERS

The St. Pete Beach City Commission has been established as the Redevelopment Agency. Following approval of the CRA

Plan by the Pinellas BCC, the City Commission will assume its capacity as the governing body of the CRA pursuant to Section 163.356 and 163.357, F.S. (2013). The Redevelopment Agency will consist of the five members of the City Commission, pursuant to Section 163.357(1) (c), F.S. (2013). If the City Commission appoints a Community Redevelopment Advisory Board, such Board will have County representation of at minimum one member appointed by the Pinellas BCC. Such Advisory Board will meet at least as often as the Redevelopment Agency holds its regular meetings and will meet prior to meetings of the Redevelopment Agency to review and provide recommendations on matters to be considered by the Agency.

City and County staff have coordinated closely on this planning process and have established specific guidelines as to the allocation and use of the tax increment projected to be raised by the CRA. Following adoption of this CRA Plan, the City Commission would ~~will~~ have the authority to proceed with redevelopment per its powers as defined in Section 163.356 and 163.357, F.S. Per Pinellas County Resolution 06-191, any modification to this Plan will require a review/approval by the Pinellas BCC.

The CRA can use its delegated authority to promote and encourage rehabilitation, conservation, and redevelopment within the CRA, pursuant to Section 163.370 and Section 163.410, F.S. (2013). However, certain powers may not be granted to the Redevelopment Agency, pursuant to Section 163.358, F.S. (2013).

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CHAPTER 3: Redevelopment Vision, Objectives, and Strategies



3.1 APPROACH

This chapter presents the vision for the CRA, identifies potential objectives and strategies, and lays a foundation for the programs and projects to be considered by the City of St. Pete Beach, the Redevelopment Agency, and private enterprise implementing this vision. The vision builds upon the redevelopment framework identified in the adopted CRD Plan.

3.2 OVERALL VISION OF THE CRA

The CRA contains two primary planning districts: the Downtown Redevelopment District and the Gulf Boulevard Redevelopment District. These two district boundaries are consistent with those within the CRD Plan. Within the CRD Plan, each district contains specific allowable use types, densities/intensities, and design guidelines. The district boundaries help to identify the differences between the commercial/resort areas and downtown core. As described in the CRD Plan, each district is allowed compatible diversity in permitted uses, densities, intensities, and design guidelines for the purpose of creating (1) a live, work, shop, and play environment within the Downtown Redevelopment District and (2) a resort/commercial activity center within the Gulf Boulevard Redevelopment District. The Redevelopment Agency, through implementation of this CRA Plan, will build upon the land use, urban design, and density/intensity guidance identified in the CRD Plan through investment in specific projects. These will include improved infrastructure, rehabilitation of structures, landscape and streetscape upgrades, improved/upgraded parks, creation of parking facilities (surface parking lots, on street parking, and/or parking garages¹), and other projects and programs that will continue to build the city of St. Pete Beach as an economic hub for tourism in Pinellas County while creating a walkable, well-designed residential/commercial environment for residents in the community. The following vision principles will guide the implementation of redevelopment in the CRA. They are organized by planning district.

DOWNTOWN REDEVELOPMENT DISTRICT

STREETSCAPE, PEDESTRIAN AND BICYCLCLE ORIENTATION

Implement Downtown Redevelopment District Roadway Improvements featuring:

- New and wider main street-style sidewalks linking the Downtown core retail, business, government, entertainment, dining, and shopping activities to each other from Sunrise Park on Boca Ciega Bay to the east, through the traditional main street activity core to Sunset Park on Blind Pass Channel to the west
- New and wider sidewalks linking trolley stops, crosswalks, parks, and retail, restaurant, and entertainment establishments within the Downtown area
- Major intersection and mid-block pedestrian crosswalks with distinctive paving patterns and other safety features
- Pedestrian signalization and other pedestrian safety features at all crosswalks and intersections within the Downtown Redevelopment District
- Pedestrian-scaled decorative lighting
- A waterfront boardwalk along Boca Ciega Bay linking Corey Circle East under the Corey Causeway Bridge to the Community Center and the city's largest waterfront park. This will link two major activity centers in a safe and memorable way and will increase opportunities for larger community events that could capitalize on the resources available at each location, including additional public parking (surface parking lots and/or parking garages) within close proximity to each other

¹ Prior to the allocation of any County TIF revenues for a parking garage in either the Downtown or Gulf Boulevard Redevelopment District, the County reserves the right to approve or not approve the allocation of County TIF.

- New and wider bike lanes, where appropriate, linking the traditional Downtown Redevelopment District with the Gulf Boulevard Redevelopment District area and residential neighborhoods, with particular emphasis on linkages to public beach access plazas, trolley stops,
- Other amenities such as street furniture



Figure 3-1: Potential Character for Downtown Redevelopment District Streetscape and Pedestrian Improvements
(Source: Corey Avenue District Vision Plan)

The improved streetscape will help to calm traffic, increase pedestrian and bicycle safety, and create a more comfortable, safer, and aesthetically-pleasing experience for pedestrians and bicyclists that reduce the negative impacts of major thoroughfare traffic. Figure 3-1 illustrates potential design character of the different types of streetscape improvements that may be developed within the Downtown Redevelopment District of the CRA. The final design of any improvements will be determined through future planning and design efforts.



Figure 3-2: Potential Character of Downtown Redevelopment District Neighborhood Improvement (Source: Corey Avenue District Vision Plan)

DOWNTOWN CORE RESIDENTIAL NEIGHBORHOODS

Install new and improved main street style sidewalks linking residential neighborhoods to the Downtown core retail, business, government, entertainment, and shopping district. Invest in neighborhood infrastructure such as sidewalks, bike lanes, pedestrian-scale street-lighting, traffic-calming, landscaping, and storm water/drainage management. Figure 3-2 illustrates the potential character within the Downtown residential areas.



Figure 3-3: Potential Development Character for Downtown Commercial and Mixed Use

DOWNTOWN AND COMMERCIAL MIXED USE

Provide flexible regulation that permits the blending of neighborhood commercial, retail, offices, personal services, business services, institutional uses with restricted temporary lodging, and residential uses to be used and implemented as an economic and planning tool that will facilitate parcel assembly. Figure 3-3 includes examples of potential commercial and mixed use development character within the Downtown.

PUBLIC INFRASTRUCTURE & FACILITIES



Figure 3-4: Public Facilities Desired Character

The Redevelopment Agency will work to improve the condition of utilities and public facilities within the Downtown Redevelopment District. This work may take the form of the undergrounding of utilities located within the right-of-way, the development of public parking facilities¹ (surface parking lots, on street parking, and/or parking garages), and improvements to the community center and/or city Library Complex and related multi-modal access/safety improvements. ~~city complex.~~ In addition, as noted under potential streetscape improvements, the Redevelopment Agency should invest in a pedestrian boardwalk linking Corey Circle East to the Community Center on Boca Ciega Drive on the west side of the Corey Causeway. Figure 3-4 illustrates the desired character for public infrastructure and facility improvements within the CRA.

GULF BOULEVARD REDEVELOPMENT DISTRICT

STREETSCAPE, PEDESTRIAN AND BICYCLE ORIENTATION

Implement the Gulf Boulevard Redevelopment District Roadway Improvements featuring:

- Gateway signage to welcome visitors to the CRA
- Underground utilities
- Improve landscaping within the rights-of-way, including median treatments where appropriate, and Florida-friendly landscaping, where feasible
- New and Improved sidewalks linking resorts and residential neighborhoods to public beach access plazas, trolley stops, crosswalks, parks, and other activity centers
- New and improved bike lanes linking resorts and residential neighborhoods to public beach access plazas, trolley stops, crosswalks, restaurants, and parks as well as to entertainment and retail activity centers
- Major intersection and mid-block pedestrian crosswalks with distinctive paving patterns and other safety features
- Pedestrian signalization and other pedestrian safety features at crosswalks and along Gulf Boulevard, where appropriate
- Pedestrian-scaled decorative lighting with banner installation features for general city “branding,” seasonal displays, and special city events
- Other amenities such as street furniture
- Reduce the number of curb cuts.

Figure 3-4 illustrates potential design character of the different types of streetscape improvements that may be developed within Downtown Redevelopment District of the CRA. The only streets that will be eligible to use County TIF funds for Streetscape Improvements are as follows:

- Gulf Boulevard
- Corey Avenue
- Blind Pass Road
- Boca Ciega Dr.
- Gulf Winds Dr.
- 75th from the bridge to Gulf Boulevard

PUBLIC INFRASTRUCTURE & FACILITIES



The

Figure 3-5: Potential Design Character for Branding & Signage (Source: Corey Avenue District Vision Plan)

Redevelopment Agency will work to improve the condition of utilities and public facilities within the Gulf Boulevard Redevelopment District. This work will take the form of relocating utilities located within selected right-of-way, the development of public parking facilities (surface parking lots, on street parking, and/or parking garages)¹ to improve access to commercial areas and to increase public beach access.

OTHER CRA-WIDE INITIATIVES

In addition to the district specific investments discussed on the previous pages, the Redevelopment Agency will also implement a number of projects, programs, and initiatives designed to encourage physical redevelopment, economic development, and eliminate the identified conditions of blight.

BRANDING, SIGNAGE AND WAYFINDING

The Redevelopment Agency should develop and implement a new branding concept to help create/reinforce a sense of place for visitors and community residents alike. The Redevelopment Agency should also create and install customized directional and street signs, trolley stop signs, and other customized signage for the Downtown Redevelopment District's shopping and entertainment areas, and distinct residential neighborhoods abutting the Downtown core area, parks, public parking areas and facilities, and government facilities and services as part of a comprehensive signage program that eliminates visual clutter and uses internationally-accepted symbols to facilitate tourist orientation to the downtown shopping areas and parks and open spaces. Figure 3-5 illustrates the potential design character for wayfinding signage and community branding within the CRA.

¹ Prior to the allocation of funding for a parking garage(s), a feasibility study will be prepared to determine the need, size, location and proposed sources of funding, including any public/private participation. The County reserves the right to approve or not approve the allocation of County TIF dollars.

BUSINESS ASSISTANCE PROGRAMS

The Redevelopment Agency may offer a variety of business assistance grants and incentives to help business owners with improvements and/or initiatives. These could include business façade grants that focus on improving the physical appearances of small neighborhood commercial businesses that serve the shopping and personal service needs of the immediate area. Additionally, the Redevelopment Agency may choose to develop a marketing program in addition to branding efforts to increase customer base and encourage greater commercial activity within the CRA. Other assistance programs may be developed to provide opportunities for existing/new business to expand their markets, which ultimately will create more activity within the CRA.

PLAN FRAMEWORK

The intent of this Plan is to serve as a framework for guiding development and redevelopment in the CRA. This Plan identifies redevelopment objectives and lays the foundation for programs and capital projects to be undertaken, which will reverse and remove the blighted area conditions trends within the CRA. This Plan addresses financing and implementation strategies as well as management and administrative opportunities. These programs, projects, funding and financing strategies, and management and administration opportunities will continue to be refined as they are implemented. It is clearly intended that special assessments and other revenues may be used in conjunction with available increment revenues to achieve stated objectives and strategies. While based on the most accurate data available, the various strategies and costs identified in this Plan will require additional study as specific programs and projects are initiated, refined, and implemented.

The focus of this Plan is on mitigation or correction of the various blighted area conditions documented in the adopted Finding of Necessity Report. Changing social, physical, and economic conditions could warrant the modification of this Plan. If the Plan is modified, the CRA must comply with Section 163.361, F.S. (2013).

A Redevelopment Plan Conceptual Diagram was developed as part of this Plan to establish the foundation for planned improvements within the CRA (see Figure 3-6). The elements shown in the Conceptual Diagram may be relocated or realigned in future planning initiatives, so as long as modifications are generally consistent with the vision articulated in this Plan. The City of St. Pete Beach CRD Plan and Land Development Code (LDC) will address the redevelopment area's urban design framework.

3.3 REDEVELOPMENT OBJECTIVES AND STRATEGIES

In partnership with private enterprise and other governmental entities, the redevelopment initiative embodied in this Plan will reverse and remove the observed blighted area conditions within the CRA by leveraging public assets to improve the overall economic and physical conditions. Creating a vibrant and walkable Downtown and a more economically-competitive, safe, and beautiful Gulf Boulevard will greatly enhance the community's quality of life.

Strategic initiatives are to be identified and placed into actions to address, reverse, and remove the blighted area conditions that have substantially impaired reinvestment activity in the CRA. These initiatives will help to ensure that the CRA will be substantially redeveloped and revitalized as a community focal point to the benefit of St. Pete Beach residents, businesses, property owners, and visitors through implementation of this CRA Plan.

Continued on page 30

Figure 3-6: Redevelopment Plan Conceptual Diagram

Conceptual Diagram of the St. Pete Beach Community Redevelopment Area



*This diagram site references specific projects in the CRA, but they have implications throughout the CRA.



Figure 3-7: Conceptual Diagram - Downtown Redevelopment District



*This diagram site references specific projects in the CRA, but they have implications throughout the CRA.

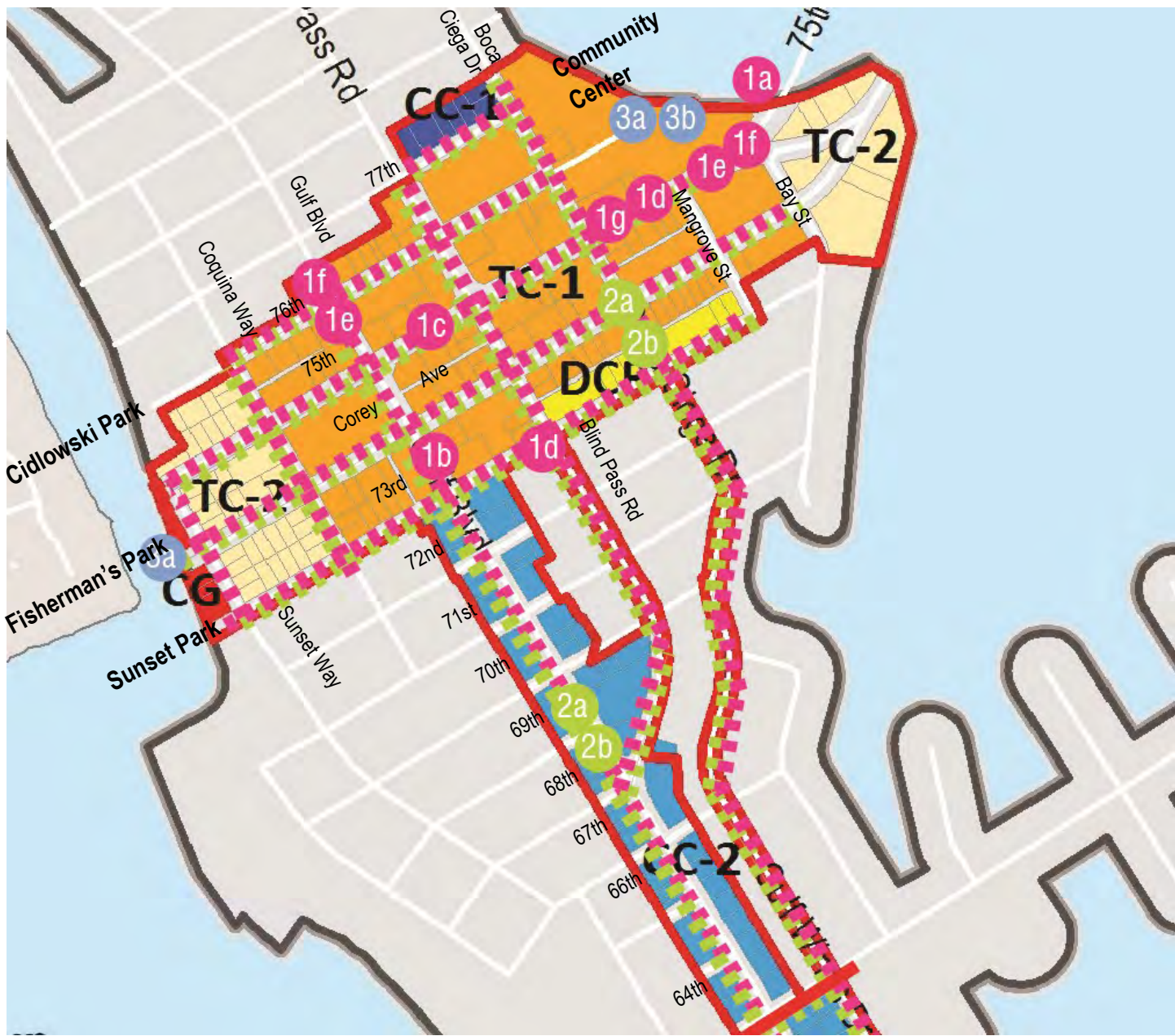


Figure 3-8: Conceptual Diagram - Gulf Boulevard Redevelopment District

Conceptual Diagram of the St. Pete Beach Community Redevelopment Area



*This diagram site references specific projects in the CRA, but they have implications throughout the CRA.



Objectives have been identified as either "primary" or "community." The primary objectives are deemed the most important in addressing, removing, or mitigating blighted area conditions within the CRA, as identified by the City of St.

Pete Beach and in the Finding Study. The community objectives are secondary to the principal focus of this Plan and are intended to pave the way for redevelopment. Nonetheless, the community objectives are important and will be implemented as revenues or other resources permit. The objectives anticipate maximizing the use of private enterprise. The capital work program identified in Table 6-1, does not reflect private sector financial participation in the various capital projects, but such participation is anticipated and will be required as appropriate in connection with and related to private development projects.

DOWNTOWN REDEVELOPMENT DISTRICT

PRIMARY OBJECTIVES AND STRATEGIES

Primary Objective 1: Encourage New Infill and Redevelopment Downtown —The core of the Downtown Redevelopment District shall be a community gathering place that attracts people to the area with living, working, shopping, entertainment, and recreational opportunities. The City and Redevelopment Agency shall encourage revitalization through redevelopment designed to attract residents and visitors to the Downtown core as a community destination.

- Strategy 1.1:** All development and redevelopment within the Downtown Redevelopment District shall be consistent with the policies for the sub-district within which the development occurs and shall comply with the density/intensity standards, and design guidelines included with the Comprehensive Plan CRD Plan.
- Strategy 1.2:** Residential uses in the Downtown Redevelopment District are encouraged only as part of a mixed use commercial project with a variety of densities, housing types, and affordability, consistent with the districts identified within the Comprehensive RD Plan.
- Strategy 1.3:** A variety of incentives should be made available to encourage commercial revitalization through various redevelopment prototypes in the Downtown Redevelopment District area located along Corey Avenue, on Corey Circle East and Coquina West, and along the small commercial corridors located near Corey Avenue on Blind Pass Road and Gulf Boulevard that also promote a pedestrian-friendly, safe, comfortable, aesthetically-pleasing village-like environment.
- Strategy 1.4:** The City and Redevelopment Agency should consider incentives to encourage an affordable mix of housing types and varieties that are located within walking distance of the Downtown core area integrated with retail, commercial, office, and entertainment uses at street level to create a live, shop, work, and play environment in the Downtown that will revitalize the traditional main street as a vibrant center of activity for residents and visitors.
- Strategy 1.5:** The City and Redevelopment Agency should work to recognize unique features of Downtown neighborhoods and will develop programs and incentives to help expand neighborhood retail, business, and recreation services.
- Strategy 1.6:** The City and Redevelopment Agency should seek out the development of comprehensive mixed-use redevelopment projects that will act as catalyst projects to stimulate reinvestment and redevelopment of the historic core neighborhood main street shopping and entertainment district.

- Strategy 1.7:** Public or private small-scale marina facilities with transient boat slips to encourage alternative non-vehicular modes of transportation and attract visitors to the core main street shopping, restaurant, and entertainment district shall be encouraged and pursued, where appropriate.
- Strategy 1.8:** Development and redevelopment are encouraged to create a vibrant Downtown environment containing a variety of building forms and styles that respect the Downtown's village-like character and heritage along the Corey Avenue main street and provide building designs that relate to the human scale at the street level
- Strategy 1.9:** Work with property owners and other interested parties to help facilitate the reopening of the Beach Theater to an active use.
- Strategy 1.10:** Identify improvements for the city library complex, adjacent to the community center. The City and Redevelopment Agency may consider financial assistance to help with demolition, building renovations, upgrading, etc.
- Strategy 1.11:** All new building construction shall comply with current Building and Safety Codes and FEMA and National Flood Insurance Program regulations to maximize protection of the city's built infrastructure from all manner of hazards, natural disasters, and flooding.

Primary Objective 2: Provide Mobility Options for Downtown Access and Circulation —Create a livable community environment where safe and comfortable pedestrian, bicycle, and other non-vehicular mobility is emphasized over vehicular transportation in a manner that ensures that pedestrians, bicyclists, and vehicles can circulate together throughout the Downtown Redevelopment District safely, comfortably, and efficiently.

- Strategy 2.1:** The street grid within the Downtown Redevelopment District should be maintained to provide multiple access points in and through Downtown to assist in dispersing traffic on various routes that will contribute to improved traffic flow and safety.
- Strategy 2.2:** Where feasible, Blind Pass Road and Gulf Boulevard within the Downtown Redevelopment District shall be reclaimed as local streets to operate within the Downtown, not only for vehicular circulation but, more importantly, for safe and comfortable pedestrian and bicycle circulation.
- Strategy 2.3:** Develop and implement a streetscape plan to enhance the comfort and safety of the pedestrian environment in the Downtown Redevelopment District to provide for bicycle or other non-vehicular parking and safe circulation, improve traffic circulation, and provide traffic calming, improve lighting, landscaping, streetscape, and incorporate public art wherever possible.
- Strategy 2.4:** A variety of parking solutions for motorized and non-motorized transportation systems should be pursued to support development and redevelopment while maintaining ease of access and parking throughout the Downtown Redevelopment District. The Redevelopment Agency should consider the completion of a parking study/master plan to identify the most effective strategies for managing parking within the Downtown Redevelopment District. If the parking study identifies the need for a parking garage, and the Redevelopment Agency seeks to use the County's increment revenue for the purpose of bonding, then the Redevelopment Agency will seek approval from the Pinellas BCC.¹ The Redevelopment Agency may

¹ Prior to the allocation of funding for a parking garage(s), a feasibility study will be prepared to determine the need, size, location and proposed sources of funding, including any public/private participation. The County reserves the right to approve or not approve the allocation of County TIF dollars.

acquire property for the development of future public parking facilities, including lots and garages. The Redevelopment Agency may choose to construct an interim surface parking lot on property acquired for a future parking garage, until such time funds are available to construct the parking garage.

- Strategy 2.5:** Development and redevelopment will be encouraged to provide public improvements that create and contribute to pedestrian and bicycle linkages throughout the Downtown Redevelopment District.
- Strategy 2.6:** Joint-use public/private parking facilities, including public restroom facilities, as centrally located as practical and feasible, shall be pursued in the Downtown Redevelopment District.
- Strategy 2.7:** Develop and implement a comprehensive wayfinding signage program within the Downtown Redevelopment District to create, identify and facilitate ease of movement for visitors and residents alike.
- Strategy 2.8:** Develop access management strategies to improve the pedestrian experience and functionality of the road, such as consolidation/reduction in curb cuts and driveways, and improved internal connectivity.

Primary Objective 3: Provide High Quality Public Facilities and Amenities Serving Downtown —Create a downtown core community that is a vibrant and memorable place for residents and visitors that will provide neighborhood services and opportunities for living, working, recreation, and entertainment that showcase the city's waterfront, main street environment, and history.

- Strategy 3.1:** The Community Center site shall continue to be enhanced and expanded as a waterfront park accessible to all residents and visitors containing active and passive open space that will be a venue for local and regional outdoor activities and entertainment; a pedestrian waterfront boardwalk access to Corey Avenue and a public use should be considered.
- Strategy 3.2:** Waterfront access for public use and enjoyment shall be pursued as an integral element of development and redevelopment at either end of Corey Avenue as focal points for these areas; vacating rights-of-way shall be evaluated and pursued if development or redevelopment will provide public waterfront access.
- Strategy 3.3:** Parks should be maintained, enhanced, and expanded, where appropriate, and recreational activities that serve residents and visitors shall be encouraged.
- Strategy 3.4:** Public waterfront access should be pursued and expanded, where appropriate.
- Strategy 3.5:** A Public Library structure located within the Community Center complex should be explored that will incorporate and integrate the various downtown venues and access points.

GULF BOULEVARD REDEVELOPMENT DISTRICT

Primary Objective 4: Encourage Revitalization of Tourism Development —The City and Redevelopment Agency shall encourage the revitalization of the district through commercial and temporary lodging use redevelopment that will attract residents and visitors to the district as a recreation, entertainment, resort, and shopping destination.

- Strategy 4.1:** All development and redevelopment within the Gulf Boulevard Redevelopment District shall further the goals, objectives, and policies included within the Comprehensive Plan.

- Strategy 4.2:** Develop a variety of development incentives to encourage commercial and temporary lodging development in the Gulf Boulevard Redevelopment District. Particular emphasis should be placed on redeveloping temporary lodging uses on the west side of Gulf Boulevard along the Gulf beaches and redeveloping appropriate commercial and residential uses on the east side of Gulf Boulevard.
- Strategy 4.3:** The City shall recognize the unique features of the Gulf Boulevard Redevelopment District and shall implement landscape and streetscape improvements that promote a pedestrian- and bicyclist-friendly and safe environment that minimizes pedestrian-vehicular conflict and bicycle-vehicular conflict.
- Strategy 4.4:** The City and the Redevelopment Agency shall, through projects and programs, work to encourage new and refurbished temporary lodging development consistent with the policies and standards included in the Comprehensive Plan and land development regulations.

Primary Objective 5: Improve Transportation Connectivity Along the Gulf Boulevard Corridor —Create a quality livable community where people and vehicles can circulate in the Gulf Boulevard Redevelopment District area safely, comfortably, and efficiently.

- Strategy 5.1:** Work to reclaim Gulf Boulevard as a functioning local street to the maximum extent permitted by FDOT to improve multi-modal ~~vehicular, non-vehicular, and pedestrian~~ circulation.
- Strategy 5.2:** Design and implement streetscape/landscape improvements to enhance the pedestrian and vehicular environment, attract residents and visitors into the Gulf Boulevard Redevelopment District, improve traffic circulation, and encourage private reinvestment and investment, subject to FDOT approval.
- Strategy 5.3:** Implement a variety of parking solutions for motorized and non-motorized vehicles to support redevelopment while maintaining ease of access and adequate parking throughout the Gulf Boulevard Redevelopment District. The Redevelopment Agency should consider the completion of a parking study/master plan to ensure effective management of existing/future parking facilities. If the parking study identifies the need for a parking garage, and the Redevelopment Agency seeks to use the County's increment revenue for the purpose of bonding, then the Redevelopment Agency will seek approval from the Pinellas BCC.¹ The Redevelopment Agency may acquire property for the development of future public parking facilities, including lots and garages. The Redevelopment Agency may choose to construct an interim surface parking lot on property acquired for a future parking garage, until such time funds are available to construct the parking garage.
- Strategy 5.4:** Public and private sector development shall create and contribute to pedestrian and bicycle linkages throughout the Gulf Boulevard Redevelopment District.
- Strategy 5.5:** Development of on-site and off-site public parking, as well as other mobility improvements, shall be pursued in proximity to public beach access points, pedestrian crosswalks, and major retail and entertainment areas.
- Strategy 5.6:** Development and implement a comprehensive wayfinding signage program within the Gulf Boulevard Redevelopment District to create, identify, and facilitate ease of movement for visitors and residents alike.

¹. Prior to the allocation of funding for a parking garage(s), a feasibility study will be prepared to determine the need, size, location and proposed sources of funding, including any public/private participation. The County reserves the right to approve or not approve the allocation of County TIF dollars.

Strategy 5.7: Develop access management strategies to improve the pedestrian experience and functionality of the road, such as consolidation/reduction in curb cuts and driveways, and improved internal connectivity.

Strategy 5.8: Develop and implement a pro-rata share policy for private sector investment to help mitigate and offset costs associated with future development.

Primary Objective 6: Encourage Beach Access and Enhanced Amenities —Maintain and improve Gulf Boulevard as a memorable place to be enjoyed by residents and visitors that emphasizes mobility, waterfront and Gulf beach access, and a quality built environment that focuses on retail services and entertainment.

Strategy 6.1: Enhance existing parks and public spaces, where feasible, to provide residents and visitors with a memorable experience.

Strategy 6.2: Public beach access points should be preserved, expanded, and improved through redevelopment and coordinated with pedestrian crosswalks, bike lanes and sidewalks, trolley stops, and entrances to major residential neighborhoods on the east side of Gulf Boulevard to the maximum extent practical and feasible.

Strategy 6.3: Recognize the importance of public beach access to its residents and visitors in preserving and maintaining its socio-economic quality of life. Using development incentives, acquire access easements as properties redevelop to maximize the public's access to the beach.

Strategy 6.4: Through direct capital investment, development incentives, and public/private partnerships, maintain and, where practical, expand parks and recreational activities, including waterfront recreation that serves residents and visitors.

CRA-WIDE OBJECTIVES AND STRATEGIES

Primary Objective 7: Provide Utility Systems that Meet the Needs of Future Redevelopment —In coordination with the City and other funding agencies, identify and promote a workable means to fund, finance, and deliver utilities needed to encourage the development/redevelopment effort of the CRA.

Strategy 7.1: Consider the completion of a master stormwater management plan for the CRA that can provide for shared use of infrastructure and future maintenance costs.

Strategy 7.2: Coordinate with appropriate agencies and departments to enhance stormwater facilities to create public amenities within the CRA. Provide shared stormwater management facilities that include pathways, public art, and sitting areas to create a sense of place and destination for the community that can activate an area, making it more walkable and connecting residential neighborhoods to the CRA.

Strategy 7.3: Encourage the development of “green infrastructure” in site plans including Low Impact Development (LID) standards, permeable paving materials, green roofs, roof rainwater collection, and infiltration to reduce development costs related to construction and to manage stormwater in a way that mimics natural stormwater management.

Strategy 7.4: Develop and implement strategic long-term plans to relocate overhead utilities to improve safety and

aesthetics throughout the CRA.

- Strategy 7.5:** Consider the facilitation of bandwidth and telecommunications infrastructure to ensure that fiber-optic and other digital infrastructure are in place within the Downtown and along Gulf Boulevard for the businesses to access and provide Internet hot spots and Wi-Fi services in public spaces like parks and along specific pedestrian focused corridors for the residents and visitors.
- Strategy 7.6:** In coordination with the City, Pinellas County, and other agencies, replace and upgrade all undersized and deteriorated water and sanitary sewer lines (i.e., VCP clay sanitary sewer pipe).
- Strategy 7.7:** Continue to monitor the City's waste water treatment and identify additional lift stations to accommodate development/redevelopment efforts.
- Strategy 7.8:** Promote green building and development standards to reduce water consumption and sewer demand and provide incentive programs such as expedited site plan review and building permitting in exchange for using green design standards and practices.

Primary Objective 8: Pursue Strategic Land Acquisitions and Assemblage to Improve Access, Provide Enhanced Amenities, and Encourage Redevelopment —Explore land acquisition and parcel assembly programs to facilitate redevelopment within the CRA.

- Strategy 8.1:** The Redevelopment Agency, as may be necessary to effectuate the purposes of this Plan in accordance with public support, will acquire any land required for designated capital improvement projects within the CRA.
- Strategy 8.2:** In the event that residential relocation is required from property acquired by the Community Redevelopment Agency or local government for sponsored or assisted redevelopment activities, the City and/or Community Redevelopment Agency shall adhere to the requirements of Pinellas County Code Section 38-81 through 38-86. In addition, if relocations are required as a result of federally funded projects or programs, adherence to Florida Statutes Section 421.55 will be required. With regard to the relocation of persons displaced by private development actions, the Redevelopment Agency will work with private developers to assure adequate relocation efforts are made.
- Strategy 8.3:** Identify catalyst sites to serve as important strategic assets to cause an early and precedent-setting change in the CRA and to spur momentum for future projects.
- Strategy 8.4:** Provide incentives such as City/CRA-funded infrastructure improvements for private properties or by aggregating specially targeted or adjacent lots with multiple owners to create a single owner.
- Strategy 8.5:** Consider using land acquisition to develop and/or enhance public facilities within the CRA including, but not limited to park expansions, improved mobility facilities and parking facilities. For parking facilities, the Redevelopment Agency may acquire land(s) for a parking garage, but may use the land(s) for a public surface parking lot until funding becomes available to construct a parking garage.
- Strategy 8.6:** The City and Redevelopment Agency may consider financial assistance to help with building renovations, upgrading, etc. that may be required to support the repurposing of city buildings and facilities for future tenants.

Primary Objective 9: Establish Funding Source —Establish a creative, equitable, efficient, and practical funding and financing mechanism to properly implement this Plan.

Strategy 9.1: Identify and secure all effective sources of funding, including, but not necessarily limited to, increment revenues, non-ad valorem assessments, public private partnerships, and grant funding revenue to implement the projects, programs, and initiatives within this plan.

Strategy 9.2: The City/Redevelopment Agency must be willing to issue bonds, secure other financial instruments, seek grants, enter into public/private partnerships, and seek out other sources and alternatives to aid in implementing this Plan. Such sources and alternatives may include, but are not limited to, special assessments imposed by the City of St. Pete Beach, ad valorem taxes imposed for municipal purposes through a municipal services taxing unit, or the imposition and pledge of ad valorem taxes upon a vote of the electors consistent with the Florida Constitution.

Primary Objective 10: Provide Public/Private Partnerships —Establish one or more public/private partnerships to encourage and use expertise of private enterprise to implement the redevelopment vision.

Strategy 10.1: Partnerships with the private sector and other governmental entities are critical to ensure the CRA is redeveloped as a safe, viable, and thriving commercial/mixed-use Downtown and resort/commercial activity center within the Gulf Boulevard Redevelopment District. Such partnerships should provide capital resources, skills, and expertise to manage and execute the City's and Redevelopment Agency's redevelopment initiatives.

Strategy 10.2: The Redevelopment Agency may include the formation of a Task Force to look into development proposals and incentives to promote quality development within the CRA. The Task Force may also proactively look into property acquisition for this purpose. The Redevelopment Agency may use increment revenues to help defray some of the cost of development and to encourage the kinds of development that will transform the CRA into the community envisioned in this Plan.

Strategy 10.3: The Redevelopment Agency shall pursue a joint public/private partnership with the City and County to accelerate the implementation of community improvements and reduce or avoid the need for bond financing.

Strategy 10.4: The Redevelopment Agency will target strategic development projects, solicit developers and property owners, and then negotiate a public/private development agreement that sets forth terms and conditions involving the disposition of land, the nature of the prospective development, City/Redevelopment Agency incentives, the site plan, project schedule, and other conditions pertaining to the project. Following are fundamental components in this process:

- a. Contact affected property owners to determine their level of interest in participating in proposed redevelopment activities.
- b. Master plan targeted public/private projects, such as the reinforcing positive aspects of existing activity and providing attractive combinations of building masses and open spaces. These plans can then be used to illustrate the Redevelopment Agency's intention for the site, facilitating *pro forma*

analysis when soliciting interest from the private sector.

- c. Use “Best Practices” policies and procedures for developer solicitation and form strong public/private development agreements to enable strategic development on selected projects. Solicitation of developers would be through a formal request for qualifications (RFQ) or request for proposal (RFP) process publicly advertised to maximize exposure.
- d. Private investment grants for improvements to building facades, landscaping, signs, etc., will typically require private matching 50/50 contributions.

Primary Objective 11: Improve Housing Stock and Affordability —Incorporate housing revitalization through housing maintenance programs and rehabilitation services, and provide affordable housing to residents of low or moderate income, including the elderly.

- Strategy 11.1:** Promote programs and incentive for homeowners to rehabilitate their homes. Such incentives may include low-interest loans or information on other funding sources for the repair of single- and multi-family homes, depending on the applicant’s income and monthly budget.
- Strategy 11.2:** Coordinate with intergovernmental agencies such as Pinellas County to assist low-income households with down payment and closing costs assistance. The assistance may be for the purchase of either an existing or new structure. Redevelopment funds may be used to augment the program or specially target new home and multi-family construction as means for alleviating the shortage of affordable housing.
- Strategy 11.3:** Consider instituting incentives for private developers to encourage the construction of new residential development, including affordable housing. Examples of such incentives may include ~~density bonuses~~, tax abatement, and the reduction or waiving of building permit fees. In addition, the Redevelopment Agency shall work with Pinellas County, the housing authority, or other housing entities regarding development of affordable housing within the CRA.
- Strategy 11.4:** Provide technical assistance to the private sector so that they will be able to provide a suitable mix of housing types and numbers to meet the City’s housing needs as well as making ~~all~~ housing sites in the City available to low and moderate income families.
- Strategy 11.5:** Allow a variety of residential densities and housing types in order to enhance the opportunity for the private sector to provide housing in a wide range of types and costs. If further incentives/~~density bonuses~~ are created to support the development of new affordable residential units, these incentives will not increase the allowable residential density within the CRA higher than what is currently permitted on the City’s Future Land Use Map.
- Strategy 11.6:** Work with neighboring communities and support public transportation systems and other affordable housing strategies through implementation of an affordable housing impact fee mitigation program for all new construction.
- Strategy 11.7:** Encourage housing improvement and replacement projects through the land development regulations.

Primary Objective 12: Reduce or Maintain Evacuation Time —Consistent with the requirements of the adopted Comprehensive Plan, the CRA will coordinate with appropriate agencies to maintain or improve hurricane evacuation

times.

Strategy 12.1: Maintain current maximum density and intensity within the CRA, consistent with the adopted Comprehensive Plan, to achieve the desired CRA vision, and maintain evacuation time.

Strategy 12.2: In the future, if there is an increase in density and intensity within the CRA that may impact evacuation time, a full detailed analysis will ~~may~~ be conducted.

Primary Objective 13: Increase Community Resiliency to Natural Disasters and Climate Change —The St. Pete Beach Community Redevelopment Agency will pursue measures to increase resiliency and recovery consistent with those documented in the adopted Comprehensive Plan and the Comprehensive Emergency Management Plan & Disaster Preparedness Guide.

Strategy 13.1: Support enforcement of development regulations within the 100-year floodplain to manage property damage from flooding.

Strategy 13.2: Support efforts to conserve or improve wetlands, aquatic resources, and habitat to maintain environmental and recreational value.

Strategy 13.3: Support Comprehensive Plan Policies regulating public investment within the Coastal High Hazard Area (CHHA) to minimize potential impacts of natural disasters and climate change.

Strategy 13.4: Support efforts for the City to develop and implement a Post Disaster Redevelopment and Recovery Plan that will contain appropriate hazard mitigation measures.

Strategy 13.5: Support reduction of greenhouse gas emissions by focusing transportation investments on projects that encourage multimodal transportation.

COMMUNITY OBJECTIVES AND STRATEGIES

Community Objective 1: Implement an aesthetic and planning review program to guide redevelopment and maintenance activities within the CRA.

Strategy C1.1 Development/design standards for site, building, landscape, signage, and public areas will be prepared in a concise yet user-friendly format. The development/design manual will be used to assist developers, builders, property owners, and individuals in preparing design/construction documents.

Strategy C1.2: The City/Redevelopment Agency will assign staff or personnel to oversee the integrity of the vision for the CRA during initial development. Subsequently, the City/Redevelopment Agency may set up an overseeing authority, such as a technical review committee, to assure the design intent for the CRA is maintained.

Community Objective 2: Enhance Safety and Property Maintenance within the CRA

Strategy C2.1: The CRA shall be a safe environment for both residents and visitors, and real and perceived public safety issues will be addressed through collaboration of the City, the Redevelopment Agency, and the Pinellas County Sheriff's Department, among other entities.

Strategy C2.2 The Community Redevelopment Act encourages "community policing innovations." This concept is defined as policing techniques or strategies designed to decrease crime by reducing opportunities for and

CHAPTER 4:

Statutory Compliance



4.1 STATUTORY COMPLIANCE

The Community Redevelopment Act according to Sections 163.360 and 163.362, F.S. (2013), requires every community redevelopment plan to contain specific information relevant to its particular redevelopment initiative. This chapter supplements and addresses the informational requirements articulated in the Community Redevelopment Act and serves to further describe the objectives and strategies presented in this Plan to implement the redevelopment initiative envisioned by the City of St. Pete Beach and Redevelopment Agency for the CRA.

Figure 3-6 showed by diagram, the initiatives described in general terms in this chapter. This chapter and the referenced appendices are consistent with the requirements of the Community Redevelopment Act, Section 163.362(2), F.S. (2013), and demonstrates by diagram and in text (1) the approximate amount of open space to be provided and street layout, (2) limitations on the type, size, height, number, and proposed use of buildings, (3) the approximate number of dwelling units, and (4) such property as is intended for use as public parks, recreation areas, streets, public utilities, and public improvements.

The Development Plan discussed in Chapter 6 further describes the urban design intent and components of parks and open space, street layout, and location of land uses including residential neighborhoods and properties that may receive public improvements.

4.2 APPROXIMATE AMOUNT OF PARKS & OPEN SPACE

There are 4 park facilities totaling 6.76 acres and 3 street ends/open spaces totaling 0.36 acres within the CRA.

Park and Facility Sites:

- Community Center – 6.4 acres
- Cidlowski Park – 0.12 acres
- Fisherman’s Park – 0.12 acres
- Sunset Park – 0.12 acres

Street Ends/Open Spaces

- 75th Ave W. St End – 0.12 acres
- 70th Ave E. St End – 0.12 acres
- Corey Ave E. St End – 0.12 acres

The CRA has an opportunity through redevelopment efforts to enhance the public park facilities and create pocket/micro parks to serve residents and visitors:

1. Potential waterfront land adjacent to Sunset Park may be acquired through an acquisition program to expand the existing park.
2. The Community Center site shall continue to be developed and enhanced as a waterfront park containing active and passive open space that will be a venue for local and regional outdoor activities and entertainment.
3. A pedestrian waterfront boardwalk linking Corey Circle East to the Community Center on Boca Ciega Drive on the west side of the Corey Causeway.
4. Public boat slips and a kayak launch ramp will be encouraged and pursued, and a public marina for daily transient

slips only shall be considered.

5. Sunset and sunrise parks for public use and enjoyment shall be pursued as an integral element of development and redevelopment at either end of Corey Avenue as focal points for these areas, and vacating of rights-of-way shall be evaluated and pursued if development or redevelopment will provide public waterfront parks.
6. Preserve, expand, and improve beach access points through redevelopment and coordinate with pedestrian crosswalks, bike lanes and sidewalks, trolley stops, and entrances to major residential neighborhoods on the east side of Gulf Boulevard to the maximum extent practical and feasible.
7. Improve the public realm to serve the residential neighborhoods with improvements that may include, but are not limited to, streetscape improvements, plazas, parks, and open spaces.
8. Programming of public parks and gathering areas could also enhance the economic development by supporting festivals, exhibits, performances, and other special events designed to attract residents and visitors to the CRA.

4.3 STREET LAYOUT

The transportation component for the CRA is expected to focus both on vehicular and pedestrian traffic in a traditional grid form that creates a pedestrian- and bicyclist-friendly, convenient, and safe environment. TIF funds will only be used to assist with strategic improvements on those agreed-upon streets, they are as follows:

- Gulf Boulevard
- Corey Avenue—to the full extent as it is included in the CRD
- Blind Pass Road
- Boca Ciega Dr.
- 75th from the bridge to Gulf Boulevard
- Gulf Winds Dr.

The Downtown street grid should be maintained to provide multiple access points in and through Downtown to assist in dispersing traffic on various routes that will contribute to improved traffic flow and safety. This should be accomplished by reclaiming Blind Pass Road and Gulf Boulevard within the Downtown Redevelopment District as local streets to operate not only for vehicular circulation but, more importantly, for safe and comfortable pedestrian and bicycle circulation.

Gulf Boulevard is a major commercial/resort corridor running north/south, and is primarily located within the Gulf Boulevard Redevelopment District, though a portion is within the Downtown Redevelopment District. This corridor has received little public investment over the last few years, although the City, in cooperation with the FDOT, installed planted medians that slightly improved the appearance of Gulf Boulevard. Three traffic signals were installed, at 55th Avenue, Dolphin Village Shopping Center, and at 44th Avenue. While these traffic signals tend to slow traffic and improve safety, they also create traffic congestion and tend to lessen Gulf Boulevard's level of service (LOS) capacity and performance. The Gulf Boulevard Redevelopment District should be transformed as the City's premiere tourist corridor for both residents and tourists in a safe and aesthetically-pleasing manner that conveys the City's image as a premier quality residential community and a quality resort destination. New development within the Gulf Boulevard Redevelopment District will be required to provide at least two of the following pedestrian amenities for each 200 feet of street frontage that shall be accessible to the sidewalk:

- (i) Benches;
- (ii) Trash receptacles;
- (iii) A design element that offers protection from the weather;
- (iv) Secured bicycle storage;
- (v) Public art;
- (vi) Or other similar design feature integrated into the overall design of the building or portion of the landscape zone in order to enhance the pedestrian environment.

The development of gateway features and wayfinding signs will direct visitors and residents toward the Downtown Core and the amenities and attractions along Gulf Boulevard. The CRA street improvements will enhance connectivity, introduce traffic calming, and produce pedestrian and bicycle amenities.

4.4 LIMITATIONS ON THE TYPE, SIZE, HEIGHT, NUMBER, AND

Sub-District	Primary Uses	Secondary Uses
Downtown Redevelopment District		
Town Center Core District (TC-1)	Commercial and office	Residential use as a component of a mixed use retail and/or office redevelopment project only. Temporary Lodging use—bed and breakfast inns
Town Center Corey Circle District (TC-2)	Commercial and office use; Temporary lodging use—hotel, motel, resort condominium; Residential use but only as part of a mixed-use project on a minimum 1.8 acre buildable site	Commercial and office as a component of a mixed-use project; Marina
Town Center Coquina West District (TC-2)	Commercial and office; Temporary lodging use - hotel, motel, resort condominium; Residential use but only as part of a mixed use development project located on a minimum two acre buildable site	Commercial and office as a secondary component of a mixed use residential/commercial development project; Marina
Downtown Core Residential District (DCR)	Residential	None
Commercial Corridor Blind Pass Road District (CC-1)	Commercial and office; Mixed Use Residential/Commercial/Office; Residential.	Commercial and office.
Commercial Corridor Gulf Boulevard District (CC-2)	Commercial and office; Mixed Use Residential/Commercial/Office; Residential.	Commercial and office.
Gulf Boulevard Redevelopment District		
Large Resort District (LR)	Temporary lodging uses - hotel, motel, resort condominium; medium density multi-family residential.	Commercial and office.
Commercial Corridor Gulf Boulevard District (CC-2)	Commercial and office; Mixed Use Residential/Commercial/Office; Residential.	Commercial and office.

Source: St. Pete Beach Comprehensive Plan—Future Land Use Element

PROPOSED USE OF BUILDINGS

The limitations on the type, size, height, number, and proposed use of buildings within the CRA are included within the

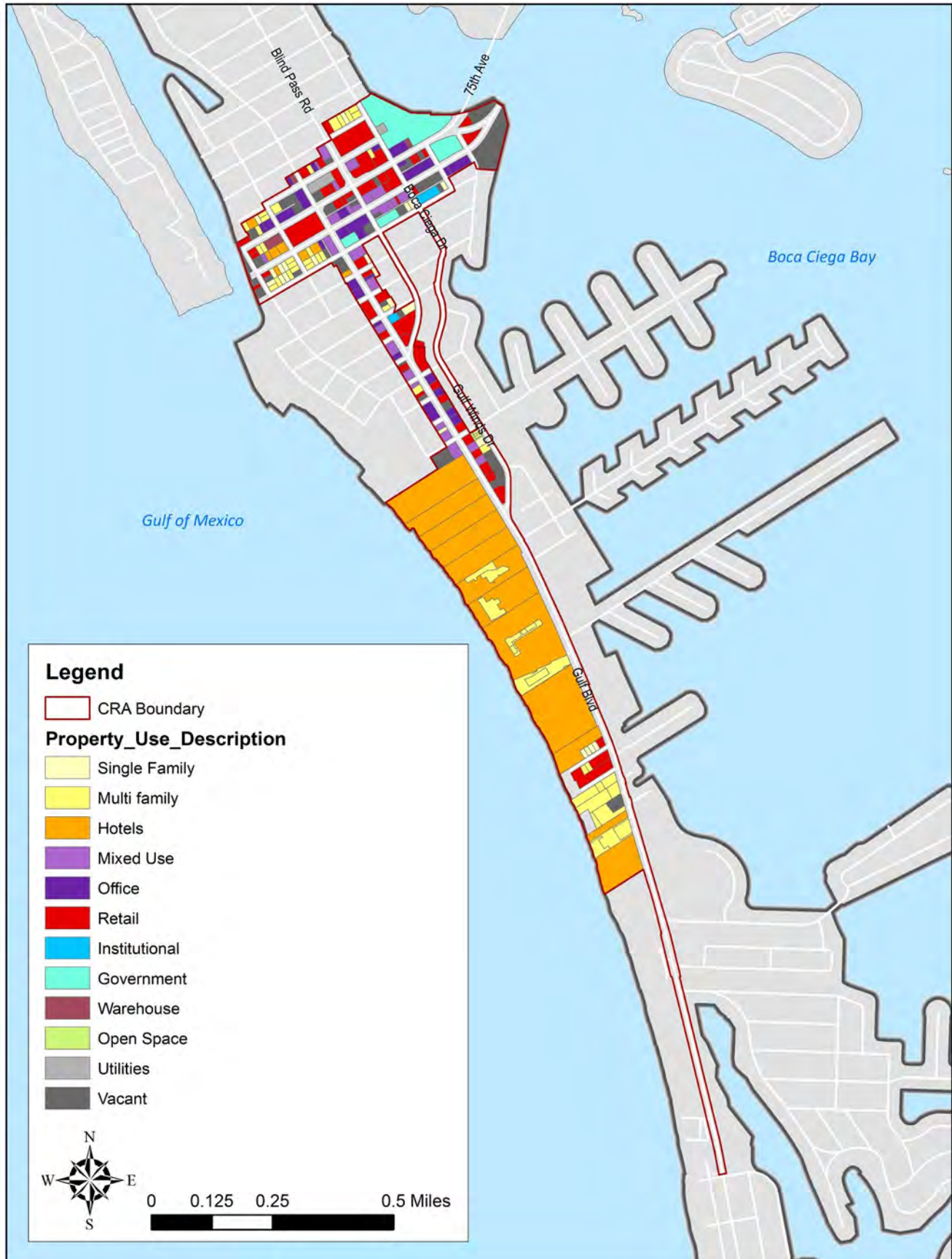


Figure 4-1: Existing Land Use Map



Figure 4-2: Future Land Use Map

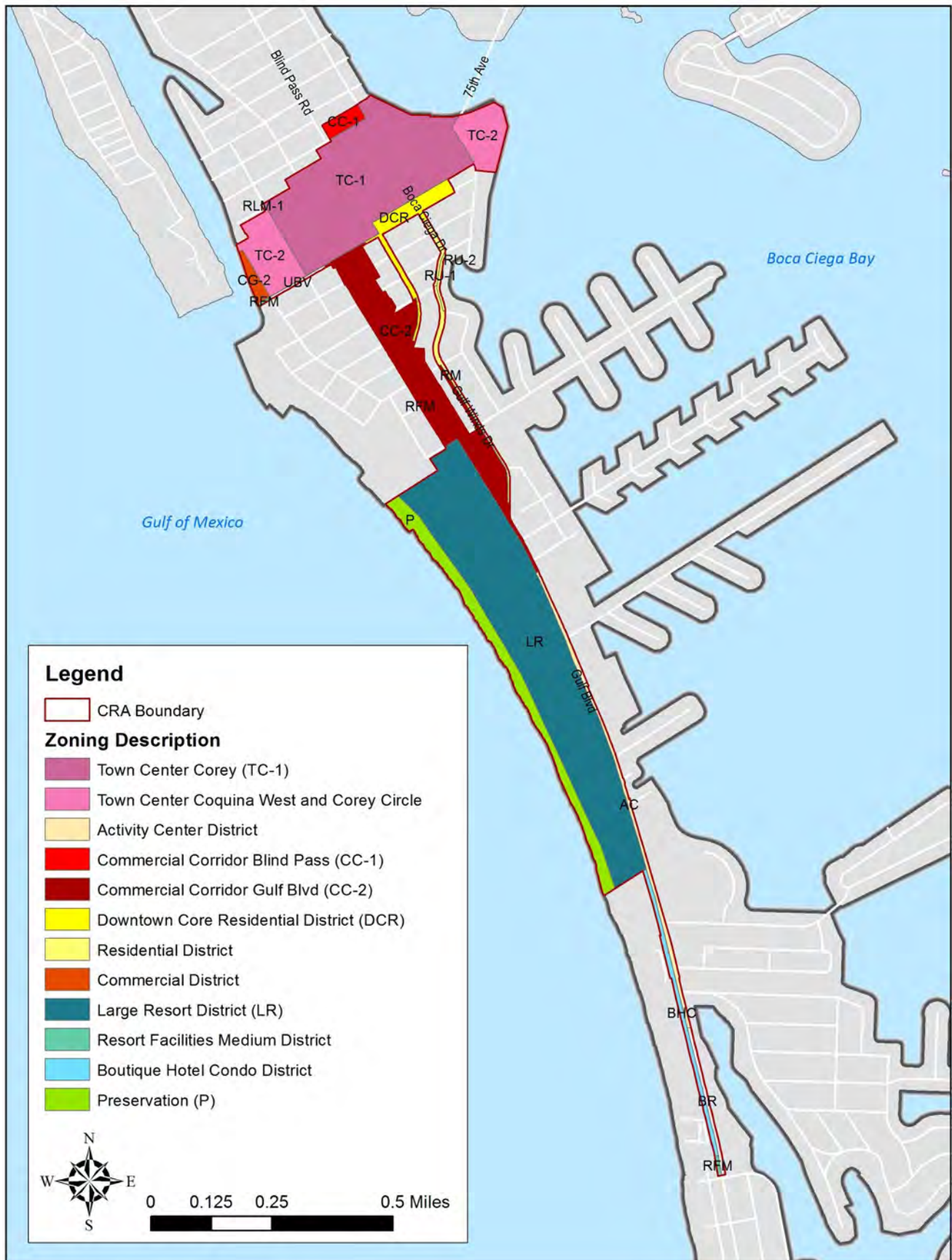


Figure 4-3: Zoning Map

Table 4-2: Allowable Density and Intensity

CRA	Maximum Density	Impervious Surface Ratio	Maximum Floor Area Ratio	Potential Bonus
Downtown Redevelopment District¹				
Town Center Core District (TC-1)	15 du/acre as part of a mixed use project Temporary Lodging—shall not exceed 50 units for the entire Town Center Core—shall not exceed 10 units per project	0.90	1.00 with no residential	0.45 bonus permitted for mixed-use retail/office/residential
Town Center Corey Circle District (TC-2)	24 du/acre Temporary Lodging—Conditional use only and shall not exceed 50 TLU per acre and a cumulative total of 150 units per project	0.70	0.55 with no residential	N/A
Town Center Coquina West District (TC-2)	24 du/acre Temporary Lodging—Conditional use only and shall not exceed 50 TLU per acre and a cumulative total of 150 units per project	0.70	0.55 with no residential	N/A
Downtown Core Residential District (DCR)	10 du/acre 12 du/acre with RU Reserves ²	0.70	N/A	N/A
Commercial Corridor Blind Pass road District (CC-1)	7.5 du/acre for single family homes and duplexes that do not access Blind Pass Road 12 du/acre for multi-family residential as part of a mixed-use project 15 du/acre with RU Reserves ²	0.70	0.70 with no residential 0.90 as part of a mixed-use project	N/A
Commercial Corridor Gulf Boulevard District (CC-2)	7.5 du/acre for single family homes and duplexes that do not access Gulf Boulevard 12 du/acre for multi-family residential as part of a mixed use project 15 du/acre with RU Reserves ²	0.70	0.70 with no residential 0.90 as part of a mixed-use project	N/A
Gulf Boulevard Redevelopment District¹				
Large Resort District (LR)	Scenario 1—Shall not exceed the following—50 TLU/acre or 15 du/acre Scenario 2—Shall not exceed the following—75 TLU/acre or 15 du/acre	0.85 for temporary lodging 0.70 for residential Mixed use are prorated based on acreage of each use	Scenario 1—1.8 with no residential Scenario 2—2.6 with no residential	Scenario 2—0.15 bonus for street level and restaurants facing Gulf Boulevard
Commercial Corridor Gulf Boulevard District (CC-2)	7.5 du/acre for single family homes and duplexes that do not access Gulf Boulevard 12 du/acre for multi-family residential as part of a mixed use project 15 du/acre with RU Reserves ²	0.70	0.70 with no residential 0.90 as part of a mixed-use project	N/A

Source: St. Pete Beach Comprehensive Plan—Future Land Use Element (Ordinance No. 2015-05)

¹ Additional units available in CRD through the General RU Density Pool Reserved but cannot be used until activated through LDC amendment.

² Additional units under RU Reserves cannot be used until activated through LDC amendment.

Table 4-3: Allowable Building Heights

CRA	Maximum Height
Downtown Redevelopment District	
Town Center Core District (TC-1)	28 feet for exclusively non residential development 40 feet for buildings with non residential and residential above first habitable floor
Town Center Corey Circle District (TC-2)	28 feet for exclusively non residential 76 feet for buildings with non-residential on first habitable floor and residential above 86 feet for buildings with non residential on bottom floor and residential/temporary uses above
Town Center Coquina West District (TC-2)	28 feet for an exclusively nonresidential use 76 feet for buildings containing non-residential uses on the first habitable floor accessible at street level mixed with a primary residential component above 86 feet above for buildings containing nonresidential uses on the first habitable floor accessible at street level and either a minimum of fifty (50) temporary lodging units or a primary residential use above the first floor or all three uses in one or more buildings as part of a unified development project, provided that the main principal building provides retail/commercial uses at street level
Downtown Core Residential District (DCR)	35 feet above base flood elevation inclusive of structured parking
Commercial Corridor Blind Pass road District (CC-1)	28 feet for exclusively non residential projects 40 feet for mixed-use projects located on a minimum ½ acre buildable site with a retail or office component on the first floor at street level and the residential use located above the first floor;
Commercial Corridor Gulf Boulevard District (CC-2)	28 feet for exclusively non residential projects 40 feet for a mixed-use development project located on a minimum ½ acre buildable site with a retail or office component on the first floor at street level and the residential use located above the first floor
Gulf Boulevard Redevelopment District	
Large Resort District (LR)	50 feet for residential use only, any temporary lodging use mixed with residential in same building Any temporary lodging or commercial use building located within 200 feet of a property occupied by an existing residential use located outside the Community Redevelopment District—building height shall not exceed 50 feet or the height of the adjacent residential building located outside the Community Redevelopment District, whichever is greater Temporary lodging use only—Building height shall not exceed 116 feet not including any decorative features or rooftop amenities extending twelve feet or less in height above the roof line
Commercial Corridor Gulf Boulevard District (CC-2)	28 feet for exclusively non residential projects 40 feet for a mixed-use development project located on a minimum ½ acre buildable site with a retail or office component on the first floor at street level and the residential use located above the first floor

Source: St. Pete Beach Comprehensive Plan—Future Land Use Element (Ordinance No. 2015-05)

In addition to the provisions described elsewhere in this section, due to the coastal location of St. Pete Beach, the requirements of 163.360(7)(e) apply as they relate to maintaining or reducing evacuation times in a “coastal tourist area”. As noted elsewhere in the CRA Plan document, the densities and intensities currently allowed under the St. Pete Beach Comprehensive Plan would not be increased/exceeded as a result of this plan. Additionally the City will work with hoteliers to develop a legally enforceable mandatory hotel evacuation/closure covenant as soon as practicable after a hurricane watch that includes St. Pete Beach is posted by the National Hurricane Center. This would prompt evacuation of tourists from the City in advance of a general evacuation.

4.5 INTENDED USE OF PROPERTY FOR THE PUBLIC PARKS, RECREATION AREAS, STREETS, PUBLIC UTILITIES, AND PUBLIC IMPROVEMENTS

Public facilities such as parks, recreational facilities, boardwalks, beach access points, bicycle paths/multi-use trails, streets, and utilities shall be located throughout the community in a manner that offers a convenient and safe access to public services and facilities while enhancing the aesthetic character of the CRA.

Utility lines shall be placed underground wherever feasible or located at the rear of the lot development. As individual redevelopment projects come on line, each project should be reviewed for the potential of relocating the power lines, and this could set up an incremental path for achieving the long-term goal.

If above-ground structures such as water tanks or transformer boxes must remain within the CRA, they should be located and treated in a manner that is safe and aesthetically pleasing.

Improve the stormwater conveyance, treatment, and discharge to include the development of a master stormwater management plan that can provide for shared use of infrastructure and future maintenance costs to encourage the development/redevelopment effort of the CRA.

A land acquisition program may be implemented for public facilities and waterfront parks, such as the following:

- A centrally-located parking facility in the Downtown Redevelopment District¹
- A centrally-located parking facility in the Gulf Boulevard Redevelopment District commercial/resort core area within close proximity of large resorts, ~~Dolphin Village, and public beach access~~
- Potential waterfront land adjacent to Sunset Park on Sunset Way to expand the existing park
- Potential waterfront land adjacent to Boca Ciega Bay, if it cannot be acquired through a voluntary donation in exchange for vacating existing oversized and under-used existing paved right-of-way located within Corey Circle East
- Potential small areas of right-of-way acquisition to expand trolley stops at a couple of major activity centers along the trolley route; small trolley pullover areas, where appropriate and possible, to avoid impeding traffic flow along Gulf Boulevard and Blind Pass Road is desirable

4.6 NEIGHBORHOOD IMPACT ELEMENT

The Community Redevelopment Act, Section 163.362(3), F.S., requires that if a redevelopment area contains low- or moderate-income housing, a neighborhood impact element shall be prepared to describe the impact of the redevelopment upon the residents of the redevelopment area and the surrounding areas in terms of relocation, traffic circulation, environmental quality, availability of community facilities and services and the effect on school population. The creation of the CRA is expected to generate minimal negative minimum impacts to existing neighborhoods and provide for an increase in property values.

The greatest impact upon the current residents of the CRA is in the Downtown Redevelopment District and on the eastside of the Gulf Boulevard Redevelopment District. The intent of the Downtown Redevelopment District is to be redeveloped as a traditional small pedestrian-oriented urban “downtown” with mixed land uses of commercial “mom and pop” facilities and residential above the ground floors, and the Gulf Boulevard Redevelopment District is to be re-developed into a resort/commercial activity center transforming Gulf Boulevard into a safe and aesthetically-pleasing commercial Main

Street. If a property is designated for development or acquisition, the relocation process shall comply with City and County requirements and/or State statutes. Existing neighborhoods will predominately contain the same configuration; however, aesthetic improvements and connectivity will be implemented.

Overall, impacts are expected to be minimal while the benefits of redevelopment are long-lasting, adding higher quality of life to St. Pete Beach residents and visitors. Although this Plan does not anticipate immediate action, in the future, the Redevelopment Agency may choose to pursue an acquisition program and/or consolidation to realize the Redevelopment Agency's redevelopment objectives.

Redevelopment planning efforts are focused on the improvement and strengthening of existing neighborhoods. Redevelopment planning efforts will not be directed towards large-scale demolition and removal of existing structures. Rather, plans call for a systematic improvement through a concerted effort aimed at rehabilitating homes and infill development, creating identifiable neighborhoods.

4.7 REPLACEMENT HOUSING & RELOCATION

The Community Redevelopment Act, Section 163.362, F.S., states the Plan shall assure that there will be replacement housing for the relocation of persons temporarily or permanently displaced from housing facilities within the CRA that are redeveloped. The intent of this Plan is to create a vibrant mixed-use Downtown and a commercial/resort destination, integrate recreation facilities, and provide temporary lodging and affordable housing, which promotes a positive image for St. Pete Beach. While relocation is not anticipated, if relocation is required as a result of redevelopment activities, the City of St. Pete Beach and the Redevelopment Agency will adhere to Section 421.55, F.S. and Section 38-81 through 38-86 of the Pinellas County Code.

4.8 DEMOLITION, CLEARANCE & SITE PREPARATION

The Redevelopment Agency is authorized to demolish, clear, or move buildings, structures, and other improvements from any real property acquired in the CRA.

The Redevelopment Agency is authorized to prepare or cause to be prepared, building and development sites or any property acquired by the Redevelopment Agency through "willing-seller-only" acquisition for use as public redevelopment projects, subject to obtaining necessary permits.

The Redevelopment Agency is authorized to install and construct or cause to be installed or constructed the public improvements and public utilities necessary to carry out the Plan, subject to obtaining necessary permits.

4.9 DURATION

The provisions of this Plan shall be effective, and the provisions of other documents formulated subsequent to, consistent with, and in furtherance of the implementation and enforcement of this Plan may be made effective, for 30 years from the date of adoption of this Plan by the Redevelopment Agency.

4.10 REDEVELOPMENT PLAN MODIFICATION

This Plan may be amended by the procedure established in Section 163.361, Florida Statutes, and Pinellas County Resolution 06-191.

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CHAPTER 5: Financial Analysis and Planning



5.1 ANALYSIS PURPOSE AND BACKGROUND

This chapter of the plan includes a market assessment and an economic impact analysis, including a forecast of potential Tax Increment Financing (TIF) revenues reflecting the market potential of the CRA based on the most current certified tax roll for the CRA, as required by Florida Statutes. The market assessment and economic impact analysis within this chapter spans from 2014-2043 (30 years) which is the life of the CRA.

5.2 CITY OF ST. PETE BEACH: OVERVIEW

St. Pete Beach is the southernmost link in a chain of barrier islands that make up the Tampa Bay Sun Coast. According to the U.S. Census, the city has a total area of 19.9 square miles—2.2 square miles of land and 17.6 square miles (88.9%) of water. Three bridges lead into the city, connecting it to Treasure Island (Blind Pass Bridge), South Pasadena (Corey Avenue Causeway), and the Bayway Isles area of St. Petersburg (Pinellas Bayway). The main north-south routes are Blind Pass Road and Gulf Boulevard. The main east-west routes are 75th Avenue/Corey Avenue Causeway and the Pinellas Bayway. With limited access, natural assets, and community charm, St. Pete Beach is akin to an “oasis” amid the bustling Tampa-St. Petersburg-Clearwater MSA, with approximately 2.8 million people¹ and 1.3 million jobs.² Depictions of St. Pete Beach, both as a schematic map and an aerial photo, are reflected in Figure 5-1.

St. Pete Beach, with miles of pristine white sand beaches bordering the Gulf of Mexico, has been recognized by TripAdvisor, Traveler’s Choice Awards, and other tourism experts as a prime tourist area and has been ranked the No. 1 beach destination in the United States and No. 5 in the world. It is also known for its balmy weather, warm days and comfortable nights making for perfect beach days and relaxing evenings. Summers can be long and hot, with showers providing much-appreciated relief during the rainy season. St. Pete Beach has a wide variety of accommodations ranging from resorts and family-oriented beachfront resorts to the classic Florida “mom and pop” motels and quaint inns that bring back memories of a slower-paced time. The city also has a wide variety of great dining venues, from casual to

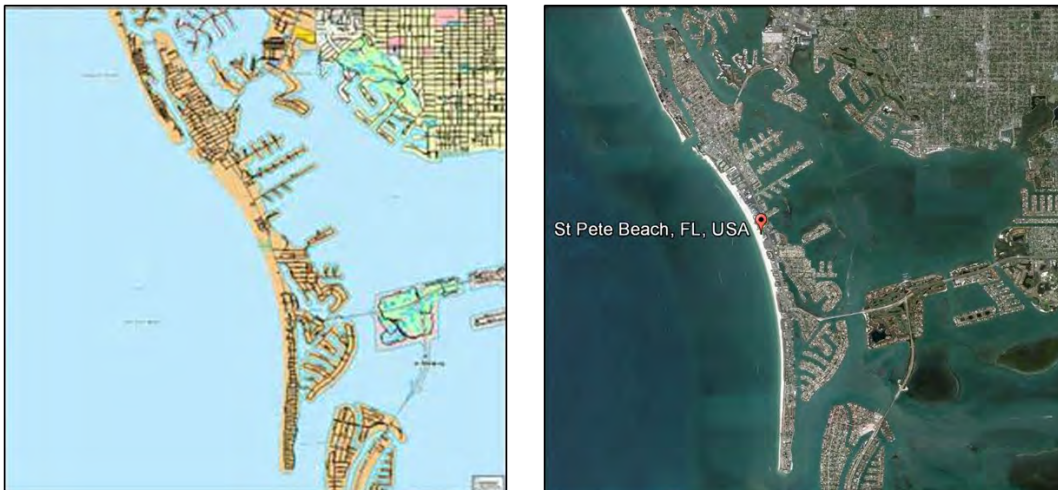


Figure 5-1: St. Pete Beach³

¹U.S. Census Bureau, 2010.

²U.S. Bureau of Labor Statistics, 2013.

³ Left: ESRI StreetMap NA; Right: Tampabayhometoday.com

gourmet.

With its identity as a tourist destination, St. Pete Beach and the nearby areas of the region offer a wide range of activities and entertainment venues. Examples include cruising excursions for snorkeling at historic Egmont Key; watching for wild dolphins swimming in the Gulf waters from the deck of a certified “Dolphin Smart” pontoon boat; exploring Shell Key in search of shells; the Corey Avenue Sunset Celebration, a monthly event featuring local artists/crafters; the Pass-A-Grille Beach Art Market, featuring works by local artists, including paintings, photography, handcrafted jewelry, metal art, and more; and the Corey Avenue Fresh Market, which operates every Sunday from October through May. For those with an appetite for more vigorous activities, many water sports are available, such as kayaking and canoeing. The area is home to ~50 golf courses and is widely considered a world-class golfing destination. Nearby are the Salvador Dali Museum, the award-winning Fort De Soto Park, and Downtown St. Petersburg.

Table 5-1 provides a profile of St. Pete Beach land parcels, land use, dwelling/lodging units, and taxable by use category.

Property Category	Parcel Count	Taxable Value	Gross Building Area (sf)
Residential: Multi-Family	3,997	\$771,633,662	5,430,740
Residential: Single-Family	2,894	\$835,106,662	6,023,319
Residential: Vacant	178	\$17,456,174	0
Commercial: Airport / Trans	3	\$2,125,575	22,940
Commercial: Office	44	\$14,337,439	150,257
Commercial: Retail / Mixed Use	235	\$124,730,245	715,959
Commercial: Hotel / Motel	456	\$257,262,664	2,047,713
Commercial: Vacant	102	\$22,530,524	0
Institutional	11	\$2,551,606	149,257
Government	12	\$101,343	140,203
Institutional / Govt Vacant	1	\$0	0
Industrial	4	\$798,649	13,397
Other	103	\$2,527,019	72,805
Totals	8,040	\$2,051,161,562	14,766,590

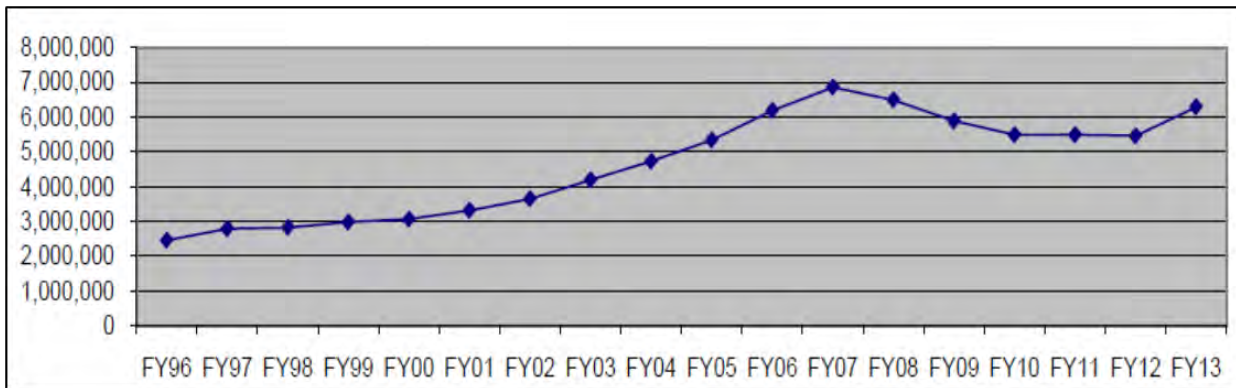
Table 5-1: St. Pete Beach Citywide Land Parcels Overview by Category, FY 2013–2014⁴

As reflected in Figure 5-2, St. Pete Beach ad valorem revenue increased modestly from FY1996 to FY2001, increased more dramatically from FY2001 to FY2008, and then experienced a sharp decline from FY2008 to FY2012. Declining ad valorem revenue during this time was experienced by many Cities and Counties due to the national economic downturn. St. Pete Beach ad valorem tax revenue declined from \$6.5 million in FY2013 to \$5.7 million in FY2014⁵ due to the combined impacts of decreased property values, reduced city millage rate, and the elimination of the City’s debt service millage rate. For FY2014, ad valorem taxes are 38.5% of the City’s total revenue.

⁴ Florida Department of Revenue, 2013 Certified Tax Roll.

In 2007, legislation was enacted that set maximum millage rates for non-voted levies of counties and municipalities. The legislation created a “rolled-back rate” that, when levied on the current year’s tax roll, will provide the same revenue as the previous year, adjusted for growth and other factors, such as capital improvements on existing properties and new construction. The rolled-back rate allows a “cost of living increase” equal to the increase of statewide per capita income

Figure 5-2: Operating Ad Valorem Revenue, FY 1996–FY 2013⁶

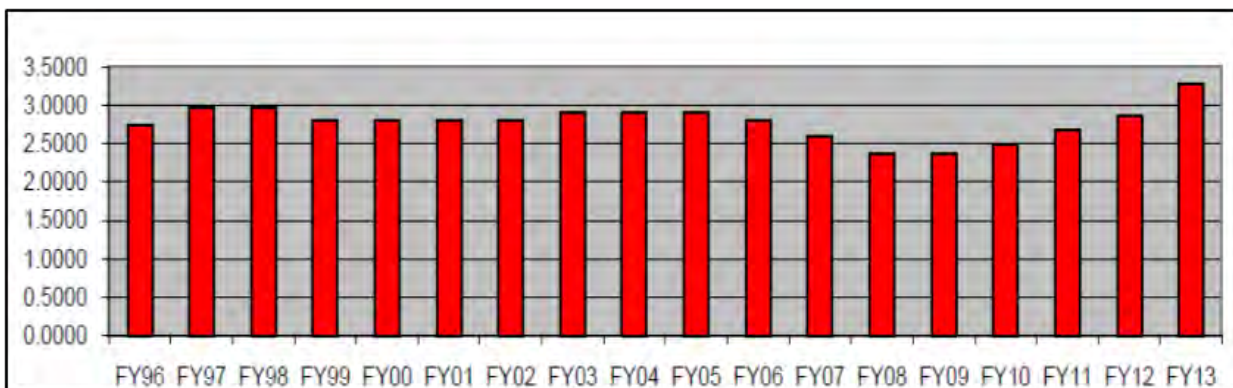


(typically 4.0–4.5%). Provisions in the legislation allow Cities and Counties to adopt annual millage rates that exceed the rolled-back rate by special process.

The City’s declining ad valorem revenue from FY2008 to FY2012 occurred in spite of increases to its millage rate during those years, as reflected in Figure 5-3. For FY2014, the debt service millage was eliminated and the City millage rate was reduced, resulting in a City millage rate of 2.8569.

Capital improvements on existing properties and new construction value does not affect the calculation of the rolled-back rate and allows City revenues to grow beyond the cost of living increase. As reflected in Figure 5-4, the annual value of building permits issued in St. Pete Beach increased modestly from FY1996 to FY2004. From FY2004 to FY2005, there was

Figure 5-3: Operating Millage Rate, FY1996–FY 2013⁷



a substantial increase in annual building permit value, which was sustained through FY2007. In FY2008, annual building permit values sharply declined to levels slightly higher than pre-FY2004 and have remained relatively flat through FY2013.

⁵St. Pete Beach Proposed Budget, Fiscal Year ending September 30, 2014.

⁶St. Pete Beach budget, Fiscal Year ending September 30, 2013.

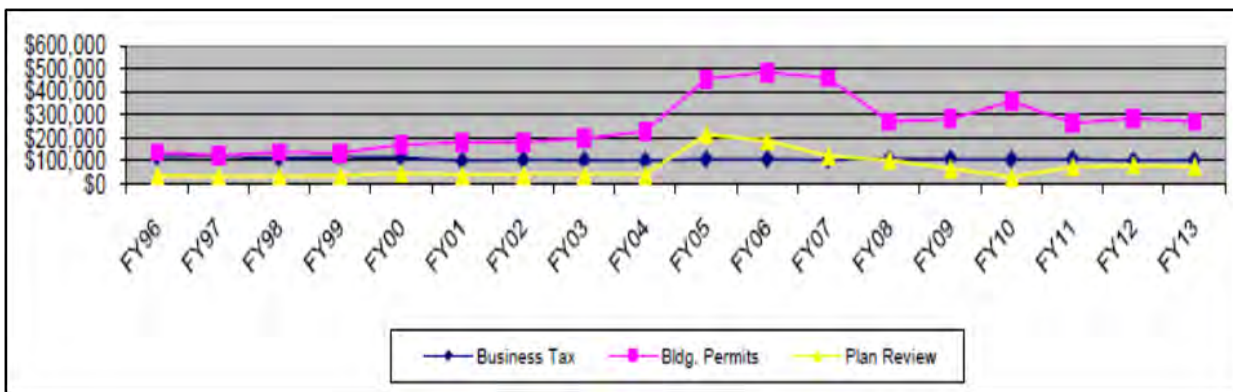
⁷St. Pete Beach Budget, Fiscal Year ending September 30, 2013.

Regardless of the year-to-year movement, the dollar value of annual building permits is modest.

St. Pete Beach's population declined from 10,045 in 2000 to 9,341 in 2010⁹, a change of -7.01%. Pinellas County also experienced a population decline during that time period, the only county within the Tampa Bay region to have experienced a decline during that timeframe. St. Pete Beach's estimated population for 2014¹⁰ (9,391) reflects the return of population growth. Projected future population for 2018 (9,581) reflects an increase, but at a lower rate than Pinellas County.

The average age of the St. Pete Beach population is 54.3, versus 45.1 countywide. On a percentage basis, the educational attainment of St. Pete Beach residents is substantially higher than the county. Per capita income (\$48,120) and average

Figure 5-4: Building Permit Activity, FY1996–FY2013⁸



household income (\$85,808) are substantially higher in St. Pete Beach than in Pinellas County (\$29,352 and \$59,968, respectively). The median value of owner-occupied housing is significantly higher in St. Pete Beach (\$352,876) than countywide (\$147,029).

REGIONAL POSITION OF ST. PETE BEACH

St. Pete Beach is geographically well-positioned within and well-connected to the Tampa-St. Petersburg-Clearwater MSA to attract the young professional workforce of Pinellas County. Whereas the traditional definition of “empty nester” centered on aging couples whose children had left the household, contemporary lifestyles find that young professionals are delaying the start of families; both groups are now considered empty nesters. Both groups also share many common desires, such as a preference for low home maintenance, urban lifestyles with proximate live/work/play opportunities, greater dependence on or willingness to use public transit, and income/assets to support reasonable housing choices. This presents a significant opportunity for St. Pete Beach.

An analysis was performed on the demographic profile of the workforce within a 5-, 10-, and 15-mile radius of the St. Pete Beach City Hall¹¹, as depicted by the map in Figure 5-4⁵. These radii were selected to encompass an approximate driving time of 30 minutes or less.

⁸St. Pete Beach Budget, Fiscal Year ending September 30, 2013.

⁹U.S. Census Bureau.

¹⁰The Nielsen Company, Appendix 5-2: Demographic/Population Summary, 2014 Report.

Demographic data that are particularly relevant to the workforce within the 5-, 10-, and 15-mile radii of the St. Pete Beach City Hall¹² are depicted in Table 5-2. Highlights include:

- A large general population of almost 640,000 (and growing) residing within 15 miles⁹

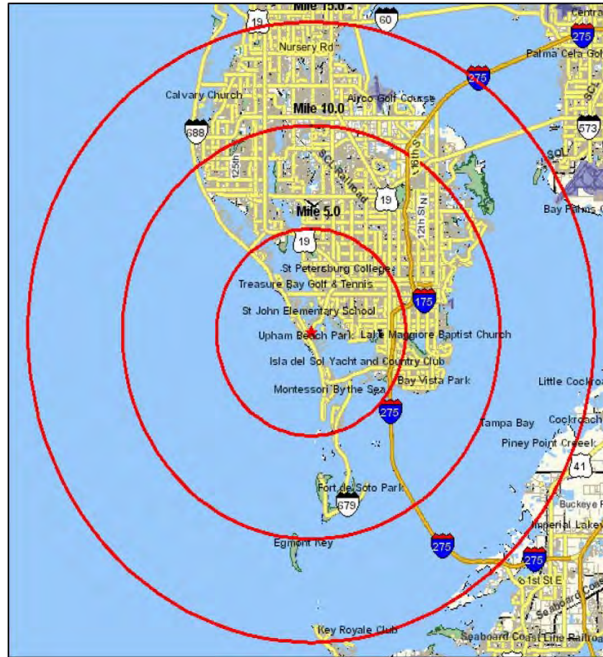


Figure 5-5: Map of 5-, 10-, and 15-Mile Radii from St. Pete Beach City Hall

- A high level of educational attainment, similar to St Pete Beach¹⁰
- A workforce of more than 540,000 people within 15 miles, almost 187,000 of whom are white-collar workers¹¹
- A workforce that is already experiencing an average drive time to work of almost 30 minutes

The workforce depicted in Table 5-2 and some of the workforce proximate to, but beyond, the 15-mile radius are prime targets for new residents of St. Pete Beach. The development of new housing with a range of styles, sizes, and prices/rents will be appealing to this target market. Although this market analysis anticipates the development of only new multi-family residential units within the CRA, some existing St. Pete Beach residents in single-family homes also will find the new multi-family units desirable, and their relocation to the CRA will provide opportunities for future residents with a preference for single-family homes.

Based on a 2013 Retail Opportunity Gap¹³ analysis, it appears that about \$42 million of retail sales “leak” out of St. Pete Beach. The Retail Opportunity Gap compares demand data derived from the Consumer Expenditure Survey¹⁴ and supply data derived from the Census of Retail Trade,¹⁵ combined with information from additional data sources. In the analysis, significant sales leakage is occurring from some retail categories that may not be desirable and/or viable within St. Pete Beach, such as auto dealers, building materials/lumber yards, and gas stations. However, there are retail categories that may be desirable and viable in St. Pete Beach and the CRA, such as men’s/family clothing, shoes, hobbies/games, books, cosmetics/beauty supplies, and optical goods.

¹¹The Nielsen Company

¹²The Nielsen Company

Table 5-2: Workforce Demographics, 5-, 10-, and 15-Mile Radius of St. Pete Beach City Hall

Description	0 - 5 Miles	%	0 - 10 Miles	%	0 - 15 Miles	%
Population						
2014 Estimate	129,259		441,059		639,099	
Population Age 21 - 64	72,262		253,421		368,303	
2014 Est Pop Age 25+ by Education	98,285		330,198		481,496	
Less than 9th grade	2,959	3.01%	13,196	4.00%	18,530	3.85%
Some High School, no diploma	7,691	7.83%	28,222	8.55%	40,337	8.38%
High School Graduate (or GED)	30,173	30.70%	103,853	31.45%	151,400	31.44%
Some College, no degree	21,559	21.94%	73,433	22.24%	108,030	22.44%
Associate's Degree	8,905	9.06%	28,326	8.58%	41,800	8.68%
Bachelor's Degree	17,520	17.83%	54,431	16.48%	79,813	16.58%
Master's Degree	6,094	6.20%	19,714	5.97%	29,185	6.06%
Professional School Degree	2,189	2.23%	5,672	1.72%	7,989	1.66%
Doctorate Degree	1,195	1.22%	3,348	1.01%	4,410	0.92%
2014 Est Pop 16+ by Occupational Class	59,422		204,130		294,518	
Blue Collar	9,388	15.80%	36,721	17.99%	51,332	17.43%
White Collar	37,501	63.11%	127,436	62.43%	186,914	63.46%
Service and Farm	12,533	21.09%	39,973	19.58%	56,273	19.11%
2014 Est Avg Travel Time to Work (min)	25.9		24.5		24.3	

Many older hotel/motel properties lack modern amenities such as larger pools, spacious units, ocean-view rooms, and secure parking. Interviews with owners of the larger hotel/motel properties indicated a desire to expand and/or redevelop their properties. When developed originally, the sizes of their lots were adequate, but these lots now are deficient in size and functionally difficult to redevelop with much-needed modern amenities. Compounding the lot size/configuration challenges is the coastal control line issue raised in 2003, which reduces the rebuildable density of existing beachfront hotels. This market analysis forecasts the potential for developing new hotel/motel rooms, either through expansion or redevelopment. Expanding the number of hotel/motel rooms by a significant number may require revisions to land use/density regulations. Developing an off-site parking strategy would help facilitate more efficient use of valuable beachfront land.

The forecast of new residential units and new commercial/retail space is intended to reflect the development of ground-floor commercial space to serve as a platform for residential units above (mixed-use projects) along the Corey Avenue

¹³The Nielsen Company, Appendix 5-3: Retail Opportunity Gap.

¹⁴U.S. Bureau of Labor Statistics

¹⁵U.S. Census.

corridor. The photos in Figure 5-6 illustrate the general configuration of mixed-use projects that could result from the residential unit and commercial space growth assumptions (these do not suggest architectural design).

It is expected that not all new residential and commercial development will be mixed-use projects; retail-only projects could be built along Corey Avenue and residential-only buildings could be built proximate to Corey Avenue. The Corey Avenue corridor would be well-served to attract a few national retailers to expand the corridor's market draw. A residential project of sufficient size to justify a regional marketing program would put St. Pete Beach on the regional radar of homebuyers/renters. The first large mixed-use project will probably be the most challenging and will likely require incentives through public assistance.

Developing/redeveloping the ends of the Corey Avenue corridor to visually emphasize the water-to-water connection, with boutique restaurants/shops and residential properties priced to meet a cross-section of workforce incomes along the



Figure 5-6: Examples of Mixed-Use Building Massing

corridor, will result in the Downtown Redevelopment District becoming a regional live-work-play destination. Improving the pedestrian/traffic interface at the major cross-streets is needed to improve connectivity. However, currently, there is little motivation for a pedestrian to face the challenges/risks of crossing the intersections to reach the west end of Corey Avenue. Developing a “special” destination project, coupled with the redesign of the waterfront park at the west end of Corey Avenue, will largely mitigate the end-to-end connectivity of Corey Avenue. This “special” project will probably be challenging and will likely require incentives through public assistance.

A few new hotels with modern design/amenities and national flags/reservation systems will revitalize the overnight tourism market in St. Pete Beach. The first new hotel project will probably be the most challenging and will likely require incentives through public assistance.

5.3 CALCULATION METHODOLOGIES

This market analysis is based on a balanced perspective of the local St. Pete Beach area market trends derived from market data, planning documents, and regional real estate market/trends. The balanced combination of these data facilitates a reasonably accurate estimation of development potential and future property values within the CRA. It is an analytical approach that seeks to identify “revealed preference” as a method for estimating demand and value. This approach is heavily influenced by the unique characteristics and environment of St. Pete Beach and the CRA. The analysis identifies three types of taxable value growth: general changes in the community's economic environment, capital

improvements on existing properties, and development of new/expanded residential, commercial (non-hotel) and hotel/motel properties. The primary property categories were evaluated to produce a more precise forecast of appropriate growth.

The growth of taxable value on existing properties (as of 2013), property improvements, and new development were assumed to start slow and accelerate annually over the span of the analysis. This is a typical growth pattern in a CRA—

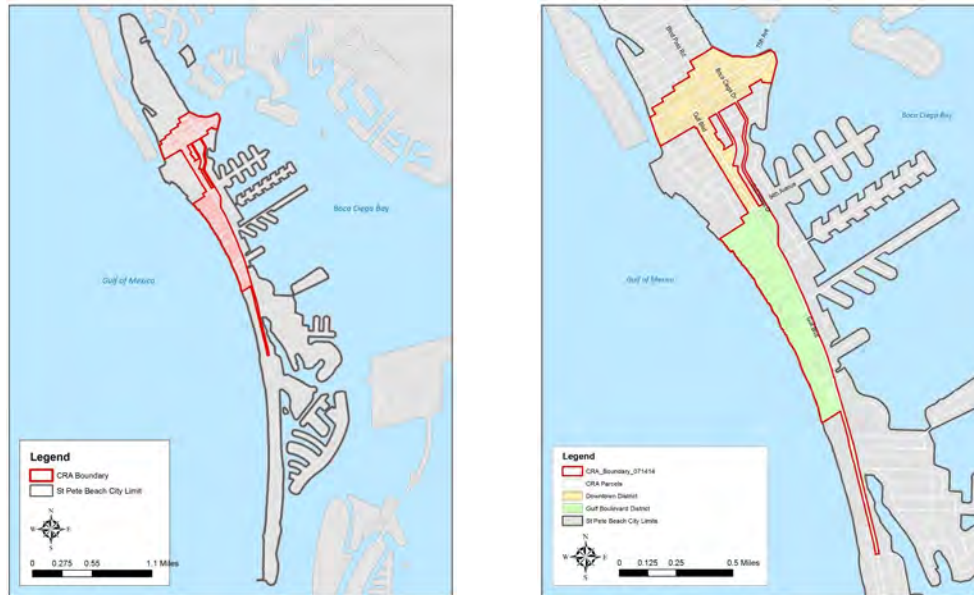


Figure 5-7: St. Pete Beach CRA

each improvement/development has a ripple effect and stimulates more investment. This approach was applied to both

Table 5-3: CRA Land Parcels Overview by Category¹⁶

Property	Parcels	DU / Rooms	Taxable Value	Building Area (sf)	Avg Tax Val/Unit	Avg Tax Val/SF	Avg DU Area (sf)	Homestead Parcels		
Category								Count	Hx Val	Avg Hx Val
Residential: Single Family	24	27	\$2,887,229	36,041	\$106,934	\$80.11	1,335	5	\$400,301	\$80,060
Residential: Multi-Family (incl CAM)	331	374	\$65,223,284	448,261	\$174,394	\$145.50	1,199	79	\$13,306,975	\$168,443
Residential: Vacant	2	0	\$220,565	0				0	\$0	
Commercial: Office	23	0	\$7,445,000	87,985		\$84.62				
Commercial: Retail, Rest, Other	83	0	\$53,672,982	574,760		\$93.38				
Commercial: Hotel/Motel/Time Share	379	2,309	\$179,018,158	1,664,953	\$77,531	\$107.52	721			
Commercial: Vacant	56	0	\$10,412,621	0						
Industrial	11	0	\$2,686,649	44,630		\$60.20				
Industrial: Vacant	0	0	\$0	0	\$0	\$0.00	0			
Institutional / Govt	10	0	\$1,905,751	136,018		\$14.01				
Institutional / Govt: Vacant	1	0	\$0	0						
Totals	920	2,710	\$323,472,239	2,992,648				84	\$13,707,276	

the rate of improvements/new development and the taxable values of their assessments as they are completed. Schematic maps of the CRA showing the CRA boundary, CRA sub-districts, and zoning within the CRA, are depicted in Figure 5-7.

¹⁶Florida Department of Revenue, 2013 Certified Tax Roll.

Analysis of the 2013 certified tax roll for the City of St. Pete Beach (latest certified tax roll) was the starting point. Tax roll parcels within the CRA were extracted from the citywide tax roll, as depicted in Table 5-3, and were the basis of the 30-year model. Special characteristics of properties within the CRA were identified. Findings from this analysis were coupled with the evaluation of St. Pete Beach demographics and long-range planning studies to develop assumptions in the model. For a detailed assumption table, see Appendix H.

THE 18-YEAR REAL ESTATE CYCLE

According to Steve H. Hanke¹⁷ of the Cato Institute:

Data demonstrate that every 18 years we can expect the culmination of a credit-fueled real estate and ensuing business cycle. Generally, the steps of the cycle are: available, low interest bank credit raises property prices; buyers take on more credit to purchase property; the appreciated property value serves as collateral for more bank loans; property prices eventually peak; construction activity and the general economy peak; property value declines; declining property value reduces owner equity and lender collateral; loans become bad debts; banks adjust lending criteria making it more difficult to qualify for loans to buy property.

A graph depicting the phases in a real estate cycle¹⁸ is reflected in Figure 5-8.

The timing and duration of the 18-year real estate cycle affects all U.S. communities and cities, but the rate of increase in the growth periods and depth of decline in the recession periods are specific to each. The model anticipates the 18-year real estate cycle, starting with year 1 (2013), with the decline initiating in year 18 (2031). Growth/decline periods affect the timing of construction starts for renovation and development projects; new construction and capital improvement projects do not start during the decline, but new projects are added to the tax role during the decline that were started prior to the decline period.

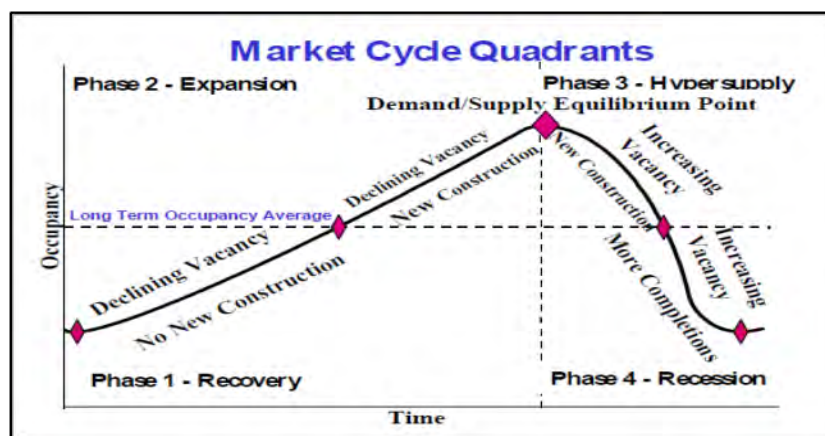


Figure 5-8: Phases in the Real Estate Cycle¹⁸

¹⁷Steve H. Hanke, "The Great 18-Year Real Estate Cycle."

¹⁸Glenn R. Mueller, "Predicting Long-Term Trends & Market Cycles in Commercial Real Estate," 2001.

GENERAL CONDITIONS OF THE MODEL

- The base values and assumptions of the Model are provided in Appendix H.
- The model considers factors relevant to the three types of assessed value growth: economic climate/local market conditions (escalation of assessed value), capital improvements on existing properties, and new development.
- Development of new residential units is driven by the estimate of CRA's share of forecasted citywide population growth and the expectation of the more/faster growth due to the evolving success of the CRA, coupled with the 2014 estimated household size for St. Pete Beach (1.83¹⁹). The model assumes new housing development will be multi-family units, built as unmet demand accrues.
- Development of new commercial space is driven by the existing retail gap identified in the Retail Opportunity Gap analysis and the growth of citywide population, which generates more retail demand within the city/CRA.
- Annual capital improvements on existing residential properties, commercial properties, and hotel/motel properties are based on the gross building area (sf) of each property category existing in 2013.
- Annual escalation rates to reflect the community's economic environment were selected for two primary categories: residential and commercial. The rate of decline during the 18-year real estate cycle also were identified for the two primary categories.
- The average taxable values (land and building combined) of each property category, escalated annually, served as the basis for the values of improvements and new development over the 30-year analysis period. Each complete project was rolled in at its escalated value as it occurs. The taxable value of all improvements and development may take one to three years from the start of construction to appear on the tax roll, depending on the construction period and the date of its Certificate of Occupancy.
- The timing and pace of new development and capital improvements reflect anticipation of market demand and absorption of developed projects, which are critical to attracting and underwriting the investment of the next project.
- The property tax levy is calculated by applying the millage rates of the affected taxing districts to the previous year's incremental taxable value. The millage rates of the City of St Pete Beach (2.8569) and Pinellas County (5.3377, General Fund and Health Department)²⁰ were applied during the lifespan of the CRA.
- The current city/county millage rates were held constant to calculate the tax levy throughout the 30-year analysis period. In reality, these rates may change over time, potentially due to the 2007 "rolled-back rate" legislation. The Florida Department of Revenue calculation of the rolled-back rate is based on citywide/countywide assessed values, and any resulting changes are applied citywide/countywide. Ad valorem revenues are calculated as 95% of the total revenue generated by applying the property tax millage rate.
- The TIF capture rate for the life of the CRA is calculated as the incremental ad valorem tax revenue (95% of the total tax levy) — All of the available TIF generated is proposed to ~~will be~~ captured throughout the term of the CRA.
- The values reflected in new development and capital improvements tables are based on the first year's taxable value as projects/improvements are completed.

¹⁹The Nielsen Company.

²⁰Pinellas County Property Appraiser, FY 2013/14 Millage Rates.

5.4 SUMMARY OF FINDINGS

The model reflects significant growth, both in terms of new development and the tax base. Table 5-4 is a summary of the new development by category in five-year increments resulting from the assumptions of the model.

The model also anticipates capital improvements on existing (as of 2013) residential, commercial (non-hotel), and hotel/motel properties. Considering that the 2013 taxable value in the CRA is \$323,472,239, the taxable values forecasted,

Table 5-4: New Development Completed and Values (1st Assessment Year)

	Yrs 1–5	Yrs 6–10	Yrs 11–15	Yrs 16–20	Yrs 21–25	Yrs 26–30	Cum Total
New Developments Completed (sf)							
Multi-Family Residential	63,284	103,555	132,321	95,885	159,169	264,642	818,855
Non-Hotel Commercial	8,883	17,467	28,776	25,571	48,497	95,362	224,557
Hotel/Motel	88,331	93,631	99,249	105,204	111,516	243,507	741,438
Total Development	160,498	214,654	260,346	226,660	319,182	603,511	1,784,850
New Developments Completed (CU/Rooms)							
Multi-Family Residential	66	108	138	100	166	276	854
Non-Hotel Commercial	175	382	197	208	455	482	1,900
Hotel/Motel	241	490	355	308	621	758	2,754
New Development Value							
Multi-Family Residential	\$10,905,900	\$19,788,978	\$29,232,509	\$23,179,552	\$37,223,409	\$82,471,331	\$202,801,677
Non-Hotel Commercial	\$878,796	\$1,943,551	\$3,825,723	\$3,862,522	\$8,056,241	\$25,218,695	\$43,785,527
Hotel/Motel	\$14,405,166	\$16,906,930	\$20,495,854	\$25,923,226	\$26,413,176	\$105,854,744	\$209,999,096
Total Development Value	\$26,189,862	\$38,639,458	\$53,554,086	\$52,965,299	\$71,692,826	\$213,544,769	\$456,586,300

Table 5-5: Capital Improvements Completed and Values (1st Assessment Year) without escalation, represent a 63.1%

	Yrs 1–5	Yrs 6–10	Yrs 11–15	Yrs 16–20	Yrs 21–25	Yrs 26–30	Cum Total
Capital Improvements (sf)							
Multi-Family Residential	20,811	32,775	42,320	31,099	47,155	74,263	248,423
Non-Hotel Commercial	22,392	35,343	45,750	33,685	51,139	80,719	269,028
Hotel/Motel	74,654	117,835	152,530	112,306	170,499	269,116	896,940
Total Capital Improvements	117,857	185,953	240,601	177,091	268,793	424,097	1,414,392
Capital Improvements Value							
Multi-Family Residential	\$633,841	\$1,112,572	\$1,662,034	\$1,314,668	\$1,956,882	\$4,104,352	\$10,784,349
Non-Hotel Commercial	\$476,384	\$847,925	\$1,309,932	\$1,100,887	\$1,827,579	\$4,565,900	\$10,128,606
Hotel/Motel	\$2,356,842	\$4,194,989	\$6,480,706	\$5,446,483	\$9,041,690	\$22,589,154	\$50,109,863
Total Capital Improvements Value	\$3,467,066	\$6,155,485	\$9,452,671	\$7,862,037	\$12,826,151	\$31,259,407	\$71,022,817

increase in the CRA. A graph of new development and capital improvements (sq.ft.) achieved during 2014–2043 is depicted in Figure 5-9. Figure 5-10 depicts the growth of incremental taxable value (data points reflect the cumulative value of all earlier data points) resulting from the model and escalation on properties existing in 2013. The values reflect

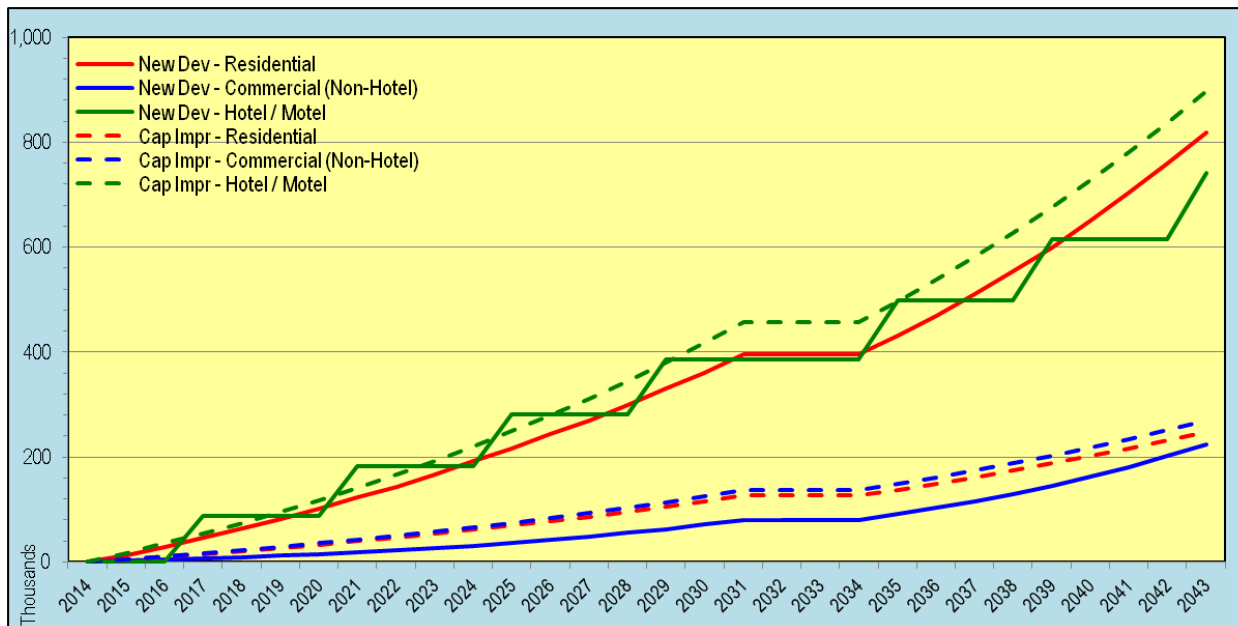


Figure 5-9: Projected New Development and Capital Improvements (sq.ft.)

the taxable value of projects at their first year of assessment, without further escalation through the analysis time period. Figure 5-11 depicts the trend of projected incremental TIF revenue (ad valorem revenue is calculated as 95% of the total

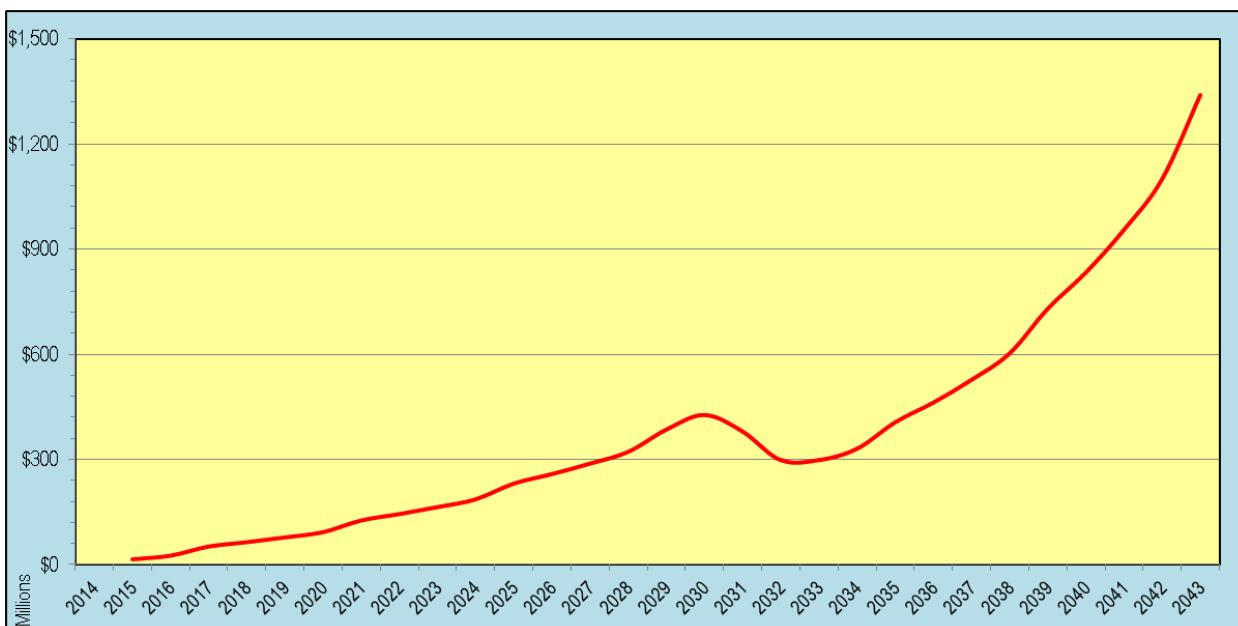


Figure 5-10: Projected Incremental Taxable Value (Cumulative Year-to-Year), 2014–2043

levy) during 2014 to 2043.

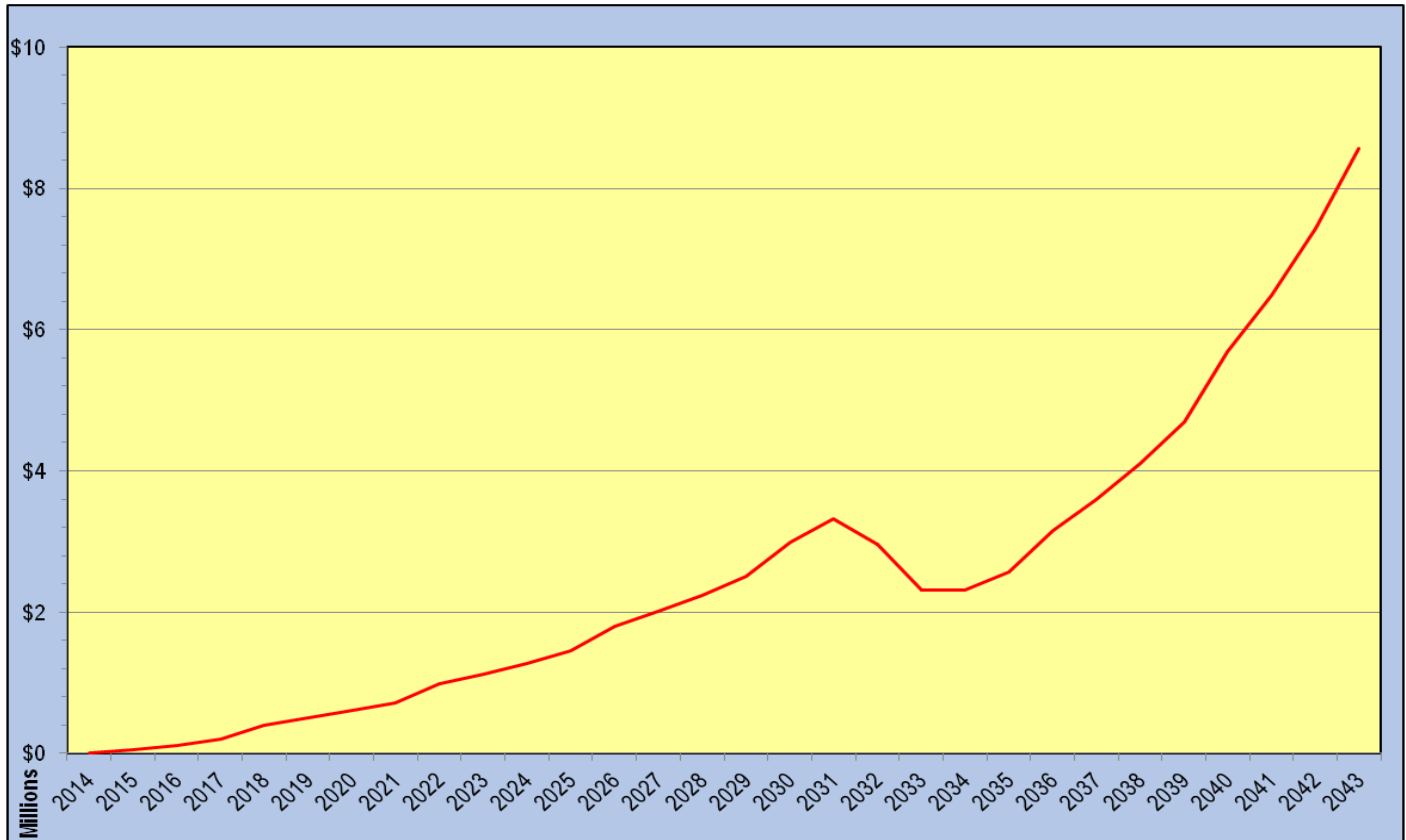


Figure 5-11: Projected Incremental TIF Revenue, 2014–2043

Table 5-6: TIF Revenue Captures/Incremental Ad Valorem Revenue Released

	Yrs 1 - 5	Yrs 6 - 10	Yrs 11 - 15	Yrs 16 - 20	Yrs 21 - 25	Yrs 26 - 30	Cum Total
TIF Revenue Captured							
St Pete Beach	\$264,295	\$1,367,048	\$3,060,372	\$4,915,111	\$5,492,247	\$11,460,241	\$26,559,314
Pinellas County	\$493,797	\$2,554,129	\$5,717,857	\$9,183,167	\$10,261,460	\$21,411,785	\$49,622,195
Total TIF Revenue	\$758,092	\$3,921,177	\$8,778,229	\$14,098,278	\$15,753,706	\$32,872,025	\$76,181,509

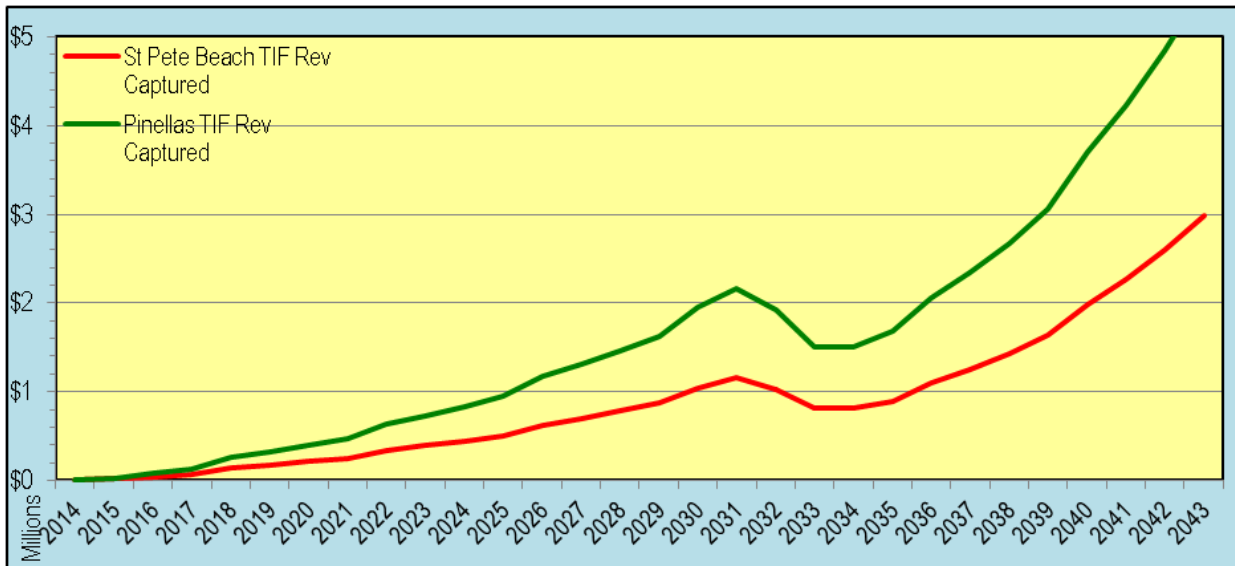


Figure 5-12: Contributions to St. Pete Beach TIF Captured, 2014-2043

Table 5-6 is a summary of the TIF revenue captured and incremental ad valorem revenue released by St. Pete Beach and Pinellas County, in five-year increments, resulting from the assumptions of the model. It should be noted that all ad valorem tax revenue generated on the CRA's 2013 taxable value (\$323,472,239²¹, TIF Base Year) are released to the City (\$25.5 million) and County (\$47.6 million); the revenue generated and released by the Base Year value is not reflected in Table 5-6.

Figure 5-12 depicts the trend of TIF revenue captured during the period 2014–2043. It should be noted that all ad valorem tax revenue generated on the CRA's 2013 taxable value (\$323,472,239²², TIF Base Year) are released to the City (\$25.5 million) and County (\$47.6 million); the revenue generated and released by the Base Year value is not reflected in Table Figure 5-6.

²¹Florida Department of Revenue, 2013 Certified Tax Roll.

²²Florida Department of Revenue, 2013 Certified Tax Roll.

5.5 GENERAL OBSERVATIONS AND CONCLUSIONS

The economic development potential of St. Pete Beach is significant. Key findings from this report include the following:

- Activating the city’s market potential and redeveloping/revitalizing the CRA with densities compatible with and appropriate to the district, while maintaining the city’s unique “comfort” and character will require the achievement of a careful balance.
- The growth of new development and increasing/diversifying the tax base will continue beyond the 30-year analysis period. The new investment within the CRA will stimulate new investment citywide; the impacts outside the CRA are not quantified in this analysis.
- The market analysis did not attempt to quantify sales tax revenues. However, as retail space is revitalized and developed, there should be a significant increase in sales tax revenues. A wider range of goods and services also will be available to residents.
- The probability of achieving the market potential reflected in this analysis would be improved substantially if the City/CRA used the services of an experienced economic development professional. Approaching the recommended initiatives with a sense of “urgency” would be highly beneficial.
- Initiating a project of sufficient size to justify a marketing budget with an area-wide reach would elevate St. Pete Beach on the regional “radar.” This would not only generate market demand but would also attract the attention of regional developers and investors. Achieving this as early as possible would be highly beneficial.
- It is likely the development of parking facilities (parking lots and/or garages)¹ will be required as the CRA evolves. Creating a strategy for the development of public garages that serve visitors and stimulate development/investment would be highly beneficial; strategic locations for public garages that can provide off-site parking for the development of proximate residential projects should be identified. Convenient off-site parking along the hotel corridor will facilitate development/redevelopment of the hotels and allow for the more efficient use of valuable beachfront land. Zoning regulations must support these off-site parking strategies.
- As shown in the model, economic growth and development is expected to occur in St Pete Beach throughout the 2014–2043 (30-year) study timeframe. Some key achievements during the study timeframe include the following:
 - ◇ Expected total new development (residential, commercial (non-hotel), and hotel/motel) of 1,784,850 sq.ft.
 - ◇ Expected capital improvements (residential and non-residential) of 1,414,392 sq.ft. on properties existing as of 2013.
 - ◇ In the context of this analysis, TIF revenue is defined as property tax revenue captured by the Trust Fund as calculated on incremental property values above and beyond the Trust Fund’s “base year” values. (Taxes generated on the Trust Fund’s “base year” values are released to the taxing districts throughout the term of

¹ Prior to the allocation of funding for a parking garage(s), a feasibility study will be prepared to determine the need, size, location and proposed sources of funding, including any public/private participation. The County reserves the right to approve or not approve the allocation of County TIF dollars.

CHAPTER 6:

Capital Planning



6.1 DEVELOPMENT PLAN

The Conceptual Diagram (Figure 3-6) illustrates the variety of capital projects that will be implemented by the Redevelopment Agency during the duration of the plan to remove blight factors identified within the Finding of Necessity Study. The Conceptual Diagram is a visual representation of the Plan's intent and objectives, identifying specific capital projects that are described in more detail in this chapter.

6.2 CAPITAL PROJECTS

For the CRA to have a distinct image and sense of place, common architectural elements for buildings and a consistent streetscape will be needed. The streetscape will promote a pedestrian-friendly corridor that will include landscaping and irrigation, sidewalk improvements, distinctive paving patterns delineating gathering places and crosswalks, pedestrian-scale decorative lighting, side street crosswalks, mid-block crosswalks, bike lanes, entrance signage, and street furniture. Improvements for the CRA will incorporate infrastructure needs such as street paving and curbing, road reconstruction and resurfacing, improving stormwater systems, and burying utilities. These improvements will establish a solid neighborhood and business environment that will support the CRA. The recommended practice is to enhance a street with all necessary infrastructure upgrades while the street is under construction.

DOWNTOWN REDEVELOPMENT DISTRICT STREETScape IMPROVEMENTS

The City and Redevelopment Agency will coordinate to identify specific landscape/streetscape improvements within the Downtown Redevelopment District. Major features may include:

- New and wider main street-style sidewalks linking the Downtown core retail, business, government, entertainment, dining, and shopping activities to each other from Sunrise Park on Boca Ciega Bay to the east, through the traditional main street activity core, to Sunset Park on Blind Pass Channel to the west
- New and wider sidewalks linking trolley stops, crosswalks, and parks as well as retail, restaurant, and entertainment establishments within the Downtown area
- New and wider bike lanes, where appropriate, linking the traditional Downtown Redevelopment District with the Gulf Boulevard Redevelopment District area and residential neighborhoods, with particular emphasis on linkages to public beach access plazas, trolley stops, crosswalks, parks, and retail, restaurant, and entertainment establishments
- Major intersection and mid-block pedestrian crosswalks with distinctive paving patterns and other safety features
- Pedestrian signalization and other pedestrian safety features at all crosswalks and intersections within the Downtown Redevelopment District.
- Consolidate/reduce curb cuts and driveways to improve access management.
- Pedestrian-scaled decorative lighting
- A pedestrian waterfront boardwalk along Boca Ciega Bay linking Corey Circle East under the Corey Causeway Bridge to the Community Center and the City's largest waterfront park to link two major activity centers in a safe and memorable way that will function on a daily basis for residents and visitors, but that also will increase opportunities for larger community events that could capitalize on the resources available at each location, including additional public parking within close proximity to each other
- Other amenities such as street furniture

GULF BOULEVARD IMPROVEMENT PROGRAM COMPONENTS

The City may initiate re-designation of Gulf Boulevard and Blind Pass Road by FDOT as a City Road rather than a State Road to facilitate and remove restrictions on street improvements that would make these corridors more pedestrian- and bicycle-friendly and aesthetically-pleasing. Pursuing the re-designation strategy will allow street trees and crosswalks to be installed without being subjected to FDOT review procedures. Alternatively, the City and Redevelopment Agency may decide to coordinate closely with FDOT to identify specific improvements that can be made without formal re-designation. Potential features may include:

- Gateway signage to welcome visitors to the CRA
- Improved landscaping within the rights-of-way, including median treatments where appropriate. Florida-friendly landscaping will be installed, where feasible
- New and improved sidewalks linking resorts and residential neighborhoods to public beach access plazas, trolley stops, crosswalks, parks, and other activity centers
- New and improved bike lanes linking resorts and residential neighborhoods to public beach access plazas, trolley stops, crosswalks, restaurants, and parks as well as entertainment and retail activity centers
- Major intersection and mid-block pedestrian crosswalks with distinctive paving patterns and other safety features
- Pedestrian signalization and other pedestrian safety features at crosswalks and along Gulf Boulevard, where appropriate.
- Consolidate/reduce curb cuts and driveways to improve access management
- Pedestrian-scale decorative lighting with banner installation features for general City “branding,” seasonal displays, and special City events
- Other amenities such as street furniture

The improved streetscape will help to calm traffic; increase pedestrian and bicycle safety; create a more comfortable, safer, and aesthetically-pleasing experience for pedestrians and bicyclists that reduce the negative impacts of major thoroughfare traffic. All new development within the Gulf Boulevard Redevelopment Area along the main commercial corridor will be required to provide at the developer’s expense at least two of the following pedestrian amenities for each 200 feet of street frontage that shall be accessible to the sidewalk, to offset the impacts of development:

(i) Benches;

(ii) Trash receptacles;

(iii) A design element that offers protection from the weather;

(iv) Secured bicycle storage;

(v) Public art;

(vi) Or other similar design feature integrated into the overall design of the building or portion of the landscape zone in order to enhance the pedestrian environment.

PARKING FACILITY PROJECTS¹

Centrally-located public parking facilities should be provided to support the Downtown retail/business district and special

¹ Prior to the allocation of funding for a parking garage(s), a feasibility study will be prepared to determine the need, size, location and proposed sources of funding, including any public/private participation. The County reserves the right to approve or not approve the allocation of County TIF dollars.

events in the Downtown Redevelopment District near Corey Avenue. A centrally-located public parking garage should be provided in the Gulf Boulevard resort area on the east side of Gulf Boulevard within close proximity to resorts and public beach access.

The provision of additional parking facilities within both the Downtown and Gulf Boulevard Redevelopment Districts will greatly enhance redevelopment potential and eliminate blight conditions by providing reduced demand for parking to be provided on a lot by lot basis. This will allow for more flexibility in site design, and encourage redevelopment, and economic development by reducing the cost of providing for parking. In addition, by reducing on-site parking demand, additional land can be used for improved pedestrian facilities, and access to commercial areas can be improved to increase safety. Table 6-1 indicates that monies are allocated to a parking garage in the 16-30 year time frame in both of the redevelopment areas. These expenditures are contingent upon a parking study that indicates the necessity of a garage and is subject to continued authorization by the County during its 15 year review of the Plan.

OTHER INFRASTRUCTURE & FACILITIES:

The Redevelopment Agency will work to improve the condition of utilities and public facilities throughout the CRA. This work may take the form of the undergrounding utilities located within the right-of-way, improvements to the ~~city complex, community center,~~ community center and park, public library, and improvements to stormwater, water, and sanitary sewer facilities to mitigate issues or improve capacity to improve the public realm and facilitate redevelopment.

The Florida Department of Environmental Protection (FDEP) has not established Boca Ciega Bay as impaired for pollutants. However, analysis for nutrient loading (phosphorus and nitrogen) was performed based on land use and soils data for the City. The FDEP has concerns that the amount of stormwater that is currently discharged to the Bay may have a negative effect on the sea grass community in the Bay. At this time, there are no limits on stormwater discharge to the Bay. The City has included stormwater improvements within the proposed capital work program, related to redevelopment within the CRD, in order to be proactive in the protection of water quality of this important regional resource.

The proposed expansion and improvement to the community center park and the city complex which includes the potential for a new library facility, collectively will provide economic development opportunities as well as enhance pedestrian safety within the CRA. Although a final revitalization plan has not yet been developed, potential improvements could increase opportunities for events and activities that could be attended by local residents and visitors/tourists. This would have a positive economic development impact on the City, and encourage redevelopment in and around the Downtown Redevelopment District. Additionally, the park improvements, coupled with the creation of a pedestrian bridge under 75th Avenue would greatly enhance pedestrian safety and allow for increased multimodal travel, reducing automobile congestion.

The undergrounding of utilities is also an important capital investment that will be supported, at least in part, by the CRA. Overhead utilities hamper the streetscaping efforts and inhibit the elimination of inadequate roadways by preventing sidewalk widening and tree planting and/or maturation. In addition, the undergrounding of utilities enhances automobile and pedestrian safety further by removing obstructions from the right of way, which can limit sightlines. Utility poles can also inhibit improved access management (particularly the relocation and reconfiguration of driveways), which will improve safety, and help eliminate instances of faulty lot layouts that discourage redevelopment.

Sanitary sewer enhancements that may be necessary are separate and distinct from the current sanitary sewer

Table 6-1: Proposed Capital Work Program

Downtown Development District (Capital Programs)								
Project Type	Cost Estimate per Unit	Unit	Estimated Cost				Existing / Potential Funding Sources	Location
			Short Term (1 - 5 yrs)	Mid Term (6 - 15 yrs)	Long Term (16 - 30 yrs)	Total		
Capital Projects - Transportation & Mobility Improvements								
Waterfront Boardwalk	\$1,000,000 (Lump sum)	1 Boardwalk		\$500,000	\$500,000	\$1,000,000	City & County TIF, LOST, Grants, Private Funding	Connecting Corey Circle along Boca Ciega Dr. and Intracoastal Waterway to Community Center on Boca Ciega Dr.
Pedestrian Bridge	\$470,000 (Lump sum)	1 Pedestrian Bridge		\$470,000		\$470,000	City & County TIF, LOST, Grants, Private Funding	From Corey Avenue to Community Center (Across 75th Avenue)
Downtown Redevelopment District Streetscape Improvements	\$800 per LF	22282 LF	\$300,000	\$3,000,000	\$14,525,600	\$17,825,600	City & County TIF, LOST, Grants, FDOT	Corey Ave. (From Corey Cir. To Sunset Way) 75th Ave. (From CRA Boundary to Sunset Way) 73rd Ave. (From Bay St. to Sunset Way) 76th Ave. (From Boca Ciega Dr. to Terminus west of Coquina Way) 77th Ave. (From Boca Ciega Dr. to Blind Pass Rd.) Boca Ciega Dr. (From 77th Ave. to 70th Ave.) Blind Pass Rd. (From 77th Ave. to Gulf Blvd.) Coquina Way (From 76th Ave. to 73rd Ave.) Sunset Way (From 75th Ave. to 73rd Ave.) Gulf Winds Dr. (From 70th Ave. to 64th Ave.) Gulf Blvd. (From 76th Ave. to 64th Ave.)
Public Parking Garage	\$20,000 per garage parking space	500 garage parking spaces		\$2,000,000	\$8,000,000	\$10,000,000	City & County TIF, Increment, Private Contributions, Public/Private Partnerships, Development Incentives	TBD - Proximate to Downtown Retail Uses
Public Surface Parking Lot Facilities	\$1,000,000 (Lump sum)	TBD	\$200,000	\$250,000	\$550,000	\$1,000,000	City & County TIF, Increment, Private Contributions, Public/Private Partnerships, Development Incentives	TBD - Proximate to Downtown Retail Uses
Capital Projects - Utilities and Infrastructure								
Burying/Relocating Utilities	\$ 1,500,00 per mile	0.61 miles		\$915,057		\$915,057	TIF (City Only)	Gulf Boulevard (From 76th Ave. to 64th Ave.)
Burying/Relocating Utilities	\$ 1,500,00 per mile	0.51 miles			\$765,057	\$765,057	TIF (City Only)	75th Ave. (From CRA Boundary to Sunset Way)
Burying/Relocating Utilities	\$ 1,500,00 per mile	0.32 miles			\$480,114	\$480,114	TIF (City Only)	Gulf Winds Dr. (From 70th Ave. to 64th Ave.)
Burying/Relocating Utilities	\$ 1,500,00 per mile	0.51 miles			\$765,057	\$765,057	TIF (City Only)	Blind Pass Road (From 77th Ave. to Gulf Blvd.)
Burying/Relocating Utilities	\$ 1,500,00 per mile	0.42 miles			\$630,114	\$630,114	TIF (City Only)	Boca Ciega Dr. (From 77th Ave. to 70th Ave.)
Burying/Relocating Utilities	\$ 1,500,00 per mile	0.49 miles			\$734,943	\$734,943	TIF (City Only)	73rd Ave. (From Bay St. to Sunset Way)
Burying/Relocating Utilities	\$ 1,500,00 per mile	0.33 miles			\$494,886	\$494,886	TIF (City Only)	76th Ave. (From Boca Ciega Dr. to Terminus west of Coquina Way)
Burying/Relocating Utilities	\$ 1,500,00 per mile	0.1 miles			\$150,000	\$150,000	TIF (City Only)	77th Ave. from Boca Ciega Dr. to Blind Pass Rd.
Stormwater System Improvements	\$2,000,000 (Lump sum)	TBD		\$1,000,000	\$1,000,000	\$2,000,000	City & County TIF, Grants	Throughout the Downtown Planning District
Capital Projects - Wayfinding Signage Improvements								
Wayfinding Signage Improvements	\$3,000.00 per sign	10 signs		\$30,000		\$30,000	City & County TIF, Grants	Comprehensive Street and Wayfinding Signage Program for both the Downtown Redevelopment District District. Program will "tune" St. Pete Beach, retail, residential & visitors and eliminate visual clutter.
Gateway Features	\$20,000 per gateway	2 gateways		\$40,000		\$40,000	City & County TIF, Grants	Two Downtown Redevelopment District Gateway Features
Capital Projects - Community Library and Infrastructure								
Community Library and Infrastructure	\$5,000,000 (Lump sum)	TBD		\$2,000,000	\$3,000,000	\$5,000,000	FRDAP, LOST, City & County TIF	Community Center on Boca Ciega Dr.
Sub-Total for Downtown Redevelopment District (Capital Projects)			Short Term (1 - 5 yrs)	Mid Term (6 - 15 yrs)	Long Term (16 - 30 yrs)	Total		
			\$500,000	\$10,205,057	\$31,595,771	\$42,300,828		

Table 6-1: Proposed Capital Work Program (cont).

Project Type	Cost Estimate per Unit	Unit	Gulf Boulevard Redevelopment District				Existing / Potential Funding Sources	Location
			Estimated Cost					
			Short Term (1 - 5 yrs)	Mid Term (6 - 15 yrs)	Long Term (16 - 30 yrs)	Total		
Capital Projects - Transportation & Mobility Improvements								
Gulf Boulevard Redevelopment District Streetscape Improvements	\$600 per LF	9187 LF		\$1,500,000	\$4,012,200	\$5,512,200	City & County TIF, LOST, Grants, FDOT	Gulf Blvd. (From 64th Ave. to 37th Ave.) Gulf Winds Dr. (From 64th Ave. to Gulf Blvd.)
Public Parking Garage	\$20,000 per garage parking space	500 garage parking spaces			\$10,000,000	\$10,000,000	City & County TIF, Increment, Private Contributions, Public/Private Partnerships, Development Incentives	Gulf Boulevard Redevelopment District - Specific locations TBD Potential for Public / Private Shared Parking
Public Surface Parking Lot Facilities	\$1,000,000 (Lump sum)	TBD	\$200,000	\$250,000	\$550,000	\$1,000,000	City & County TIF, Increment, Private Contributions, Public/Private Partnerships, Development Incentives	Gulf Boulevard Redevelopment District - Specific locations TBD Potential for Public / Private Shared Parking
Capital Projects - Utilities and Infrastructure								
Burying/Relocating Utilities	\$ 1,500.00 per mile	1.63 miles		\$2,444,886		\$2,444,886	TIF (City Only)	Gulf Blvd. (From 64th Ave. to 37th Ave.)
Burying/Relocating Utilities	\$ 1,500.00 per mile	0.15 miles			\$225,000	\$225,000	TIF (City Only)	64th Ave. (From Sunset Way to Gulf Winds Dr.)
Burying/Relocating Utilities	\$ 1,500.00 per mile	0.11 miles			\$165,057	\$165,057	TIF (City Only)	Gulf Winds Dr. (From 64th Ave. to Gulf Blvd.)
Stormwater System Improvements	\$2,000,000 (Lump sum)	TBD		\$1,000,000	\$1,000,000	\$2,000,000	City & County TIF, Grants	Throughout the Gulf Boulevard Planning District
Capital Projects - Wayfinding Signage Improvements								
Wayfinding Signage Improvements	\$3,000.00 per sign	6 signs		\$18,000		\$18,000	City & County TIF, Grants	Comprehensive Street and Wayfinding Signage Program for the Gulf Blvd. District. Program will "brand" St. Pete Beach, orient residents & visitors and articulate visual identity
Gateway Features	\$20,000 per gateway	2 gateways		\$40,000		\$40,000	City & County TIF, Grants	Two Gulf Boulevard Redevelopment District Gateway Features
Sub-Total for Gulf Boulevard Redevelopment District (Capital Projects)			Short Term (1 - 5 yrs)	Mid Term (6 - 15 yrs)	Long Term (16 - 30 yrs)	Total		
			\$200,000	\$5,252,886	\$15,952,257	\$21,405,143		
Total Downtown and Gulf Boulevard Capital Projects			\$700,000	\$15,457,943	\$47,548,028	\$63,705,971		

Program Type	Cost Estimate per Unit	Unit	Non-Capital Programs				Existing / Potential Funding Sources	Location
			Estimated Cost					
			Short Term (1 - 5 yrs)	Mid Term (6 - 15 yrs)	Long Term (16 - 30 yrs)	Total		
Property Acquisition and Assistance								
Property Acquisition and Assembly	\$5,000,000 (Lump sum)	TBD		\$2,000,000	\$3,000,000	\$5,000,000	City & County TIF	Acquiring properties in support of capital projects, and for the purposes of right-of-way and/or property acquisition for potential redevelopment projects.
Commercial Façade/Business Assistance Programs	\$1,000,000 (Lump sum)	TBD		\$500,000	\$500,000	\$1,000,000	City & County TIF	Assisting business owners with improvements and/or initiatives.
Residential Façade Programs	\$300,000 (Lump sum)	TBD		\$100,000	\$200,000	\$300,000	TIF (City Only)	Assisting homeowners with property improvements.
Affordable Multi-Family Housing Program	\$500,000 (Lump sum)	TBD			\$500,000	\$500,000	City & County TIF	Providing affordable multi-family housing development programs.
Sub-Total Property Acquisition and Assistance			\$0	\$2,600,000	\$4,200,000	\$6,800,000		
Professional Services and Administration								
Planning/Engineering/Surveying Studies and Other Professional Services	\$1,000,000 (Lump sum)	TBD	\$100,000	\$500,000	\$400,000	\$1,000,000	City & County TIF	Engaging several consulting companies to study specific needs for particular projects relating to the design or implementation of capital projects, parking studies, appraisals, business assistance programs, event management and placemaking, and property management services.
Community Policing	\$1,500,000 (Lump sum)	TBD		\$500,000	\$1,000,000	\$1,500,000	TIF (City Only)	Supporting innovative policing techniques to reduce crime including, but not limited to, community mobilization, neighborhood block watch, citizen patrol, foot patrol, or interrelated monitored patrol.
CRA Administration	\$3,250,000 (Lump sum)	TBD	\$100,000	\$500,000	\$2,650,000	\$3,250,000	TIF (City Only)	Paying for administrative and overhead expenses necessary or incidental to the implementation of the Plan.
Community Branding	\$500,000 (Lump sum)	TBD	\$50,000	\$250,000	\$200,000	\$500,000	TIF (City Only)	Developing and implementing a new community branding concept to help create/reinforce a sense of place for visitors and community residents alike.
Sub-Total Professional Services and Administration			\$250,000	\$1,750,000	\$4,250,000	\$6,250,000		
Total Non-Capital Programs			\$250,000	\$4,350,000	\$8,450,000	\$13,050,000		

Grand Total - Downtown Redevelopment & Gulf Boulevard Redevelopment District: Capital and Non-Capital Programs		\$950,000	\$19,807,943	\$55,998,028	\$76,755,971		
Tax Increment Revenue Projections		\$758,092	\$12,699,406	\$62,724,009	\$76,181,507		
Projected Funding Deficit		\$76,181,507 (Tax Increment Revenue Projection) - \$76,755,971 (Total Capital and Non-Capital Costs)				(\$574,464)	

General Notes for Table 6-1:

- Prior to the allocation of funding for a parking garage(s), a feasibility study will be prepared to determine the need, size, location and proposed sources of funding, including any public/private participation.
- Prior to the allocation of any County TIF revenues for a parking garage in either the Downtown or Gulf Boulevard Redevelopment District, the County reserves the right to approve or not approve the allocation of County TIF.
- County TIF dollars can only be used for approved public library and associated multimodal access and safety enhancements.
- County TIF dollars can only be used for those stormwater improvements in the Redevelopment District identified in the City's Stormwater Master Plan and applicable Basin Plans that address area-wide stormwater quantity and quality being discharged to Boca Ciega Bay. The County may make determination that the stormwater improvements anticipated by the City result in a regionally enhanced water quality.
- Only the following streets within the CRA will be eligible to use County TIF funds for Streetscape Improvement:
 - Gulf Boulevard
 - Corey Avenue
 - Blind Pass Road
 - Gulf Winds Drive
 - Boca Ciega Dr.
 - 75th from the ridge to Gulf Boulevard
- There are separate local option sales tax funds in the amount of \$5,746,260 set aside for Gulf Boulevard Streetscape Improvements.
- Any deficit shown in the table is a preliminary estimate of the difference between proposed capital improvements and non-capital expenses and the proposed TIF funding projected to be available.

improvements committed to in the City's Consent Order with the Department of Environmental Protection.

SIGNAGE AND WAYFINDING

The Redevelopment Agency should also create and install customized directional and street signs, trolley stop signs, and other customized signage for Main Street shopping and entertainment areas, resort areas, distinct residential neighborhoods abutting the Downtown core area, parks, public parking areas and facilities, and government facilities and services as part of a comprehensive signage program that eliminates visual clutter and uses internationally-accepted symbols to facilitate tourist orientation to the major City activity areas. This visual aesthetic of the signage will be developed using the branding concepts that will be developed by the Redevelopment Agency as described in Section 6.4.

6.3 PROJECTED CAPITAL COSTS

The Capital Work Program identified in the accompanying Table 6-1, does not reflect private sector financial participation in the various capital projects, but such participation is anticipated and will be included as is appropriate in connection with and related to private development projects. Pro-rata share investment may be required by developers to mitigate impacts of projects.

OVERALL CRA PUBLIC IMPROVEMENTS ESTIMATED CAPITAL BUDGET AND FUNDING SOURCES

Improvements to alternative pedestrian and bicycle corridors that connect the downtown to residential and resort areas are an important element of the CRA. The area is deficient in many of the infrastructure needs necessary for upgrading. Table 6-1 on the following page identifies the various needs and associated costs for improving the neighborhoods in the CRA.

CAPITAL COST ESTIMATES AND PROJECT PRIORITIZATION

The CRA Capital Improvements Plan (Table 6-1) reflects present value dollars and does not adjust for future inflation. The cost estimates may not account for all necessary expenditures to complete the proposed projects. For projects involving City-supplied labor, installation costs will not be included. Also, future maintenance costs associated with the improvements as well as any operational costs will not be included in the schedule but may be identified prior to project initiation. Project scope, phasing, and funding sources may vary as determined during specific project budget and planning phases. Table 6-1 includes general prioritization for project implementation. However, the Redevelopment Agency can choose to reprioritize projects based on changing revenue projections, or the availability of outside resources. The Redevelopment Agency will decide annual priorities consistent with the strategies and projects identified within the Plan on an annual basis during their budget process. In instances where the Redevelopment Agency wishes to add projects or programs that were not formerly identified in the Plan, a plan amendment will need to occur. Such an amendment will require approval by Pinellas County BCC.

OPERATING AND MAINTENANCE COSTS

With most of the capital projects that will be implemented, there will also be an element of ongoing operating and maintenance costs. Funding for operating and maintenance costs for capital projects is limited by State statutes and County policy, and neither City or County TIF funds can or will be used for ongoing operations and maintenance.

It will be important for the CRA to closely coordinate with the City to ensure adequate funding is made available for ongoing operating and maintenance costs. The level of maintenance within the CRA is important to reinforcing redevelopment objectives and reversing blight. The Redevelopment Agency will establish public infrastructure maintenance requirements for specialty design elements within the CRA that includes but is not limited to streetscape, specialty pavement, landscape, signage, recreation and open space, beach access and pedestrian, bicycle and transit improvements. Where the design of these elements exceed the basic elements provided by the City, the Redevelopment Agency will be responsible for maintaining these infrastructure improvements. TIF may be used to fund these maintenance activities as outlined.

6.4 NON-CAPITAL PROGRAMS

The CRA Non-Capital Programs (Table 6-1) reflects present value dollars and does not adjust for future inflation. The cost estimates may not account for all necessary expenditures to complete the proposed programs and administrative costs.

COMMUNITY BRANDING

The Redevelopment Agency will develop and implement a new community branding concept to help create/reinforce a sense of place for visitors and community residents alike. The branding concepts may be developed in-house or by using a professional consultant. The concepts developed will be used in the development of the comprehensive signage and wayfinding program described in Section 6.2, Capital Projects.

BUSINESS ASSISTANCE

The Redevelopment Agency may offer a variety of business assistance grants to help business owners with improvements and/or initiatives. These grants could include business façade grants that focus on improving the physical appearances of small neighborhood commercial businesses that serve the shopping and personal service needs of the immediate area. Other assistance programs may be developed to provide opportunities for existing/new business to expand their markets, which ultimately will create more activity within the CRA.

RESIDENTIAL ASSISTANCE

The Redevelopment Agency may offer residential improvement grants to help residential property owners with improving building appearance. Façade improvements achieve several benefits, simply by enhancing a building's exterior appearance. Not only do property values increase at the renovated building, but at adjacent properties as well.

CRA ADMINISTRATION

The City portion of the TIF generated within the CRA can potentially be used to pay for administrative and overhead expenses necessary or incidental to the implementation of the Plan. An Executive Director would facilitate and coordinate capital projects in the CRA and special events and promotions that attract residents and visitors to the Downtown shopping district and commercial/resort/beaches of Gulf Boulevard area. The Redevelopment Agency will need to determine if any part/full time positions should be funded to facilitate redevelopment.

PROPERTY ACQUISITION AND ASSEMBLY

In addition to property acquired in support of capital projects described in in Section 6.2, the Redevelopment Agency may

wish to acquire property for the purposes of blight eradication and/or property assemblage for potential redevelopment projects.

COMMUNITY POLICING

The Redevelopment Agency will support innovative policing techniques to reduce crime including, but not limited to, community mobilization, neighborhood block watch, citizen patrol, foot patrol, or intensified motorized patrol.

AFFORDABLE HOUSING/RELOCATION ASSISTANCE

TIF funding to support a range of affordable homeownership programs such as TIF rebates for the renovation or construction of affordable single and multi-family housing; homebuyer education and credit counseling and foreclosure services; and down payment assistance programs. Provide relocation assistance based on Florida Statutes and Pinellas County Code.

PROFESSIONAL SERVICES

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CHAPTER 7: General Requirements



7.1 COMMUNITY REDEVELOPMENT TRUST FUND

The City intends to establish a Redevelopment Trust Fund (Trust Fund) in accordance with Chapter 163.387, F.S. Establishing the Redevelopment Trust Fund requires a separate action by the BCC that occurs by ordinance at a public hearing. Approval of the Plan or subsequent approval to establish a Redevelopment Trust Fund by the Pinellas BCC should not be construed as a commitment to contribute general fund revenues derived from County ad valorem taxes. The Trust Fund's dedicated funding source will be tax increment collected from both the County and City. As described in Chapter 5, tax increment calculated by setting a base year and measuring the increase in the dollar value of all real property within the CRA each year thereafter. Any increase to the taxable assessed value is appropriated by the Tax Collector for the Redevelopment Trust Fund. The Redevelopment Agency will use the Redevelopment Trust Fund to pay for capital improvements and programs within the CRA as described in this Plan.

REDEVELOPMENT TRUST FUND EXPENDITURES

Expenditures paid by the City of St. Pete Beach portion of the tax increment program have been prioritized as described in the Plan based on importance to the Redevelopment Agency and the City of St. Pete Beach. Priority projects were established by looking at three areas: 1) projects that have no other available funding source, 2) capital projects, and 3) non-capital or operating expenses such as special events. Priority projects for the County portion of tax increment would ~~will~~ be for public capital projects only. Tax increment expenditures are subject to established County policies and guidelines.

7.2 SAFEGUARDS, CONTROLS, RESTRICTIONS, OR COVENANTS

AUTHORITY

This Plan is enacted pursuant to the requirements and authority granted to the City by BCC Resolution 06-191 and Chapter 163, Part III, F.S.

APPLICABILITY

This Plan shall govern the implementation of capital projects and described herein. These projects and programs have been identified to eliminate conditions of blight as identified in the approved Finding of Necessity, as approved by City Resolution 2013-09.

AMENDMENTS TO THE REDEVELOPMENT PLAN

This Plan may be amended by the procedure established in Section 163.361, F.S., with approval from the Redevelopment Agency and Pinellas County BCC.

COMMUNITY REDEVELOPMENT AGENCY

The St. Pete Beach City Commission has been established as the Community Redevelopment Agency as allowed through the delegation of authority approved by the Pinellas County BCC pursuant to Resolution No. 06-191. Any powers granted the Redevelopment Agency under Florida law, but that may not be specifically stated in this Plan, will not be construed as forfeiture of such powers by the City Commission or the Redevelopment Agency. The City Commission will have those powers that have expressly been granted to them by the Board of County Commissioners with regards to the CRA and in conformity with the Community Redevelopment Act. ~~expressly incorporates all provisions, powers, and limitations of the~~

~~Community Redevelopment Act into this Plan, unless specifically not delegated to the City by the County.~~ It is further understood that State law, as it is presently constituted or amended from time to time, will take precedence to the extent applicable over any portion of this Plan that may come in conflict with Florida law.

7.3 CONSISTENCY WITH THE CITY'S COMPREHENSIVE PLAN

The current St. Pete Beach Comprehensive Plan, effective March 2015 (Ordinance 2015-05) lays out the vision for redevelopment within St. Pete Beach. Particularly within the Future Land Use and Housing Elements are goals, objectives, and policies that support community redevelopment relating to affordable housing mitigation; resort, commercial, and mixed-use redevelopment; expansion and creation of neighborhood retail and services; implementation of a quality Livable Community Strategy consistent with the strategies being developed and adopted by the County and the MPO; and that are consistent with and in furtherance of the Green Mission Statement and Comprehensive Plan goals, objectives, and policies establishing a Coastal Green City Initiative for St. Pete Beach. Both planning strategies and lifestyle initiatives are major components to a successful program and plan for redevelopment in the SPB-CRA.

Goals, objectives, and policies supportive of the creation of the Redevelopment Agency and subsequent implementation of the projects and programs identified within this Plan, can be found in Appendix CE.

7.4 CONCLUSION

This Plan provides a framework for rehabilitation and redevelopment of the CRA as an attractive, inviting, easily-accessible and economically-successful community that promotes a positive image and identity for St. Pete Beach. This Plan deliberately and reasonably addresses the blighted area conditions observed and Finding of Necessity determinations made, ratified, and confirmed by the City Commission. To realize the redevelopment vision of this Plan, community leaders, businesses, and residents are encouraged to support the redevelopment objectives and continue the commitment over time so the vision can be successfully implemented into reality.

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APPENDIX A:

Finding of Necessity Resolution & Report

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APPENDIX B:

Increment Revenue Financing Tables

Annual TIF Revenue Table (100% Capture For 30 Years)

Year		Incremental Taxable Value	Pinellas Incremental Property Tax Levy/Revenue					St Pete Beach Incremental Property Tax Levy/Revenue					Total TIF Revenue	
TIF	Calendar		Millage	Tax Levy	Tax Revenue (95% of Levy)	TIF Capture Rate	Retained Revenue	TIF Revenue	Millage	Tax Levy	Tax Revenue (95% of Levy)	TIF Capture Rate		Retained Revenue
1	2014	\$5,660,764	5.3377	\$0	\$0	\$0	\$0	\$0	2.8569	\$0	\$0	\$0	\$0	\$0
2	2015	\$14,999,667	5.3377	\$30,215	\$28,705	100%	\$0	\$28,705	2.8569	\$16,172	\$15,364	100%	\$0	\$15,364
3	2016	\$25,392,692	5.3377	\$80,064	\$76,061	100%	\$0	\$76,061	2.8569	\$42,853	\$40,710	100%	\$0	\$40,710
4	2017	\$51,327,114	5.3377	\$135,539	\$128,762	100%	\$0	\$128,762	2.8569	\$72,544	\$68,917	100%	\$0	\$68,917
5	2018	\$63,761,842	5.3377	\$273,969	\$260,270	100%	\$0	\$260,270	2.8569	\$146,636	\$139,305	100%	\$0	\$139,305
6	2019	\$77,550,885	5.3377	\$340,342	\$323,325	100%	\$0	\$323,325	2.8569	\$182,161	\$173,053	100%	\$0	\$173,053
7	2020	\$92,478,018	5.3377	\$413,943	\$393,246	100%	\$0	\$393,246	2.8569	\$221,555	\$210,477	100%	\$0	\$210,477
8	2021	\$125,948,004	5.3377	\$493,620	\$468,939	100%	\$0	\$468,939	2.8569	\$264,200	\$250,990	100%	\$0	\$250,990
9	2022	\$143,953,326	5.3377	\$672,273	\$638,659	100%	\$0	\$638,659	2.8569	\$359,821	\$341,830	100%	\$0	\$341,830
10	2023	\$163,962,496	5.3377	\$768,380	\$729,961	100%	\$0	\$729,961	2.8569	\$411,260	\$390,697	100%	\$0	\$390,697
11	2024	\$186,212,576	5.3377	\$875,183	\$831,423	100%	\$0	\$831,423	2.8569	\$468,424	\$445,003	100%	\$0	\$445,003
12	2025	\$231,065,338	5.3377	\$993,947	\$944,250	100%	\$0	\$944,250	2.8569	\$531,991	\$505,391	100%	\$0	\$505,391
13	2026	\$258,229,239	5.3377	\$1,233,357	\$1,171,690	100%	\$0	\$1,171,690	2.8569	\$660,131	\$627,124	100%	\$0	\$627,124
14	2027	\$288,131,579	5.3377	\$1,378,350	\$1,309,433	100%	\$0	\$1,309,433	2.8569	\$737,735	\$700,848	100%	\$0	\$700,848
15	2028	\$321,606,498	5.3377	\$1,537,960	\$1,461,062	100%	\$0	\$1,461,062	2.8569	\$823,163	\$782,005	100%	\$0	\$782,005
16	2029	\$385,077,267	5.3377	\$1,716,639	\$1,630,807	100%	\$0	\$1,630,807	2.8569	\$918,798	\$872,858	100%	\$0	\$872,858
17	2030	\$426,800,001	5.3377	\$2,055,427	\$1,952,656	100%	\$0	\$1,952,656	2.8569	\$1,100,127	\$1,045,121	100%	\$0	\$1,045,121
18	2031	\$379,594,507	5.3377	\$2,278,130	\$2,164,224	100%	\$0	\$2,164,224	2.8569	\$1,219,325	\$1,158,359	100%	\$0	\$1,158,359
19	2032	\$297,906,157	5.3377	\$2,026,162	\$1,924,854	100%	\$0	\$1,924,854	2.8569	\$1,084,464	\$1,030,240	100%	\$0	\$1,030,240
20	2033	\$297,906,157	5.3377	\$1,590,134	\$1,510,627	100%	\$0	\$1,510,627	2.8569	\$851,088	\$808,534	100%	\$0	\$808,534
21	2034	\$330,517,697	5.3377	\$1,590,134	\$1,510,627	100%	\$0	\$1,510,627	2.8569	\$851,088	\$808,534	100%	\$0	\$808,534
22	2035	\$405,949,621	5.3377	\$1,764,204	\$1,675,994	100%	\$0	\$1,675,994	2.8569	\$944,256	\$897,043	100%	\$0	\$897,043
23	2036	\$462,207,930	5.3377	\$2,166,837	\$2,058,495	100%	\$0	\$2,058,495	2.8569	\$1,159,757	\$1,101,770	100%	\$0	\$1,101,770
24	2037	\$527,049,859	5.3377	\$2,467,127	\$2,343,771	100%	\$0	\$2,343,771	2.8569	\$1,320,482	\$1,254,458	100%	\$0	\$1,254,458
25	2038	\$602,614,976	5.3377	\$2,813,234	\$2,672,572	100%	\$0	\$2,672,572	2.8569	\$1,505,729	\$1,430,442	100%	\$0	\$1,430,442
26	2039	\$730,183,339	5.3377	\$3,216,578	\$3,055,749	100%	\$0	\$3,055,749	2.8569	\$1,721,611	\$1,635,530	100%	\$0	\$1,635,530
27	2040	\$833,569,565	5.3377	\$3,897,500	\$3,702,625	100%	\$0	\$3,702,625	2.8569	\$2,086,061	\$1,981,758	100%	\$0	\$1,981,758
28	2041	\$955,774,733	5.3377	\$4,449,344	\$4,226,877	100%	\$0	\$4,226,877	2.8569	\$2,381,425	\$2,262,354	100%	\$0	\$2,262,354
29	2042	\$1,100,410,297	5.3377	\$5,101,639	\$4,846,557	100%	\$0	\$4,846,557	2.8569	\$2,730,553	\$2,594,025	100%	\$0	\$2,594,025
30	2043	\$1,339,631,146	5.3377	\$5,873,660	\$5,579,977	100%	\$0	\$5,579,977	2.8569	\$3,143,762	\$2,986,574	100%	\$0	\$2,986,574
Total					\$49,622,195								\$26,559,314	\$76,181,509

APPENDIX C:

Comprehensive Plan Review

CONSISTENCY WITH THE CITY'S COMPREHENSIVE PLAN

COMPREHENSIVE PLAN GOALS, OBJECTIVES, AND POLICIES

Future Land Use Element	
Goal 1	Support rebuilding and maintaining a sustainable carbon-neutral community by adopting and implementing land development and building regulations that: protect and conserve water resources; promote energy efficient buildings; encourage environmentally sensitive site and building design; facilitate recycling of construction materials and debris; support innovative building and site design that recognizes the complexities and environmental sensitivities of our coastal environment and its vulnerability to storms; and protect and enhancement of the overall environmental quality of our City.
Policy 1.1.4	The City shall promote and encourage through redevelopment land development regulations clean industries such as tourism-related businesses.
Policy 1.1.6	The City shall consider participation in Cities for Climate Protection Campaign in support of Executive Order No.: 07-126, issued by the Governor of the State of Florida on July 13, 2007; and in partnership and support of a Resolution adopted by Pinellas County to become a national and state model for innovative and sustainable planning, economic development and Green design, by: (1) implementing strategies such as Livable Communities to increase pedestrian and bicycle travel to reduce auto-dependence; and (2) implement LEED and Energy Star standards for new buildings and major renovations.
Policy 1.1.7	The City shall pursue a partnership with local businesses in the Downtown Redevelopment District, Corey Area to initiate a Florida Main Street designation process and provide business grant assistance for façade improvements.
Objective 1.2	Transform the City's development and permitting regulations into a Smart Growth and Quality Development Code, promoting flexibility, mixed use, incorporating economic and environmentally sustainable standards and pilot Green practices program incentives.
Policy 1.2.2	The City shall promote mixed use developments that reduce impacts on infrastructure and the environment

Future Land Use Element (cont.)	
Objective 1.3	The City's Land Development Code shall be amended to encourage implementation of transportation and alternative mobility and management strategies, including mixed use projects, that reduce dependence on automobiles, reduce greenhouse gas emissions and consumption of non-
Policy 1.3.3	Encourage alternative mobility options through safe, comfortable and continuous pedestrian and bicycle pathways linked to the downtown area, recreational facilities, activity and entertainment centers and public beach access points to reduce reliance on the auto.
Policy 2.1.1	The following land use categories, including the stated residential densities and non-residential intensities of use standards, as administered through the land development regulations, shall be adopted for the City of St. Pete Beach: ***** Community Redevelopment District (CRD), where the densities and intensities shall be as determined within the Community Redevelopment District as specified in each designated character district pursuant to the provisions set forth in Special Area Designation – Community Redevelopment District section of this Future Land Use Element to encourage economic revitalization and redevelopment of properties and uses located within the CRD, with a particular emphasis on commercial, temporary lodging and mixed uses along the Cities main transportation corridors, adjacent to waterfront or located within major community activity centers.
Policy 2.1.14	The City shall adopt land development regulations that encourage parcel assembly to remedy defective or inadequate street layout and parking facilities; improve traffic flow on roadways; faulty site design layout and inadequate buffering, open space and drainage in relation to size, adequacy, usefulness; unsanitary or unsafe conditions; deterioration of a site or other improvements; inadequate and outdated building patterns.
Policy 2.4.3	The City shall, while emphasizing residential uses in residential neighborhoods encourage the creative redevelopment of non-viable properties by allowing for a mixture of compatible residential and non-residential uses within a single development site.
Policy 2.8.2	The City shall require that the developer/owner of any new development or redevelopment site to manage storm water runoff in a manner such that post-development runoff rates, volumes and pollutant load do not exceed pre-development conditions.

Future Land Use Element, (cont.,)	
Objective 2.9	Consistent with this comprehensive plan, as amended, level of service standards set forth in this plan will not be degraded.
Policy 2.9.3	The development of residential and commercial land shall be timed and staged in conjunction with provision of supporting community facilities, such as streets, utilities, police and fire protection, emergency medical service, public schools.
Policy 2.9.6	Consistent with this Comprehensive Plan, as amended, building permits for new construction, additions, or certificates of occupancy for a change in use shall be issued only if public facilities necessary to meet the level of service standards adopted pursuant to this comprehensive plan are available
Objective 2.11	Consistent with this comprehensive plan, the City shall continue to maintain the community's open space and promote greater connectivity through alternative mobility options.
Policy 2.11.2	Where feasible, preservation areas, parks, and other components of the City's open- space system shall be linked by bike paths, jogging trails, and/or pedestrian pathways.
Objective 2.13	The City shall promote the preservation and redevelopment of temporary lodging uses.
Policy 2.13.2	The City shall, where appropriate, establish a Community Redevelopment District with standards that facilitate re-investment in temporary lodging/ temporary lodging use development on the west side of Gulf Boulevard, within the Town Center Core as small bed and breakfast inns, within the Upham Beach area where the existing small motels are located, and at either end of Corey Avenue as a catalytic wa-
Policy 5.1.4	The City shall implement Community Redevelopment Districts pursuant to Part III Chapter 163, Florida Statutes in areas that meet the statutory requirements of blighted conditions and contain a substantial number of the following conditions: defective or inadequate street layout parking facilities, roadways, bridges, or public transportation facilities; faulty layout in relation to size, adequacy, accessibility and usefulness; unsanitary or unsafe conditions; deterioration of site or other improvements; inadequate and outdated
Special Designation— Community Redevelopment District	
Community Redevelopment District Goals, Objectives, and Policies	
Policy 1.1.4	Encourage site design that promotes safe, comfortable pedestrian pathways internally within the site and provides externally pedestrian pathway linkages to activity centers, shopping, dining and entertainment.
Objective 2.1	Create livable, healthy streets that are designed and oriented towards safe pedestrian and bicycle movement.

Special Designation— Community Redevelopment District, (cont.)	
Community Redevelopment District Goals, Objectives, and Policies (cont.)	
Policy 2.1.2	The following livable roadway strategies and features shall be pursued wherever appropriate within the Community Redevelopment District and all features shall meet or exceed ADA requirements: • Sidewalks on both sides of the street. • Bike lanes • Pedestrian roadway crossing treatments such as bulb-outs, crossing islands, pedestrian refuge islands in the median, in-pavement pedestrian lights, textured or other distinctive crosswalk paving patterns, count-down signals, mid-block signals, “hot response” signals, pedestrian bridges over Gulf Boulevard at critical activity areas signals that are consistent with the international symbols, and crosswalk signals that assist the visually and hearing impaired and wheelchair bound citizens, with particular emphasis on Gulf Boulevard, Corey Avenue, 75th Avenue, Blind Pass Road, and Sunset Way. • Use of mid-block crossings, for blocks more than 800 linear feet in length. • Signage that is clear, easily readable, user-friendly, is consistent with international signage rules and symbols, does not create visual clutter and is part of an overall comprehensive branding signage program for St. Pete Beach.
Community Redevelopment District general redevelopment guidelines, standards, and initiatives	
CRD General Standards	(h) Transportation Concurrency Management Standard for Large-scale Temporary Lodging Development. In accordance with the Countywide transportation concurrency management rules and regulations, each project developed or redeveloped within the Community Redevelopment District shall be consistent with the Metropolitan Planning Organization’s (MPO) countywide approach to the application of a concurrency management system and implementation of a Transportation Management Plan requirement and shall 1. Recognize standard data sources as established by the MPO 2. Identify level of service (LOS) standards for state and county roads as established by the MPO 3. Utilize the proportionate fair share requirements consistent with Ch. 163, F.S., and the MPO model ordinance; 4. Utilize the MPO Traffic Impact Study Methodology; and 5. Recognize the MPO designation of "Constrained Facilities" as set forth in the most current MPO Annual Level of Service Report.

Special Designation—Community Redevelopment District, (cont.)	
Community Redevelopment District general redevelopment guidelines, standards, and initiatives (cont.)	
CRD General Standards	(j) Community Involvement. A minimum of one (1) community meeting shall be held at least thirty (30) days prior to submitting an application for administrative approval of a development or redevelopment site plan proposed to be built within the Community Redevelopment District. Single family homes, duplexes and projects less than ½ acre in size, may, but shall not be required, to host a community meeting. The purpose of the community meeting shall be to present the development project site plan to interested City residents and business owners, answer questions and solicit comments. All attendees shall be given at least three minutes to comment or ask questions on the subject matter under consideration. The public shall be allowed to take notes and video record the community meeting. A sign-in sheet and comment cards shall be provided to all attendees and a copy shall be provided to the City Clerk within three (3) days of the meeting. At least one City Staff person from the Community Development Services Department shall attend the community meeting. The City shall consider the written comments submitted by attendees during its administrative site plan review process, and may implement such public comment as appropriate that are consistent with and not contrary to law and local land development regulations, and are in the best interests of the public health, safety and welfare of the community.
Gulf Boulevard Redevelopment District Goals, Objectives, and Policies	
<i>GOAL 1</i>	Gulf Boulevard shall be a place that attracts people for living, employment and recreation. The City shall encourage the revitalization of Gulf Boulevard through commercial and temporary lodging redevelopment that will attract residents and visitors to the Gulf Boulevard core resort area as a recreation, entertainment, resort and shopping destination.
Objective 1.1	All development and redevelopment within the Gulf Boulevard Redevelopment District shall further the goals, objectives and policies of the Community Redevelopment District, this District and each character district within which development occurs; and shall comply with the design guidelines and the applicable land development regulations for the respective character district.

Special Designation—Community Redevelopment District, (cont.)	
Gulf Boulevard Redevelopment District Goals, Objectives, and Policies (cont.)	
Objective 1.4	The Gulf Boulevard Redevelopment District shall be a safe environment for both residents and visitors, and real and perceived public safety issues will be addressed including improved lighting, improved pedestrian circulation on the east and west sides of Gulf Boulevard and crossing Gulf Boulevard, improved bicycle lanes for safer circulation for all modes of non-vehicular transportation, and shall consider traffic flow devices and improvements to assist in daily traffic flow and emergency evacuation.
Objective 1.5	The City shall recognize the unique features of Gulf Boulevard and shall implement the Gulf Boulevard Improvement Program or develop a Master Boulevard plan that promotes uniform beautification landscape standards, provides a pedestrian and bicyclist-friendly and safe environment that minimizes pedestrian-vehicular conflict and bicycle-vehicular conflict.
<i>GOAL 2</i>	Create a quality livable community where people and vehicles can circulate in the Gulf Boulevard Redevelopment District area safely, comfortably and efficiently.
Objective 2.1	Gulf Boulevard shall be reclaimed as a functioning local street to the maximum extent permitted by FDOT to operate within the Gulf Boulevard Redevelopment District for vehicular, non-vehicular and pedestrian circulation.
Objective 2.3:	A Master Boulevard Plan shall be implemented to enhance the pedestrian and vehicular environment, invite residents and visitors into the Gulf Boulevard Redevelopment core resort area, improve traffic circulation and encourage private reinvestment and investment, subject to FDOT ap-
Objective 2.7	Development of on-site and off-site public parking, as well as additional and enhanced trolley stops, shall be pursued in proximity to public beach access points, pedestrian crosswalks and major retail and entertainment areas.
<i>GOAL 3</i>	Maintain and improve Gulf Boulevard as a memorable place to be enjoyed by residents and visitors that emphasizes pedestrian mobility, waterfront and Gulf beach access, a quality built environment that focuses on retail services and entertainment.

Special Designation—Community Redevelopment District, (cont.)	
Gulf Boulevard Redevelopment District Goals, Objectives, and Policies (cont.)	
Objective 3.3	Redevelopment is encouraged to create a vibrant Gulf Boulevard core resort environment containing a variety of building forms and styles of exceptional architectural design and high quality finishes that respect the Gulf Boulevard resort character and heritage, increase Green space, reduce paved surface parking, increase side yard setbacks, increase setbacks from Gulf Boulevard, and provide amenities, retail services, restaurants and waterfront beach bars that serve guests and residents alike.
Policy 1	All development shall be consistent with building and site design guidelines and standards that establish the quality of design features expected for renovation, redevelopment and new construction in the Gulf Boulevard Redevelopment District.
Policy 3	The design of all projects in the Gulf Boulevard Redevelopment District shall make meaningful contributions to a safe and comfortable pedestrian environment through site and building design, internal connections between adjacent properties, and external connections to and along Gulf Boulevard.
Policy 10:	To improve traffic flow and reduce pedestrian/bicyclist – vehicular conflict, vehicular curb cuts to access Gulf Boulevard shall be minimized, shared access driveways should be pursued, and internal connectivity between adjacent properties should be encouraged, to the practical extent feasible to allow reasonable, adequate and safe ingress and egress to new development.
Policy 11	A Transportation Management Plan (TMP) shall be required on all development and redevelopment that increases density or intensity of development on a site. Physical and operational improvements and strategies should be considered as part of any project Transportation Management Plan.
Policy 14	The assembly of smaller parcels into larger development sites will be encouraged.
Gulf Boulevard District—Large Resort District—Policies	
Policy 1	Architectural design features that provide visual interest, are aesthetically pleasing and relate to the human scale at ground level are equally important for both the street and water side of buildings. Blank wall facades shall be prohibited.

Special Designation—Community Redevelopment District, (cont.)	
Downtown Redevelopment District Goals, Objectives, and Policies	
GOAL 1	The downtown commercial core of the District shall be a community gathering place that attracts people to the area with living, working, shopping, entertainment and recreational opportunities. The City shall encourage revitalization through redevelopment that is designed to attract residents and visitors to Downtown core community destination. The downtown residential neighborhoods surrounding and within walking distance of the Downtown core area, are encouraged to redevelop in a manner that enhances pedestrian and non-vehicular mobility.
Objective 1.1	All development and redevelopment within the Downtown Redevelopment District shall further the goals, objectives and policies of the Community Redevelopment District where applicable, and development and redevelopment shall be consistent with the policies for the character district within which the development occurs and shall comply with the design guidelines and the applicable land development regulations for each respective character district.
Objective 1.2	Residential uses in the Downtown are encouraged only as part of a mixed use commercial project with a variety of densities, housing types and affordability, consistent with the character districts. Exclusively residential use projects shall be prohibited in the Town Center Core Districts located along Corey Avenue Corey Circle East, and Coquina West as well as the small commercial corridors located
Objective 1.3	A variety of incentives shall be available to encourage commercial revitalization through various redevelopment prototypes in the Town Center Core Districts located along Corey Avenue, on Corey Circle East and Coquina West as well as the small commercial corridors located near Corey Avenue on Blind Pass Road and Gulf Boulevard that also promote a pedestrian-friendly, safe, comfortable, aesthetically pleasing village-like environment.
Objective 1.5	Parks shall be maintained and expanded and recreational activities that serve residents and visitors shall be encouraged.
Objective 1.6	Public waterfront access shall be pursued and expanded.

Special Designation—Community Redevelopment District, (cont.)	
Downtown Redevelopment District Goals, Objectives, and Policies	
Objective 1.9	The Downtown Core areas located at either end of Corey Avenue on the waterfront shall consider temporary lodging uses in conjunction with a comprehensive mixed use redevelopment project that will act as a catalyst project to stimulate reinvestment and redevelopment of the historic core neighborhood main street shopping and entertainment district.
<i>GOAL 2</i>	Create a livable community environment where safe and comfortable pedestrian, bicycle and other non-vehicular mobility is emphasized over vehicular transportation in a manner that ensures that pedestrians, bicyclists and vehicles circulate together throughout the Downtown safely, comfortably and efficiently.
Objective 2.3	A Master Streetscape Plan shall be implemented to enhance the comfort and safety of the pedestrian environment in the Downtown area, provide for bicycle or other non-vehicular parking and safe circulation, improve traffic circulation and provide traffic calming, improve lighting, landscaping, and streetscape, and consider placement of public art wherever possible.
Objective 2.6	A joint use public/private parking garage, including public restroom facilities, as centrally located as practical and feasible, shall be pursued in the Downtown Redevelopment District.
<i>GOAL 3</i>	Create a downtown core community that has a “sense of place” that is a vibrant and memorable place for residents and visitors that will provide neighborhood services, and opportunities for living, working, recreation and entertainment that showcases the City’s waterfront, main street environment and history.
Objective 3.1	The Community Center site shall continue to be redeveloped and expanded as a waterfront park accessible to all residents and visitors containing active and passive open space that will be a venue for local and regional outdoor activities and entertainment; a pedestrian waterfront boardwalk access to Corey Avenue, public boat slips and a kayak launch ramp will be encouraged and pursued; and a public marina for daily transient slips only should be considered.
Policy 1	All projects shall be consistent with building and site design guidelines and standards that establish the quality design features expected for renovation, redevelopment and new construction in the Downtown Redevelopment District.

Special Designation—Community Redevelopment District, (cont.)	
Downtown Redevelopment District Goals, Objectives, and Policies (cont.)	
Policy 6	All development projects shall contribute their pro rata share to the Community Improvements Fund, as may be required at the time of building permit or before.
Policy 11	A Transportation Management Plan (TMP) shall be required on all development that increases density or intensity of development on the site. All physical and operational improvements and strategies, including mitigation, as may be required by the TMP approved by the City, shall be a condition of site plan approval.
Policy 12	A pedestrian bridge over Gulf Boulevard connecting the east and west areas of Corey Avenue shopping and entertainment district shall be pursued.
Policy 13	The assembly of smaller parcels into larger buildable sites will be encouraged.
Downtown Redevelopment District—Town Center Core Policies	
Policy 1	Architectural design features that provide visual interest, are aesthetically pleasing and relate to the human scale at ground level are equally important for both the street and water side of buildings. Blank wall facades shall be prohibited. Street-level retail facades shall have a storefront character. Architectural elements that provide protection to pedestrians from weather elements shall be encouraged.
Downtown Redevelopment District—Town Center Corey Circle District Policies	
Policy 1	Architectural design features that provide visual interest, are aesthetically pleasing and relate to the human scale at ground level are equally important for both the street and water side of buildings. Blank wall facades shall be prohibited. Street-level retail facades shall have a storefront character. Architectural elements that provide protection to pedestrians from weather elements shall be encouraged.
Downtown Redevelopment District—Commercial Corridor Blind Pass Road District Policies	
Policy 1	Architectural design features that provide visual interest, are aesthetically pleasing and relate to the human scale at street level is important for any façade facing street frontage. Blank walls shall be prohibited on any street facing or residential facing facade. Any street-level retail facades shall have a storefront character. Both street-level retail and office facades should be designed to integrate architectural elements that provide protection to the pedestrian from weather elements wherever possible

Special Designation—Community Redevelopment District, (cont.)	
Downtown Redevelopment District—Commercial Corridor Blind Pass Road District Policies (cont.)	
Policy 2	Commercial redevelopment of property that does not have direct access to Blind Pass Road shall be prohibited.
Policy 3	Frontage properties along Blind Pass Road shall be permitted to assemble properties and expand to the limits of the District boundaries only. Encroachment into the residential neighborhoods beyond the District boundaries is expressly prohibited.
Policy 4	A physical buffer that may include landscaping and privacy walls adjacent to existing residential properties shall be required for all new non-residential development and redevelopment or renovation, whether or not the development site is expanded by assembling parcels of land.
Downtown Redevelopment District—Commercial Corridor Gulf Boulevard District Policies	
Policy 1	Architectural design features that provide visual interest, are aesthetically pleasing and relate to the human scale at street level is important for any façade facing street frontage. Blank walls shall be prohibited on any street facing or residential facing facade. Any street-level retail facades shall have a storefront character. Both street-level retail and office facades should be designed to integrate architectural elements that provide protection to the pedestrian from weather elements wherever possible.
Policy 2	Commercial redevelopment of property that does not have direct access to Gulf Boulevard shall be prohibited.
Policy 3	Frontage properties along Gulf Boulevard shall be permitted to assemble properties and expand to the limits of the District boundaries only. Encroachment into the residential neighborhoods beyond the District boundaries is expressly prohibited.
Policy 4	A physical buffer that may include landscaping and privacy walls adjacent to existing residential properties shall be required for all new non-residential development and redevelopment or renovation, whether or not the development site is expanded by assembling parcels of land.
Housing Element	
Objective 1.1	In accordance with this Comprehensive Plan the City shall continue to provide technical assistance to the private sector so that they will be able to provide a suitable mix of housing types and numbers to meet the City's housing needs as well as making all housing sites in the City available to low and moderate income families.

Housing Element (cont.)	
Policy 1.1.3	The City shall continue to allow a variety of residential densities and housing types in order to enhance the opportunity for the private sector to provide housing in a wide range of types and costs.
Policy 1.1.4	Because the City of St. Pete Beach suffers physical and economic constraints beyond its control that prevent efforts to provide affordable housing in accordance with the requirements of Rule 9J-5, the City shall continue to work with neighboring communities and continue its support of the public transportation system and other affordable housing strategies through implementation of an affordable housing impact fee mitigation program for all new construction.
Policy 1.1.5	For all developments in areas covered by a Community Redevelopment Plan approved in accordance with Pinellas Planning Council guidelines for the establishment of such plan, the City shall implement an Affordable Housing Impact Fee in accordance with the standards approved in the Community Redevelopment Plan. Additionally, the City shall provide for such density bonuses for the provision of affordable housing as are represented in the approved Community Redevelopment Plan.
Policy 1.6.2	The City shall encourage housing improvement and replacement projects through the land development regulations.
Transportation Element	
GOAL 1	A safe, convenient and efficient motorized and non-motorized transportation system shall be available for all residents and visitors to the City.
Policy 1.1.1	The City shall review all proposed development or redevelopment for consistency with this element and impacts upon the adopted LOS standards. All development permits shall be issued only when it is documented that such development does not result <u>in</u> a reduction in the level of service below the adopted level of service standards for the affected facility.
Policy 1.1.2	All new development and redevelopment proposals shall be reviewed under the City's Concurrency Management System Ordinance to ensure the level of service standards established in this element shall be maintained.
Policy 1.1.3	The City shall assess new development or redevelopment an equitable pro rata share of the costs to provide roadway improvements to serve the development or redevelopment, as established by the Pinellas County impact fee schedule.

Transportation Element (cont.)	
Objective 1.3	Through land development regulations the City will provide for safe, convenient and efficient motorized and non-motorized vehicle parking and bicycle and pedestrian ways.
Policy 1.3.2	When feasible, the City shall require bicycle and pedestrian ways for connecting residential areas to recreation areas, schools, and shopping areas.
Policy 1.3.4	The City shall require crosswalks and sidewalks on roadways of high pedestrian usage.
Objective 1.4	The City's transportation system shall emphasize safety and aesthetics.
Objective 1.5	As an ongoing objective, the City shall encourage the utilization of a multi-modal transportation system as needed.
Policy 1.5.3	The City shall review all proposed development and redevelopment site plans for the accommodation of bicycle and pedestrian traffic needs, when appropriate.
Infrastructure Element	
Goal 1	The City shall ensure that needed sanitary sewer, solid waste and potable water services be provided by a safe and efficient system which maintains adequate facilities and provides for orderly growth and expansion.
Objective 1.1	The City of St. Pete Beach shall continue to implement procedures, in cooperation with its sewage, solid waste and potable water system providers to ensure that development permits are issued only when adequate facility capacity is available to serve the development.
Policy 1.1.1	The level of service standards shall be: • Sanitary sewer at 149.4 gallons per day per capita • Solid waste at 1.3 tons per person per year • Potable Water at 120 gallons per day per person by 2005
Policy 1.1.3	The City shall maintain formal agreements with Pinellas County to provide potable and reclaimed water, with the City of St. Petersburg to provide sewage treatment, and with a qualified private company to provide solid waste services consistent with the City's adopted levels of service.
Objective 1.2	The City and Pinellas County shall continue to work together to reduce the city's potable water demand based on use of reclaimed water and continued conservation strategies.
GOAL 2	An efficient Master Drainage system which protects human life, minimizes property damage, and improves storm water quality and on-site retention shall be provided.

Infrastructure Element (cont.)	
Policy 2.1.3	The master drainage plan shall address the following requirements: • The correcting of existing drainage facility deficiencies; • The coordination of extensions of or increases in capacity of any existing drainage facility; • The maximizing of the use of existing drainage facilities; and • Implementation activities for establishing priorities for replacement, correcting existing drainage facility deficiencies and providing for future drainage facility needs.
Coastal/Conservation Element	
Policy 2.2.2	The City shall maintain allowable densities in the Coastal High Hazard Area consistent with the Future Land Use Map of this Comprehensive Plan.
Objective 2.3	The City shall with regional authorities maintain or reduce hurricane evacuation times.
Policy 2.3.3	City emergency response personnel and volunteers shall coordinate with county and state emergency response agencies in emergency planning, including communications, traffic control and warning operations, to effect a safe and efficient evacuation of the City. • The adopted level of service standard for out-of-country hurricane evacuation clearance time for a category five storm event as measured on the Saffir-Simpson Scale shall be 16 hours
Recreation and Open Space Element	
GOAL 1	The City shall ensure the provision, protection, and maintenance of a coordinated, efficient and accessible system of public and private recreational parks and facilities which shall meet the needs of the City's current and future residents, visitors, and tourists.
Policy 1.1.1	In accordance with the generally recognized standards for recreational facilities, the City of St. Pete Beach shall work to achieve and maintain the following levels of service: • Tennis courts at 1 per 2,000 population • Basketball courts at 1 per 5,000 population • Baseball/softball fields at 1 per 6,000 population • Boat ramps/docks at 1 per 5,000 population • Bicycle trails at 1 mile per 5,000 population • Fishing sites at 1 per 5,000 population • Handball/racquetball courts at 1 per 5,000 population • Picnic areas at 1 acre per 6,000 population • Shuffleboard courts at 1 per 5,000 population
Policy 1.1.8	The City shall maintain adequate public access points to all recreation sites including beaches and shores.

Recreation and Open Space Element (cont.)	
Policy 1.2.1	The City, along with local businesses and development authorities, shall encourage the coordination with local art, cultural and historical organizations in local planning and redevelopment efforts.
Policy 1.3.1	The City shall implement land development regulations which include specific open space definitions and standards for landscaping and signs, the protection of open space and natural vegetation, as well as the use of green space for buffering between land uses.
Policy 1.4.3	The provision of adequate public beach access shall be considered requisite to any future development or redevelopment. Public access to identified recreation sites shall be maintained and shall be designed to protect the integrity of natural features including, where present, beaches and shores.
Policy 1.5.1	The City shall actively pursue funding for park and recreation facilities, including county, state, and federal assistance funds.
Capital Improvements Element	
Objective 1.1	Capital improvements will be provided to correct existing deficiencies, to accommodate desired future growth, and to replace worn out or obsolete facilities, as indicated in the five-year schedule of improvements which are designed to correct existing deficiencies identified in this element.
Policy 1.3.4	The City shall issue development permits only when required capital facilities are present or will be available concurrent with the impact of development. All new development and redevelopment proposals shall be reviewed under the City's Concurrency Management System Ordinance to ensure the level of service standards established in this element shall be maintained.

APPENDIX D:

Ordinances and Resolutions

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APPENDIX E:

Parcel Tables

PARCELS WITHIN THE ST. PETE BEACH CRA BOUNDARY

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APPENDIX F:

Definitions

As used in the St. Pete Beach Community Redevelopment Area Plan, the following terms shall have the meanings as defined herein unless the context requires otherwise:

- (1) **“Agency”, “Community Redevelopment Agency” or “CRA”** means a public agency created by, or designated pursuant to, Section 163.356 or Section 163.357, Florida Statutes.
- (2) **“Public body”** means the state or any county, municipality, authority, special district as defined in Section 165.031 (5), Florida Statutes, or other public body of the state, except a school district.
- (3) **“Governing body”** means the council, commission, or other legislative body charged with governing the county or municipality.
- (4) **“Mayor”** means the mayor of a municipality or, for a county, the chair of the board of county commissioners or such other officer as may be constituted by law to act as the executive head of such municipality or county.
- (5) **“Clerk”** means the clerk or other official of the county or municipality who is the custodian of the official records of such county or municipality.
- (6) **“Federal Government”** includes the United States or any agency or instrumentality, corporate or otherwise, of the United States.
- (7) **“Slum area”** means an area having physical or economic conditions conducive to disease, infant mortality, juvenile delinquency, poverty, or crime because there is a predominance of buildings or improvements, whether residential or nonresidential, which are impaired by reason of dilapidation, deterioration, age, or obsolescence, and exhibiting one or more of the following factors:
 - (a) Inadequate provision for ventilation, light, air, sanitation, or open spaces;
 - (b) High density of population, compared to the population density of adjacent areas within the county or municipality; and overcrowding, as indicated by government-maintained statistics or other studies and the requirements of the Florida Building Code; or
 - (c) The existence of conditions that endanger life or property by fire or other causes.
- (8) **“Blighted area”** means an area in which there are 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, and 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.

However, the term “blighted area” also means any area in which at least one of the factors identified in paragraphs (a) through (n) are present and all taxing authorities subject to Section 163.387(2)(a), Florida Statutes agree, either by interlocal agreement or agreements with the agency or by resolution, that the area is blighted. Such agreement or resolution shall only determine that the area is blighted. For purposes of qualifying for the tax credits authorized in Chapter 220, Florida Statutes “blighted area” means an area as defined in this subsection.

- (9) “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.
- (10) “Community Redevelopment Area” or “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. For community redevelopment agencies created after July 1, 2006, a community redevelopment area may not consist of more than 80 percent of a municipality.
- (11) “Community Redevelopment Plan” or “Redevelopment Plan” means a plan, as it exists from time to time, for a community redevelopment area.

- (12) **“Related activities” means:**
- (a) Planning work for the preparation of a general neighborhood redevelopment plan or for the preparation or completion of a communitywide plan or program pursuant to Section 163.365, Florida Statutes.
 - (b) The functions related to the acquisition and disposal of real property pursuant to Section 163.370(4), Florida Statutes.
 - (c) The development of affordable housing for residents of the area.
 - (d) The development of community policing innovations.
- (13) **“Real property” means all lands, including improvements and fixtures thereon, and property of any nature appurtenant thereto or used in connection therewith and every estate, interest, right, and use, legal or equitable, therein, including but not limited to terms for years and liens by way of judgment, mortgage, or otherwise.**
- (14) **“Bonds” means any bonds (including refunding bonds), notes, interim certificates, certificates of indebtedness, debentures, or other obligations.**
- (15) **“Obligee” means and includes any bondholder, agents or trustees for any bondholders, or lessor demising to the county or municipality property used in connection with community redevelopment, or any assignee or assignees of such lessor’s interest or any part thereof, and the Federal Government when it is a party to any contract with the county or municipality.**
- (16) **“Person” means any individual, firm, partnership, corporation, company, association, joint stock association, or body politic and includes any trustee, receiver, assignee, or other person acting in a similar representative capacity.**
- (17) **“Area of operation” means, for a county, the area within the boundaries of the county, and for a municipality, the area within the corporate limits of the municipality.**
- (18) **“Housing authority” means a housing authority created by and established pursuant to Chapter 421, Florida Statutes.**
- (19) **“Board” or “commission” means a board, commission, department, division, office, body or other unit of the county or municipality.**
- (20) **“Public officer” means any officer who is in charge of any department or branch of the government of the county or municipality relating to health, fire, building regulations, or other activities concerning dwellings in the county or municipality.**
- (21) **“Debt service millage” means any millage levied pursuant to Section 12, Art. VII of the State Constitution.**
- (22) **“Increment revenue” means the amount calculated pursuant to Section 163.387(1), Florida Statutes.**
- (23) **“Community policing innovation” means a policing technique or strategy designed to reduce crime by reducing opportunities for, and increasing the perceived risks of engaging in, criminal activity through visible presence of police in the community, including, but not limited to, community mobilization, neighborhood block watch, citizen patrol, citizen contact patrol, foot patrol, neighborhood storefront police stations, field interrogation, or intensified motorized patrol.**

APPENDIX G:

Legal Description

St. Pete Beach CRA Legal Description

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 Northeast 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 Northeasterly direction along the Northern boundary of Block 71, St. Petersburg Beach 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 Northern right-of-way of 76th Avenue; thence running in a Northeasterly direction along the Northern boundary of 76th Avenue 360 feet to the Southwest corner of Lot 16, Block 73, St. Petersburg Beach Replat; thence running Northwest along the Westerly boundary of Lot 16, Block 73, St. Petersburg Beach Replat and continuing Northwest 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 Northern 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 Northeast corner of Lot 11, Block 74, St. Petersburg Beach Replat; thence running in a Northwest direction along the Westerly boundary of Lots 14 and 13, Block 74, St. Petersburg Beach Replat, 107.5 feet to the intersection of the Southern right-of-way of 77th 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 Northwest across 77th Avenue and along the Westerly boundary of Lot 1, Block B 25, St. Petersburg Beach Replat, 202.5 feet to the Northwest corner of Lot 1, Block B 25, St. Petersburg Beach Replat; thence continue Northwest across a 15-foot alley to the Southwest corner of Lot 18, Block B 25, St. Petersburg Beach Replat; thence running Northwest 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 Southwest and Southeast to a point at the Northeast corner of Lot 17, Block A, Bayside 2nd Addition to St. Pete Beach; thence running Northwest along the Northern boundary of said Lot 17 191.2 feet; thence running Northwest across the 60-foot right-of-way of Bay Street to the Northeast corner of Lot 5, Block D, Bayside 2nd Addition to St. Pete Beach; thence running Southwest 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 Southeast along said right-of-way 160 feet to a point on the Southern right-of-way of 73rd Avenue; thence running West along the Southern right-of-way of 73rd Avenue 1,220 feet to the Northeast corner of Lot 5, Block 47, St. Petersburg Beach Replat; thence running Southeast 382.5 feet to the Northeast corner of Lot 6, Block 42, St. Petersburg Beach Replat; thence running Southwest along Northwest boundary of said Lot 6, 63 feet to a point on the Northwest corner of said Lot 6; thence running Southeast along the boundary of Lot 6, 167.6 feet to a point on the Southern right-of-way line of 71st 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 70th Avenue; thence Southwest 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 70th 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 Southeast 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 67th Avenue and continuing Southeast 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 64th Avenue; thence Northeasterly along the Northern right-of-way of 64th 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 37th 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 64th Avenue, 212.57 to the Northern right-of-way of 64th Avenue; thence Easterly along the Northerly right-of-way of 64th 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 66th 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 67th Avenue; thence continue Northwesterly across the 67th Avenue right-of-way and along the Eastern boundaries Carol Apartments Condo and Lot 30, Block 4, St. Petersburg Beach 1st Addition 200 feet to the South right-of-way of 68th Avenue; thence continue across the 68th Avenue right-of-way and along the Eastern boundaries of Lots 11 and 30, Block 3, St. Petersburg Beach 1st Addition 200 feet to the South right-of-way of 69th Avenue; thence continue Northwesterly across the 69th Avenue right-of-way and along the Eastern boundaries of Lots 11 and 30, Block 2, St. Petersburg Beach 1st Addition 200 feet; thence continue Northwesterly across 70th Avenue and along the Eastern boundaries of Lot 11, Block 1, St. Petersburg Beach 1st Addition, and Baltic Apartments Condo 203 feet to the South right-of-way of 71st Avenue; thence continue Northwesterly across 71st Avenue and the Eastern boundaries Lot 11 and 12, Block 43, St. Petersburg Beach Replat, 115 feet to the South right-of-way 72nd Avenue; thence continue Northwesterly across 72nd Avenue and the Eastern boundaries of Lot 11 and 12, Block 46, St. Petersburg Beach Replat, to the South right-of-way of 73rd 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 73rd Avenue to the North right-of-way line of 64th Avenue, and the entire right-of-way of Blind Pass Road between the South right-of-way line of 73rd Avenue and the South right-of-way line of 70th Avenue.

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APPENDIX H:

Assumption Financial Model Table

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APPENDIX 5-1: VALUES / ASSUMPTIONS FOR FINANCIAL MODEL

CRA Base Data										
Property Category	Parcels	DU / Hotel Rms	Taxable Value	Building Area (sf)	Avg Tax Val/Unit	Avg Tax Val/SF	Avg DU Area (sf)	Count	Homestead Parcels Hx Val	Avg Hx Val
Residential: Single Family	24	27	\$2,887,229	36,041	\$106,934	\$80.11	1,335	5	\$400,301	\$80,060
Residential: Multi-Family (incl CAM) *	331	374	\$65,223,284	448,261	\$174,394	\$145.50	1,199	79	\$13,306,975	\$168,443
Residential: Vacant	2	0	\$220,565	0				0	\$0	
Commercial: Office *	23	0	\$7,445,000	87,985		\$84.62				
Commercial: Retail, Rest, Other *	83	0	\$53,672,982	574,760		\$93.38				
Commercial: Hotel/Motel/Time Share	379	2,309	\$179,018,158	1,664,953	\$77,531	\$107.52	721			
Commercial: Vacant	56	0	\$10,412,621	0						
Industrial	11	0	\$2,686,649	44,630		\$60.20				
Industrial: Vacant	0	0	\$0	0	\$0	\$0.00	0			
Institutional / Govt	10	0	\$1,905,751	136,018		\$14.01				
Institutional / Govt: Vacant	1	0	\$0	0						
Totals	920	2,710	\$323,472,239	2,992,648				84	\$13,707,276	
* 2013 Taxable Value (land + bldg): Avg multi-family built 1970+ (DU / sf) \$212,331 \$161.04 Wtd avg of non-hotel commercial space: \$92.22										

Millage Rates		Real Estate Growth / Decline Cycle: 18 years of growth, 2 years of decline starting in the 19th year, 1 year stagnant before new growth cycle).		TIF Capture Rates						
County:	5.3377			County:	Years 1 -	30	100%	thereafter	n/a	
City:	2.8569			City:	Years 1 -	30	100%	thereafter	n/a	
Other Taxing Districts (Total):		10.2717								
Value Escalation (from 2013)				Property Improvements On Existing 2013 Properties				New Development		
Residential:	Starting Esc	1.75%	Multi-Family Residential				Multi-Family Residential			
	Ann1 Esc Growth	3.50%	Property (sf):		437,353			Avg DU (sf):	959	
	Tot Declined Val	-25.00%	Avg tax val per sf:		\$149.13	all properties	Tax val per sf:		\$161.04 1970+	
	Yr 1 Decline	40.00%	Imp / yr:		1.10%	in growth yrs,	Avg Household Size:		1.83 people	
	Yr 2 Decline	60.00%	Ann1 esc of imp / yr:		4.10%	starting yr 2	Const Timing:		Annual, starting yr 2 based on	
Commercial:	Starting Esc	1.75%	Imp val:		20.0%	of esc value	Initial Dev Rate:		previous year's CRA population demand	
	Ann1 Esc Growth	5.50%	Non-Hotel Commercial				Dev Esc:			
	Tot Declined Val	-22.00%	Property (sf):		449,763			Non-Hotel Commercial		
	Yr 1 Decline	40.00%	Wld avg tax val per sf:		\$135.89	all properties	Wld tax val per sf:		\$92.22	
	Yr 2 Decline	60.00%	Imp / yr:		1.15%	in growth yrs,	Const Timing:		Annual, starting yr 2	
			Ann1 esc of imp / yr:		4.10%	starting yr 2	Initial Dev Rate:		1,900 sf	
			Imp Val:		22.0%	of esc value	Dev Esc:		10.50% Annually	
City / CRA Pop Growth - CRA Pop Capture				Hotels, Motels, Time Shares				Hotel / Motel		
Starting Growth Factor	0.51%			Property (sf):		1,499,510			Avg Room (sf):	505
Ann1 Growth Escalation	7.5%			Avg tax val per sf:		\$119.38	all properties	Tax val per sf:		\$107.52
CRA Impact Factor (starting year 5)	12.0%			Imp / yr:		1.15%	in growth yrs	Tax val per room:		\$77,531
Ann1 Impact Escalation	7.5%			Ann1 esc of imp / yr:		4.10%			Const Timing:	Every 3 yrs starting yr 4
CRA Pop Capture (starting year 5)	50.0%			Imp Val:		28.0%	of esc value	Initial Dev Rate:		175 rooms
Ann1 Capture Escalation	2.0%							Dev Esc:		6.00% of last project
NOTE: Taxable value appears on the tax roll the year after the construction start.										



THE SUNSET CAPITAL OF FLORIDA
155 Corey Avenue
St. Pete Beach, FL 33706-1839
www.stpetebeach.org

DATE: November 30, 2015

FROM: St. Pete Beach Local Planning Agency

TO: St. Pete Beach Community Redevelopment Agency

RE: Conformity Review of the City's Community Redevelopment Area Plan,
Pursuant to Sec. 163.360(4), F.S.

Pursuant to the requirements of Florida Statute 163.360(4), the Planning Board, acting as the Local Planning Agency (LPA), has evaluated the Community Redevelopment Area Plan (CRA Plan) dated November 2015 "as to conformity with the comprehensive plan for the development of the municipality as a whole."

The LPA evaluated the CRA Plan on November 10th, November 16th, and November 30th of 2015. Based on the analysis and recommendation of the City's Community Development Department, the analysis of Appendix "C" in the CRA Plan, and public comment received, the LPA finds that the CRA Plan dated November 2015 (attached) to be compliant with the adopted St. Pete Beach Comprehensive Plan.

ATTEST:


Tiffany Secka, LPA Chair


Date

**St. Pete Beach City Commission
Agenda Report**

Issue Considered: Authorization for the City Commission to accept the Community Redevelopment Plan dated December, 2015 and send the Plan to Pinellas County for a Board Workshop prior to adoption.

Date: December 15, 2015

Prepared By: Jennifer Bryla– Community Development Director

Through: Wayne Saunders – City Manager

Summary of Issue The City has had the opportunity to meet with staff of the Pinellas County Planning Department and they have indicated that it is the desire of the BCC to have a workshop on the Plan to ensure that relevant issues are brought to light. Once the workshop is complete, the Plan will return to the City Commission for an adoption hearing. The Plan will include any additional comments that may be made by the County at the time of the workshop.

Requested Motion: “I move to authorize the CRA plan, dated December 2015, to be sent to the County for a workshop.”

Attachment: Agenda Report

Reviewed by the City Manager WS

**St. Pete Beach City Commission
Agenda Report**

Issue Considered: Authorization for the City Manager to solicit construction services for remodeling the working area in the current library building and the purchase of modular furnishings for the improved work area.

Date: December 15, 2015

Prepared By: Elaine Edmunds, Administrative Services Director

Summary of Issue The city commission voted unanimously at the November 17, 2015 City Commission meeting to relocate the library to the old Police Department site. The relocation will be a long process and will involve hiring architects/engineers to design the facility, construction of the facility and establishing the necessary funding for the project.

The current conditions for library staff are inadequate to conduct the daily activities that are necessary to operate the library. The city received an estimate of \$24,000 to \$30,000 to remodel the work area and approximately \$20,000 to purchase modular furnishing that can be moved to the new library once construction is complete.

Funding: The Pinellas Public Library Cooperative has approved the City using \$60,000 of the current \$200,000 grant already awarded to the city for the funding of this project.

Requested Motion: “I move to authorize the City Manager to solicit construction services for remodeling the work area in the current library building and the purchase of modular furnishings for the improved work area.”

Attachment: Engineer’s estimate of remodel

**Reviewed by the
City Manager**

WS

September 4, 2015

To: Mr. Ian Wade, PE
City of St. Pete Beach
Project Manager

Re: Public Library Remodel Estimated Cost

Cribb Philbeck Weaver Group, Inc. (CPWG), is pleased to provide the following information for the above referenced property.

- Desks, office furniture, computer equipment, miscellaneous items to be removed by City.
- Contractor to provide all Demo work within room, existing wall. Cabinet and counter to be removed adjacent to the fire door and next to the west wall
- Contractor will prepare a basic cad drawing of the remodel area for our use and for the City to use for spacing/placement of office furniture.
- Removal of the existing wall partition dividing the area into two rooms with the exception of reveals at both ends. The south end (Library Area Side) where the existing door entrance is will need a 3' reveal to stop the existing door swing, placement of the existing thermostat and 6 gang wall switch to the lights in the main library area. The north end where the existing server is will need a reveal to build a room for the server, server room walls will be vented at the ceiling on three sides with an AC diffuser added in the room to maintain the air temperature around the server and other computer equipment. The existing door in the demo wall will also be reused for the entrance to the server room.
The addition of a sealed room would require a separate AC system capable of dehumidifying the area to keep the server and other computer equipment dry, new electric for the AC unit and would not be cost prohibitive for this work. Server room to be approximately 5'W x 7'L.
- 3 Shelves and 2 new electrical outlets will be added for equipment in the constructed server room.
- Existing electric in the removed wall will be removed and or relocated.
- Contractor to install electric for 2 work stations on the west wall next to the fire exit door.
- Contractor to install electric for 3 work stations on the south wall on the east side of the 3' reveal for the existing entrance door. This area has an existing chase coming down the aluminum window frame.
- Contractor to install electric for 4 work stations in the center area of the room to work with the new furniture the City will purchase for the area. This location will be determined from the cad drawing, a new drop chase will be used for the electric/computer drop.
- Add 3 new lights to match existing lights, 2 in the center section of the room, 1 in the server room.
- The ceiling panels will be reconstructed in the area of the removed wall as necessary.
- The area will get patched with drywall mud, tape, sanded, primed and painted.



- 18" x 18" carpet tiles will be installed. Color to be coordinated with Mrs. Phyllis Ruscella, Library Administrator.
- New vinyl base will be added around the room to finish the carpet/wall connection.
- Other areas within the room to remain as is.

Total Estimated Cost: \$24,000 to \$30,000

CPWG, Inc

Stephen R. Tarte
Senior Vice President
(813) 334-9914
Steve.tarte@cpwgengineering.com

**St. Pete Beach City Commission
Agenda Report**

Issue

Considered: Authorize the City Manager to approve a change order to the purchase agreement with TLC Diversified, Inc. for the Rehabilitation of Pump Station #2 in the amount of \$142,612.51.

Date: December 15, 2015

Prepared By: John Kretzer, Interim Public Works Director

**Summary of
Issue:**

On March 25, 2014, City Commission authorized the City Manager to enter into a purchasing agreement with TLC Diversified, Inc., for \$1,519,000 for the Rehabilitation for Pump Station #2. TLC recently submitted their final pay application, signifying completion of the project.

Throughout this long and challenging project, numerous additional services (change orders) were required due to events or conditions which were not known or anticipated in the original scope which was the basis for the initial purchase order described above. This included backfilling of an unanticipated abandoned wet well and the establishment and maintenance of a bypass pumping system at the station, which became necessary when the pumps scheduled for replacement during this project failed last fall. The bypass system, which at a cost of around \$15k per month makes up the majority of this additional cost, was required for 8 months, primarily as a result of numerous delays associated with undergrounding of electrical service.

As a result of these additional services, TLC's scope increased by \$142,612.51.

Funding: CIP – Inflow and Infiltration Study

**Requested
Motion:**

“I move to authorize the City Manager to approve a change order to the purchase agreement with TLC Diversified, Inc. for the Rehabilitation of Pump Station #2 in the amount of \$142,612.51.”

Attachments: Pay Application 15F (Final) from TLC Diversified, LLC
Change Order No. 1

**Reviewed by
City Manager:**

_____ WS _____



CHANGE ORDER NO. 1

PROJECT IDENTIFICATION:

Project Name: Rehabilitation of Pump Station #2

CONTRACTOR: TLC Diversified, LLC

CONTRACT: The Agreement dated March 25th, 2014 between TLC Diversified, LLC and the City of St. of St. Pete Beach for the above described Project.

The Contract is changed as follows:

Description	Price
Bypass Pump System as of 10/13/14	\$ 21,147.48
Flowable Fill for Existing Abandoned PS	\$ 10,038.00
RCP Pipe Removal	\$ 5,307.00
Bypass Pump System as of 11/10/14	\$ 16,240.03
Bypass Pump System as of 12/08/14	\$ 16,782.00
Bypass Pump System as of 01/05/15	\$ 14,784.00
Bypass Pump System as of 02/03/15	\$ 15,738.73
Bypass Pump System as of 03/03/15	\$ 14,784.00
Bypass Pump System as of 04/01/15	\$ 14,784.00
Bypass Pump System as of 05/04/15	\$ 14,784.00
Credit for unused "Contingency" fund	\$ (1,776.73)

Total Deduction from Contract Sum

\$142,612.51

Contract Sum with prior approved Change Orders was: \$ 1,519,000.00

The Contract Sum will be increased by this Change Order
for the items described above in the amount of: \$ 142,612.51

The new Contract Sum, including this Change Order, will be: **\$ 1,661,612.51**

The Contract Time will be changed as follows: No Change

Execution of this Change Order shall constitute a final settlement of all matters relating to the change in the Work as described above which is the subject of this Change Order. Unless the

Contract Time has been adjusted as provided above, the change approved by this Change Order shall not result in a change in the Contract Time.

OWNER/CITY:

By: _____

Name: Wayne Saunders

Title: City Manager, St. Pete Beach

Date: _____

CONTRACTOR:

By:  _____

Name: Thurston Lamberson

Title: President

Date: 10/14/15

APPLICATION AND CERTIFICATE FOR PAYMENT

To: Ian Wade
City of St. Pete Beach
155 Corey Ave.
St. Pete Beach, FL. 33706

From: TLC Diversified, Inc.
2719 17th Street East
Palmetto, FL. 34221
941-722-0621

Project: Rehabilitation of Pump Station #2

Contract No.: 03/25/2014

Contract Date: 03/25/2014

Application: 15F
FINAL

Period to: 09/30/2015

PO Reference No.:

Distribution to:
___ OWNER
___ ENGINEER
___ CONTRACTOR



Application is made for payment, as shown below, in connection with the Contract.
Continuation Sheet is attached.

CHANGE ORDER SUMMARY		ADDITIONS	DELETIONS
Change Orders approved in previous months by Owner			
Approved this month	TOTAL		
Number			
1		\$36,492.48	
2 FINAL		\$106,120.03	
	TOTALS	\$142,612.51	\$0.00
Net Change by Change Orders			\$142,612.51
CONTRACT DATA			
The undersigned Contractor certifies that to the best of the Contractor's knowledge, information and belief, the work covered by this Application for Payment has been completed in accordance with the Contract Documents, that all amounts have been paid by the Contractor for work for which previous Certificates for Payment were issued and payments received from the Owner, and that current payment shown herein is now due.		Bids Received 12/11/2013	
		Notice to Proceed 03/25/2014	
		Days, Substant. Comp. 275	
		Days, Final Comp. 306	
		Time Extensions Allowed	
		ew Final Completion Date 01/25/2015	
		Percent Complete - \$\$\$ 100.00%	
		Percent Complete - Time 181.05%	
		Time Elapsed to Date: 554	

CONTRACTOR: **TLC Diversified, Inc.**

By:

OWNERS CERTIFICATE FOR PAYMENT

In accordance with the Contract Documents, based on onsite observations and the data comprising the above application, the Architect/Engineer certifies to the Owner that to the best of his/her knowledge, information and belief, the Work has progressed as indicated, that the quality of work is in accordance with said Contract Documents, and the Contractor is entitled to payment of the

AMOUNT CERTIFIED.

Date:

AMOUNT CERTIFIED: \$

(Attach explanation if amount certified differs from that applied for)

CONSTRUCTION INSPECTOR

By:

Date:

This Certificate is not negotiable. The AMOUNT CERTIFIED is payable only to the Contractor named herein. Issuance, payment and acceptance of payment are without prejudice to any rights of the Owner or Contractor under this Contract.

Total Stored Material	
1 Original Contract Sum	\$1,519,000.00
2 Net Change by Change Orders	\$142,612.51
3 Contract Sum to Date (Line 1 + 2)	\$1,661,612.51
4 Total Completed	\$1,661,612.51
5 Total Stored Material	\$0.00
6 Total Completed and Stored	\$1,661,612.51
7 Retainage 0.00% (of completed work)	\$0.00
8 Total Earned Less Retainage	\$1,661,612.51
(Line 6 less Line 7 Total)	
9 Less Previous Certificates for Payment	\$1,551,036.98
(Lines 9 + 10 from prior certificate)	
10 Current Payment Due (Line 8 less line 9)	\$110,575.53
11 Balance to Finish, Plus Retainage	\$0.00
(Line 3 less line 8)	

Rehabilitation of Pump Station #2

Draw # 15F 09/30/2015
FINAL

Ite m No.	Description	Qty.	Unit	Unit Price	Contract Price	Previous Amount Earned	Qty this Draw	Amount this Draw	Qty to Date	Amount Earned to Date	Per Cent Comp
1	City of St. Pete Beach Pump Station #2										
2	Design Change										
3	General Conditions										
3	Bond and Insurance	1	ls	45,000.00	45,000.00	\$45,000.00			1.00	\$45,000.00	100%
4	Mobilization	1	ls	80,000.00	80,000.00	\$80,000.00			1.00	\$80,000.00	100%
5	De-Mobilization	1	ls	11,000.00	11,000.00	\$6,600.00	0.40	\$4,400.00	1.00	\$11,000.00	100%
6	Permitting	1	ls	3,500.00	3,500.00	\$3,500.00			1.00	\$3,500.00	100%
7	Closeout Documentation	1	ls	5,000.00	5,000.00	\$2,500.00	0.50	\$2,500.00	1.00	\$5,000.00	100%
8	Contingency	1	ls	8,533.00	8,533.00	\$7,356.27	0.14	\$1,176.73	1.00	\$8,533.00	100%
9											
10	Site Work										
11	Fence	1	ls	12,517.00	12,517.00		1.00	\$12,517.00	1.00	\$12,517.00	100%
12	Sod Restoration	1	ls	6,000.00	6,000.00	\$6,000.00			1.00	\$6,000.00	100%
13	Install Odor Control Unit	1	ls	26,000.00	26,000.00	\$26,000.00			1.00	\$26,000.00	100%
14	Site Area Gravel	1	ls	8,500.00	8,500.00	\$6,375.00	0.25	\$2,125.00	1.00	\$8,500.00	100%
15	Construction Survey	1	ls	8,000.00	8,000.00	\$6,000.00	0.25	\$2,000.00	1.00	\$8,000.00	100%
16	Site Utility Investigation	1	ls	5,000.00	5,000.00	\$5,000.00			1.00	\$5,000.00	100%
17	Utility Relocation Coordination	1	ls	4,500.00	4,500.00	\$4,500.00			1.00	\$4,500.00	100%
18	Install Concrete Driveway	1	ls	18,000.00	18,000.00	\$18,000.00			1.00	\$18,000.00	100%
19											
20	Demolition										
21	Demo Pump Station Piping System	2	ea	6,000.00	12,000.00	\$6,000.00	1.00	\$6,000.00	2.00	\$12,000.00	100%
22	Clean Wet Well	2	ea	3,000.00	6,000.00	\$6,000.00			2.00	\$6,000.00	100%
23	Splitter Box, Demo as needed to Install Liner	1	ls	2,500.00	2,500.00	\$2,500.00			1.00	\$2,500.00	100%
24	Wet Well, Demo to 5' Below Grade	2	ea	8,500.00	17,000.00	\$17,000.00			2.00	\$17,000.00	100%
25	Fill Existing Wet Wells	2	ea	6,500.00	13,000.00	\$13,000.00			2.00	\$13,000.00	100%
26	Demo Valve Vaults	2	ea	8,500.00	17,000.00	\$17,000.00			2.00	\$17,000.00	100%
27	Demo Concrete Site Slab	1	ls	9,600.00	9,600.00	\$9,600.00			1.00	\$9,600.00	100%
28	Abandon Existing Water Main	1	ls	6,000.00	6,000.00	\$6,000.00			1.00	\$6,000.00	100%
29	Demo Control Building	1	ls	6,300.00	6,300.00	\$6,300.00			1.00	\$6,300.00	100%
30	Remove and Cap West Pump Station FM	1	ls	12,000.00	12,000.00	\$12,000.00			1.00	\$12,000.00	100%
31	Tree Removal	1	ls	9,500.00	9,500.00	\$9,500.00			1.00	\$9,500.00	100%
32											

Rehabilitation of Pump Station #2

Draw # 15F 09/30/2015
FINAL

Item No.	Description	Qty.	Unit	Unit Price	Contract Price	Previous Amount Earned	Qty this Draw	Amount this Draw	Qty to Date	Amount Earned to Date	Per Cent Comp
33	Sanitary Sewer Collection System										
34	FDOT Right of Way Permit	1	Is	4,500.00	4,500.00	\$4,500.00			1.00	\$4,500.00	100%
35	Traffic Control Gulf Blvd For CIPP Lining)	1	Is	15,000.00	15,000.00	\$15,000.00			1.00	\$15,000.00	100%
36	Bypass Sanitary Sewer for CIPP Lining	1	Is	20,000.00	20,000.00	\$20,000.00			1.00	\$20,000.00	100%
37	Install Temporary Pump-Out Connection	1	Is	8,000.00	8,000.00	\$8,000.00			1.00	\$8,000.00	100%
38	Install CIPP Liner	1	Is	33,500.00	33,500.00	\$33,500.00			1.00	\$33,500.00	100%
39	Rehabilitate SSMH	1	Is	4,800.00	4,800.00	\$4,800.00			1.00	\$4,800.00	100%
40	24" Gravity Sewer from Splitter Box to Wet Well	1	Is	17,500.00	17,500.00	\$17,500.00			1.00	\$17,500.00	100%
41	Dewatering	1	Is	12,000.00	12,000.00	\$12,000.00			1.00	\$12,000.00	100%
42	Install FRP Liner in Splitter Box	1	Is	8,500.00	8,500.00	\$8,500.00			1.00	\$8,500.00	100%
43	Install Invert in Splitter Box	1	Is	3,000.00	3,000.00	\$3,000.00			1.00	\$3,000.00	100%
44	Traffic Control 55th Avenue	1	Is	7,500.00	7,500.00	\$7,500.00			1.00	\$7,500.00	100%
45											
46	Precast Building										
47	Engineered Building Design Plans for Permitting	1	Is	\$10,000.00	10,000.00	\$10,000.00			1.00	\$10,000.00	100%
48	Install Foundation	1	Is	\$12,000.00	12,000.00	\$12,000.00			1.00	\$12,000.00	100%
49	Install Precast Building	1	Is	\$129,000.00	129,000.00	\$129,000.00			1.00	\$129,000.00	100%
50											
51	Installation of Precast Structures										
52	Install FM Meter Box	1	Is	\$12,500.00	12,500.00	\$12,500.00			1.00	\$12,500.00	100%
53	Install Valve Box	1	Is	\$24,000.00	24,000.00	\$24,000.00			1.00	\$24,000.00	100%
54	Install Finish Floor in Valve Box	1	Is	4,500.00	4,500.00	\$4,500.00			1.00	\$4,500.00	100%
55	Maintain Sanitary Sewer Flows During Construction	1	Is	38,000.00	38,000.00	\$38,000.00			1.00	\$38,000.00	100%
56	Install Wet Well Caisson	1	Is	181,000.00	181,000.00	\$181,000.00			1.00	\$181,000.00	100%
57	Install Caisson Plug	1	Is	16,000.00	16,000.00	\$16,000.00			1.00	\$16,000.00	100%
58	Install Wet Well Finish Floor and Fillet	1	Is	9,500.00	9,500.00	\$9,500.00			1.00	\$9,500.00	100%
59	Traffic Control 55th Avenue	1	Is	15,000.00	15,000.00	\$15,000.00			1.00	\$15,000.00	100%
60											
61	Water Main Mechanical Piping										
62	Install 6" Tapping Valve and Saddle	2	ea	3,500.00	7,000.00	\$7,000.00			2.00	\$7,000.00	100%
63	Directional Drill 8" HDPE	1	Is	7,000.00	7,000.00	\$7,000.00			1.00	\$7,000.00	100%

Rehabilitation of Pump Station #2

Draw # 15F 09/30/2015
FINAL

Ite m No.	Description	Qty.	Unit	Unit Price	Contract Price	Previous Amount Earned	Qty this Draw	Amount this Draw	Qty to Date	Amount Earned to Date	Per Cent Comp
64	Pressure Test Water Main	1	Is	2,500.00	2,500.00	\$2,500.00			1.00	\$2,500.00	100%
65	Install 6" DIP Water Main	1	Is	22,000.00	22,000.00	\$22,000.00			1.00	\$22,000.00	100%
66	Water Line Service for Pump Station	1	Is	9,500.00	9,500.00	\$9,500.00			1.00	\$9,500.00	100%
67	HDPE Water Main Tie-ins	1	Is	5,500.00	5,500.00	\$5,500.00			1.00	\$5,500.00	100%
68	Traffic Control 55th Avenue	1	Is	2,500.00	2,500.00	\$2,500.00			1.00	\$2,500.00	100%
69											
70	Sanitary Sewer Mechanical Piping										
71	12" Force Main	1	Is	15,000.00	15,000.00	\$15,000.00			1.00	\$15,000.00	100%
72	16" Force Main Tie-in Connection	1	Is	15,500.00	15,500.00	\$15,500.00			1.00	\$15,500.00	100%
73	Pressure Test FM	1	Is	2,500.00	2,500.00	\$2,500.00			1.00	\$2,500.00	100%
74	Valve Vault Piping System	1	Is	59,200.00	59,200.00	\$59,200.00			1.00	\$59,200.00	100%
75	Wet Well Piping System	1	Is	35,000.00	35,000.00	\$35,000.00			1.00	\$35,000.00	100%
76	Air Release	1	Is	350.00	350.00	\$350.00			1.00	\$350.00	100%
77	Install Odor Control Piping System	1	Is	8,500.00	8,500.00	\$8,500.00			1.00	\$8,500.00	100%
78	Pressure Gauge	1	Is	2,200.00	2,200.00	\$2,200.00			1.00	\$2,200.00	100%
79	Valve Box Drain	1	Is	1,250.00	1,250.00	\$1,250.00			1.00	\$1,250.00	100%
80	24" Interior Drop w/ Wall Mounts	1	Is	7,000.00	7,000.00	\$7,000.00			1.00	\$7,000.00	100%
81	Wet Well Vent	1	Is	750.00	750.00	\$750.00			1.00	\$750.00	100%
82	Painting of Pipe	1	Is	4,500.00	4,500.00	\$4,500.00			1.00	\$4,500.00	100%
83	Install Owner Furnished Pumps	1	Is	5,000.00	5,000.00	\$5,000.00			1.00	\$5,000.00	100%
84	Traffic Control 55th Avenue	1	Is	2,500.00	2,500.00	\$2,500.00			1.00	\$2,500.00	100%
85											
86	Electrical										
87	Install Above Grade Conduit and Wiring	1	Is	22,000.00	22,000.00	\$22,000.00			1.00	\$22,000.00	100%
88	Install Cabinets and Racks	1	Is	19,000.00	19,000.00	\$19,000.00			1.00	\$19,000.00	100%
89	Lighting Fixtures	1	Is	1,500.00	1,500.00	\$1,500.00			1.00	\$1,500.00	100%
90	Install Below Grade Conduit and Wiring	1	Is	3,500.00	3,500.00	\$3,500.00			1.00	\$3,500.00	100%
91	MCC & Switchgear Equipment	1	Is	115,000.00	115,000.00	\$115,000.00			1.00	\$115,000.00	100%
92	Installation of MCC	1	Is	27,000.00	27,000.00	\$27,000.00			1.00	\$27,000.00	100%
93	Generator	1	Is	50,000.00	50,000.00	\$50,000.00			1.00	\$50,000.00	100%
94	Installation of Generator	1	Is	5,000.00	5,000.00	\$5,000.00			1.00	\$5,000.00	100%
95	Pump Station Start up	1	Is	5,000.00	5,000.00	\$5,000.00			1.00	\$5,000.00	100%
96											
97	Instrumentation & Controls										

Rehabilitation of Pump Station #2

Draw # 15F 09/30/2015
FINAL

Ite m No.	Description	Qty.	Unit	Unit Price	Contract Price	Previous Amount Earned	Qty this Draw	Amount this Draw	Qty to Date	Amount Earned to Date	Per Cent Comp
98	Flow Meter	1	Is	9,500.00	9,500.00	\$9,500.00			1.00	\$9,500.00	100%
99	PLC Control Unit	1	Is	98,000.00	98,000.00	\$98,000.00			1.00	\$98,000.00	100%
100	Autodailer Unit	1	Is	5,000.00	5,000.00	\$5,000.00			1.00	\$5,000.00	100%
101	Pump Watch Cellular Modem	1	Is	5,000.00	5,000.00	\$5,000.00			1.00	\$5,000.00	100%
102											
103											
104											
105											
106											
107											
108											
109											
110											
111											
112											
113											
114											
115											
116											
117											
118											
Total Contract Amounts					\$1,519,000.00	\$1,488,281.27	Earned	\$30,718.73		\$1,519,000.00	

Rehabilitation of Pump Station #2

Draw # 15F 09/30/2015
FINAL

Item No.	Description	Qty.	Unit	Unit Price	Contract Price	Previous Amount Earned	Qty this Draw	Amount this Draw	Qty to Date	Amount Earned to Date	Per Cent Comp
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Additional Work; Approved by Owner

	Bypass Pump System as of 10/13/14	1	Is	21,147.48	21,147.48	\$21,147.48			1.00	\$21,147.48	100%
	Flowable Fill Exist Abandoned PS	1	Is	10,038.00	10,038.00	\$10,038.00			1.00	\$10,038.00	100%
	RCP Pipe Removal	1	Is	5,307.00	5,307.00	\$5,307.00			1.00	\$5,307.00	100%
	Bypass Pump System as of 11/10/14	1	Is	16,240.03	16,240.03	\$16,240.03			1.00	\$16,240.03	100%
	Bypass Pump System as of 12/08/14	1	Is	16,782.00	16,782.00	\$16,782.00			1.00	\$16,782.00	100%
	Bypass Pump System as of 01/05/15	1	Is	14,784.00	14,784.00	\$14,784.00			1.00	\$14,784.00	100%
	Bypass Pump System as of 02/03/15	1	Is	15,738.73	15,738.73	\$15,738.73			1.00	\$15,738.73	100%
	Bypass Pump System as of 03/03/15	1	Is	14,784.00	14,784.00	\$14,784.00			1.00	\$14,784.00	100%
	Bypass Pump System as of 04/01/15	1	Is	14,784.00	14,784.00	\$14,784.00			1.00	\$14,784.00	100%
	Bypass Pump System as of 05/04/15	1	Is	14,784.00	14,784.00	\$14,784.00			1.00	\$14,784.00	100%
	Credit Line Item #8, Contingency	1	Is	(1,776.73)	(1,776.73)		1.00	(\$1,776.73)	1.00	(\$1,776.73)	100%

Totals ORIGINAL CONTRACT & ADD'L WORK					142,612.51		Earned	\$28,942.00		\$1,661,612.51	
							Stored Material				
							Installed Material				
							Retention				
							Invoice Amount	\$28,942.00		\$1,661,612.51	

Additional Work; Pending Approval

ADD'L WORK PERFORMED

					ADD'L Amount Earned		Earned THIS draw		Amount to be added into Contract		
									Earned TO - DATE		

PAY APPLICATION SCHEDULE OF STORED MATERIALS

Rehabilitation of Pump Station #2

Pay Request #: **15F**

ITEM NO.	DESCRIPTION OF MATERIALS B	SUPPLIER C	INVOICE NO.	PREVIOUSLY RECEIVED E	RECEIVED THIS PERIOD F	PREVIOUSLY INSTALLED G	INSTALLED THIS PERIOD H	BALANCE TO INSTALL I
			D					
A	12" C900 DR 18 R/C Pipe (60 lf) 24" SDR 35 Sewer Pipe (42 lf) Fiberglass Manhole Pipe, valves and Fittings Yaskawa MCC Control Panel, Flow Mtr & RTU Generator	McDade Waterworks McDade Waterworks Mike Thompson Sales McDade Waterworks Bay Area Electric Rocha Controls TAW	80734 80734 140642 81084 3790-2 4447 39439	1,014.60 1,470.00 4,572.11 32,023.10 92,115.50 76,550.00 32,665.14		1,014.60 1,470.00 4,572.11 32,023.10 92,115.50 76,550.00 32,665.14		
TOTAL				\$240,410.45		\$240,410.45		

**St. Pete Beach City Commission
Agenda Report**

Issue

Considered: Authorize the City Manager to enter into a purchasing agreement with Wharton-Smith, Inc. for \$1,078,000 for the reconstruction of wastewater Pump Station #3.

Date: December 15, 2015

Prepared By: John J. Kretzer, Interim Public Services Director

**Summary
Of Issue:**

In accordance with the requirements set forth in the Florida Department of Environmental Protection's Consent Order with the City of St. Pete Beach, the City recently issued a request for bids to perform General Contracting services for the reconstruction of wastewater Pump Station #3, located in Lazarillo Park. In response to this request, the City received bids from six firms, which are summarized on the attached bid tabulation.

After a review of the bid submittals, Wharton-Smith, Inc. was determined to be the lowest qualified bidder.

This bid came in well under the projects CIP budget, so the remaining budget will be used to fund a portion of the Force Main #3 project, which came in slightly over budget, as well as a portion of the Change Order required for the recently completed Pump Station #2.

Funding: CIP – Pump Station #3

**Requested
Motion:**

"I move to authorize the City Manager to enter into a purchasing agreement with Wharton-Smith, Inc. for \$1,078,000 for the reconstruction of wastewater Pump Station #3."

Attachments: Bid Tab
Purchasing Agreement

**Reviewed by
City Manager:** _____ *WS*



Bid Results - Pump Station #3

11/18/15

	Streets	JPR Universal	Metro Equipment	RTD Construction	TLC Diversified	Wharton-Smith	Westra
Base Bid		\$ 1,210,709.00	\$ 1,994,500.00	\$ 1,056,366.00	\$ 1,078,777.00	\$ 1,040,000.00	\$ 1,332,350.00
Alternate 1		\$ 37,750.00	\$ 200,000.00	\$ 17,569.00	\$ 30,000.00	\$ 16,000.00	\$ 104,000.00
Alternate 2		\$ 25,960.00	\$ 25,000.00	\$ 17,655.00	\$ 18,000.00	\$ 22,000.00	\$ 20,500.00

Bid Package Review

Items Required to Be Submitted with Bid	JVS CONTRACTING	Metro Equipment	RTD Construction	TLC Diversified	Wharton-Smith	Westra
Bidder's Contract Proposal Form	Yes	Yes	Yes	Yes	Yes	Yes
3 References (within past 5 years)	Yes	Yes	Yes	Yes	Yes	Yes
Firm's History & Personnel Experience	Yes	Yes	Yes	Yes	Yes	Yes
Claims/Disputes	Yes	Yes	Yes	Yes	Yes	Yes
Bonding Capacity	Yes	Yes	Yes	Yes	Yes	Yes
Certificate of Insurance	Yes	Yes	Yes	Yes	Yes	Yes
Bid Bond	Yes	Yes	Yes	Yes	Yes	Yes
Contractor Proof of License	Yes	Yes	Yes	Yes	Yes	Yes
Contractor's Education and Training	Yes	Yes	No	Yes	Yes	Yes
Addendum Acknowledgment	Yes	No	Yes	Yes	Yes	No

CITY OF ST. PETE BEACH, FLORIDA
PURCHASING AGREEMENT

Wharton-Smith, Inc.
Wastewater Pump Station No. 3

THIS AGREEMENT is hereby executed this 15th day of December, 2015, between the CITY OF ST. PETE BEACH, FLORIDA (hereinafter "CITY") and Wharton-Smith, Inc. (hereinafter "VENDOR"), as follows:

WHEREAS, City is desirous of purchasing from Vendor the goods or services described in this agreement; and

WHEREAS, Vendor is in the business of providing the goods or services described herein, and has submitted an appropriate proposal to the City to provide the same; and

WHEREAS, this agreement has been properly approved by the appropriate authority of the City and the Vendor.

NOW, THEREFORE, upon the mutual covenants contained herein, and other good and valuable consideration, the sufficiency of which is hereby acknowledged, the parties hereto hereby agree to the following:

1. City hereby agrees to purchase, and Vendor hereby agrees to sell or provide, the goods or services described in the proposal attached hereto and incorporated herein.

2. Vendor shall deliver the goods, or provide the services, described herein no later than November 1st, 2016.

3. Time is of the essence in the performance of this contract. City shall be entitled to liquidated damages in the amount of \$500 per day, for each day subsequent to the date set forth in paragraph 2 hereof that Vendor has failed to properly and completely deliver all of the goods or provide all of the services herein specified. Vendor specifically acknowledges that the foregoing sum is reasonable and does not constitute a penalty.

4. Upon Vendor's satisfactory delivery of the goods, or full performance of the services, or in accordance with the payment schedule provided in the attached proposal, City shall pay Vendor a sum anticipated not to exceed \$1,056,000.00, as full consideration for the quantities of the specific goods and services established by the Engineer of Record and agreed upon in the bid schedule submitted by the Vendor. This amount is not a lump sum and the actual amount paid to the Vendor will be based on the actual quantities required and installed, which will be billed at the unit costs submitted in the bid schedule by the Vendor. If quantities required for any of the line items listed will exceed the quantities agreed upon in the bid schedule submitted by the Vendor, the City must be notified and provide written approval in the form of a change order prior to installation.

5. Vendor fully warrants the title to any goods provided hereunder, and agrees to defend the same against all claims whatsoever. At the time of delivery, Vendor shall furnish to the City a bill of sale absolute, with full warranties, or other evidence of title transfer satisfactory to the City, for the goods specified herein.

6. Vendor expressly warrants that all goods delivered hereunder are of merchantable quality and fit for the purpose for which the City has purchased the same. Vendor further warrants that any defects in the goods shall be properly repaired by Vendor for a period of 18 months from final delivery, including all parts and labor associated with said repairs.

7. City reserves the right to reject any defective goods, notwithstanding City's payment of the purchase price provided herein.

8. Vendor fully warrants that all services provided hereunder have been provided in a good and workmanlike manner. Vendor guarantees said services for a period of 18 months from the date of final performance. Vendor shall provide all labor and materials necessary to repair any defective workmanship reported to Vendor within said guarantee period.

9. To the extent that this agreement requires Vendor to provide any services of any kind, Vendor and all of Vendor's subcontractors shall maintain public liability insurance in a combined single limit for bodily injury and property damage in the amount of not less than \$1,000,000.00, satisfactory to the City Manager of City, naming the City as additional insured and providing coverage up through and including the final performance of any services provided hereunder. Vendor and all of Vendor's subcontractors shall maintain in full force and effect a policy of worker's compensation insurance for all of Vendor's employees in accordance with applicable state and federal law. Said insurance coverage shall include employer's liability with a single limit of \$100,000.00 per accident or occurrence. Vendor shall present City with a certificate for all of the foregoing insurance, at the time of executing this agreement and at such other times requested by the City. The Vendor waives all rights against the City, the City's consultants, separate contractors, if any, and any of its subcontractors, agents and employees, for damages caused loss to the extent covered by insurance described herein and obtained pursuant to this Section or other property insurance applicable to the services and product provided under this Contract. The City shall require of the Vendor, Vendor's consultants, separate contractors, if any, and the subcontractors, sub-subcontractors, agents and employees of any of them, by appropriate agreements, written where legally required for validity, similar waivers each in favor of other parties enumerated herein. The policies shall provide such waiver of subrogation by endorsement other otherwise. A waiver of subrogation shall be effective as to a person or entity even though that person or entity would otherwise have a duty of indemnification, contractual or otherwise, did not pay the insurance premium directly or indirectly, and whether or not the person or entity had an insurable interest in the property damaged.

10. In consideration of the payment of ten dollars as part of the above purchase price, Vendor shall indemnify, defend and hold the City harmless for itself, its employees, agents and assigns, from and against any and all losses, claims, damages, suits, actions, or demands, including attorneys fees and costs of litigation through all appellate proceedings, arising from the performance or non-performance of this agreement, whether caused in part by the City or not.

11. This Agreement shall be binding upon the parties, their successors, assigns, and legal representatives. Vendor shall not assign or otherwise transfer any of the rights or duties under this Agreement, without the express written consent of the City.

12. This document embodies the entire agreement of the parties. There are no promises, terms, conditions, or representations binding on either party hereto, other than those contained herein; and this document shall supersede all previous communications, representations, and/or agreements between the parties hereto, whether written or oral. This Agreement may be

modified only in writing executed by all parties. This agreement shall be construed according to the laws of Florida, and venue for any action arising herefrom shall be in Pinellas County, Florida.

13. The prevailing party in any action to enforce or interpret this agreement shall be entitled to reasonable attorneys fees incurred through all appellate proceedings.

14. Vendor hereby acknowledges that the person executing this agreement on behalf of Vendor has the full authority to do so and to bind Vendor to the terms hereof.

15. Any notices provided hereunder shall be sent to the parties at the following addresses and shall be considered properly delivered when placed in the U.S. mail, postage prepaid, certified return receipt requested:

As to Vendor:

Wharton-Smith, Inc.
4912 LaSalle Street
Tampa, FL 33607

As to City:

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

16. To the extent that any terms in the attached proposal conflict with the terms of this agreement, the terms of this agreement shall control and supersede such conflicting terms in the attached proposal, to the extent of such conflict.

17. The following sections, paragraphs or provisions of the attached proposal are hereby deleted from this agreement and shall be of no force or effect:

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed on the day and year first above written.

Wharton-Smith, Inc.
Vendor

CITY OF ST. PETE BEACH, FLORIDA

BY _____

BY _____

CITY MANAGER

NAME, TITLE (typed or printed)

APPROVED AS TO FORM:

ATTEST:

ANDREW DICKMAN
CITY ATTORNEY

CITY CLERK

The contractor must comply with the Florida public records laws and must:

- (a) Keep and maintain public records that ordinarily and necessarily would be required by the city in order to perform the service.
- (b) Provide the public with access to public records on the same terms and conditions that the city would provide the records and at a cost that does not exceed the cost provided in this chapter or as otherwise provided by law.
- (c) Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law.
- (d) Meet all requirements for retaining public records and transfer, at no cost, to the city all public records in possession of the contractor upon termination of the contract and destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. All records stored electronically must be provided to the city in a format that is compatible with the information technology systems of the city .

This is a new legal requirement.

119.0701 Contracts; public records.—

(1) For purposes of this section, the term:

(a) “Contractor” means an individual, partnership, corporation, or business entity that enters into a contract for services with a public agency and is acting on behalf of the public agency as provided under s. [119.011](#)(2).

(b) “Public agency” means a state, county, district, authority, or municipal officer, or department, division, board, bureau, commission, or other separate unit of government created or established by law.

(2) In addition to other contract requirements provided by law, each public agency contract for services must include a provision that requires the contractor to comply with public records laws, specifically to:

(a) Keep and maintain public records that ordinarily and necessarily would be required by the public agency in order to perform the service.

(b) Provide the public with access to public records on the same terms and conditions that the public agency would provide the records and at a cost that does not exceed the cost provided in this chapter or as otherwise provided by law.

(c) Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law.

(d) Meet all requirements for retaining public records and transfer, at no cost, to the public agency all public records in possession of the contractor upon termination of the contract and destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. All records stored electronically must be provided to the public agency in a format that is compatible with the information technology systems of the public agency.

(3) If a contractor does not comply with a public records request, the public agency shall enforce the contract provisions in accordance with the contract.

3/12/14

**St. Pete Beach City Commission
Agenda Report**

Issue

Considered: Authorize the City Manager to enter into a purchasing agreement with Rowland, Inc. for \$641,406 for the replacement of Force Main #3.

Date: December 15, 2015

Prepared By: John J. Kretzer, Interim Public Services Director

**Summary
Of Issue:**

In accordance with the requirements set forth in the Florida Department of Environmental Protection's Consent Order with the City of St. Pete Beach, the City recently issued a request for bids to perform General Contracting services for the replacement of Force Main #3, which transmits wastewater from Pump Station #3 in Lazarillo Park to the gravity main at the intersection of 37th Avenue and Gulf Boulevard. In response to this request, the City received bids from two firms, which are summarized on the attached bid tabulation.

After a review of the bid submittals, Rowland, Inc. was determined to be the lowest qualified bidder.

This bid exceeded the projects CIP budget, so the remaining funding will be taken from the Pump Station #3 project, which came in under budget.

Funding: CIP – Force Main #3 and Pump Station #3

**Requested
Motion:**

“I move to authorize the City Manager to enter into a purchasing agreement with Rowland, Inc. for \$641,406 for the replacement of Force Main #3.”

Attachments: Bid Tab
Purchasing Agreement

**Reviewed by
City Manager:** *WS*



Bid Results - Force Main #3

10/08/15

	Rowland	Westra
Base Bid	\$ 641,406.00	\$ 780,608.00
Alternate 1 - Repaving entire ROW (not included)	\$ 40,300.00	\$ 50,700.00

Bid Package Review

Items Required to Be Submitted with Bid	Rowland	Westra
Bidder's Contract Proposal Form	Yes	Yes
3 References (within past 5 years)	Yes	Yes
Firm's History & Personnel Experience	Yes	Yes
Claims/Disputes	Yes	Yes
Bonding Capacity	Yes	Yes
Certificate of Insurance	Yes	Yes
Bid Bond	Yes	Yes
Contractor Proof of License	Yes	Yes
Contractor's Education and Training	Yes	Yes
Addendum Acknowledgment	Yes	Yes

CITY OF ST. PETE BEACH, FLORIDA
PURCHASING AGREEMENT

Rowland, Inc.
Wastewater Force Main No. 3

THIS AGREEMENT is hereby executed this 15th day of December, 2015, between the CITY OF ST. PETE BEACH, FLORIDA (hereinafter "CITY") and Rowland, Inc. (hereinafter "VENDOR"), as follows:

WHEREAS, City is desirous of purchasing from Vendor the goods or services described in this agreement; and

WHEREAS, Vendor is in the business of providing the goods or services described herein, and has submitted an appropriate proposal to the City to provide the same; and

WHEREAS, this agreement has been properly approved by the appropriate authority of the City and the Vendor.

NOW, THEREFORE, upon the mutual covenants contained herein, and other good and valuable consideration, the sufficiency of which is hereby acknowledged, the parties hereto hereby agree to the following:

1. City hereby agrees to purchase, and Vendor hereby agrees to sell or provide, the goods or services described in the proposal attached hereto and incorporated herein.

2. Vendor shall deliver the goods, or provide the services, described herein no later than 280 days from execution of this Purchase Agreement.

3. Time is of the essence in the performance of this contract. City shall be entitled to liquidated damages in the amount of \$500 per day, for each day subsequent to the date set forth in paragraph 2 hereof that Vendor has failed to properly and completely deliver all of the goods or provide all of the services herein specified. Vendor specifically acknowledges that the foregoing sum is reasonable and does not constitute a penalty.

4. Upon Vendor's satisfactory delivery of the goods, or full performance of the services, or in accordance with the payment schedule provided in the attached proposal, City shall pay Vendor a sum anticipated not to exceed \$641,406.00, as full consideration for the quantities of the specific goods and services established by the Engineer of Record and agreed upon in the bid schedule submitted by the Vendor. This amount is not a lump sum and the actual amount paid to the Vendor will be based on the actual quantities required and installed, which will be billed at the unit costs submitted in the bid schedule by the Vendor. If quantities required for any of the line items listed will exceed the quantities agreed upon in the bid schedule submitted by the Vendor, the City must be notified and provide written approval in the form of a change order prior to installation.

5. Vendor fully warrants the title to any goods provided hereunder, and agrees to defend the same against all claims whatsoever. At the time of delivery, Vendor shall furnish to the City a bill of sale absolute, with full warranties, or other evidence of title transfer satisfactory to the City, for the goods specified herein.

6. Vendor expressly warrants that all goods delivered hereunder are of merchantable quality and fit for the purpose for which the City has purchased the same. Vendor further warrants that any defects in the goods shall be properly repaired by Vendor for a period of 18 months from final delivery, including all parts and labor associated with said repairs.

7. City reserves the right to reject any defective goods, notwithstanding City's payment of the purchase price provided herein.

8. Vendor fully warrants that all services provided hereunder have been provided in a good and workmanlike manner. Vendor guarantees said services for a period of 18 months from the date of final performance. Vendor shall provide all labor and materials necessary to repair any defective workmanship reported to Vendor within said guarantee period.

9. To the extent that this agreement requires Vendor to provide any services of any kind, Vendor and all of Vendor's subcontractors shall maintain public liability insurance in a combined single limit for bodily injury and property damage in the amount of not less than \$1,000,000.00, satisfactory to the City Manager of City, naming the City as additional insured and providing coverage up through and including the final performance of any services provided hereunder. Vendor and all of Vendor's subcontractors shall maintain in full force and effect a policy of worker's compensation insurance for all of Vendor's employees in accordance with applicable state and federal law. Said insurance coverage shall include employer's liability with a single limit of \$100,000.00 per accident or occurrence. Vendor shall present City with a certificate for all of the foregoing insurance, at the time of executing this agreement and at such other times requested by the City. The Vendor waives all rights against the City, the City's consultants, separate contractors, if any, and any of its subcontractors, agents and employees, for damages caused loss to the extent covered by insurance described herein and obtained pursuant to this Section or other property insurance applicable to the services and product provided under this Contract. The City shall require of the Vendor, Vendor's consultants, separate contractors, if any, and the subcontractors, sub-subcontractors, agents and employees of any of them, by appropriate agreements, written where legally required for validity, similar waivers each in favor of other parties enumerated herein. The policies shall provide such waiver of subrogation by endorsement other otherwise. A waiver of subrogation shall be effective as to a person or entity even though that person or entity would otherwise have a duty of indemnification, contractual or otherwise, did not pay the insurance premium directly or indirectly, and whether or not the person or entity had an insurable interest in the property damaged.

10. In consideration of the payment of ten dollars as part of the above purchase price, Vendor shall indemnify, defend and hold the City harmless for itself, its employees, agents and assigns, from and against any and all losses, claims, damages, suits, actions, or demands, including attorneys fees and costs of litigation through all appellate proceedings, arising from the performance or non-performance of this agreement, whether caused in part by the City or not.

11. This Agreement shall be binding upon the parties, their successors, assigns, and legal representatives. Vendor shall not assign or otherwise transfer any of the rights or duties under this Agreement, without the express written consent of the City.

12. This document embodies the entire agreement of the parties. There are no promises, terms, conditions, or representations binding on either party hereto, other than those contained herein; and this document shall supersede all previous communications, representations, and/or agreements between the parties hereto, whether written or oral. This Agreement may be

modified only in writing executed by all parties. This agreement shall be construed according to the laws of Florida, and venue for any action arising herefrom shall be in Pinellas County, Florida.

13. The prevailing party in any action to enforce or interpret this agreement shall be entitled to reasonable attorneys fees incurred through all appellate proceedings.

14. Vendor hereby acknowledges that the person executing this agreement on behalf of Vendor has the full authority to do so and to bind Vendor to the terms hereof.

15. Any notices provided hereunder shall be sent to the parties at the following addresses and shall be considered properly delivered when placed in the U.S. mail, postage prepaid, certified return receipt requested:

As to Vendor:

Rowland, Inc.
6855 102nd Ave. N
Pinellas Park, FL 33782

As to City:

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

16. To the extent that any terms in the attached proposal conflict with the terms of this agreement, the terms of this agreement shall control and supersede such conflicting terms in the attached proposal, to the extent of such conflict.

17. The following sections, paragraphs or provisions of the attached proposal are hereby deleted from this agreement and shall be of no force or effect:

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed on the day and year first above written.

Rowland, Inc.
Vendor

CITY OF ST. PETE BEACH, FLORIDA

BY _____

BY _____

CITY MANAGER

NAME, TITLE (typed or printed)

APPROVED AS TO FORM:

ATTEST:

ANDREW DICKMAN
CITY ATTORNEY

CITY CLERK

The contractor must comply with the Florida public records laws and must:

- (a) Keep and maintain public records that ordinarily and necessarily would be required by the city in order to perform the service.
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- (c) Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law.
- (d) Meet all requirements for retaining public records and transfer, at no cost, to the city all public records in possession of the contractor upon termination of the contract and destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. All records stored electronically must be provided to the city in a format that is compatible with the information technology systems of the city .

This is a new legal requirement.

119.0701 Contracts; public records.—

(1) For purposes of this section, the term:

(a) “Contractor” means an individual, partnership, corporation, or business entity that enters into a contract for services with a public agency and is acting on behalf of the public agency as provided under s. [119.011](#)(2).

(b) “Public agency” means a state, county, district, authority, or municipal officer, or department, division, board, bureau, commission, or other separate unit of government created or established by law.

(2) In addition to other contract requirements provided by law, each public agency contract for services must include a provision that requires the contractor to comply with public records laws, specifically to:

(a) Keep and maintain public records that ordinarily and necessarily would be required by the public agency in order to perform the service.

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(3) If a contractor does not comply with a public records request, the public agency shall enforce the contract provisions in accordance with the contract.

3/12/14

**St. Pete Beach City Commission
Agenda Report**

Issue

Considered: Authorize the City Manager to generate a purchase order for Cribb Philbeck Weaver Group (CPWG) for \$685,194 to provide engineering design services for the second/south phase (1st Avenue to 19th Avenue) of the Pass-A-Grille Way Reconstruction Project.

Date: December 15, 2015

Prepared By: John J. Kretzer, Interim Public Services Director

**Summary
of Issue:**

Based on the observed deterioration of the pavement and infrastructure, the City plans to reconstruct the second phase of Pass-A-Grille Way in a similar manner as the first phase from Maritana Avenue to 19th Avenue, which is currently ongoing. The second phase (from 1st Avenue to 19th avenue) will also utilize partial matching funds provided by the Southwest Florida Water Management District (SWFWMD).

The proposed project will provide two traffic lanes, new sidewalks (in some areas) and bike lanes (lane usage to be determined) to greatly enhance intermodal transportation. Stormwater, wastewater, potable water (by Pinellas County), and reclaimed water (as needed) infrastructure will be upgraded and/or replaced. Replacement of the pavement will also greatly improve the usability of the lone access route to Pass-A-Grille Beach and the surrounding community.

Following a Request for and subsequent review of Statements of Qualification from qualified design firms, the City has selected Cribb Philbeck Weaver Group, Inc. (CPWG) as the Engineer of Record for this phase of the project. The total cost for engineering design of this phase will be \$685,194, as described in the attached proposal from CPWG, dated December 3, 2015.

Funding: FY2014-15 Capital Improvement Project

Requested Motion: “I move to authorize the City Manager to generate a purchase order for Cribb Philbeck Weaver Group (CPWG) for \$685,194 to provide engineering design services for the second/south phase (1st Avenue to 19th Avenue) of the Pass-A-Grille Way Reconstruction Project.”

Attachments: Scope of Professional Services (Proposal), dated December 15, 2015

**Reviewed by
City Manager:** _____ *WS*



December 3, 2015

Mr. Ian Wade
CIP Construction Manager
City of St. Pete Beach
155 Corey Avenue
City of St. Pete Beach, Florida 33706

**Re: Scope of Professional Services
 Pass-a-Grille Way Phase 2 Final Engineering Design and Permitting**

Dear Mr. Wade,

Cribb Philbeck Weaver Group (CPWG) is pleased to submit this letter agreement to provide civil engineering services in connection with the Final Design services for the proposed Pass-a-Grille Way Phase 2 Improvement Project. We have extensive experience in this area, and our background and commitment will be the foundation for helping you achieve a successful project.

This proposal describes the scope of work required to meet the City's objectives from preparation of final construction documents and permitting required to implementation of the improvements.

PROJECT UNDERSTANDING

The portion of Pass-a-Grille Way between 19th Avenue at the north end and 1st Avenue at the south end, approximately 5,100 linear feet, is included in this study. The City, based on the preliminary evaluation, desires to rebuild the roadway from the base up, to correct the failing roadway pavement sections. A two-lane paved roadway will be designed. Potable water and wastewater lines will be rehabilitate as needed. The existing stormwater piping system will be enlarged and expanded to reduce the risk of flooding in the area and new landscaping and hardscaping will be include in the final design.

Complete construction-ready design plans for these improvements will be prepared.

Final Design

CPWG shall prepare final, construction-ready plans for the project areas as described. This is to include all construction documents and permits so that the project is ready for implementation upon funding authorization. The specific elements of this phase could include:

- A. Construction Plans - CPWG shall prepare the Final Construction Plans for the proposed improvements. The plans will be prepared in a conventional plan/profile sheet format for the Plans on 11" x 17" (half size) sheets. The plans will be prepared on digitized topographic information provided by electronic surveying means. The sheets will be developed to a horizontal scale of 1"= 40' and vertical scale of 1"= 4' with six (6) stations per sheet along a tangent section. The plan sheets will show the project's complete horizontal alignments. Various roadway elements such as pavement width, drainage elements, sidewalks, driveways, trees, and apparent right-of-way will be shown and dimensioned. Design information relative to any proposed storm sewer pipes and drainage structures will also be shown on the plan-profile sheets.

Design of turning radii, limits of construction, and spot elevations for minor side roads will be shown in plan view on the Plan and Profile sheets. The 1"= 40' Plan sheets will show at least three elevation control points on curb returns.

Cross-Sections will be developed at 50-foot intervals along the baseline of survey to scales of 1"= 20' horizontal and 1"= 10' vertical. Major underground utilities will be shown based on information provided by the utility companies or as identified by the surveyor. Roadway soil profiles from auger borings will be shown.

- B. Drainage Design Analysis - CPWG shall design a drainage and stormwater management system in conformance with Southwest Florida Water Management District (SWFWMD) and City of St. Pete Beach's Drainage Design Criteria.

The design of a stormwater pump station near 1st Avenue is included as part of this project.

CPWG shall document the drainage design, design methods, and the supporting drainage and stormwater computations. The drainage and stormwater computations shall include: final



hydrologic and hydraulic analysis of the proposed stormwater system. This documentation will be used to support the SWFWMD permit application.

Documentation will be provided within the construction documents to support the FDEP NPDES Construction Permit Notice-of-Intent, which will be submitted by the contractor prior to beginning construction.

It is anticipated that no additional stormwater ponds will be required.

- C. Environmental Services – CPWG will conduct an environmental assessment on the project corridor. The assessment shall be conducted to ascertain jurisdictional and environmental considerations as they apply to permitting agency criteria. The assessment shall be conducted utilizing available natural resource data such as coastal lines, aerials, infrared photograph, USGS topographic mapping, FEMA/FIRM flood mapping and SCS soil data. A field visit shall be conducted to perform a preliminary survey for endangered, threatened and species of special concern. A memorandum with appropriate graphics will be the deliverable for this task. This task does not include the development of wildlife management plans or quantitative species surveys.

This task also includes surveys within the project corridor for species protected by the Florida Fish and Wildlife Conservation Commission (FFWCC) and/or U.S. Fish and Wildlife Service (USFWS). This task does not include management plans.

- D. Environmental Permitting - This project will require an application to the SWFWMD Environmental Resource Permit. CPWG will be responsible for early coordination with agency personnel to assure that design efforts are properly directed towards permit requirements. Preparation of these permit applications is based on the assumption that no direct or indirect surface water or wetland impacts will occur within or adjacent to the design corridor or final pond locations.

CPWG shall prepare and submit an Environmental Resource Permit (ERP) package, containing site and system design information, to SWFWMD.

CPWG shall prepare the ERP permit application, and submit to the Water Management District.



- E. Signing and Marking Plans - CPWG will design the signing and pavement marking for the roadway in accordance with the current version of the MUTCD and Florida Department of Transportation Standards for Road and Bridge Construction. The design will be shown on 1"= 40' sheets, double-panel, with twelve (12) stations per sheet along a tangent section. The plans will include type, color and spacing of striping and raised pavement markings. All regulatory, warning and directional signing will be prepared for the signing and pavement marking items. The sheets will be incorporated into the Roadway Plan set, and therefore, a separate Key Sheet for the Signing and Pavement Marking Plans will not be developed.
- F. Traffic Control Plans - Traffic Control Plans will consist of specific phase notes and references to the FDOT Standard Indexes. Detailed Traffic Control Plans for the entire project length. These plans will include all phases of traffic control and will be developed on double panel plan sheets to a horizontal scale of 1"= 40'. The plans will show the traffic control devices, work zone and location of roadway for maintenance of traffic.
- G. Utility Relocation – The existing potable water main line and the existing reclaimed water line main will be relocated by Pinellas County. A parallel potable water line may be designed by Pinellas County. The existing wastewater manholes and lines will be replaced in their entirety. Furthermore, the laterals for all wastewater and potable water lines should be replaced or rehabilitated. The sheets will be developed to a horizontal scale of 1"= 40' and vertical scale of 1"= 4' with six (6) stations per sheet along a tangent section.
- H. Utility Undergrounding - The existing overhead utilities will be ungrounded along this phase of the project. CPWG will provide conduit design plans, coordination with all utilities and street light enhancements.
- I. Landscape and Hardscape Plans – CPWG will design new landscaping that enhances the theme and history of Pass – A – Grille. CPWG will also design hardscape such as pavers, benches, gazebos, shade structures and the like along the east side seawall.
- J. Bi-Weekly Public Meeting at Warren Webster Community Center – CPWG will attend weekly meeting with the Public during the design phase of the project.
- K. Project Administration –



The following administrative and management related tasks will be performed on this project.

1. Progress Reports and Meetings - CPWG will attend a monthly meeting. Project Milestones Tables will accompany the monthly report along with the current milestone schedule.
 2. Quality Control - CPWG will undertake periodic checks of work in progress and project deliverables as part of their formal quality assurance program. An engineer not immediately associated with the initial design will review the plans and report before submittal to the City. This cost is generally taken as 5% of the design budget. The plans will also be reviewed with City staff for quality items.
 3. CPWG will attend bi-weekly meetings with the public during the design phase. A maximum of 20 meetings are included.
 4. Coordination - CPWG will coordinate project efforts with those agencies that have jurisdiction over the outcome of this project. This will include:
 - a. City of St. Pete Beach
 - b. Pinellas County
 - c. Southwest Florida Water Management District
 - d. US Army Corps of Engineers
 - e. Florida Department of Transportation
 - f. TECO Peoples Gas
 - g. Duke Energy
 - h. Verizon
 - i. Brighthouse
 5. Presentation – A maximum of three presentations to community groups or to the commission are included in this proposal. A PowerPoint presentation will be created for each meeting as directed by the City.
- L. Post Design Services – CPWG shall be available to answer questions that may arise relative to the design of the project during construction and shall participate in weekly field project meetings to assist in decisions relative to field changes when required. It is anticipated that most questions will be answered via telephone or in writing. CPWG will be available to visit the site a maximum of 20 times during the construction, when requested by the City to investigate and address design issues. Additional visits may be billed on a time and materials basis.
- M. SUE: A maximum of fifty (50) Subsurface Utility Excavations (SUE) are included in this proposal. These will be used to determine the vertical location of the water and reclaimed lines, such that the stormwater lines can be designed around them or the water/reclaimed lines relocated.

N. Deliverables

CPWG shall make phase submittals of preliminary plans for review by the City. The submittals will consist of the indicated number of plan sets and type of materials.

- | | |
|---|--------------------------|
| ▪ 30% Roadway Plans | electronic pdf submittal |
| ▪ 60% Roadway Plans | electronic pdf submittal |
| ▪ 60% Drainage Plans | electronic pdf submittal |
| ▪ 60% Signing and Marking Plans | electronic pdf submittal |
| ▪ 60% Utility Undergrounding Plans | electronic pdf submittal |
| ▪ 60% Landscape & hardscape Plans | electronic pdf submittal |
| ▪ 90% Roadway Plans | electronic pdf submittal |
| ▪ 90% Drainage Plans | electronic pdf submittal |
| ▪ 90% Signing and Marking Plans | electronic pdf submittal |
| ▪ 90% Utility Undergrounding Plans | electronic pdf submittal |
| ▪ 90% Landscape & hardscape Plans | electronic pdf submittal |
| ▪ 100% Complete Plans 5 sets signed & sealed & electronic pdf submittal | |

O. Permits – The following permits are anticipated:

1. Southwest Florida Water Management District Application for Environmental Resource Permit (ERP) or exemption submittal
2. FDEP Wastewater Permit
3. FDEP Potable Water
4. Pinellas County Mangrove Permit
5. USACOE Permit for pump station discharge

SCHEDULE

CPWG has the resources necessary to provide quality and timely service for this project. We understand that meeting schedules is critical to the success of the project. CPWG is committed to provide the necessary resources to meet the mutually agreed upon schedule. A schedule will be developed subsequent to the issuance of a Notice to Proceed.

Compensation Summary and Terms

This contract is a lump-sum contract, plus expenses payable to the Consultant on a monthly percent complete basis. All application fees will be paid directly to the appropriate agencies by the Client and are not included herein. The cost is presented in the attached spreadsheet.

Fiscal Year 2015 - \$685,194.00



We sincerely appreciate this opportunity to provide professional services for this project. If you have any questions concerning this proposal, please feel free to give me a call.

Very truly yours,
CPWG, Inc.

ACCEPTANCE

12/3/2015

Stephen R. Tarte
Sr. Vice President

Date

Name:
Title:

Date

City of St. Pete Beach
Pass-A-Grille Way Phase 2 Final Engineering

Pass-a-Grille Way Final Engineering Design		\$125.00 Professional Engineer	\$116.00 Project Manager	\$86.00 Staff Engineer	\$75.00 CADD Designer	\$46.00 Admin Staff	Cost
Task	Streets						
A	Construction Plans	160	220	240	840	24	\$130,264
B	Signing and Marking Plans	40	48	60	160		\$27,728
C	Traffic Control Plan	60	80	100	420		\$56,880
D	Project Administration	50	40	16			\$12,266
E	Post Design Services	50	40				\$10,890
F	Reimbursable Expenses						\$7,700
	Sub-Total	360	428	416	1420	24	\$245,728
Task	Stormwater						
A	Construction Plans (with pump station)	72	104	240	560	16	\$84,440
B	Drainage Design Analysis (with pump station)	120	192	304		32	\$64,888
C	Structural Design for Outfall Boring Thru Eastside Seawall	60		40	240		\$28,940
D	Environmental Services		40	60		16	\$10,536
E	Environmental Permitting (SWFWMD, Pinellas Co. Mangroves USACOE discharge for pump station)	8	8	20	20	10	\$5,608
F	Project Administration	50	40	16			\$12,266
G	Post Design Services	50	40				\$10,890
	Reimbursable Expenses						\$7,700
	Sub-Total	360	424	680	820	74	\$225,268
Task	Wastewater						
A	Construction Plans	36	92	160	360	10	\$56,392
B	Environmental Permitting	8	10	20	20	10	\$5,840
C	Utility Relocation	36	72	140	320	10	\$49,352
D	Project Administration	50	40	16			\$12,266
E	Post Design Services	50	40				\$10,890
	Reimbursable Expenses						\$7,700
	Sub-Total	180	254	336	700	30	\$142,440
Task	Utility Undergrounding Conduit						
A	Underground design and plans creation	16	40	120			\$16,960
B	Coordination with Utility Companies	24	40				\$7,640
C	Coordinate Street Light Enhancements	24	24				\$5,784
D	Meetings	16	16				\$3,856
	Reimbursable Expenses						\$200
	Sub-Total	310	414	456	700	30	\$34,440
Task	Miscellaneous						
A	Survey (SUE) 50 Boring at \$350 each plus extra topo						\$17,500
B	Weekly Public Update Meetings @ Warren Webster	52					\$6,500
C	Landscape Design and Plans	8	24		48		\$7,384
D	Hardscape Design and Amenities Along Seawall	6	24		32		\$5,934
	Sub-Total	392	478	456	780	30	\$37,318
	Grand Total	940	1166	1492	2940	128	\$685,194.00

**St. Pete Beach City Commission
Agenda Report**

ISSUE CONSIDERED: Ordinance 2015-28 providing for an increase in budgeted monies and a reallocation between departments in the general fund for fiscal year ending September 30, 2015 and providing for funding.

DATE: December 15, 2015

PREPARED BY: Elaine Edmunds, Administrative Services Director

SUMMARY OF ISSUE: Final reading of Ordinance 2015-28 provides for an increase and reallocation of funds between departments for the general fund. The departments over budget are as follows:

1. City Clerk: The department exceeded the amount budgeted by approximately \$4,000. This is attributable to personnel costs for health insurance being over the total amount budgeted. The budget is based on the coverage selections of current employees at the time of budget preparation. These elections may change with the hire of new employees or a change in the coverage requirements of current employees that is elected on a calendar year basis. Should an employee change from single to family, the amount paid by the City increases due to the policy of the City to supplement a part of the dependent coverage premium.
2. Legal: Total legal costs exceeded the amount budgeted by approximately \$7,000. This is attributable to unanticipated settlement costs.
3. Recreation Department: The department exceeded the amount budgeted by approximately \$50,000. Personnel costs were higher than projected. The department had higher than anticipated utility costs of \$15,000. Professional/Contractual costs were \$13,000 higher than projected. These increased costs were partially offset by rental revenues being higher than projected (\$12,000), instructor fee revenues being higher than projected (\$12,500) and pool and miscellaneous sales at the facility exceeding the amount budgeted by \$5,500.

Monies are available in the following departments to partially cover the above overages:

1. City Commission – Donation expense and travel/training were less than budgeted by a total amount of \$14,000.
2. Public Services Department – Administration Division – Personnel costs were lower than budgeted due to a vacancy in the director position. Amount available to transfer \$21,000.

Revenue from the community center rentals was \$12,000 higher than the amount budgeted. Recreation instructor fees were \$12,500 over the amount budgeted and miscellaneous recreation

center/pool sales were higher by \$1,500. These overages are available to offset the remaining shortfall of the recreation department totaling \$26,000.

REQUESTED MOTION: "I move to approve on final reading, Ordinance 2015-28, (read title)...

ATTACHMENTS: Ordinance 2015-28

REVIEWED BY
CITY MANAGER: WS

ORDINANCE 2015-28

AN ORDINANCE OF THE CITY OF ST. PETE BEACH, FLORIDA PROVIDING FOR A SUPPLEMENTAL APPROPRIATION TO THE GENERAL FUND FOR FISCAL YEAR ENDING SEPTEMBER 30, 2015; PROVIDING FOR FUNDING; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, notice of this ordinance has been provided in accordance with applicable law; and

WHEREAS, estimated revenues and expenditures are provided in Ordinance 2014-09, Budget Ordinance; and

WHEREAS, the authority for appropriation amendments is provided in Article III, Section 3.13 (a) of the City Charter; and

WHEREAS, a reallocation of monies between departments is necessary to balance the departments; and

WHEREAS, additional monies are necessary to balance the City Clerk's budget due to higher than anticipated health insurance costs.

WHEREAS, additional monies are necessary to balance the City Attorney's budget due to unanticipated settlement costs; and

WHEREAS, additional monies are necessary to balance the Recreation Department due to an increase in personnel costs, higher than projected repairs and utility costs and an increase in professional/contractual costs.

NOW, THEREFORE, THE CITY COMMISSION OF THE CITY OF ST. PETE BEACH, PINELLAS COUNTY, FLORIDA, HEREBY ORDAINS:

Section One. For the General Fund, a decrease in the City Clerk's budget of \$4,000 to be funded by a decrease to the City Commission budget.

Section Two. For the General Fund, an increase in the City Attorney's budget of \$7,000 to be funded by a decrease in the City Commission's budget of \$7,000.

Section Three. For the General Fund, an increase in the Recreation Department budget of \$50,000 to be partially funded by an increase in rental income from the Community Center of \$12,000, an increase in miscellaneous pool and recreation center sales of \$1,500, an increase in instructor fee revenue of \$12,500 and the balance of \$24,000 to be funded by decrease in the Public Services budget (\$21,000) and the City Commission Budget (\$3,000).

Section Four. The above referenced changes represent an overall increase to the General Fund Budget of \$26,000 bringing total revenues for fiscal year 2015 to \$16,169,605 and total expenditures for fiscal year 2015 to \$16,365,030.

Section Five. This ordinance shall become effective upon final passage.

Maria Lowe, MAYOR

FIRST READING : _____
PUBLISHED : _____
SECOND READING : _____
PUBLIC HEARING : _____

I, Rebecca Haynes, City Clerk of the City of St. Pete Beach, Florida, do hereby certify that the foregoing Ordinance was duly adopted in accordance with the provisions of applicable law this _____ day of _____, 2015.

Rebecca Haynes, City Clerk

**St. Pete Beach City Commission
Agenda Report**

Issue Considered: Ordinance No 2015-22 – Land Development Code updates for compliance with Comprehensive Plan remedial action; Ordinance 2015-05

Date: December 15, 2015

Prepared By: Jennifer Bryla – Community Development Director.

Through: Wayne Saunders, City Manager

Summary of Issue: Proposed for your consideration are City-initiated amendments to the Land Development Code. The proposed changes are relating to the amendments that were made to the City's Comprehensive Plan as a result of the remedial action via Ordinance 2015-05. The remedial action agreement was in response to the Division of Administrative Hearings case #13-003401-GM. The case was settled in March of 2015 which resulted in the reinstatement of the City's 2010 Comprehensive Plan.

A full description of this item is contained in the staff report and the matrix of "cause and effect". This topic has been heard by the Planning Board and recommended for approval unanimously. These changes are necessary so that the Land Development Code may implement the City of St. Pete Beach's Comprehensive Plan as per FS 163.

Requested Motion: I move to approve Ordinance No. 2015-22 and adopt the Land Development Code changes presented.

Attachment: Ordinance No. 2015-22
Staff Report
Matrix of Cause and Effect
Ordinance 2015-05

**Reviewed by the
City Manager**

WS

	St. Pete Beach City Commission 155 Corey Avenue St. Pete Beach, FL 33706 727-367-2735
12/15/15	
Item Number Ordinance #2015-22 Type of Application Amendment to the Land Development Code Applicant City of St. Pete Beach Location City wide Project Planner Jennifer Bryla, AICP Requested Action Approval of “Ordinance 2015-22 and move to final reading” Staff Recommendation Approval Planning Board Heard Ord 2015-15 on October 20, 2015. Recommended approval (4-0) City Commission First Reading (12/1/2015) Approved 5-0 Final Reading/Adoption (12/15/2015)	ITEM SUMMARY: This City-initiated amendment to the Land Development Code is in response to Ordinance 2015-05 which amended language in the City’s Comprehensive Plan. The amendments presented in Ordinance 2015-22 are necessary in order to implement the strategies and direction that is now part of the adopted Comp. Plan. Without these needed changes the City’s Comprehensive Plan and Land Development Code will be in conflict with one another; a violation of Florida Statute 163.3177. PUBLIC NOTICE: Notice of public hearing has been advertised as required by State Statutes. As of the date of this report, no written comments have been received. Oral and written comments may be presented at the public hearing. COMPREHENSIVE PLAN and LAND DEVELOPMENT CODE: The proposed amendment is consistent with the City of St. Pete Beach’s Comprehensive Plan. Specifically the proposed Ordinance brings the Comprehensive Plan and the Land Development Code into compliance with one another. BACKGROUND: The City through a series of publicly noticed meetings during the month of January 2015 were able to amicably resolve differences in the Plan Amendments in the 

Findings In its review of the proposed amendments, staff has determined: 1. The proposed amendments are consistent with Florida Statutes. 2. The proposed amendments are consistent with the Pinellas County Regional Policy Plan. 3. The proposed amendments are consistent with the St. Pete Beach Comprehensive Plan. 4. The proposed amendments are consistent with the intent of the LDC.	manner set forth in the Compliance Agreement (Ordinance 2015-05) and its exhibits. Ordinance 2015-22 responds to the Compliance Agreement and incorporates those necessary items into the City’s Land Development Code. The “Matrix of Cause and Effect” specifically outlines to Comprehensive Plan amendments and the Land Development Code changes necessary to implement them. PLANNING BOARD: The Planning Board heard Ordinance 2015-22 on October 20, 2015 and provided a recommendation of approval to the City Commission (4-0). Upon further review of Ordinance 2015-05, it became apparent that language regarding Conditional Use approval was missing from the Land Development Code updates. This language has been added to the Ordinance under review and is deemed as not being substantive enough to warrant a review by the Planning Board again. JUSTIFICATION / TECHNICAL REVIEW: Technical justification is provided in essence through Florida Statutes chapter 163.3201 which states that comprehensive plans or elements thereof shall be implemented, in part, by the adoption and enforcement of appropriate local regulations on the development of lands and waters within an area. Consistency with Countywide Plan for Pinellas County The Ordinance is consistent with the Countywide Plan for Pinellas County, specifically Article 3: Local Government Consistency Provisions. STAFF RECOMMENDATION: Upon review of the above guiding documents for the City of St. Pete Beach, staff recommends approval of Ordinance 2015-22.
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Q:Community development/boards and committees/city commission/staff reports/Ord 2015-22

REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN	PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE
Change Required to match Comprehensive Plan	Sec. 2.1 – Words, terms and phrases defined <i>Height</i> means the vertical distance above the required<u>base</u> flood elevation to the highest point of a flat roof, to the deck of a mansard roof or to the average height between the plate and the ridge of gable or hip roofs, not including chimneys, antennas, elevator shafts, mechanical rooms or other non-habitable areas.
Change required to clarify Ord. 2015-21	Sec. 6.24 – Outdoor dining and outdoor drinking areas. A full or limited service restaurant may establish an outdoor dining area and a bar/lounge may establish an outdoor drinking area pursuant to the requirements of this Section and as <u>outlined within each zoning district. If an outdoor drinking and/or dining area is required to obtain conditional use approval it shall be</u> and upon the issuance of a conditional use permit pursuant to the review and approval procedures provided under Division 4 of this Code. If public consumption of alcohol is proposed to occur on any public street, sidewalk or private sand beach area in connection with the outdoor dining or outdoor drinking area, approval by the City Commission is required pursuant to Chapter 6 of the City Code of Ordinances.
Change required to match Comprehensive Plan	Sec. 36.6 – Density and Intensity b) Multi Family Residential: (1) 18 dwelling units per acre for multi-family residential use on a minimum 1/2 <u>1/3</u> acre buildable site; or

REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN	PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE
(c) General Residential Unit "RU" Density Pool Reserve. is established for the entire Community Redevelopment District by reducing the previously allowed maximum residential density of 18 dwelling units per acre in the Large Resort character district by three dwelling units per acre to a maximum of 15 dwelling units per acre over the entire 65.16 acres. The total residential density reduction in the Large Resort district equals 195 residential dwelling units. 1. Purpose and intent. For the same purposes stated in Section 3 above relating to residential reserves for specific character districts, these 195 residential units previously permitted in the Large Resort character district shall be reserved for future use within the CRD, as may be necessary and warranted. 2. FLUE Implementation. 195 residential dwelling units shall automatically become available as a residential density reserve for any property located within the boundaries of the Community Redevelopment District that permits residential use without further need to amend this Future Land Use Plan and Map. 3. LDC Implementation. Future City Commissions may implement the residential density pool through the LDC with proper allocation procedures and absolute density limitations to ensure that the cumulative total of allocations does not exceed the available reserve density. [Page 48 of the Remedial Action Agreement]	<u>Sec. 39.18</u> General Residential Unit "RU" Density Pool Reserve. is established for the entire Community Redevelopment District by reducing the previously allowed maximum residential density of 18 dwelling units per acre in the Large Resort character district by three dwelling units per acre to a maximum of 15 dwelling units per acre over the entire 65.16 acres. The total residential density reduction in the Large Resort district equals 195 residential dwelling units. These 195 residential dwelling units shall automatically become available as a residential density reserve for any property located within the boundaries of the Community Redevelopment District that permits residential use without further need to amend the Future Land Use Plan and Map through the conditional use process in conjunction with a unified site plan. Residential units will be available on a first come first serve basis.
CITIZEN INPUT ON REDEVELOPMENT Amend paragraph 5 of Sec. I (10), as follows: If these plans and regulations are first approved by the voters of St. Pete Beach, and subsequently, the Ch. 163 Plan is approved by the County, tThe City and its residents will benefit from a Redevelopment Trust Fund established pursuant to F.S. 163.387 as may be authorized by Pinellas County and a Community Improvements Fund that will to provide capital infrastructure, public improvements and amenities that will improve the safety, services to, and beauty of othe City.	No amendment needed.
FUTURE LAND USE ELEMENT Policy 1.1.10 The City shall offer incentives for the location and construction of	Sec. 35.7. - Density and intensity. (3) Affordable housing density bonus. An affordable housing

REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN	PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE
affordable, Green, on-site workforce living accommodations in conjunction with large-scale temporary lodging uses:	density bonus shall be permitted for large-scale temporary lodging use as follows: a. A temporary lodging unit density bonus shall be permitted up to, but shall not exceed an additional five bonus units per acre for every one affordable unit provided. b. Any on-site affordable workforce units shall be prohibited from being advertised or otherwise used for guest temporary lodging or home occupational licensing purposes and shall be exclusively used for providing affordable on-site living accommodations for employees eligible for low income or very low income status as defined by the applicable county and city rules and guidelines; c. A legally enforceable restrictive covenant in a form and content acceptable to the City shall be required as a condition of site plan approval and recorded in the public records of Pinellas County. [REFER TO ORD. SECTION 8]
Policy 2.1.9 <u>All temporary lodging units shall be prohibited from seeking homestead exemption and home occupational licensing. No temporary lodging unit shall be occupied as a residential dwelling unit. Temporary lodging uses within the Community Redevelopment District shall not be occupied for more than thirty (30) consecutive days by the same temporary lodging unit guest or more than thirty days cumulatively on an annual basis for a resort condominium unit owner. In other words, the thirty days is measured beginning on the first day of any occupancy until 365 days from that date. The City of St. Pete Beach may require affidavits of</u>	Sec. 39.6. - Temporary lodging use operational and occupancy restrictions, limitations and prohibitions. (b) All temporary lodging units must be offered, advertised and occupied on a temporary basis for 30 consecutive days or less for temporary lodging guests and no more than 30 days cumulatively on an annual basis for a resort condominium unit owner to ensure that any temporary lodging use does not function as a permanent residential use. <u>The thirty days is measured beginning on the first day of any occupancy until 365 days from that date. The City</u>

REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN	PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE
compliance with this policy from each temporary lodging use and/or unit owner. <u>Seller of temporary lodging unit shall be responsible for advising the purchaser of this requirement. In addition, any seller of a resort condominium project or temporary lodging unit shall be required to record a covenant in the public records of Pinellas County agreeing to said restriction prior to conveyance.</u>	<u>may require affidavits of compliance with this requirement from each temporary lodging use and/or unit owner. Seller of temporary lodging unit shall be responsible for advising the purchaser of this requirement. Any seller of a resort condominium project or temporary lodging unit shall record a covenant in the public records of Pinellas County, Florida, agreeing to said restriction prior to conveyance.</u> [REFER TO ORD. SECTION 13]
Policy 2.2.2 The site plan review provisions, as contained in the LDC shall, at a minimum, address the following: • Allowance for a creative approach for development or redevelopment; • A requirement that more open space, if practical, be provided than that called for by the strict application of the minimum requirements of the land development regulations; • A harmonious development of the site with consideration given to the surrounding areas and community facilities, while providing for safe and efficient traffic circulation; and • The establishment of procedures for the granting of increased structure height not to exceed 50 feet in all areas of the City excluding the Community Redevelopment District which establishes specific height standards by use within each character district; in exchange for increased open space and decreased amounts of impervious surfaces; and • The repeal of variance <u>Procedures that would allow increased height or density above the maximum established in each character district located within the Special Area Designation - Community</u>	Sec. 5.1. - Site plan review. (b) <i>Contents of application.</i> The application shall be in a form established by the city manager and provided for public review. The materials required as part of the application are necessary to provide the city with sufficient information to ensure compliance with this section and the requirements of the land development code. Such materials may include, but are not limited to, the following information: (11) A boundary survey of the land subject to the development plan prepared by a registered land surveyor, showing the location and material of all permanent reference monuments and benchmarks, a metes and bounds description listing dimensions, bearings, curve data, length of tangents, radii, and central angles of all centerline curves of streets, and the size of the land in acres to the nearest tenth of an acre, or in square feet and a <u>ALTA/ACSM land title survey of the property subject to the development plan completed within the last twelve (12) months.</u> [REFER TO ORD. SECTION 3] Note that Division 39, Community Redevelopment District General Standards, Sec. 39.16, Story Standards, prohibits variances to

REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN	PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE
Redevelopment District shall be prohibited; and - Other provisions as deemed appropriate by the City in keeping with the intent of the comprehensive plan and land development regulations. <u>Land survey within the last twelve (12) months.</u>	increased height as follows: (b) <i>Height standards.</i> Total height of any structure shall be determined by land use category, the number of stories and height for each story allowed by the Table below, or the maximum height allowed for each use in each specific District as established in the Special Designation Community Redevelopment District of the Future Land Use Element of The Comprehensive Plan, whichever is greater. Variances to increase height are prohibited.
Policy 2.9.1 As administered by the land development regulations, the City of St. Pete Beach shall <u>not ensure that all development and redevelopment taking place within its municipal boundaries does not issue any development order (excluding future land use or zoning map amendments) or building permit for any project that results in a reduction of the level of service requirements established and adopted in this comprehensive plan.</u>	Sec. 29.4. - General requirements. (a) A certificate of concurrency shall be required prior to the issuance of any development permit for a non-exempt development project. <u>The City of St. Pete Beach shall not issue any development order (excluding future land use or zoning map amendments) or building permit for any project that results in a reduction of the level of service requirements established and adopted in the City of St. Pete Beach Comprehensive Plan. An applicant must prepare and complete an application for a certificate of concurrency including an infrastructure study as determined to be necessary by the Technical Review Committee. If a development will require more than one development permit, the issuance of a certificate of concurrency shall occur prior to the issuance of the initial permit. Upon request by applicants, a preliminary concurrency review shall be performed and a conditional certificate of concurrency may be issued. This conditional certificate shall not be binding upon the city and shall only be effective for the year in which the annual concurrency monitoring report was issued. Only those certificates of concurrency issued for development permits shall be binding. Applicants may be charged a fee established by the city commission for certificates of</u>
Policy 2.9.6 Consistent with this Comprehensive Plan, as amended, all building permits for future development and redevelopment activities <u>new construction, additions, or certificates of occupancy for a change in use</u> shall be issued only if public facilities necessary to meet the level of service standards adopted pursuant to this comprehensive plan are available concurrent with the impacts of the development.	

REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN	PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE
	concurrency. (b) The burden of showing compliance with the adopted levels of service and meeting the concurrency evaluation shall be upon the applicant. The city manager may require whatever documentation is necessary to make a determination. For non-exempt development orders or projects, the applicant shall prepare and submit an infrastructure study that determines the extent of any degradation of the infrastructure below the adopted levels of service unless determined unnecessary by the City's Technical Review Committee based on an evaluation of potential impact relative to the nature, size, type, and location of the proposed development project or land use amendment application. Mitigation fees and/or physical or operational improvements determined to be reasonably required in proportion to the impacts caused by the increased density and/or intensity of new development in consideration of the long-term concurrency management plan of the local government who owns and operates the facility or system, shall be stipulated as conditions of approval as part of the development order. The Technical Review Committee shall document its findings pertaining to its review. [REFER TO ORD. SECTION 5] No amendment to Sec. 25.4 and 25.5 needed. Sec. 25.4. - Development controls. The city, the State of Florida and Pinellas County have adopted construction control lines and other regulations to protect the beaches and dunes of Pinellas County, including those within the City of St. Pete Beach, as follows: (a) St. Pete Beach Bulkhead Line. There is established a beach bulkhead line, as provided by the official bulkhead line
Policy 3.1.2 The land development regulations shall ensure that all development along the coastline is in accordance with the Coastal Construction Control Line as established by the State of Florida, City of St. Pete Beach, or other appropriate governmental agencies.	

REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN	PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE
	map, such map having been adopted and made part of this section by reference. (b) Florida Coastal Construction Control Line. The State of Florida has established a Coastal Construction Control Line (CCCL) in accordance with Section 161.053, Florida Statutes, that is administered by the Florida Department of Environmental Protection. Sec. 25.5. - Prohibitions. (a) Reserved. (b) No person, municipality, county or other public or private agency shall develop or cause any development seaward of the CCCL without a permit from the Florida Department of Environmental Protection. (c) Further, no person, municipality, county or other public agency shall develop or cause any development or construct any seawall, revetment, or similar structure incidental thereto within the submerged lands of the Boca Ciega Bay and adjacent waters without a permit from any and all governmental agencies having jurisdiction over the submerged land. (d) Except as otherwise provided in this section, the following shall be prohibited: (1) The removal or disturbance of vegetation of a dune; (2) Planting of vegetation except for native, salt-resistant species suitable for beach and dune stabilization; (3) The crossing, passing over or passing through any dune by any person or vehicle, except in where such crossing is marked for access pursuant to this section; or (4) Blocking or causing to be blocked by any means

REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN	PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE
	whatsoever any pathway leading to or from a public beach.
Policy 3.3.3 The City shall permit no new developments where the facilities and services are not available or planned to be available in accordance with the Concurrency Management System <u>adopted in as set forth under Division 29 of the City of St. Pete Beach Land Development Code 1992 as Chapter 102, St. Pete Beach Code of Ordinances, as amended.</u>	No further amendment needed.
Policy 4.1.1 Because the entire community is located within the identified Coastal High Hazard Area, as redefined by Rule 9J-5, Florida Administrative Code, the City shall, to the extent practical, limit public expenditures that subsidize development or redevelopment consistent with the Future Land Use Map as amended to reflect the revised definition of the Coastal High Hazard Area (CHHA) to be the area below the elevation of the category 1 storm surge line as established by the SLOSH model. Ch. 2006-68, LOF; Section 163.3178(2)(h), Fla. Stat. except for the following Publicly funded infrastructure inside the coastal high hazard area shall be limited to the following: • The expenditure for the maintenance, repair or replacement of existing facilities. • The expenditure for restoration or enhancement of natural resources or public access. • The expenditure needed to address an existing deficiency identified in the <u>Capital Improvements Element of this plan.</u> • The expenditure for the retrofitting of storm water management facilities for water quality enhancement of storm water runoff. • The expenditure for the development or improvement of public	No amendment needed.

REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN	PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE
roads and bridges identified in the Transportation Element or Capital Improvements Element of this plan. The expenditure for a public facility of overriding public interest <u>necessary</u> to ensure public health and safety.	

REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN	PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE
Policy 5.1.2 The City shall adopt and implement land development regulations that contain specific and detailed provisions required to implement this comprehensive plan, as amended, which, at a minimum shall: • Regulate the subdivision of land; • Protect the limited amount of marine wetlands, <u>including sea grass and turtle nesting grounds</u> remaining in the community, and those lands designated as Preservation on the Future Land Use Map; • Regulate signs; • Ensure that all future development is consistent with Federal Emergency Management Agency and National Flood Insurance Program regulations; • Ensure that all future development is consistent with any coastal construction control regulations as may be adopted and/or amended by the State of Florida, Pinellas County, or the City of St. Pete Beach; • Ensure the compatibility of adjacent land uses by requiring adequate and appropriate buffering between potentially incompatible uses, <u>temporary lodging uses and existing residential uses in particular when located in separate but adjoining character districts or plan categories;</u> • Ensure that development permits are issued only when it has been documented that such development is consistent with the level of service standards for the affected public facilities adopted by this comprehensive plan; • Provide for improved drainage and storm water management by requiring compliance with the minimum criteria established by the Southwest Florida Water Management District, the City of St. Pete	No amendment needed.

REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN	PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE
Beach Drainage Ordinance, the regulations of other appropriate governmental agencies and the Pinellas County Master Drainage Plan; • Provide requirements for the provision of open space safe and convenient on-site traffic flow and parking requirements and encourage share access driveways, internal connectivity between compatible adjacent parcels to reduce curb cuts to reduce vehicular conflict with pedestrians and bicycles; • Encourage the use of Waterwise Florida Landscapes and drought-tolerant vegetation, reclaimed water and rain sensor irrigation systems in the landscaping of multifamily and commercial developments <u>all development projects</u>; • Provide regulations requiring the control of erosion and storm water or pollutant runoff from construction sites; • Encourage land development which highlights scenic amenities and ensures public access to the waterfront; • Adopt Green building and site design standards and encourage new construction and major renovation to utilize Green standards through incentive programs; • Provide regulations and design standards that require internal and external pedestrian and bicycle pathway linkages to create a safe alternative mobility network throughout the City; and • Provide regulations that promote mass transit use.	

REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN	PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE
Special Designation - Community Redevelopment District (CRD) A. Definitions 13) Future Land Use Element - is one element out of eight elements that comprise the City's Comprehensive Plan. It establishes the goals, objectives and policies for the use of land to manage future growth and redevelopment in accordance with the City's vision for its future. The Future Land Use Element establishes both the Future Land Use Plan and the Future Land Use Map. a. The Future Land Use Plan defines and describes the land use plan categories, establishes the goals, objectives and policies, designates primary and secondary uses permitted in each land use plan category, and establishes density and intensity standards. In addition in this plan amendment, height and <u>density</u> standards are established that shall not be exceeded. b. The Future Land Use Map is a graphic depiction of the location and boundaries of each of the land use designations including the Community Redevelopment District (CRD) and each character district within the CRD.	No amendment needed.
B. Community Redevelopment District FOOTNOTE(S): —() The Affordable Housing Density Bonus as established herein allows only 50% of the potential increased density that was approved in the 2005 Plan. In 2005, the maximum density bonus approved was ten (10)	Sec. 35.7. - Density and intensity. (c) <i>Density.</i> (3) Affordable housing density bonus. An affordable housing density bonus shall be permitted for large-scale temporary lodging use as follows: a. A temporary lodging unit density bonus shall be permitted up to, but shall not exceed an additional five bonus units per acre for every one affordable

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temporary lodging units per acre. It was the decision of the City, County and DCA in 2005 that any density bonus that may be utilized in the Large Resort District is speculative and as a result of countervailing public policies to promote and encourage affordable housing as well as the redevelopment of temporary lodging uses that support tourism as the #1 economy in Pinellas County and the State, the potential number of affordable housing bonus units was not calculated against the overall density cap for the Community Redevelopment District. Consistent with the policy for affordable housing density bonus calculation approved in 2005, the potential five (5) temporary lodging units per acre potentially available, subject to certain requirements and restrictions, as part of a voluntary affordable housing mitigation program in addition to the mandatory general mitigation program requirements, will not be calculated against the overall density cap for the Community Redevelopment District.	unit provided. b. Any on site affordable workforce units shall be prohibited from being advertised or otherwise used for guest temporary lodging or home occupational licensing purposes and shall be exclusively used for providing affordable on-site living accommodations for employees eligible for low income or very low income status as defined by the applicable county and city rules and guidelines; c. A legally enforceable restrictive covenant in a form and content acceptable to the City shall be required as a condition of site plan approval and recorded in the public records of Pinellas County. [REFER TO ORD. SECTION 8]
Objective 1.1 Promote a sustainable community by requiring the use of Green standards and practices for all development and redevelopment within the Community Redevelopment District by establishing minimum Green building and site design standards; and establishing incentive programs such as expedited site plan review and building permitting, and credits against impact fees in exchange for utilizing Green design standards and practices that benefit the quality and sustainability of the environment and: • Conserve water and other natural resources. • Reduce energy consumption. • Improve air quality by reducing Greenhouse gas emissions. • Reduce impacts on infrastructure by participating in ride sharing	Sec. 39.9. - Energy and environmental design – New construction and major renovation. (b) Any new or partial redevelopment project that is subject to payment of community improvement impact fees pursuant to division 41 of this Code shall be eligible for and receive a credit against those impact fees owed in accordance with the rating and scoring system for credits established as part of the community improvement impact fee ordinance. Such impact fees, the types of green standards and green improvements eligible for credits and the amount or percent of such credits shall be established in accordance with the principles and parameters established in Goal 1 and Section (j)3 of the Community Redevelopment District General Redevelopment Guidelines, Standards and Initiatives contained in the Future

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and shuttle service programs. • Reduce urban heat by reducing paved surfaces, reduce the need for parking by participating in shared parking plans, employer ride-share and shuttle service programs. • Reduce urban heat and encourage pedestrian mobility by planting additional shade trees. • Reduce waste through efficient design and recycling programs. • Promote a walkable environment by providing on-site pedestrian pathways that link to adjacent properties and off-site sidewalks to reduce traffic impacts and Greenhouse gas emissions. • Provide trolley stops or improve existing trolley stops as a comfortable, safe, convenient and attractive experience that encourages mass transit use.	Land Use Element of the Comprehensive Plan: [REFER TO ORD. SECTION 14]
Policy 1.1.4 The City shall adopt and implement an incentive program that may include expedited site plan review, expedited building permit review and processing, and credits against impact fees or building permit fees that rationally relate to the environmental benefits being achieved such as lower water and energy consumption, reduced Greenhouse gas emissions, and reduced traffic impacts through the implementation of mitigation measures described in Policies 1.1.5, 1.1.6 and 1.1.7 below.	
(c) Affordable Housing Mitigation Programs & Density Bonus^{1,4} 1. Existing Conditions: Pinellas County, as in many areas of the State of Florida, is experiencing an affordable housing crisis. A scarcity of land, increasing land values and rising insurance and property taxes are creating a substantial impediment to providing affordable housing options for City and County residents who provide needed services to our community.	Sec. 35.7. - Density and intensity. (c) Density. (3) Affordable housing density bonus. An affordable housing density bonus shall be permitted for large-scale temporary lodging use as follows: a. A temporary lodging unit density bonus shall be

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Meaningful affordable housing solutions will require public/private partnerships and innovative strategies. At the time of this proposed amendment, several affordable housing mitigation strategies are being explored by the County and local municipal governments within the County. It is the express intent of St. Pete Beach to participate in any such adopted affordable mitigation strategies as agreed to by the City and County in cooperation with existing affordable housing programs in The City of St. Petersburg and Pinellas County to create affordable housing units within reasonable proximity to the City of St. Pete Beach.	permitted up to, but shall not exceed an additional five bonus units per acre for every one affordable unit provided. b. Any on-site affordable workforce units shall be prohibited from being advertised or otherwise used for guest temporary lodging or home occupational licensing purposes and shall be exclusively used for providing affordable on-site living accommodations for employees eligible for low income or very low income status as defined by the applicable county and city rules and guidelines;
2. Interpretation and Construction. This affordable housing provision is intended to enable the implementation of any and all affordable housing strategies mandated by any lawful means by the State, County or City, as may be established and amended from time to time. The City shall work in partnership with the County and neighboring jurisdictions to establish an affordable housing mitigation program. This provision shall be construed to be consistent with any future implementing land development regulations that provide affordable housing mitigation strategies.	c. A legally enforceable restrictive covenant in a form and content acceptable to the City shall be required as a condition of site plan approval and recorded in the public records of Pinellas County. [REFER TO ORD. SECTION 8]
3. General Affordable Housing Mitigation Program Implementation, Limitations and Restrictions. The City shall establish an affordable housing general mitigation program that includes impact fees or alternative mitigation options that shall be imposed on net development, with credit provided for any existing units or floor area which is removed during the redevelopment process. Alternative mitigation options in lieu of mitigation fees may include eligible, qualified and approved: a) construction of on-site workforce living accommodations; b) credits for off-site construction of affordable housing; c) credits	

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for land purchases or donations that are legally restricted and used for affordable housing only; d) credits for participation in employer-assisted housing programs; or e) such other affordable housing mitigation strategies that may be established by the City in partnership with the County and neighboring jurisdictions. This general mitigation program shall be imposed on a City-wide basis. Jurisdictions, agencies and programs that will receive the revenues generated will be determined through negotiation with appropriate authorities. 4. Implementation. The City shall amend its LDC to establish or amend an existing affordable housing and mitigation program, as appropriate, to be consistent with this plan amendment. The LDC shall be amended as soon as reasonably possible, but no later than thirty (30) days after receiving all final County, State, agency and City Commission approvals of this amendment to the Comprehensive Plan. This affordable housing mitigation program shall be established in partnership with the County and neighboring jurisdictions and shall comply with all governing County and State laws in effect at that time. 5. Large Resort Affordable Housing Mitigation Program & Density Bonus. In consideration of the legitimate State, County and City public interest to encourage and promote both affordable housing mitigation strategies as well as tourism which is the number one industry in both the State and County and the City's only industry, temporary lodging unit density bonuses in exchange for affordable housing mitigation exceeding that established by the General Affordable Housing Mitigation Program shall be established for the Large Resort District. The City Commission shall amend its LDC and provide for a Large Resort Affordable Housing Mitigation program as soon as reasonably possible in accordance with the following	

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restrictions and limitations: a. Density Bonus Limitations. A density bonus in exchange for affordable housing mitigation may only be allowed in conjunction with a defined Large scale temporary lodging use development. b. Density Bonus Restrictions. A maximum temporary lodging unit density bonus shall be permitted up to, but shall not exceed an additional five (5) bonus units per acre and an additional 0.2 floor area ratio to accommodate the additional temporary lodging units for a defined Large scale temporary lodging development. Five bonus units shall be allowed for every affordable unit constructed. c. Mitigation Exemption. Temporary lodging units built as part of the affordable housing density bonus and on-site workforce living accommodations provided in compliance with the General or Large Resort Affordable Housing Mitigation programs, as applicable, shall not be subject to the affordable housing mitigation fees or other program requirements. d. Prohibitions and Restrictions. All on-site workforce living accommodations shall be: (i) Prohibited from being advertised for, or otherwise used for guest temporary lodging or home occupational licensing purposes; (ii) Exclusively used for providing on-site workforce living accommodations for employees eligible for low income or very low income status as defined by the County and City; and (iii) Prohibited from being advertised for or otherwise sold	

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as a residential dwelling unit that does not qualify as an on-site affordable housing unit occupied exclusively by an employee(s) of the temporary lodging facility. e. Covenant Required. A legally enforceable restrictive covenant, in form and content acceptable to the City, shall be required as a condition of site plan approval and recorded in the public records of Pinellas County upon issuance of a building permit setting forth the restrictions provided in subsection (c)5 above. In addition, such on-site workforce living accommodation units shall be subject to all procedures and requirements of the hurricane closure and evacuation plan for the temporary lodging facility.	
d.c) Height Standards, Restrictions and Limitations. 6. Established in each character district: a. It is the express intent of this amendment to the Future Land Use Element of the Comprehensive Plan designating a Special Area Community Redevelopment District designation, to establish such height standards not as a recommendation, but rather as a to set a mandatory maximum height for each type of use within each character district within the Community Redevelopment District that shall be adopted by Ordinance of the City Commission amending its LDC. These height standards are mandatory only for the purposes of establishing maximum permissible heights in both the Comprehensive Plan and the LDC and shall not be construed as requiring that a developer build the maximum height allowed, only that they may build up to, but not exceed, the maximum height for each use as established in each character district. b. The height standards established for each use within each	Note that Division 39, Community Redevelopment District General Standards, Sec. 39.16, Story Standards, prohibits variances to increased height as follows: (b) <i>Height standards.</i> Total height of any structure shall be determined by land use category, the number of stories and height for each story allowed by the Table below, or the maximum height allowed for each use in each specific District as established in the Special Designation Community Redevelopment District of the Future Land Use Element of The Comprehensive Plan, whichever is greater. Variances to increase height are prohibited.

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character district within the Community Redevelopment District have generally been determined to be the minimum necessary to implement an effective redevelopment strategy as contemplated herein for each character district and for the Community Redevelopment District as a whole. c. It is expressly intended, and shall be construed that any increases to the maximum height in each character district shall be governed by procedures established in Florida Statutes for amendments to the adopted comprehensive plan. 7. Any increases to the maximum allowable height, including by variance, established for each use in each character district within the entire Community Redevelopment District shall be prohibited unless approved by voter referendum, if required by the City Charter.	
(g) Infrastructure Systems & Facilities Characteristics and Standards. 2. Concurrency Management System and Transportation Management Plan Requirements: a. Concurrency Statement. All new development or redevelopment that increases density or intensity shall be required to prepare and submit a Concurrency Management Statement to the City, at its sole expense, to determine the sufficiency of capacity and any potential adverse impacts or degradation of the levels of service below acceptable levels established by the City or County, as applicable, on existing or future infrastructure systems and facilities except transportation which shall be required to submit a Transportation Management Plan. At a minimum, Concurrency Management Statement(s) shall be	No amendment needed.

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submitted for the following: (i) Potable water; (ii) Sanitary sewer; (iii) <u>Solid waste</u>; (iv) Transportation facilities; (v) <u>Stormwater</u> (vi) Parks and recreation facilities (for residential development only); and (vii) Educational facilities (for residential development only).	
b. Infrastructure Study. An infrastructure study <u>may</u> shall be required on one or more of the above-listed systems or facilities to determine the extent of any degradation of the infrastructure below the adopted levels of service caused by increases in density or intensity of use on the development site unless determined to be unnecessary by the City's <u>Technical Review Committee based on an evaluation of potential impact relative to the nature, size, type, and location of the proposed development project or land use amendment application. Mitigation fees and/or physical or operational improvements determined to be reasonably required and in proportion to the impacts caused by the increased density and density intensity of new development, in consideration of the long-term concurrency management plan of the local government who owns and operates the facility or system, shall be a condition of site plan approval stipulated as conditions of approval as part of the development order. The Technical Review Committee shall document its findings pertaining to its</u>	Sec. 29.4. - General requirements. (b) The burden of showing compliance with the adopted levels of service and meeting the concurrency evaluation shall be upon the applicant. The city manager may require whatever documentation is necessary to make a determination. For non-exempt development orders or projects, the applicant shall prepare and submit an infrastructure study that determines the extent of any degradation of the infrastructure below the adopted levels of service unless determined unnecessary by the City's Technical Review Committee based on an evaluation of potential impact relative to the nature, size, type, and location of the proposed development project or land use amendment application. Mitigation fees and/or physical or operational improvements determined to be reasonably required in proportion to the impacts caused by the increased density and/or intensity of new development in consideration of the long-term concurrency management plan of the local government who owns and operates the facility or system, shall be stipulated as conditions of approval as part of the

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<u>review.</u>	<u>development order. The Technical Review Committee shall document its findings pertaining to its review.</u> [REFER TO ORD. SECTION 5]
c. Transportation Management Plan. (xiii) Construction or monetary contributions towards a Gulf Beach Boardwalk, should the City pursue a beach boardwalk or trail.	No amendment needed.
(i) Community Involvement. A minimum of one (1) community meeting shall be held at least thirty (30) days prior to submitting an application for administrative approval of a development or redevelopment site plan proposed to be built within the Community Redevelopment District. Single family homes, duplexes and projects less than ½ acre in size, may, but shall not be required, to host a community meeting. The purpose of the community meeting shall be to present the development project site plan to interested City residents and business owners, answer questions and solicit comments. <u>All attendees shall be given at least three minutes to comment or ask questions on the subject matter under consideration.</u> The public shall be allowed to take notes and video record the community meeting. A sign-in sheet and comment cards shall be provided to all attendees and a copy shall be provided to the City Clerk within three (3) days of the meeting. At least one City Staff person from the Community Development Services Department shall attend the community meeting. The City shall consider the written comments submitted by attendees during its administrative site plan review process, and may implement such public comment as appropriate that are consistent with and not contrary to law and local land development regulations, and are in the best interests of the public health, safety and welfare of the community.	Sec. 39.17. - Community involvement. (c) <i>Purpose.</i> The purpose of the community meeting shall be to present the development project site plan to interested city residents and business owners, answer questions and solicit comments. <u>All attendees shall be given at least three minutes to comment or ask questions on the subject matter under consideration. The public shall be allowed to take notes and video record the community meeting. At least one city staff person from the community development services department shall attend the community meeting.</u> [REFER TO ORD. SECTION 15]

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(c) <u>Review and Approval of Conditional Uses.</u> In order to ensure compatibility with adjoining existing uses, to fully evaluate impact on the City's infrastructure, and to ensure the entire development project meets City standards, the City shall amend its Land Development Code to require conditional use approval subject to quasi-judicial public hearings before the Planning Board and City Commission, for any temporary lodging use in the Community Redevelopment District proposed to have a building height greater than fifty (50) feet or a density greater than 30 temporary lodging units per acre as may be allowed by this plan and the City's Land Development Code. This review process shall include, but not be limited to, considerations of: • <u>Utility infrastructure, including sanitary sewer, reclaimed water, potable water electric, fire, law enforcement, and natural gas services, and data transmission and telecommunications services;</u> • <u>Transportation infrastructure, including ingress and egress from public rights-of-way, traffic control devices and signalization, internal vehicle circulation of the site, design and function of parking areas, loading and unloading areas, pedestrian transit infrastructure and amenities, and public sidewalks and roadways;</u> • <u>Hydrological features and storm water management infrastructure;</u> • <u>Aesthetic and architectural features of the development, including site layout, physical dimensions of structures such as height and massing, design and appearance of building facades, exterior building materials, advertising and directional signage and the provision and maintenance of Gulf and Bay views and vistas;</u> • <u>Site landscaping, open space provision and impervious surface limitations;</u> • <u>Operational and functional requirements of facilities, including hours of operation, provision of required services or amenities, lighting</u>	Sec. 4.12. - Criteria for review of conditional use applications. (a) Conditional use applications within the community redevelopment district shall be evaluated upon the extent to which the applicant can demonstrate that the following issues are addressed in a manner consistent with the policies established in the community redevelopment plan for the district and that no unreasonable or disproportionately negative impacts are imposed upon adjacent or nearby properties: (1) Utility infrastructure, including sanitary sewer, reclaimed water, potable water electric and natural gas services, and data transmission and telecommunications services; (2) Transportation infrastructure, including ingress and egress from public rights-of-way, traffic control devices and signalization, internal vehicle circulation of the site, design and function of parking areas, loading and unloading areas, pedestrian transit infrastructure and amenities, and public sidewalks and roadways; (3) Hydrological features and storm water management infrastructure; (4) Aesthetic and architectural features of the development, including site layout, physical dimensions of structures such as height and massing, design and appearance of building facades, exterior building materials, advertising and directional signage and the provision and maintenance of Gulf and Bay views and vistas; (5) Site landscaping, open space provision and

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<u>requirements, noise abatement requirements, residency limitations and facilities maintenance;</u> • <u>Fire suppression and facility security;</u> • <u>Emergency management and hurricane evacuation provisions;</u> • <u>The amount of separation provided between the proposed temporary lodging use and any existing buildings on adjoining properties and resulting impact on sunlight and views; and</u> • <u>The proximity of any adjacent residential building to the Florida Coastal Construction Control Line and the degree to which the proposed temporary lodging use and/or any accessory use or structure maintains an open view of the waterfront from neighboring properties.</u>	impervious surface limitations; (6) Operational and functional requirements of facilities, including hours of operation, provision of required services or amenities, lighting requirements, noise abatement requirements, residency limitations and facilities maintenance; (7) Fire suppression and facility security; and (8) Emergency management and hurricane evacuation provisions; <u>and</u> (9) <u>For temporary lodging uses taller than 50 feet in height or a density greater than 30 units per acre, the following additional issues shall be considered:</u> a. <u>The amount of separation provided between the proposed temporary lodging use and any existing buildings on adjoining properties and resulting impact on sunlight and views; and</u> b. <u>The proximity of any adjacent residential building to the Florida Coastal Construction Control Line and the degree to which the proposed temporary lodging use and/or any accessory use or structure maintains an open view of the waterfront from neighboring properties.</u> [REFER TO ORD. SECTION 2]
C. Gulf Boulevard Redevelopment District FOOTNOTE(S): —() Providing on-site affordable housing or worker living accommodations shall neither be calculated as part of any density permitted nor shall it	Sec. 35.7. - Density and intensity. (c) Density. (3) Affordable housing density bonus. An affordable housing density bonus shall be permitted for large

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entitle the landowner or developer to any density bonuses; however, such accommodations shall be eligible for affordable housing mitigation fee credits and shall not be subject to any General or Large Resort Affordable Housing Mitigation requirements adopted by the City or County. In addition, any such workforce living accommodations shall also be subject to the same legally enforceable closure and evacuation plan required for all temporary lodging uses pursuant to the LDC.	scale temporary lodging use as follows: a. A temporary lodging unit density bonus shall be permitted up to, but shall not exceed an additional five bonus units per acre for every one affordable unit provided. b. Any on-site affordable workforce units shall be prohibited from being advertised or otherwise used for guest temporary lodging or home occupational licensing purposes and shall be exclusively used for providing affordable on-site living accommodations for employees eligible for low-income or very-low income status as defined by the applicable county and city rules and guidelines; c. A legally enforceable restrictive covenant in a form and content acceptable to the City shall be required as a condition of site plan approval and recorded in the public records of Pinellas County. [REFER TO ORD. SECTION 8] No amendment needed.
(b) Purpose and Intent; Redevelopment Incentives & Deterrents. 3. Prohibit exclusive residential use projects exceeding current height and density restrictions contained within the City's LDC, as may be amended from time to time in accordance with the City Charter.	
Goals, Objectives and Policies for the Gulf Boulevard Redevelopment District	
Objective 1.3	No further amendment needed.

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A variety of incentives shall be available to encourage commercial and temporary lodging development in the Gulf Boulevard Redevelopment District, with particular emphasis on redeveloping temporary lodging uses on the west side of Gulf Boulevard along the Gulf beaches; and redeveloping appropriate commercial and residential uses on the east side of Gulf Boulevard.	
Policy 14: All new development projects shall contribute their pro-rata share to the Community Improvements Fund, as may be required at the time of building permit approval or before	Never implemented, no amendment needed.
Large Resort District (LR)	
Policy 5: All large scale development and redevelopment projects approved under Scenario 2 as defined under Permitted Uses & Standards for this Large Resort character district category may be required to provide an easement to the City for a beach boardwalk or trail <u>unimproved public access</u> landward of the mean high water line <u>Gulf ward of the Florida Coastal Construction Control Line</u> in the event the City pursues the development of a beach boardwalk or trail and the location is necessary to provide a continuous, uninterrupted pedestrian beach system <u>along the Gulf of Mexico prior to a building permit being issued.</u>	Sec. 39.6 Temporary lodging use operational and occupancy restrictions, limitations and prohibitions (o) <u>All large scale development and redevelopment projects approved under Scenario 2 as defined under Permitted Uses & Standards for this Large Resort character district category may be required to provide an easement to the City for unimproved public access landward of the mean high water line to provide a continuous, uninterrupted pedestrian beach system along the Gulf of Mexico prior to a building permit being issued.</u>
Permitted Uses & Standards (b) Secondary uses - Commercial and office; <u>provided, however, any commercial and/or office use on property located within one hundred and fifty (150) feet of the westerly right-of-way line of Gulf Boulevard may be under separate ownership from the primary use when approved by the City as part of an overall site plan</u>	Sec. 35.3. - Permitted principal and secondary uses and structures. (b) <i>Secondary uses.</i> Secondary commercial uses may be developed as an additional nonresidential use bonus floor area that is not located within the principal building, provided that the secondary commercial development is constructed with a minimum of 200 temporary lodging

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<u>incorporating the primary and secondary uses as an integrated project.</u>	<u>units. Secondary commercial uses located within one-hundred and fifty (150) feet of the westerly right-of-way line of Gulf Boulevard may be under separate ownership from the primary use when approved by the City as part of an overall site plan incorporating the primary and secondary uses as an integrated project. Secondary commercial uses include:</u> (1) Retail; (2) Eating and drinking establishments, full-service restaurant, limited-service restaurant, bar/lounge, subject to Sec. 6.24 of this Code as may be applicable; (3) Indoor commercial entertainment facilities; (4) Vehicles for hire. [REFER TO ORD. SECTION 6]
(c) Density/Intensity and Height Standards - Density and intensity shall be calculated on the basis of those portions of the site which are landward of the Florida Coastal Construction Control Line and shall be permitted as follows: A. Scenario 1: Existing development, and all development that does not qualify as Large-scale development under subsection B. Scenario 2 below: 1. Density - shall not exceed the following: a. 50 temporary lodging units per acre; or b. 15 residential dwelling units per acre; and c. Variances to exceed the maximum density above as established in this Future Land Use Plan shall be	Height standards relocated to (d); affordable housing bonus provision under (c)(3) deleted.

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prohibited. 2. Intensity Standards for Temporary Lodging Use - shall include indoor amenities and shall exclude structured parking, any on-site affordable housing or worker living accommodations² and outdoor amenities including but not limited to tennis courts, pools, and the like. The floor area ratio for Scenario 1 shall not exceed the following: 1 a. 1.8 floor area ratio; and b. Shall not include additional floor area for freestanding non-residential facilities; and c. Variances to exceed the maximum floor area ratio above as established in this Future Land Use Plan shall be prohibited. 3. Height shall not exceed, but shall be permitted up to the following, subject to height limitations contained in the City's LDC: a. One hundred (100) feet above base flood elevation; inclusive of structured parking, for any building that exclusively contains only temporary lodging uses; or b. Fifty (50) feet above base flood elevation for any building containing temporary lodging and residential dwelling units; or c. Fifty (50) feet above base flood elevation for any building containing residential dwelling units only; and d. Variances to increase the height above shall be prohibited unless approved by voter referendum, if required by the City Charter.	

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B. Scenario 2 Large-scale Development: shall mean development of a parcel that is at least three gross acres in size or greater and provided that new construction exceeds sixty-seven percent (67%) of the combined aggregate floor area of new and existing principal buildings and accessory structures that constitute the entire unified development scheme on the buildable site. 1. Density - shall not exceed the following: a. 75 temporary lodging units per acre excluding any affordable housing density bonus; or b. 15 residential units per acre; or c. A combination of residential and temporary lodging units which shall be prorated on an acreage basis allocated to each use, provided that a minimum of 200 temporary lodging units are provided; and d. Variances to exceed the maximum density above as established in this Future Land Use Plan shall be prohibited. 2. Intensity Standards for Temporary Lodging Use - shall include indoor amenities and shall exclude on-site affordable housing or workforce living accommodations, structured parking and outdoor amenities including but not limited to tennis courts, pools and the like. The maximum floor area ratio for Scenario 2 shall not exceed the following: a. 2.6 floor area ratio; and b. As a bonus, street level retail and restaurant uses facing Gulf Boulevard that are accessible by pedestrians along Gulf Boulevard and serve the general public, may be constructed but shall not exceed an additional floor area ratio of 0.15 of	Sec. 35.2. - Definitions. The following terms are defined and shall apply to development and redevelopment within the Large Resort District only: (a) <i>Large-scale development.</i> Shall mean development or redevelopment of a buildable site that: (1) Is three acres in size or greater; and (2) New construction exceeds 67 percent of the combined aggregate floor area of new and existing principal buildings, structured parking and accessory structures that constitute the entire unified development scheme on the buildable site. (32) Large scale development may also include secondary commercial uses pursuant to section 35.3 (b) Small-scale development shall mean all other developments that fall below the thresholds of Large-scale development. [REFER TO ORD. SECTION 6] Sec. 35.7. - Density and intensity. (a) <i>Density limitations on temporary lodging uses mixed with residential uses.</i> Residential and temporary lodging units are permitted to be developed as separate buildings within the same development site or combined within one building, provided that a minimum of 200 temporary lodging units shall be constructed on the development site subject to the

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the building site; and c. The preceding intensities may include the normal ancillary residential for on-site security, maintenance and management, and normal ancillary non-residential guest facilities; and d. Variances to exceed the maximum floor area ratio above as established in this Future Land Use Plan shall be prohibited.	height limitations provided in section 35.8. Density shall be calculated based upon the pro rata acreage allocated to each land use. Temporary lodging units existing, or approved to be developed or redeveloped in the LR District shall be prohibited from converting to residential dwelling units that exceed the density limitation of 15 residential dwelling units per acre based on the pro-rata acreage. (b) <i>Density limitations on temporary lodging lockout units.</i> For the purposes of this division, lockout temporary lodging units shall count against specified density limitations. A lockout unit shall be defined as a room or rooms with sanitary facilities, with or without cooking facilities, which is attached and has access to a temporary lodging unit by means of a door or doors that are lockable from within the lockout unit, and that has a separate lockable access to the public areas or corridors. A lockout unit is capable of being functionally separated from the temporary lodging unit to which it is attached and rented as a separate room. (c) <i>Density.</i> (1) Existing and/or small scale development, as defined in section 35.2 above, shall not exceed the following density: a. 50 temporary lodging accommodation units per acre; or b. 15 residential units per acre. (2) Large-scale development as defined in section 35.2 above shall not exceed the following density: a. 75 temporary lodging units per acre excluding any affordable housing bonus that may be

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	approved pursuant to [section] 35.7(b)(3) below; or b. 15 residential units per acre; or c. A combination of residential and temporary lodging units which shall be prorated on an acreage basis allocated to each use, provided that a minimum of 200 temporary lodging units will be constructed on the development site. (3) Affordable housing density bonus. An affordable housing density bonus shall be permitted for large scale temporary lodging use as follows: a. A temporary lodging unit density bonus shall be permitted up to, but shall not exceed an additional five bonus units per acre for every one affordable unit provided. b. Any on-site affordable workforce units shall be prohibited from being advertised or otherwise used for guest temporary lodging or home occupational licensing purposes and shall be exclusively used for providing affordable on-site living accommodations for employees eligible for low income or very low income status as defined by the applicable county and city rules and guidelines; c. A legally enforceable restrictive covenant in a form and content acceptable to the City shall be required as a condition of site plan approval and recorded in the public records of Pinellas County.

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	(d) <i>Intensity.</i> (1) Existing and small scale development. Floor area ratio shall not exceed 1.8 (2) Large-scale development floor area ratio shall not exceed 2.6. (3) Secondary commercial as part of a large scale development: Secondary commercial uses permitted in section 35.3(b) shall not exceed an additional floor area ratio of 0.15 of the buildings site. (4) On-site parking structures are exempt from the floor area ratio limits. [REFER TO ORD. SECTION 8]
3. Height shall not exceed, but shall be permitted up to the following, subject to any height limitations contained in the City's LDC: a. One hundred forty six (146) feet above base flood elevation, inclusive of structured parking, for any building exclusively contains only temporary lodging uses as part of a Large-scale Development project; or b. Fifty (50) feet above base flood elevation, inclusive of structured parking, for any building containing multi-family residential units combined with temporary lodging units; or c. Fifty (50) feet above base flood elevation, for any buildings containing residential dwelling units only; and d. Any increases to, including variances to increase, the maximum height for each type of use set forth above for this Large Resort character district shall be prohibited unless approved by voter	Sec. 35.8. - Building height. (a) <i>Restrictions and limitations.</i> The maximum height for each use within the LR District shall not exceed: (1) Residential use only or any temporary lodging use mixed with residential in the same building. Building height shall not exceed 50 feet above base flood elevation. (2) Mixed temporary lodging/residential uses in same building. Building height shall not exceed 50 feet regardless of development site size for any building containing temporary lodging units and residential units. <u>Any temporary lodging or commercial use building located within 200 feet of a property occupied by an existing residential use located outside the Community Redevelopment District. Building height shall not exceed 50 feet above base flood elevation or the height of the adjacent residential building located outside the Large Resort District.</u>

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<u>referendum, if required by the City Charter:</u> (d) <u>Height-Standards</u> –The maximum building height for each use within the Large Resort (LR) District shall not exceed: A. <u>Residential use only, any temporary lodging use mixed with residential in same building.</u> Building height shall not exceed 50 feet. B. <u>Any temporary lodging or commercial use building located within 200 feet of a property occupied by an existing residential use located outside the Community Redevelopment District.</u> Building height shall not exceed 50 feet or the height of the adjacent residential building located outside the Community Redevelopment District, <u>whichever is greater.</u> C. <u>Temporary lodging use only.</u> Building height shall not exceed 116 feet not including any decorative features or rooftop amenities extending twelve feet or less in height above the roof line. D. <u>Any variance to increase the maximum height for each type of use set forth above for this Large Resort character district shall be prohibited.</u> E. <u>Building height for the above uses shall be measured in accordance with the “height” definition as set forth under the definition section of the Special Designation – Community Redevelopment District in this plan.</u> (e) <u>Setback Standards</u> – Any new building construction or building addition within the Large Resort (LR) District shall comply with the following setbacks: A. <u>Front Yard.</u> The minimum front yard setback for buildings 50 feet in height or lower shall be 25 feet. The minimum front yard	<u>whichever is greater.</u> (3) <u>Temporary lodging use only.</u> Building height shall not exceed 116 feet above base flood elevation not including any decorative features or rooftop amenities extending twelve feet or less in height above the roofline. a. <u>Development of a temporary lodging use that does not exceed 50 units per acre shall not exceed 100 feet.</u> b. <u>Large scale development of a temporary lodging use that exceeds 50 units per acre shall not exceed 146 feet.</u> (4) <u>Secondary bonus commercial uses.</u> Buildings containing the secondary commercial uses described in section 35.3(b) shall not exceed a maximum height of 28 feet. [REFER TO ORD. SECTION 9]
	Sec. 35.9. - Setbacks. (a) Any conforming use or structure built prior to the adoption of these regulations is exempt from the setback requirements of [section] 35.9. Additions to existing structures and all new

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<u>setback for that portion of a building rising above 50 feet in height shall be equal to the height of the building unless a lesser setback is approved by the City through the conditional use process to provide for increased compatibility with adjoining properties.</u> B. <u>Side Yards.</u> The minimum side yard setback shall equal ten (10) percent of the lot width of the subject property, or thirty (30) feet on one side, whichever is less, not to exceed sixty (60) feet combined for both setbacks. Provided, however, when the subject property is adjacent to an existing residential use located outside the Large Resort District, the minimum side yard setback shall equal twenty (20) percent of the lot width of the subject property or 60 feet, whichever is less, provided that in no event shall the setback be less than 30 feet, for that side yard abutting the existing residential use. The City Commission may increase the minimum side yard setback for that portion of a proposed building rising above 50 feet in height when determined to be in the public interest upon evaluating a conditional use permit request. C. <u>Rear Yard.</u> For non-waterfront parcels, the minimum rear yard setback shall be 20 feet. For waterfront parcels, the minimum rear yard setback shall be the Florida Coastal Construction Control Line, provided, however, when the subject property is adjacent to an existing residential use located outside the Large Resort District, the minimum rear yard setback shall be increased as follows: 1. <u>50 feet landward of the Florida Coastal Construction Control Line or in alignment with the existing rear yard setback of the adjacent residential use, whichever is less, for buildings 50 feet in height or lower.</u>	construction shall comply with the required setbacks below: (1) <u>Front Yard.</u> The minimum front yard setback for buildings 50 feet in height or lower shall be 25 feet. The minimum front yard setback for that portion of a building rising above 50 feet in height shall be equal to the height of the building. The City Commission, through the conditional use process, may reduce the required front yard setback to provide for increased compatibility with adjoining properties. a. Large-scale development. The setback for any building excluding any secondary small-scale bonus-commercial uses facing and adjacent to the Gulf Boulevard right-of-way and parking structures located behind secondary commercial uses, shall be a minimum of 100 feet or one-third of the average depth of buildable site, measured from the front property line to the Florida Coastal Construction Control Line, as may be amended from time to time, whichever is less. However, in no event shall the front setback from Gulf Boulevard be less than 75 feet. b. Small-Scale development. All small scale development as defined in section 35.2(b) shall provide a minimum setback of 75 feet, or one-quarter of the average depth of the buildable site, measured from the front property line to the Florida Coastal Construction Control Line, as may be amended from time to time, whichever is less. However, in no event shall the front setback be less than 60 feet. c. Secondary bonus-commercial. Any building containing small-scale bonus-commercial uses shall be setback 20

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2. <u>50 feet landward of the Florida Coastal Construction Control Line plus an additional one-half foot of rear yard setback for every one-foot in building height for that portion of the building above 50 feet.</u>	feet from Gulf Boulevard right-of-way. Main building entrances shall be visible and directly accessible by the pedestrian from Gulf Boulevard and shall have a street-level storefront character in compliance with the General Redevelopment design standards contained in Division 39. Parking shall not be placed within the front yard setback or in front of the secondary commercial use. d. Parking structures located behind secondary retail uses are exempt from the setbacks in [section] 35.9(a)(1)a. (2) Side yards for large and small scale development. Large and small scale development shall provide a combined minimum side yard setback equal to at least 30 percent of the lot width, with a minimum of 20 feet on one side, not to exceed 60 feet combined for both side setbacks. (3) Side yards for secondary bonus commercial uses. Secondary bonus commercial uses shall have a minimum 15-foot side yard setback. The minimum side yard setback shall equal ten (10) percent of the lot width of the subject property, or thirty (30) feet on one side, whichever is less, not to exceed sixty (60) feet combined for both setbacks. Provided, however, when the subject property is adjacent to an existing residential use located outside the Large Resort District, the minimum side yard setback shall equal twenty (20) percent of the lot width of the subject property or 60 feet, whichever is less, provided that in no event shall the setback be less than 30 feet, for that side yard abutting the existing residential use. The City Commission may increase the minimum side yard setback for that portion of a proposed building rising above 50 feet in height when determined to be in the public interest upon evaluating a

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	<u>conditional use permit request.</u> (4) <u>Rear yards. The rear yard setback for all development abutting the Gulf beaches shall be the Florida Coastal Construction Control Line. Buildable sites that do not abut the Gulf beaches shall provide a minimum rear setback of 20 feet. For non-waterfront parcels, the minimum rear yard setback shall be 20 feet. For waterfront parcels, the minimum rear yard setback shall be the Florida Coastal Construction Control Line, provided, however, when the subject property is adjacent to an existing residential use located outside the Large Resort District, the minimum rear yard setback as follows:</u> (a). <u>50 feet landward of the Florida Coastal Construction Control Line or in alignment with the existing rear yard setback of the adjacent residential use, whichever is less, for buildings 50 feet in height or lower.</u> (b). <u>50 feet landward of the Florida Coastal Construction Control Line plus an additional one-half foot of rear yard setback for every one-foot in building height for that portion of the building above 50 feet.</u> (5) <u>Secondary front yards. All development that has parcel boundaries abutting a side street shall provide a minimum secondary front yard setback of 30 feet.</u> [REFER TO ORD. SECTION 10]
(f) <u>Required Buffering – New construction of a temporary lodging or commercial use that exceeds 50 feet in building height or adjoins an existing residential property located outside the Large Resort District shall provide a minimum 30 foot wide landscape buffer along the entire length of a required side yard with the specific landscape plan</u>	Sec. 35.13. - Landscaping. Shall be in accordance with the requirements of Division 22 of the Land Development Code, Landscaping and Tree Protection. In cases where new construction of a temporary lodging or commercial use exceeds 50 feet in building height or adjoins an existing

REMEDIAL AMENDMENTS TO COMPREHENSIVE PLAN	PROPOSED AMENDMENTS TO LAND DEVELOPMENT CODE
<u>to be reviewed and approved as part of the conditional use permitting process. The landscape buffer may contain any required public access to the beach, but no accessory uses. New construction of a temporary lodging or commercial use adjoining an existing residential property located outside the Large Resort District shall include the same buffer for rear yard along the adjoining residential property line, if applicable. The City Commission may reduce the width of the required buffer by up to 50 percent based upon its design and compatibility review of the project and any superior alternatives presented unless it adjoins an existing residential use located outside the Large Resort District, in which case there shall be no reduction to the required buffer width.</u>	<u>residential property located outside the Large Resort District, the applicant shall provide a minimum 30 foot wide landscape buffer along the entire length of a required side yard with the specific landscape plan to be reviewed and approved as part of the conditional use permitting process. The landscape buffer may contain any required public access to the beach, but no accessory uses. New construction of a temporary lodging or commercial use adjoining an existing residential property located outside the Large Resort District shall include the same buffer for rear yard along the adjoining residential property line, if applicable. The City Commission may reduce the width of the required buffer by up to 50 percent based upon its design and compatibility review of the project and any superior alternatives presented unless it adjoins an existing residential use located outside the Large Resort District, in which case there shall be no reduction to the required buffer width.</u> [REFER TO ORD. SECTION 11]
Boutique Hotel/Condo District (B-HC)	
Policy 3: All development and redevelopment projects may be required to provide an easement to the City for a beach boardwalk or trail unimproved public access landward of the mean high water line Gulf ward of the Florida Coastal Construction Control Line in the event the City pursues the development of a beach boardwalk or trail and the location is necessary to provide a continuous, uninterrupted pedestrian beach system.	Sec. 39.6 Temporary lodging use operational and occupancy restrictions, limitations and prohibitions <u>(o) All large scale development and redevelopment projects approved under Scenario 2 as defined under Permitted Uses & Standards for this Large Resort character district category may be required to provide an easement to the City for a beach boardwalk or trail unimproved public access landward of the mean high water line Gulf ward of the Florida Coastal Construction Control Line in the event the City pursues the development of a beach boardwalk or trail and the location is necessary to provide a continuous, uninterrupted pedestrian beach system along the Gulf of Mexico prior to a building permit being issued.</u>

ORDINANCE 2015-22

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF ST PETE BEACH, FLORIDA, AMENDING THE CITY OF ST PETE BEACH LAND DEVELOPMENT CODE TO ADOPT THE REGULATORY MEASURES DESIGNED TO BE CONSISTENT WITH AND IMPLEMENT THE COMPREHENSIVE PLAN AMENDMENTS CONTAINED IN ORDINANCE 2015-05 PURSUANT TO THE COMPLIANCE AGREEMENT APPROVED BY RESOLUTION 2015-02; BY AMENDING SECTION 2.1 OF DIVISION 2, DEFINITIONS, PROVIDING FOR A REVISED DEFINITION OF "HEIGHT" THAT IS COMPLIANT WITH THE COMPREHENSIVE PLAN, AMENDING SECTION 4.7 OF DIVISION 4, CONDITIONAL USE PERMITS, TO ADD PLANNING BOARD REVIEW OF CERTAIN CONDITIONAL USE APPLICATIONS; AMENDING SECTION 4.12 OF DIVISION 4, CONDITIONAL USE PERMITS TO ADD REVIEW CRITERIA FOR TEMPORARY LODGING USES TALLER THAN 50 FEET OR A DENSITY GREATER THAN 30 UNITS PER ACRE; AMENDING SECTION 5.1 OF DIVISION 5 TO REQUIRE A LAND SURVEY COMPLETED WITHIN THE LAST TWELVE MONTHS AS PART OF THE CONTENT OF A SITE PLAN APPLICATION; AMENDING SECTION 6.24 OF DIVISION 6, SUPPLEMENTAL REGULATIONS, PROVIDING FOR THE REQUIREMENT OF A CONDITIONAL USE PERMIT; AMENDING SECTION 29.4 OF DIVISION 29, CONCURRENCY MANAGEMENT, PROVIDING FOR AN INFRASTRUCTURE STUDY UNDER GENERAL REQUIREMENTS FOR A CERTIFICATE OF CONCURRENCY; AMENDING SECTION 35.2 OF DIVISION 35, (LR) LARGE RESORT DISTRICT RELATING TO THE DEFINITION OF LARGE-SCALE DEVELOPMENT; AMENDING SECTION 35.3, (LR) LARGE RESORT DISTRICT, ADDING TEMPORARY LODGING USE MEETING CERTAIN CONDITIONS AS A PRIMARY USE REQUIRING CONDITIONAL USE APPROVAL; AMENDING SECTION 35.7 OF DIVISION 35, (LR) LARGE RESORT DISTRICT TO DELETE PROVISIONS RELATING TO AFFORDABLE HOUSING DENSITY BONUS; AMENDING SECTION 35.8 OF DIVISION 35, (LR) LARGE RESORT DISTRICT, ADJUSTING BUILDING HEIGHT AND SETBACK REQUIREMENTS; AMENDING 36.6 OF DIVISION 36 (UBV) UPHAM BEACH VILLAGE DISTRICT, ADJUSTING MINIMUM ACREAGE REQUIREMENTS; AMENDING 35.13 OF DIVISION 35, (LR) LARGE RESORT DISTRICT TO ADD LANDSCAPE BUFFER

REQUIREMENT; AMENDING SECTION 39.6 OF DIVISION 39, COMMUNITY REDEVELOPMENT DISTRICT GENERAL STANDARDS, ADDING OWNER AFFIDAVIT AND COVENENT RECORDING REQUIREMENTS RELATIVE TO OCCUPANCY RESTRICTIONS ON TEMPORARY LODGING UNITS; AMENDING SECTION 39.9 OF DIVISION 39, COMMUNITY REDEVELOPMENT DISTRICT GENERAL STANDARDS, DELETING IMPACT FEE CREDITS FOR GREEN STANDARDS AND IMPROVEMENTS; AMENDING SECTION 39.17 OF DIVISION 39, COMMUNITY REDEVELOPMENT DISTRICT GENERAL STANDARDS, PROVIDING FOR PUBLIC COMMENT AND RECORDING AT A COMMUNITY MEETING; SECTION 39.18 OF DIVISION 39, CREATING WITHIN THE COMMUNITY REDEVELOPMENT DISTRICT GENERAL RESIDENTIAL UNIT "RU" DENSITY POOL RESERVE; PROVIDING FOR PUBLICATION IN ACCORDANCE WITH THE REQUIREMENTS OF LAW; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Section 163.3202, Florida Statutes, requires each local government in the State of Florida to adopt or amend and enforce land development code regulations that are consistent with and implement the adopted Comprehensive Plan; and

WHEREAS, the City Commission adopted Ordinance No. 2015-05 amending the Comprehensive Plan pursuant to a Compliance Agreement approved by Resolution 2015-02 resolving Division of Administrative Hearings Case No. 13-003401-GM; and

WHEREAS, amendments to the Land Development Code are necessary to provide for consistency with the remedial amendments made to the Comprehensive Plan pursuant to the Compliance Agreement.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF ST PETE BEACH, FLORIDA, IN SESSION DULY AND REGULARLY ASSEMBLED THAT:

SECTION 1. Section 2.1 of Division 2, Words, terms and phrases defined, of the City of St. Pete Beach Land Development Code is hereby amended to provide as follows:

Sec. 2.1. – Words, terms and phrases defined.

Height means the vertical distance above the ~~required-base~~ flood elevation to the highest point of a flat roof, to the deck of a mansard roof or to the average height between the plate and the ridge of gable or hip roofs, not including chimneys, antennas, elevator shafts, mechanical rooms or other non-habitable areas.

SECTION 2. Section 4.7 of Division 4, City Commission Review, of the City of St. Pete Beach Land Development Code is hereby amended to provide as follows:

Sec. 4.7. – City commission review.

Upon receipt of the written staff analysis, the city commission shall hold a public hearing to consider the application for conditional use and may grant, grant with conditions or deny the application. Final action of the city commission shall be documented in the form of a development order containing a legal description of the real property to which the conditional use applies, together with the terms of the conditional use and any additional conditions imposed. For conditional use permits required by Section 39.6(p) of this Code, the Planning Board shall hold a public hearing to consider the application and make a recommendation to the city commission.

SECTION 3. Section 4.12 of Division 4, Conditional Use Permits, of the City of St. Pete Beach Land Development Code is hereby amended to provide as follows:

Sec. 4.12. - Criteria for review of conditional use applications.

- (a) Conditional use applications within the community redevelopment district shall be evaluated upon the extent to which the applicant can demonstrate that the following issues are addressed in a manner consistent with the policies established in the community redevelopment plan for the district and that no unreasonable or disproportionately negative impacts are imposed upon adjacent or nearby properties:
 - (1) Utility infrastructure, including sanitary sewer, reclaimed water, potable water, electric and natural gas services, and data transmission and telecommunications services;
 - (2) Transportation infrastructure, including ingress and egress from public rights-of-way, traffic control devices and signalization, internal vehicle circulation of the site, design and function of parking areas, loading and unloading areas, pedestrian transit infrastructure and amenities, and public sidewalks and roadways;
 - (3) Hydrological features and storm water management infrastructure;
 - (4) Aesthetic and architectural features of the development, including site layout, physical dimensions of structures such as height and massing, design and appearance of building facades, exterior building materials, advertising and directional signage and the provision and maintenance of Gulf and Bay views and vistas;
 - (5) Site landscaping, open space provision and impervious surface limitations;
 - (6) Operational and functional requirements of facilities, including hours of operation, provision of required services or amenities, lighting requirements, noise abatement requirements, residency limitations and facilities maintenance;
 - (7) Fire suppression and facility security; ~~and~~

- (8) Emergency management and hurricane evacuation provisions; and
- (9) For temporary lodging uses taller than 50 feet in height or a density greater than 30 units per acre, the following additional issues shall be considered:
 - a. The amount of separation provided between the proposed temporary lodging use and any existing buildings on adjoining properties and resulting impact on sunlight and views; and
 - b. The proximity of any adjacent residential building to the Florida Coastal Construction Control Line and the degree to which the proposed temporary lodging use and/or any accessory use or structure maintains an open view of the waterfront from neighboring properties.
- (b) Any of the foregoing elements may be omitted from the conditional use application upon agreement of the city commission.
- (c) Content additional to the foregoing may be included in the application, so long as such content is consistent with the applicable requirements of this Code.

SECTION 4. Section 5.1 of Division 5, Site Plan Approval Procedures, of the City of St. Pete Beach Land Development Code is amended to provide as follows:

Sec. 5.1. - Site plan review.

An application for a development permit requesting approval of a site development plan shall be reviewed and approved, approved with conditions, or denied by the city manager. The purpose of a site plan review is to ensure that development will be carried out in compliance with the City Code of Ordinances and any other federal, state and county regulations. In addition, a site plan describing and portraying both existing and proposed conditions of the development is required in order that the approving authority can make an informed decision.

- (1) *Exemption.* No site plan shall be required for work for the maintenance or alteration that does not alter the location or gross square footage of any structure, or alter any required parking area of the site, or if the work affects only the interior of the structure or the exterior color or decoration of the structure.
- (a) *Initiation.* An application for site plan review shall only be submitted by the owner, or by other persons having a contractual interest in the land, or their authorized agents.
- (b) *Contents of application.* The application shall be in a form established by the city manager and provided for public review. The materials required as part of the application are necessary to provide the city with sufficient information to ensure compliance with this section and the requirements of the land development code. Such materials may include, but are not limited to, the following information:
 - (1) The name, address, and telephone number of the owner of record of the land proposed for development.

- (2) The name, address, and telephone number of the developer, if different from the owner.
- (3) The name, address, and telephone number of the agent for the application, if applicable.
- (4) The name, address, and telephone number of all land use, environmental and engineering professionals that assisted in the preparation of the application.
- (5) The street address and legal description of the land on which the development is proposed to occur, with attached copies of any legal instruments referenced, such as, but not limited to, deeds, plats, easements, covenants, and restrictions.
- (6) A reference to the zoning district designation and the future land use map designation in the comprehensive plan for the land proposed for development.
- (7) Identification of all existing rights-of-way, water courses, floodplains, wetlands, and other environmentally sensitive areas on or within 200 feet of the land subject to the development plan.
- (8) Topography of the site in specified contour intervals.
- (9) A title block denoting the type of application, tax map sheet, lot, block and subdivision name (if applicable).
- (10) A location map of the land with reference to surrounding lands, subdivisions, streets, and municipal boundaries.
- (11) A boundary survey of the land subject to the development plan prepared by a registered land surveyor, showing the location and material of all permanent reference monuments and benchmarks, a metes and bounds description listing dimensions, bearings, curve data, length of tangents, radii, and central angles of all centerline curves of streets, and the size of the land in acres to the nearest tenth of an acre, or in square feet and an ALTA/ACSM land title survey of the property subject to the development plan completed within the last twelve (12) months.
- (12) A site plan, with north arrow and scale, identifying:
 - a. The proposed land uses, densities, and intensities of use;
 - b. The location of proposed structures, and any existing structures proposed to be retained, showing size, and setbacks;
 - c. Common areas;
 - d. Recreational facilities;
 - e. Ingress and egress to the development, and the internal traffic circulation system and identification of street names;
 - f. Utility location;
 - g. Easements;

- h. Off-street parking and loading facilities;
 - i. Landscaping and buffering; and
 - j. Signage.
- (13) If applicable, the preliminary subdivision plat, which includes the subdivision name in bold legible letters under which the location of the plat by government survey lot, section, township, and range shall appear.
 - (14) Location and area of all property to be dedicated for public use or reserved by deed or covenant for use by all land owners in the development of a statement of the conditions of such dedication or reservation.
 - (15) A schedule showing the lot area, width, depth, dimensional standards, building coverage, landscaping and parking of the development plan, and how they comply with the requirements of the Land Development Code.
 - (16) A traffic study prepared by a professional transportation planner or engineer, if required. The necessity for a traffic study shall be determined by an adopted administrative policy assessing the significance of the anticipated impact of the project upon traffic volume, intersection signalization, turning movements, internal vehicle circulation, pedestrian movement, or other significant traffic concerns.
 - (17) Proposed utility infrastructure plans, including sanitary sewer, potable water, a stormwater management plan with supporting data and an electric plan with accurate indication of locations of points of connection to public systems.
 - (18) Spot and finished elevations at all property corners, corners of all structures or dwellings, existing and proposed first floor elevations, and appropriate locations in and around vehicle use areas.
 - (19) Site utility and construction details, including a cross-connection control plan.
 - (20) Roadway and paving cross-sections and profiles.
 - (21) Lighting plan and details.
 - (22) Landscape plan and details.
 - (23) Provisions for solid waste management.
 - (24) Plans for signs, if any.
 - (25) Sight triangles at the intersections of roadways and curb cuts with roadways.
 - (26) Vehicular and pedestrian circulation patterns.
 - (27) Off-street parking and loading plans showing spaces, size and type, aisle widths, curb cuts, drives, driveways, and all ingress and egress areas and dimensions.
 - (28) Preliminary architectural plans and elevations.
 - (29) Demonstration of compliance with concurrency requirements.

- (c) *Determination of sufficiency.* The city manager shall determine if the application is sufficient within ten days of its receipt.
- (1) If the city manager determines the application is not sufficient, a written notice shall be provided to the applicant specifying the application's deficiencies. No further action shall be taken on the application until the deficiencies are remedied.
 - (2) When the application is determined sufficient, the city manager shall notify the applicant, in writing, of the application's sufficiency and that the application is ready for review pursuant to the procedures and standards of this section.
- (d) *Review and decision.* Within 30 days of the application being determined sufficient, the city manager shall review the application, and prepare a staff report on whether the application complies with administrative standards, the requirements of this section and other applicable requirements of the City Code of Ordinances. The city manager shall inform the applicant of the application's approval, approval with conditions, or disapproval. Upon approval of the site plan, the city manager shall issue a development order for the project.
- (e) *Appeal.* An applicant may appeal a decision of the city manager on a site development plan review by filing an appeal with the city manager within ten days of the decision. A hearing officer designated by the city commission shall hear the appeal within 30 days of its filing, and consider only the record before the city manager at the time of the decision. The hearing officer shall reverse the decision of the city manager only if there is substantial and compelling evidence in the record that the application complies with the standards of this section.
- (f) *Minor revisions to site plan.* Any request for modification to an approved site plan shall be subject to review and approval in the same manner as a new application, except that the city manager may approve minor modifications, provided that the basic purpose and intent of the ordinances of the city are met. A minor revision is one which:
- (1) Does not alter the location of any points of access to the site;
 - (2) Does not change the use of the property;
 - (3) Does not increase the density or intensity of the development to occur on the property;
 - (4) Does not result in a reduction or change of open space, setback or previously required landscaping;
 - (5) Is consistent with the general intent and purpose of these regulations and does not have any effect whatsoever on the initial determination of consistency of the site plan with the comprehensive plan;
 - (6) Does not result in a substantial change to the location of a structure previously approved or add structures to the site;
 - (7) Does not result in a material modification or the cancellation of any condition placed upon the site plan as originally approved;
 - (8) Does not change the internal or external traffic pattern;

- (9) Does not alter the land area of the site;
 - (10) Does not increase the impervious area of the site; and
 - (11) Does not increase the height of the building(s).
- (g) *Amendments to the site development plan.* A development plan may be amended only pursuant to the procedures established for its original approval, or as are otherwise set forth in this section.

SECTION 5. Section 6.24 of Division 6, Supplemental Regulations, of the City of St. Pete Beach Land Development Code is amended to provide as follows:

Sec. 6.24. - Outdoor dining and outdoor drinking areas.

A full or limited service restaurant may establish an outdoor dining area and a bar/lounge may establish an outdoor drinking area pursuant to the requirements of this Section and as outlined within each zoning district. If an outdoor drinking and/or dining area is required to obtain conditional use approval, it shall be ~~and upon the issuance of a conditional use permit~~ pursuant to the review and approval procedures provided under Division 4 of this Code. If public consumption of alcohol is proposed to occur on any public street, sidewalk or private sand beach area in connection with the outdoor dining or outdoor drinking area, approval by the City Commission is required pursuant to Chapter 6 of the City Code of Ordinances.

SECTION 6 Section 29.4 of Division 29, Concurrency Management, of the City of St. Pete Beach Land Development Code is amended to provide as follows:

Sec. 29.4. - General requirements.

- (a) A certificate of concurrency shall be required prior to the issuance of any development permit for a non-exempt development project. The City of St. Pete Beach shall not issue any development order (excluding future land use or zoning map amendments) or building permit for any project that results in a reduction of the level of service requirements established and adopted in the City of St. Pete Beach Comprehensive Plan. An applicant must prepare and complete an application for a certificate of concurrency including an infrastructure study as determined to be necessary by the Technical Review Committee. If a development will require more than one development permit, the issuance of a certificate of concurrency shall occur prior to the issuance of the initial permit. Upon request by applicants, a preliminary concurrency review shall be performed and a conditional certificate of concurrency may be issued. This conditional certificate shall not be binding upon the city and shall only be effective for the year in which the annual concurrency monitoring report was issued. Only those certificates of concurrency issued for development permits shall be binding. Applicants may be charged a fee established by the city commission for certificates of concurrency.

- (1) Application for development. The property owner, or authorized representative, must provide a complete application for development containing the required documentation for the specific development order or permit. The ~~city manager~~ Technical Review Committee shall then review the application for completeness in a timely manner to ensure that the required information is sufficient to accept the application and continue its review.
- (2) Development review. When the application for development has been accepted, it shall be processed and reviewed for impacts of the development on the public facilities and services identified in this division.
- (3) Concurrency review. The concurrency review shall compare the available and reserved capacity of the facility or service to the demand projected for the proposed development. The available capacity shall be determined by adding the total of the existing excess capacity and the total future capacity of any proposed construction or expansion that meets the requirements of section 29.6. The levels of service (LOS) of all facilities and services must be sufficient before a development permit can be issued.
 - a. Traffic restriction and traffic concern areas. Traffic restriction and concern areas shall be designated on an annual basis at the time the annual concurrency monitoring report is issued. These areas will be designated based on the criteria defined in section 29.2. Applications for development permits within these areas may require detailed traffic studies.
 1. If the development is found to be in a traffic restriction area, a traffic study shall be required. If the traffic study indicates that the affected roadway is not significantly degraded, the project will be found concurrent for traffic.
 2. If the development is found to be in a traffic concern area, a traffic study may be required. If the traffic study indicates that the affected roadway LOS may be lowered below the adopted LOS, the project will be found concurrent for traffic only if provisions and measures are attached as conditions to prevent the reduction of the LOS.
 3. If the development is found to be in a traffic restriction or traffic concern area and the traffic study indicates that the affected roadway is significantly degraded, the project will be found concurrent for traffic only if provisions and measures are attached as conditions to prevent the significant degradation of the affected roadway.
 4. If the development is not found to be in a traffic restriction or traffic concern area but the estimated traffic volumes resulting from the development degrade the peak hour LOS below the adopted LOS standard, the project will be found concurrent for traffic only if mitigation provisions are attached as conditions to prevent the degradation of the affected roadway below the adopted LOS standard.
- (4) Certificate of concurrency.

- a. The certificate of concurrency shall indicate the date of issuance and shall automatically expire simultaneously with the expiration of the development permit to which it applies. In the event that a time extension is requested prior to the expiration of the development permit, then the accompanying certificate of concurrency may be renewed upon determination by the ~~city manager~~ Technical Review Committee that the conditions of concurrency will still be met.
 - b. Any development order or permit that is issued within the effective period of a validly issued certificate of concurrency shall be vested for the purposes of concurrency until the expiration of that development order or permit, provided that development commences within the validity period of the development order or permit and continues in good faith.
- (5) Development order or development permit compliance.
- a. Any development orders and development permits approved and issued after the effective date of this division shall be based upon and in compliance with the certificate of concurrency issued for that application.
 - (b) The burden of showing compliance with the adopted levels of service and meeting the concurrency evaluation shall be upon the applicant. ~~The city manager may require whatever documentation is necessary to make a determination.~~ For non-exempt development orders or projects, the applicant shall prepare and submit an infrastructure study that determines the extent of any degradation of the infrastructure below the adopted levels of service unless determined unnecessary by the City's Technical Review Committee based on an evaluation of potential impact relative to the nature, size, type, and location of the proposed development project or land use amendment application. Mitigation fees and/or physical or operational improvements determined to be reasonably required in proportion to the impacts caused by the increased density and/or intensity of new development in consideration of the long-term concurrency management plan of the local government who owns and operates the facility or system, shall be stipulated as conditions of approval as part of the development order. The Technical Review Committee shall document its findings pertaining to its review.

SECTION 7. Section 35.2 of Division 35, (LR) Large Resort District, of the City of St. Pete Beach Land Development Code is amended to provide as follows:

Sec. 35.2. - Definitions.

The following terms are defined and shall apply to development and redevelopment within the Large Resort District only:

- (a) *Large-scale development.* Shall mean development or redevelopment of a buildable site that:
 - (1) Is three acres in size or greater; and

- ~~(2) New construction exceeds 67 percent of the combined aggregate floor area of new and existing principal buildings, structured parking and accessory structures that constitute the entire unified development scheme on the buildable site.~~
- (32) Large scale development may also include secondary commercial uses pursuant to section 35.3
- (b) Small-scale development shall mean all other developments that fall below the thresholds of Large-scale development.

SECTION 8. Section 35.3 of Division 35, (LR) Large Resort District, of the City of St. Pete Beach Land Development Code is amended to provide as follows:

Sec. 35.3. - Permitted principal and secondary uses and structures.

Subject to the provisions or restrictions contained in this section and elsewhere in this Code, permitted uses and structures in the LR District are as follows:

- (a) *Primary uses.*
- (1) Temporary lodging uses, including hotels, motels, resort condominium hotels 50 feet or less in building height or a density of 30 temporary lodging units per acre or lower;
 - (2) Multi-family residential.
- (b) Primary uses requiring conditional use approval. Subject to the provisions or restrictions contained in this section and elsewhere in this Code, allowable primary uses requiring conditional use approval in the LR District are as follows.
- (1) Temporary lodging uses, including hotels, motels, resort condominium hotels greater than 50 feet in building height or a density above 30 temporary lodging units per acre.
- (b) *Secondary uses.* Secondary commercial uses may be developed as an additional nonresidential use bonus floor area that is not located within the principal building, provided that the secondary commercial development is constructed with a minimum of 200 temporary lodging units. Secondary commercial uses located within one-hundred and fifty (150) feet of the westerly right-of-way line of Gulf Boulevard may be under separate ownership from the primary use when approved by the City as part of an overall site plan incorporating the primary and secondary uses as an integrated project. Secondary commercial uses include:
- (1) Retail;
 - (2) Eating and drinking establishments, full-service restaurant, limited-service restaurant, bar/lounge, subject to Sec. 6.24 of this Code as may be applicable;

- (3) Indoor commercial entertainment facilities;
- (4) Vehicles for hire.

(ed) *Secondary uses requiring conditional use approval.* Subject to the provisions or restrictions contained in this section and elsewhere in this Code, allowable secondary uses requiring conditional use approval in the LR District are as follows.

- (1) Commercial kitchen;
- (2) Commercial parking structure
- (3) Eating and drinking establishment – take-out restaurant only.
- (4) Off premise parking lot and/or structure

SECTION 9. Section 35.7 of Division 35, (LR) Large Resort District, of the City of St. Pete Beach Land Development Code is amended to provide as follows:

Sec. 35.7. - Density and intensity.

- (a) *Density limitations on temporary lodging uses mixed with residential uses.* Residential and temporary lodging units are permitted to be developed as separate buildings within the same development site or combined within one building, provided that a minimum of 200 temporary lodging units shall be constructed on the development site subject to the height limitations provided in section 35.8. Density shall be calculated based upon the pro rata acreage allocated to each land use. Temporary lodging units existing, or approved to be developed or redeveloped in the LR District shall be prohibited from converting to residential dwelling units that exceed the density limitation of 15 residential dwelling units per acre based on the pro-rata acreage.
- (b) *Density limitations on temporary lodging lockout units.* For the purposes of this division, lockout temporary lodging units shall count against specified density limitations. A lockout unit shall be defined as a room or rooms with sanitary facilities, with or without cooking facilities, which is attached and has access to a temporary lodging unit by means of a door or doors that are lockable from within the lockout unit, and that has a separate lockable access to the public areas or corridors. A lockout unit is capable of being functionally separated from the temporary lodging unit to which it is attached and rented as a separate room.
- (c) *Density.*
 - (1) Existing and/or small scale development, as defined in section 35.2 above, shall not exceed the following density:
 - a. 50 temporary lodging accommodation units per acre; or
 - b. 15 residential units per acre.
 - (2) Large-scale development as defined in section 35.2 above shall not exceed the following density:

- a. 75 temporary lodging units per acre ~~excluding any affordable housing bonus that may be approved pursuant to [section] 35.7(b)(3) below; or~~
- b. 15 residential units per acre; or
- c. A combination of residential and temporary lodging units which shall be prorated on an acreage basis allocated to each use, provided that a minimum of 200 temporary lodging units will be constructed on the development site.

~~(3) Affordable housing density bonus. An affordable housing density bonus shall be permitted for large scale temporary lodging use as follows:~~

- ~~a. A temporary lodging unit density bonus shall be permitted up to, but shall not exceed an additional five bonus units per acre for every one affordable unit provided.~~
- ~~b. Any on-site affordable workforce units shall be prohibited from being advertised or otherwise used for guest temporary lodging or home occupational licensing purposes and shall be exclusively used for providing affordable on-site living accommodations for employees eligible for low income or very low income status as defined by the applicable county and city rules and guidelines;~~
- ~~c. A legally enforceable restrictive covenant in a form and content acceptable to the City shall be required as a condition of site plan approval and recorded in the public records of Pinellas County.~~

(d) *Intensity.*

- (1) Existing and small scale development. Floor area ratio shall not exceed 1.8
- (2) Large-scale development floor area ratio shall not exceed 2.6.
- (3) Secondary commercial as part of a large scale development: Secondary commercial uses permitted in section 35.3(b) shall not exceed an additional floor area ratio of 0.15 of the buildings site.
- (4) On-site parking structures are exempt from the floor area ratio limits.

SECTION 10. Section 35.8 of Division 35, (LR) Large Resort District, of the City of St. Pete Beach Land Development Code is amended to provide as follows:

Sec. 35.8. - Building height.

- (a) *Restrictions and limitations.* The maximum height for each use within the LR District shall not exceed:
 - (1) *Residential use only or any temporary lodging use mixed with residential in the same building.* Building height shall not exceed 50 feet above base flood elevation.

- (2) ~~Mixed temporary lodging/residential uses in same building. Building height shall not exceed 50 feet regardless of development site size for any building containing temporary lodging units and residential units. Any temporary lodging or commercial use building located within 200 feet of a property occupied by an existing residential use located outside the Community Redevelopment District. Building height shall not exceed 50 feet above base flood elevation or the height of the adjacent residential building located outside the Large Resort District, whichever is greater.~~
- (3) Temporary lodging use only. Building height shall not exceed 116 feet above base flood elevation not including any decorative features or rooftop amenities extending twelve feet or less in height above the roofline.
 - a. ~~Development of a temporary lodging use that does not exceed 50 units per acre shall not exceed 100 feet.~~
 - b. ~~Large scale development of a temporary lodging use that exceeds 50 units per acre shall not exceed 146 feet.~~
- (4) *Secondary bonus commercial uses.* Buildings containing the secondary commercial uses described in section 35.3(b) shall not exceed a maximum height of 28 feet.

SECTION 11. Section 35.9 of Division 35, (LR) Large Resort District, of the City of St. Pete Beach Land Development Code is amended to provide as follows:

Sec. 35.9. - Setbacks.

- (a) Any conforming use or structure built prior to the adoption of these regulations is exempt from the setback requirements of [section] 35.9. Additions to existing structures and all new construction shall comply with the required setbacks below:
 - (1) Front Yard. The minimum front yard setback for buildings 50 feet in height or lower shall be 25 feet. The minimum front yard setback for that portion of a building rising above 50 feet in height shall be equal to the height of the building. The City Commission, through the conditional use process, may reduce the required front yard setback to provide for increased compatibility with adjoining properties.
 - a. ~~Large scale development. The setback for any building, excluding any secondary small scale bonus commercial uses facing and adjacent to the Gulf Boulevard right of way and parking structures located behind secondary commercial uses, shall be a minimum of 100 feet or one third of the average depth of buildable site, measured from the front property line to the Florida Coastal Construction Control Line, as may be amended from time to time, whichever is less. However, in no event shall the front setback from Gulf Boulevard be less than 75 feet.~~
 - b. ~~Small Scale development. All small scale development as defined in section 35.2(b) shall provide a minimum setback of 75 feet, or one quarter of the average depth of the buildable site, measured from the front property line to the Florida Coastal~~

Construction Control Line, as may be amended from time to time, whichever is less. However, in no event shall the front setback be less than 60 feet.

- e. ~~Secondary bonus commercial.~~ Any building containing small scale bonus commercial uses shall be setback 20 feet from Gulf Boulevard right of way. Main building entrances shall be visible and directly accessible by the pedestrian from Gulf Boulevard and shall have a street level storefront character in compliance with the General Redevelopment design standards contained in Division 39. Parking shall not be placed within the front yard setback or in front of the secondary commercial use.
 - d. ~~Parking structures located behind secondary retail uses are exempt from the setbacks in [section] 35.9 (a)(1)a.~~
- (2) ~~Side yards. for large and small scale development.~~ Large and small scale development shall provide a combined minimum side yard setback equal to at least 30 percent of the lot width, with a minimum of 20 feet on one side, not to exceed 60 feet combined for both side setbacks.
- (3) ~~Side yards for secondary bonus commercial uses.~~ Secondary bonus commercial uses shall have a minimum 15 foot side yard setback. The minimum side yard setback shall equal ten (10) percent of the lot width of the subject property, or thirty (30) feet on one side, whichever is less, not to exceed sixty (60) feet combined for both setbacks. Provided, however, when the subject property is adjacent to an existing residential use located outside the Large Resort District, the minimum side yard setback shall equal twenty (20) percent of the lot width of the subject property or 60 feet, whichever is less, provided that in no event shall the setback be less than 30 feet, for that side yard abutting the existing residential use. The City Commission may increase the minimum side yard setback for that portion of a proposed building rising above 50 feet in height when determined to be in the public interest upon evaluating a conditional use permit request.
- (3) ~~Rear yards.~~ The rear yard setback for all development abutting the Gulf beaches shall be the Florida Coastal Construction Control Line. Buildable sites that do not abut the Gulf beaches shall provide a minimum rear setback of 20 feet. For non-waterfront parcels, the minimum rear yard setback shall be 20 feet. For waterfront parcels, the minimum rear yard setback shall be the Florida Coastal Construction Control Line, provided, however, when the subject property is adjacent to an existing residential use located outside the Large Resort District, the minimum rear yard setback as follows:
- (a). 50 feet landward of the Florida Coastal Construction Control Line or in alignment with the existing rear yard setback of the adjacent residential use, whichever is less, for buildings 50 feet in height or lower.
 - (b). 50 feet landward of the Florida Coastal Construction Control Line plus an additional one-half foot of rear yard setback for every one-foot in building height for that portion of the building above 50 feet.

- ~~(5) Secondary front yards. All development that has parcel boundaries abutting a side street shall provide a minimum secondary front yard setback of 30 feet.~~

SECTION 12. Section 35.13 of Division 35, (LR) Large Resort District, of the City of St. Pete Beach Land Development Code is amended to provide as follows:

Sec. 35.13. - Landscaping.

Shall be in accordance with the requirements of Division 22 of the Land Development Code, Landscaping and Tree Protection. In cases where new construction of a temporary lodging or commercial use exceeds 50 feet in building height or adjoins an existing residential property located outside the Large Resort District, the applicant shall provide a minimum 30 foot wide landscape buffer along the entire length of a required side yard with the specific landscape plan to be reviewed and approved as part of the conditional use permitting process. The landscape buffer may contain any required public access to the beach, but no accessory uses. New construction of a temporary lodging or commercial use adjoining an existing residential property located outside the Large Resort District shall include the same buffer for rear yard along the adjoining residential property line, if applicable. The City Commission may reduce the width of the required buffer by up to 50 percent based upon its design and compatibility review of the project and any superior alternatives presented unless it adjoins an existing residential use located outside the Large Resort District, in which case there shall be no reduction to the required buffer width.

SECTION 13. Section 36.6 of Division 36, (UBV) Upham Beach village District, of the City of St. Pete Beach Land Development Code is amended to provide as follows:

Sec. 36.6.Density and Intensity

b) Multi Family Residential:

- (1) 18 dwelling units per acre for multi-family residential use on a minimum $\frac{1}{2}$ $\frac{1}{3}$ acre buildable site; or

SECTION 14. Section 39.6 of Division 39, Community Redevelopment District General Standards, of the City of St. Pete Beach Land Development Code is amended to provide as follows:

Sec. 39.6. - Temporary lodging use operational and occupancy restrictions, limitations and prohibitions.

To ensure that temporary lodging use development authorized and approved within the Community Redevelopment District are built, function, operate, and are occupied exclusively

as temporary lodging and adhere to mandatory closure and evacuation procedures, the following restrictions shall apply to temporary lodging use:

- (a) No temporary lodging unit shall be occupied as a permanent residential dwelling unit.
- (b) All temporary lodging units must be offered, advertised and occupied on a temporary basis for 30 consecutive days or less for temporary lodging guests and no more than 30 days cumulatively on an annual basis for a resort condominium unit owner to ensure that any temporary lodging use does not function as a permanent residential use. The thirty days is measured beginning on the first day of any occupancy until 365 days from that date. The City may require affidavits of compliance with this requirement from each temporary lodging use and/or unit owner. Seller of temporary lodging unit shall be responsible for advising the purchaser of this requirement. Any seller of a resort condominium project or temporary lodging unit shall record a covenant in the public records of Pinellas County, Florida, agreeing to said restriction prior to conveyance.
- (c) Temporary lodging units shall not qualify or be used for homesteading purposes or home occupational licensing.
- (d) All temporary lodging units must be included in the inventory of units that are available within a temporary lodging use.
- (e) Conversion of a temporary lodging unit to permanent residential unit shall be prohibited unless the conversion is in compliance with the density and intensity standards and regulations applicable to the property and all other required city approvals are obtained prior to the conversion and provided said conversion does not violate any other legally enforceable agreement or restriction, law or local ordinance prohibiting such conversion.
- (f) A temporary lodging use may include accessory uses, such as recreational facilities, restaurants, bars, personal service uses, retail uses, meeting space, fitness centers, spa facilities, parking structures, affordable housing or other workforce living accommodations, and other uses commonly associated with temporary lodging uses.
- (g) Proper licensing, including occupational licensing, by the state, county and local government and agencies, shall be required of all temporary lodging uses through all applicable agencies that license hotels and motels prior to any certificate of occupancy being issued. All licenses must be kept current.
- (h) Temporary lodging uses shall be subject to all applicable tourist development tax collections.
- (i) All temporary lodging uses shall include a reservation system and a lobby/front desk area that is necessary to operate the temporary lodging facility and service its guests.

- (j) Temporary lodging uses must have sufficient signage viewable by the public designating the use as a temporary lodging use that also complies with local codes.
- (k) The applicable local government may require affidavits of compliance with this section that includes reasonable supporting documentation that does not violate privacy laws for each temporary lodging use, guests and/or unit owners.
- (l) All temporary lodging uses shall comply with all county and local hurricane closure and evacuation procedures that will ensure orderly evacuation of guests and visitors prior to evacuation orders being issued for residents. The restrictions and procedures contained within the hurricane closure and evacuation plan shall apply to all on-site workforce living accommodations, as applicable.
- (m) The restrictions set forth above shall be made a condition of site plan approval.
- (n) The restrictions set forth in subsections (a), (b), and (d) relating to prohibitions on conversion or use of a temporary lodging unit as a permanent residential dwelling shall be contained in a covenant or other legally enforceable recordable instrument that shall be approved as to content, form and legality by the city and shall be recorded in the public records of Pinellas County at the time of building permit approval.
- (o) All large scale development and redevelopment projects approved under Scenario 2 as defined under Permitted Uses & Standards for the Large Resort character district category may be required to provide an easement to the City for unimproved public access landward of the mean high water line to provide a continuous, uninterrupted pedestrian beach system along the Gulf of Mexico prior to a building permit being issued.
- (p) All new temporary lodging uses that exceed 50 feet in height or a density greater than 30 units per acre shall be required to obtain a conditional use permit pursuant to Division 4 of this Code.

SECTION 15. Section 39.9 of Division 39, Community Redevelopment District General Standards, of the City of St. Pete Beach Land Development Code is amended to provide as follows:

Sec. 39.9. - Energy and environmental design—New construction and major renovation.

- (a) All development and redevelopment projects in the Community Redevelopment District shall be required to obtain certification for at least two of the eight standards listed below, as appropriate and applicable to the type of construction:
 1. Certification by the Florida Green Building Coalition provided the site consists of more than one building and will meet the qualifications of a development. For more information go to www.floridagreenbuilding.org.
 2. Certification by the U.S. Green Building Council, LEED-NC (Leadership in Energy and Environmental Design — New Construction), Green Building Rating System for New

Construction and Major Renovation. For more information go to www.leedbuilding.org.

3. Certification by the Florida Green Building Coalition — High Rise Residential Standard for all new residential construction exceeding three stories in height.
 4. Certification by the Florida Green Building Coalition — Residential Standard Certification for all new residential construction three stories or less in height.
 5. Certification by the U.S. Green Building Council, LEED-hotels and Green Building Rating System for all new temporary lodging use construction.
 6. Certification by the U.S. Green Building Council, LEED-EB (Leadership in Energy and Environmental Design — Existing Buildings), or Green Building Rating System for Existing Buildings for existing buildings that are located on a buildable site that is partially being redeveloped. For more information go to www.usgbc.org.
 7. Certification by the U.S. Green Building Council, LEED-CS (Leadership in Energy and Environmental Design — Commercial Interiors), Green Building Rating System for Commercial Interiors for commercial interior space. For more information go to www.usgbc.org.
 8. Designated by the Florida Department of Environmental Protection as a Florida Green Lodge for all temporary lodging construction that is existing, new or undergoes a major renovation. For more information, go to <http://www.dep.state.fl.us/greenlodging/>.
- ~~(b) Any new or partial redevelopment project that is subject to payment of community improvement impact fees pursuant to division 41 of this Code shall be eligible for and receive a credit against those impact fees owed in accordance with the rating and scoring system for credits established as part of the community improvement impact fee ordinance. Such impact fees, the types of green standards and green improvements eligible for credits and the amount or percent of such credits shall be established in accordance with the principles and parameters established in Goal 1 and Section (j)3 of the Community Redevelopment District General Redevelopment Guidelines, Standards and Initiatives contained in the Future Land Use Element of the Comprehensive Plan.~~

SECTION 16. Section 39.17 of Division 39, Community Redevelopment District General Standards, of the City of St. Pete Beach Land Development Code is amended to provide as follows:

Sec. 39.17. - Community involvement.

- (a) *Community meeting.* Applicant shall have a minimum of one community meeting at least 30 days prior to submitting its application for administrative approval of a development or redevelopment site plan proposed to be built within the Community Redevelopment

District. Single-family home, duplex construction or any development on buildable site that is less than one-half acre in size are exempt from this meeting requirement.

- (b) *Notice requirements.* The following are the notice requirements for all development projects within the Community Redevelopment District except single-family home, duplex construction or any development on a buildable site that is less than one-half acre in size. Proof of publication shall be provided to the city clerk prior to the community meeting.
- (1) Notice of the community meeting shall be published in a local newspaper at least seven days and no more than 21 days prior to the community meeting for all development within the community redevelopment district.
 - (2) Additionally, the applicant, at its sole expense, shall be required to mail notices of the community meeting via first class U.S. mail to each property owner at the last known mailing address registered with the county property appraiser's office and each association registered with the city clerk as follows:
 - (i) Within a one mile radius of any property boundary of the subject property for any development on a buildable site of three acres in size or greater; or
 - (ii) Within a one-half mile radius for any development on buildable site greater than one acre in size but less than three acres; or
 - (iii) Within 1,000 feet for any development on a buildable site one-half acre in size or greater but less than one acre.
 - (3) Notice shall be mailed no later than 15 days and no earlier than 30 days prior to the meeting date. Notice shall state the date, time, location and purpose of the meeting and shall include the physical address and parcel identification numbers that will be the subject of the application. The notice shall include an eight and one-half × 11 copy of the proposed site plan.
 - (4) Within three business days of mailing said notice, applicant shall file with the city clerk a copy of the notice including the reduced size site plan and two full size copies of the site plan. The city clerk shall file one full-size copy in the official public record files and maintain one copy for public inspection. The applicant shall provide the city clerk an affidavit of mailing signed by the applicant or authorized agent for the applicant attaching a copy of the mailing list, certifying the date notice was mailed, the contents of the notice and the mailing list as being current and in compliance with the requirements in this section.
 - (5) Any defects or deficiencies in these notice requirements shall be identified by the city clerk and the city clerk shall notify the applicant in writing of any defects or deficiencies identified within five business days of the clerk's receipt of the notice affidavit. The applicant shall have three business days to cure said defects or deficiencies and notify the city clerk with evidence of such cure. In the event applicant fails to timely cure any such defects or deficiencies, the applicant shall be required to

provide notice in accordance with the requirements in this section as if the first notice was never mailed.

- (6) The property which is the subject of the application shall also be posted with a notice of the community meeting at least 15 days prior to the date of the meeting and said notice shall remain posted up to and including the community meeting date and time. The applicant shall provide proof of posting to the city clerk by affidavit attaching a photo of the posted sign and an affidavit of compliance certifying the date of posting.
- (7) Upon receipt of said notice, the city clerk shall be responsible for posting said notice of the community meeting on Channel 15 up to and including the date and time of the meeting.
 - (i) *Purpose.* The purpose of the community meeting shall be to present the development project site plan to interested city residents and business owners, answer questions and solicit comments. All attendees shall be given at least three minutes to comment or ask questions on the subject matter under consideration. The public shall be allowed to take notes and video record the community meeting. At least one city staff person from the community development services department shall attend the community meeting.
 - (ii) *Citizen comments.* A sign-in sheet and comment cards shall be provided to all attendees and one copy shall be provided to the city clerk and one copy shall be provided to the director of community development within three business days after the community meeting. The city shall consider the written comments submitted by attendees during an administrative site plan review process, and may implement such public comment as appropriate that are consistent with and not contrary to law and local land development regulations, and are in the best interests of the public health, safety and welfare of the community.

SECTION 17. Section 39.18 of Division 39, Community Redevelopment District General Standards, of the City of St. Pete Beach Land Development Code is amended to provide as follows:

Sec. 39.18. – General Residential Unit "RU" Density Pool Reserve.

The residential density pool is established for the entire Community Redevelopment District by reducing the previously allowed maximum residential density of 18 dwelling units per acre in the Large Resort character district by three dwelling units per acre to a maximum of 15 dwelling units per acre over the entire 65.16 acres. The total residential density reduction in the Large Resort district equals 195 residential dwelling units. These 195 residential dwelling units shall automatically become available as a residential density reserve for any property located within the boundaries of the Community Redevelopment District that permits residential use without further need to amend the Future Land Use Plan and Map through the conditional use process in conjunction with a unified site plan. Residential units will be available on a first come first serve basis.

SECTION 18. This Ordinance shall be published in accordance with the requirements of law.

SECTION 19. This Ordinance shall become effective immediately upon final passage and adoption.

PASSED ON FIRST READING _____, a.d. 2015

PASSED ON SECOND AND FINAL READING _____, a.d. 2015

Maria Lowe, MAYOR

FIRST READING: _____

PUBLISHED: _____

SECOND READING: _____

PUBLISHED: _____

I, Rebecca C. Haynes, City Clerk of the City of St. Pete Beach, Florida, do hereby certify that the foregoing Ordinance was duly adopted in accordance with the provisions of applicable law this _____ day of _____, 2015.

Rebecca C. Haynes, City Clerk

DRAFT

ORDINANCE NO. 2015-05

AN ORDINANCE OF THE CITY OF ST PETE BEACH, FLORIDA, CITY COMMISSION, AMENDING THE TEXT OF THE COMPREHENSIVE PLAN BY AMENDING PART I, CITIZEN INPUT ON COMMUNITY REDEVELOPMENT AND PART II, FUTURE LAND USE ELEMENT PURSUANT TO THE REMEDIAL ACTION SPECIFIED IN THE COMPLIANCE AGREEMENT (“AGREEMENT”) RESOLVING DIVISION OF ADMINISTRATIVE HEARINGS (“DOAH”) CASE NO. 13-003401-GM; PROVIDING FOR PUBLICATION IN ACCORDANCE WITH THE REQUIREMENTS OF LAW; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, on August 12, 2013 the City Commission adopted text and map amendments to the Future Land Use and Housing Plan Elements of the City of St. Pete Beach Comprehensive Plan, in the form of Ordinance 2013-13; and

WHEREAS, Ordinance 2013-13 was subsequently the subject of an Amended Petition for Administrative Hearing pursuant to the provisions of §§ 120.569, 120.57, 163.3184 (5), and 163.3184 (7) Florida Statutes and 28-106.201 Florida Administrative Code; and

WHEREAS, the City of St. Pete Beach and the Petitioners in DOAH Case: 13-003401-GM have entered into a Compliance Agreement (“Agreement”) in satisfaction of the issues alleged in the referenced Amended Petition for Administrative Hearing; and

WHEREAS, said Agreement is, in part, based on and subject to the remedial plan amendments of the City of St. Pete Beach Comprehensive Plan, as adopted by Ordinance 2013-13, as set forth herein.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF ST. PETE BEACH, FLORIDA, IN SESSION DULY AND REGULARLY ASSEMBLED THAT:

SECTION 1. The City of St. Pete Beach Comprehensive Plan is hereby amended as set forth in Exhibit A attached hereto and hereby made a part of this Ordinance.

SECTION 2. This Ordinance shall be published in accordance with the requirements of law.

SECTION 3. This Ordinance shall become effective immediately upon final passage and adoption unless appealed within 15 days.

PASSED ON FIRST READING _____, a.d.2015

PASSED ON SECOND READING _____, a.d. 2015

Maria Lowe, MAYOR

FIRST READING: February 24, 2015

PUBLISHED: February 13, 2015

SECOND READING: March 9, 2015

PUBLISHED: February 20, 2015 and again on February 27, 2015

Rebecca C. Haynes, City Clerk

APPROVED AS TO LEGAL FORM AND CORRECTEDNESS:

City Attorney
Andrew Dickman, Esq.

EXHIBIT "A"

I. Citizen Input on Community Redevelopment

The following are ten important factors that reflect existing conditions within the City along with resident suggestions and input during a nearly six year process beginning in December 2001. These principles have guided residents of the City in their preparation of this amendment to the City's Comprehensive Plan Future Land Use Plan and Map, and the Housing Element.

- (1) The City is essentially a "built-out" community. Of the 1,286.10 acres that comprise the community, approximately 13.40 acres, or 1.04 percent, are vacant and undeveloped.
- (2) There is strong community objection to high density unmanaged overdevelopment of our coastal Gulf community that will further degrade infrastructure and public services.
- (3) There is a strong desire to protect the quiet character of existing residential neighborhoods from encroachment and overdevelopment of non-residential uses.
- (4) There is a strong desire by both residents and multi-generational local hotel and motel owners to preserve the heritage of our City as a tourist destination because it is the foundation of our local economy and it offers the residents a diversity of services and amenities as well as public access to our beaches.
- (5) Residents and local shop owners have also expressed a strong desire to revitalize the Downtown Corey area and create a vibrant main street that invites residents and visitors alike to shop, dine, play, work and live in a pedestrian-friendly and safe environment.
- (6) Residents have demanded that policies and strategies be adopted and implemented that maintain and improve existing infrastructure systems and facilities that ensure adequate capacity for new development that will maintain and improve the quality of life for residents and visitors alike.
- (7) Residents have expressed a need and desire to create a more environmentally friendly sustainable community that will improve the quality of life for residents and visitors by requiring the City to initiate an application with the Florida Green Building Coalition for certification as a Florida Green City and establishing goals, objectives and policies promoting Green practices and strategies for redevelopment that will be implemented through the City's land development and building regulations. The ultimate objective of certification and implementation is to rebuild a sustainable quality livable community that will:
 - (a) Conserve water and other natural resources;
 - (b) Lower energy consumption and operating costs both for private development as well as public improvements and public amenities;
 - (c) Reduce traffic congestion and impacts on our roads by designing a "walkable" community that provides safe and comfortable pedestrian, bicycle, trolley and other environmentally-friendly modes of community mobility that also will reduce Greenhouse gas emissions, improve air quality and encourage outdoor fitness initiatives to promote a healthier City and healthier residents;
 - (d) Reduce waste sent to landfills and increase utilization of recycling programs;
 - (e) Provide for disaster mitigation strategies;
 - (f) Maintain public access to our beaches and waterfronts using environmentally sensitive design;
 - (g) Implement land development regulations that protect our waterways, Gulf beaches and Gulf waters from pollutants and debris that can harm natural resources including plant and species habitats;
 - (h) Continue efforts to protect the sea turtle and preserve its habitat by maintaining and improving sea turtle protection regulations;

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- (i) Demonstrate the community's commitment to environmental stewardship and social responsibility.
- (8) Residents have expressed a need and desire for a safer community through redevelopment of aging, functionally obsolete and vacant properties to:
 - (a) Reduce crime and vagrancy; and
 - (b) Replace older structures and buildings with new construction that meets current Building Code standards and FEMA flood protection regulations to maximize protection from both wind and flood damage caused by hurricanes and tropical cyclones.
- (9) Residents have expressed a need and desire to improve the safety, traffic flow and appearance of Gulf Boulevard that is the primary and most visible corridor through our community by:
 - (a) Improving pedestrian and bicycle safety;
 - (b) Improving the appearance as well as protecting the community from storm damage by placing overhead utilities underground;
 - (c) Improving traffic flow by reducing curb cuts and installing intelligent traffic flow devices; and
 - (d) Creating a visually appealing boulevard worthy of a quality residential and resort community.
- (10) Residents strongly object to more high-rise residential development throughout the City, that if permitted to continue will replace most, if not all, temporary lodging facilities, adversely impact our economy, commercial diversity, as well as diminish public beach and waterfront access. The impact, if permitted to continue under the City's 1998 Comprehensive Plan, will forever change the character and heritage of our City. Historically, the City has been a quality residential community complemented by resorts and supported by a tourist-based economy where residents and visitors for more than 50 years have lived and played in harmony with one another, but many realize that legacy is in jeopardy if corrective regulatory action is not taken.

It is the intent of this Comprehensive Plan amendment, prepared by residents, community leaders, and business as well as hotel owners in an extensive collaborative effort, to address these desires, concerns and objections as expressed by the residents.

This Comprehensive Plan amendment establishes a Community Vision based upon four major Initiatives, a Green Mission Statement, and a Community Redevelopment District that forms the basis of a long-range redevelopment plan for the City's core commercial and resort areas.

This redevelopment plan has several additional components necessary to effectuate the overall redevelopment effort including a Countywide Future Land Use Plan amendment, a Ch. 163 Community Redevelopment Plan and implementing land development regulations that will pursue the stated redevelopment goals with tightly controlled density and design standards.

The City and its residents will benefit from a Redevelopment Trust Fund established pursuant to F.S. 163.387 as may be authorized by Pinellas County and a Community Improvements Fund that will provide capital infrastructure, public improvements and amenities that will improve the safety, services to, and beauty of ~~our~~ the City.

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II. Future Land Use Plan Element

Green Mission Statement

The residents, local business owners and hotel owners/operators of St. Pete Beach, by and through its local government elected officials and city staff, support achieving a sustainable community by: protecting and conserving water resources; constructing energy efficient and healthy buildings; creating environmentally sensitive site and building design; recycling construction materials and debris; making building, planning and site design decisions that recognize the complexities and environmental sensitivities of our coastal environment and its vulnerability to storms.

By adopting a Green Mission Statement as part of this amendment, the first step will be taken towards becoming the first Coastal Green City in Pinellas County. This step will also support the sustainability efforts of Pinellas County, Florida's first official Green County recognized by the Florida Green Building Coalition Inc., in 2006. This Green Mission Statement is intended to be an overarching environmental mission statement for the entire City extending beyond the boundaries of the Community Redevelopment District in keeping with the spirit of a community redevelopment program that embodies a community mindset that extends well beyond the physical realm. This mission not only embraces a birth of a lifestyle, it promotes a lifestyle that is environmentally and socially responsible.

To achieve these goals, the residents and business community of St. Pete Beach want the City to initiate an application to the Florida Green Building Coalition, Inc., seeking certification as a Green Local Government. This is the second step in formalizing and bringing recognition to this environmental commitment by the residents and the local business community. This commitment is already rapidly becoming evident in our resort community, several of whom have either achieved, are in the process of achieving or intend to seek certification as a Green Building and/or Green Lodge by the Florida Green Building Coalition, Inc., and the Department of Environmental Protection. Ultimately, the Green Mission is a comprehensive effort requiring committed partnerships between the City, its citizens, Pinellas County, neighboring municipalities, developers, local businesses, as well as hotel and resort owner/operators to achieve this vision of long-term sustainability of our barrier island.

Extensive research revealed that the primary way for St. Pete Beach to become a certified Florida Coastal Green City as a result of its built-out and aging condition, is to encourage redevelopment of properties that no longer comply with current safety, environmental, energy and aesthetic standards. Without a plan to redevelop that makes economic sense for landowners to tear down structures and redevelop sites that are not built to these current standards, these buildings and properties will continue to deteriorate in terms of both safety and value as well as consume non-renewable resources and pollute the environment. Without a redevelopment plan, the nearly paved over existing sites that create urban heat, poor drainage, pollutant-filled storm water run-off and greenhouse gas emissions from an auto-dependent community, will continue to cause harm to our natural environment and quality of life, that adversely impacts our health and safety. Further, it was discovered that reconstruction of buildings and the land they are located on as well as our community streetscapes to promote a pedestrian and bicycle-friendly community, is the only way to implement Green practices and technologies that will achieve the conservation and air quality goals of a healthy Green City.

Quality Community - Planning To Stay (General Provisions)

- (a) General Intent. In order to remain consistent with the Rules Concerning the Administration of the Countywide Future Land Use Plan, the following land use category designations and the standards described within each category shall be applied to the City of St. Pete Beach Future Land Use Map. The maps showing the new redevelopment districts that occupy approximately 20% of the total land area of the City and which properties each character district category is applied to, are included herein. The existing land use designations outside the boundaries of the new special area designation - Community Redevelopment District - remain unchanged from the adopted 1998 Plan by this amendment for the remaining 80% of the City.

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- (b) Nonconforming Residential and Temporary Lodging Uses, Densities and Intensities -It is the intent of the City of St. Pete Beach to allow for the continuance of existing non-conforming residential and temporary lodging units under the circumstances outlined below:
1. Catastrophic Events. In the case of natural disaster or other catastrophic event over which the owner is presumed to have had no control, residential and temporary lodging properties that were in existence prior to the event may be reconstructed with the same number of units, subject to the LDC requirements other than density and intensity, Florida Building Code requirements and FEMA regulations, in effect at the time of reconstruction.
 2. Routine Maintenance. In the event a residential or temporary lodging use would be considered a non-conforming use under the land use category designated for its property as adopted herein, it is the intent of the City to permit the routine maintenance of these residential or temporary lodging structures which pre-date the adoption of the Comprehensive Plan in 2009 that would prohibit their construction today.
 3. FEMA Compliance Required. Notwithstanding any statements to the contrary, there is no intention of superseding any regulations of the Federal Emergency Management Agency (FEMA) or National Flood Insurance Program requirements regarding the protection of properties from flood damage.
 4. Expansion Prohibited. There also is no intention of allowing for the expansion of non-conforming uses or an increase in a non-conforming density or intensity of a use as determined by the Future Land Use Plan and Map designation and implementing zoning regulations effective at the time of the event.
 5. Existing platted lots of record that are located in the Residential Urban, Residential Low Medium, Residential Medium, and Residential High land use categories shall not be prohibited from the construction of one residential unit due to a non-conforming lot size.
- (c) Citywide Land Use Goals, Objectives and Policies. In furtherance of the overall goals, objectives, and policies contained in the Comprehensive Plan, the land use categories and their descriptions, beginning on the next page, are hereby adopted for the purpose of serving as the guide for the City of St. Pete Beach in continuing its heritage of quality residential living complemented by resort facilities that support a tourist-based economy by creating a vision for the City's future that ensures that the City will remain a desirable place to live and visit that includes overall quality land management and emphasis on strict management of redevelopment in designated strategic core areas of the City.

Future Land Use Policies - Green Practices, Residential Character and Introduction to Land Use Categories

GOAL 1:

Support rebuilding and maintaining a sustainable carbon-neutral community by adopting and implementing land development and building regulations that: protect and conserve water resources; promote energy efficient buildings; encourage environmentally sensitive site and building design; facilitate recycling of construction materials and debris; support innovative building and site design that recognizes the complexities and environmental sensitivities of our coastal environment and its vulnerability to storms; and protect and enhancement of the overall environmental quality of our City.

Objective 1.1

To become the first certified Coastal Green City in Pinellas County by the Florida Green Local Government following the leadership and example of Pinellas County as Florida's first Green County.

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Policy 1.1.1.

The City shall initiate an application seeking certification as a Green Local Government to the Florida Green Building Coalition, Inc. as an initial step in formalizing and bringing recognition to this commitment.

Policy 1.1.2

The City shall establish a pilot Green practices program with requirements and incentives for new construction, major renovation, land development or redevelopment that is certified by the Florida Green Building Coalition Inc. (FGBC), DEP Florida Green Lodge, or Leadership in Energy and Environmental Design (LEED); and/ or achieve an Energy Star rating.

Policy 1.1.3

The City shall pursue incentives for location of Green businesses within the community.

Policy 1.1.4

The City shall promote and encourage through redevelopment land development regulations clean industries such as tourism-related businesses.

Policy 1.1.5

The City shall develop a Green Building, Green Lodge and Green Development awards and promotions program. This awards and promotions program should include a "Green" page on the City website and partnership with the local Chamber, Tourist Development Council, Convention and Visitors Bureau, and Pinellas County to be part of the County's Sustainable Quality Communities Initiative, a Countywide Green Lodging Tourism Campaign as well as promote a "Rebuilding to be a Coastal Green City" local Campaign.

Policy 1.1.6

The City shall consider participation in Cities for Climate Protection Campaign in support of Executive Order No.: 07-126, issued by the Governor of the State of Florida on July 13, 2007; and in partnership and support of a Resolution adopted by Pinellas County to become a national and state model for innovative and sustainable planning, economic development and Green design, by: (1) implementing strategies such as Livable Communities to increase pedestrian and bicycle travel to reduce auto-dependence; and (2) implement LEED and Energy Star standards for new buildings and major renovations.

Policy 1.1.7

The City shall pursue a partnership with local businesses in the Downtown Redevelopment District, Corey Area to initiate a Florida Main Street designation process and provide business grant assistance for facade improvements.

Policy 1.1.8

The City shall pursue the development of a disaster waste management and debris recycling plan.

Policy 1.1.9

The City shall implement a pilot incentive program to fast-track Green building construction by December, 2008.

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Policy 1.1.10

~~The City shall offer incentives for the location and construction of affordable, Green, on-site workforce living accommodations in conjunction with large-scale temporary lodging uses.~~

Objective 1.2

Transform the City's development and permitting regulations into a Smart Growth and Quality Development Code, promoting flexibility, mixed use, incorporating economic and environmentally sustainable standards and pilot Green practices program incentives.

Policy 1.2.1

By 2012, determine a threshold and criteria for requiring a LEED certification standard, or an equivalent standard, in private design to be implemented through the LDC.

Policy 1.2.2

The City shall promote mixed use developments that reduce impacts on infrastructure and the environment.

Policy 1.2.3

The City shall identify and promote the use of native and drought tolerant landscape with particular emphasis on Florida-friendly landscaping techniques including use of reclaimed water, and rain sensor irrigation systems to conserve water resources.

Policy 1.2.4

Regulate, maintain and reduce net impervious surfaces, with an emphasis on reducing large expanses of paved parking surfaces, wherever possible, to reduce urban heat and pollution and improve drainage.

Policy 1.2.5

Require energy efficient or solar lighting for all public improvements including LED traffic lights and pedestrian street lighting within the Community Redevelopment District; and strongly encourage energy efficient or solar lighting throughout the City for both the private and public sectors.

Policy 1.2.6

Advanced storm water controls and waterfront considerations to minimize and eliminate pollutant run-off into the intracoastal waterways shall be a priority.

Policy 1.2.7

Fountains and water features that promote water conservation methods and technologies shall be encouraged.

Policy 1.2.8

Entrance design features and art in public places that do not consume water shall be encouraged.

Policy 1.2.9

Low flow fixtures and high energy efficient rating construction materials, equipment and appliances shall be strongly encouraged and minimum standards shall be adopted in the LDC.

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Policy 1.2.10

Environmentally integrated pest management practices that will contribute to the overall improvement of the environment shall be identified and encouraged.

Objective 1.3

The City's Land Development Code shall be amended to encourage implementation of transportation and alternative mobility and management strategies, including mixed use projects, that reduce dependence on automobiles, reduce greenhouse gas emissions and consumption of non-renewable energy sources.

Policy 1.3.1

Support and encourage public and private sector ride-share, vanpooling and shuttle service programs.

Policy 1.3.2

Encourage and facilitate mass transit ridership subsidies for employees.

Policy 1.3.3

Encourage alternative mobility options through safe, comfortable and continuous pedestrian and bicycle pathways linked to the downtown area, recreational facilities, activity and entertainment centers and public beach access points to reduce reliance on the auto.

Policy 1.3.4

The City shall develop and implement Land Development Standards which preserve and promote the continuance of the existing development pattern and architectural aesthetic of the Eighth Avenue commercial district in the Pass-a-Grille area of St. Pete Beach. Such standards may include Special Area Plans consistent with the requirements of the Pinellas County-Wide Plan as administered by the Pinellas Planning Council.

GOAL 2:

The City shall ensure that the residential character of the City of St. Pete Beach is maintained and protected while:

- Maximizing the potential for economic benefit resulting from the tourist trade and the enjoyment of natural and man-made resources by residents and visitors alike.
- Minimizing the threat to health, safety, and welfare posed by hazards, nuisances, incompatible land uses, and environmental degradation.
- Maintaining the community's recreation, open space and beaches.

Objective 2.1

The integrity and quality of life throughout the City, including existing residential neighborhoods, as well as core commercial and resort areas, will be maintained through the enforcement of the land development regulations and shall be encouraged to be improved, and for those properties experiencing blighting conditions such as deterioration, degradation, and distress shall be encouraged to redevelop through the use of land development regulations and other incentives, in accordance with the Future Land Use Element.

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Policy 2.1.1

The following land use categories, including the stated residential densities and non-residential intensities of use standards, as administered through the land development regulations, shall be adopted for the City of St. Pete Beach:

- Residential Urban (RU), with a maximum residential density of 7.5 residential units per acre.
- Residential Low Medium (RLM), with a maximum residential density of 10.0 residential units per acre.
- Residential Medium (RM), with a maximum residential density of 15.0 residential units per acre.
- Residential High (RH), with a maximum residential density of 30.0 residential units per acre.
- Resort Facilities Medium (RFM), with a maximum residential density of 18.0 units per acre or 30.0 temporary lodging units per acre; non-residential uses shall not exceed neither a floor area ratio (FAR) of 0.45 to 0.65 nor an impervious surface ratio (ISR) of 0.65 to 0.85.
- Residential/Office/Retail (R/O/R), with a maximum residential density of 18.0 units per acre or 30 temporary lodging units per acre; non-residential uses shall not exceed neither a floor area ratio (FAR) of 0.20 to 0.40 nor an impervious surface ratio (ISR) of .65 to .85.
- Residential/Office General (R/OG), with a maximum residential density of 15 units per acre; non-residential uses shall not exceed neither a floor area ratio (FAR) of 0.30 to 0.50 nor an impervious surface ratio (ISR) of 0.55 to 0.75.
- Resort Facilities Overlay (RFO), where the density of residential units shall not exceed the maximum number of dwelling units per acre determined by the underlying residential plan category temporary lodging units shall not exceed a ratio of 1.67 temporary lodging units to the permitted number of underlying residential units; and non-residential uses shall not exceed neither the floor area ratio (FAR) nor the impervious surface ratio (ISR) of the underlying plan category.
- Commercial General (CG), where the density of residential units shall not exceed 24 units per acre; temporary lodging units shall not exceed 40 units per acre; non-residential units shall not exceed neither a floor area ratio (FAR) of 0.35 to 0.55 nor an impervious surface ratio (ISR) of 0.70 to 0.85.
- Community Redevelopment District (CRD), where the densities and intensities shall be as determined within the Community Redevelopment District as specified in each designated character district pursuant to the provisions set forth in Special Area Designation - Community Redevelopment District section of this Future Land Use Element to encourage economic revitalization and redevelopment of properties and uses located within the CRD, with a particular emphasis on commercial, temporary lodging and mixed uses along the City's main transportation corridors, adjacent to waterfront or located within major community activity centers.
- Community Redevelopment District - Eighth Avenue (CRD-EA), the following uses are proposed for the new Community Redevelopment District - Eighth Avenue (CRD-EA) land use classification:

Primary Uses - Residential; Office; Retail Commercial; Personal/Business Service; Commercial/Business Service; Temporary Lodging.

Secondary Uses - Residential equivalent; public/semi-public; ancillary non-residential; recreation/open space.

Density/Intensity Standards shall include the following:

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- Density and intensity of use for commercial and residential components shall be inclusive, i.e. the same land area may be used to support both use types without pro-ration.
- Residential use - Shall not exceed 24 dwelling units per acre.
- Residential equivalent use - Shall not exceed an equivalent of 2.0 to 3.0 beds per permitted dwelling unit at 24 dwelling units per acre.
- Non-residential use - Shall not exceed a floor area ratio (FAR) of 1.0 for single use commercial structures or 1.5 for mixed-use development, nor an impervious surface ratio (ISR) of .90. The standard for the purpose of establishing relative intensity and potential impacts shall be an FAR of .75 and an ISR of .75.
- Transient accommodation use - Shall not exceed 50 units per acre.
- Other standards shall include the following: Public/semi-public; ancillary non-residential use - shall not exceed a maximum area of three (3) acres. Any such use, alone or when added to existing contiguous like uses, which exceeds this threshold shall require a plan amendment which shall include such use and all contiguous like uses.
- Preservation (P), applied to the beaches seaward of the Florida Coastal Construction Control Line, Fuller Island and other environmentally significant natural resource areas; such designated areas shall not be developed except to provide beach access dune walkovers from adjacent developed properties under the provisions of the City's Beach Management Regulations.
- Recreation/Open Space (R/OS), uses permitted in this category are limited to public and private open spaces, public/private parks, public recreation facilities and public beach or water access points; no use shall exceed neither a floor area ratio (FAR) of 0.05 to 0.25 nor an impervious surface ratio (ISR) of 0.40 to 0.60.
- Institutional (I), density of residential units shall not exceed 12.5 units per acre; non-residential uses shall exceed neither a floor area ratio (FAR) of 0.45 to 0.65 nor an impervious surface ratio (ISR) of 0.65 to 0.85; uses within this category are limited to the following:

Primary Uses - Public/private schools; Hospital; Medical clinic; Church, other religious institution; Social/public service agency; Child day care; Fraternal or civic organization; Municipal offices/public buildings; Public safety facility; Emergency medical service building.

Secondary Uses - Residential; Residential equivalent; Recreation/open space; Public/semi-public; Ancillary non-residential.
- Transportation/Utility (T/U), residential uses not permitted; non-residential uses shall not exceed neither a floor area ratio (FAR) of 0.50 to 0.70 nor an impervious surface ratio of 0.70 to 0.90; uses within this category shall be limited to the following:

Primary Uses - Marina; Municipal water/wastewater facility; Public works garage/storage; Electric power substation; Telephone switching station.

Secondary Uses - Storage/warehouse; Recreation/open space; Public/semi-public; Ancillary non-residential.

Policy 2.1.2

The City shall, through the land development regulations, encourage a balanced land use mix providing a variety of housing styles, densities and open space.

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Policy 2.1.3

The City shall, whenever possible, ensure that opportunities are available for all citizens to purchase or rent decent, safe and sanitary housing which they can afford, free from arbitrary discrimination because of race, sex, handicap, ethnic background, marital status or household composition.

Policy 2.1.4

The City will continue to encourage the construction of residential units suitable for families with children.

Policy 2.1.5

Through the enforcement of the land development regulations, existing residential areas shall be protected from the encroachment of incompatible uses; likewise, other land use areas shall be protected from the encroachment of incompatible residential uses.

Policy 2.1.6

The conservation, maintenance and rehabilitation of existing residential areas shall be encouraged through provisions contained in the land development regulations and other applicable City codes.

Policy 2.1.7

Existing permanent residential dwellings and existing temporary lodging units shall be exempt from the density requirements.

Policy 2.1.8

All temporary lodging units shall be prohibited from conversion to permanent residential dwelling units that exceed the maximum permitted density and intensity standards applicable to the property.

Policy 2.1.9

~~All temporary lodging units shall be prohibited from seeking homestead exemption and home occupational licensing.~~ No temporary lodging unit shall be occupied as a residential dwelling unit. Temporary lodging uses within the Community Redevelopment District shall not be occupied for more than thirty (30) consecutive days by the same temporary lodging unit guest or more than thirty days cumulatively on an annual basis for a resort condominium unit owner. In other words, the thirty days is measured beginning on the first day of any occupancy until 365 days from that date. The City of St. Pete Beach may require affidavits of compliance with this policy from each temporary lodging use and/or unit owner. Seller of temporary lodging unit shall be responsible for advising the purchaser of this requirement. In addition, any seller of a resort condominium project or temporary lodging unit shall be required to record a covenant in the public records of Pinellas County agreeing to said restriction prior to conveyance.

Policy 2.1.10

The land development regulations shall contain provisions which ensure that new residential areas are located and designed to protect life and property, as much as possible, from natural and man-made hazards such as flooding, excessive traffic, noxious odors, noise and deterioration of structures.

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Policy 2.1.11

The land development regulations shall require buffering and open space within residential areas, as appropriate.

Policy 2.1.12

Consistent with this comprehensive plan, as amended, the standards and densities set forth herein will be maintained.

Policy 2.1.13

The land development regulations shall contain minimum buffering standards which will protect single-family residential uses from new abutting residential projects developed in excess of 15 units per acre and any new abutting non-residential projects. Such buffering regulations shall contain the following minimum standards:

- Construction of an ornamental wall sufficient in height according to the provisions of the land development regulations to provide for sound and aesthetic buffering;
- Minimum setback requirements;
- Minimum landscaping requirements sufficient to provide visually aesthetic shielding.

Policy 2.1.14

The City shall adopt land development regulations that encourage parcel assembly to remedy defective or inadequate street layout and parking facilities; improve traffic flow on roadways; faulty site design layout and inadequate buffering, open space and drainage in relation to size, adequacy, usefulness; unsanitary or unsafe conditions; deterioration of a site or other improvements; inadequate and outdated building patterns.

Objective 2.2

All developments, other than construction of one single-family or one two-family residence on a single lot, shall be permitted only through the site plan review process.

Policy 2.2.1

As administered through the land development regulations, multifamily residential and non-residential developments shall be required to undergo a site plan review process.

Policy 2.2.2

The site plan review provisions, as contained in the LDC shall, at a minimum, address the following:

- Allowance for a creative approach for development or redevelopment;
- A requirement that more open space, if practical, be provided than that called for by the strict application of the minimum requirements of the land development regulations;
- A harmonious development of the site with consideration given to the surrounding areas and community facilities, while providing for safe and efficient traffic circulation; and
- The establishment of procedures for the granting of increased structure height not to exceed 50 feet in all areas of the City excluding the Community Redevelopment District which establishes specific height standards by use within each character district; in exchange for increased open space and decreased amounts of impervious surfaces; and

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- ~~The repeal of variance p~~Procedures that would allow increased height or density above the maximum established in each character district located within the Special Area Designation - Community Redevelopment District shall be prohibited; and
- Other provisions as deemed appropriate by the City in keeping with the intent of the comprehensive plan and land development regulations.
- Land survey within the last twelve (12) months.

Objective 2.3

New commercial development shall be required to be compatible with environmental and economic resources through the enforcement of the land development regulations.

Policy 2.3.1

Within any mixed use development, as appropriate, proper separation and buffering between residential and non-residential land uses shall be maintained through the administration of the LDC.

Policy 2.3.2

Neighborhood commercial facilities shall be located so as to serve residential areas without disrupting the residential quality of the area.

Policy 2.3.3

In order to minimize incompatibilities when residential and non-residential land uses share a common boundary, buffering shall be required, as appropriate.

Policy 2.3.4

The land development regulations shall ensure that commercial land uses are located in a manner which ensures their compatibility with the type and scale of surrounding land uses and where existing or programmed public facilities shall not be overburdened.

Policy 2.3.5

The City shall encourage the maintenance of tourist lodging facilities in keeping with the character of the community.

Policy 2.3.6

The conversion or development of temporary lodging units for use as permanent residential dwellings shall be prohibited within the Resort Facilities Medium and Resort Facilities High land use categories.

Policy 2.3.7

The City shall, through the LDC , ensure that commercial areas are located and designed so as to enhance safety by providing adequate off-street parking and loading areas and by separating pedestrian and vehicular traffic.

Policy 2.3.8

Through administration of the LDC , strip commercial development that compounds traffic and land use conflicts shall be strongly discouraged.

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Policy 2.3.9

The City, through administration of the LDC and in cooperation with the Florida Department of Transportation and Pinellas County, shall minimize the amount of direct access onto major roads by controlling the number and location of curb cuts.

Objective 2.4

Consistent with this comprehensive plan, as amended, the City of St. Pete Beach shall enhance and protect the City's character through the encouragement of redevelopment which ensures an orderly and aesthetic mixture of land uses.

Policy 2.4.1

The City shall, through administration of the LDC, encourage the redevelopment or rehabilitation of existing non-residential areas and uses.

Policy 2.4.2

The City shall, through administration of the LDC, encourage the adaptive re-use or mixed use redevelopment incentives of no longer viable commercial properties, including the implementation of Community Redevelopment Districts, where appropriate.

Policy 2.4.3

The City shall, while emphasizing residential uses in residential neighborhoods, encourage the creative redevelopment of non-viable properties by allowing for a mixture of compatible residential and non-residential uses within a single development site.

Policy 2.4.4

In order to ensure the continued maintenance of its beach residential character, the City, through administration of its LDC shall encourage the rehabilitation and/or revitalization of existing residential structures.

Policy 2.4.5

In order to encourage economic redevelopment, the City, through its authority as a Community Redevelopment Agency that has been delegated to the City by Resolution 06-191 approved by Pinellas County Board of County Commissioners, in accordance with to Part III Chapter 163, Florida Statutes, shall actively pursue and shall take all reasonable measures to seek adoption and approval of a Ch. 163 Community Redevelopment Plan for the area approved by the County as a community redevelopment area, including implementation and funding of a Redevelopment Trust Fund to funding capital improvements, programs and programs approved as part of a Community Redevelopment Area Plan.

Objective 2.5

Existing land uses or structures which are either incompatible or inconsistent with the adopted Future Land Use Element shall be deemed non-conforming as of the effective date of this comprehensive plan and be encouraged to be eliminated through redevelopment of such uses or structures; however, existing residential and temporary lodging use densities and intensities shall be grandfathered except when abandoned voluntarily as defined by the LDC.

Policy 2.5.1

Those residential uses and structures existing as of the effective date of this comprehensive plan, as amended, which were built and were conforming prior to such adoption, and which are

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hereby rendered non-conforming, shall be considered to be grandfathered, as defined in the LDC.

Policy 2.5.2

Those temporary lodging uses and structures existing as of the effective date of this Comprehensive Plan, as amended, which were built prior to such adoption, and which are hereby rendered non-conforming, shall be considered to be grandfathered, as defined in the LDC.

Objective 2.6

As of the effective date of this comprehensive plan, as amended, development activities shall be required to ensure the protection of historic and architecturally significant structures and resources.

Policy 2.6.1

As appropriate, the City shall encourage owners of historic and architecturally significant structures to seek designation of their properties as historic sites by the federal government, state of Florida or by the City's Aesthetic and Historic Review Board and City Commission.

Policy 2.6.2

The City shall consider adoption of incentives to encourage preservation and enhancement of historic or architecturally significant structures and resources.

Policy 2.6.3

The City shall adopt procedures to be incorporated into the LDC which ensures that new development does not adversely impact designated historic or architecturally significant structures and resources.

Policy 2.6.4

Prior to approving any plans for redevelopment in the Community Redevelopment District, the property proposed for redevelopment shall be reviewed under Federal and State historic guidelines to determine whether the existing buildings(s) have historical significance and determine what measures will be taken to mitigate the impacts of redevelopment on the qualified historic resources.

Objective 2.7

Consistent with this comprehensive plan, as amended, development activities shall be regulated to ensure the protection of natural resources.

Policy 2.7.1

The City shall ensure that land is developed in such a manner as to protect natural resources through encouraging the planting of native vegetation, restoration of dunes, beach re-nourishment, and regulating construction along the Coastal Construction Control line.

Policy 2.7.2

Unique and/or irreplaceable natural resources such as the City's beaches, shores, dunes and mangroves shall be protected from the adverse effects of development. Sand dunes and mangroves may not be disturbed during development and construction activities.

EXHIBIT “A”

Policy 2.7.3

Development review criteria shall include soil suitability.

Policy 2.7.4

Species of flora and fauna listed in the Coastal and Conservation Element of this comprehensive plan as endangered, threatened or species of special concern, as defined by federal law or Florida statutes, shall not be removed during development or redevelopment processes.

Policy 2.7.5

Recreational development shall be compatible with the environment and shall be subject to performance standards adopted in the land development regulations.

Policy 2.7.6

As administered through the LDC, the clearing of trees and wetland vegetation shall be prohibited prior to the issuance of a permit by the City.

Policy 2.7.7

Through the administration of the LDC coastal vegetative communities, coastal wildlife habitats and dune systems shall be protected from the adverse effects of development. Restoration of dune systems shall be administered through the City's Beach Management Regulations.

Policy 2.7.8

Through the administration of the LDC, tidal flushing and circulation patterns shall not be significantly altered by development activities.

Policy 2.7.9

The City shall ensure that natural water courses are protected in their natural state and are not subject to alteration. Activities that alter the flow of a watercourse that are expressly prohibited include: Damming, diking, or adding fill for the production of additional land for development purposes.

Policy 2.7.10

As administered through the LDC, land use proposals which could potentially increase point-source air and water pollution shall not be permitted, and Green building and site design standards, strategies, practices and technologies that reduce air and water pollution shall be adopted and implemented in the LDC.

Policy 2.7.11

Dredge and fill activities shall be conducted only when necessary, as determined after review and comment by the appropriate governmental agencies and interested citizens, and in a manner least harmful to the environment.

Policy 2.7.12

The mangrove island located in Little McPherson Bayou shall be designated as a preservation area on the Future Land Use Map.

Policy 2.7.13

EXHIBIT “A”

The City shall cooperate with Pinellas County, regional and state efforts to monitor and improve the water quality of Boca Ciega Bay.

Policy 2.7.14

The City's limited non-potable water resources shall be conserved and protected from depletion or over-development through the implementation of water conservation site design techniques including Florida Friendly and waterwise landscapes through the administration of the Future Land Use Map and Future Land Use Element Policies.

Objective 2.8

Consistent with this comprehensive plan, as amended, the City shall seek to improve the storm water drainage system located within its municipal boundaries.

Policy 2.8.1

The City shall ensure that surface cover vegetation loss during construction is minimized and/or replaced to reduce erosion and flooding. A minimum of 10% of the site shall be covered with vegetation post-construction.

Policy 2.8.2

The City shall require that the developer/owner of any new development or redevelopment site to manage storm water runoff in a manner such that post-development runoff rates, volumes and pollutant loads do not exceed pre-development conditions.

Policy 2.8.3

Where feasible finished grades shall be designed to direct water flows along natural drainage courses and through natural terrain.

Policy 2.8.4

Impervious surfaces shall be limited through the application of lot coverage standards in the Future Land Use Element.

Policy 2.8.5

The City shall require that future drainage out-falls associated with both new development and redevelopment are designed to prevent the direct discharge of runoff into either Boca Ciega Bay or the Gulf of Mexico.

Policy 2.8.6

The City shall employ stormwater best management practices, such as the use of vegetated swales, rain barrels, rain gardens, pervious parking areas, underground ex-filtration or sand filtration and catchments' systems where the lack of space prohibits the use of retention or detention ponds.

Objective 2.9

Consistent with this comprehensive plan, as amended, level of service standards set forth in this plan will not be degraded.

EXHIBIT “A”

Policy 2.9.1

As administered by the land development regulations, the City of St. Pete Beach shall not ensure that all development and redevelopment taking place within its municipal boundaries does not issue any development order (excluding future land use or zoning map amendments) or building permit for any project that results in a reduction of the level of service requirements established and adopted in this comprehensive plan.

Policy 2.9.2

Recognizing the limitations of the potable water supply available to serve this community, the City shall adopt by reference those applicable provisions of water conservation ordinances which may be adopted by Pinellas County or recommended by the Southwest Florida Water Management District and in accordance with Florida Green Local Government standards.

Policy 2.9.3

The development of residential and commercial land shall be timed and staged in conjunction with provision of supporting community facilities, such as streets, utilities, police and fire protection, emergency medical service, public schools.

Policy 2.9.4

The City shall work with the appropriate governmental agencies in an attempt to avoid any unnecessary conflicts between highway traffic and Intracoastal Waterway traffic.

Policy 2.9.5

Public facilities and utilities shall be located so as to maximize the efficiency of services provided; to minimize their cost; and to minimize their adverse impacts on the natural environment.

Policy 2.9.6

Consistent with this Comprehensive Plan, as amended, ~~all building permits for future development and redevelopment activities~~ new construction, additions, or certificates of occupancy for a change in use shall be issued only if public facilities necessary to meet the level of service standards adopted pursuant to this comprehensive plan are available concurrent with the impacts of the development.

Objective 2.10

The City shall continue to ensure the availability of suitable land for utility facilities necessary to support proposed development.

Policy 2.10.1

As an ongoing policy, the City shall assure that adequate land is available for the maintenance of those public utility facilities necessary to support current and proposed development.

Policy 2.10.2

As an ongoing policy, the City will continue to protect existing rights-of-way and easements.

Objective 2.11

Consistent with this comprehensive plan, the City shall continue to maintain the community's open space and promote greater connectivity through alternative mobility options.

EXHIBIT "A"

Policy 2.11.1

Those lands lying between the mean high water line and the Florida Coastal Construction Control Line are recognized as protected open spaces, as are any public lands which lie between the mean high water line and the water's edge.

Policy 2.11.2

Where feasible, preservation areas, parks, and other components of the City's open- space system shall be linked by bike paths, jogging trails, and/or pedestrian pathways.

Policy 2.11.3

The City shall continue to administer the land development regulations in a manner aimed at preserving the access to and view of the beach and other recreational facilities for all residents of and visitors to this community.

Policy 2.11.4

The regulation of recreational uses of waterways and water access areas shall be consistent with sound waterway management.

Policy 2.11.5

The City shall work with Pinellas County and other appropriate governmental agencies to ensure and maintain public beach access.

Objective 2.12

The City shall continue to improve communication, cooperation, and coordination with area local governments, districts and agencies.

Policy 2.12.1

The City of St. Pete Beach will continue to ensure that development and redevelopment projects do not adversely impact neighboring governmental jurisdictions including the cities of Treasure Island, St. Petersburg, South Pasadena and Pinellas County by including these communities in the site plan review process, where applicable.

Policy 2.12.2

Recognizing that the impacts of development extend beyond the limits of the community, the City shall ensure that development permits are consistent with the objectives of the Southwest Florida Water Management District, the Tampa Bay Regional Planning Council, and state and federal agencies by including these agencies in the site plan review process, when appropriate.

Objective 2.13

The City shall promote the preservation and redevelopment of temporary lodging uses.

EXHIBIT "A"

Policy 2.13.1

The City shall implement an on-going process of assessing the status of the City's temporary lodging unit inventory through review of zoning and permitting activities.

Policy 2.13.2

The City shall, where appropriate, establish a Community Redevelopment District with standards that facilitate re-investment in temporary lodging/ temporary lodging use development on the west side of Gulf Boulevard, within the Town Center Core as small bed and breakfast inns, within the Upham Beach area where the existing small motels are located, and at either end of Corey Avenue as a catalytic waterfront project that may also include marina facilities.

Policy 2.13.3

The City shall adopt provisions in its LDC which are designed to ensure the continued operation of all temporary lodging/ temporary lodging uses with mandated operational characteristics as temporary lodging facilities principally serving tourists and business travelers, and providing for guest amenities, without regard to ownership scheme as in accordance with State law. Such operational provisions shall include limitations on the continuous duration of guest stays, and if owned as a resort condominium, an additional limitation on the annual cumulative duration of owner stays.

Policy 2.13.4

The definition of transient occupancy contained in Division 2 of the LDC shall be renamed to "Temporary Occupancy" consistent with Countywide Future Land Use Plan and Rules recently adopted and redefined for temporary lodging uses and temporary lodging units located in the Community Redevelopment District in support of Objective 2.13 and Policy 2.13.4 above:

In addition, consistent with the recent adoption of revised terminology by Pinellas County, the City shall amend its LDC to rename the following terms defined in the LDC:

"Transient Accommodation Use" shall be renamed "Temporary Lodging Use."

"Transient Accommodation Unit" shall be renamed "Temporary Lodging Unit."

GOAL 3:

The promoting of sound coastal management shall be encouraged to ensure that maximum long-term benefits are attained in the use of the coastal zone by the residents of and visitors to the City of St. Pete Beach.

Objective 3.1

The City shall continue to participate with the City of Treasure Island and Pinellas County, and appropriate state and federal agencies in the implementation of a coastal management plan.

Policy 3.1.1

Through the on-going enforcement of the City's Beach Management Regulations, beach areas shall be protected and restored to their natural state to the fullest extent possible, while only encouraging beach re-nourishment projects that are in the overall public interest.

EXHIBIT “A”

Policy 3.1.2

The land development regulations shall ensure that all development along the coastline is in accordance with the Coastal Construction Control Line as established by the State of Florida, ~~City of St. Pete Beach, or other appropriate governmental agencies.~~

Policy 3.1.3

The Beach Management Regulations shall ensure that all development or any other activities which disturb the coastal dune system are prohibited except when a proper permit has been issued that will include provisions to ensure that the dune system is maintained through restoration and enhancement.

Policy 3.1.4

The Beach Management Regulations shall be enforced to ensure the restoration and maintenance of the coastal dune system on new developments or redevelopment projects.

Policy 3.1.5

Sensitive coastal resources shall be protected, through provisions contained in the land development regulations, from degradation and erosion resulting from improper development practices and recreational misuse.

Policy 3.1.6

Beach stabilization projects, using appropriate vegetation as the stabilizing medium, shall be incorporated into development plans, where appropriate.

Policy 3.1.7

The land development regulations shall include provisions whereby sand dunes are protected and enhanced, and native vegetation shall be planted to stabilize shorelines and protect upland areas from flooding hazards.

Policy 3.1.8

The City shall protect the public health, safety and welfare by requiring that development in high risk areas, such as the hurricane velocity zone, meets all current construction standards and by fully supporting Coastal Construction Zone limitations.

Objective 3.2

Recognizing its location within a Coastal High Hazard Area (CHHA), the City shall ensure that future development and redevelopment projects are built in accordance with the most recent hazard mitigation techniques and building materials.

Policy 3.2.1

All future development proposals shall be analyzed based upon existing and future interagency hazard mitigation reports.

Policy 3.2.2

In as much as is practical, the City of St. Pete Beach shall encourage property owners to retrofit hazard mitigation techniques and building materials into existing structures and shall require such techniques and materials for all major renovation construction projects.

EXHIBIT “A”

Policy 3.2.3

All new temporary lodging facilities within the City shall be planned, designed, and constructed to meet or exceed the minimum wind-loading and structural requirements of the Florida and Local Building Code in effect at the time of permitting. All new construction shall comply with Federal Emergency Management Agency and National Flood Insurance Program requirements for protection from and mitigation of flood hazards.

Objective 3.3

The City shall assure that future developments are compatible with the topography, soil conditions and the availability of facilities and services.

Policy 3.3.1

The City shall require elevation certificates for all new development proposals.

Policy 3.3.2

The City shall require that building foundations be designed appropriately for the soil conditions of the building site.

Policy 3.3.3

The City shall permit no new developments where the facilities and services are not available or planned to be available in accordance with the Concurrency Management System adopted in as set forth under Division 29 of the City of St. Pete Beach Land Development Code 4992 as Chapter 102, St. Pete Beach Code of Ordinances, as amended.

GOAL 4:

The City, in cooperation with Pinellas County and neighboring communities, shall establish an effective and workable hurricane evacuation plan.

Objective 4.1

Recognizing its vulnerability to the effects of tropical storms, the City shall maintain an up-to-date hurricane evacuation plan.

Policy 4.1.1

~~Because the entire community is located within the identified Coastal High Hazard Area, as redefined by Rule 9J-5, Florida Administrative Code, the City shall, to the extent practical, limit public expenditures that subsidize development or redevelopment consistent with the Future Land Use Map as amended to reflect the revised definition of the Coastal High Hazard Area (CHHA) to be the area below the elevation of the category 1 storm surge line as established by the SLOSH model. Ch. 2006-68, LOF; Section 163.3178(2)(h), Fla. Stat. except for the following~~
Publicly funded infrastructure inside the coastal high hazard area shall be limited to the following:

- The expenditure for the maintenance, repair or replacement of existing facilities.
- The expenditure for restoration or enhancement of natural resources or public access.
- The expenditure needed to address an existing deficiency identified in the Capital Improvements Element of this plan.
- The expenditure for the retrofitting of storm water management facilities for water quality enhancement of storm water runoff.

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- The expenditure for the development or improvement of public roads and bridges identified in the Transportation Element or Capital Improvements Element of this plan.
- The expenditure for a public facility of ~~overriding public interest~~ necessary to ensure public health and safety.

Policy 4.1.2

The Hurricane Evacuation Plan will set forth hurricane clearance times which will either be maintained or reduced. The City should adopt levels of service for both evacuation times to shelter and out-of-county for a Category 5 storm event.

Policy 4.1.3

The risk of exposure of human life and public and private property to natural disasters shall be reduced through preparedness planning and implementation of hazard mitigation measures. The City should coordinate with Pinellas County and the TBRPC to develop mitigation strategies including possibly the adoption of a Mitigation Fee.

Policy 4.1.4

The City shall coordinate plans for evacuation of coastal area populations with appropriate local or regional hurricane evacuation plans. The City should adopt levels of service for both evacuation times to shelter and out-of-county for a Category 5 storm event.

Policy 4.1.5

All new temporary lodging uses developed within the City shall prepare and file a Hurricane Closure and Evacuation Plan with the City and with the County's Director of Emergency Management at the time of building permit that complies with all applicable local and County emergency management procedures and requirements.

Policy 4.1.6

The City should determine how to address areas within its boundaries that are now no longer part of the CHHA in order to provide protection for these isolated areas as well.

GOAL 5:

The LDC shall be amended and adopted to implement the goals, objectives and policies of this comprehensive plan, as amended.

Objective 5.1

Recognizing that the City of St. Pete Beach is located on a barrier island, future growth and development shall be managed through the preparation, adoption, implementation and enforcement of land development regulations consistent with this adopted Comprehensive Plan, as amended, in accordance with applicable timeframes established herein or State law, whichever is more restrictive.

Policy 5.1.1

The City shall adopt and implement land development regulations which recognize the limitations of development on a barrier island, including its location in the 100-year flood plain, its vulnerability to tropical storms, and its topography and soil conditions.

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Policy 5.1.2

The City shall adopt and implement land development regulations that contain specific and detailed provisions required to implement this comprehensive plan, as amended, which, at a minimum shall:

- Regulate the subdivision of land;
- Protect the limited amount of marine wetlands, including sea grass and turtle nesting grounds remaining in the community, and those lands designated as Preservation on the Future Land Use Map;
- Regulate signs;
- Ensure that all future development is consistent with Federal Emergency Management Agency and National Flood Insurance Program regulations;
- Ensure that all future development is consistent with any coastal construction control regulations as may be adopted and/or amended by the State of Florida, ~~Pinellas County, or the City of St. Pete Beach;~~
- Ensure the compatibility of adjacent land uses by requiring adequate and appropriate buffering between potentially incompatible uses, temporary lodging uses and existing residential uses in particular when located in separate but adjoining character districts or plan categories;
- Ensure that development permits are issued only when it has been documented that such development is consistent with the level of service standards for the affected public facilities adopted by this comprehensive plan;
- Provide for improved drainage and storm water management by requiring compliance with the minimum criteria established by the Southwest Florida Water Management District, the City of St. Pete Beach Drainage Ordinance, the regulations of other appropriate governmental agencies and the Pinellas County Master Drainage Plan;
- Provide requirements for the provision of open space safe and convenient on-site traffic flow and parking requirements and encourage share access driveways, internal connectivity between compatible adjacent parcels to reduce curb cuts to reduce vehicular conflict with pedestrians and bicycles;
- Encourage the use of Waterwise Florida Landscapes and drought-tolerant vegetation, reclaimed water and rain sensor irrigation systems in the landscaping of ~~multifamily and commercial developments~~ all development projects;
- Provide regulations requiring the control of erosion and storm water or pollutant runoff from construction sites;
- Encourage land development which highlights scenic amenities and ensures public access to the waterfront;
- Adopt Green building and site design standards ~~and encourage new construction and major renovation to utilize Green standards through incentive programs;~~
- Provide regulations and design standards that require internal and external pedestrian and bicycle pathway linkages to create a safe alternative mobility network throughout the City; and
- Provide regulations that promote mass transit use.

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Policy 5.1.3

The City shall adopt land development regulations that shall prohibit the re-platting of existing recorded platted lots for the purpose of increasing the development density within existing single-family residential areas.

Policy 5.1.4

The City shall implement Community Redevelopment Districts pursuant to Part III Chapter 163, Florida Statutes in areas that meet the statutory requirements of blighted conditions and contain a substantial number of the following conditions: defective or inadequate street layout parking facilities, roadways, bridges, or public transportation facilities; faulty layout in relation to size, adequacy, accessibility and usefulness; unsanitary or unsafe conditions; deterioration of site or other improvements; inadequate and outdated building patterns.

Policy 5.1.5

Land development regulations shall be adopted which implement the provisions of the Future Land Use Element policies within the mandatory timeframes specified herein or pursuant to State law, whichever is more restrictive.

GOAL 6:

Full compliance with Chapter 88-464, Laws of Florida, as amended, by participating in the Countywide planning process through representation on and coordination with the Pinellas Planning Council and by ensuring consistency between the City and Countywide comprehensive plans.

Objective 6.1

The Future Land Use Element of the City of St. Pete Beach Comprehensive Plan shall be consistent with the Countywide Future Land Use Plan and Rules.

Policy 6.1.1

Through continued maintenance of the Future Land Use Element, the City shall maintain consistency with the Countywide Future Land Use Plan and Rules by:

- Identifying any inconsistencies between the future land use element and plan maps of the City of St. Pete Beach and the Countywide Future Land Use Plan and Rules.
- Processing for action by the Pinellas Planning Council and the Board of County Commissioners, acting in their capacity as the Countywide Planning Authority, all land use plan amendments required to reconcile outstanding inconsistencies between the respective land use plans.

Special Designation - Community Redevelopment District (CRD)

Introduction & Overview

St. Pete Beach has experienced very little meaningful investment or reinvestment in its core resort and commercial areas during the past 30 years. The lack of reinvestment can primarily be attributed to an outdated regulatory scheme and development patterns that no longer support the needs of residents or visitors, and further, is not environmentally sustainable. Over time in the City's history, the resident population has become more permanent and less seasonal, which requires a different approach to the design of the public realm. With the exception of new residential construction, most of the core resort and commercial areas consist primarily of older structures that fail to comply with current building and safety codes, flood protection and management regulations, and environmental regulations, as well as modern open space and design standards. There is a substantial need to improve the function of the public realm

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- streets, sidewalks, public facilities and off-street parking - in terms of safety, environmental and aesthetic design to create a quality sustainable community for residents and visitors alike.

In the past, in other aging communities similar to St. Pete Beach, a major catalytic project would be used to stimulate private investment. St. Pete Beach undertook one such project recently when it completed its Community Center in July, 2007. However, both experience and reality demonstrate that economic vitality and reinvestment in an aging community does not always follow a major public investment if the regulatory scheme is not in sync with redevelopment market conditions. In those instances, the regulatory scheme needs to be changed to encourage the type of redevelopment desired by a community instead of allowing the old scheme that facilitates or allows undesirable redevelopment or no reinvestment at all. In most revitalization efforts, one or more catalytic projects must be pioneers in the market to lead the way to overall reinvestment in a community that raises the standard of quality for the entire community.

Much of the obsolescence of St. Pete Beach is attributable to an obsolete regulatory scheme that discourages and impedes the redevelopment of resort facilities with a full range of on-site amenities that compare with other destination resorts in Florida and other markets with which St. Pete Beach competes. The decline and attrition of existing resorts, boutique hotels and mom & pop motels has also been a result of a booming residential condominium market for many years until March, 2006 when it appears all types of reinvestment slowed or stopped altogether. However, it is only a matter of time before the residential condominium market returns to continue its march down our beaches as it slowly replaces aging hotels and motels, unless a new regulatory scheme is put in place to ensure the economic viability of resort facilities.

This slow and steady decline in the number and quality of temporary lodging units is also reflected in the decline and attrition of local businesses on Gulf Boulevard and within the traditional historic shopping district located on Corey Avenue which serve residents and visitors but are primarily supported by tourists. In addition, the existing main boulevard has narrow, poorly maintained sidewalks, virtually no landscaping, substandard lighting, inadequate and substandard bike lanes, inadequate and too few pedestrian crosswalks, too many curb cuts, or curb cuts that are too wide with a curb cut approximately every 15 feet. These conditions leave the pedestrian and bicyclist feeling unsafe and unprotected from passing cars. The character of Gulf Boulevard in terms of both safety and aesthetics, is not only a deterrent to reinvestment, it lacks almost all of the amenities and improvements of a quality livable community.

A. Definitions

The definitions set forth below are terms used in the Community Redevelopment Plan and this Future Land Use Plan amendment that establishes a Community Redevelopment District containing two major redevelopment districts and eleven character districts.

- 1) **Base Flood Elevation** - as used herein means that elevation above grade level established by the Federal Emergency Management Agency and implemented by State, County and local laws, codes and ordinances, above which height for a building is measured.
- 2) **City** - the municipality of St. Pete Beach.
- 3) **City Commission** - the duly elected governing municipal body of officials for the City of St. Pete Beach.
- 4) **Character District** - within the context of this Community Redevelopment Plan means one of eleven sub-districts or sub-areas that together form the Community Redevelopment District as a whole. Each of these sub-districts is called a "character district" because each of these areas share a common character that needs to be revitalized, enhanced or modified to achieve the community goals of quality residential living complemented by resorts and supported by a tourist-based economy. Each character district has its own unique mini-master plan that will fit into the larger framework established within one of two core redevelopment Districts - either the Downtown Core or the Gulf Boulevard Redevelopment District - and ultimately support the overall goals and objectives of the Community Redevelopment District as a whole. For example,

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the character of the Town Center Core District emphasizes pedestrian mobility over vehicular mobility and provides neighborhood and government services in a smaller-scale village-like atmosphere. This "character" is a re-creation of historical main streets that provided a core area where people gathered in a community to go to City Hall or the Post office, work, shop, dine, play and live.

- 5) **Comprehensive Plan** - the plan required by Chapter 163, Florida Statutes, to manage development and redevelopment within the City limits in a manner that is consistent with County and State policies, provides for intergovernmental coordination, provides for the uses of land, coordinates the timing and provision of adequate infrastructure systems and facilities, establishes environmental, conservation, recreation and open space policies, and establishes housing policies that ensures among other things safety, density varieties, historic preservation and affordable housing mitigation. The Comprehensive Plan contains eight elements that must be consistent with each other in achieving the overall goals, policies and objectives of the Comprehensive Plan, including the following elements: (1) Future Land Use; (2) Capital Improvements Plan; (3) Coastal / Conservation; (4) Housing; (5) Transportation; (6) Infrastructure; (7) Recreation & Open Space; and (8) Intergovernmental Coordination.
- 6) **Community Redevelopment District** - within the context of this Community Redevelopment Plan is a 248.25 acre core area of the City representing about 20% of the City's total land area that shares a common goal of revitalizing primarily resort and commercial areas of the City that have seen little or no reinvestment in the past 30 years and contain a substantial number of properties that are not designed to current public safety, environmental, aesthetic or market standards. It is divided into two core sub-areas that share the overall need and goal of revitalization but also have distinct character and district objectives as a result. For example, the Downtown Redevelopment District focuses on creating a traditional downtown core area that provides traditional community services provided on a smaller scale that emphasize a safe and comfortable pedestrian environment where people live, play and work which is surrounded by residential neighborhoods that are within walking distance and buffered from commercial intrusion. In comparison, the Gulf Boulevard Redevelopment District is a core resort and shopping destination for both residents and visitors that is more reliant on vehicular mobility with a focus on preserving and revitalizing the heritage of St. Pete Beach as a resort destination with Gulf beach access for residents and visitors alike that respects the quality residential living located primarily to the east on the intracoastal waterways.
- 7) **Density** - means the number of residential or temporary units allowed per acre of developable land. For example: If 15 units per acre is the density allowed on a two acre parcel of land, a total of 30 units are permitted.
- 8) **Development** - means the carrying out of any building activity having the effect of the development of land.
- 9) **Development Site/Building Site** - an area of land or contiguous areas of land assembled or combined for a unified development, for the purposes of calculating density and intensity.
- 10) **Height** - means the vertical distance measured from the minimum base flood elevation to the highest point of a flat roof, to the deck of a mansard roof or to the average height between the plate and the ridge of gable or hipped roofs, not including spires, belfries, cupolas, personal television antennae, water tanks, ventilators, chimneys, antennas, elevator shafts, mechanical rooms or other non-habitable areas. Such non-habitable architectural or mechanical features shall not extend more than ten feet above the eave line of a gable, mansard or hipped roof or the highest point of a flat roof, not including a parapet.
- 11) **Intensity** - refers to a standard of measurement such as floor area ratio and/ or impervious surface ratio.
- 12) **Floor Area Ratio (FAR)** - means the total amount of gross building square footage on a building site in relation to the total square footage of the building site, , expressed as a ratio. For example: a one acre parcel with a 1.0 floor area ratio equals 43,560 square feet of building space.

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- 13) **Future Land Use Element** - is one element out of eight elements that comprise the City's Comprehensive Plan. It establishes the goals, objectives and policies for the use of land to manage future growth and redevelopment in accordance with the City's vision for its future. The Future Land Use Element establishes both the Future Land Use Plan and the Future Land Use Map.
- a. The Future Land Use Plan defines and describes the land use plan categories, establishes the goals, objectives and policies, designates primary and secondary uses permitted in each land use plan category, and establishes density and intensity standards. In addition in this plan amendment, height and density standards are established that shall not be exceeded.
 - b. The Future Land Use Map is a graphic depiction of the location and boundaries of each of the land use designations including the Community Redevelopment District (CRD) and each character district within the CRD.
- 14) **Housing Element** - is one element out of eight elements that comprise the City's Comprehensive Plan. It establishes the goals, objectives and policies that strive to provide a variety of housing types to serve permanent and seasonal residents.
- 15) **Impervious Surface Ratio (ISR)** - means the measurement in square footage of a building site covered by hard-surfaced area that prevents the absorption of water into the ground divided by the gross square footage of the building site, excluding land Gulf ward of the Florida Coastal Construction Control Line, expressed as a ratio. For example: if the plan requires a maximum 0.70 impervious surface ratio (ISR) that means that at least 30% of the parcel must be landscaped or otherwise maintained as open space that allows water to penetrate the ground surface (i.e., grass, sand, gravel). ISR shall be calculated on the basis of those portions of the site which are landward of the Florida Coastal Construction Control Line.
- 16) **Infrastructure Systems and Facilities** - as used herein means sanitary sewer, solid waste, potable water, reclaimed water, storm water drainage road systems, recreation, and school facilities.
- 17) **Land Development Code (LDC)** - means ordinances and regulations enacted by the City of St. Pete Beach City Commission that regulates any aspect of development.
- 18) **Mixed Use Development** - as used herein means a development on a building site that may combine residential, temporary lodging commercial and/or office uses and may contain one or more buildings. Specific limitations regarding the combination of the types of uses, minimum parcel sizes as well as density and intensity of mixed use development is established in each character district where permitted.
- 19) **Multi-family Residential Use** - means development that contains a single building with three or more residential dwelling units that may be eligible for homestead status, shall not be occupied on a temporary basis and is intended to be occupied as a permanent residential home. Multi-family residential uses may have a fee-simple ownership scheme such as a town-home or may have a residential condominium ownership scheme.
- 20) **Primary Uses** - A principal use identified under the use characteristics of each category. These categories of uses are those which the category is primarily designed to accommodate.
- 21) **Redevelopment** - means the conversion, relocation, reconstruction, structural alteration or enlargement of any existing building and/or use.
- 22) **Resort Condominium** - also more recently referred in the market and media as a "Condominium Hotel" shall mean any unit or group of units in a condominium, cooperative or vacation ownership, that is designed, operated and used for temporary lodging use and is used for temporary occupancy.
- 23) **Secondary Uses** - A secondary use, identified under the use characteristics of each category. These categories of uses are those which the category is designed to accommodate as a secondary priority.

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- 24) **Temporary Lodging Unit** - means an individual unit or suite of rooms with a temporary lodging use designed and offered for temporary occupancy. These temporary lodging units shall not be eligible for homestead status and shall not be occupied or function as a permanent residential dwelling and shall not qualify or be used for home occupational licensing.
- 25) **Temporary Lodging Use** - means a property that has an existing or permitted structure containing one or more temporary lodging units. A Temporary Lodging Use shall be further classified herein as required by the LDC as a hotel, motel, bed & breakfast inn, or resort condominium. In determining whether a property is developed as a temporary lodging use containing temporary lodging units intended for temporary occupancy, such determination shall be made without regard to form of ownership of the property or unit. A temporary lodging use may include accessory uses such as recreational facilities, restaurants, bars, personal service uses, retail uses, meeting spaces, fitness centers, spa facilities, parking structures, workforce living accommodations and other ancillary uses commonly associated with temporary lodging uses.
- 26) **Temporary Occupancy** - for purposes of temporary lodging use as used in the Community Redevelopment District shall mean occupancy of a temporary lodging unit that is offered, advertised and occupied on a temporary basis for thirty (30) consecutive days or less for temporary lodging guests and no more than thirty (30) days cumulatively on an annual basis for a resort condominium unit owner. These occupancy and operational limitations shall apply to all temporary lodging uses permitted within the Community Redevelopment District.
- 27) **Vacation of Right-of-Way** - means the transfer of all or a portion of public right-of-way to private ownership of a contiguous parcel of land.

B. Community Redevelopment District

FOOTNOTE(S):

—()—

~~The Affordable Housing Density Bonus as established herein allows only 50% of the potential increased density that was approved in the 2005 Plan. In 2005, the maximum density bonus approved was ten (10) temporary lodging units per acre. It was the decision of the City, County and DCA in 2005 that any density bonus that may be utilized in the Large Resort District is speculative and as a result of countervailing public policies to promote and encourage affordable housing as well as the redevelopment of temporary lodging uses that support tourism as the #1 economy in Pinellas County and the State, the potential number of affordable housing bonus units was not calculated against the overall density cap for the Community Redevelopment District. Consistent with the policy for affordable housing density bonus calculation approved in 2005, the potential five (5) temporary lodging units per acre potentially available, subject to certain requirements and restrictions, as part of a voluntary affordable housing mitigation program in addition to the mandatory general mitigation program requirements, will not be calculated against the overall density cap for the Community Redevelopment District.~~

General Provisions and Maps

- (a) **Geographic Location.** This Future Land Use Plan and Map Amendment contains a Special Designation named the Community Redevelopment District (CRD) that is an area containing approximately 248.25 acres or approximately 20% of the total land area of the City. The Community Redevelopment District is shown on Map 1 and includes two major redevelopment areas (shown on Maps 2 and 3) as follows:
1. Gulf Boulevard Redevelopment District; and
 2. Downtown Redevelopment District.

There are a combined total of eleven designated character districts within the Community Redevelopment District as a whole, including: four (4) character districts in the Gulf Boulevard

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Redevelopment District; and seven (7) character districts in the Downtown Redevelopment District as follows:

- a. The overall Gulf Boulevard Redevelopment District boundary is shown on Map 2, the following character districts within this Redevelopment District are shown:
 - 1) Large Resort District
 - 2) Boutique Hotel/Condo District
 - 3) Activity Center District
 - 4) Bayou Residential District
- b. The overall Downtown Redevelopment District boundary is shown on Map 3, the following character districts within this Redevelopment District are shown:
 - 1) Town Center Core District
 - 2) Town Center Corey Circle District
 - 3) Town Center Coquina West District
 - 4) Downtown Core Residential District
 - 5) Upham Beach Village District
 - 6) Commercial Corridor Blind Pass Road District
 - 7) Commercial Corridor Gulf Boulevard District

The above designated character districts are intended to replace the conventional land use plan categories adopted in 1989 and 1998 that provided for medium and high density and intensity uses ranging up to forty (40) units per acre for temporary Lodging uses (Commercial General land use category) and up to thirty (30) units per acre for residential use (High Density Residential land use category) within the boundaries of the Community Redevelopment District.

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Map 1. Community Redevelopment Districts Location

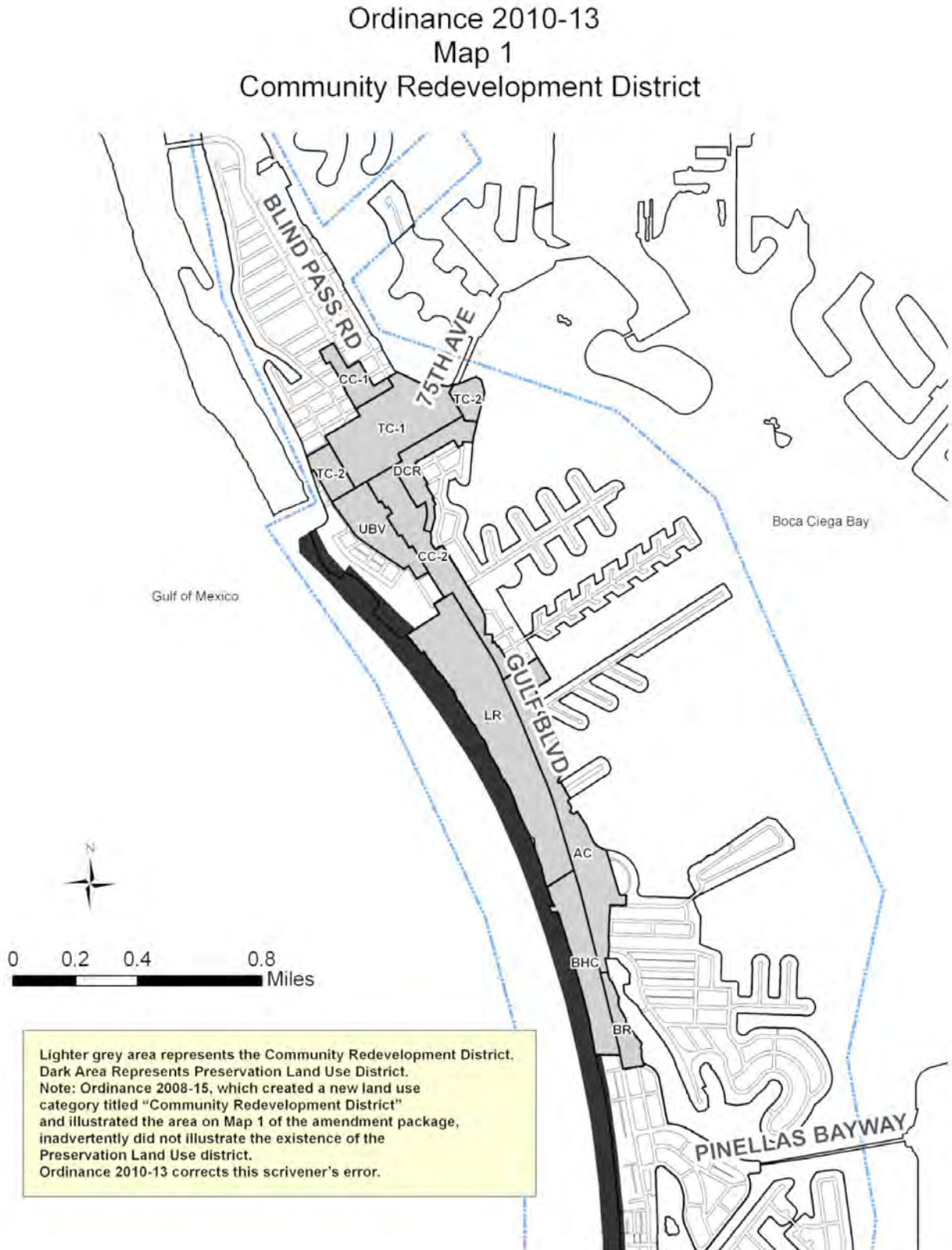


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Map 2. Gulf Boulevard Redevelopment District Character Districts

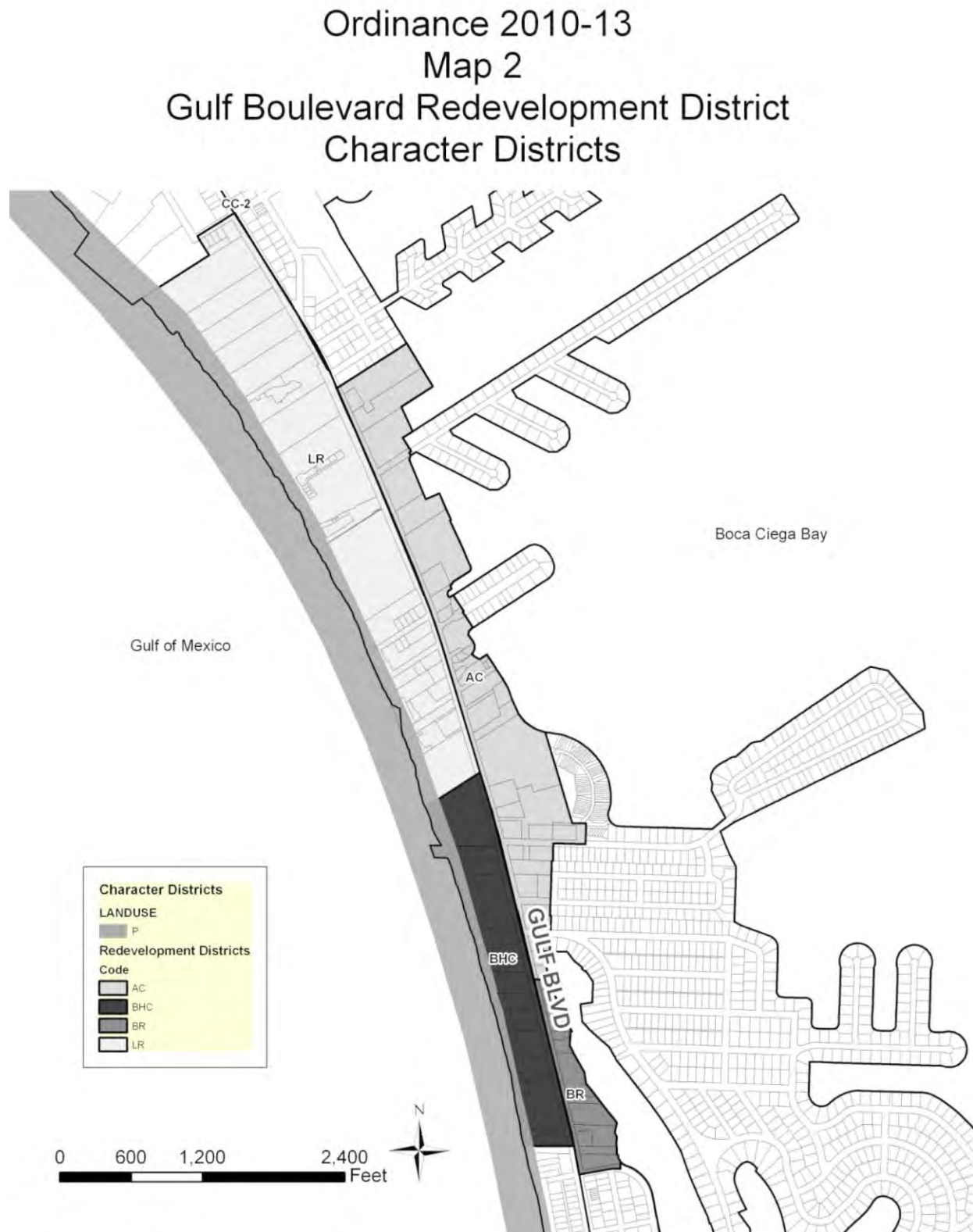


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Map 3. Downtown Redevelopment District

Ordinance 2010-13 Map 3 Downtown Redevelopment District Character Districts



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(b) **Locational Characteristics.** This CRD land use plan category:

1. Is generally appropriate to those community areas designed to serve as local retail, office, temporary lodging uses, financial, governmental, and multi-family residential focal points for a community.
2. Shall target those neighborhoods and core areas of the community in a manner that is designed to encourage development and redevelopment in one or more combinations of uses as identified above and set forth in each specific character district plan.

(c) **Purpose.** It is the purpose of this CRD land use plan category to:

1. Depict those areas of the City that are now designated, or appropriate to be designated, as community core areas and certain defined and limited neighborhoods adjacent to these core areas that contain non-residential and residential uses, for development and redevelopment in accordance with the specific plan for each character district within the overall Community Redevelopment District.
2. To encourage and promote quality sustainable development and redevelopment throughout each character district and the Community Redevelopment District as a whole, that provides quality of life, economic and aesthetic benefits to the residents throughout the City as well as its visitors.

(d) **Use Characteristics.** Those uses appropriate to and consistent with this CRD land use plan category include:

Primary Uses: Temporary lodging uses, including large resorts, boutique hotels, motels, resort condominiums and bed & breakfast inns; Residential; Commercial; Office; Institutional; Marina; and Transportation/ Utility uses as specifically designated for each character district within the Community Redevelopment District.

Secondary Uses: Commercial; Office; Residential; Temporary lodging uses - bed & breakfast inns as specifically designated for each character district within the Community Redevelopment District; Marina.

Goals, Objectives and Policies for the Community Redevelopment District

GOAL 1:

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

Objective 1.1

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

- Conserve water and other natural resources.
- Reduce energy consumption.
- Improve air quality by reducing Greenhouse gas emissions.
- Reduce impacts on infrastructure by participating in ride sharing and shuttle service programs.
- Reduce urban heat by reducing paved surfaces, reduce the need for parking by participating in shared parking plans, employer ride-share and shuttle service programs.

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- Reduce urban heat and encourage pedestrian mobility by planting additional shade trees.
- Reduce waste through efficient design and recycling programs.
- Promote a walkable environment by providing on-site pedestrian pathways that link to adjacent properties and off-site sidewalks to reduce traffic impacts and Greenhouse gas emissions.
- Provide trolley stops or improve existing trolley stops as a comfortable, safe, convenient and attractive experience that encourages mass transit use.

Policy 1.1.1

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

Policy 1.1.2

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

Policy 1.1.3

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

Policy 1.1.4

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

Policy 1.1.54

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

Policy 1.1.65

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

Policy 1.1.76

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

Policy 1.1.87

Encourage construction waste management and recycling.

Policy 1.1.98

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

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Policy 1.1.140

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

Policy 1.1.141

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

Policy 1.1.142

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

Policy 1.1.143

Encourage the use of energy efficient and solar lighting.

Policy 1.1.144

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

GOAL 2:

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

Objective 2.1

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

Policy 2.1.1

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

- Continuous sidewalks with a minimum width of ten feet, buffered from traffic by on-street parking and/or landscaping, and that include pedestrian amenities such as benches, trash receptacles, trolley shelters, and pedestrian-scale street lighting.
- Street trees to provide pedestrian-scale as well as shade and comfort to the pedestrian.
- Buildings should be served by primary walkways that directly link the main building entrance to the street, parking structure and parking areas.
- Pedestrian walkways should be visually distinct from parking lot and driveway surfaces and may include textured or colored materials.
- Permanent structures such as utility poles and traffic control poles within the sidewalk that restrict pedestrian movement should be discouraged.
- Direct routes between destinations, especially between adjacent parcels, to create walking and bicycling connections between neighborhoods and neighborhood (activity) centers.
- Additional sidewalk width and distinctive interesting sidewalk patterns for outdoor cafe; seating.

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- Internal vehicular access between adjacent properties that allows vehicular movement between properties without returning to the street to reduce curb cuts and improve traffic flow on roadways.
- Shared access driveways to reduce curb cuts and pedestrian-vehicular conflict.

Policy 2.1.2

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

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

Policy 2.1.3

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

Policy 2.1.4

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

Policy 2.1.5

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

Objective 2.2

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

Policy 2.2.1

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

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Policy 2.2.2

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

Policy 2.2.3

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

Policy 2.2.4

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

Policy 2.2.5

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

Policy 2.2.6

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

Objective 2.3

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

Policy 2.3.1

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

Policy 2.3.2

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

GOAL 3:

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

Objective 3.1

Implement building and site design construction and operation practices that support long-term environmental sustainability by: protecting and conserving water resources; constructing energy efficient buildings; using Florida waterwise and native landscape plant materials and design; recycling construction materials and debris; reducing urban heat through innovative building and site design; reducing pollutant run-off; protecting further degradation of the beach dune system and

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coastal wildlife species habitat and restoring or enhancing existing conditions through dune restoration measures, lighting and refuse controls and other measures.

Policy 3.1.1

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

Policy 3.1.2

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

Policy 3.1.3

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

Community Redevelopment District general redevelopment guidelines, standards and initiatives

- (a) **Designation of Densities and Intensities in General.** Densities and intensities shall be designated for each classification of use in each character district within the Community Redevelopment District. The City Commission shall amend its LDC and adopt densities and intensities for each character district which shall be consistent with, and implement the Community Redevelopment District guidelines, standards, goals, objectives and policies as established herein. Further, the City shall amend its LDC to include densities and intensities for each character district that shall:

1. Not exceed the overall density approved within the Community Redevelopment District and the City limits; and
2. Ensure that a comprehensive redevelopment strategy can be and shall be implemented through land development regulations that maintain the City's heritage of quality residential living complemented by resort facilities and supported by a tourist-based economy that includes temporary lodging uses, local retail, restaurants and local pubs and bars; and
3. Recognize that successful redevelopment of each character district is interdependent upon the implementation of successful redevelopment strategies in each of the other character districts; and
4. Require the adoption and implementation of land development regulations by the City Commission ~~or the registered voters of St. Pete Beach, as may be required by the City Charter and Code of Ordinances,~~ for each character district that shall be consistent with and allow the implementation of an economically feasible strategy that promotes comprehensive redevelopment of consistent quality for the Community Redevelopment District as a whole and within each designated character district; and
5. Not be exceeded by approval of variances.

- (b) **Temporary Lodging Unit Density Pools ("TLU Density Pools") - Generally.**

1. **General Purpose.** The TLU Density Pools are intended to provide adequate and available temporary lodging unit density to those existing temporary lodging use properties to redevelop as economically viable resort facilities in the areas of the City where they have traditionally existed for decades. The initial base density provided for the temporary lodging uses in the Gulf Boulevard Redevelopment District are intended to bring almost every existing resort hotel

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property back into conformity which will allow them to rebuild as a resort hotel in the event of a natural disaster or other catastrophic event. The density provided above the base level, including reserve or density pools, is intended to provide economic incentives to redevelop existing temporary lodging properties as resort projects rather than multi-family residential projects.

2. **Limiting Overall Density.** Realistically, not all existing resort properties can or will be redeveloped as such. In some cases, the existing density is not only higher than the 30 units per acre allowed under the existing land use designation is higher than the density allowed in the character districts providing for increased density for temporary lodging uses within the Community Redevelopment District. Therefore, rather than allowing every existing property the maximum potential density which would overestimate the need for density, and further, to ensure that almost every existing property first and foremost has the opportunity to become a conforming property in terms of use, TLU Density Pools shall be created to allow density to be utilized in meaningful ways in the areas of the City where temporary lodging uses currently exist. The goal and intent is to promote economic redevelopment but also provide an absolute overall maximum density cap to ensure that the overall approved density for the Community Redevelopment District is not exceeded and overdevelopment does not occur. Each TLU Density Pool shall have a maximum cap on the allocation of density on a project by project basis to ensure the redevelopment occurs on an orderly basis overtime throughout each character district and avoid a potential overdevelopment scenario that could arise without a cap and a program of first-come first-serve.
3. **TLU Density Pools Established.** TLU Density Pools shall be established in the following seven specific character districts*:
 - a. Boutique Hotel/Condo*
 - b. Town Center Core*
 - c. Upham Beach Village*
 - d. Town Center Core Corey Circle**
 - e. Town Center Core Coquina West**
 - f. Activity Center **
 - g. Bayou Residential**

The total number of temporary lodging units approved in 2005 as part of transient unit density pools for the three character districts designated with one asterisk* was 350 units. That 350 unit total for those three designated character districts* remains unchanged in this plan.

In the 2007 amendment, temporary lodging use density was reduced in the Large Resort District from 80 to 75 units per acre over 65.16 acres. The total temporary lodging unit decrease in the Large Resort District is 325 units. Therefore, these 325 units are available for redistribution to character districts with the potential for temporary lodging use redevelopment. These 325 available units are redistributed for potential use in the Town Center Core Corey Circle, Coquina West, Activity Center, and Bayou Residential Districts** upon approval of a conditional use request and on a first come, first serve basis. These two additional character districts are identified as having temporary lodging use redevelopment potential as a result of their location at either terminus of the Corey Avenue main street corridor and proximity to waterfront.

The TLU Density Pool for each character district was determined based upon the following factors:

- a. The existing number of temporary lodging units in each district.
- b. The degree of existing non-conforming densities.

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- c. The base temporary lodging density allowed in the specific character district.
 - d. The realistic number of units that may be potentially utilized to promote temporary lodging use redevelopment balancing both acreage and the actual number of existing temporary lodging facilities.
 - e. The potential to maintain waterfront access and views for the public.
 - f. The potential to redevelop temporary lodging uses in close proximity to entertainment, shopping, dining and activity centers.
4. **TLU Density Pool Allocation.** Any units allocated under this provision shall be by conditional use approval and shall be specific to each character district's existing temporary lodging use classifications (i.e., hotel, boutique hotel, motel, resort condominium, and bed & breakfast inn). The allocation of TLU density shall only be by ordinance of the City Commission approving a conditional use on a project by project basis. Such allocations shall not exceed the maximum allocation cap per project and further, shall not exceed total available remaining density in each TLU Density Pool for each of the character districts listed in subsection (b) 3 above. This limitation on density is absolute.
5. **Large Resort District Not Eligible.** Temporary lodging uses in the Large Resort District shall not be eligible for any TLU Density Pool allocations.
- (c) ~~**Affordable Housing Mitigation Programs & Density Bonus**¹~~ [1](#)
- 1. ~~**Existing Conditions.** Pinellas County, as in many areas of the State of Florida, is experiencing an affordable housing crisis. A scarcity of land, increasing land values and rising insurance and property taxes are creating a substantial impediment to providing affordable housing options for City and County residents who provide needed services to our community. Meaningful affordable housing solutions will require public/private partnerships and innovative strategies. At the time of this proposed amendment, several affordable housing mitigation strategies are being explored by the County and local municipal governments within the County. It is the express intent of St. Pete Beach to participate in any such adopted affordable mitigation strategies as agreed to by the City and County in cooperation with existing affordable housing programs in The City of St. Petersburg and Pinellas County to create affordable housing units within reasonable proximity to the City of St. Pete Beach.~~
 - 2. ~~**Interpretation and Construction.** This affordable housing provision is intended to enable the implementation of any and all affordable housing strategies mandated by any lawful means by the State, County or City, as may be established and amended from time to time. The City shall work in partnership with the County and neighboring jurisdictions to establish an affordable housing mitigation program. This provision shall be construed to be consistent with any future implementing land development regulations that provide affordable housing mitigation strategies.~~
 - 3. ~~**General Affordable Housing Mitigation Program Implementation, Limitations and Restrictions.** The City shall establish an affordable housing general mitigation program that includes impact fees or alternative mitigation options that shall be imposed on net development, with credit provided for any existing units or floor area which is removed during the redevelopment process. Alternative mitigation options in lieu of mitigation fees may include eligible, qualified and approved: a) construction of on-site workforce living accommodations; b) credits for off-site construction of affordable housing; c) credits for land purchases or donations that are legally restricted and used for affordable housing only; d) credits for participation in employer-assisted housing programs; or e) such other affordable housing mitigation strategies that may be established by the City in partnership with the County and neighboring jurisdictions. This general mitigation program shall be imposed on a City-wide basis. Jurisdictions, agencies and programs that will receive the revenues generated will be determined through negotiation with appropriate authorities.~~
 - 4. ~~**Implementation.** The City shall amend its LDC to establish or amend an existing affordable housing and mitigation program, as appropriate, to be consistent with this plan amendment. The~~

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~~LDC shall be amended as soon as reasonably possible, but no later than thirty (30) days after receiving all final County, State, agency and City Commission approvals of this amendment to the Comprehensive Plan. This affordable housing mitigation program shall be established in partnership with the County and neighboring jurisdictions and shall comply with all governing County and State laws in effect at that time.~~

5. ~~**Large Resort Affordable Housing Mitigation Program & Density Bonus.** In consideration of the legitimate State, County and City public interest to encourage and promote both affordable housing mitigation strategies as well as tourism which is the number one industry in both the State and County and the City's only industry, temporary lodging unit density bonuses in exchange for affordable housing mitigation exceeding that established by the General Affordable Housing Mitigation Program shall be established for the Large Resort District. The City Commission shall amend its LDC and provide for a Large Resort Affordable Housing Mitigation program as soon as reasonably possible in accordance with the following restrictions and limitations:~~
- a. ~~**Density Bonus Limitations.** A density bonus in exchange for affordable housing mitigation may only be allowed in conjunction with a defined Large-scale temporary lodging use development.~~
 - b. ~~**Density Bonus Restrictions.** A maximum temporary lodging unit density bonus shall be permitted up to, but shall not exceed an additional five (5) bonus units per acre and an additional 0.2 floor area ratio to accommodate the additional temporary lodging units for a defined Large-scale temporary lodging development. Five bonus units shall be allowed for every affordable unit constructed.~~
 - c. ~~**Mitigation Exemption.** Temporary lodging units built as part of the affordable housing density bonus and on-site workforce living accommodations provided in compliance with the General or Large Resort Affordable Housing Mitigation programs, as applicable, shall not be subject to the affordable housing mitigation fees or other program requirements.~~
 - d. ~~**Prohibitions and Restrictions.** All on-site workforce living accommodations shall be:~~
 - (i) ~~Prohibited from being advertised for, or otherwise used for guest temporary lodging or home occupational licensing purposes;~~
 - (ii) ~~Exclusively used for providing on-site workforce living accommodations for employees eligible for low income or very low income status as defined by the County and City; and~~
 - (iii) ~~Prohibited from being advertised for or otherwise sold as a residential dwelling unit that does not qualify as an on-site affordable housing unit occupied exclusively by an employee(s) of the temporary lodging facility.~~
 - e. ~~**Covenant Required.** A legally enforceable restrictive covenant, in form and content acceptable to the City, shall be required as a condition of site plan approval and recorded in the public records of Pinellas County upon issuance of a building permit setting forth the restrictions provided in subsection (c)5 above. In addition, such on-site workforce living accommodation units shall be subject to all procedures and requirements of the hurricane closure and evacuation plan for the temporary lodging facility.~~

~~(d)c)~~ **Height Standards, Restrictions and Limitations.** Height standards, restrictions and limitations are:

1. Established in response to the residents':
 - a. Strong objection to the potential for overdevelopment of the community that could create a dense urban high-rise City;
 - b. Strong desire to restrict height increases generally to the minimum necessary to implement the desired redevelopment goals, objectives and policies; and
 - c. Strong desire to prohibit high-rise residential development throughout the City, particularly along the Gulf beaches.

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2. Intended to preserve the City's heritage of quality residential living complemented by resorts and supported by a tourist-based economy in acknowledgement of the following:
 - a. That a significant number of high-rise residential condominiums exceeding ten (10) stories in height exist from just north of 38th Avenue northward to the northernmost boundary of the City abutting Treasure Island; and
 - b. That a substantial majority of residents desire to prohibit more such high-rise residential condominiums that do not contribute to maintaining the diverse tourist-based economy of the City and will potentially "privatize" our local beaches and waterfronts by denying public access and views to the water; and
 - c. That socio-economic needs support:
 - (i) Increased building height for large-scale resort redevelopment only.
 - (ii) Limited height increases for small-scale resort redevelopment, boutique hotels, and Upham Beach Village motels.
3. Defined and described in each character district to promote the preservation of the City's diverse residential resort community by allowing the redevelopment of existing temporary lodging uses throughout the areas of the City that have traditionally provided such resort and temporary lodging facilities because:
 - a. Socio-economic needs support limited height increases for mixed use development projects in a few select core commercial areas within the Community Redevelopment District including the Dolphin Village Shopping Center and the east and west ends of Corey Avenue to anchor the Corey Avenue main street that will act as a catalyst for revitalization of the City's historic downtown area; and
 - b. Socio-economic reasons at this time support discouraging or strictly limiting height increases in the City's land development regulations, including prohibiting variances for increased height for residential condominium development.
4. Established in the Community Redevelopment District to:
 - a. Acknowledge the residents' objections and desires as well as existing conditions and the socio-economic needs of the community as set forth above to promote and support the future sustainability of a quality residential and resort community;
 - b. Provide that only certain height increases will be allowed and are limited both in actual height as well as select core areas within only 5 of the 11 character districts that represent approximately 8.5 % of the total land area of the City;
 - c. Provide the necessary catalyst for quality reinvestment of these core areas that will enhance the overall value and opportunity for reinvestment by residents, local retail, hotel and motel owners, and investors alike;
 - d. Selectively target those limited areas that will minimize or avoid any encroachment upon existing residential neighborhoods and provide maximum protection and opportunity for compatibility with existing uses; and
 - e. Selectively targets only those uses that contribute significantly to our local economy and quality of life.
5. Specified in each character district within the Community Redevelopment District and shall be:
 - a. Consistent with and allow the implementation of the redevelopment strategy for the respective types of uses provided for in each character district; and
 - b. Subject to the height limitations contained in the City's LDC.

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6. Established in each character district:
 - ~~a. It is the express intent of this amendment to the Future Land Use Element of the Comprehensive Plan designating a Special Area Community Redevelopment District designation, to establish such height standards not as a recommendation, but rather as a to set a mandatory maximum height for each type of use within each character district within the Community Redevelopment District that shall be adopted by Ordinance of the City Commission amending its LDC. These height standards are mandatory only for the purposes of establishing maximum permissible heights in both the Comprehensive Plan and the LDC and shall not be construed as requiring that a developer build the maximum height allowed, only that they may build up to, but not exceed, the maximum height for each use as established in each character district.~~
 - ~~b. The height standards established for each use within each character district within the Community Redevelopment District have generally been determined to be the minimum necessary to implement an effective redevelopment strategy as contemplated herein for each character district and for the Community Redevelopment District as a whole.~~
 - ~~c. It is expressly intended, and shall be construed that any increases to the maximum height in each character district shall be governed by procedures established in Florida Statutes for amendments to the adopted comprehensive plan.~~
- ~~7. Any increases to the maximum allowable height, including by variance, established for each use in each character district within the entire Community Redevelopment District shall be prohibited unless approved by voter referendum, if required by the City Charter.~~
- ~~8Z. Variances to increase the maximum height allowed for any use or structure shall be prohibited.~~
- (ed) **Public Safety Standards.** Shall be required, implemented and updated as necessary in the City Land Development and Building Codes to provide the maximum flood, hurricane and tropical cyclone protection and mitigation; and further, to proactively improve public safety and emergency procedures in the event of a natural disaster with particular emphasis on emergency evacuation plans and procedures. All new construction shall comply with Federal Emergency Management Agency and National Flood Insurance Program rules and regulations as may be further restricted by local rules, regulations, ordinances, building codes or other governing laws. All temporary lodging uses shall comply with closure and evacuation procedures in accordance with State, County and local rules.
- (fe) **Traffic Generation Characteristics.** The Comprehensive Plan standard for the purpose of calculating typical traffic impacts relative to a plan amendment for this land use category shall be based upon the actual mix and intensity of land use proposed in the Community Redevelopment District plan map area and represents the maximum trip generation rate potential, calculated by using the appropriate traffic generation characteristics for each corresponding category of land use, adjusted to account for proposed density/intensity of said land use. Actual implementation of the comprehensive plan will not result in the maximum potential densities and intensities permitted herein. Actual implementation of land development regulations on a project by project basis will require transportation management plans and strategies. As a result, the maximum trip generation rate calculated under the maximum potential build out under this plan will further be reduced.
- (gf) **Infrastructure Systems & Facilities Characteristics and Standards.**
 1. **Major findings:**
 - a. Generally, with few exceptions, the design and materials of existing potable water, sanitary sewer, and storm water within the designated CRD are characteristic of 40-50 year old facilities.
 - b. That new development and redevelopment will create additional impacts on existing and future infrastructure systems and facilities.

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- c. There is a need to continue to modernize and improve infrastructure, maintain or improve levels of service provided to residents and visitors, including safety and aesthetic improvements, where practical and feasible.
 - d. Physical constraints, as well as safety and aesthetic considerations affecting the feasibility and practicality of widening existing roads, require a greater emphasis on increasing mobility through strategies that do not involve road expansion and include alternative mobility strategies.
 - e. That used on its own, an established letter grade system for measuring levels of service on roadways which is based primarily on travel speed, can be misleading as an indicator of roadway performance. Roadway congestion and duration of congestion also need to be considered to more accurately assess roadway performance.
 - f. Escalating cost of right-of-way is cost-prohibitive.
2. **Concurrency Management System and Transportation Management Plan Requirements:**
- a. **Concurrency Statement.** All new development or redevelopment that increases density or intensity shall be required to prepare and submit a Concurrency Management Statement to the City, at its sole expense, to determine the sufficiency of capacity and any potential adverse impacts or degradation of the levels of service below acceptable levels established by the City or County, as applicable, on existing or future infrastructure systems and facilities except transportation which shall be required to submit a Transportation Management Plan. At a minimum, Concurrency Management Statement(s) shall be submitted for the following:
 - (i) Potable water;
 - (ii) Sanitary sewer;
 - (iii) Solid waste;
 - (iiiiv) Transportation facilities;
 - (v) Stormwater
 - (vi) Parks and recreation facilities (for residential development only); and
 - (vii) Educational facilities (for residential development only).
 - b. **Infrastructure Study.** An infrastructure study ~~may~~ shall be required on one or more of the above-listed systems or facilities to determine the extent of any degradation of the infrastructure below the adopted levels of service ~~caused by increases in density or intensity of use on the development site unless determined to be unnecessary by the City's Technical Review Committee based on an evaluation of potential impact relative to the nature, size, type, and location of the proposed development project or land use amendment application.~~ Mitigation fees and/or physical or operational improvements determined to be reasonably required and in proportion to the impacts caused by the increased density and ~~density~~ intensity of new development, in consideration of the long-term concurrency management plan of the local government who owns and operates the facility or system, shall be ~~a condition of site plan approval~~ stipulated as conditions of approval as part of the development order. The Technical Review Committee shall document its findings pertaining to its review.
 - c. **Transportation Management Plan.** All new development, excluding single-family and duplex residential, shall be required to prepare and submit a Transportation Management Plan (TMP) to the City, at its sole expense, to determine the extent of the impacts on existing transportation systems based upon adopted levels of service and concurrency management standards to address impacts caused by any increases to density or intensity on the development site. The TMP shall determine any necessary physical or operational improvements, alternatives and other mitigation strategies that can be implemented to maintain the adopted levels of service and address a long- term concurrency management

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program. A TMP that includes one or more strategies to reduce external trip generation, improve traffic flow, reduce Greenhouse gas emissions, and/or emphasizes safe and comfortable pedestrian, bicycle and mass transit mobility, will be required. TMP strategies may include, but are not limited to:

- (i) Physical and operational improvements.
 - (ii) Expanding and improving mass transit and trolley stops with amenities that provide protection from sun and rain and are aesthetically pleasing to encourage increased mass transit/trolley rider-ship.
 - (iii) Employer-sponsored employee ridesharing and vanpooling programs.
 - (iv) Employer-subsidized mass transit passes for employees.
 - (v) Implementation of a temporary lodging shuttle service to the Tampa International and St. Petersburg/Clearwater Airports shall be mandatory for all Large-scale temporary lodging uses and encouraged for all other temporary lodging uses. Shuttle service to area attractions, parks and entertainment venues may be included as part of a TMP but shall not be required. Shuttle services for guests of temporary lodging facilities may be operated for one resort or as part of a shared shuttle service program with participating member resorts.
 - (vi) Bicycle and/or segway rental or complimentary programs for temporary lodging guests.
 - (vii) Provision of on-site pedestrian and bicycle linkages to external pathways to expand, improve and enhance a safe, continuous pedestrian, bicycle and segway network throughout the City.
 - (viii) Expansion, improvement or enhancement of off-site bike/segway lanes and sidewalks to form a continuous safe and comfortable network Citywide.
 - (ix) On-site secured bicycle storage areas.
 - (x) Additional tree canopy adjacent to sidewalks to provide shade and comfort to the pedestrian that will increase pedestrian mobility.
 - (xi) Pedestrian-scale decorative street lighting and street furniture along pedestrian pathways to create a safe and comfortable experience to encourage pedestrian mobility.
 - (xii) Monetary contributions towards a City-owned and operated Looper Trolley fleet operated solely within the City limits and fueled by alternative fuels or electrically-charged batteries.
 - ~~(xiii) Construction or monetary contributions towards a Gulf Beach Boardwalk, should the City pursue a beach boardwalk or trail.~~
 - (xiv) Construction of crosswalks and related crosswalk features that facilitate safe movement across roadways.
 - (xv) Dedication of easements for pedestrian and non-motorized pathways.
 - (xvi) Right-of-way donation for turn lanes and/or wider bike/segway lanes.
 - (xvii) Construction or monetary contributions towards a pedestrian bridge over Gulf Boulevard linking major activity areas.
- d. **Governing laws.** Mitigation or elimination of impacts shall comply with applicable State, County and City concurrency and proportionate share requirements, and shall also implement the goals, objectives and policies of the redevelopment and character district where the development is located.

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- (h) **Transportation Concurrency Management Standard for Large-scale Temporary Lodging Development.** In accordance with the Countywide transportation concurrency management rules and regulations, each project developed or redeveloped within the Community Redevelopment District shall be consistent with the Metropolitan Planning Organization's (MPO) countywide approach to the application of a concurrency management system and implementation of a Transportation Management Plan requirement and shall:
1. Recognize standard data sources as established by the MPO;
 2. Identify level of service (LOS) standards for state and county roads as established by the MPO;
 3. Utilize the proportionate fair share requirements consistent with Ch. 163, F.S., and the MPO model ordinance;
 4. Utilize the MPO Traffic Impact Study Methodology; and
 5. Recognize the MPO designation of "Constrained Facilities" as set forth in the most current MPO Annual Level of Service Report.
- (i) **Environmental and Conservation Standards.** The City shall amend its LDC to provide minimum Green building and development standards. All development, redevelopment and major renovation projects shall be required to meet a minimum of two Green building and development standards that will be established by the City in the LDC and shall be strongly encouraged to implement Green practices in building and site design that exceed the minimum standards. All development shall be encouraged to utilize fixtures, equipment and best practices in water, energy and waste efficiency standards during and after construction is completed to support the City goal of becoming the first Coastal Green City in Pinellas County. In addition, the City shall amend its LDC, Building Code, application procedures and processes, as applicable and appropriate, to implement a pilot Green practices incentive program in accordance with GOAL 1 of the overall Future Land Use Element and Goal 3 above and Section (j)3 below of this Community Redevelopment District Future Land Use Element.
- (j) **Community Involvement.** A minimum of one (1) community meeting shall be held at least thirty (30) days prior to submitting an application for administrative approval of a development or redevelopment site plan proposed to be built within the Community Redevelopment District. Single family homes, duplexes and projects less than ½ acre in size, may, but shall not be required, to host a community meeting. The purpose of the community meeting shall be to present the development project site plan to interested City residents and business owners, answer questions and solicit comments. All attendees shall be given at least three minutes to comment or ask questions on the subject matter under consideration. The public shall be allowed to take notes and video record the community meeting. A sign-in sheet and comment cards shall be provided to all attendees and a copy shall be provided to the City Clerk within three (3) days of the meeting. At least one City Staff person from the Community Development Services Department shall attend the community meeting. The City shall consider the written comments submitted by attendees during its administrative site plan review process, and may implement such public comment as appropriate that are consistent with and not contrary to law and local land development regulations, and are in the best interests of the public health, safety and welfare of the community.

Densities Reserved for the Community Redevelopment District

- (a) **Coastal High Hazard Limitations.** State, County and local laws discourage an increase to the overall density within the City limits as a result of the State designation of the City as a Coastal High Hazard community. The following reserves are restricted to ensure that the overall density in the Community Redevelopment District and the City is not increased.
- (b) **Residential Unit Reserves ("RU Reserve").** RU Reserves are established for the following three designated character districts in accordance with each district's specific redevelopment plan:
- Downtown Core Residential District for two (2) units per acre for a total of 23 reserved residential units.

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- Commercial Corridor Blind Pass Road District for three (3) units per acre for a total of 22 reserved residential units.
 - Commercial Corridor Gulf Boulevard District for three (3) units per acre for a total of 64 reserved residential units.
1. **Purpose and Intent.** The purpose of the RU Reserve in any character district where such a reserve is established is to balance the need for redevelopment in certain diverse neighborhoods of the community against a strong desire not overdevelop these same neighborhoods in acknowledgement of the conditions set forth in sections (b)2 and (b)3 below.
 2. **Existing Physical & Economic Conditions.** There are two primarily commercial character districts and one mixed residential/temporary lodging use character districts where the RU Reserve will be established. The following describes their respective existing conditions:
 - a. The Downtown Core Residential is a very diverse neighborhood with residential and non-residential uses, including a mix of housing types ranging from single family to higher density aging multi-family apartment complexes and temporary lodging densities.
 - b. The two Commercial Corridor districts, one located on the south end of Blind Pass Road and the other located at the north end of Gulf Boulevard have narrow lot depths abutting residential neighborhoods that need redevelopment in a manner that will be more compatible with the residential neighborhoods located behind these character districts.
 - c. Several of the aging apartment complexes have already been or may be converted to condominium ownership at higher densities than allowed by current land development regulations if the existing regulatory scheme is not updated to encourage redevelopment in lieu of remodeling that does not require compliance with current building, safety, FEMA and LDCs and regulations.
 3. **Consequences of Existing Built Densities that Exceed Densities Allowed under Current LDC are:**
 - a. **Maintenance and repair only.** Aging properties are maintained, repaired and at best cosmetically remodeled and renovated instead of rebuilt to current site design, building code and FEMA regulations. This consequence impedes the City's ability to improve overall public safety through the implementation of current building codes and FEMA flood regulations, as well as improve the overall quality of life of its residents through the implementation of more stringent site and building design standards.
 - b. **Decline in Material Reinvestment.** If current safety, building, flood protection and design standards cannot be implemented because landowners find it more economically viable to remodel than to rebuild to current standards, these diverse neighborhoods will continue to see a decline in reinvestment, property value and overall quality of life from a public safety, building safety, aesthetic, and environmental perspective.
 4. **Implementation of RU Reserves in Three Character Districts.**
 - a. **FLUE Implementation.** The maximum permitted residential density for land designated in Future Land Use Plan and Map is as follows:
 - (i) Commercial Corridor Gulf Boulevard District and the Commercial Corridor Blind Pass Road District shall be fifteen (15) residential units per acre without further need to amend this Future Land Use Plan and Map.
 - (ii) Downtown Core Residential District shall be twelve (12) residential units per acre without further need to amend this Future Land Use Plan and Map.
 - b. **LDC Implementation.** Future City Commissions may increase the residential density permitted in each of the three character districts as established immediately above by amending the land development regulations, but only if such increase is determined necessary by a future City Commission based upon available data and analysis.

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- (c) **General Residential Unit "RU" Density Pool Reserve.** is established for the entire Community Redevelopment District by reducing the previously allowed maximum residential density of 18 dwelling units per acre in the Large Resort character district by three dwelling units per acre to a maximum of 15 dwelling units per acre over the entire 65.16 acres. The total residential density reduction in the Large Resort district equals 195 residential dwelling units.
1. **Purpose and intent.** For the same purposes stated in Section 3 above relating to residential reserves for specific character districts, these 195 residential units previously permitted in the Large Resort character district shall be reserved for future use within the CRD, as may be necessary and warranted.
 2. **FLUE Implementation.** 195 residential dwelling units shall automatically become available as a residential density reserve for any property located within the boundaries of the Community Redevelopment District that permits residential use without further need to amend this Future Land Use Plan and Map.
 3. **LDC Implementation.** Future City Commissions may implement the residential density pool through the LDC with proper allocation procedures and absolute density limitations to ensure that the cumulative total of allocations does not exceed the available reserve density.

Other Standards for the Community Redevelopment District (CRD)

Shall include the following:

- (a) **Countywide Amendment CRP Approval.** The utilization of this Comprehensive Plan Future Land Use Element land use plan category and corresponding Future Land Use Map change to provide for a Community Redevelopment District shall require the subject area to be formally designated as a community or neighborhood redevelopment area and a special area plan. Thereafter, the process for the Countywide Future Land Use Plan amendment to employ or alter this land use plan category shall require recommendation by the Pinellas Planning Council and approval by the Countywide Planning Authority for the special area plan and any substantive amendments thereto. Minor plan changes that are not considered substantive shall not constitute an amendment to the Future Land Use Plan, and shall be submitted to the Pinellas Planning Council and the Countywide Planning Authority for receipt and acceptance. Where such comprehensive plan amendment is prepared pursuant to Chapter 163, Part III, F.S. all applicable provisions of that process will be complied with prior to or simultaneous with the review of the Community Redevelopment Plan under the Countywide Rules.
- (b) **Countywide Amendment CRP Content/Criteria.** The Community Redevelopment Special Area Plan prepared in support of this land use plan category and amendment to the City's Comprehensive Plan Future Land Use Element and Future Land Use Map shall include at a minimum that information for such special area designation determined necessary by the Pinellas Planning Council to evaluate the proposed amendment in relationship to the policies of the Countywide Future Land Use Plan, the assessment of infrastructure impacts and the adequacy of provision therefore and the relationship of the proposed special area plan to the Countywide Future Land Use Plan and affected local government plans.
- (c) **Review and Approval of Conditional Uses.** In order to ensure compatibility with adjoining existing uses, to fully evaluate impact on the City's infrastructure, and to ensure the entire development project meets City standards, the City shall amend its Land Development Code to require conditional use approval subject to quasi-judicial public hearings before the Planning Board and City Commission, for any temporary lodging use in the Community Redevelopment District proposed to have a building height greater than fifty (50) feet or a density greater than 30 temporary lodging units per acre as may be allowed by this plan and the City's Land Development Code. This review process shall include, but not be limited to, considerations of:
- Utility infrastructure, including sanitary sewer, reclaimed water, potable water electric, fire, law enforcement, and natural gas services, and data transmission and telecommunications services;

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- Transportation infrastructure, including ingress and egress from public rights-of-way, traffic control devices and signalization, internal vehicle circulation of the site, design and function of parking areas, loading and unloading areas, pedestrian transit infrastructure and amenities, and public sidewalks and roadways;
- Hydrological features and storm water management infrastructure;
- Aesthetic and architectural features of the development, including site layout, physical dimensions of structures such as height and massing, design and appearance of building facades, exterior building materials, advertising and directional signage and the provision and maintenance of Gulf and Bay views and vistas;
- Site landscaping, open space provision and impervious surface limitations;
- Operational and functional requirements of facilities, including hours of operation, provision of required services or amenities, lighting requirements, noise abatement requirements, residency limitations and facilities maintenance;
- Fire suppression and facility security;
- Emergency management and hurricane evacuation provisions.
- The amount of separation provided between the proposed temporary lodging use and any existing buildings on adjoining properties and resulting impact on sunlight and views; and
- The proximity of any adjacent residential building to the Florida Coastal Construction Control Line and the degree to which the proposed temporary lodging use and/or any accessory use or structure maintains an open view of the waterfront from neighboring properties.

C. Gulf Boulevard Redevelopment District

FOOTNOTE(S):

—()—

~~Providing on-site affordable housing or worker living accommodations shall neither be calculated as part of any density permitted nor shall it entitle the landowner or developer to any density bonuses; however, such accommodations shall be eligible for affordable housing mitigation fee credits and shall not be subject to any General or Large Resort Affordable Housing Mitigation requirements adopted by the City or County. In addition, any such workforce living accommodations shall also be subject to the same legally enforceable closure and evacuation plan required for all temporary lodging uses pursuant to the LDC.~~

General Provisions

- (a) **Location and Character.** The Gulf Boulevard Redevelopment District contains approximately 148.20 acres of land shown on Map 2. This District represents approximately 11.5% of the total land area of the City.
- (b) **Purpose and Intent; Redevelopment Incentives & Deterrents.** This District is one of two core redevelopment districts and this District is designed to:
 1. Encourage revitalization and redevelopment of primarily:
 - (i) Temporary lodging uses -resorts, hotels, resort condominiums and boutique hotels on the west side of Gulf Boulevard; and
 - (ii) Commercial and mixed-use retail/residential projects on the east side of Gulf Boulevard with an emphasis on the central core Activity Center character district.
 2. Discourage residential condominium development on the west side of Gulf Boulevard.

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3. Prohibit exclusive residential use projects exceeding current height and density restrictions contained within the City's LDC, ~~as may be amended from time to time in accordance with the City Charter.~~

Goals, Objectives and Policies for the Gulf Boulevard Redevelopment District

GOAL 1:

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

Objective 1.1

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

Objective 1.2

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

Objective 1.3

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

Objective 1.43

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

Objective 1.54

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

Objective 1.65

The City shall recognize the unique features of Gulf Boulevard and shall implement the Gulf Boulevard Improvement Program or develop a Master Boulevard plan that promotes uniform beautification landscape standards, provides a pedestrian and bicyclist-friendly and safe environment that minimizes pedestrian-vehicular conflict and bicycle-vehicular conflict.

Objective 1.76

Public beach access will be preserved and expanded through redevelopment of temporary lodging uses.

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Objective 1.87

All new building construction shall comply with current Building and Safety Codes, FEMA and National Flood Insurance program regulations to maximize protection of the City's built infrastructure from all manner of hazards, natural disasters and flooding. The City shall ensure compliance not only through the building permit process but through Code Enforcement and inspections as necessary to maintain the highest FEMA rating achievable for a coastal barrier island.

Objective 1.98

The City shall recognize the importance of temporary lodging uses and public beach access to its residents and visitors in preserving and maintaining its socio-economic quality of life; and further, the City recognizes that additional high-rise residential development along the Gulf beaches is not desirable and not in keeping with the City and its residents' desire to preserve and expand public beach access and temporary lodging uses that if lost, and replaced with high-rise residential uses, will adversely impact the City's tourism-based economy; and as a result, such high rise residential development shall be discouraged throughout the Gulf Boulevard Redevelopment District and shall not be allowed to exceed current height limitations of five stories over parking for exclusively multi-family residential use projects in the Gulf Boulevard Redevelopment District.

GOAL 2:

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

Objective 2.1

Gulf Boulevard shall be reclaimed as a functioning local street to the maximum extent permitted by FDOT to operate within the Gulf Boulevard Redevelopment District for vehicular, non-vehicular and pedestrian circulation.

Objective 2.2

Temporary lodging redevelopment shall be required to file an enforceable mandatory closure and evacuation plan that complies with County Emergency evacuation and management procedures and local emergency management rules and procedures, which shall be updated and amended as may be required by the County and/or City, from time to time.

Objective 2.3

A Master Boulevard Plan shall be implemented to enhance the pedestrian and vehicular environment, invite residents and visitors into the Gulf Boulevard Redevelopment core resort area, improve traffic circulation and encourage private reinvestment and investment, subject to FDOT approval.

Objective 2.4

A variety of parking solutions for motorized and non-motorized vehicles shall be pursued to support redevelopment, while maintaining ease of access and adequate parking throughout the Gulf Boulevard Redevelopment District.

Objective 2.5

Large-scale temporary lodging redevelopment shall be required to develop and implement a Transportation Management Plan that includes shuttles to and from the airport and may include shuttles to off-site amenities and attractions, an employee ridesharing or vanpooling program and a guest bicycle program.

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Objective 2.6

Public and private sector development shall create and contribute to pedestrian and bicycle linkages throughout the Gulf Boulevard Redevelopment District for safety, as part of the Green practices initiative to reduce Greenhouse gas emissions.

Objective 2.7

Development of on-site and off-site public parking, as well as additional and enhanced trolley stops, shall be pursued in proximity to public beach access points, pedestrian crosswalks and major retail and entertainment areas.

GOAL 3:

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

Objective 3.1

The existing parks shall be improved to provide residents and visitors a memorable experience.

Objective 3.2

Public beach access points will be preserved, expanded and improved through redevelopment and coordinated with pedestrian crosswalks, bike lanes and sidewalks, trolley stops and entrances to major residential neighborhoods on the east side of Gulf Boulevard to the maximum extent practical and feasible.

Objective 3.3

Redevelopment is encouraged to create a vibrant Gulf Boulevard core resort environment containing a variety of building forms and styles of exceptional architectural design and high quality finishes that respect the Gulf Boulevard resort character and heritage, increase Green space, reduce paved surface parking, increase side yard setbacks, increase setbacks from Gulf Boulevard, and provide amenities, retail services, restaurants and waterfront beach bars that serve guests and residents alike.

Policies

Policy 1:

All development shall be consistent with building and site design guidelines and standards that establish the quality of design features expected for renovation, redevelopment and new construction in the Gulf Boulevard Redevelopment District.

Policy 2:

The character of each district shall be reinforced through the site plan review and approval process. Projects shall be consistent with and contribute positively to the vision of the character district in which they are located.

Policy 3:

The design of all projects in the Gulf Boulevard Redevelopment District shall make meaningful contributions to a safe and comfortable pedestrian environment through site and building design, internal connections between adjacent properties, and external connections to and along Gulf Boulevard.

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Policy 4:

On-site overhead utilities shall be placed underground as part of all development projects.

Policy 5:

Utility and sidewalk easements along Gulf Boulevard may be required as part of all development projects if the existing site conditions and redevelopment plans permit the location of such easements that can be integrated into the redevelopment site plan without undue hardship to the property owner. The City may also require the construction of a sidewalk along Gulf Boulevard in a location that can be coordinated with existing off-site sidewalks and integrated with the proposed site plan to provide a continuous safe pedestrian pathways.

Policy 6:

Property owners/developers are encouraged to meet with area neighborhood associations/business groups prior to submitting a major redevelopment project for City review.

Policy 7:

Residential developments shall provide on-site recreational opportunities wherever possible.

Policy 8:

Shared parking for commercial, office and mixed uses shall be accomplished wherever possible.

Policy 9:

All new development and redevelopment shall mitigate potential flood, hurricane and tropical cyclone hazards.

Policy 10:

To improve traffic flow and reduce pedestrian/bicyclist - vehicular conflict, vehicular curb cuts to access Gulf Boulevard shall be minimized, shared access driveways should be pursued, and internal connectivity between adjacent properties should be encouraged, to the practical extent feasible to allow reasonable, adequate and safe ingress and egress to new development.

Policy 11:

A Transportation Management Plan (TMP) shall be required on all development and redevelopment that increases density or intensity of development on a site. Physical and operational improvements and strategies should be considered as part of any project Transportation Management Plan.

Policy 12:

Pedestrian bridges over Gulf Boulevard shall be pursued at critical intersections along Gulf Boulevard to ensure safe and continuous pedestrian linkages between major activity core areas such as Dolphin Village and the County Park/Resort Districts as well as East and West Corey Avenue shopping, business and entertainment districts.

Policy 13:

Increased setbacks from Gulf Boulevard for any building exceeding fifty (50) above based flood elevation.

Policy 14:

~~All new development projects shall contribute their pro rata share to the Community Improvements Fund, as may be required at the time of building permit approval or before~~

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Policy 154:

The assembly of smaller parcels into larger development sites will be encouraged.

Policy 165:

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

Large Resort District (LR)

- (a) **Location and Character.** The Large Resort character district is a 0.9 mile strip of land, illustrated on the Future Land Use Map, containing 65.16 acres of land or approximately 5% of the total land area of the City. This District is devoted almost exclusively to larger resort temporary lodging uses that occupy approximately 84% of the land area within the District. There are five (5) existing high-rise multi-family residential condominiums in the District that likely will not be redeveloped in the foreseeable future. In addition, there are a very limited number of properties along this 0.9 mile strip of Gulf Boulevard that could potentially redevelop as Large-scale temporary lodging uses that may be eligible for increased height and density.
- (b) **Purpose and Intent; Redevelopment Incentives & Deterrents.** Hotel redevelopment is encouraged by increasing permitted density and height for temporary lodging use only. Exclusive residential use development is strongly discouraged by decreasing permitted density and prohibiting any increases to allowable height for this type of use. It is the goal and intent of the City to limit height and density in this District to the minimum that will provide comparatively equal market value between multi-family residential use and temporary lodging use for the reasons discussed below.

Pinellas County has lost 5,000 of its 40,000 hotel rooms and has lost thousands of tourism-related jobs from 2002 -2006. Hundreds of those rooms and jobs were lost here in St. Pete Beach with an imminent risk of losing more that would adversely impact the socio-economic quality of life the City has enjoyed for more than 50 years. Vacancy rates have remained stagnant for several years even with the loss of thousands of hotel rooms. This is a strong indicator that the resort community on St. Pete Beach is losing its market share as a result of aging properties and facilities that cannot compete with other regional, National and global resort destinations despite the fact our beaches are consistently listed within the Top 5 beaches in the Country. The purpose of the Large Resort character district redevelopment plan is to provide an economically feasible choice to pursue resort reinvestment and redevelopment as an alternative to high-rise residential development overtaking the City's Gulf beaches as it has in most other beach communities in the State.

Creating an economically viable commercial reinvestment opportunity instead of a residential redevelopment opportunity will not only stimulate the local economy, it will correct the disproportionate tax burden allocation between commercial and residential properties that exists in 2007. The disproportionate tax burden allocation is a direct result of the lack of commercial reinvestment. Substantial commercial reinvestment has not occurred in the past 25 to 30 years. By contrast, new residential construction and renovation has steadily increased residential property values for the past decade, slowing only recently due to temporary market conditions.

A decline in commercial reinvestment results in a decline in commercial property value. When combined with the increase in residential property values as a result of market conditions and new construction, the overall effect is a disproportionate tax burden shift from the commercial property tax base to the residential property tax base.

In 2007, that local tax revenue is allocated at approximately 88% residential and 12% commercial. As commercial property reinvestment remains stagnant, values will continue to decline and the tax burden shift will become increasingly progressive rather than lineal. This trend must be reversed to re-establish a sustainable and healthy economy or eventually, residents will shoulder nearly 100% of the City's operating and capital costs with no alternative revenue sources except property taxes, special assessments and user fees. Cuts in City services may also result if a shortfall in property tax revenue is

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not otherwise funded. To achieve a balanced and healthy local economy in a City of this size and population, a minimum of 25% of the local tax revenue should be derived from commercial properties. Ideally, for the healthiest economy, approximately 30% to 40% of local tax revenue should be generated by commercial properties while only occupying 15%-20% of the total land area or less. Increased commercial property tax revenue plus sales tax create a long-term stable economy that reduces the tax burden on residents.

To achieve this tax allocation correction and shift a greater tax burden back to commercial properties and away from residents, commercial reinvestment and redevelopment must be encouraged through regulatory means. As a result of the disparate regulatory density scheme between residential condominiums and temporary lodging uses that has existed in the community at least since 2001, there is a significant opportunity to accomplish a tax burden correction simply by adjusting the outdated land development regulations. By increasing density only for temporary lodging use, this will stimulate reinvestment and revitalization of tourist lodging uses and discourage or limit the redevelopment of residential uses. This regulatory correction should rebalance the current disproportionate tax burden on residents by increasing commercial property values, and as a result, increase the percentage share of local tax revenue collected from commercial properties.

This type of redevelopment has several additional advantages over residential condominium development. These advantages include: 1) reduced daily vehicular travel demand; 2) improved evacuation procedures; 3) decreased number of residents needing to evacuate in the event of a hurricane watch or warning; 4) reduced demands on public facilities and services by hotel guests as compared to residents since full service resorts provide most of the services and amenities otherwise needed by a resident; 5) increased assessed property valuations that are not subject to homesteading; 6) increased sales tax that helps fund Penny for Pinellas projects that has included several parks and a portion of the Community Center in St. Pete Beach; and 7) and bed tax revenue paid only by temporary lodging uses that currently is the only source of revenue to provide the local matching funds needed for beach renourishment projects within the City and County.

- (c) **Economic Disparity.** The only way to eliminate all or most of the existing economic disparity between the development of a residential condominium and a temporary lodging use is to level the economic playing field through increased density for hotels only. Many recent studies, including the Opportunities Assessment & Strategies Analysis dated May 2003 prepared by Owen Beitsch, a nationally renowned economist with Real Estate Research Consultants, Inc., found that in today's modern economy there is roughly a 5 or 6: 1 ratio of hotel rooms needed to equal the value of one Gulf front condominium. The existing Comprehensive Plan Resort Facilities Medium land use designation and zoning category provide only a 2:1 ratio of permitted temporary lodging units compared to permitted residential condominium unit density allowed.

For example, the current Resorts Facilities Medium (RFM) land use category permits up to 30 temporary lodging units per acre or up to 18 residential multi-family units per acre. The current zoning regulations allow up to 30 temporary lodging units per acre and up to 15 residential multi-family units per acre. This existing comparative ratio gives a landowner the choice of building only two (2) hotel units for every one (1) residential condo. The existing regulatory choice clearly favors the residential condominium market over the resort hotel market.

Thus, to encourage temporary lodging use redevelopment and simultaneously discouraging multi-family residential development along the Gulf beaches, the density standards approved in 1998 must be updated and modified to synchronize with current market conditions and remove the artificial regulatory barrier to normal cycles of reinvestment and redevelopment pattern experienced over time in any aging community. The regulatory correction needed is density modifications that includes a simultaneous decrease in permitted residential density with an increase in temporary lodging density to create a 5:1 ratio of hotels : residential condominiums.

This density readjustment needed to create economic equilibrium and balance is accomplished by increasing density for exclusive temporary lodging use from 30 units per acre to 50 -75 units per acre at the same time as decreasing the multi-family residential density from 18 units per acre to 15 units per

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acre. The result will provide an economically feasible choice for hotel owners and operators to redevelop as a resort facility as an alternative to selling existing resort properties for redevelopment as a residential condominium project.

- (d) **Nonconforming Densities.** Further exacerbating the economic disparity described above, the existing temporary lodging properties located within the Large Resort District lost approximately 16.5 acres to the City's implementation of the Countywide Preservation designation in 2003. Prior to 2003, those 16.5 acres were calculated by the City for density purposes at thirty (30) temporary lodging units per acre. As a result, 495 potential temporary lodging units were lost after November 2003.

In addition, the reduction of acreage by government regulation for every property abutting the Gulf beaches in 2003 created a significant disconnect between the number of units actually built on the ground as compared to the number of units that are potentially allowed under the current land development regulations. This circumstance is referred to as non-conforming density for a permitted land use.

The existing as-built density on the ground in the Large Resort district averages approximately 50 hotel units per acre, some properties are more, some just slightly less. One hotel property is already over 80 units per acre as it is built today. However, the current land use and zoning classifications only allow thirty (30) units per acre, or roughly 60% or less of the number of units actually built. The result is that every single existing hotel and motel along the west side of Gulf Boulevard has a non-conforming density.

Non-conforming density status prohibits the rebuilding of the existing number of units in the event of a natural disaster, and also precludes or severely limits financing or refinancing needed for reinvestment in these aging properties. Reinvestment into non-conforming properties is not practical or feasible unless a portion of the property is sold off as residential condominiums to raise capital for reinvestment. The non-conforming status of these temporary lodging properties as they continue to age and reach functional obsolescence, only serves to encourage redevelopment as residential condominiums, unless a regulatory remedy is adopted.

Policies

Policy 1:

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

Policy 2:

At least one functional public beach access a minimum of ten (10) feet average width shall be provided on all temporary lodging use development projects if: (a) the buildable site is at least three gross acres in size; and (b) new construction exceeds 67% or more of the total aggregate floor area located on the buildable site; and (c) the buildable site has a westerly boundary abutting the Gulf beaches or is part of an overall unified development that has a westerly boundary abutting the Gulf beaches. Abutting resort owners will be encouraged to combine public beach access on adjacent boundaries in the site plan approval process to maximize the width and meaningful public access to the Gulf beaches wherever possible. Any combined public beach access shall be an average fifteen (15) feet in width. Further, wherever practical and feasible, public beach access will be encouraged and pursued in coordination with trolley stops, crosswalks, bike and pedestrian pathways.

Policy 3:

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

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reasonable location of an easement for the public that can be integrated with the overall site development. Abutting resort owners will be encouraged to combine public beach access on adjacent boundaries in the site plan approval process to maximize the width and meaningful public access to the Gulf beaches wherever possible. Further, wherever practical and feasible, public beach access will be encouraged and pursued in coordination with trolley stops, crosswalks, bike and pedestrian pathways.

Policy 4:

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

Policy 5:

All large scale development and redevelopment projects approved under Scenario 2 as defined under Permitted Uses & Standards for this Large Resort character district category may be required to provide an easement to the City for ~~a beach boardwalk or trail~~ unimproved public access landward of the mean high water line Gulf ward of the Florida Coastal Construction Control Line in the event the City pursues the development of a beach boardwalk or trail and the location is necessary to provide a continuous, uninterrupted pedestrian beach system along the Gulf of Mexico prior to a building permit being issued.

Policy 6:

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

Policy 7:

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

Policy 8:

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

Policy 9:

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

Permitted Uses & Standards

- (a) **Primary uses** - Temporary lodging uses - hotel, motel, resort condominium; medium density multi-family residential.
- (b) **Secondary uses** - Commercial and office; provided, however, any commercial and/or office use on property located within one-hundred and fifty (150) feet of the westerly right-of-way line of Gulf

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Boulevard may be under separate ownership from the primary use when approved by the City as part of an overall site plan incorporating the primary and secondary uses as an integrated project.

- (c) **Density/Intensity and Height Standards** - Density and intensity shall be calculated on the basis of those portions of the site which are landward of the Florida Coastal Construction Control Line and shall be permitted as follows:

- A. **Scenario 1:** Existing development, and all development that does not qualify as Large-scale development under subsection B. Scenario 2 below:

1. **Density** - shall not exceed the following:
 - a. 50 temporary lodging units per acre; or
 - b. 15 residential dwelling units per acre; and
 - c. Variances to exceed the maximum density above as established in this Future Land Use Plan shall be prohibited.
2. **Intensity Standards for Temporary Lodging Use** - shall include indoor amenities and shall exclude structured parking, ~~any on-site affordable housing or worker living accommodations²~~ and outdoor amenities including but not limited to tennis courts, pools, and the like. The floor area ratio for Scenario 1 shall not exceed the following: ¹
 - a. 1.8 floor area ratio; and
 - b. Shall not include additional floor area for freestanding non-residential facilities; and
 - c. Variances to exceed the maximum floor area ratio above as established in this Future Land Use Plan shall be prohibited.
3. ~~**Height** shall not exceed, but shall be permitted up to the following, subject to height limitations contained in the City's LDC:~~
 - a. ~~One hundred (100) feet above base flood elevation, inclusive of structured parking, for any building that exclusively contains only temporary lodging uses; or~~
 - b. ~~Fifty (50) feet above base flood elevation for any building containing temporary lodging and residential dwelling units; or~~
 - c. ~~Fifty (50) feet above base flood elevation for any building containing residential dwelling units only; and~~
 - d. ~~Variances to increase the height above shall be prohibited unless approved by voter referendum, if required by the City Charter.~~

- B. **Scenario 2 Large-scale Development:** shall mean development of a parcel that is at least three gross acres in size or greater and ~~provided that new construction exceeds sixty seven percent (67%) of the combined aggregate floor area of new and existing principal buildings and accessory structures that constitute the entire unified development scheme on the buildable site.~~

1. **Density** - shall not exceed the following:
 - a. 75 temporary lodging units per acre ~~excluding any affordable housing density bonus; or~~
 - b. 15 residential units per acre; or
 - c. A combination of residential and temporary lodging units which shall be prorated on an acreage basis allocated to each use, provided that a minimum of 200 temporary lodging units are provided; and
 - d. Variances to exceed the maximum density above as established in this Future Land Use Plan shall be prohibited.

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2. **Intensity Standards for Temporary Lodging Use** - shall include indoor amenities and shall exclude ~~on-site affordable housing or workforce living accommodations~~, structured parking and outdoor amenities including but not limited to tennis courts, pools and the like. The maximum floor area ratio for Scenario 2 shall not exceed the following:
 - a. 2.6 floor area ratio; and
 - b. As a bonus, street level retail and restaurant uses facing Gulf Boulevard that are accessible by pedestrians along Gulf Boulevard and serve the general public, may be constructed but shall not exceed an additional floor area ratio of 0.15 of the building site; and
 - c. The preceding intensities may include the normal ancillary residential for on-site security, maintenance and management, and normal ancillary non-residential guest facilities; and
 - d. Variances to exceed the maximum floor area ratio above as established in this Future Land Use Plan shall be prohibited.
 3. ~~**Height** shall not exceed, but shall be permitted up to the following, subject to any height limitations contained in the City's LDC:~~
 - a. ~~One hundred forty six (146) feet above base flood elevation, inclusive of structured parking, for any building exclusively contains only temporary lodging uses as part of a Large-scale Development project; or~~
 - b. ~~Fifty (50) feet above base flood elevation, inclusive of structured parking, for any building containing multi-family residential units combined with temporary lodging units; or~~
 - c. ~~Fifty (50) feet above base flood elevation, for any buildings containing residential dwelling units only; and~~
 - d. ~~Any increases to, including variances to increase, the maximum height for each type of use set forth above for this Large Resort character district shall be prohibited unless approved by voter referendum, if required by the City Charter.~~
 4. **Impervious Surface Ratio Standards.** In both Scenarios 1 and 2, the maximum impervious surface ratio shall not exceed:
 - a. 0.85 for temporary lodging uses only;
 - b. 0.70 for residential use only; and
 - c. A combination of residential and temporary lodging units not to exceed the floor area ratio for each use set forth above, which shall be prorated on an acreage basis allocated to each use, and
 - d. Variances to exceed the maximum impervious surface ratios above as established in this Future Land Use Plan shall be prohibited.
- (d) **Height Standards** –The maximum building height for each use within the Large Resort (LR) District shall not exceed:
- A. Residential use only, any temporary lodging use mixed with residential in same building. Building height shall not exceed 50 feet.
 - B. Any temporary lodging or commercial use building located within 200 feet of a property occupied by an existing residential use located outside the Community Redevelopment District. Building height shall not exceed 50 feet or the height of the adjacent residential building located outside the Community Redevelopment District, whichever is greater.

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- C. Temporary lodging use only. Building height shall not exceed 116 feet not including any decorative features or rooftop amenities extending twelve feet or less in height above the roof line.
 - D. Any variance to increase the maximum height for each type of use set forth above for this Large Resort character district shall be prohibited.
 - E. Building height for the above uses shall be measured in accordance with the "height" definition as set forth under the definition section of the Special Designation – Community Redevelopment District in this plan.
- (e) **Setback Standards** – Any new building construction or building addition within the Large Resort (LR) District shall comply with the following setbacks:
- A. Front Yard. The minimum front yard setback for buildings 50 feet in height or lower shall be 25 feet. The minimum front yard setback for that portion of a building rising above 50 feet in height shall be equal to the height of the building unless a lesser setback is approved by the City through the conditional use process to provide for increased compatibility with adjoining properties.
 - B. Side Yards. The minimum side yard setback shall equal ten (10) percent of the lot width of the subject property, or thirty (30) feet on one side, whichever is less, not to exceed sixty (60) feet combined for both setbacks. Provided, however, when the subject property is adjacent to an existing residential use located outside the Large Resort District, the minimum side yard setback shall equal twenty (20) percent of the lot width of the subject property or 60 feet, whichever is less, provided that in no event shall the setback be less than 30 feet, for that side yard abutting the existing residential use. The City Commission may increase the minimum side yard setback for that portion of a proposed building rising above 50 feet in height when determined to be in the public interest upon evaluating a conditional use permit request.
 - C. Rear Yard. For non-waterfront parcels, the minimum rear yard setback shall be 20 feet. For waterfront parcels, the minimum rear yard setback shall be the Florida Coastal Construction Control Line, provided, however, when the subject property is adjacent to an existing residential use located outside the Large Resort District, the minimum rear yard setback shall be increased as follows:
 - 1. 50 feet landward of the Florida Coastal Construction Control Line or in alignment with the existing rear yard setback of the adjacent residential use, whichever is less, for buildings 50 feet in height or lower.
 - 2. 50 feet landward of the Florida Coastal Construction Control Line plus an additional one-half foot of rear yard setback for every one-foot in building height for that portion of the building above 50 feet.
- (f) **Required Buffering** – New construction of a temporary lodging use that exceeds 50 feet in building height or adjoins an existing residential property located outside the Large Resort District shall provide a minimum 30 foot wide landscape buffer along the entire length of a required side yard with the specific landscape plan to be reviewed and approved as part of the conditional use permitting process. The landscape buffer may contain any required public access to the beach, but no accessory uses. New construction of a temporary lodging use adjoining an existing residential property located outside the Large Resort District shall include the same buffer for rear yard along the adjoining residential property line, if applicable. The City Commission may reduce the width of the required buffer by up to 50 percent based upon its design and compatibility review of the project and any superior alternatives presented unless it adjoins an existing residential use located outside the Large Resort District, in which case there shall be no reduction to the required buffer width.

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Boutique Hotel/Condo District (B-HC)

- (a) **Location and Character.** The Boutique Hotel/Condo District contains 22.5 acres and less than 2% of the total land area of the City. This District is illustrated on the Future Land Use Map. Several multi-family residential condominiums exist and several more are currently under construction or have been recently constructed in this District. It is anticipated that only approximately two or three boutique hotel projects potentially could be developed or redeveloped in the Boutique Hotel/Condo District that will qualify for increased height and density under this proposed plan and map amendment.
- (b) *Purpose and Intent; Redevelopment Incentives & Deterrents.* The following policies shall govern development and redevelopment in the Boutique Hotel/Condo District and are intended to preserve the remaining inventory of Boutique Hotels to the maximum extent possible within this District by increasing density for temporary lodging uses and prohibiting height and density increases for residential condominium development.

Policies

Policy 1:

Architectural design features that provide visual interest, are aesthetically pleasing and relate to the human scale at ground levels are equally important for both the street and waterside of buildings. Blank wall facades shall be prohibited.

Policy 2.1:

At least one functional public beach access a minimum of seven (7) feet average width shall be provided on all new development projects that redevelop more than 75% of the buildable site unless a hardship exists resulting from a property width that is less than 150 feet.

Policy 2.2:

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

Policy 3:

All development and redevelopment projects may be required to provide an easement to the City for a ~~beach boardwalk or trail~~ unimproved public access landward of the mean high water line ~~Gulf ward of the Florida Coastal Construction Control Line in the event the City pursues the development of a beach boardwalk or trail and the location is necessary~~ to provide a continuous, uninterrupted pedestrian beach system.

Policy 4:

Professional landscaping and design standards consistent with the standards contained in the LDC shall be the minimum required on the entire building site for new development that exceeds 75% of the buildable site, with particular emphasis on the Gulf Boulevard frontage and screening from any adjacent low-rise residential use that may include landscaping and privacy walls. Landscape design, including the type and quantity of plant material as well as creative tropical hardscape designs, shall be consistent with the quality and character of a high quality tropical resort destination.

Policy 5:

Increased building setbacks from Gulf Boulevard shall be required for increases to building height allowed for temporary lodging uses.

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Policy 6:

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

Policy 7:

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

Permitted Uses and Standards

- (a) **Primary uses** - Temporary lodging use - hotel, motel, resort condominium; medium density residential.
- (b) **Secondary uses** - None.
- (c) **Density/Intensity and Height Standards** - shall be calculated on the basis of those portions of the site which are landward of the Florida Coastal Construction Control Line and shall be permitted as follows:
 - 1. **Density** - Shall not exceed the following:
 - a. 50 temporary lodging units per acre unless approved by ordinance of the City Commission to provide additional temporary lodging units from the TLU Density Pool established below; or
 - b. 18 residential units per acre; and
 - c. Any increases to temporary lodging unit density is subject to the restrictions and limitations in Section (2) below - Temporary Lodging Unit Reserve; and
 - d. Variances to exceed the maximum residential density above as established in the Future Land Use Plan shall be prohibited.
 - 2. **Temporary Lodging Unit Density Pool ("TLU Density Pool")** - The City shall establish a TLU Density Pool not to exceed a total of 125 units for the entire Boutique Hotel/Condo district and the following shall govern the allocation of density from the TLU Density Pool:
 - a. The TLU Density Pool shall be allocated to individual projects by ordinance of the City Commission upon request of an individual property owner; and
 - b. Such allocation may be up to but shall not exceed twenty (20) temporary lodging units per acre and further, the cumulative allocation shall not exceed sixty (60) units per development project; and
 - c. The number of available temporary lodging units remaining after such project allocation shall be specified in each City Commission ordinance allocating such units and each such ordinance shall provide that no units beyond those TLU Density Pool units remaining available to the Boutique Hotel/ Condo District shall be allocated to any subsequent temporary lodging use project; and
 - d. This limitation shall be absolute and shall apply regardless of the proposed size or density of the project requesting such allocation. Such units shall be established exclusive of any other use provided for in the District.
- (d) **Intensity Standards.**
 - 1. Temporary lodging use shall not exceed an aggregate floor area of 750 square feet per temporary lodging unit excluding indoor amenities, common areas and structured parking. Indoor amenities and common areas shall not exceed an additional 0.2 floor area ratio

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combined. For example: 50 units x 750 square feet = 38,500 square feet plus 0.2 x total parcel square feet for common areas & indoor amenities = total building square footage, excluding structured parking.

2. Variances to exceed the maximum floor area ratio above as established in the Future Land Use Plan shall be prohibited.
- (e) Height shall not exceed, but shall be permitted up to the following, subject to height limitations contained in the LDC:
1. Seventy-six (76) feet above base flood elevation for any building that exclusively contains only temporary lodging uses with a minimum setback of one hundred (100) feet from Gulf Boulevard; or
 2. Sixty-five (65) feet above based flood elevation for any building that exclusively contains only temporary lodging uses with a minimum setback of seventy-five (75) feet from Gulf Boulevard; or
 3. Fifty (50) feet above base flood elevation for any buildings containing multi-family residential dwelling units, or any temporary lodging facility that does not comply with the minimum setbacks required for additional height established in sections (e)1 and (e)2 above, subject to a minimum setback of fifty (50) feet from Gulf Boulevard; and
 4. Any increases to, including variances to increase, each of the maximum heights set forth above for this Boutique Hotel/Condo Resort character district shall be prohibited.
- (f) **Impervious Surface Ratio Standards** - shall not exceed:
1. 0.85 impervious surface ratio for any exclusive temporary lodging uses; or
 2. 0.70 impervious surface ratio for any residential use or combined residential and temporary lodging use; and
 3. Variances to exceed the maximum impervious surface ratio above as established in the Future Land Use Plan shall be prohibited.

Activity Center District (AC)

- (a) **Location and Character.** The Activity Center District contains 52.68 acres or approximately 4% of the total land area of the City. This District is illustrated on the Future Land Use Map. It includes the Dolphin Village Shopping Center which is the hub of commercial activity in the Gulf Boulevard area and is located across from the County Park to the west.
- (b) **Purpose and Intent; Redevelopment Incentives and Deterrents.** The following policies shall govern development in the Activity Center District and are intended to encourage commercial revitalization through reinvestment and redevelopment throughout the District. The primary focus of commercial redevelopment is Dolphin Village Shopping Center which is the most significant commercial hub on Gulf Boulevard.

The Activity Center is a primary commercial core of the City in need of revitalization, not a change of core character. Therefore, exclusive residential use is prohibited in this district. Commercial redevelopment will be encouraged in a manner that will serve the retail services needs of residents and visitors alike for several decades into the future.

As a result, a more comprehensive and unified approach to commercial redevelopment will be encouraged by allowing a secondary residential component if certain minimum standards are met. One important requirement is the assembly of land to reduce the existing number of smaller lots and provide opportunities for unified redevelopment that reduces curb cuts on Gulf Boulevard that will result in improved traffic flow and reduced vehicular-pedestrian conflict.

Parcel assembly combined with mixed use redevelopment also enables other livable community strategies such as increased open space and buffering opportunities from residential neighborhoods to

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the east and increased opportunities for pedestrian linkages to neighborhood services that will reduce vehicular trip generation and greenhouse gas emissions.

These policies and development standards are also needed from a public safety standpoint to encourage and facilitate modern utilization of land along the east side of Gulf Boulevard that includes buildings that comply with current Building and Safety Codes, FEMA regulations, as well as architectural, landscaping and drainage standards.

In addition, encouraging commercial redevelopment through the use of regulatory tools and incentives will provide the best opportunity to implement Green building and site design standards and strategies that not only benefit the landowner but also patrons and the community-at-large.

Policies

Policy 1:

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

Policy 2:

Parking shall be integrated into the principal building and hidden from public view to the maximum extent feasible and practical on all commercial redevelopment projects. The substantial majority of parking required for mixed-use development projects shall be integrated into the principal buildings and hidden from public view for projects that are four acres in size or greater. Surface parking for freestanding non-residential use shall be permitted for any development or redevelopment.

Policy 3:

The first habitable floor of any principal building of any development or redevelopment project shall be retail uses only accessible from street level and connected to pedestrian walkways to provide easy public access.

Policy 4:

Professional landscaping and design standards consistent with the standards contained in the LDC shall be the minimum required on the entire building site where any development will occur, with particular emphasis on the Gulf Boulevard frontage, and screening and buffering from adjacent residential uses that may include landscaping and privacy walls.

Policy 5:

Encourage commercial waterfront properties to have slips available for public use.

Permitted Uses and Standards

- (a) **Primary uses** - Commercial and office.
- (b) **Secondary uses** - Multi-family Residential or temporary lodging as part of a mixed use retail I project only. Exclusive residential or tourist lodging uses shall be prohibited, however, the site may be horizontally mixed as long as pedestrian, bicycle, and vehicular accessibility is maintained within the site.
- (c) **Density/Intensity and Height Standards.**
 - 1. **Intensity for Commercial and Office Uses** shall not exceed:
 - a. A floor area ratio of 0.75; and

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- b. Variances to exceed the maximum floor area ratio above as established in this Future Land Use Plan shall be prohibited.
2. **Density & Intensity for a Mixed Use Commercial, Office, Residential, Temporary Lodging Use project** shall not exceed:
 - a. 15 dwelling units per acre combined or 40 temporary lodging uses per acre, not to exceed a total of 50 units per project nor the density pool allocated, with a maximum 1.0 floor area ratio on a minimum one (1) acre buildable site. To qualify for mixed use densities and intensities, a minimum of four (4) residential units, or 10 temporary lodging units, mixed with a minimum of 0.35 floor area ratio for commercial or office uses shall be required; or
 - b. 18 dwelling residential units per acre combined with a maximum 1.0 floor area ratio on a minimum four (4) acre buildable site; and
 - c. The combination of commercial, office, temporary lodging, and/or residential uses shall not exceed the preceding density and intensity which shall be prorated on an acreage basis allocated to each use; and further, provided that the commercial and office uses are the primary use of the property and residential use is secondary; and
 - d. Variances to exceed the maximum density and intensity above as established in the Future Land Use Plan shall be prohibited.
3. **Impervious Surface Ratio** shall not exceed:
 - a. 0.85 impervious surface ratio for any exclusive commercial/office use; or
 - b. 0.70 impervious surface ratio for any residential use or combined residential or temporary lodging use mixed with a commercial or office use; and
 - c. Variances to exceed the maximum impervious surface ratio above as established in the Future Land Use Plan shall be prohibited.
4. **Height** shall not exceed, but shall be permitted up to the following, subject to any height limitations contained in the City's LDC:
 - a. Twenty-eight (28) feet for exclusively commercial or office development; or
 - b. Forty (40) feet for a building containing nonresidential uses on the first floor mixed with a secondary residential use above and located on a minimum one (1) acre parcel; or
 - c. Eighty-six (86) feet, inclusive of structured parking, for a building containing non-residential uses on the first floor mixed with a secondary residential use above and located on a minimum parcel size of four (4) acres or more; and
 - d. Commercial mixed with residential or temporary lodging uses may be mixed horizontally under the following conditions:
 - Neither the commercial nor the residential/temporary lodging use may exceed 40 feet in height;
 - The development site is a minimum of one acre in size;
 - The commercial and residential uses shall have internal pedestrian, bicycle, and vehicular circulation.
 - e. Any increases to, including variances to increase, the maximum height for each type of use set forth above for this Activity Center character district shall be prohibited.
5. **Temporary Lodging Unit Density Pool ("TLU Density Pool")** - The City shall establish a TLU Density Pool not to exceed a total of 325 units for the entire TC-2, Bayou Residential, and Activity Center districts and the following shall govern the allocation of density from the TLU Density Pool:

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- a. The TLU Density Pool shall be allocated to individual projects by ordinance of the City Commission upon request of an individual property owner; and
- b. Such allocation may be up to but shall not exceed forty (40) temporary lodging units per acre and further, the cumulative allocation shall not exceed fifty(50) units per development project; and
- c. The number of available temporary lodging units remaining after such project allocation shall be specified in each City Commission ordinance allocating such units and each such ordinance shall provide that no units beyond those TLU Density Pool units remaining available to the TC-2 and Activity Center districts shall be allocated to any subsequent temporary lodging use project; and
- d. This limitation shall be absolute and shall apply regardless of the proposed size or density of the project requesting such allocation. Such units shall be established exclusive of any other use provided for in the District.

Bayou Residential District (BR)

- (a) **Location and Character.** The Bayou Residential District is a small narrow strip of land containing 7.86 acres or approximately 6/10ths of 1% of the total land area of the City. This District is illustrated on the Future Land Use Map. The lot depths are extremely narrow and preclude the potential of redeveloping prior existing temporary lodging uses that have long-since closed and have been demolished. Redevelopment options are limited to primarily multi-family residential as a result of the lot depths; however, to encourage parcel assembly and a more unified redevelopment opportunity because of and the District's direct access to Gulf Boulevard, a small bonus commercial component will be allowed on a limited basis. Several properties are currently vacant and demolished.
- (b) **Purpose and Intent; Redevelopment Incentives and Deterrents.** The following policies shall govern development in the Bayou Residential District to encourage redevelopment in a physically constrained area that is primarily vacant and is a transition area between higher intensity commercial uses along Gulf Boulevard and lower density residential neighborhoods to the east. High-rise residential development is prohibited. Height for exclusive residential use is decreased over existing permitted heights. Increased building setbacks are required from Gulf Boulevard. The maximum allowable density is permitted only for mixed use projects located on parcels assembled that contain two or more acres to encourage more comprehensive and unified redevelopment, reduce trip generation, increase pedestrian linkages to neighborhood services and reduce curb cuts along Gulf Boulevard.

Policies

Policy 1:

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

Policy 2:

Increased setbacks from Gulf Boulevard will be required for increases in building height.

Policy 3:

Professional landscaping and design standards consistent with the standards contained in the LDC shall be the minimum required on the entire building site where any development will occur, with particular emphasis on the Gulf Boulevard frontage.

Permitted Uses and Standards

- (a) **Primary uses** - Residential and Temporary Lodging Uses.

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- (b) **Secondary uses** - Commercial uses only as a component of a mixed use residential or temporary lodging development.
- (c) **Density/Intensity and Height Standards.**
 - 1. **Residential and Temporary Lodging use** - shall not exceed:
 - a. 15 dwelling units per acre for an exclusively residential use.
 - b. 18 dwelling units per acre for multifamily residential mixed with a commercial use. The maximum floor area ratio for the commercial portion of the mixed use project is 0.3; or
 - c. 40 temporary lodging units per acre not to exceed the density pool allocated. The temporary lodging use can be mixed with a commercial use. The maximum floor area ratio for the commercial portion of a mixed use project is 0.3.
 - d. Variances to exceed the maximum density or intensity above as established in this Future Land Use Plan shall be prohibited.
 - 2. **Height** shall not exceed, and shall be permitted up to the following, subject to any height limitations contained in the City's LDC:
 - a. Thirty-five (35) feet above base flood elevation for an exclusively residential use;
 - b. Fifty-four (54) feet above base flood elevation all other uses.
 - c. Any increases to, including variances to increase, any of the maximum heights set forth above for this Bayou Residential character district shall be prohibited.
 - 3. **The maximum impervious surface ratio** shall not exceed:
 - a. 0.70 for exclusively residential uses. Maximum impervious surface ratio (ISR) for all other uses: 0.85; and
 - b. Variances to exceed the maximum impervious surface ratio above.
 - 4. **Temporary Lodging Unit Density Pool ("TLU Density Pool")** - The City shall establish a TLU Density Pool not to exceed a total of 325 units for the entire TC-2, Bayou Residential, and Activity Center districts and the following shall govern the allocation of density from the TLU Density Pool:
 - a. The TLU Density Pool shall be allocated to individual projects by ordinance of the City Commission upon request of an individual property owner; and
 - b. The number of available temporary lodging units remaining after such project allocation shall be specified in each City Commission ordinance allocating such units and each such ordinance shall provide that no units beyond those TLU Density Pool units remaining;

D. Downtown Redevelopment District

General Provisions

- (a) **Location and Character.** The Downtown Redevelopment District contains approximately 100.05 acres in the Downtown Core area shown on Map 3 and represents approximately 8% of the total land area of the City. This District is comprised of 391 parcels, with approximately 40% developed as existing commercial and office uses, 11% temporary lodging uses, 33% supporting residential uses of a variety of densities and housing types, and the remaining 16% devoted to government uses. This District also contains the adjacent downtown core neighborhoods that contain a mix of residential and nonresidential uses including the smaller mom and pop motels located in the Upham Beach Village District.
- (b) **Purpose and Intent; Redevelopment Incentives & Deterrents.** This Downtown Core Redevelopment District is one of the two core areas within the Community Redevelopment District

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that emphasizes pedestrian mobility over vehicular mobility and is designed to recreate a more traditional main street core gathering area by encouraging revitalization that will provide:

1. Quality neighborhood, government and commercial services in the City's traditional historic shopping district by creating a live, work, shop, dine and play main street;
2. Quality residential neighborhoods surrounding the core commercial areas by reducing commercial encroachment into those residential neighborhoods and by establishing increased open space and buffering between residential and nonresidential uses;
3. A traditional village community where the focus is on safe and comfortable pedestrian mobility and a "sense of place" or a "sense of community" where residents come together to live, play, work and share recreational activities; and
4. Increased pedestrian linkages to neighborhood services that will reduce vehicular dependence, reduce trip generation and improve the overall traffic flow, pedestrian circulation, and safety throughout the downtown area.

Goals, Objectives and Policies for the Downtown Redevelopment District

GOAL 1:

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

Objective 1.1

All development and redevelopment within the Downtown Redevelopment District shall further the goals, objectives and policies of the Community Redevelopment District where applicable, and development and redevelopment shall be consistent with the policies for the character district within which the development occurs and shall comply with the design guidelines and the applicable land development regulations for each respective character district.

Objective 1.2

Residential uses in the Downtown are encouraged only as part of a mixed use commercial project with a variety of densities, housing types and affordability, consistent with the character districts. Exclusively residential use projects shall be prohibited in the Town Center Core Districts located along Corey Avenue Corey Circle East, and Coquina West as well as the small commercial corridors located near Corey Avenue on Blind Pass Road and Gulf Boulevard.

Objective 1.3

A variety of incentives shall be available to encourage commercial revitalization through various redevelopment prototypes in the Town Center Core Districts located along Corey Avenue, on Corey Circle East and Coquina West as well as the small commercial corridors located near Corey Avenue on Blind Pass Road and Gulf Boulevard that also promote a pedestrian-friendly, safe, comfortable, aesthetically pleasing village-like environment.

Objective 1.4

The City shall use all existing incentives to encourage an affordable mix of housing types and varieties that are located within walking distance of the downtown Corey Avenue core area integrated with retail, commercial, office and entertainment uses at street level to create a live, shop,

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work and play environment in the Corey downtown area that will revitalize the traditional main street as a vibrant center of activity for residents and visitors.

Objective 1.5

Parks shall be maintained and expanded and recreational activities that serve residents and visitors shall be encouraged.

Objective 1.6

Public waterfront access shall be pursued and expanded.

Objective 1.7

Downtown shall be a safe environment for both residents and visitors, and real and perceived public safety issues will be addressed.

Objective 1.8

The City shall recognize the unique features of Downtown neighborhoods and shall continue to expand neighborhood retail, business, and recreation services.

Objective 1.9

The Downtown Core areas located at either end of Corey Avenue on the waterfront shall consider temporary lodging uses in conjunction with a comprehensive mixed use redevelopment project that will act as a catalyst project to stimulate reinvestment and redevelopment of the historic core neighborhood main street shopping and entertainment district.

Objective 1.10

Public or private small-scale marina facilities with transient boat slips to encourage alternative non-vehicular modes of transportation and attract visitors to the core main street shopping, restaurant and entertainment district shall be encouraged and pursued, where appropriate.

GOAL 2:

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

Objective 2.1

The Downtown street grid should be maintained to provide multiple access points in and through Downtown to assist in dispersing traffic on various routes that will contribute to improved traffic flow and safety.

Objective 2.2

Blind Pass Road and Gulf Boulevard within the Downtown Redevelopment District shall be reclaimed as local streets to operate within the Downtown not only for vehicular circulation, but more importantly, for safe and comfortable pedestrian and bicycle circulation.

Objective 2.3

A Master Streetscape Plan shall be implemented to enhance the comfort and safety of the pedestrian environment in the Downtown area, provide for bicycle or other non-vehicular parking and

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safe circulation, improve traffic circulation and provide traffic calming, improve lighting, landscaping, and streetscape, and consider placement of public art wherever possible.

Objective 2.4

A variety of parking solutions for motorized and non-motorized transportation systems shall be pursued to support development and redevelopment while maintaining ease of access and parking throughout the Downtown Redevelopment District.

Objective 2.5

Development and redevelopment will be encouraged to provide public improvements that create and contribute to pedestrian and bicycle linkages throughout the Downtown Redevelopment District.

Objective 2.6

A joint use public/private parking garage, including public restroom facilities, as centrally located as practical and feasible, shall be pursued in the Downtown Redevelopment District.

GOAL 3:

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

Objective 3.1

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

Objective 3.2

Sunset and Sunrise parks for public use and enjoyment shall be pursued as an integral element of development and redevelopment at either end of Corey Avenue as focal points for these areas.

Objective 3.3

Development and redevelopment are encouraged to create a vibrant Downtown environment containing a variety of building forms and styles that respect the Downtown village-like character and heritage along the Corey Avenue main street and provide building designs that relate to the human scale at the street level.

Objective 3.4

All new building construction shall comply with current Building and Safety Codes, FEMA and National Flood Insurance Program regulations to maximize protection of the City's built infrastructure from all manner of hazards, natural disasters and flooding. The City shall ensure compliance not only through the building permit process but through Code Enforcement and inspections as necessary to maintain the highest FEMA rating achievable for a coastal barrier island.

Policies

Policy 1:

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All projects shall be consistent with building and site design guidelines and standards that establish the quality design features expected for renovation, redevelopment and new construction in the Downtown Redevelopment District.

Policy 2:

The character of each district within Downtown shall be reinforced through the site plan review and approval process. Projects shall be consistent with and contribute positively to the vision of the character district in which it is located.

Policy 3:

The design of all projects in the Downtown Redevelopment District shall make meaningful contributions to the pedestrian environment through site and building design.

Policy 4:

New development and redevelopment shall be compatible with the human scale of the area and contribute to a pedestrian-friendly and safe environment.

Policy 5:

On-site overhead utilities shall be placed underground as part of all development projects.

Policy 6:

All development projects shall contribute their pro rata share to the Community Improvements Fund, as may be required at the time of building permit or before.

Policy 7:

Property owners/developers are encouraged to meet with residents, area neighborhood associations/business groups prior to submitting major development and redevelopment projects for City review.

Policy 8:

Shared parking for commercial, office and mixed use developments should be accomplished wherever possible.

Policy 9:

All new development and redevelopment shall mitigate potential flood, hurricane and tropical cyclone hazards.

Policy 10:

Internal connectivity and shared driveway access points between adjoining properties of compatible uses should be pursued wherever practical and feasible to further reduce curb cuts to improve traffic flow on adjacent roadways as well as reduce vehicular conflict with pedestrians and bicyclists.

Policy 11:

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

Policy 12:

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

Policy 13:

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

Policy 14:

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

Town Center Core District (TC-1)

- (a) **Location and Character.** The Town Center Core District contains 32.54 acres or approximately 2.5% of the total land area of the City. This District is illustrated on the Future Land Use Map. Corey Avenue between Gulf Boulevard and Mangrove Avenue has served as the "downtown" shopping area for almost 50 years and is experiencing a high rate of vacancies.
- (b) **Purpose and Intent; Redevelopment Incentives and Deterrents.** The following policies shall govern development in the Town Center Core District and are intended to revitalize the historic "downtown" shopping area and expand the City's "Main street" from the waterfront edge of Corey Circle to the east, through downtown westward to Sunset Way and Blind Pass Channel on the west end of Corey Avenue, and includes 75th Avenue from the Corey Causeway westward to Blind Pass Channel. The primary focus shall be to encourage revitalization and redevelopment where the focus is on safe and comfortable pedestrian mobility and a "sense of place" or a "sense of community" where residents come together to live, play, work and share recreational activities.

Policies

Policy 1:

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

Policy 2:

Vehicular curb cuts and driveways shall be discouraged and minimized on Corey and 75th Avenues to ensure a pedestrian-friendly, comfortable and safe environment as well as minimize pedestrian-vehicular conflict.

Policy 3:

Non-residential uses only shall be allowed on the ground floor of any building fronting Corey Avenue or 75th Avenue and shall be the primary use component of every new development or redevelopment in the Downtown area.

Policy 4:

Residential uses shall be permitted only as a secondary use to an overall mixed use retail redevelopment project and shall be allowed only above the first floor.

Policy 6:

On-site parking shall be located to the side or rear of properties. A portion of required parking may be on-street parking, off-site shared-use parking or located within an off-site public parking facility.

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Policy 7:

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

Policy 8:

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

Policy 9:

A centrally located public, private or joint public/private shared parking facility, including public restroom facilities, for the Town Center Core District shall be pursued to improve the accessibility, convenience and comfort of residents and visitors to the Downtown area.

Permitted Uses and Standards

- (a) **Primary uses** - Commercial and office.
- (b) **Secondary uses** - Residential use as a component of a mixed use retail and/or office redevelopment project only; Temporary lodging use - bed and breakfast inns.
- (c) **Density/Intensity and Height Standards.**
 - 1. Commercial and office uses - shall not exceed:
 - a. A floor area ratio of 1.00 with no residential component; and
 - b. A floor area ratio bonus of 0.45 shall be permitted for a mixed use retail/office/residential development project; and
 - c. Variances to exceed the maximum floor area ratios above as established in this Future Land Use Plan shall be prohibited.
 - 2. **Residential use as part of a Mixed Use project** - shall only be allowed as a secondary component to a mixed use retail/office/residential development project and shall not exceed 15 dwelling units per acre in addition to the preceding floor area allowed for commercial and office uses as part of the mixed use project. Variances to exceed the maximum density established in the Future Land Use Plan shall be prohibited.
 - 3. **Temporary Lodging Unit Density Pool ("TLU Density Pool"):** In addition to any density and intensity which may be allowed in the Town Center Core District, the City shall also establish a TLU Density Pool, not to exceed a total of fifty (50) units for the entire Town Center Core District. The following shall govern the implementation of the TLU Density Pool:
 - a. The TLU Density Pool shall be allocated by Ordinance of the City Commission upon request of an individual property owner; and
 - b. Such allocation shall not exceed ten (10) temporary lodging units per acre or a cumulative total of ten (10) units per development project; and
 - c. The remaining number of available units shall be specified in each City Commission ordinance allocating such units and each such ordinance shall provide that no temporary lodging units beyond those remaining in the TLU Density Pool available for the Town Center Core District shall be allocated to any subsequent project; and
 - d. This limitation shall be absolute and shall apply regardless of the proposed size or density of the project requesting such allocation. Such units shall be established exclusive of any other use provided for in the District.

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4. **Height** shall not exceed, but shall be permitted up to the following, subject to any height limitations contained in the City's LDC:
 - a. Twenty-eight (28) feet for an exclusively nonresidential development; or
 - b. Forty (40) feet for a building containing nonresidential uses on the first floor mixed with a secondary residential use located above the first habitable floor; and
 - c. Any increases to, including variances to increase, the maximum height for each use set forth above for this Town Center Core character district shall be prohibited.
5. **Impervious Surface Ratio** shall not exceed:
 - a. 0.90 for all development; and
 - b. Variances to exceed the maximum impervious surface ratio above as established in the Future Land Use Plan shall be prohibited.

Town Center Corey Circle District (TC-2)

- (a) **Location and Character.** The Town Center Corey Circle District contains 4.67 acres or less than 4/10ths of 1% of the total land area of the City. This District is illustrated on the Future Land Use Map. The entire area has become vacant, unsafe and in disrepair except for one restaurant and an automotive service shop. Corey Circle is clearly visible from the Corey Causeway main entrance to the City.
- (b) **Purpose and Intent; Redevelopment Incentives & Deterrents.** The following policies shall govern development in the Town Center Corey Circle District and are intended to encourage redevelopment of the area as one or two comprehensive mixed use residential/commercial projects to anchor the east terminus of the Corey Avenue Main street that will act as a catalyst for revitalizing the entire Corey Avenue area as well as create a safer environment and attractive entrance to the City.

Policies

Policy 1:

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

Policy 2:

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

Policy 3:

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

Policy 4:

Publicly or privately-owned small-scale marina facilities with transient boat slips will be encouraged in locations and quantities that attract visitors to the Downtown core and minimize adverse environmental impacts.

Policy 5:

Professional landscaping and design standards consistent with the standards contained in the LDC shall be the minimum required on the entire building site where any new development will occur, with particular

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emphasis on screening and buffering from adjacent residential uses that may include landscaping and privacy walls.

Policy 6:

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

Policy 7:

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

Permitted Uses and Standards

- (a) **Primary uses** - Commercial and office use; Temporary lodging use - hotel, motel, resort condominium; Residential use but only as part of a mixed-use development on a minimum 1.8 acre buildable site.
- (b) **Secondary uses** - Commercial and office as a component of a mixed use project; Marina.
- (c) **Density/Intensity and Height Standards.**
 - 1. **Residential use**
 - a. Shall only be permitted as part of mixed-use residential development project located on a minimum 1.8 acre buildable site and shall not exceed 24 dwelling units per acre. Commercial, office or temporary lodging uses only shall be located on the first habitable floor accessible at street level; and
 - b. Exclusive residential development shall be prohibited; and
 - c. Variances to exceed the maximum density above as established in this Future Land Use Plan shall be prohibited.
 - 2. **Commercial and office use only** - shall not exceed:
 - a. A floor area ratio of 0.55; and
 - b. Variances to exceed the maximum floor area ratio above as established in this Future Land Use Plan shall be prohibited.
 - 3. **Temporary Lodging Use.** Density and Intensity shall be approved by Conditional use only and shall not exceed fifty (50) temporary lodging units per acre located on a minimum 1.8 acre buildable site and shall also not exceed a cumulative total of 150 units per project subject to the requirements, restrictions and limitations established below for the TLU Density Pool for the Town Center Core Corey Circle Coquina West, Activity Center, and Bayou Residential Districts.
 - 4. Height shall not exceed, but shall be permitted up to the following, subject to any height limitations contained in the City's LDC:
 - a. Twenty-eight (28) feet for exclusively nonresidential uses; or
 - b. Seventy-six (76) feet above base flood elevation for buildings containing non-residential uses on the first habitable floor accessible at street level mixed with a primary residential and temporary lodging use; or
 - c. Seven Eighty-six (86) feet above base flood elevation for buildings containing nonresidential uses on the first habitable floor accessible at street level and either a minimum of fifty (50) temporary lodging units or a primary residential use above the first floor or all three uses in one or more buildings as part of a unified development project,

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provided that the main principal building provides retail/commercial uses at street level; and

- d. Any increases to, including variances to increase, the maximum height for each type of use set forth above for this Town Center Corey Circle character district shall be prohibited.

5. **Impervious Surface Ratio** shall not exceed:

- a. 0.70 for all new development; and
- b. Variances to exceed the maximum impervious surface ratio above as established in the Future Land Use Plan shall be prohibited.

Town Center Coquina West District (TC-2)

- (a) **Location and Character.** Town Center Coquina West contains 6.11 acres or less than ½% of the total land area of the City. This District is consists of a three block area that currently is a mix of existing residential, light industrial, small motel and commercial restaurant/bar uses.
- (b) **Purpose and Intent; Redevelopment Incentives and Deterrents.** The following policies shall govern development in the Town Center Coquina West District and are intended to encourage redevelopment of the area as one or two comprehensive mixed use residential/commercial projects to anchor the west terminus of the Corey Avenue Main street and to act as a catalyst for revitalizing the entire Corey Avenue Main street.

Policies

Policy 1:

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

Policy 2:

Structured parking that can be integrated into the principal building and hidden from public view will be encouraged and pursued.

Policy 3:

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

Policy 4:

Publicly or privately-owned small-scale marina facilities with transient boat slips will be encouraged in locations and quantities that attract visitors to the Downtown core and minimize adverse environmental impacts.

Policy 5:

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

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Policy 6:

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

Policy 7:

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

Permitted Uses and Standards

- (a) **Primary uses** - Commercial and office; Temporary lodging use - hotel, motel, resort condominium; Residential use but only as part of a mixed use development project located on a minimum two acre buildable site.
- (b) **Secondary uses** - Commercial and office as a secondary component of a mixed use residential/commercial development project; Marina.
- (c) **Density/Intensity and Height Standards.**
 - 1. **Residential use**
 - a. Shall only be permitted as part of mixed-use development project located on a minimum two acre buildable site and shall not exceed 24 dwelling units per acre. Commercial, office or temporary lodging uses only shall be located on the first habitable floor accessible at street level; and
 - b. Exclusive residential development shall be prohibited; and
 - c. Variances to exceed the maximum density above as established in this Future Land Use Plan shall be prohibited.
 - 2. **Commercial and office use only** - shall not exceed:
 - a. A floor area ratio of 0.55; and
 - b. Variances to exceed the maximum floor area ratio established in this Future Land Use Plan shall be prohibited.
 - 3. **Temporary Lodging Use.** Density and Intensity shall be approved by Conditional use only and shall not exceed fifty (50) temporary lodging units per acre located on a minimum 1.8 acre buildable site and shall also not exceed a cumulative total of 150 units per project subject to the requirements, restrictions and limitations established below for the TLU Density Pool for the Town Center Core Corey Circle, Coquina West, Activity Center, and Bayou Residential Districts.
 - 4. **Height** shall not exceed, but shall be permitted up to the following, subject to any height limitations contained in the City's LDC:
 - a. Twenty-eight (28) feet for an exclusively nonresidential use; or
 - b. Seventy-six (76) feet above base flood elevation for buildings containing non-residential uses on the first habitable floor accessible at street level mixed with a primary residential component above; or
 - c. Eighty-six (86) feet above base flood elevation buildings containing nonresidential uses on the first habitable floor accessible at street level and either a minimum of fifty (50) temporary lodging units or a primary residential use above the first floor or all three uses in one or more buildings as part of a unified development project, provided that the main principal building provides retail/commercial uses at street level; and

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- d. Any increases to, including variances to increase, the maximum height for each type of use set forth above for this Town Center Coquina West character district shall be prohibited.
5. **Impervious Surface Ratio** shall not exceed:
 - a. 0.70 for all new development; and
 - b. Variances to exceed the maximum impervious surface ratio established in the Future Land Use Plan shall be prohibited.

TC-2 Temporary Lodging Use

- (a) **Density** - TC-2 Temporary Lodging Unit Density Pool ("TC-2 TLU Density Pool"): The City shall establish a TC-2 TLU Density Pool, not to exceed a total of three-hundred and twenty-five (325) units for the entire Town Center Corey Circle and Coquina West Districts (TC-2). These density pool units may also be allocated to the Activity Center and Bayou Residential Districts. The following shall govern the allocation of temporary lodging units from the TLU Density Pool:
 1. The TC-2 TLU Density Pool shall be allocated by Ordinance of the City Commission upon request of an individual property owner; and
 2. Such allocation shall not exceed fifty (50) temporary lodging units per acre; and;
 3. Such allocation shall not exceed a cumulative total of one hundred fifty (150) temporary lodging units per development project; and
 4. The remaining number of available temporary lodging units in the TLU Density Pool shall be specified in each City Commission ordinance allocating such units and each such ordinance shall provide that no temporary lodging units beyond those remaining in the TC-2 TLU Density Pool for the TC-2 Districts shall be allocated to any subsequent project; and
 5. This limitation shall be absolute and shall apply regardless of the proposed size or density of the project requesting such allocation. Such units shall be established exclusive of any other use provided for in the District.
- (b) **Intensity Standards.**
 1. Temporary lodging use shall not exceed an aggregate floor area of 750 square feet per temporary lodging unit allocated by Ordinance, excluding indoor amenities, common areas and structured parking. Indoor amenities and common areas shall not exceed an additional 0.2 floor area ratio combined. For example: 50 units x 750 square feet =38,500 square feet plus 0.2 x total parcel square feet for common areas & indoor amenities = total building square footage, excluding structured parking.
 2. Variances to exceed the maximum floor area ratio above as established in the Future Land Use Plan shall be prohibited.

Downtown Core Residential District (DCR)

- (a) **Location and Character.** Downtown Core Residential District contains 11.65 acres or less than 1% of the total land area of the City. This District is illustrated on the Future Land Use Map.
- (b) **Purpose and Intent; Redevelopment Incentives and Deterrents.** The following policies shall govern development in the Downtown Core Residential District to encourage quality residential redevelopment that supports the downtown core shopping and entertainment area and acts as a transition area from downtown core mixed commercial and residential uses to lower density residential neighborhoods to the south and west.

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Policies

Policy 1:

Architectural design features that provide visual interest, are aesthetically pleasing and relate to the human scale at ground levels are equally important for both the street and water side of residential homes, town homes and multi-family structures. Blank wall facades shall be prohibited.

Policy 2:

Development and redevelopment shall be compatible with the existing developments that remain in the neighborhood.

Permitted Uses and Standards

- (a) **Primary uses** - Residential.
- (b) **Secondary uses** - None.
- (c) **Density/Intensity and Height Standards.**
 - 1. **Residential use** - Shall not exceed:
 - a. Ten (10) dwelling units per acre; and
 - b. Variances to exceed the maximum density above as established in the Future Land Use Plan shall be prohibited.
 - 2. **Height** for residential buildings shall not exceed:
 - a. Thirty-five (35) feet above base flood elevation inclusive of structured parking; and
 - b. Any increases to, including variances to increase, the maximum height set forth above for this Downtown Core Residential character district shall be prohibited.
 - 3. **Impervious Surface Ratio** shall not exceed:
 - a. 0.70 for all development; and
 - b. Variances to exceed the maximum impervious surface ratio above as established in the Future Land Use Plan shall be prohibited.

Upham Beach Village District (UBV)

- (a) **Location and Character.** The Upham Beach Village District contains 16.10 acres or approximately 1-1/4% of the total land area of the City. This District is illustrated on the Future Land Use map.

The neighborhood is a mixture of residential and motel temporary lodging uses that are at or near functional obsolescence. There is a diverse mixture of densities and intensities of existing development in this neighborhood, ranging from single family homes to motels that have an existing density of 78 units per acre, and include aging apartment complexes that are being converted to residential condominiums that will preclude redevelopment anytime in the foreseeable future. This diversity of uses, densities and intensities within this character district gives rise to unique compatibility issues that must be sensitively addressed.

- (b) **Purpose and Intent; Redevelopment Incentives and Deterrents.** The following policies shall govern development in the Upham Beach Village District and are intended to allow redevelopment of residential uses as well as allow existing motel temporary lodging uses that are part of the heritage of this Upham neighborhood to redevelop as temporary lodging uses at the same density as exists. Such redevelopment shall be subject to height limitations and design standards that protect existing and future neighborhood residential uses as well as improve safety, circulation and drainage:

EXHIBIT “A”

Policies

Policy 1:

Architectural design features that provide visual interest, are aesthetically pleasing and relate to the human scale at ground level are equally important for both the street and water- side of buildings. Blank wall facades shall be prohibited. Street-level facades shall integrate architectural elements that provide protection to the pedestrian from weather elements shall be encouraged.

Policy 2:

Only existing temporary lodging uses may be redeveloped and new temporary lodging uses shall be strictly prohibited.

Policy 3:

A mixture of residential and temporary lodging uses throughout the district shall be encouraged to be preserved and redeveloped.

Policy 4:

Redevelopment of existing temporary lodging uses shall provide the minimum necessary vehicular curb cuts and driveways to provide reasonable, adequate and safe ingress and egress to the development site and ensure a pedestrian-friendly and safe environment by minimizing pedestrian-vehicular conflict.

Policy 5:

Structured parking that can be integrated into the principal building and hidden from public view will be encouraged and pursued.

Policy 6:

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

Policy 7:

Development and redevelopment shall be compatible with the existing neighboring residential uses that immediately surround the development site.

Policy 8:

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

Policy 9:

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

Permitted Uses and Standards

- (a) **Primary uses** - Residential; Temporary lodging uses - hotel, motel, resort condominium, bed & breakfast inn.

EXHIBIT "A"

(b) **Secondary uses** - None.

(c) **Density/Intensity and Height Standards.**

1. **Residential use** shall not exceed:
 - a. 7.5 dwelling units per acre for single family homes and duplexes; or
 - b. 18 dwelling units per acre for multi-family residential use on a minimum 1/3 acre buildable site; or
 - c. 21 dwelling units per acre for multi-family residential use on a minimum 1/2 acre buildable site; or
 - d. 24 dwelling units per acre for multi-family residential use on a minimum 3/4 acre buildable site.
 - e. Variances to exceed the maximum density above as established in this Future Land Use Plan shall be prohibited.
2. **Temporary Lodging use** - motel and bed & breakfast inn - Temporary lodging units shall be allocated on a first come first serve basis utilizing the Temporary Lodging Unit Density Pool established below.
3. **Temporary Lodging Unit Density Pool ("TLU Density Pool"):** Density for temporary lodging uses in the Upham Beach Village District shall be regulated as follows:
 - a. The City shall establish a TLU Density Pool not to exceed 175 total units for the entire Upham Beach Village District; and
 - b. The TLU Density Pool shall be allocated by ordinance of the City Commission upon request of an individual property owner; and
 - c. Any TLU Density Pool allocation by ordinance per project shall not exceed the number of existing licensed temporary lodging units located on the development site; and
 - d. The remaining number of available TLU Density Pool units shall be specified in each City Commission ordinance allocating such units and each such ordinance shall provide that no units beyond those remaining in the TLU Density Pool shall be allocated to any subsequent temporary lodging use project in the Upham Beach Village District; and
 - e. This limitation shall be absolute and shall apply regardless of the proposed size or density of the project requesting such allocation. Such units shall be established exclusive of any other use provided for in the District.
4. **Height** shall not exceed, but shall be permitted up to the following, subject to any height limitations contained in the City's LDC:
 - a. Thirty-five (35) feet above base flood elevation, inclusive of structured parking, for single family homes, duplexes and multi-family uses 18 dwelling units per acre or less; or
 - b. Forty-five (45) feet above base flood elevation, inclusive of parking, for multi-family residential use exceeding 18 dwelling units per acre and all temporary lodging uses; and
 - c. Any increases to, including variances to increase, the maximum height for each type of use set forth above for this Upham Beach Village character district shall be prohibited.
5. **Impervious Surface Ratio** shall not exceed:
 - a. 0.85 for temporary lodging use; or
 - b. 0.70 for residential use; and
 - c. Variances to exceed the maximum impervious surface ratio established in the Future Land Use Plan shall be prohibited.

EXHIBIT "A"

Commercial Corridor Blind Pass Road District (CC-1)

- (a) **Location and Character.** The Commercial Corridor Blind Pass Road District contains 7.4 acres or approximately ½% of the total land area of the City. This District is illustrated on the Future Land Use Map. Nearly all of the parcels fronting Blind Pass Road lost frontage property during the widening of the Road in 2003 expanding it from 2 lanes to 5 lanes. As a result, many of the parcels lost parking and are too shallow to provide standard parking and buffers from the residential neighborhoods causing commercial encroachment into almost exclusively single-family residential neighborhoods.
- (b) **Purpose and Intent; Redevelopment Incentives and Deterrents.** The following policies shall govern development in the Commercial Corridor Blind Pass Road District and are intended to facilitate assembly and redevelopment of commercial frontage parcels to increase lot depth and reduce non-residential encroachment into the existing residential neighborhoods, increase buffering between residential and nonresidential uses, redevelop sites to current code design and safety standards, as well as reduce curb cuts to reduce pedestrian/bicyclist - vehicular conflict and improve traffic flow.

Policies

Policy 1:

Architectural design features that provide visual interest, are aesthetically pleasing and relate to the human scale at street level is important for any facade facing street frontage. Blank walls shall be prohibited on any street facing or residential facing facade. Any street-level retail facades shall have a storefront character. Both street-level retail and office facades should be designed to integrate architectural elements that provide protection to the pedestrian from weather elements wherever possible.

Policy 2:

Commercial redevelopment of property that does not have direct access to Blind Pass Road shall be prohibited.

Policy 3:

Frontage properties along Blind Pass Road shall be permitted to assemble properties and expand to the limits of the District boundaries only. Encroachment into the residential neighborhoods beyond the District boundaries is expressly prohibited.

Policy 4:

A physical buffer that may include landscaping and privacy walls adjacent to existing residential properties shall be required for all new non-residential development and redevelopment or renovation, whether or not the development site is expanded by assembling parcels of land.

Policy 5:

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

Policy 6:

Professional landscaping and design standards consistent with the standards contained in the LDC shall be the minimum required on the entire building site where any new development will occur, with particular emphasis on screening and buffering from adjacent residential uses.

Permitted Uses and Standards

- (a) **Primary uses** - Commercial and office; Mixed Use Residential/Commercial/Office; Residential.

EXHIBIT "A"

(b) **Secondary uses** - Commercial and office.

(c) **Density/Intensity and Height Standards.**

1. **Residential Use** shall not exceed:

- a. 7.5 dwelling units per acre for single family homes and duplexes for lots that do not access Blind pass Road; or
- b. 12 dwelling units per acre for a multi-family residential use as part of a mixed use residential/commercial/office project on a minimum ½ acre buildable site with commercial or office on the first floor at street level and residential use permitted on the second and third floors only; and
- c. Variances to increase the density above as established in the Future Land Use Plan shall be prohibited.

2. **Intensity** - Commercial and office - shall not exceed a floor area ratio of:

- a. 0.7 as an exclusive nonresidential use; or
- b. 0.9. as part of a mixed use residential/commercial/office project on a minimum ½ acre buildable site with commercial or office on the first floor at street level and residential use permitted on the second and third floors only; and
- c. Variances to exceed the maximum density or floor area ratio established in this Future Land Use Plan shall be prohibited.

3. Height shall not exceed, but shall be permitted up to, the following, subject to any height limitations contained in of the City's LDC:

- a. Twenty-eight (28) feet for an exclusively nonresidential use only; or
- b. Forty (40) feet for mixed-use development projects located on a minimum ½ acre buildable site with a retail or office component on the first floor at street level and the residential use located above the first floor; and
- c. Any increases to, including variances to increase, the maximum height for each type of use set forth above for this Commercial Corridor Blind Pass Road character district shall be prohibited.

4. **Impervious Surface Ratio** shall not exceed:

- a. 0.70 for all new development; and
- b. Variances to exceed the maximum impervious surface ratio above as established in this Future Land Use Plan shall be prohibited.

Commercial Corridor Gulf Boulevard District (CC-2)

(a) **Location and Character.** Commercial Corridor Gulf Boulevard District contains 21.58 acres or less than 2% of the total land area of the City. This District is illustrated on the Future Land Use Map. This District also has substandard parking, narrow-depth lots that encroach into adjacent residential neighborhoods and too many curb cuts that create pedestrian-vehicular conflict and impede traffic flow on Gulf Boulevard.

(b) **Purpose and Intent; Redevelopment Incentives and Deterrents.** The following policies shall govern development in the Commercial Corridor Gulf Boulevard District and are intended to allow for the assembly of land to increase lot depth and reduce nonresidential encroachment into adjacent residential neighborhoods, increase buffering between residential and non-residential uses, as well as redevelop to current code design and safety standards, reduce curb cuts that will improve traffic flow on Gulf Boulevard and reduce pedestrian/bicyclist-vehicular conflict:

Policies

EXHIBIT “A”

Policy 1:

Architectural design features that provide visual interest, are aesthetically pleasing and relate to the human scale at street level for any facade facing street frontage. Blank walls shall be prohibited on any street facing or residential facing facade. Any street-level retail facades shall have a storefront character. Both street-level retail and office facades should be designed to integrate architectural elements that provide protection to the pedestrian from weather elements wherever possible.

Policy 2:

Commercial redevelopment of property that does not have direct access to Gulf Boulevard shall be prohibited.

Policy 3:

Frontage properties along Gulf Boulevard shall be permitted to assemble properties and expand to the limits of the District boundaries only. Encroachment into the residential neighborhoods beyond the District boundaries is expressly prohibited.

Policy 4:

Utility Easements and sidewalks shall be required on all development projects if existing conditions permit the construction of a sidewalk and location of a utility easement that can be integrated into the redevelopment site plan without undue hardship to the property owner.

Policy 5:

A physical buffer that may include landscaping and privacy walls adjacent to existing residential properties shall be required for all new nonresidential development and redevelopment or renovation, whether or not the development site is expanded by assembling parcels of land.

Policy 6:

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

Policy 7:

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

Permitted Uses and Standards

(a) **Primary uses** - Commercial and office; Mixed Use Residential/Commercial/Office.

(b) **Secondary uses** - Commercial and office.

(c) **Density/Intensity and Height Standards.**

1. **Residential Use** shall not exceed:

- a. 7.5 dwelling units per acre for single family homes and duplexes for lots that do not access Gulf Boulevard; or
- b. 12 dwelling units per acre for a multi-family residential use as part of a mixed- use residential/commercial/office project located on a minimum ½ acre buildable site with commercial or office on the first floor at street level and residential use permitted on the second and third floors only; and

EXHIBIT "A"

- c. Variances to increase the density above as established in the Future Land Use Plan shall be prohibited.
- 2. **Commercial and office** - shall not exceed a floor area ratio of:
 - a. 0.7 as an exclusive nonresidential use; or
 - b. 0.9. as part of a mixed use residential/commercial/office project on a minimum ½ acre buildable site with commercial or office on the first floor at street level and residential use permitted on the second and third floors only; and
 - c. Variances to exceed the maximum density or floor area ratio above as established in this Future Land Use Plan shall be prohibited.
- 3. **Height** shall not exceed, but shall be permitted up to, the following, subject to any height limitations contained in the City's LDC:
 - a. Twenty-eight (28) feet for an exclusively nonresidential use only; or
 - b. Forty (40) feet for a mixed-use development project located on a minimum ½ acre buildable site with a retail or office component on the first floor at street level and the residential use located above the first floor; and
 - c. Any increases to, including variances to increase, the maximum height for each type of use set forth above for this Commercial Corridor Gulf Boulevard character district shall be prohibited.
- 4. **Impervious Surface Ratio** shall not exceed:
 - a. 0.70 for all new development. and
 - b. Variances to exceed the maximum impervious surface ratio above as established in this Future Land Use Plan shall be prohibited.

**ST. PETE BEACH CITY COMMISSION
AGENDA REPORT**

Issue Considered: Resolution 2015-14 declaring as surplus certain City owned vehicles and equipment, authorization for the City Manager to dispose of same in the manner required by law.

Date: December 15, 2015

Prepared By: Dan O'Connor, Administrative Services Supervisor

Through: Elaine Edmunds, Administrative Services Director

Summary: This is a request to approve Resolution 2014-15 and declare as surplus:

Two vehicles and various office and computer equipment as described in Resolution 2014-14 - Appendix A. Said vehicles and equipment have been determined by the respective department directors as either no longer being needed for municipal purposes and or have exceeded their useful life and are now considered surplus.

Those items considered to be operable will be listed on GovDeals for sale to the general public. Items no longer working will be disposed of in an appropriate manner.

Requested Motion: "I move to approve Resolution 2015-14(read title)"

Attachments: Resolution 2015-14 and Appendix A

Reviewed by:
City Manger: WS

RESOLUTION 2015-14

A RESOLUTION OF THE CITY OF ST. PETE BEACH, PINELLAS COUNTY, FLORIDA DECLARING AS SURPLUS CERTAIN CITY OWNED VEHICLES AND EQUIPMENT AND AUTHORIZING THE CITY MANAGER TO DISPOSE OF SAID ASSETS IN THE MANNER REQUIRED BY LAW.

The Board of Commission of the City of St. Pete Beach, Pinellas County, Florida at a regular meeting duly assembled on Tuesday, December 15, 2015 resolves as follows:

WHEREAS, the Board of Commission of the City of St. Pete Beach, Pinellas County, Florida have determined at the present time that the list of City owned vehicles and equipment attached hereto in Appendix A have been declared surplus:

WHEREAS, it has been determined that said City owned vehicles and equipment may be disposed of:

NOW, THEREFORE the City Commission of the City of St. Pete Beach, Pinellas County, Florida, at its regular meeting duly called provides as follows:

BE IT RESOLVED:

That the City Commission of St. Pete Beach, Pinellas County, Florida, authorizes the City Manager to dispose of the City vehicles, assets and equipment attached hereto in Appendix A in the manner required by law.

INTRODUCED AND PASSED by the City Commission of St. Pete Beach, Pinellas County, Florida on this 15th. Day of December, 2015.

Maria Lowe, Mayor

Rebecca Haynes , City Clerk

APPENDIX A

SURPLUS RESOLUTION 2015-14

CITY OWNED VEHICLES TO BE DISPOSED OF:

Public Services Department:

2004 Ford F350 Stake Body Mileage 53,076 VIN 1FWWF37L04EB64976

Administrative Services- Parking:

2004 Ford Ranger Mileage 65,957 VIN 1FTZR44U54PA78062

CITY OWNED ASSETS AND EQUIPMENT TO BE DISPOSED OF:

Administrative Services- Parking:

Thirteen (13) 2005 CALE Model Year 2005 MP104 Parking Pay Stations:

Serial #'s

MP104-8D-CPT-BP2
MP104-8D-CPT-BP3
MP104-8D-CPT-BP4
MP104-8D-CPT-CP1
MP104-8D-CPT-CP2
MP104-8D-CPT-CP3
MP104-8D-CPT-GW7
MP104-8D-CPT-GW8
MP104-8D-CPT-GW9
MP104-8D-CPT-GW10
MP104-8D-CPT-GW11
MP104-8D-CPT-GW16
MP104-8D-CPT-DBR1

Panasonic Toughbook Laptop Serial # CF29NAQ62BM

Administrative Services- IT:

19 Miscellaneous Printers and 1 Scanner
42 Miscellaneous PC Keyboards
1 Box of Miscellaneous PC Power Cords
1 Box of Miscellaneous PC Parts (Power supplies, cables, CD
drives, etc.)
28 Dell Desktop PCs (No HD)
33 Dell Desktop PCs (No HD)
28 Miscellaneous PC Keyboards
2 Boxes of Miscellaneous PC Mice
1 Aladdin Vision Impaired Enlargement Viewer
77 Siemens Optipoint 500 Standard Telephones
1 Siemens Phone Server Set w/ Cables (Asset Tags 0003 & 0004)
13 Dell Desktop PCs (No HD)

Community Development:

Copy Machine Toshiba Studio 352 Fixed Asset #0571
Cannon NP Printer 680
Light Table
Cabinet (beige piece)
Microfeish Cannon NP Printer 680
Sharp Register ER-3250
IBM Typewriter V789
AT&T Answering Machine
Eyeleting Machine TCC – 210EPB
File Holder (2)
Clock
Flat Table

City Clerk's Office:

Computer Desk/Broken
Green Office Chair/Broken
(3) Drawer File Cabinet/Broken
Computer Desk and Printer Stand/Broken
CD Duplicator labeled VIN Power Digital (serial # VIN6012280)

Public Services Department

Color Printer HP LJ 3800 Model (Q5982-00004-FR) Non Op
10 Drawer Architectural Plans Filing Cabinet – Wood Obsolete
10 Drawer Architectural Plans Filing Cabinet – Wood Obsolete
8 Drawer Architectural Plans Filing Cabinet – Metal Obsolete
Fax Machine - Brother #775 Obsolete
(3) 4 Drawer Vertical File Cabinets – Metal Obsolete
4 Drawer Lateral File Cabinet – Metal Obsolete
5 Drawer Lateral File Cabinet – Metal Obsolete
Fax/Scan/Copy - Brother MFC 6800 Non op