



**Planning Board
155 Corey Avenue
12/18/2012**

4:00 p.m.

**Call to Order
Pledge of Allegiance
Roll Call**

Regular Meeting

Agenda

1. Action Items:

Public Hearings-Legislative

- A. AN ORDINANCE TO BE ENTITLED, AMENDING SECTION 40 OF THE LAND DEVELOPMENT CODE TO INCREASE THE TEMPORARY LODGING DENSITY FROM 30 TO 50 UNITS PER ACRE AND TO ALLOW STAND ALONE RESIDENTIAL USES AS A CONDITIONAL USE IN THE CRD-EA (COMMUNITY REDEVELOPMENT DISTRICT-EIGHT AVENUE) ZONING DISTRICT.

2. Discussion Item

- A. General Discussion

3. Adjourn

APPEALS

If a person decides to appeal any decision made at this Meeting, they will need a record of the proceeding and, for such purpose, may need to ensure that a verbatim record of Meeting is made, which record

includes the testimony and evidence upon which the appeal is to be based. (F.S. 286.0105) The city does not furnish verbatim transcripts; interested parties should make the necessary arrangements for verbatim transcripts.

ADA

Agenda Material is available for review at City Hall. In accordance with the Americans with Disabilities Act and Florida Statutes 286.26, persons with disabilities needing special accommodation to participate in this proceeding should contact Public Services, no later than seven days prior to the proceeding at (727) 363-9243 for assistance; if hearing impaired, contact the Florida Relay Service Numbers, (800) 955-8771 (TDD).

AN ORDINANCE TO BE ENTITLED, AMENDING SECTION 40 OF THE LAND DEVELOPMENT CODE TO INCREASE THE TEMPORARY LODGING DENSITY FROM 30 TO 50 UNITS PER ACRE AND TO ALLOW STAND ALONE RESIDENTIAL USES AS A PERMITTED USE IN THE CRD-EA (COMMUNITY REDEVELOPMENT DISTRICT-EIGHT AVENUE) ZONING DISTRICT.

Division 40 - 8th Ave District

Recently, the 8th Avenue Special Area Plan was amended to include single family residential as a permitted use and increase the temporary lodging density from 30 to 50 units per acre. At the regular October meeting, the Planning Board discussed how single family residential would be appropriate, specifically if it should be made a conditional use or if placement should be limited to 9th Avenue and Pass-a-Grille Way. The Board asked for the Historic Preservation Board's input before discussing this further.

The Historic Preservation Board voted 3-0 to allow single family residential as a conditional use at their Special Meeting on November 15, 2012.

A draft of the proposed code amendment is attached. Also attached is a clean copy of the Special Area Plan.

For reference, the standards for review of conditional uses are as follows:

Sec. 4.4. - Standards for review.

(a) *Standards applicable to all conditional uses.* When considering an application for approval of a conditional use, the city commission review shall consider the following standards:

- (1) Whether the conditional use is consistent with the goals, objectives, and policies of the Comprehensive Plan, any adopted special area plan and these regulations;
- (2) Whether the proposed use will be compatible with the character of the existing area, including existing structures and structures under construction, existing public facilities and public facilities under construction, and residential, commercial and/or service facilities available within the existing area. More specifically:
 - a. Whether the overall appearance and function of the area will be significantly affected consideration shall be given to the existence of other uses in the area, based on the number, size, and location of the uses and the intensity and scale of the proposed and existing uses in the area;
 - b. Whether the application will preserve any city, state or federally designated historic, scenic, archaeological, or cultural resources;

c. Whether the application will be compatible with adjacent development, if any, based on characteristics such as size, building style and scale; or whether such incompatibilities are mitigated through such means as screening, landscaping, setbacks, and other design features; and

d. Whether the application will have significant adverse impacts on the livability and usability of nearby land due to noise, dust, fumes, smoke, glare from lights, late-night operations, odors, vehicular traffic, truck and other delivery trips, the amount, location, and nature of any outside activities, potential for increased litter, or privacy and safety issues.

(3) Whether the transportation system is capable of adequately supporting the proposed use in addition to the existing uses in the area. Evaluation factors include street capacity and level of service, access to arterials, transit availability, on-street parking impacts, if any, site access requirements, neighborhood impacts, and pedestrian safety;

(4) Whether the minimum off-street parking area required and the amount of space needed for the loading and unloading of trucks, if applicable, will be provided and will function properly and safely;

(5) Whether generally, the public health, safety and welfare will be preserved, and any reasonable conditions necessary for such preservation have been made;

(6) Whether the applicant has demonstrated the financial and technical capacity to complete any improvements and mitigation necessitated by the development as proposed and has made adequate legal provision to guarantee the provision such improvements and mitigation; and

(7) Whether the proposed use complies with all additional standards imposed on it by the particular provision of these regulations authorizing such use and by all other applicable requirements of the regulations of the City of St. Pete Beach.

Sec. 40.1. - Purpose and intent.

The CRD-EA district is intended to encourage and promote the continuance of the existing mixed use development pattern and architectural aesthetic of the area, as well as encourage the infill of vacant or under-developed lots.

Sec. 40.2. - Permitted principal uses.

Subject to the provisions or restrictions contained in this section and elsewhere in this Code, permitted uses in the CRD-EA district are as follows:

- | (a) Residential uses ~~are permitted only~~ as a component of a vertically mixed-use development;
- | (b) Temporary Lodging; ~~Transient accommodations~~;
- (c) Eating and drinking establishments, specialty food such as gourmet take out, catering, coffee shops, etc. and sit-down restaurants;
- (d) Offices;
- (e) Retail sales;
- (f) Private, specialized instruction, such as computer training, real estate courses, self-improvement classes, career training or fitness instruction;
- (g) Artist studios, art galleries, and museums;
- (h) Personal service businesses such as barbershops, beauty shops, tailoring, garment alteration and repair, shoe repair, dry cleaning drop-off and pick-up and other personal service uses similar in character and impact;
- (i) Vehicle for hire—limited to rental of bicycles and individual motorized vehicles such as segways, mopeds/scooters;
- (j) On-site parking facilities;
- (k) Other uses similar in character, nature and impact to permitted uses listed above.

Sec. 40.3. - Permitted secondary uses.

- (a) Transit facilities;

(b) Public recreation and other governmental or civic uses.

Sec. 40.4 Permitted Conditional Uses:

(a) Single Family residential, subject to the conditions of Section 4.4 of the Land Development Code and Consistency with the 8th Avenue Special Area Plan.

Sec. 40.54. - Permitted accessory uses and structures.

(a) Uses and structures, as regulated in sections 6.12 and 6.13, which are customarily accessory and clearly incidental and subordinate to permitted or permissible uses and structures. Where setbacks of accessory uses in sections 6.12 and 6.13 conflict with this section, the standards in this section shall apply;

(b) Home occupations, subject to the conditions set forth in section 6.5 of this Code.

(c) Temporary uses under the provisions of section 6.11 of this Code.

Sec. 40.65. - Prohibited uses and structures.

Single family residential uses are prohibited in the CRD-EA District. All other uses and structures not of a nature specifically permitted herein are prohibited in the CRD-EA District. Single family residences may continue as legal non-conforming uses or can be adaptively reused as transient accommodation or commercial uses.

Sec. 40.76. - Density and intensity.

Density and intensity of use for commercial and residential components shall be inclusive, i.e. the same land area on a zoning lot may be used to support both use types without proration. For the purpose of determining mixed uses, transient accommodations shall be considered residential uses and may be combined with ground floor commercial within a mixed-use project. The intensity of the commercial use shall be determined by Floor Area Ratio and the density of the transient accommodation shall be determined by units per acre.

Residential use - Shall not exceed 24 dwelling units per acre.

Transient accommodation use - Shall not exceed 5030 units per acre.

Non-residential use - Shall not exceed a floor area ratio (FAR) of 1.0 for single use commercial structures or 1.50 for mixed-use development. Projects that consist of a non-residential uses mixed with a transient accommodation or residential use shall provide a minimum FAR of .40 for the non-residential use.

| Sec. 40.~~87~~. - Building height.

Height shall not exceed 35 feet.

| Sec. 40.~~98~~. - Setbacks.

For structures that front 8th Avenue:

Front Yard: When new construction is proposed and no structures exist on either side (east or west of) of the proposed structure, the structure can be set back between 0 and 2 feet from the front property line. A maximum of 15 feet of the frontage can be set back up to 7 feet in order to accommodate recessed doorways.

When there is an existing structure on one side of the proposed structure, then the proposed building frontage shall be in line with the adjacent building. In the event there are existing buildings on both sides of the proposed building, and the adjacent buildings are not set back the same distance from the front property line, then the proposed structure may be built to the average frontage of the two adjacent buildings. For the purposes of this section, adjacent shall mean those properties abutting one another and not separated by any street or alley. No more than 15 feet of the frontage may be set back up to 7 feet to accommodate recessed doorways.

Secondary front yard: None

Side yard: None

Rear yard: 10 feet minimum. Parking may be placed in the rear setback.

For structures that front Pass-a-Grille Way:

Front yard: 10 feet

Secondary front yard: 5 feet

Side yard: 5 feet

Rear Yard: 10 feet. Parking can be placed in the rear yard setback.

For structures that front Gulf Way or 9th Avenue:

Front yard: 0' minimum, 7' maximum

Secondary front yard: None

Side yard: None

Rear yard: 10 feet minimum. Parking may be placed in the rear yard setback.

| Sec. 40.109. - Maximum impervious surface ratio.

Maximum impervious surface ratio (ISR) for all uses: 0.90

| Sec. 40.110. - Minimum off-street parking requirements and access requirements.

(1) Number of parking spaces required: Subject to Division 23 of the Land Development Code.

(2) Access to and location of parking areas:

- a. Parcels abutting an alley shall not place parking in the front yard of the zoning lot, nor will be provided driveway access from the main thoroughfare. Parking may be placed in the rear or side yard. Access shall be provided via the alley.
- b. Parcels without alley access shall be granted a curb cut from the main thoroughfare and may provide parking in the front yard.

| Sec. 40.121. - Landscaping and buffering.

In order to accommodate the form and scale of historic development patterns on 8th Avenue, the CRD-EA District shall be exempt from the buffering and landscaping requirements in Division 22 of this Code.

CITY OF ST. PETE BEACH, FLORIDA
EIGHTH AVENUE COMMERCIAL DISTRICT
SPECIAL AREA PLAN
AS AMENDED 2011



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OVERVIEW

This Special Area Plan is intended to address the unique planning goals for the mixed-use area within the City of St. Pete Beach known as the Eighth Avenue Commercial District in Pass-a-Grille. This Planning Area encompasses the north and south sides of Eighth Avenue, as well as the south side of Ninth Avenue.

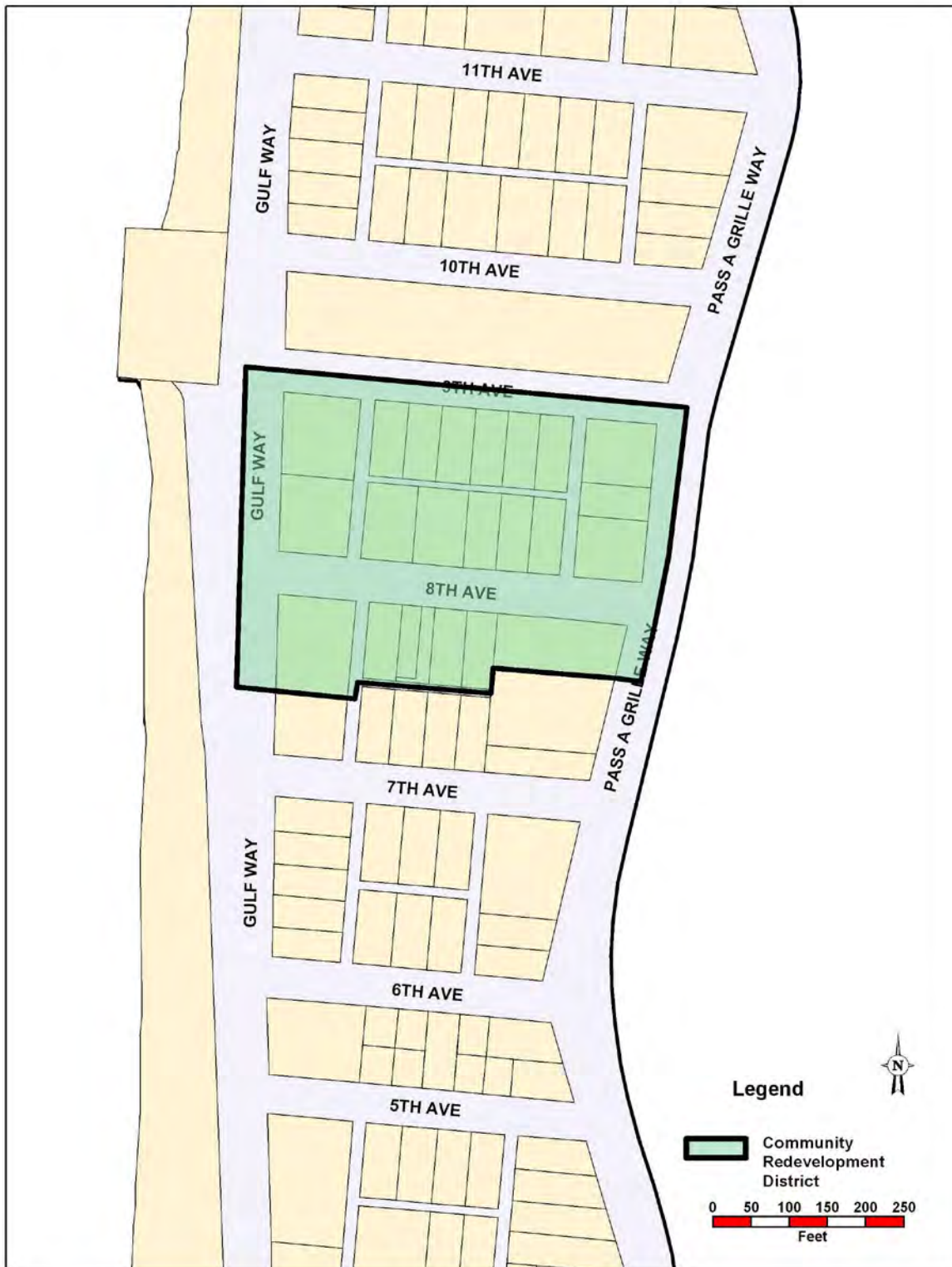
Concerns regarding the ability to maintain the current physical character of Eighth Avenue while potentially attracting new development to fill in vacant parcels have been an ongoing issue of both the City's Historic Preservation Board and the Planning Board. These Boards held several joint meetings over the past few years (2006 through 2010) to discuss options for achieving their joint goals. Additionally, in 2006 City Staff gave two presentations to outline these objectives and possible solutions to the citizens of Pass-a-Grille.

This process will entail numerous steps, including:

- Updating the City's Comprehensive Plan to include a Community Redevelopment District (CRD) category and to define specific density and intensity standards for the proposed Eighth Avenue Commercial District (CRD-EA)
- Amending the City's Future Land Use Map (FLUM) to designate the CRD-EA boundaries
- Amending the Countywide Future Land Use Plan Map to incorporate these changes
- Developing this Special Area Plan to address the planning aspects and impacts of the CRD-EA area
- Adopting land development regulations (LDRs) to apply specific standards to the proposed district.

These steps have been completed as of January 2012. The remainder of this document comprises the Special Area Plan and will detail the provisions of the plan, address anticipated impacts on the City's system capacities if any, and discuss relevant Countywide considerations as required by the Countywide Plan Rules administered by the Pinellas Planning Council.

Figure 1 Existing Community Redevelopment District - Eighth Avenue (CRD-EA) adopted via ordinance 2008-24.



HISTORY OF PLANNING AREA

Although the Spanish explored much of what is now Pinellas County in the 16th Century, the first settler in Pass-a-Grille was Zephaniah Phillips in 1884. In 1895, the first platting of a subdivision, Morey Beach, occurred in Pass-a-Grille. The expected population boom, however, did not happen because the island was isolated and accessible only by infrequent ferry service.

Passage to Pass-a-Grille became easier by 1905 when the St. Petersburg and Gulf Electric Railroad extended its tracks to Gulfport, just across Boca Ciega Bay from Pass-a-Grille. From there, a shallow draft steam launch, the Althea, a 70-foot boat which carried about 50 passengers, made three trips a day to coordinate trips between Pass-a-Grille and Gulfport and connections with the railroad.

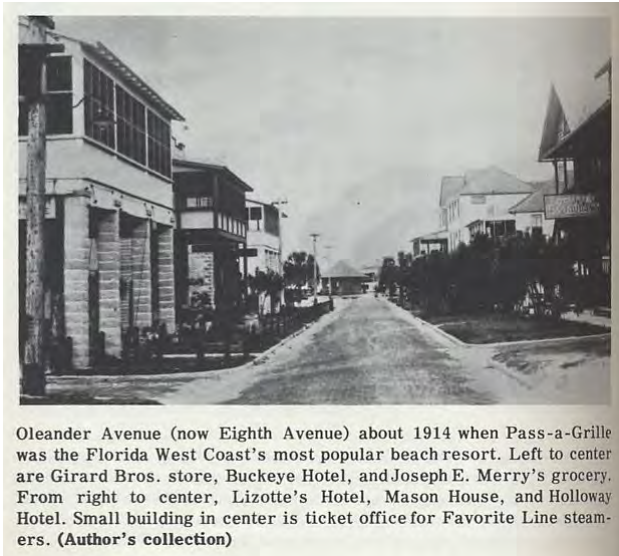
By 1911, Pass-a-Grille was incorporated as one of nine municipalities in the newly designated Pinellas County. The property owners of the town were eligible to vote and held elections, passed ordinances and established zoning regulations.

By 1930, the population of Pass-a-Grille was 233 people and was a community that reached across the spectrum of economic strata. Some of the population consisted of the fairly wealthy while others were commercial fishermen and about 15 percent of the resident population was black. In addition, the town was host to many visitors throughout the period.

In 1957, the Town of Pass-a-Grille merged with the other incorporated cities on the island (St. Petersburg Beach, Belle Vista Beach and Don CeSar Place) into the new municipality of St. Petersburg Beach, and in 1994, the voters agreed to change the name from St. Petersburg Beach to St. Pete Beach in hopes of coming out from under the shadow of St. Petersburg.

The Eighth Avenue Commercial District in Pass-a-Grille has historically been home to hotels, general stores, a Post Office, and a pavilion to serve tourists. The Post Office remains, surrounded by a mixed-use area of restaurants, stores, offices, and second floor residential. Many of the buildings along Eighth and Ninth Avenues were identified as contributing structures within the Pass-a-Grille Historic District, listed on the National Register of Historic Places.

Figure 2 Images of Historic Eighth Avenue



Source: *Surf, Sand, & Post Card Sunsets* by Frank T. Hurley, Jr.

PLAN ISSUES AND OBJECTIVES

When the comprehensive plan for the City was written in 1989, the Pass-a-Grille neighborhood (south of 32nd Avenue) was considered to be “primarily residential in character ... with neighborhood commercial and some seasonal tourist facilities” (City of St. Pete Beach Comprehensive Plan, 1989). As detailed previously, the Eighth Avenue Commercial District has historically been a mix of uses that support the neighborhood, other residents of the City and visitors to Pass-a-Grille Beach. This character is important to the residents of St. Pete Beach, and maintaining it is a major goal of this plan.

Existing Land Use and Related Characteristics of the Area

When future land uses were assigned within the City as part of the comprehensive planning process, it was the intent of the City to maintain the mix of residential and commercial uses existing within the Eighth Avenue district. Thus, the district is part of a slightly larger portion of Pass-a-Grille previously designated Residential/Office/Retail (ROR) on the City's

Future Land Use Map (Figure 4).. Additional pockets of ROR areas exist south of and adjacent to the district, further north within Pass-a-Grille, as well as on the northern portion of the island along Blind Pass Road.

The Eighth Avenue Plan Area currently consists of 23 parcels, totaling 3.09¹ acres of land. Over half of the lots within the area are between 40 to 45.3 feet wide by 100 feet deep (4,000 – 4,530 s.f.), although the lots along Gulf Way and Pass-a-Grille Way are larger. The majority of the existing structures along Eighth Avenue are built to the lot line, creating a pedestrian arcade and a traditional, walkable downtown feel (Figure 3).

Figure 3 Images of Eighth and Ninth Avenues



¹ The original SAP adopted in 2008 contained an incorrect calculation of the parcels included in the area. This 2012 amendment reflects the corrected total of acreage, 3.09 acres. However, the proposed addition of 701 Gulf Way will increase the acreage up to 3.3 acres.

As shown on the Existing Land Use Map (Figure 6), the majority of the parcels are classified as commercial by the Pinellas County Property Appraisers Office. These commercial properties within the District include several mixed use properties that are ground floor commercial with residential above, one operating motel (northwest corner of Eighth Avenue and Gulf Way), two vacant lots (Eighth Avenue, adjacent to eastern and western alleys connecting Eighth and Ninth Avenues), and several cleared lots on the south side of Ninth Avenue serving as parking for the Hurricane Restaurant (see Aerial, Figure 7). Several other restaurants, both freestanding and part of mixed-use properties, and a post office also serve the residents and visitors within the vicinity.

In St. Pete Beach, the ROR land use designation (within the Comprehensive Plan) allows for a maximum residential density of 18 units per acre, a maximum floor area ratio (FAR) of .40, and a maximum impervious surface ratio (ISR) of .85. The land development regulations (LDRs), however, currently limit the residential density to 15 units per acre, and the ISR for residential and temporary lodging uses to .70. The LDRs further establish minimum lot area and width standards that make it difficult to redevelop within the area without consolidating properties. Although the Eighth Avenue Commercial District Plan Area lies within the Pass-a-Grille Overlay District, established by the LDRs, most of the standards within the overlay defer to those established by the underlying zoning district.

Beyond making it difficult to redevelop any currently vacant lots within the district, the current regulations also would make it impossible for the current structures to be rebuilt in the same manner as they currently exist, so should a catastrophic event cause severe damage to this area, the resulting construction would be vastly different from the existing character the residents value and want to maintain.

The goal of this plan is to establish standards that are meaningful to this district, taking into account the existing conditions and the limited lot sizes.

Figure 4 Current Future Land Use Classifications, Eighth Avenue and Surrounding Area

Existing Future Land Use Categories

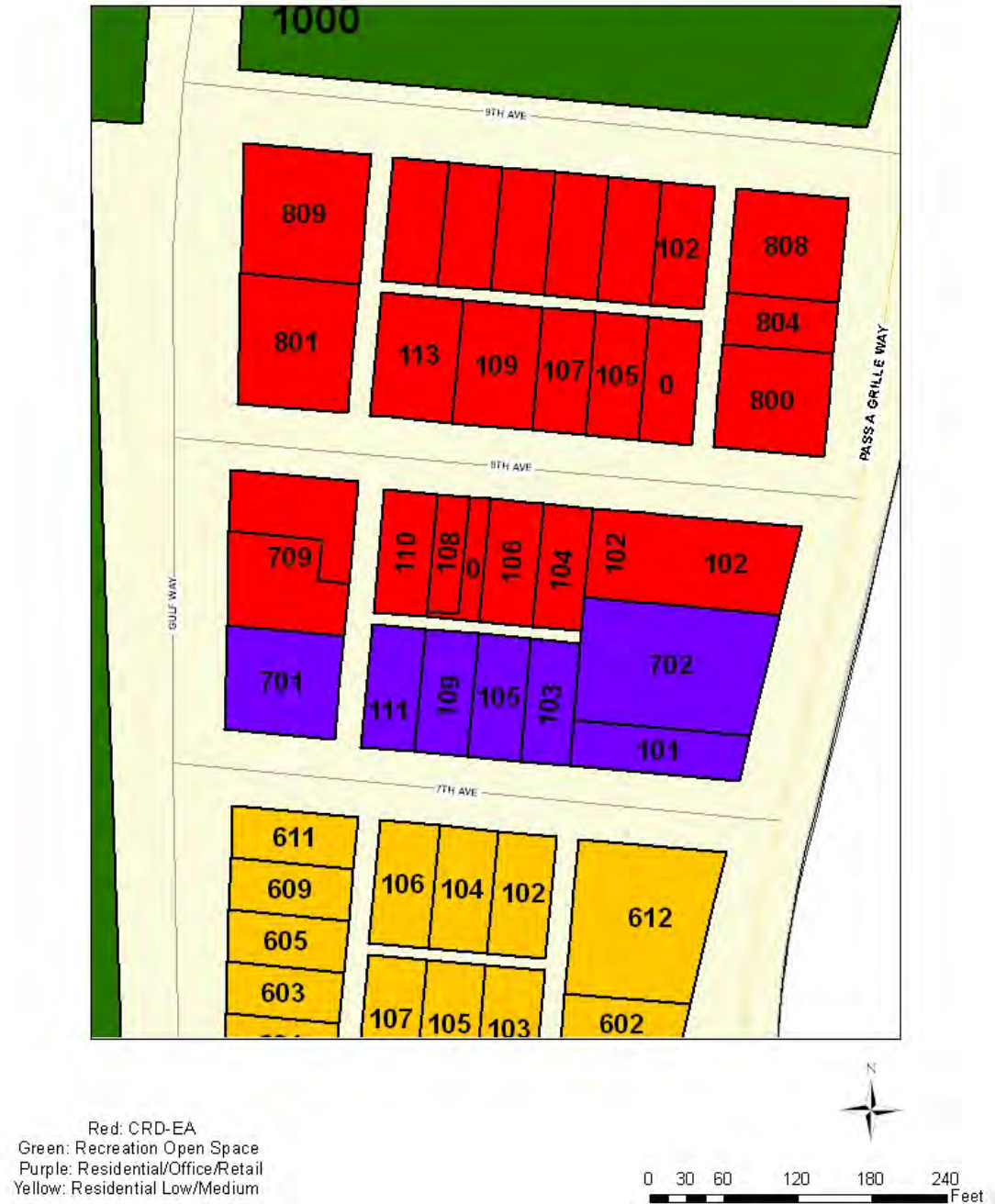


Figure 5 Current Zoning, Eighth Avenue and Surrounding Area.

Existing Zoning Classifications

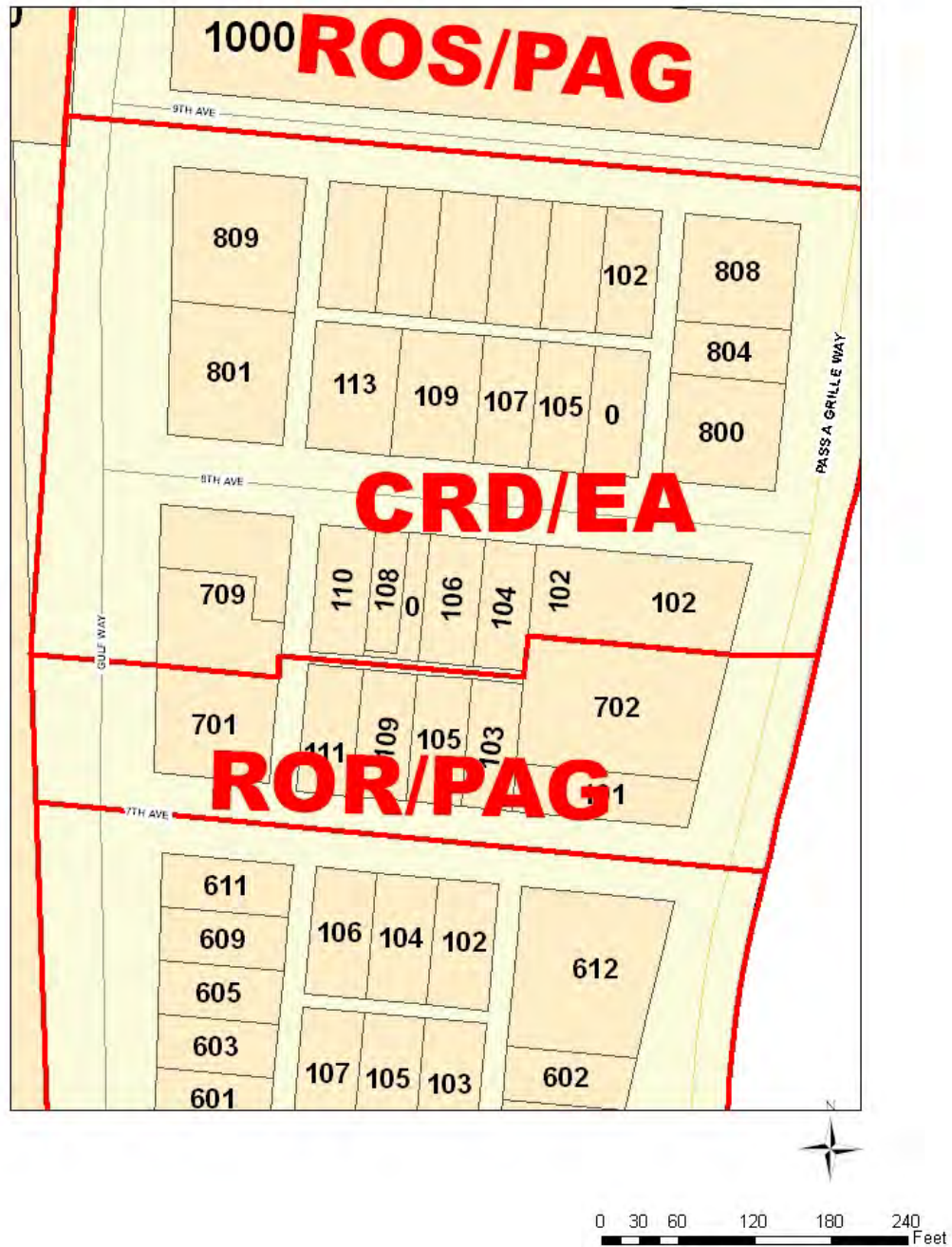
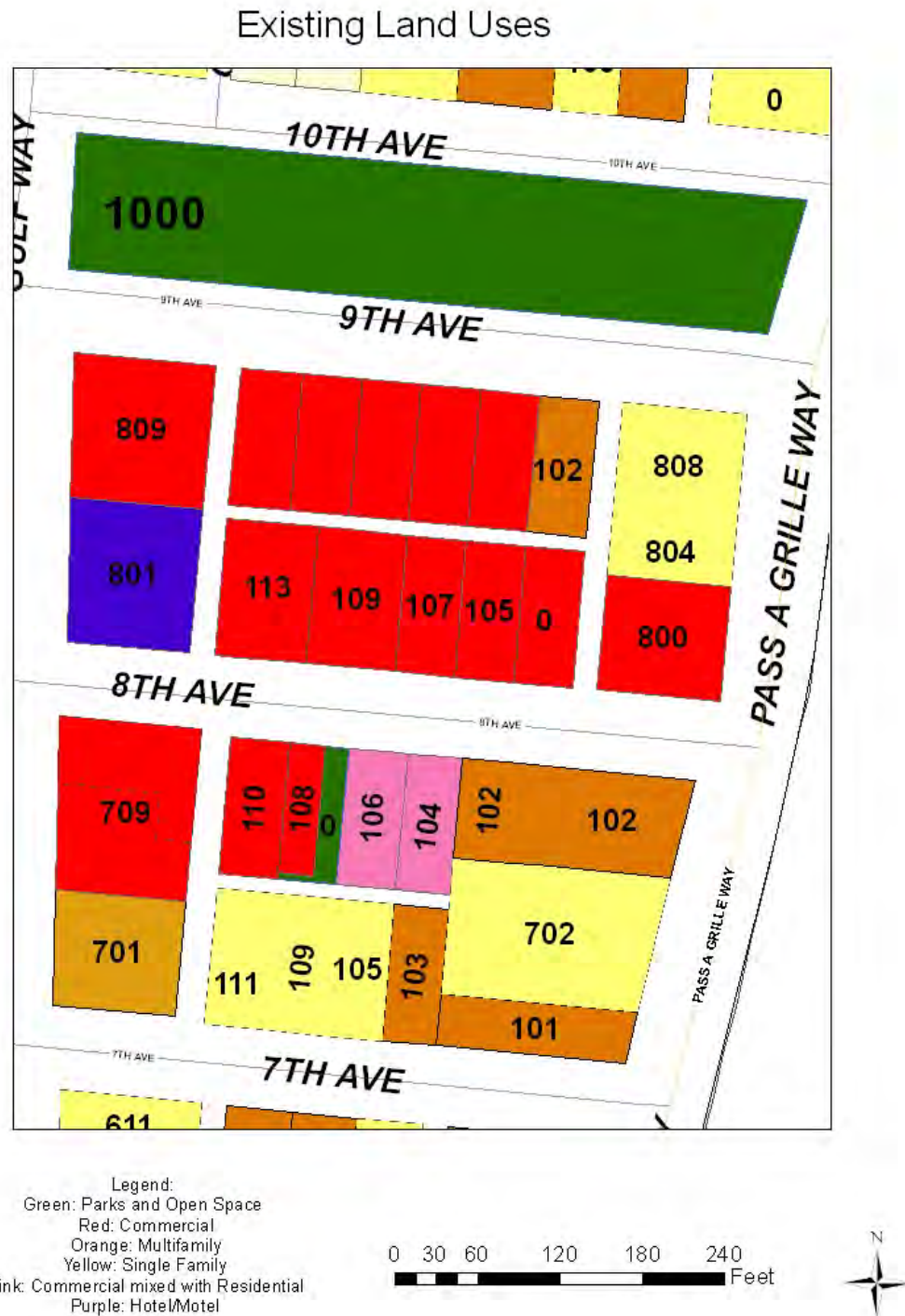


Figure 6 Existing Land Uses, Eighth Avenue and Surrounding Area



Data Source: Pinellas County Land Use Classifications

CRD-EA Land Use Map including proposed 701 Gulf Way

Eighth Avenue CRD
Map Change Including 701 Gulf Way



0 30 60 120 180 240
Feet



Special Area Plan Issues

The following section outlines the overall issues and objectives of this Special Area Plan. This Planning Area encompasses the north and south sides of Eighth Avenue, as well as the south side of Ninth Avenue (Figure 1).

- Preserve and promote the continuance of the existing development pattern within the Eighth Avenue district in Pass-a-Grille
- Perpetuate the character of the community by preserving the architectural aesthetic of the district
- Promote the viability of the businesses which form the Eighth Avenue Commercial District.
- Attract additional investment into existing structures and new development.
- Ensure that all development is in scale with Pass-a-Grille and supportable by existing infrastructure.

The City wants to maintain the unique quality of the mixed use commercial/residential focus of this area, especially for those properties already developed within Eighth Avenue. As previously discussed, the current Future Land Use classification and zoning regulations make it difficult to promote infill development. The developed and vacant properties within this area are very small and the current land use classification and regulations such as setbacks, FAR, and ISR prohibit reasonable use of the land. Compliance with existing regulations would erase the unique quality and character of the area such as the existing streetwall and pedestrian arcade that forms the cohesive design of the district.

The creation of this plan allows the City to move forward on the creation of land development regulations for the district that would not only reflect what was built before the City's Comprehensive Plan was adopted, but would also increase the economic viability of the District by allowing infill development that is appropriate for the smaller lot sizes within the area.

Plan Objectives in Relationship to St. Pete Beach Comprehensive Plan and Pinellas by Design: An Economic Development and Redevelopment Plan for the Pinellas Community

City of St. Pete Beach, Florida 2010 Comprehensive Plan

The City's Comprehensive Plan has been amended to incorporate the Community Redevelopment District land use category within its Future Land Use Element. All use limitations and other standards have also been included within the Future Land Use Map section of the Plan under a new Community Redevelopment District – Eighth Avenue (CRD-EA), which applied only to those parcels within the defined district shown in Figure 1. These standards provided for the increased Density, FAR and ISR needed to address the issues identified in this Special Area Plan.

The amendment is consistent with the following Goals, Objectives, and Policies of the Future Land Use Element:

- Objective 1.4 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 uses
- Policy 1.4.1 The City shall, through administration of the land development regulations, encourage the redevelopment or rehabilitation of existing non-residential areas and uses.
- Policy 1.4.2 The City shall, through administration of the land development regulations, encourage the adaptive re-use of no longer viable commercial properties.
- Policy 1.4.3 The City shall, while emphasizing residential uses, 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.
- Objective 1.6 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 1.6.3 The City shall adopt procedures to be incorporated into the land development regulations which ensure that new development does not adversely impact designated historic or architecturally significant structures and resources.

Pinellas by Design: An Economic Development and Redevelopment Plan for the Pinellas Community

Pinellas by Design recognizes that new development will take place only through infill construction and redevelopment of older properties. This Special Area Plan seeks to create a district, which will be smaller than those examples within *Pinellas by Design* but consistent with the intent described within the document.

Pinellas by Design also recognizes that "The rehabilitation and redevelopment of properties in the county have potentially been hampered by inappropriate or misapplied land development regulations and processes" (*Pinellas by Design*, p.4). It further emphasizes the need for flexibility while maintaining sensitivity to the characteristics of existing development. The City will review its existing regulations and make the necessary modifications to create more consistent standards for the development existing and desired within the Eighth Avenue Commercial District.

Chapter 7 of *Pinellas by Design* identifies many strategies that local governments might use in order to address the issues identified within the plan. St. Pete Beach is utilizing the following strategies in this process:

“Preserve and protect, through neighborhood preservation plans and other proactive measures, existing neighborhoods in order to maintain their general character.”

Specifically, in the process of developing this Special Area Plan, the city has held public meetings in advance of public hearings, allowing for the identification of issues in advance. Additionally, the use of the Special Area Plan is allowing the City to address neighborhood concerns and to ensure that any redevelopment projects have a positive impact on the existing neighborhood.

“Develop special area plans that incorporate desired redevelopment land use patterns and design characteristics”

This Plan has intended to promote compact, mixed use development that is walkable, while still enhancing and preserving the historic architecture and cultural area of the Eighth Avenue Commercial District.

“Promote compact, mixed-use redevelopment land use patterns that include residential development as a component.”

One component of this process is to amend the Comprehensive Plan and LDRs to allow for residential use as part of mixed use developments, but with the caveat that the ground floor must be commercial use only. This mixture of uses is present within the District today, and is an integral part of the Plan to maintain the character in the future.

PLAN COMPOSITION

It is the intent of this plan to create a new Community Redevelopment District – Eighth Avenue (CRD-EA) land use classification with uses that are similar to the current ROR land use, but that will allow for a level of development consistent with the existing density and intensity already developed within the district. This process will require a comprehensive plan amendment.

Permitted Uses and Any Differentiation by Locations

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 for Permitted Uses

The following standards are proposed for the new Community Redevelopment District – Eighth Avenue (CRD-EA) land use classification:

- 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 proration.
- Residential use - Shall not exceed 24 dwelling units per acre.
- Residential equivalent use (Bed and Breakfasts) - 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 1.50 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.
- Temporary Accommodation - Shall not exceed 50 units per acre.
- 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.

Design Guidelines

Over the last 3 years, the Historic Preservation Board has discussed the adoption of design guidelines for Pass-a-Grille, including the Eighth Avenue area. However, no guidelines other than the Secretary of the Interior's Standards for Rehabilitation have been adopted. These standards only apply to locally designated historic properties.

Affordable Housing Provisions

There is no intention to include any affordable housing provisions within the context of this plan.

Mixed-Use Provisions

The Eighth Avenue Commercial District is a mixed-use area where many buildings have second floor residential or commercial over first floor commercial/retail/office space. It is the intent of this plan to continue to encourage this type of development pattern, in a scale that is consistent with the existing development. The City's Comprehensive Plan and LDRs allow a variety of compatible uses, while the higher FAR and ISR will encourage implementation of such a mixture. Specific provisions currently allow residential only above a commercial use and only as part of a mixed-use project, in order to maintain the street-level commercial use important to such a district. However, as there are a few single family residential homes on Pass-A-Grille Way, the City will allow those uses to be conforming uses. Bed and Breakfasts and the adaptive re-use of existing residential structures are permitted.

Special Provision for Mobility and Circulation (Mass Transit, Access Management, Parking, Pedestrians, and Bicycles)

The mixed-use nature of the Eighth Avenue Commercial District creates a pedestrian oriented area with shops and restaurants that are primarily visited by neighbors and tourists within the Pass-a-Grille beach area. Maintaining this mixture of uses as well as the building arcade and street wall formed by the near zero-lot line development pattern of the buildings promotes the continuance of pedestrian activity within the area.

Pinellas Suncoast Transit Authority's (PSTA) Suncoast Beach Trolley services all of the City and a stop is located within the CRD-EA plan area, connecting it to the other beach communities and providing tourists with public transportation access to Pass-a-Grille.

Parking standards will be addressed within the LDRs that are developed for the District; surface parking will have to support whatever new development or redevelopment occurs. The City has established minimum requirements for the placement of bicycle racks as part of its efforts to become more "bicycle friendly".

Land Development Regulations that Implement Plan

Land Development Regulations (LDRs) have been developed specific to this area consistent with the new CRD-EA land use classification. These LDRs will allow for the increased FAR and ISR needed to allow new development consistent with the existing structures, as well as allowing current buildings to be rebuilt at the same density they currently have.

Figure 8 identifies issues with the existing Residential/Office/Retail (ROR) zoning as applied to the Eighth Avenue Commercial District.

Figure 7 Current Zoning Standards (ROR), Eighth Avenue Commercial District

Standard	Value	Problem	Potential Solution
Front	20 Feet	Moves buildings too far from sidewalk; not consistent with much of the existing pattern of development.	Set buildings closer to the front property line. Amend LDR's to allow some flexibility for recessed doorways, outdoor seating, etc
Secondary Front	10 Feet	Moves buildings too far from alleys; not consistent with existing structures	Amend LDR's to allow for minimal to no setbacks required for secondary front yard.
Side	10 Percent of Lot Width	Requires building separation; not consistent with existing structures	Allow zero or minimal setbacks (minimal setbacks allow for reduced cost of fire retardant materials in that will allow for building separation, and allows for courtyard areas).
Rear	20 Feet	Inconsistent with current building pattern; however current standard provides some room for surface parking.	Keep Standard to allow for parking or reduce rear yard setbacks.

In St. Pete Beach, the ROR zoning classification limits residential density to 15 units per acre. The LDRs further establish minimum lot area and width standards that make it difficult to redevelop within the area without consolidating properties.

Because many of the existing structures include several residential units above the existing ground floor commercial space, the new LDRs allow for enough residential density to permit at least two residential units per lot. This is a challenge when the smallest lot is 4,300 square feet. In order to support two units on a 4,300 square foot lot, slightly more than 20 units an acre in residential density must be allowed.

Additionally, consistent with most of the existing development in the area, front and side setback requirements have been reduced in order to allow new construction to mimic the historic pattern of development, while allowing for some flexibility for some architectural interest including features such as recessed doorways and small outdoor seating areas.

Public and/or Private Improvements, Contributions and/or Incentives

None.

Local Government Plan Approval Process

The first phase of this process was to concurrently develop this Special Area Plan, and to adopt the comprehensive plan text and map amendments required to create the CRD category. The City's Comprehensive Plan has been amended to develop the basic standards for the Eighth Avenue (CRD-EA) district, and to apply them to the appropriate area on the Future Land Use Map. These comprehensive plan amendments were submitted to the Department of Community Affairs and not challenged in 2008. After DCA's review and finding of compliance, the City of St. Pete Beach citizens approved these changes by voter referendum in 2009.

The Special Area Plan will serve not only as the accompanying data and analysis for the Comprehensive Plan amendment, but will accompany the application to amend the Countywide Future Land Use Plan Map to add 701 Gulf Way to the Future Land Use Map according to the Countywide Plan Rules administered by the Pinellas Planning Council.

The required LDRs were adopted in 2011. They did not result in any changes of allowed use, since the intent is to maintain the character of the existing district but allow for the needed infill development on vacant lots.

PLAN IMPACTS

The Eighth Avenue Commercial District currently contains a mixture of temporary lodging, residential and non-residential uses. The intent of this plan is to maintain the existing character and to allow for the continuance of buildings at the same density and intensity as is already built today. The CRD-EA district will not create any significant impact on the City's overall system capacities (water, sewer, stormwater) or impact the respective adopted levels of service. Discussion regarding roadways is included under Relevant Countywide Considerations.

In accordance with accepted practices from the Florida Department of Community Affairs (DCA) and other review agencies, an impact comparison analysis of the proposed amendment has been completed. The analysis is based on the theoretical maximum development potential under the current future land use designation, versus the requested future land use designation (Figure 9). The existing future land use designation allows for mixed-use development of a residential/office/retail character consistent with surrounding uses, transportation facilities, and natural resource characteristics of the area². Given the overall size of the area (3.3 acres), a theoretical maximum of 214,452 square feet of non-residential and 80 residential units could be constructed if part of a mixed-use development

² The Countywide Plan Rules, Amended through March 19, 2007

within the proposed CRD-EA area. This “worst case” scenario would only result from a complete redevelopment of the proposed area, which is not the intent of this plan. ³

Figure 8 Evaluation of Densities and Maximum Impacts

	Development Potential (units or square feet)	
	Existing***	Proposed****
	CRD-EA	CRD-EA
100% Residential	74	81
	3.09 acres * 24 UPA	(3.3 ac * 24 du/ac)
100% Temporary Lodging	93	165
	(3.09 ac*30 UPA)	(3.3 AC * 50 UPA)
100% Commercial	201,900.60	215,622
50% Restaurant	100,950	107,811
50% Retail	100,950	107,811

*

***corrected acreage, 30 units /acre temporary lodging density, without 701 gulf Way

**** Corrected acreage but increasing temporary lodging density to 50 units per acre and adding 701 Gulf Way

The remaining analysis on the impact to infrastructure is based on the assumed development at maximum residential and non-residential build out (mixed use, 1.5 FAR) with a mixture of restaurant and retail uses allowed under the proposed CRD-EA standards, compared with two development scenarios allowed under the current CRD-EA land use designation at 24 dwelling units and 30 temporary lodging uses per acre versus 24 dwelling units and 50 temporary lodging uses per acre and also including 701 Gulf Way. (100 percent residential, or 100 percent commercial). Commercial use was estimated to be half restaurant and half retail, to reflect the mix of non-residential uses currently existing within the Eighth Avenue Commercial District.

Water

Overall System Capacity

³ The original plan amendment submitted in 2008 calculated 3.4 acres within the subject area. This total was incorrect. Adding up all of the acreage of each parcel, the total comes to 3.1 acres. The amendments listed here assume the correct total but also add the acreage of 701 Gulf Way, which has been requested to be added to the area.

Tampa Bay Water, the regional authority that supplies most of the wholesale potable water for Pinellas County, the City of St. Petersburg, and all other municipalities within Pinellas County, provides all the potable water needed by its six member governments (Hillsborough, Pasco, and Pinellas Counties, and the Cities of New Port Richey, St. Petersburg and Tampa). Since Oct. 1, 1998, Tampa Bay Water has been the sole and exclusive water provider to the six governments it serves.

Pinellas County is authorized to provide St. Pete Beach with water under Chapter 126 of the Pinellas County Code of Ordinances, which states:

That the board of county commissioners of Pinellas County, State of Florida, are hereby authorized and empowered to construct, own, maintain and operate a water supply and distribution system for the purpose of supplying drinkable water to the inhabitants of that certain chain of islands bordering on the Gulf of Mexico in said county, extending from Pass-a-Grille to Indian Rocks, and to furnish water to other districts or communities within said county. (Laws of Fla. Ch. 17644(1935), § 1).

Tampa Bay Water, therefore, provides the wholesale potable water supply to Pinellas County, and the Pinellas County Utilities Department owns and maintains the distribution system. The City is a retail customer of the Pinellas County Utilities Department and has no responsibility regarding the supply of potable water to its citizens.

According to the most current concurrency test statement, adopted by Pinellas County Ordinance #07-49, Tampa Bay Water is currently able to meet annual demand (existing LOS) within the Pinellas County Water Demand Planning Area (WDPA). Based on current population estimates and projections provided by Pinellas County Planning Department, the total population of St. Pete Beach comprises approximately 3 percent of the population served within the WDPA. St. Pete Beach's Comprehensive Plan includes policies to ensure potable water services to its residents, and to review all new development and redevelopment proposals under the City's Concurrency Management System Ordinance so there are no issues with maintaining LOS.

A rough calculation indicates that the percentage of water used by the City as a whole is approximately 3.5 percent of the total use by Pinellas County Utility customers. This is not expected to change throughout the planning horizon of the comprehensive plan.

Impact of Proposed Land Use Change

Potable Water

The current future land use designation would allow 74 residential units (assumed to be multifamily residential) or 93 temporary lodging units **and** 201,900 square feet of commercial space (assumed to develop at 50 percent restaurant and 50 percent retail). Using standard City figures⁴, the anticipated potable water usage would be 92,532 gallons per day if redeveloped at 100 percent residential with 100% commercial or 87,032 gallons per day if developed at 100 percent commercial with 100% temporary lodging, under the current CRD-EA land use designation.

⁴ Pinellas County Water/Sewer Factors for use in Calculating Water/Sewer Demand, 10/10/00

The proposed changes to the CRD-EA future land use designation, which includes 701 Gulf Way on the map and increasing temporary lodging units per acre from 30 to 50 would allow a maximum of 81 residential units or 165 Temporary Lodging Units **and 215,622** square feet of commercial space to be built concurrently on the site. Using the appropriate figures, the anticipated potable water usage would potentially be 99,214 gallons per day. Temporary Lodging built at 50 units per acre plus 100% commercial on 3.3 acres would generate 99,514 gallons per day. See figure 10.

Figure 9 Potential Water Demand

	Development Potential (units or square feet)		Demand - Water (mgd)	
	Existing***	Proposed****	Existing***	Proposed****
	CRD-EA	CRD-EA	CRD-EA	CRD-EA
100% Residential	74	81	14,800	16,200
	3.09 acres * 24 UPA	(3.3 ac * 24 du/ac)	(74 units * 200 gal/unit)	(81 units * 200 gal/unit)
100% Temporary Lodging	93	165	9,300	16,500
	(3.09 ac*30 UPA)	(3.3 AC * 50 UPA)	(93*100 gal/unit)	165 * 100 gal/unit
100% Commercial	201,901	215,622	77,732	83,014
50% Restaurant	100,950	107,811	67,637	72,233
			100,950 sqft * 0.67 gal/sqft)	(107,811sqft * 0.67 gal/sqft)
50% Retail	100,950	107,811	10,095	10,781
			(100,950 sqft * 0.1 gal/sqft)	(107,811 sqft * 0.1 gal/sqft)

***corrected acreage, 30 units /acre temporary lodging density, without 701 gulf Way

**** Corrected acreage but increasing temporary lodging density to 50 units per acre and adding 701 Gulf Way

Sewer

Overall System Capacity

St. Pete Beach currently contracts with the City of St. Petersburg to provide its wastewater treatment. The adopted level of service within the 1998 Comprehensive Plan is 149.4 gallons per day per capita (GPCD). Wastewater from St. Pete Beach is treated in St. Petersburg's Northwest water reclamation facility located at 7500 26th Avenue NW.

The Northwest facility has an adopted LOS of 170 GPCD. This facility has the capacity to process 20 mgd, and in 2007 was handling an average daily flow of 9.72 mgd, leaving an excess capacity of 10.28 mgd.

Impact of Proposed Land Use Change

Using the same maximum development potential figures as before, the anticipated sewer discharge would be 61,575 gallons per day if redeveloped at 100 percent residential with 100% commercial on 3.09 acres. or 56,055 if redeveloped at 100% temporary lodging and 100% commercial on 3.09 acres at 30 units per acre. If redeveloped with 100% commercial and 100% temporary lodging including 701 Gulf Way (3.3 acres total) and at 50 units per acre, the sewage discharge would be 63,806 gallons per day.

	Development Potential (units or square feet)		Demand - Sewer (mgd)	
	Existing***	Proposed****	Existing***	Proposed****
	CRD-EA	CRD-EA	CRD-EA	CRD-EA
100% Residential	74	81	11,100	12,150
	3.09 acres * 24 UPA	(3.3 ac * 24 du/ac)	(74 units * 150 gal/unit)	(81 units * 150 gal/unit)
100% Temporary Lodging	93	165	5,580	9,900
	(3.09 ac*30 UPA)	(3.3 AC * 50 UPA)	93 * 60 Gal/unit	165* 60 gal/unit
100% Commercial	201,901	215,622	50,475	53,906
50% Restaurant	100,950	107,811	40,380	43,124
			[(100,950 sqft / 50 sqft/seat) * 20 gal/seat]	[(107,811sqft / 50 sqft/seat) * 20 gal/seat]
50% Retail	100,950	107,811	10,095	10,781
			(100,950 sqft * 0.1 gal/sqft)	(107,811sqft * 0.1 gal/sqft)

***corrected acreage, 30 units /acre temporary lodging density, without 701 gulf Way

**** Corrected acreage but increasing temporary lodging density to 50 units per acre and adding 701 Gulf Way

Figure 10 Potential Sewer Demand

Stormwater Drainage

Stormwater drainage in the City of St. Pete Beach must be designed to accommodate and treat the 25-year, 24-hour storm event without causing flooding or polluting the receiving water bodies. Any new development will be required to design and construct an approved stormwater facility, and will be assessed during the site plan review process.

Storm drainage in the lower Pass-a-Grille area south of 12th Avenue is a sheet flow from West to East. Once the runoff waters reach the west side of Pass-a-Grille Way the water falls into curb inlets and catch basins and proceeds east through pipe under Pass-a-Grille Way and outfalls through the seawall or bulkhead into Boca Ciega Bay. Eighth Avenue has a catch basin on both the northwest and southwest corner of PAG Way connected by pipe and then proceeds to drain under PAG Way east through the seawall to Boca Ciega Bay.

RELEVANT COUNTYWIDE CONSIDERATIONS

Consistency with Countywide Rules

The Community Redevelopment District future land use plan category is being established consistent with the Countywide Rules. The Comprehensive Plan amendment includes the use and locational characteristics and other standards for the CRD future land use category within the descriptions of the plan categories of the Future Land Use Map as required. Additionally, the Community Redevelopment Area – Eighth Avenue future land use plan category is within the “special designation” plan classification, consistent with the

Countywide Plan Rules. The Pinellas Planning Council has reviewed the Comprehensive Plan Amendments for consistency and the recommended changes were made prior to the transmittal hearing to ensure consistency. Overall consistency with the application of the CRD-EA future land use category is contingent on the approval of this special area plan, as required by the Countywide Rules.

Adopted Roadway Level of Service (LOS)

The current minimum standard for all arterial and collector roads within the city is LOS D. The Pinellas County Metropolitan Planning Organization (MPO) prepares a report identifying operating conditions for these roads and identifies deficient roadways within the county. Within St. Pete Beach, the MPO is concerned with segments of Blind Pass Road and Gulf Boulevard that are part of State Road 699, which in 2007 were operating at an overall level of service of A, B, or C. As of 2010, FDOT estimates roughly 24,000 AADT on Gulf Boulevard and 23,000 AADT on the Bayway. The design capacity of Gulf Blvd. is 33,200 at an LOS D.⁵

The entire district (3.3 acres), under its proposed changes to add 701 Gulf Way to the Future Land Use Map and increase Temporary Lodging from 30 to 50 units per acre would generate 223 additional trip per day. Assuming a 50/50 split between vehicles going north on Gulf Blvd. and east on the Bayway, it does not appear the Level of Service will be degraded. It should be noted that the Bayway Bridge and existing 2 lanes are currently being widened to 4 lanes, increasing overall capacity. In order to compare this with the traffic potentially generated by same acreage under the CRD-EA future land use category, the mixture of actual uses is considered. See Figure 13 for calculations.

Figure 11 LOS, St. Pete Beach, Florida



Figure 12: Potential Traffic Impacts per Land Use

Potential Traffic Impacts		
Trip Generation Per Land Use: Comparison Between Map and Density Adjustments		
Use	Existing CRD	Proposed CRD
Motel - ITE code 320; Saturday Peak hour per room (.76)	71	125
Multifamily (ITE code 230) p.m. Peak Hour per unit	33	36
Commercial: Retail (50% Split) ITE code 870 p.m. peak hour per 1,000 square feet	424	453

⁵ Source: Pinellas County MPO, Level of Service '07

Commercial: Restaurant (50% Split) ITE Code 932	2,019	2,156
Total Trips	2,547	2,770
Potential Trip Increase		223

The intent of the CRD-EA land use category is to allow the existing structures to remain at their current densities. The mixture of residential, temporary lodging, office, retail and restaurant uses creates a pedestrian friendly environment that draws foot traffic in addition to vehicles. As previously discussed, the PSTA Suncoast Beach Trolley line also serves the area. It is not anticipated that the application of the new land use category would dramatically increase the number of vehicle trips within the area.

Scenic/Noncommercial Corridors

Not Applicable.

Coastal High Hazard Area (CHHA)

The Eighth Avenue Commercial District lies within the Coastal High Hazard Area, as defined in the City's Comprehensive Plan as the area inundated from a category one hurricane as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) model and reflected in the most recent *Regional Evacuation Study, Storm Tide Atlas*, as does the majority of the City of St. Pete Beach. The small size of the amendment area and the existence primarily commercial properties within should have little to no impact on emergency shelter space or evacuation routes. The requested amendment will not require the expenditure of public funds for the construction of new infrastructure within the area, and will have no impact on the natural areas that buffer existing development from coastal storms.

The application of the CRD-EA future land use category is not intended to dramatically increase residential densities within the area, as the primary intent of the district is to maintain the commercial downtown district as an economically viable area. This is part of a longer-term vision for the area, requiring the City's Comprehensive Plan and Future Land Use Plan Map to be amended accordingly.

Designated Development/Redevelopment Areas

This Plan establishes a Community Redevelopment District (CRD) and Special Area Plan in accordance with the Countywide Plan Rules as administered by the Pinellas Planning Council. The Eighth Avenue Commercial District would be the first CRD within St. Pete Beach (CRD-EA). Use, locational, and other characteristics will be applied specifically to the Eighth Avenue Commercial District. Should additional CRDs be proposed in the future, individual Special Area Plans with details regarding use, locational characteristics, density/intensity standards, and other standards would be developed at that time.

Public Education Facilities

The application of the CRD-EA future land use category to the Eighth Avenue Commercial District (3.3 acres) is not expected to have any impact on the Public Schools system.

The number of school age children in St. Pete Beach is not expected to increase significantly over the next 15 years. The Pinellas County School Board tracks the enrollment of school age children in grids (Figure 14). In the 2000/01 school year, there were 430 total school age children residing within St. Pete Beach, 63 of whom lived in Grid 191 in which the Eighth Avenue Commercial District lies. This overall number fluctuated somewhat over the last eight years for which this data is available, but in the most recent school year (2007/08), the number of school age children residing in Grid 191 has declined to 51 (Figure 15).

Consistent with previously made comments, Marshall Touchton, demographer for the school board, indicated that based on trends of the past few years including rising home costs and the types of units being developed (condominiums and townhomes versus rental apartments and single-family homes), the population of school age children may not increase over the next planning period.

Figure 13 School Enrollment Grids (2008)



Source: Pinellas County School Board

Figure 14 St. Pete Beach, FL School Enrollment (2000/01 to 2007/08)

	191*	192	200	210	220	230	StPeteBeach Total
Elementary 2000/01	33	25	53	10	14	75	210
Elementary 2001/02	32	29	59	6	17	85	228

Elementary 2002/03	32	30	56	6	18	90	232
Elementary 2003/04	26	42	42	9	14	101	234
Elementary 2004/05	23	38	45	7	13	78	204
Elementary 2005/06	20	43	42	7	14	91	217
Elementary 2006/07	21	40	50	8	17	88	224
Elementary 2007/08	20	36	41	4	14	72	187

Middle 2000/01	13	5	40	2	8	28	96
Middle 2001/02	12	7	41	1	6	33	100
Middle 2002/03	13	7	29	2	6	41	98
Middle 2003/04	14	13	25	3	3	38	96
Middle 2004/05	9	15	22	3	4	42	95
Middle 2005/06	11	15	22	4	5	40	97
Middle 2006/07	13	19	16	3	3	41	95
Middle 2007/08	14	23	18	6	8	41	110

High 2000/01	17	8	35	4	14	46	124
High 2001/02	17	9	37	4	13	41	121
High 2002/03	20	13	44	4	12	52	145
High 2003/04	15	15	46	6	11	45	138
High 2004/05	15	12	41	6	10	50	134
High 2005/06	16	10	43	8	7	54	138
High 2006/07	16	17	36	8	9	59	145
High 2007/08	17	19	36	5	4	62	143

KG-12 2000/01	63	38	128	16	36	149	430
KG-12 2001/02	61	45	137	11	36	159	449
KG-12 2002/03	65	50	129	12	36	183	475
KG-12 2003/04	55	70	113	18	28	184	468
KG-12 2004/05	47	65	108	16	27	170	433
KG-12 2005/06	47	68	107	19	26	185	452
KG-12 2006/07	50	76	102	19	29	188	464
KG-12 2007/08	51	78	95	15	26	175	440

*Proposed Redevelopment is in Grid 191

Source: Pinellas County School Board

The City completed an amendment to its Comprehensive Plan to create a Public School Facilities Element (adopted by City Ordinance 2007-32 on April 8, 2008 and approved by

voters on June 3, 2008). As part of that amendment, an extensive analysis of the capacities and levels of service (LOS) of the Pinellas County school system was completed. The level-of-service standard (LOSS), for purposes of implementing school concurrency, is achieved when student enrollment plus vested students divided by existing FISH school capacity plus the additional capacity scheduled to be constructed in the next three years does not exceed 100%.

For the 2006/2007 school year, the existing LOS condition for each school type, within its Concurrency Service Areas, was less than the adopted LOSS of 100 percent. CSA overcrowding is not anticipated in the Pinellas County School District because of the additional capacity currently available and the practically 'flat' projections for student enrollment. Projected enrollment for public school facilities for the next five years is based on birth rate information provided by the Department of Health. The Pinellas County School District anticipates only a slight increase in the number of students within the District, although infill development and redevelopment may create areas of higher densities and additional residents, the School District Facilities Ten and Twenty Year Long Range Plan projects that there will be 3,460 existing student stations removed between 2006 and 2025.

The Eighth Avenue Commercial District lies within CSA 'A' for elementary and middle schools. The most recent data included within the Public School Facilities Element for the 2007/2008 school year indicates that Attendance Area 'A' is at 80 percent utilization for Elementary and 70 percent utilization for middle school, and has a surplus capacity of over 3,600 students and almost 3,000 students respectively. Utilizing the student generation multiplier provided by the Pinellas County School Board (provided by Pinellas County Planning on July 22, 2008), the change in land use for the Eighth Avenue Commercial District might yield an additional two students (Figure 16).

Figure 15 Potential Public School Demand

	Development Potential (units or square feet)		Demand - Public Schools (students in KG-12)*	
	Existing***	Proposed****	Existing***	Proposed****
	CRD-EA	CRD-EA	CRD-EA	CRD-EA
100% Residential	74	81	24	26
	3.09 acres * 24 UPA	(3.3 ac * 24 du/ac)	(74 units * 0.32 student multiplier**)	(81 units * 0.32 student multiplier**)
100% Temporary Lodging	93	165	N/A	N/A
	(3.09 ac*30 UPA)	(3.3 AC * 50 UPA)		
100% Commercial	201,901	215,622	N/A	N/A
50% Restaurant	100,950	107,811		
			N/A	N/A
50% Retail	100,950	107,811		

The City will follow the terms of the Interlocal agreement on public school concurrency to ensure coordination with the School Board for any development agreements entered into within this district in the future. The City will adopt an updated interlocal agreement in July 2012.

Adjoining Jurisdictions

There are no anticipated impacts on the jurisdictions surrounding St. Pete Beach (St. Petersburg, Treasure Island, South Pasadena, or unincorporated Pinellas County).