



Notice of Public Meeting Planning Board

Commission Chambers
155 Corey Avenue, St. Pete Beach, Florida 33706
9/16/2014
4:00 p.m.

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

Regular Meeting Agenda

1. **Changes to the Agenda** - 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.
2. **Audience Comments** - Comments shall be limited to three minutes per person to issues not on the agenda.
3. **Review and Approval of August 19th Meeting Minutes**
4. **Action Items**
None
5. **Discussion Items**
 - A. Community Redevelopment Area Plan - Presentation by Evan Johnson of Tindale-Oliver & Associates
 - B. Outdoor Dining Regulations - General discussion on the adequacy of the City's provisions
 - C. Provisions for off-street parking – discussion to be continued to October.
6. **October Meeting / Agenda**
7. **Adjournment**

APPEAL

If a person decides to appeal any decision made at this meeting, he or she will need a record of the proceeding and, for such purpose, may need to ensure that a verbatim record of the 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.

AMERICANS WITH DISABILITIES ACT

In Accordance with the Americans with Disabilities Act and F.S. 286.26, persons with disabilities needing special accommodations to participate in this meeting should contact City Hall at (727) 367-2735 no later than four days prior to the meeting for assistance.

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

MEMORANDUM

TO: City of St. Pete Beach Planning Board
Ward Friszolowski, Chairman
Paul Cuttichia
Jack Brock
Ron Holehouse
Tiffany Secka

FROM: David P. Healey, FAICP
Director, Tampa Bay Region
Calvin, Giordano & Associates, Inc.

THROUGH: Elaine Edmunds
Interim City Manager

SUBJECT: Discussion Items for Planning Board Agenda of September 16, 2014
Discussion Item No. 5-A

DATE: September 10, 2014

DISCUSSION ITEM 5-A - Community Redevelopment Area Plan

Background - The City began the process to establish a Community Redevelopment Area (CRA) in 2005 when the City Commission identified the need to create a CRA. Over the following five years, the City established the boundaries of the CRA, designated the Commission as the official CRA board and approved a Findings of Necessity Report and CRA Plan.

The Pinellas Board of County Commissioners approved the CRA boundary after making one amendment, but the resulting amended Findings of Necessity Report and CRA boundary were not immediately adopted and no further action was taken at that time.

In 2013, the process was reinstated when the Commission approved the amended Findings of Necessity and CRA boundary. Staff then began working with Tindale-Oliver & Associates (TOA) to prepare a current



CRA Plan with the intent of simplifying and updating its contents. During this process, City staff and TOA have been communicating with County staff to ensure that the Plan meets all State requirements before either the City Commission or Board of County Commissioners considers it for approval, which process should be concluded sometime in the next few weeks.

The attached document tracks the major activities that have occurred in the CRA process. Evan Johnson from Tindale-Oliver & Associates will further enumerate the details of the Community Redevelopment Area and discuss next steps. Included in your packet is the latest draft version of the CRA Plan sent to the County along with their original comments and our responses to those comments.

Follow-Up Action - Please review the accompanying draft plan and accompanying review comments/responses.

With the Board's input and direction, and following a meeting with County staff in the next two weeks, the draft plan will be forwarded to the City Commission for their information and direction about whether to advertise for public hearing. If the Commission authorizes the plan to proceed to public hearing, it will then follow the formal adoption process as outlined in the accompanying information by which a CRA plan is implemented by both the the City and County.

CRA Chronology

2003

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

2004

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

2005

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

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

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

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

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

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

2006

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

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

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

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

2008

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

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

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

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

2009

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

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

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

2010

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

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

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

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

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

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

March 17, 2014 –CRA Plan draft completed by TOA, reviewed by City staff, and sent to Pinellas County

May 28, 2014 – Letter from Pinellas County to City with comments on CRA Plan draft

August 28, 2014 – TOA sends letter and revised CRA Plan draft to Pinellas County in response to comments

CITY OF ST. PETE BEACH CRP RESPONSE TO PINELLAS COUNTY COMMENTS

August 28, 2014

COMMUNITY REDEVELOPMENT PLAN	
Pinellas County Staff Comments - Gordon Beardslee	TOA Responses
1. On page 1 of the draft CRA Plan, it states that the City Commission adopted Resolution No. 2013-09...Is the Finding Study and blight conditions identified in Resolution No. 2013-09 the same as what the BCC considered when adopting County Resolution No. 06-191?	Yes, the Finding of Necessity Study referenced in Resolution 2013-09 is the same one referenced in County Resolution No. 06-191.
2. On pages 2 and 11, the draft CRA Plan states that the acreage of the CRA is 210 acres...County staff has calculated the area using GIS to be approximately 197 acres (including ROW). The reason for this discrepancy of 13 acres will need to be determined.	As referenced in Comment #3 below, the CRA Boundary has been corrected to be consistent with that which was approved in County Resolution No. 06-191. The calculated acreage in our GIS is 195.83 acres including right of way. The acreage has been updated to approximately 196 acres throughout the plan document.
3. CRA Maps throughout the Plan need to be updated to match the adopted Community Redevelopment Area. Specifically parcel (36/31/15/00100/000/0010) located at the northwestern corner of the CRA needs to be removed since it was not included in the adopted CRA boundaries.	A corrected GIS boundary was created, and all of the maps within the plan have been updated.
4. On page 11, there is a reference to the legal description in Appendix J; ...This legal description should exactly match what the BCC adopted on October 10, 2006 when the CRA was defined in County Resolution No. 06-191.	The Legal Description from County Resolution No. 06-191 has been included in the revised draft.
5. The CRA Plan refers to some roads that are not on any of the maps in the Plan. It is recommended that the Plan include at least one map that identifies all the roads discussed in the CRA Plan ...We have a map that we can provide to City for this purpose.	The Conceptual Diagram in both the Executive Summary and Chapter 3 have been updated to include all roads within the CRA Boundary.
6. On page IX, the deficiency of tax increment revenues to cover the full costs of the projected capital costs to implement the CRA Plan is about \$1.9 Million. To make up the difference, the draft Plan identifies TIF as a potential funding source. The City may have meant to include special assessments here rather than TIF.	Revised – Included special assessment rather than TIF.
7. On page 14, the first paragraph includes the following sentence, "Following adoption of this Plan by the City Commission, it will be sent to Pinellas BOCC for review and approval, establishing the CRA and the Redevelopment Trust Fund." The BCC action will be to consider approval of the CRA Plan since the CRA has already been established in County Resolution No. 06-191. Adoption of the CRA Plan by the BCC does not ensure establishment of a Redevelopment Trust Fund or allocation of tax increment financing (TIF). When the BCC approves the CRA Plan, additional community redevelopment powers contained in Chapter 163, Part III, of the Florida Statutes are delegated to the City. These additional powers may include the authority to establish a redevelopment trust fund subject to BCC approval. This sentence in the draft CRA Plan should be revised to reflect this information since Pinellas County has made no commitment at this time to approve a redevelopment trust fund or provide tax increment revenues for the CRA.	Revised to the following: ...BOCC for review and approval, and establishing the CRA. If the BOCC 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 BOCC approval.

CITY OF ST. PETE BEACH CRP RESPONSE TO PINELLAS COUNTY COMMENTS

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COMMUNITY REDEVELOPMENT PLAN	
Pinellas County Staff Comments - Gordon Beardslee	TOA Responses
8. Sec. 163.360(2)(c) requires the CRA Plan to provide for development of affordable housing or state the reasons for not addressing affordable housing in the Plan. The Plan, as drafted, is vague in what would be done to provide for affordable housing. Objective 11 and the associated policies on page 36 provide little specificity on the provision of affordable housing, only what may be considered in the future. It would be beneficial if the CRA Plan provided more explanation of how it would be supporting implementation of the housing policies from the Comprehensive Plan listed in Appendix E. An example may be in Table 4-2 on page 45 of the draft Plan where there is reference in the Large Resort Scenario 2 of an FAR and/or hotel unit density bonus for affordable housing mitigation. There is no explanation, however, of how much affordable housing must be provided to receive this bonus. One of the incentives listed in Strategy 11.3 on page 36 that may be considered to encourage affordable housing is a density bonus. Since the CRA is located in the costal high hazard area, care should be taken in using a density bonus so that there is not an increase in the maximum number of dwelling units that could be constructed within the CRA based on City's Future Land Use Map. It is recommended that the CRA Plan include a calculation of the overall residential development potential within the CRA.	The St. Pete Beach Comprehensive Plan articulates the allowable land uses and approved residential densities allowed within the CRA. The CRA Plan does not include any recommendations that are inconsistent with the mix of uses and allowable densities/intensities currently permitted within the CRA. 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 than what is currently permitted on the City's Future Land Use Map. The calculation of overall allowable development density within the CRA Boundary does not seem necessary since the CRA is not making any recommendations to change the allowable densities/intensities from the approved Comprehensive Plan. The CRA Plan addresses the requirements of 163.360(2)(c) by restating some specific adopted policies from the Comprehensive Plan related to the provision of affordable housing. The CRA/City are committed to working on the implementation of these policies. The following objective and strategies have been included on pages 36 & 37 of the CRA Plan. 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 11.2: 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.

CITY OF ST. PETE BEACH CRP RESPONSE TO PINELLAS COUNTY COMMENTS

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COMMUNITY REDEVELOPMENT PLAN	
Pinellas County Staff Comments - Gordon Beardslee	TOA Responses
Continuation of Comment 8	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. Strategy 11.6: Work with neighboring communities and support public transportation system 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.
9. In Section 2.2 of the CRA Plan on page 14, the second paragraph states that St. Pete Beach City Commission will forward the draft CRA Plan to the BCC for their review and approval, after which the City Commission will conduct a public hearing to approve the Plan. The BCC, however, usually will not consider a CRA Plan until it has been first adopted by the City Commission, which is the process outlined in Section 2.1 of the Plan. The Plan adoption process in Section 2.2 should be consistent with the process discussed in Section 2.1, i.e., following adoption of this Plan by the City Commission, it will be sent to Pinellas BOCC for review and approval.	Revised to the following: ... 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 BOCC for review and approval. When the BOCC 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 BOCC approval.

CITY OF ST. PETE BEACH CRP RESPONSE TO PINELLAS COUNTY COMMENTS

August 28, 2014

COMMUNITY REDEVELOPMENT PLAN	
Pinellas County Staff Comments - Gordon Beardslee	TOA Responses
10. Based on the data and analysis in the draft CRA Plan and the Findings Study, it would appear that the St. Pete Beach CRA should be considered a coastal tourist area that is deteriorating and economically distressed. According to Sec. 163.360(7)(e), F.S., the City Commission and the BCC, therefore, must make a finding that the CRA Plan will maintain or reduce evacuation times and ensure protection for property against exposure to nature disasters. Currently, the draft CRA Plan does not include any information or analysis on evacuation times.	The CRA Plan does not include any recommendations that would increase residential density above/beyond what is already permitted in the approved Comprehensive Plan. As stated in the Coastal and Conservation Element (Objective 2.3-2.4 and associated policies) of the adopted Comprehensive Plan, the City will continue to work with the appropriate agencies to maintain and improve evacuation times in the city. The CRA will also work with these agencies to implement these policies in the CRA Plan. In addition, improvements in access management that will occur as a result of improved streetscape treatments, will help to reduce traffic congestion, and ultimately could have the potential impact of reducing clearance time for hurricane evacuation. Included Primary Objective 12 and associated Strategies starting on page Added Primary Objective 12 on Page 37: 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 may be conducted.

CITY OF ST. PETE BEACH CRP RESPONSE TO PINELLAS COUNTY COMMENTS

August 28, 2014

COMMUNITY REDEVELOPMENT PLAN	
Pinellas County Staff Comments - Gordon Beardslee	TOA Responses
11. Starting on page 34, CRA-wide objectives and strategies are listed. These objectives and strategies support infill development and redevelopment within the CRA. Due to the CRA's location on a barrier island, Pinellas County strongly encourages the City to include objectives and strategies that would increase the area's resiliency to the impacts of storm events and climate change....This would also respond to the requirement of Sec. 163.360(7)(e) of the Florida Statutes to ensure protection for property against exposure to natural disasters.	The City of St. Pete Beach through its Comprehensive Plan and Emergency Response Plans has committed to increasing the community's resiliency to natural disasters and climate change. As an agency of the City, the CRA will work to implement the Comprehensive Plan, including the policies related to resiliency. Examples of existing Comprehensive Plan policies supportive of increasing community resiliency are included on the following pages for information purposes. In addition the following Primary Objective and Strategies have been added to the CRA Plan starting on page 37: 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. <i>Strategy 13.1:</i> Support enforcement of development regulations within the 100-year floodplain to manage property damage from flooding. <i>Strategy 13.2:</i> Support efforts to conserve or improve wetlands, aquatic resources, and habitat to maintain environmental and recreational value. <i>Strategy 13.3:</i> Support Comprehensive Plan Policies regulating public investment within the Coastal High Hazard Area (CHHA) to minimize potential impacts of natural disasters and climate change. <i>Strategy 13.4:</i> Support efforts for the City to develop and implement a Post Disaster Redevelopment and Recovery Plan that will contain appropriate hazard mitigation measures.

CITY OF ST. PETE BEACH CRP RESPONSE TO PINELLAS COUNTY COMMENTS

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COMMUNITY REDEVELOPMENT PLAN	
Pinellas County Staff Comments - Gordon Beardslee	TOA Responses
Continuation of Comment 11	Strategy 13.5: Focus transportation investments and service expansion on projects and strategies contributing to greenhouse gas emissions reductions through encouraging multimodal transportation.
Additional information in response to Comment #11: Goals, Objectives, and Policies (GOPS) From St. Pete Beach Comprehensive Plan focused on increasing resiliency	
Infrastructure Plan Element 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. Objective 2.1 In accordance with this plan, the St. Pete Beach's land development regulations shall include provisions for requiring compliance with the master drainage plan. Policy 2.1.1 The St. Pete Beach's master drainage plan shall require new developments to meet the design requirements (level of service) of the 25-year frequency, 24-hour storm event. Post development runoff shall not exceed pre-development drainage peak discharge rates. Policy 2.1.2 The master drainage plan shall maintain standards which, at a minimum, address the following: ❖ An inventory and evaluation of those areas which currently have flooding problems. ❖ A hydrological survey of St. Pete Beach, showing the natural and man-made systems. ❖ The analysis of storm water outfalls for filtering suitability. ❖ A water quality analysis of storm water runoff and its impact on receiving water bodies and groundwater. ❖ Corrective measures to improve the drainage system to mitigate know problem areas, with such costs of improvements being proportionally shared by the agencies with drainage infrastructure located within the City boundaries. 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.	

CITY OF ST. PETE BEACH CRP RESPONSE TO PINELLAS COUNTY COMMENTS

August 28, 2014

COMMENT #11: ADDITIONAL INFORMATION CONTINUED:

Coastal and Conservation Element

GOAL 1:

To ensure the highest environmental quality possible, the City of St. Pete Beach shall conserve, protect and appropriately manage the natural resources (aquatic, wetland and terrestrial).

Objective 1.1

In accordance with this Comprehensive Plan the City shall continue to protect the quality and quantity of surface and groundwater.

Policy 1.1.1

The City shall promote water conservation as an integral part of water management programs, rules and plans and promote the use of reclaimed water for irrigation.

Policy 1.1.2

The City shall continue to cooperate with Southwest Florida Water Management District to conduct water conservation programs and develop an emergency water conservation plan.

Policy 1.1.3

The City shall continue to support the standards and regulations set forth in the Pinellas Aquatic Preserve Management Plan to protect and enhance the water quality of Boca Ciega Bay.

Policy 1.1.4

The City shall require all new development and redevelopment to provide on site retention of storm water runoff to assist in the upgrading of water quality within Boca Ciega Bay.

Policy 1.1.5

The City shall cooperate with the Tampa Bay National Estuary Program in its implementation of Comprehensive Conservation and Management Plan as a means to conserve and protect marine wetlands and aquatic resources.

Measure: Surface and groundwater quality and quantity

Objective 1.2

Regulations for development within the 100-year flood plain shall be strictly enforced.

Policy 1.2.1

New development or redevelopment approvals shall require that post-development run-off rates, volumes and pollutant loads do not exceed predevelopment conditions.

Policy 1.2.2

Recognizing that the community is located within the 100-year flood plain, the City shall adopt and strictly enforce all appropriate federal, state, and regional coastal construction codes and coastal setback regulations.

Policy 1.2.3

The City shall protect the natural functions of the 100-year flood plain so that the flood-carrying and flood storage capacity are maintained.

Policy 1.2.4

The City shall support and encourage the development of a strict flood plain management program by state and local governments to preserve hydrologically significant wetlands and other natural flood plain features.

CITY OF ST. PETE BEACH CRP RESPONSE TO PINELLAS COUNTY COMMENTS

August 28, 2014

COMMENT #11: ADDITIONAL INFORMATION CONTINUED:

Policy 1.2.5

The City shall minimize the amount of impervious surface in order to promote groundwater filtration, minimize runoff and stabilize water quality.

Measure: Continued implementation of flood plain management regulations

Objective 1.3

As an ongoing objective, the City shall conserve or improve wetlands, aquatic resources and wildlife population and habitat to maintain their environmental and recreational value.

Policy 1.3.1

In accordance with this Comprehensive Plan, upon identification in the City, areas such as mangroves and marsh areas shall be identified on the Future Land Use Map as conservation areas.

Policy 1.3.2

Projects (e.g., marinas, causeways and dredging) which could inhibit tidal circulation shall include measures to maintain or improve tidal circulation and flushing.

Policy 1.3.3

Any project which produces changes in tidal circulation patterns shall be approved only after sufficient hydrographic information is available to allow an accurate evaluation on the net environmental impacts of the project.

Policy 1.3.4

The City shall preserve the mangrove island located in Little McPherson Bayou in its natural state.

Measure: Implementation of land regulations which protect environmental systems

Objective 1.9

In accordance with this Comprehensive Plan, the City of St. Pete Beach shall protect and restore its beaches, dunes and natural system, protect its recreational and commercial working waterfronts, and establish construction standards which minimize the impacts of man-made structures on these systems through the land development regulations.

Policy 1.9.1

Construction seaward of the Coastal Construction Control Line shall be subject to the permitting procedures pursuant to Chapter 161 of the Florida Statutes.

Policy 1.9.2

Where existing waterways are not sea-walled, native marine vegetation shall be used for shoreline stabilization where technically feasible.

Policy 1.9.3

Dune preservation shall be required by development regulations to protect the primary dunes, and which shall address prohibitions on excavations, destruction of native vegetation, and other activities which affect the natural fluctuation of the dunes.

CITY OF ST. PETE BEACH CRP RESPONSE TO PINELLAS COUNTY COMMENTS

August 28, 2014

COMMENT #11: ADDITIONAL INFORMATION CONTINUED:

Policy 1.9.4

The City shall continue a program for the restoration and maintenance of the coastal dune system. The program shall include:

- ❖ Stabilization projects utilizing native vegetation.
- ❖ Develop an educational program emphasizing the need to protect the coastline
- ❖ Construction of dune walkover structures.

GOAL 2:

The City shall provide a set of guidelines for development that protects the lives and property of its residents from the effects of natural disasters.

Objective 2.1

The City shall, to the extent practical, limit public expenditures that subsidize development within the Coastal High Hazard Area consistent with the Future Land Use Map as adopted.

Policy 2.1.1

The City shall not support or finance new local transportation corridors which lie within the Coastal High Hazard Area, although existing corridors may be maintained or improved as necessary to protect the health, safety and welfare of existing residents.

Policy 2.1.2

The City shall not support or finance sewer and water line extensions or expansions within the Coastal High Hazard Area which will encourage future growth/higher densities in those vulnerable areas.

Policy 2.1.3

The City shall continue to plan and fund infrastructure and services consistent with the level of service adopted herein and shall ensure that permits for development and redevelopment activities are 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.

Measure: Nature of public expenditures in the Coastal High Hazard Area

Objective 2.2

Because a majority of the community is located within the Coastal High Hazard Area, defined as the area below the elevation line of the category one storm surge line as established by a Sea, Lake and Overland Surges from Hurricanes (SLOSH) model, the City shall require appropriate development and construction standards to mitigate the adverse effects of coastal hazards.

Policy 2.2.1

The City of St. Pete Beach, acknowledging its particular vulnerability to coastal hazards as a barrier island community, recognizes the entire City within the Coastal High Hazard Area and the first geographic area to be evacuated in the event of a hurricane threat.

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.

Measure: No new developments or structures which do not meet coastal hazard mitigation standards

CITY OF ST. PETE BEACH CRP RESPONSE TO PINELLAS COUNTY COMMENTS

August 28, 2014

COMMENT #11: ADDITIONAL INFORMATION CONTINUED:

Objective 2.3

The City shall with regional authorities maintain or reduce hurricane evacuation times.

Policy 2.3.1

The City shall coordinate with state, regional and county agencies to ensure that major evacuation routes are adequately maintained and, when necessary, improved to facilitate an efficient and safe evacuation.

Policy 2.3.2

The City, in cooperation with the Pinellas County Department of Emergency Management Services and the South Pinellas County Chapter of the American Red Cross shall sponsor annual hurricane preparedness seminars to increase hurricane awareness.

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-county hurricane evacuation clearance time for a category five storm event as measured on the Saffir-Simpson Scale shall be 16 hours.

Measure: Maintenance of adequate hurricane evacuation clearance times

Objective 2.4

The City shall continue to try to reduce the risk of exposure of human life and public and private property to natural disasters through preparedness planning and implementation of hazard mitigation measures.

Policy 2.4.1

The City, in coordination with other agencies, shall continue to maintain and update its local Hurricane Plan.

Policy 2.4.2

The emergency management coordinator, as designated by the City, shall oversee the maintenance and ongoing updates of the hurricane plan; act as a liaison between state, regional, county and city emergency response and planning agencies; and ensure coordination between emergency management and development activities in the City.

Policy 2.4.3

The City shall periodically review existing coastal construction building codes and implement changes to the standards as are found to be appropriate and useful.

Policy 2.4.4

Recognizing the entire community is located within the Coastal High Hazard Area and the 100-year flood plain, the City shall adopt and strictly enforce all appropriate federal, state, and local coastal construction codes, and coastal setback requirements, as amended.

Policy 2.4.5

Special care facilities shall be permitted with the City provided that verification is provided that adequate provisions for safe and efficient evacuation and sheltering are assured.

CITY OF ST. PETE BEACH CRP RESPONSE TO PINELLAS COUNTY COMMENTS

August 28, 2014

COMMENT #11: ADDITIONAL INFORMATION CONTINUED:

Policy 2.4.6

The City shall continue to participate, through available programs, with other federal, state and local agencies in seeking, developing, improving and implementing hazard mitigation strategies.

Measure: Improved hazard mitigation and community preparedness

GOAL 3:

The City shall develop and maintain a post-disaster redevelopment plan that, while ensuring recognition of the private property rights of its citizens, will seek to reduce or eliminate the exposure of human life and public and private property to natural hazards where feasible.

Objective 3.1

The City shall incorporate all appropriate recommendations from interagency hazard mitigation reports together with the requirements of the Federal Emergency Management Agency (FEMA) regarding construction in the flood zone in developing its post-disaster recovery plans.

Policy 3.1.1

The City shall continue to be a participant in intergovernmental cooperative efforts to establish regionally significant post-disaster recovery plans.

Policy 3.1.2

The City's plans shall ensure that, in as much as possible, hazard mitigation measures are included in the planning for:

- ❖ Post-disaster building construction
- ❖ Repair and replacement of infrastructure elements
- ❖ Repair and replacement of storm water management systems and facilities
- ❖ Beach and dune restoration

Policy 3.1.3

The City's post-disaster planning shall, at a minimum, include consideration of interagency hazard mitigation reports, established coastal construction control lines, FEMA requirements and other appropriate coastal construction requirements such as those necessary in V-Zones.

Policy 3.1.4

All post-disaster redevelopment and reconstruction shall be governed under Policy 1.8.2, Objective 4.1 and its associated policies in the Future Land Use Element of this plan.

Measure: Having a post-disaster redevelopment and recovery plan that includes appropriate hazard mitigation measures

Objective 3.2

The City shall have a Recovery Task Force to provide preliminary damage assessments and direct post-disaster recovery and redevelopment activities.

Policy 3.2.1

The Recovery Task Force shall consist of the City Emergency Management Coordinator, the Building and Inspection Department and other members as appointed by the City Commission.

CITY OF ST. PETE BEACH CRP RESPONSE TO PINELLAS COUNTY COMMENTS

August 28, 2014

COMMENT #11: ADDITIONAL INFORMATION CONTINUED:

Policy 3.2.2

The Recovery Task Force shall fulfill the following responsibilities, as well as others deemed necessary:

- ❖ Assess preliminary damage reports;
- ❖ Take necessary steps to seek financial assistance from the appropriate state and federal agencies;
- ❖ Authorize immediate clean-up and repairs necessary to protect the public health, safety and welfare;
- ❖ Identify areas within the community where minor, moderate and major damage has occurred;
- ❖ Recommend to the City Commission appropriate hazard mitigation policies that should be implemented in response to the disaster; and
- ❖ Prepare a report evaluating post-disaster redevelopment response and make recommendations for necessary changes to this Comprehensive Plan.

Measure: Having a workable disaster recovery plan

Objective 3.3

In order to effectively manage the timing and sequence of reconstruction, the City will establish, in advance, a set of reconstruction permitting procedures and shall continue to review key reconstruction and redevelopment strategies, including those from interagency hazard mitigation reports, which will be considered to promote hazard mitigation.

Policy 3.3.1

Following a major hurricane event, the City Council will adopt a temporary post-disaster building moratorium to allow sufficient time for immediate damage assessment, the identification of redevelopment opportunities, and hazard mitigation policy implementation. The time period and type of moratorium will be decided by the City Commission.

Policy 3.3.2

The City shall adopt a post-disaster procedure which will expedite permitting for minor repairs. The procedure shall include development plan review, engineering approval and building permitting and shall provide that all permitting is coordinated with the appropriate agencies and consistent with the objectives of this Comprehensive Plan.

Measure: Establishment of reconstruction permitting procedures

Objective 3.4

The City shall enact key reconstruction and redevelopment strategies which will promote hazard mitigation applicable to St. Pete Beach.

Policy 3.4.1

Where feasible, property which has received recurring major hurricane damage from storm surge should be publicly acquired or designated conservation on the Future Land Use Map to prevent redevelopment of the property to its pre-hurricane land use.

Policy 3.4.2

The City shall consider one or more of the following strategies in those areas which receive major or moderate damage:

- ❖ Relocation further inland (away from the coast); and
- ❖ Reconstruction according to more stringent building and construction standards

CITY OF ST. PETE BEACH CRP RESPONSE TO PINELLAS COUNTY COMMENTS

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COMMENT #11: ADDITIONAL INFORMATION CONTINUED:

Policy 3.4.3

The City shall interrelate hazard and non-hazard mitigation goals during reconstruction decision-making including the following objectives:

- ❖ Enhancement of local recreational and open space opportunities;
- ❖ Enhancement of local public beach access;
- ❖ Enhancement and restoration of local natural ecosystems;
- ❖ Reduction of traffic congestion, noise, and other transportation related problems; and
- ❖ Enhancement of the long-term economic vitality of the local commercial base.

Policy 3.4.4

The City shall establish performance standards which allow for the redevelopment of sensitive historic resources providing some portion of the said resource is still existing and can safely be returned to it's natural pre-hurricane state.

Policy 3.4.5

The City of St. Pete Beach, working in cooperation local, regional and state agencies, shall ensure that all post-disaster reconstruction activities shall be required to follow the appropriate hazard mitigation measures and regulations.

Measure: Implementation of hazard mitigation policies during reconstruction recovery plan

12. Strategy 8.2 for relocating families displaced by redevelopment should also address displacement by private development as well as property acquired for public purposes. The current provisions in Strategy 8.2 are not consistent with the requirements of Section 38-81 through 38-86 of the County Code. Please modify this strategy to address all the provisions contained in this section of the Code. This could be done by referring to these sections of the County Code.

As noted below, language requiring consistency with the County Code Section 38-81 through 38-86 has been added to the plan under Strategy 8.2. However, it is important to note that County Code Section 38-81 through 38-86 does not appear to require relocation assistance for private development, though it does require it for properties acquired by the CRA or Local Government for the purposes of redevelopment. In these instances relocation assistance would be required. See Code Section 38-83 below:

*38-83 Applicability - The minimum relocation guidelines outlined in this division **are applicable** to community redevelopment agency sponsored or assisted redevelopment activities involving the acquisition of land by the community redevelopment agency or local government.*

CITY OF ST. PETE BEACH CRP RESPONSE TO PINELLAS COUNTY COMMENTS

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COMMUNITY REDEVELOPMENT PLAN	
Pinellas County Staff Comments - Gordon Beardslee	TOA Responses
Continuation of Comment 12	The revised language for Strategy 8.2 is as listed below: 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 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.
13. On page 40, the existing parks and public facility sites listed on this page should be located on a map within the CRA Plan. The map on page IV identifies the location of two parks, but is not clear where the other parks are located. It is also recommended that the CRA Plan include a map that shows existing land uses within the CRA in addition to the Future Land Use and Zoning maps that have already been included.	All of the parks and public facilities listed on Page 40 have been added to the Redevelopment Plan Conceptual Diagram in both the Executive Summary and in Chapter 3. In addition, an Existing Land Use Map has been added as Figure 4-1.
14. In the last sentence on page 46 in Section 4.6 "Neighborhood Impact Element", please clarify what "process" is being referred to that must comply with City and County requirements and/or State Statutes.	Revised to the following: ...relocation process...
15. Section 4.7 on page 47 includes the CRA Plan's provisions for replacement housing and relocation of residents displaced from housing facilities within the CRA that are redeveloped. The draft CRA Plan states that the City and the Community Redevelopment Agency will adhere to Section 421.55 of the Florida Statutes in addressing this issue. While this is a good component to include in the draft CRA Plan, it appears to only address displacement resulting from public projects or programs for which federal or federal-aid funds are used. Per Section 163.36097), F.S., the CRA Plan should include feasible method for the location of families who may be displaced from the CRA regardless of whether the displacement is caused by government action or private development. We would also expect that the CRA Plan include the minimum tenant relocation plan provisions contained in Sec. 38-81 through 38-86 of the Pinellas County Code as noted in comment 12.	Revised to the following: ...adhere to Section 421.55, F.S. and Section 38-81 through 38-86 of the Pinellas County Code.

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COMMUNITY REDEVELOPMENT PLAN

Pinellas County Staff Comments - Gordon Beardslee

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16. On page 62, the scenario of a County Redevelopment Trust Fund contribution of 100% needs to be changed in accordance with Chapter 163.387, F.S. Specifically the maximum TIF payments that might be contributed by the County would be a maximum of 95% of the increment, not 100%.

On Page 59 there are two bullets that explain the calculation of potential TIF revenues that are relevant to this comment. These are as follows:

- 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.
- St. Pete Beach is expecting to negotiate an interlocal agreement with Pinellas County as to the TIF capture rate for the life of the CRA based on the ad valorem tax revenue (which is based on 95% of the total levy) — All of the available TIF generated will be captured during the first 5 years and 75% of the available TIF generated will be captured in years 6-30. This capture/release was reflected in the model.

As explained in these bullets, the 100% and 75% capture rates are meant to refer to the revenue released to the City/County (Which is 95% of the total calculated revenue). The wording on page 62 has been changed to the following:

Figure 5-11 depicts the trend of projected incremental ad valorem tax and TIF revenue (ad valorem revenue is calculated as 95% of the total levy) during 2014 to 2043. It should be noted that the terms being negotiated with Pinellas County for the RTF are to capture all of the available City and County TIF during years 1 through 5 and 75% of the available TIF for years 6 through 30. this is reflected in the graph.

CITY OF ST. PETE BEACH CRP RESPONSE TO PINELLAS COUNTY COMMENTS

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COMMUNITY REDEVELOPMENT PLAN	
Pinellas County Staff Comments - Gordon Beardslee	TOA Responses
17. The draft CRA Plan identifies impact fee waivers as a development incentive on page 72. It has been the County’s position that impact fees cannot be waived. The City or another entity can pay the impact fee for the developer, but the fees cannot be waived.	Revised to the following: Potential incentives could include partial payment of fees by the Community Redevelopment Agency for desired quality development.
18. In Section 7.1 on page 76, it is stated that “County contributions to the Trust Fund will be established by adoption of this CRA Plan by the Pinellas BOCC”. That is incorrect. Establishing the Trust Fund requires a separate action by the BOCC that occurs by ordinance at a public hearing.	Deleted sentence and revised second sentence to the following: Establishing the Redevelopment Trust Fund requires a separate action by the BOCC that occurs by ordinance at a public hearing.
19. In Section 7.2 on page 76, the first sentence describing the Community Redevelopment Agency should clarify that the County Resolution No. 06-191 did not establish the Redevelopment Agency, it delegated to the City the authority to establish the Redevelopment Agency.	Revised to the following: The St. Pete Beach City Commission will sit as the Community Redevelopment Agency as allowed through the delegation of authority approved by the Pinellas County BOCC pursuant to Resolution No. 06-191.
In addition, the following questions deal with proposed Projects and Funding contained in Table 6-1 on pages 69 to 70, the Proposed Capital Work Program:	
20. <i>Sec. 163,360(2)(b), F.S., states that the CRA must be sufficiently complete to indicate such land acquisition, demolition and removal of structures, redevelopment, improvements, and rehabilitation as may be proposed to be carried out in the CRA.</i> The Community Center Park Expansion and Improvements and the Public Parking Facilities for the Downtown and Gulf Blvd. Districts represent almost half of the entire projected capital costs. It is recommended, therefore, that these projects be discussed more fully in the CRA Plan to get a better sense of how they help alleviate the blight conditions in the CRA.	The total estimated capital costs for the Community Center Park Expansion, and Public Parking Facilities for the Gulf Boulevard and Downtown Districts is \$29Million, which represents approximately 46% of the total capital program within the CRA. Parking improvements and facilities alone account for 38% of this total.

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COMMUNITY REDEVELOPMENT PLAN	
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Continuation of Comment 20	The following text has been added on page 67 to address the provision of new parking facilities: "The provision of additional parking facilities within both the Downtown and Gulf Boulevard Districts will greatly enhance redevelopment potential and eliminate blight conditions by reducing 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." The text under Other Infrastructure & Facilities has been edited to read as follows to better explain the connection between the proposed park improvements and the elimination of blight conditions. "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 former police station site, 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 proposed expansion and improvement to the community center park and the police station 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 for the City, and encourage redevelopment in and around the Downtown District.

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COMMUNITY REDEVELOPMENT PLAN	
Pinellas County Staff Comments - Gordon Beardslee	TOA Responses
Continuation of Comment 20	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."
21. When considering the Finding of Necessity and documented blighted conditions/needs, how would the undergrounding of utilities and the Police Station Improvements resolve the documented blighted conditions/needs?	Additional text addressing Police Station improvements are included in the comment response above. Additional text has been added to the Other Infrastructure & Facilities section on Page 67-68 to address the undergrounding of utilities. "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."

CITY OF ST. PETE BEACH CRP RESPONSE TO PINELLAS COUNTY COMMENTS

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COMMUNITY REDEVELOPMENT PLAN	
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22. When considering the Finding of Necessity and documented blight conditions, we could find no discussion or identified project(s) that address the issue of excessive curb cuts in the CRA. On page 9, this issue was identified as public safety concern. It is recommended that the CRA Plan includes access management strategies (e.g., consolidation /reduction in curb cuts and driveways, and improved internal connectivity) that begin to tackle this challenging issue in the CRA.	Included the following new strategies for both the Downtown District and Gulf Boulevard District: 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. 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. Added the following on page 66: DOWNTOWN DISTRICT STREETSCAPE IMPROVEMENTS • Consolidate/reduce curb cuts and driveways to improve access management Added the following on page 67: GULF BOULEVARD IMPROVEMENT PROGRAM COMPONENTS • Consolidate/reduce curb cuts and driveways to improve access management
23. Two other funding sources are discussed briefly on pg. 73. Pinellas County has agreed to provide the City \$5.75 million of Penny for Pinellas (LOST) funds and the information we have is that most of this will be used for streetscape improvements of Gulf Blvd. between 37th and 75th Avenues. Table 6-1, however, recognizes LOST revenue for streetscape improvements only between 37th and 64th Avenue. To obtain a complete picture of the funding available for improvements in the CRA, additional discussion about the use of LOST funds within the CRA should be included, including the County's contribution. Once these additional committed LOST funds are included in Table 6-1 (Proposed Capital Work Program), the CRA Plan funding deficiency appears to be practically eliminated.	The LOST funds are being proposed for use in streetscape improvements along Gulf Boulevard between 37th and 75th Avenues, not 37th and 64th Avenues as noted in the comment. The improvements along Gulf Boulevard will occur in both the Gulf Boulevard District and the Downtown District, and therefore the portion of Gulf Boulevard within the Downtown District is noted under that project.

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COMMUNITY REDEVELOPMENT PLAN	
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24. On page 68, the following statement needs to be clarified dealing with Operating and Maintenance: "However, City TIF may be used for such expenses subject to approval of the Redevelopment Agency." County policy and statutory provisions state otherwise and not all operation and maintenance costs are eligible. Please refer to the list provided to the City of appropriate uses of tax increment revenues.	On page 71, the text has been revised to the following: 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 for the most part City and County TIF funds cannot 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.
25. In Table 6-1, County TIF has been identified for funding stormwater system improvements. It should be noted that County TIF can be used for major/regional stormwater improvements but not for neighborhood or local stormwater improvements.	Added * and note under Table: Note: * County TIF can be used for major/regional stormwater improvements, but not for neighborhood or local stormwater improvements.
26. The largest public expenses are for the two parking garages, with a combined total of \$25 million for both. Table 6-1 identifies only TIF as a potential funding source for these facilities. The City is encouraged to consider additional potential funding sources for constructing these facilities and/or include options for public/private partnerships where, for example, a resort might gain additional hotel units if it provided public off-street parking.	Included the following in Table - Public Parking Facilities ...,Private Contributions, Public/Private Partnerships, Development Incentives

ST. PETE BEACH COMMUNITY REDEVELOPMENT AREA PLAN

DRAFT – August 2014



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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 BOCC") 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) 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 BOCC for review and approval, establishing the CRA and allowing for the establishment of a 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 District and the Gulf Boulevard 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 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 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 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 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 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 Districts
- Development of public parking facilities in both the Downtown and Gulf Boulevard Districts
- Design and implementation of wayfinding signage throughout the CRA
- Design and construction of unique gateway features for the CRA
- Park and open space improvements
- Infrastructure studies to identify specific capital projects

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. This 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.

Conceptual Diagram of the St. Pete Beach Community Redevelopment Area

1 Transportation and Mobility Improvements

- 1a Waterfront Boardwalk
- 1b Gulf Boulevard District Roadway Improvements
- 1c Downtown District Roadway Improvements
- 1d Public Parking Facilities
- 1e Wayfinding Signage Improvements
- 1f Gateway Improvements

2 Infrastructure Improvements

- 2a Utility Relocation
- 2b Stormwater and Drainage

3 Parks, Recreation and Public Facility Improvements

- 3a Parks - Expansion and Enhancements
- 3b Police Station Improvements

4 Additional Programs

- 4a Business Assistance Programs
- 4b Professional Services
- 4c Special Events Marketing and Promotion
- 4d Development Incentives
- 4e CRA Administration Costs
- 4f Property Aggregation

Future Land Use

- Large Resort District (LR)
- Town Center Core District (TC-1)
- Town Center Coquina West and Town Center Corey Circle (TC-2)
- Downtown Core Residential District (DCR)
- Commercial Corridor Blind Pass Road District (CC-1)
- Commercial Corridor Gulf Boulevard District (CC-2)
- Commercial General (CG)
- CRA Parcels
- CRA Boundary
- St Pete Beach

..... Roadway/Beautification Improvements

..... Infrastructure Improvements

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



Conceptual Diagram - Downtown Planning District

1 Transportation and Mobility Improvements

- 1a Waterfront Boardwalk
- 1b Gulf Boulevard District Roadway Improvements
- 1c Downtown District Roadway Improvements
- 1d Public Parking Facilities
- 1e Wayfinding Signage Improvements
- 1f Gateway Improvements

2 Infrastructure Improvements

- 2a Utility Relocation
- 2b Stormwater and Drainage

3 Parks, Recreation and Public Facility Improvements

- 3a Parks - Expansion and Enhancements
- 3b Police Station Improvements

4 Additional Programs

- 4a Business Assistance Programs
- 4b Professional Services
- 4c Special Events Marketing and Promotion
- 4d Development Incentives
- 4e CRA Administration Costs
- 4f Property Aggregation

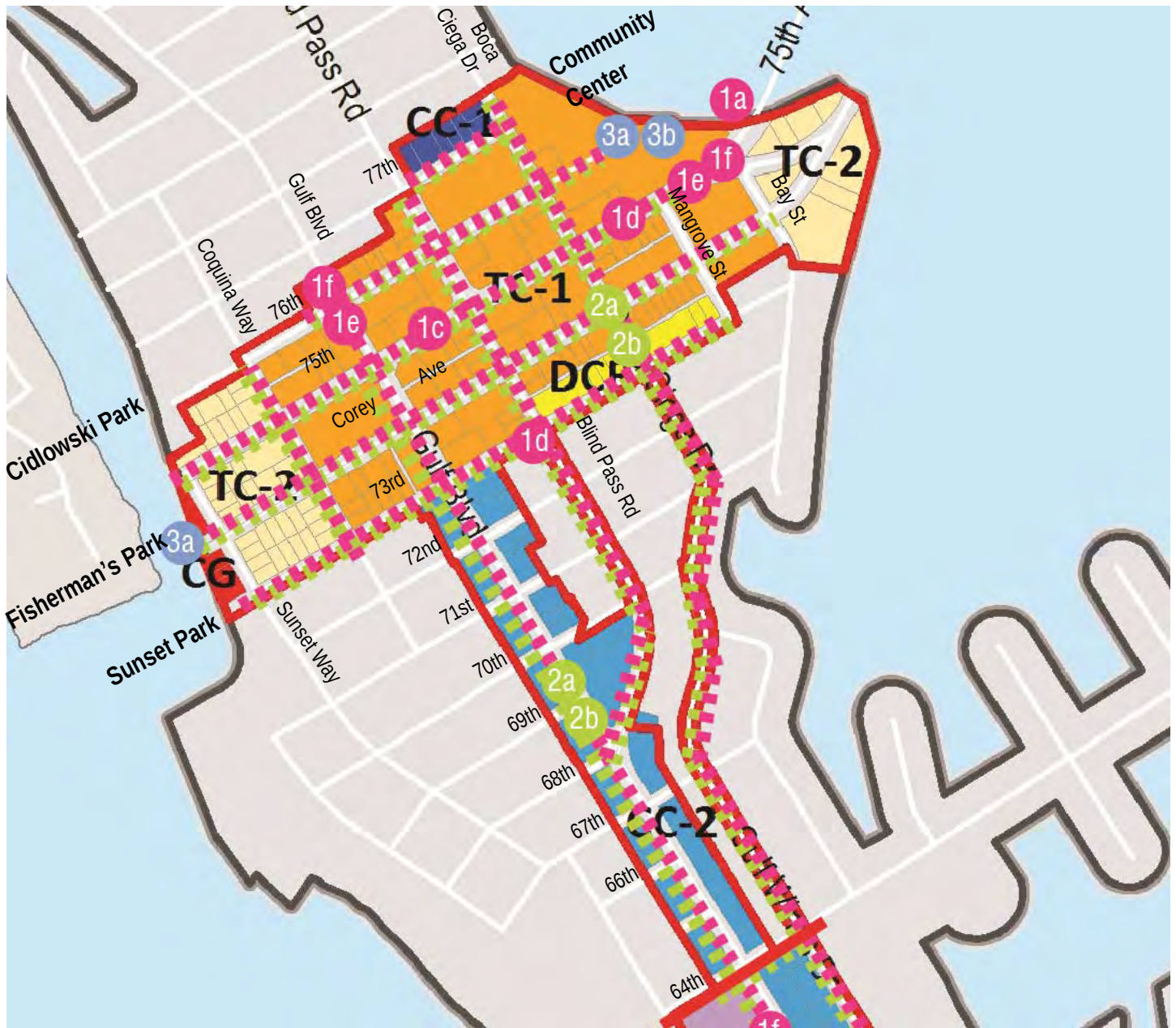
Future Land Use

- Large Resort District (LR)
- Town Center Core District (TC-1)
- Town Center Coquina West and Town Center Corey Circle (TC-2)
- Downtown Core Residential District (DCR)
- Commercial Corridor Blind Pass Road District (CC-1)
- Commercial Corridor Gulf Boulevard District (CC-2)
- Commercial General (CG)
- CRA Parcels
- CRA Boundary
- St Pete Beach

..... Roadway/Beautification Improvements

..... Infrastructure Improvements

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



Conceptual Diagram - Gulf Boulevard Planning District

1 Transportation and Mobility Improvements

- 1a Waterfront Boardwalk
- 1b Gulf Boulevard District Roadway Improvements
- 1c Downtown District Roadway Improvements
- 1d Public Parking Facilities
- 1e Wayfinding Signage Improvements
- 1f Gateway Improvements

2 Infrastructure Improvements

- 2a Utility Relocation
- 2b Stormwater and Drainage

3 Parks, Recreation and Public Facility Improvements

- 3a Parks - Expansion and Enhancements
- 3b Police Station Improvements

4 Additional Programs

- 4a Business Assistance Programs
- 4b Professional Services
- 4c Special Events Marketing and Promotion
- 4d Development Incentives
- 4e CRA Administration Costs
- 4f Property Aggregation

Future Land Use

- Large Resort District (LR)
- Town Center Core District (TC-1)
- Town Center Coquina West and Town Center Corey Circle (TC-2)
- Downtown Core Residential District (DCR)
- Commercial Corridor Blind Pass Road District (CC-1)
- Commercial Corridor Gulf Boulevard District (CC-2)
- Commercial General (CG)
- CRA Parcels
- CRA Boundary
- St Pete Beach

..... Roadway/Beautification Improvements

..... Infrastructure Improvements

*This diagram site references specific projects in the CRA, but they have implications throughout 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 cost for each timeframe is summarized below:

- Short Term—(1-5 years) - \$4,563,775
- Mid-Term—(6-15 years) - \$24,871,975
- Long Term (16-30 years) - \$33,907,550

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) - \$9,648,649
- Long Term (16-30 years) - \$47,043,008

The comparison of potential increment revenue with the projected capital costs reveals that there will be a deficiency in funding based on increment revenues alone. This deficiency is project to be \$1,894,101, and will need to be covered through the use of a variety of funding sources, which may include special assessments, general revenue, grants, impact fees, local option sales tax (LOST), 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 District and the Gulf Boulevard District (see Figure 1-2, CRA District Map).

- The Downtown 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 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 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 District and Gulf Boulevard 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 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 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.



Figure 1-1: Aerial Location Map



Figure 1-2: CRA District Map



Figure 1-3: Location Map within City Limits

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 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 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 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 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 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 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 District and the Gulf Boulevard 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.

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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 BOCC for review and approval. If the BOCC 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 BOCC 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 for review and recommendation as to its conformity within the Comprehensive Plan. Upon reviewing this Plan, the 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 BOCC for review and approval. When the BOCC 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 BOCC 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 BOCC, 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 BOCC. 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 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 BOCC.

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 District and the Gulf Boulevard 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 District and (2) a resort/commercial activity center within the Gulf Boulevard 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, 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 CRA. They are organized by planning district.

DOWNTOWN PLANNING DISTRICT

STREETSCAPE, PEDESTRIAN AND BICYCLE 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 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 within close proximity to each other
- New and wider bike lanes, where appropriate, linking the traditional Downtown District with the Gulf Boulevard District area and residential neighborhoods, with particular emphasis on linkages to public beach access plazas, trolley stops,
- Other amenities such as street furniture

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 Downtown District of the CRA. The final design of any improvements will be determined through future planning and design efforts.



Figure 3-1: Potential Character for Downtown Planning District Streetscape and Pedestrian Improvements

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 3-2: Potential Character of Downtown District Neighborhood Improvement

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.



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

PUBLIC INFRASTRUCTURE & FACILITIES

The Redevelopment Agency will work to improve the condition of utilities and public facilities within the Downtown Planning District. This work may take the form of the undergrounding of utilities located within the right-of-way, the development of public parking facilities, and improvements to the former police station in support of identifying a new tenant. 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.



Figure 3-4: Public Facilities Desired Character

GULF BOULEVARD PLANNING DISTRICT

STREETSCAPE, PEDESTRIAN AND BICYCLE ORIENTATION

Implement the Gulf Boulevard 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

Figure 3-4 illustrates potential design character of the different types of streetscape improvements that may be developed within Downtown District of the CRA.

PUBLIC INFRASTRUCTURE & FACILITIES

The Redevelopment Agency will work to improve the condition of utilities and public facilities within the Gulf Boulevard Planning District. This work will take the form of relocating utilities located within selected right-of-way, the development of public parking facilities 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 Planning 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.



Figure 3-5: Potential Design Character for Branding & Signage

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.

Figure 3-6: Redevelopment Plan Conceptual Diagram

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



Figure 3-7: Conceptual Diagram - Downtown Planning District

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

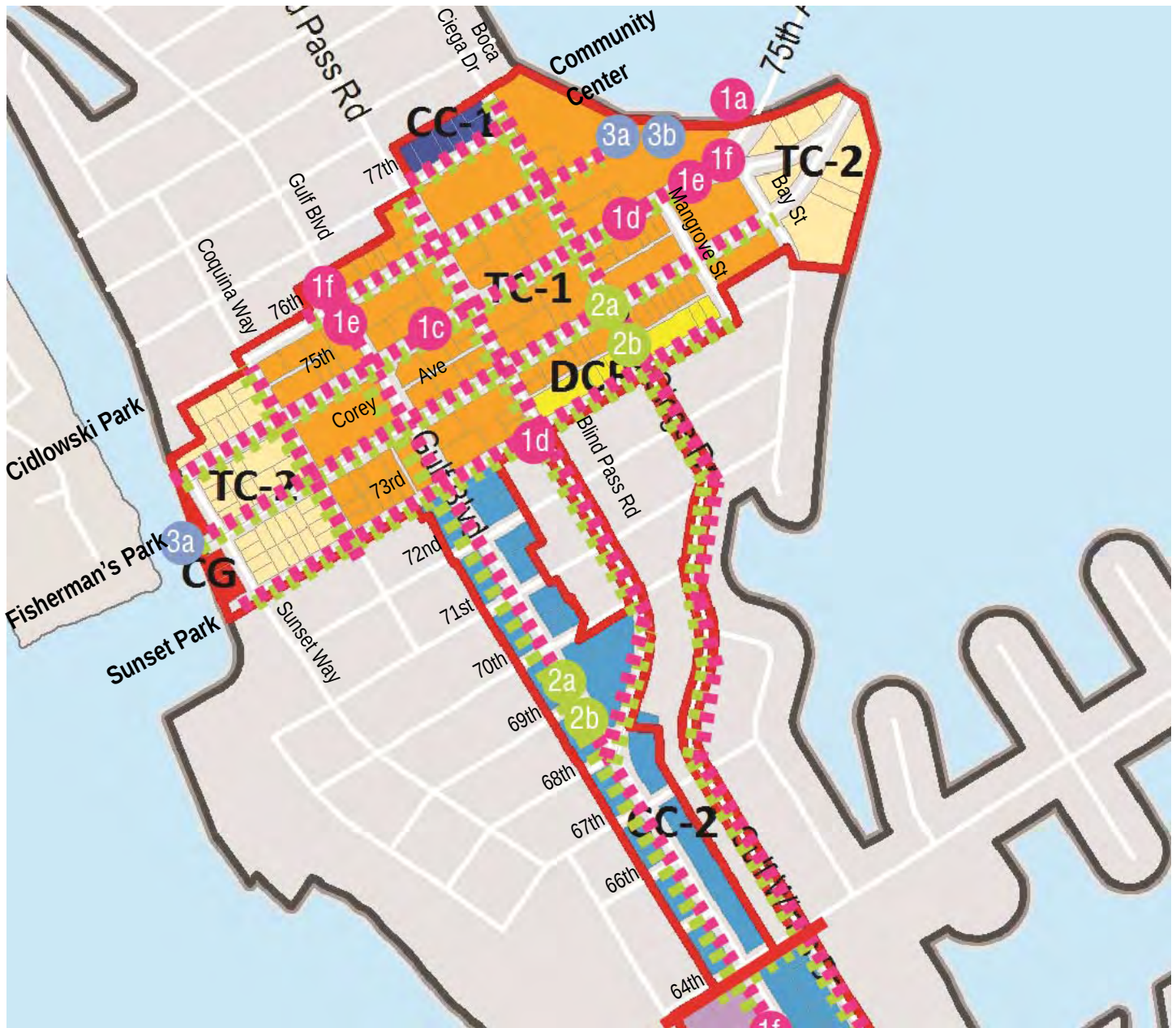


Figure 3-8: Conceptual Diagram - Gulf Boulevard Planning District

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



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.

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.

DOWNTOWN PLANNING DISTRICT

PRIMARY OBJECTIVES AND STRATEGIES

Primary Objective 1: Encourage New Infill and Redevelopment Downtown —The core of the Downtown Planning 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 Planning 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 CRD Plan.
- Strategy 1.2:* Residential uses in the Downtown Planning 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 CRD Plan.
- Strategy 1.3:* A variety of incentives should be made available to encourage commercial revitalization through various redevelopment prototypes in the Downtown Planning 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 Agencies 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:* Pursue public/private partnerships, to identify a permanent tenant for the former Police Station building. Consider financial assistance to help with 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 Planning District safely, comfortably, and efficiently.

- Strategy 2.1:* The street grid within the Downtown Planning 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 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 Planning 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 Planning District. The Redevelopment Agency should consider the completion of a parking master

plan to identify the most effective strategies for managing parking within the Downtown District.

- 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 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 District.
- Strategy 2.7:** Development and implement a comprehensive wayfinding signage program within the Downtown 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.

GULF BOULEVARD PLANNING 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 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 Planning 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 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 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 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 Planning District. The Redevelopment Agency should consider the completion of a parking master plan to ensure effective management of existing/future parking facilities.

Strategy 5.4: Public and private sector development shall create and contribute to pedestrian and bicycle linkages throughout the Gulf Boulevard 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 District to create identify and facilitate ease of movement for visitors and residents alike.

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.

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, through the potential use of development incentives, the development of “green infrastructure” for stormwater credits 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 and credits against impact fees 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.
- 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, parking facilities, park expansions, improved mobility facilities.

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 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 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 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.
- 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 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 individual direction 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 among 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 increasing the perceived risks of engaging in criminal activity through visible presence of law enforcement in the community, including, but not limited to, community mobilization, neighborhood block watch, citizen patrol, foot patrol, or intensified motorized patrol. The City/Redevelopment Agency will review these programs to improve the actual and perceived security, building safety, and appearance of the CRA.
- Strategy C2.3:* The City/Redevelopment Agency will identify, execute, and coordinate special maintenance standards and programs for public facilities, roadways, open space areas, and entries throughout the CRA. The City/Redevelopment Agency may employ and/or contract qualified maintenance personnel to provide this maintenance and upkeep in the CRA.
- Strategy C2.4:* Support enhanced code enforcement efforts within the CRA to ensure that properties are being appropriately maintained.

Community Objective 3: Establish unique identity to promote the vision for the CRA through branding and marketing programs.

- Strategy C3.1:* Create a logo, identity package, and website that can be used to identify the CRA.
- Strategy C3.2:* The established brand shall be used on literature, banners, gateways, and all types of promotional campaigns.
- Strategy C3.3:* Support festivals, exhibits, performances, and other special events designed to attract residents and visitors to the Downtown and Gulf Boulevard Districts.
- Strategy C3.4:* Create a business recruitment package that is updated regularly with a listing of available properties, maps, building profiles, and information about current and planned events.

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 SPB–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.

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 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 within the Gulf Boulevard District. This corridor 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 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.

The ease of vehicle traffic through the CRA enables the creation of gateways and wayfinding signage. The gateway 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 PROPOSED USE OF BUILDINGS

The limitations on the type, size, height, number, and proposed use of buildings within the CRA are included within the existing CRD Plan and the City’s land development regulations. The purpose of this section is to document these regulations in general terms. This CRA Plan does not make specific recommendations regarding private development standards, deferring instead to the existing land use framework established by the City.

The Downtown District and Gulf Boulevard District identified within the CRA (Figure 1-2: CRA District Map) are wholly contained within the CRD area, as identified on the Countywide Plan Map. Consistent with the adopted CRD Plan, the City of St. Pete

Beach identifies a number of sub-areas within the CRD, each of which contains specific policies and regulations related to density/intensity, allowable uses, and design standards. Figure 4-1: Existing Land Use Map illustrates the existing land uses within the CRA boundary. Figure 4-2: Future Land Use Map illustrates the different sub-areas that are completely or partially within the CRA boundary. In addition Figure 4-3: Zoning Map illustrates the current zoning sub-districts that are designed to be consistent with the CRD sub-areas.

Shown below and on the following pages are tables summarizing the development regulations and standards that regulate existing/future development within the CRA. The standards listed are not exhaustive, but instead focus on maximum density/intensity, allowable, and building height requirements. Additional policies and regulations can be found within the CRD Plan, the Comprehensive Plan, and the land development regulations.

Table 4-1: Allowable Land Uses

Land Use	Downtown District	Gulf Boulevard District	
		Gulf Boulevard Commercial Corridor	Large Resort Core
Exclusive single-family or duplex residential use	N	N	N
Exclusive multi-Family use	N	N	A
Mixed-use commercial/ residential use	A	A	N
Mixed-use temporary lodging/ commercial and/or residential Uses	C	N	A Min. 200 rooms only
Large-scale temporary lodging use exceeding 50 units per acre on min. 3 acres	N	N	A
Temporary lodging uses 50 units per acre or less	C Bed & Breakfast	N	A
Single-use commercial/office	A	A	N
Small marina use	N	N	N

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

N = not allowable

C = conditional use (requires a public hearing)

Prohibited Uses

The following uses are prohibited in all of the character districts within the CRA:

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

Accessory Uses and Structures

- Permissible accessory uses and structures shall be governed by the current LDC. The design, location, and other development standards shall be governed by the LDC as amended.

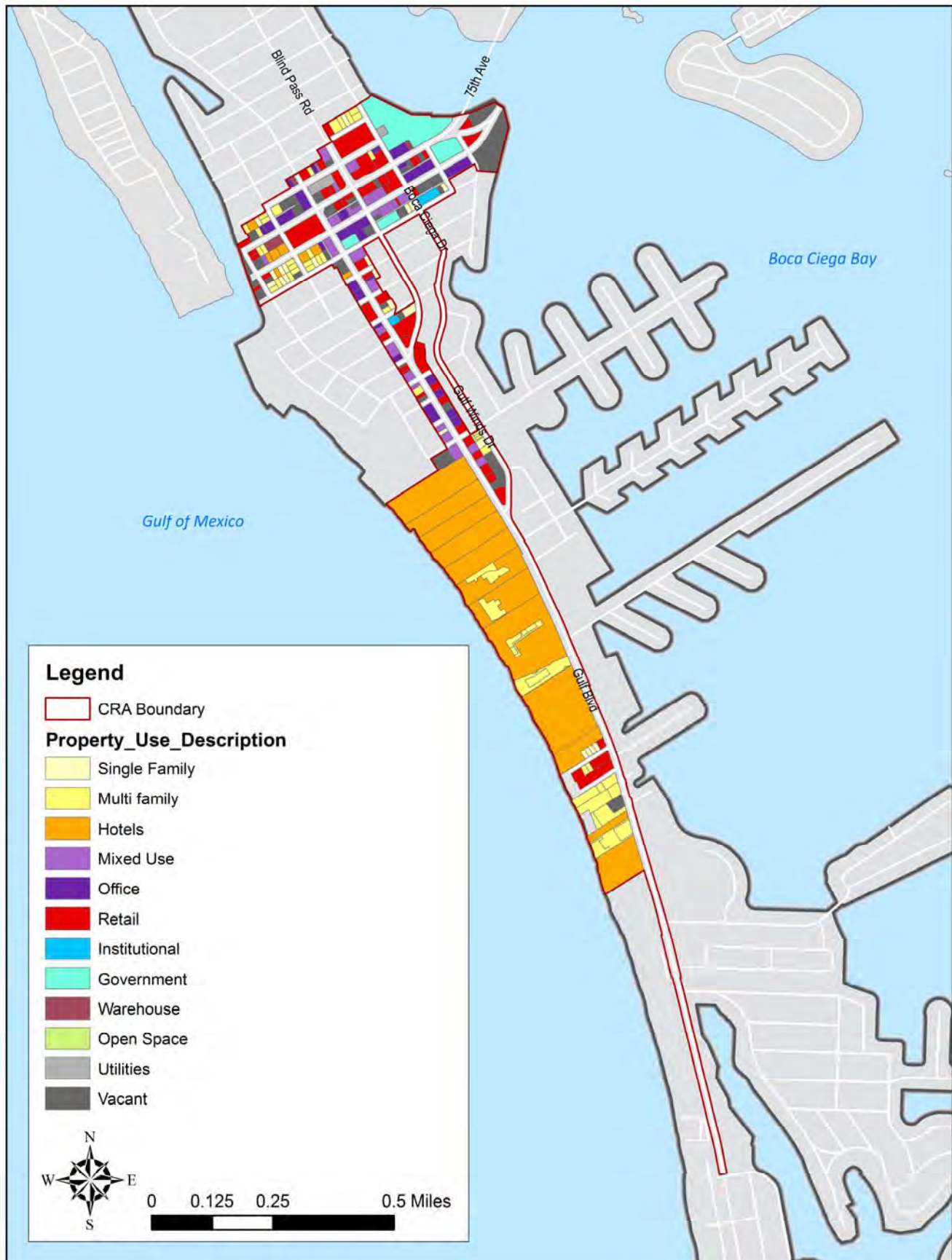


Figure 4-1: Existing Land Use Map



Figure 4-2: Future Land Use Map

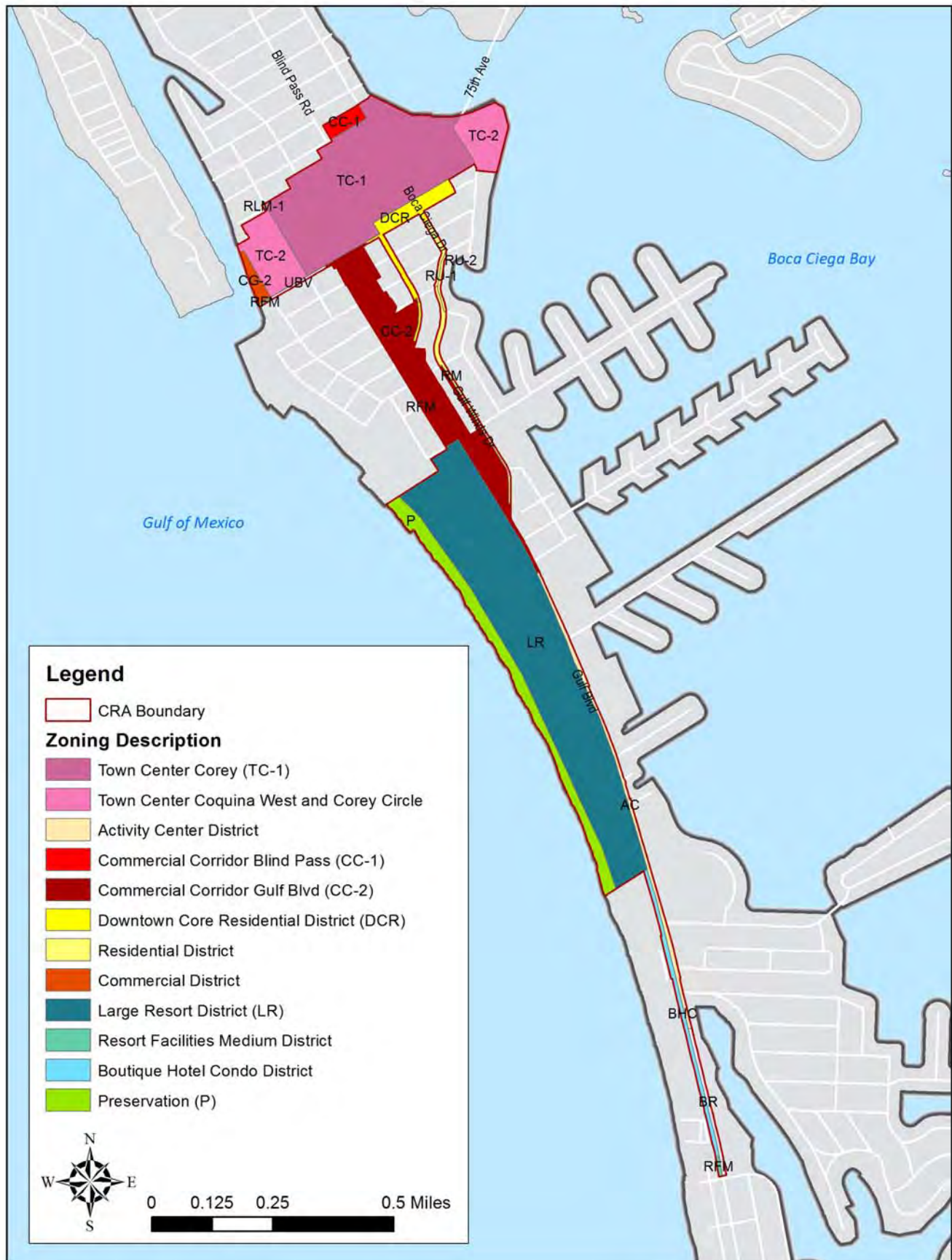


Figure 4-3: Zoning Map

Table 4-2: Allowable Density and Intensity

CRA	Maximum Density (unit/acre)	Minimum Lot Size (acres)	Maximum Intensity (ISR)	Maximum Intensity (FAR)	Bonus
Downtown District					
Downtown Core	Exclusive residential prohibited	None	0.90	1.0 FAR commercial use only	15 dwelling units per acre & 1 story of additional height for mixed use only and 0.45 FAR bonus
	10 temporary lodging units per project				
Gulf Boulevard District					
Gulf Boulevard Commercial Corridor	Exclusive residential prohibited	None	0.70	0.70 FAR commercial only	12 dwelling units per acre & 1 story additional height for mixed use only & 0.20 FAR bonus on min. ½ acre parcel
Large Resort Scenario 1	50 temporary lodging units	None	0.85 temporary lodging use	1.8 FAR	None
	15 dwelling units	None	0.70 residential use	N/A	None
Large Resort Scenario 2	75 temporary lodging units	3.0 ac. + 67% aggregate floor area = new construction for temporary lodging	0.85 temporary lodging use	2.6 FAR	0.15 FAR 5 temporary lodging units/acre for affordable housing mitigation
	15 dwelling units	None	0.70 residential use	N/A	None
	10 temporary lodging units per project				

Table 4-3: Allowable Building Heights

CRA	Large-Scale Temporary Lodging > 50 units/acre	Temporary Lodging ≤ 50 units/acre	Mixed Use	Single Use Commercial/Office	Residential
Downtown District					
Downtown Core	N/A	Conditional use only; 3 stories/40' max ht.	3 stories/40' max ht.	2 stories/28' max ht.	N/A
Gulf Boulevard District					
Gulf Boulevard Commercial Corridor	N/A	N/A	3 stories/40' max ht.	2 stories/28' max ht.	N/A
Large Resort	12 stories/ 146' max ht. on min. 3.0 acres	8 stories/ 100' max ht.	50' over base flood for any building containing residential units	28' feet max ht. for street level/street fronting retail	50' over base flood

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 the Downtown District
- A centrally-located parking facility in the Gulf Boulevard 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 minimum impacts to existing neighborhoods.

The greatest impact upon the current residents of the CRA is in the Downtown District and on the eastside of the Gulf Boulevard District. The intent of the Downtown 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 District is to be developed into a resort/commercial activity center transforming Gulf Boulevard into a safe and aesthetically-pleasing 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 as building and development sites any property acquired by the Redevelopment Agency through "willing-seller-only" acquisition for use as public redevelopment project, 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

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.

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 make 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 gourmet.



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

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.

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

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

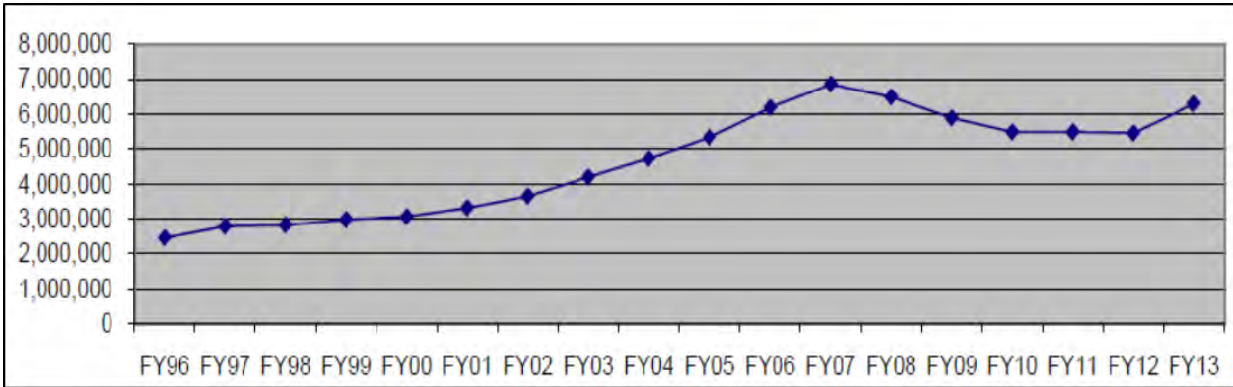
As reflected in Figure 5-2, St. Pete Beach ad valorem revenue increased modestly from FY1996 to FY2001, increased more dramatically from FY2001 to FY2008, and then experienced a sharp decline from FY2008 to FY2012. Declining ad valorem revenue during this time was experienced by many Cities and Counties 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 increased 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.

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

⁴ Florida Department of Revenue, 2013 Certified Tax Roll.

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 (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.

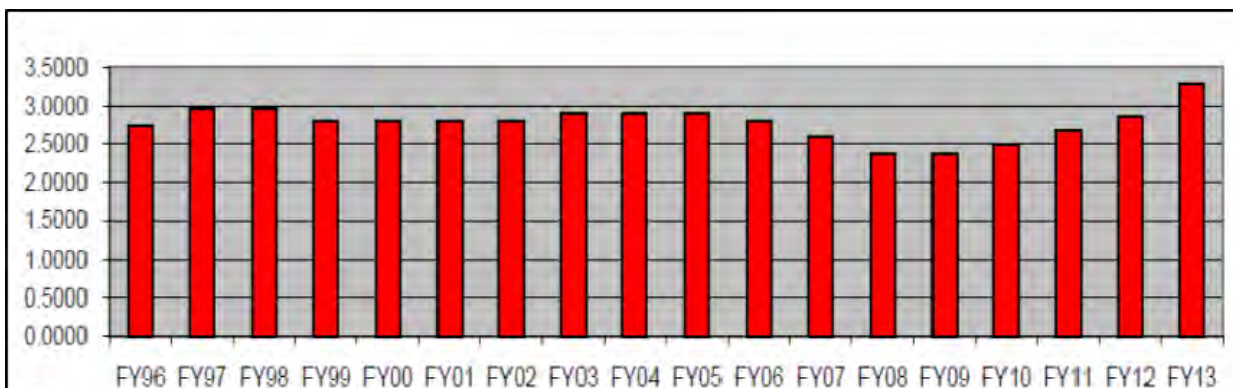
Figure 5-2: Operating Ad Valorem Revenue, FY 1996–FY 2013⁶



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

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



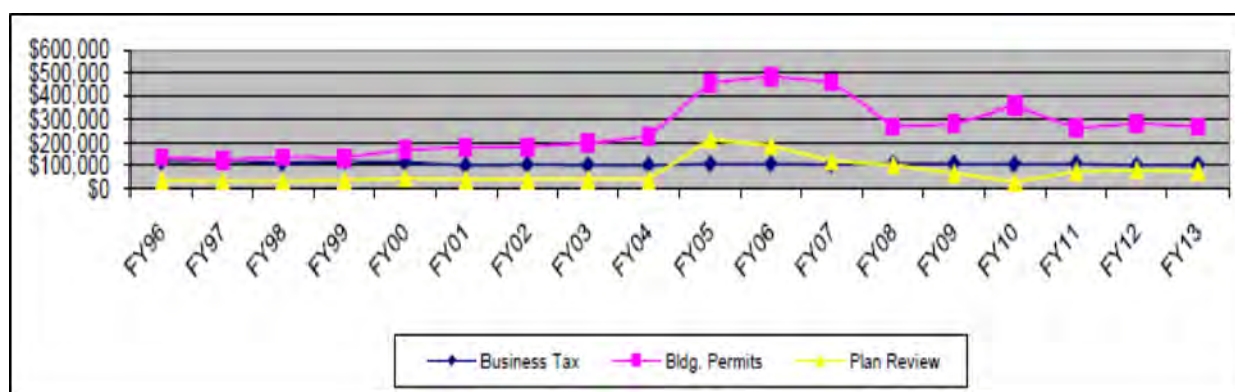
⁵St. Pete Beach Proposed Budget, Fiscal Year ending September 30, 2014.

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

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

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 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).

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



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 5-10. These radii were selected to encompass an approximate driving time of 30 minutes or less.

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

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.

- 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

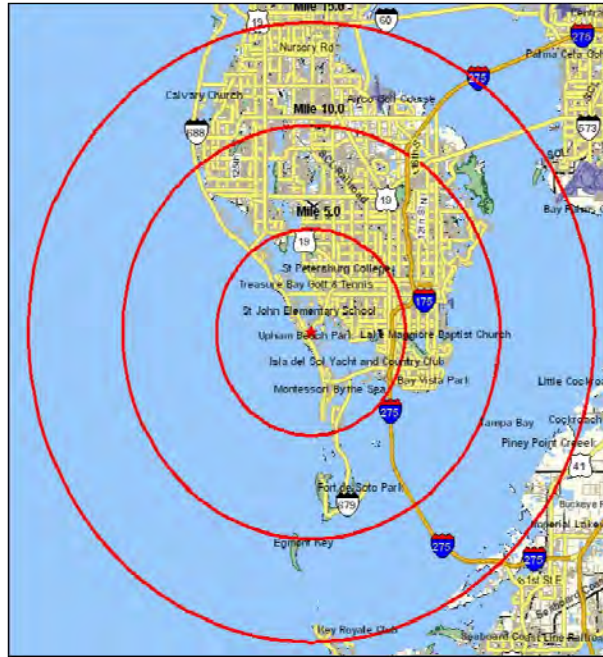


Figure 5-5: Map of 5-, 10-, and 15-Mile Radii from St. Pete Beach City Hall

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.

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

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	

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 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

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

¹⁴U.S. Bureau of Labor Statistics

¹⁵U.S. Census.

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 corridor, will result in the Downtown 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.



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

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



Figure 5-7: St. Pete Beach CRA

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 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.

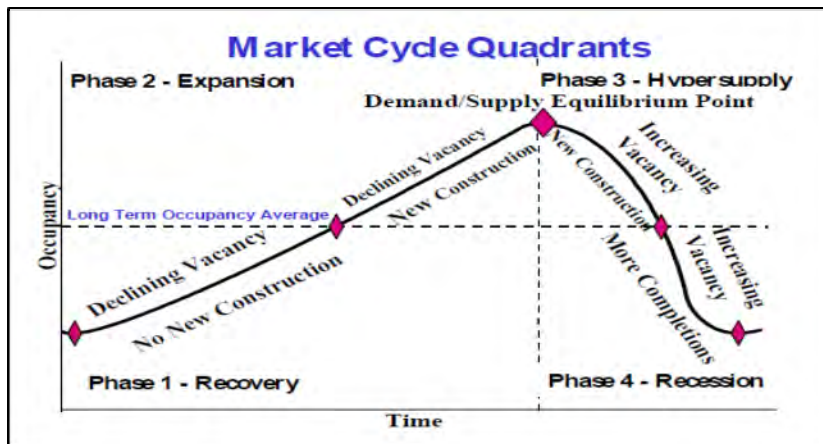


Figure 5-8: Phases in the Real Estate Cycle¹⁸

¹⁶Florida Department of Revenue, 2013 Certified Tax Roll.

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.
- St. Pete Beach is expecting to negotiate an interlocal agreement with Pinellas County as to the TIF capture rate for the life of the CRA based on the ad valorem tax revenue (which is based on 95% of the total levy) — All of the available TIF generated will be captured during the first 5 years and 75% of the available TIF generated will be captured in years 6-30. This capture/release was reflected in the model.
- 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.

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

The model also anticipates capital improvements on existing (as of 2013) residential, commercial (non-hotel), and hotel/motel properties.

Table 5-5: Capital Improvements 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
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

Considering that the 2013 taxable value in the CRA is \$323,472,239, the taxable values forecasted, without escalation, represent a 63.1% increase in the CRA. A graph of new development and capital improvements (sq.ft.) achieved during 2014–2043 is depicted in Figure 5-9.

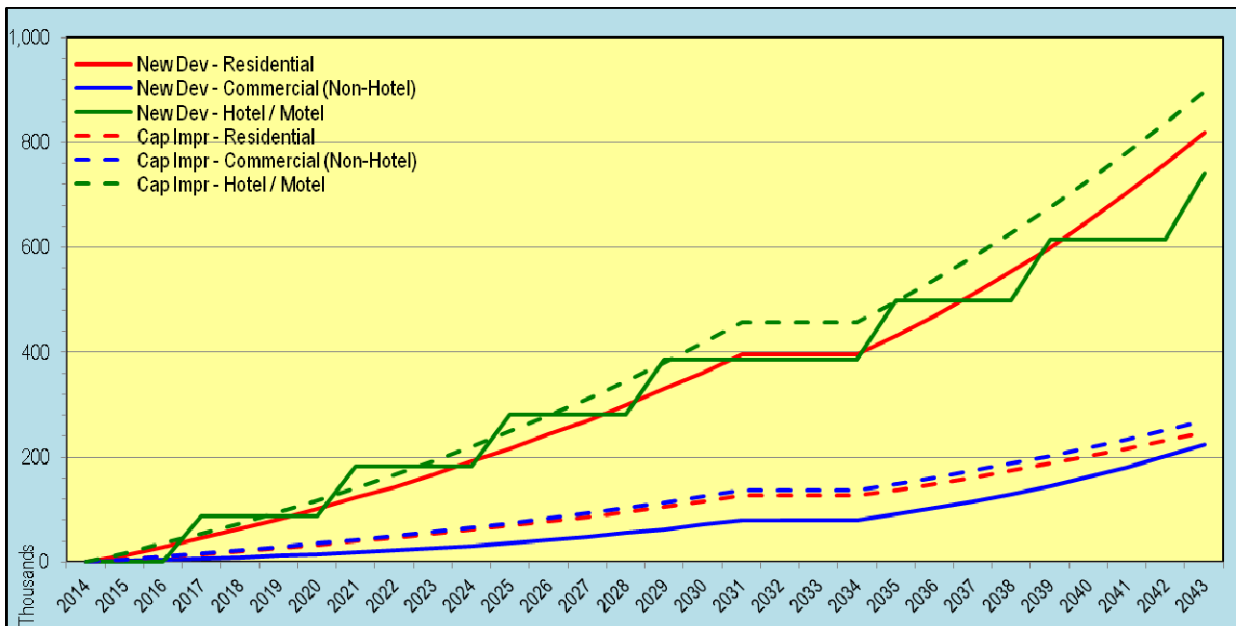


Figure 5-9: Projected New Development and Capital Improvements (sq.ft.)

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 the taxable value of projects at their first year of assessment, without further escalation through the analysis time period.

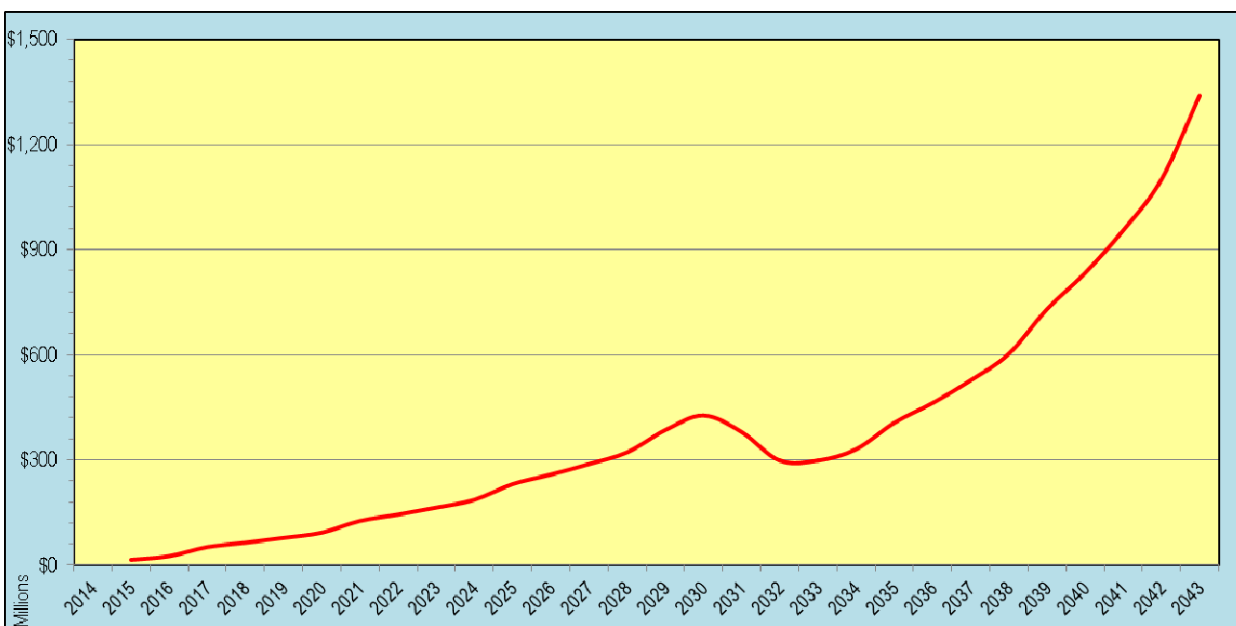


Figure 5-10: Projected Incremental Taxable Value (Cumulative Year-to-Year), 2014–2043

Figure 5-11 depicts the trend of projected incremental ad valorem tax and TIF revenue (ad valorem revenue is calculated as 95% of the total levy) during 2014 to 2043. It should be noted that the terms being negotiated with Pinellas County for the RTF are to capture all of the available City and County TIF during years 1 through 5 and 75% of the available TIF for years 6 through 30. this is reflected in the graph.

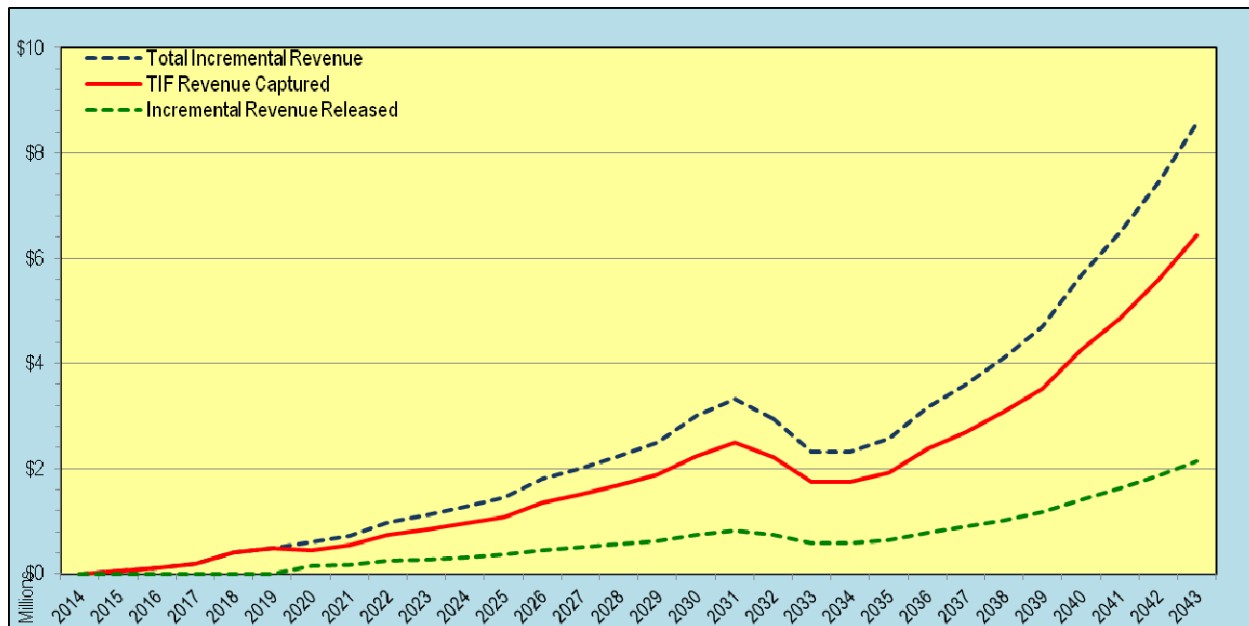


Figure 5-11: Projected Incremental Property Tax Revenue, 2014–2043

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)

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	\$1,068,549	\$2,295,279	\$3,686,334	\$4,119,185	\$8,595,181	\$20,028,822
Pinellas County	\$493,797	\$1,996,428	\$4,288,393	\$6,887,375	\$7,696,095	\$16,058,838	\$37,420,927
Total	\$758,092	\$3,064,977	\$6,583,672	\$10,573,709	\$11,815,280	\$24,654,019	\$57,449,749
Ad Valorem Revenue Release							
St. Pete Beach	\$0	\$298,499	\$765,093	\$1,228,778	\$1,373,062	\$2,865,060	\$6,530,491
Pinellas County	\$0	\$557,701	\$1,429,464	\$2,295,792	\$2,565,365	\$5,352,946	\$12,201,268
Total	\$0	\$856,200	\$2,194,557	\$3,524,570	\$3,938,427	\$8,218,006	\$18,731,760

²¹Florida Department of Revenue, 2013 Certified Tax Roll.

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 and incremental ad valorem revenue released by St. Pete Beach and Pinellas County in 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 release 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 Figure 5-5.

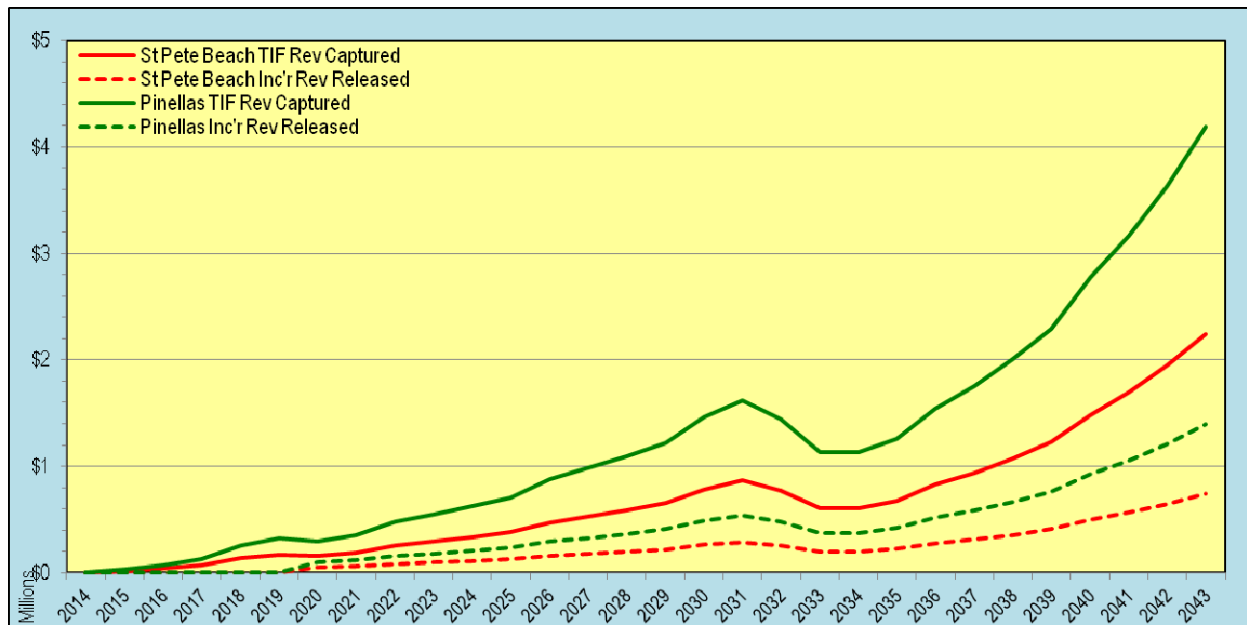


Figure 5-12: Contributions to St. Pete Beach TIF – Captured/Released

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.

²²Florida Department of Revenue, 2013 Certified Tax Roll.

- 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) 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 and ad valorem revenue is defined as property tax revenue released or not captured by the Trust Fund.
 - TIF revenues of \$57.4 million are generated and captured over 30 years.
 - Incremental ad valorem revenues of \$18.7 million are released in addition to \$73.0 million of ad valorem revenues generated on the existing 2013 Base Year value, which are not captured.

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 DISTRICT STREETScape IMPROVEMENTS

The City and Redevelopment Agency will coordinate to identify specific landscape/streetscape improvements within the Downtown 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 District with the Gulf Boulevard 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 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

PARKING FACILITY PROJECTS

Centrally-located public parking facilities should be provided to support the Downtown retail/business district and special events in the Downtown 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 Districts will greatly enhance redevelopment potential and eliminate blight conditions by providing reducing 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.

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 former police station site, 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 proposed expansion and improvement to the community center park and the police station 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 for the City, and encourage redevelopment in and around the Downtown 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.

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

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. 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.

Table 6-1: Proposed Capital Work Program

Downtown District Projects									
Project Type	Cost Estimate per Unit	Unit	Estimated Cost				Existing/ Potential Funding Sources	Location	
			Short Term (5 yrs)	(1	Mid Term (6-15 yrs)	Long Term (16-30 yrs)			Total
Transportation & Mobility Improvements									
Waterfront Boardwalk	\$1,000,000 (lump sum)	1 Boardwalk			\$1,000,000		\$1,000,000	City & County TIF, LOST, Grants, Private Funding	Connecting Corey Circle along Boca Ciega Intracoastal Waterway to Community Center on Boca Ciega Dr.
Downtown District Streetscape Improvements	\$550 per LF	22,282 LF	\$3,063,775		\$3,063,775	\$6,127,550	\$12,255,100	City & County TIF, LOST, Grants, FDOT	Corey Avenue (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 Drive to Terminus west of Coquina Way) 77th Ave. (From Boca Ciega Drive to Blind Pass Road) Boca Ciega Dr. (From 77th Ave. to 70th Ave.) Blind Pass Road (From 77th Ave. to Gulf Boulevard) Coquina Way (From 76th Ave. to 73rd Ave.) Sunset Way (From 75th Ave. to 73rd Ave.) Gulf Winds (From 70th to 64th Avenue) Gulf Boulevard (From 76th Avenue 64th Avenue)
Public Parking Facilities	\$12,500,000 (lump sum)	TBD	\$1,000,000		\$5,750,000	\$5,750,000	\$12,500,000	City & County TIF, Increment, Private Contributions, Public/Private Partnerships, Development Incentives	TBD - Proximate to Downtown Retail Uses
Utilities and Infrastructure									
Burying/Relocating Utilities	\$2,000,000 per mile	.61 miles				\$1,220,000	\$1,220,000	TIF (City Only)	Gulf Boulevard (From 76th Avenue 64th Avenue)
Burying/Relocating Utilities	\$2,000,000 per mile	.51 miles				\$1,020,000	\$1,020,000	TIF (City Only)	75th Ave. (From CRA Boundary to Sunset Way)
Burying/Relocating Utilities	\$2,000,000 per mile	.32 miles				\$640,000	\$640,000	TIF (City Only)	Gulf Winds (From 70th to 64th Avenue)
Burying/Relocating Utilities	\$2,000,000 per mile	0.51 miles				\$1,020,000	\$1,020,000	TIF (City Only)	Blind Pass Road (From 77th Ave. to Gulf Boulevard)
Burying/Relocating Utilities	\$2,000,000 per mile	0.42miles				\$840,000	\$840,000	TIF (City Only)	Boca Ciega Dr. (From 77th Ave. to 70th Ave.)
Burying/Relocating Utilities	\$2,000,000 per mile	0.45 miles				\$900,000	\$900,000	TIF (City Only)	73rd Ave. (From Bay St. to Sunset Way)
Burying/Relocating Utilities	\$2,000,000 per mile	0.33 miles				\$660,000	\$660,000	TIF (City Only)	76th Ave. (From Boca Ciega Drive to Terminus west of Coquina Way)
Burying/Relocating Utilities	\$2,000,000 per mile	0.1 miles				\$200,000	\$200,000	TIF (City Only)	77th Ave from Boca Ciega Dr to Blind Pass Road
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
Infrastructure Studies	\$150,000 (lump sum)	TBD			\$150,000		\$150,000	TIF (City Only)	Downtown District - Specific locations TBD Potential for Public / Private Shared Parking
Wayfinding Signage Improvements									
Wayfinding Signage Improvements	\$3,200 per Sign	15 signs			\$48,000		\$48,000	City & County TIF, Grants	Comprehensive Street and Wayfinding Signage Program for both the Downtown District District. Program will "brand" St. Pete Beach, orient residents & visitors and eliminate visual clutter
Gateway Features	\$100,000 Gateway	2 Gateways			\$200,000		\$200,000	City & County TIF, Grants	Two Downtown District Gateway Features
Community Center Area Improvements									
Community Center Park Expansion and Improvements	\$5,000,000 (lump sum)	TBD			\$1,000,000	\$4,000,000	\$5,000,000	FRDAP, LOST, City & County TIF	Community Center on Boca Ciega Dr
Police Station Improvements	\$5,000,000 (lump sum)	1 facility	\$500,000				\$500,000	City & County TIF	Downtown District - Project could include capital improvements made to existing police station to assist new tenant build out.
Sub-Total			\$4,563,775		\$12,211,775	\$23,377,550	\$40,153,100		

* County TIF can be used for major/regional stormwater improvements, but not for neighborhood or local stormwater improvements

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

Gulf Boulevard District								
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		
Transportation & Mobility Improvements								
Gulf Boulevard District Streetscape Improvements	\$600 per LF	9,187 LF		\$5,512,200		\$5,512,200	City & County TIF, LOST*, Grants, * FDOT	Gulf Boulevard (From 64th Avenue to 37th Avenue) Gulf Winds (From 64th to Gulf Boulevard)
Public Parking Facilities	\$11,500,000 (lump sum)	TBD		\$5,750,000	\$5,750,000	\$11,500,000	City & County TIF, Increment, Private Contributions, Public/Private Partnerships, Development Incentives	Gulf Boulevard District - Specific locations TBD Potential for Public / Private Shared Parking
Utilities and Infrastructure								
Burying/Relocating Utilities	\$2,000,000/mile	1.63 miles			\$3,260,000	\$3,260,000	TIF (City Only)	Gulf Boulevard (From 64th Avenue to 37th Avenue)
Burying/Relocating Utilities	\$2,000,000 per mile	0.15 miles			\$300,000	\$300,000	TIF (City Only)	64th Avenue (From Sunset Way to Gulf Winds Drive)
Burying/Relocating Utilities	\$2,000,000 per mile	.11 miles			\$220,000	\$220,000	TIF (City Only)	Gulf Winds (From 64th to Gulf Boulevard)
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
Infrastructure Studies	150000 (lump sum)	TBD		\$150,000		\$150,000	TIF (City Only)	Gulf Boulevard District - Locations TBD
Wayfinding Signage Improvements								
Wayfinding Signage Improvements	\$3,200 per Sign	15 signs		\$48,000		\$48,000	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 eliminate visual clutter
Gateway Features	\$100,000 Gateway Feature	2 Gateways		\$200,000		\$200,000	City & County TIF, Grants	Two Gulf Boulevard District Gateway Features
Sub-Total			\$0	\$12,660,200	\$10,530,000	\$23,190,200		
Grand Total			\$4,563,775	\$24,871,975	\$33,907,550	\$63,343,300		
Increment Revenue Forecast			\$758,092	\$9,648,649	\$47,043,008	\$57,449,749		
Funding Deficiency			\$63,343,300 (Total Capital Cost) - \$57,449,749 (Total Increment Revenue)				\$5,893,551	

* \$574,626 of LOST funds have already been set aside for Gulf Boulevard Streetscape Improvements

** County TIF can be used for major/regional stormwater improvements, but not for neighborhood or local stormwater improvements

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 for the most part City and County TIF funds cannot 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.

6.4 NON-CAPITAL PROGRAMS

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.

CRA ADMINISTRATION

The City portion of the C-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.

PROFESSIONAL SERVICES

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

Table 6-2: Proposed Non-Capital Programs and Initiatives

Project Type	Funding Sources	General Description
Business Assistance Programs	TIF (City Only)	Business Assistance programs could include a number of initiatives including, but not limited to, façade grant programs, marketing grants, low interest loan programs, employee training programs, etc.
Professional Services	TIF (City Only)	Planning/engineering/design of comprehensive signage/branding Downtown master streetscape program, neighborhood road reconstruction projects, library, parking facilities, park expansions/renovations, boardwalk.
Special Events, Marketing/Promotion	TIF (City Only)	Developing marketing and branding strategies, production of advertising and marketing materials, sponsoring special events and programs within the CRA.
Development Incentives	TIF (City Only)	Potential incentives could include partial payment of fees by the Community Redevelopment Agency for desired quality development.
CRA Administration Costs	TIF (City Only)	Consideration of funding future staffing and organizational needs.

OTHER FUNDING SOURCES

The following have been identified as possible funding sources to augment tax increment revenue generated by the Redevelopment Agency to implement the goals, policies, and objectives through the implementation of projects and programs identified within this Plan.

Transportation Impact Fees

Transportation impact fees have been identified as a revenue source to fund the mid-block and side street pedestrian crosswalks. In addition, these funds may be used for upgrading roads, drainage, sidewalks, and curbs throughout the CRA and neighborhood areas. New development produces increased trip generation on existing roadways and, therefore, should bear a proportionate share of the cost of capital expenditures necessary to meet transportation needs of St. Pete Beach. This fee is based on the number of residential units and temporary lodging units; a business pays the impact fee based on its square footage. The City receives 50% of the impact fee paid by new construction and, historically, such funding is relatively low. However, such impact fee revenue would be expected to increase as redevelopment occurs within the CRA.

Local Option Sales Tax

The Local Option Sales Tax, more commonly known as the “Penny for Pinellas,” is a 10-year revenue stream based on an additional penny (0.01) sales tax throughout Pinellas County. This revenue source was approved by the voters of Pinellas County in November 2006 for an additional 10 years, from 2010–2019. Several CRA capital improvement projects are proposed to be funded through the use of this revenue in conjunction with tax increment revenue and other funding sources.

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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 BOCC that occurs by ordinance at a public hearing. Approval of the Plan or subsequent approval to establish a Redevelopment Trust Fund by the Pinellas BOCC 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 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 BOCC.

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 BOCC 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 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

Within the City of St. Pete Beach Comprehensive Plan Future Land Use and Housing Elements are goals, objectives, and policies that support community redevelopment specifically relating to affordable housing mitigation; resort, commercial, and mixed-use redevelopment; expansion and creation of neighborhood retail and services; implementation of a quality Livable Community Strategy consistent with the strategies being developed and adopted by the County and the MPO; 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 or Redevelopment Agency and subsequent implementation of the projects and programs identified within this Plan can be found in Appendix E.

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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RESOLUTION NO. 2013- 07

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SECTION 2. DESIGNATION OF AGENCY

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

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

SECTION 3. ADOPTION OF REVISED BLIGHT STUDY.

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

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

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

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

SECTION 5. DECLARATIONS/SEVERABILITY

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

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

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

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

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

ADOPTED this 9th day of July, 2013.

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



Steve McFarlin, Mayor

ATTEST:


Rebecca Haynes, City Clerk

Exhibit A

RESOLUTION NO. 06-191

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

LEGAL DESCRIPTION FOR
ST. PETE BEACH COMMUNITY REDEVELOPMENT DISTRICT

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

along the boundary of Lot 6, 167.6 feet to a point on the Southerly right-of-way line of 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 Southwesterly along the South boundary of Lot 6, Block 26, St. Petersburg Beach Replat, 65 feet to the Southwest corner of said Lot 6; thence running across 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 Southeasterly along the Northern boundary of said Lot 11, 122.4 feet to the Northeast corner of said Lot 11; thence following the Eastern boundary of Lots 11, 10 and 9, Block 2, Gulfwinds Subdivision, across 67th Avenue and continuing Southeasterly along the Eastern boundaries of Lots 16, 15, 14, 13, 12, 11, 10 and 9, Block 5, Gulfwinds Subdivision 995.2 feet to a point on the Southeast corner of said Lot 9 and the Northern right-of-way of 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.

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

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

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

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

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

This Resolution shall become effective after its adoption.

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

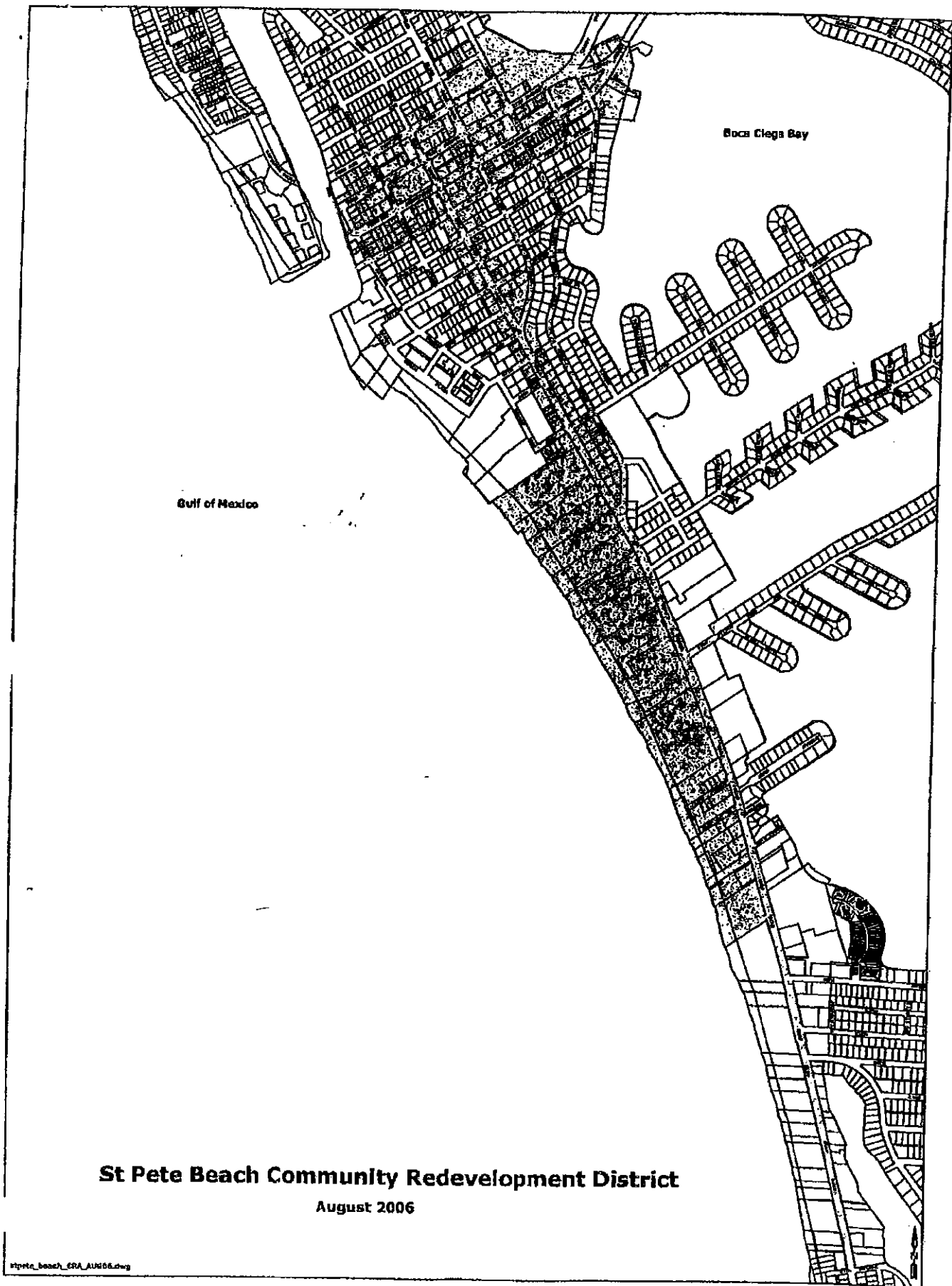
AYES: Welch, Duncan, Stewart, and Harris.

NAYS: Seal and Morroni.

ABSENT AND NOT VOTING: Latvala.

REPORT OF SA GAVIN-CA
CONSULTA TITULO DE BOPRO

AR. 11/11



D. Duncan ✓

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

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

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

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

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

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

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

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

Exhibit B

April 2006



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

Blight Study

Real Estate RESEARCH
CONSULTANTS

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1. Overview and Purpose

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

1.1. Introduction

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

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

1.2. Objectives and Purposes of the Redevelopment Act

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

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

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

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

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

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

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

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

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

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

Pinellas County Government
315 Court Street
Clearwater, Florida 33756

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

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

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

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

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

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

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

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

**City of St. Pete Beach
155 Corey Avenue
St. Pete Beach, Florida 33708**

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

1.3. Declarations and Process

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

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

1.4. Integrity of the Study Area

The analysis in this Report is confined to a specific geographic area within the City of St. Pete Beach generally shown in Map 1.0. These properties, generated from the 2004 tax rolls, are identified in Appendix A for informational purposes. The list is intended to be consistent with the area shown in Map 1.0, but this list should not be construed as the official and final area. A legal description of the area is as follows, beginning at a point on the seawall along Blind Pass Channel and the Northwestern corner of Lot 1, Block 71, St. Petersburg Beach Replat and the vacated street on the west; thence running Eastwardly 140 feet to the 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 Northeast direction along the Northern boundary of Block 71, St. Petersburg Replat 300 feet to the Westerly right-of-way of Coquina Way; thence running along the Westerly right-of-way of Coquina Way 80 feet to the Northern right-of-way of 76th Avenue; thence running in a Northeast 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 Northeast along the Northern boundary of Lot 15, Block 73, Block 73, St. Petersburg Beach Replat and continuing Northeast 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 Northeast 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 16, 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 Westerly 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 Southeasterly 382.5 feet to the Northeast corner of Lot 6, Block 42, St. Petersburg Beach Replat; thence running Southwesterly along Northwesterly boundary of said Lot 6, 63 feet to a point on the Northwesterly corner of said Lot 6; thence running Southeasterly along the boundary of Lot 6, 167.6 feet to a point on the Southerly right-of-way line of 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 Southwesterly along the South boundary of Lot 6, Block 26, St. Petersburg Beach Replat, 65 feet to the Southwest corner of said Lot 6; thence running across 70th Avenue 80 feet to a point on the Northwest corner of Lot 3, Block 25, St. Petersburg Beach Replat; thence running Northeasterly along the North boundary of Lots 3, 4 and 5, Block 25, St. Petersburg Beach Replat, 293 feet to a point on the Easterly right-of-way of Blind Pass Road and the Northwest corner of Lot 18, Block 2, Gulfwinds Subdivision; thence running Southward along said Easterly right-of-way of Blind Pass Road 539.6 feet to the Northwest corner of Lot 11, Block 2, Gulfwinds Subdivision; thence Southeasterly along the Northern boundary of said Lot 11, 122.4 feet to the Northeast corner of said Lot 11; thence following the Eastern boundary of Lots 11, 10 and 9, Block 2, Gulfwinds Subdivision, across 67th Avenue and continuing Southeasterly along the Eastern boundaries of Lots 16, 15, 14, 13, 12, 11, 10 and 9, Block 5, Gulfwinds Subdivision 995.2 feet to a point on the Southeast corner of said Lot 9 and the Northern right-of-way of 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 3,849.68 feet to the Northwest corner of a metes and bounds tract 33/05, being a part of Dolphin Village Shopping Center and with a Pinellas County property identification number of 06/32/16/00000/330/0500; thence running Northeasterly along the Northern boundary of said tract 429.31 feet to a point on the seawall on Boca Ciega Bay; thence Southeasterly along the seawall 279.46 feet to a point on the Northerly corner of Mirabella Townhomes Subdivision; thence running Southeasterly along the Western boundary of Mirabella Townhomes Subdivision 1,255.4 feet to the Southwest corner of Mirabella Townhomes Subdivision; thence running Westward along the South boundary of Dolphin Village Shopping Center 163.89 feet; thence running Southward 20 feet; thence Westward along the South boundary of Dolphin Village Shopping Center 200 feet to the Northwest corner of Lido Gardens Apartments; thence Southward along the Western boundary of Lido Gardens Apartments and continuing South 305 feet to the Southwest corner of Lot 3, Palm Gardens Subdivision; thence West 159.09 feet to the Easterly right-of-way of Gulf Boulevard; thence Southeasterly along said right-of-way of Gulf Boulevard to a point on the North right-of-way line of 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

St. Pete Beach
Blight Study

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 48, 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.

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

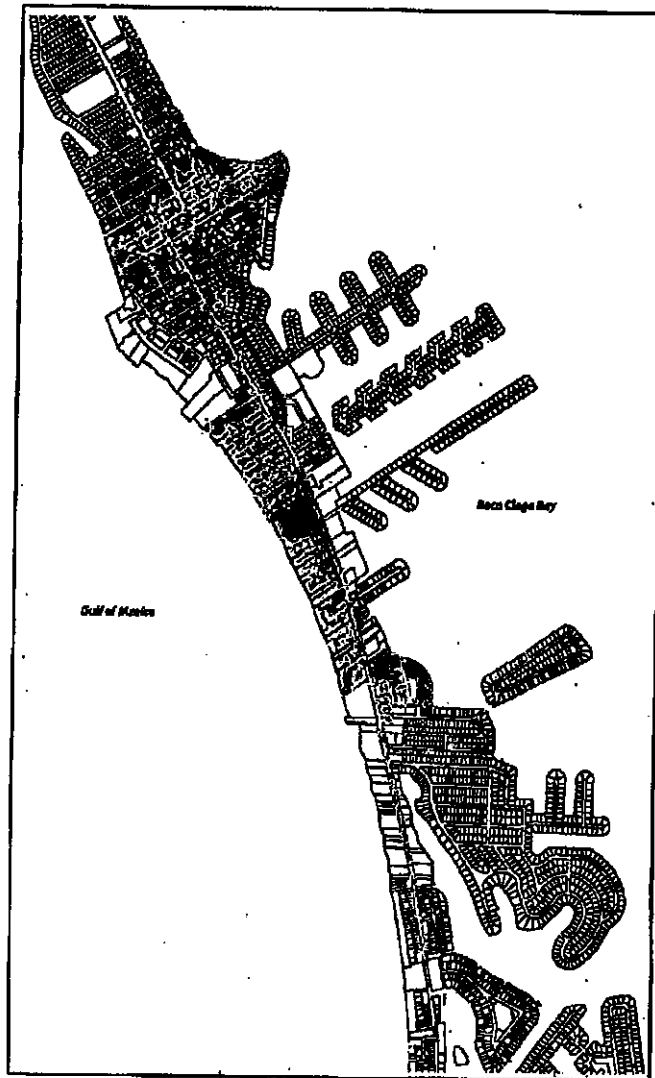
The larger study area is characterized by small lots with height and density restrictions, inadequate transportation infrastructure, strip commercial development, and resort and retail properties in need of redevelopment. The resort and commercial areas that make up most of the study area are important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

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

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

Map 1.0 Study Area

Boundary Map



Note: study area boundary is for illustrative purposes only.

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

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

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

1.5. Historical Perspective

Located on Florida's west coast barrier islands in Pinellas County, the City of St. Pete Beach has a history of quality residential living complimented by a vibrant hotel and resort economy. The City has a residential population of around 10,000. Though useful as a relative indicator of size, this number does not provide a full picture of the population or the economic orientation of the City. Because of the substantial number of hotels and condominiums in the City, the area experiences a seasonal population surge. A very gross level estimate would place the seasonal population in St. Pete Beach at about 16,000-17,000 persons, assuming that some part of the non-homestead condominium units and all the hotel units inventoried in the community are occupied at about 90 percent in the busiest period.

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

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

Relative Study Area Demographics (2000)								
Pop.	Households	Median Age	Median HH Income	Housing Units (HU)	HU, % Vacant	Median Value Owner-Occ HU	HU, Owner Occ	HU, Renter Occ
1,070	571	58	\$50,133	918	38%	\$171,071	402	170

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

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

The family-oriented beach community includes a mixture of small and larger resort hotels, condominiums, single-family residences, offices, and commercial facilities. The resort areas and other commercial development are concentrated along Gulf Boulevard. Much of that development consists of eroding hotel, retail, and office properties burdened with deterioration and obsolescence. Ingress and egress points to businesses along Gulf Boulevard commonly do not meet modern access control standards, and adequate pedestrian infrastructure is seriously deficient within the corridor.

With one of the largest concentrations of hotels in the State of Florida, tourism is vital to the health and tradition of the St. Pete Beach community, but the City's hotel and resort businesses face many challenges in the current market as tourism has migrated from St. Pete Beach to other areas throughout the state. Most hotel and motel properties in the study area were built from 1949 to the 1958, and only one hotel/motel was built after 1974. Because of the age and both the physical and economic deterioration of many hotels and resorts within the study area, properties struggle to sustain themselves in Florida's tourism industry. Only 20 percent of all hotel or motel rooms in the City are associated with a national hotel or motel brand, compared to 71 percent of hotels and motels in Clearwater Beach. Reinvestment can be more difficult for smaller hoteliers, and often these properties are declining. If the hotel properties in the study area do not begin to experience increased renovation and revitalization, the tourism industry in the City may become altogether obsolete. A significant decline in the St. Pete Beach tourism industry would be detrimental to the operation of the City and the County. The entire City depends on tourism, and many of the facilities within the City are oriented toward the industry. A significant portion of the City's valuations and tax collections extend from the tourism industry as documented in a 2002

report prepared by Real Estate Research Consultants (RERC) and illustrated in the following table.

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

Owner Name	Description	Year Built	Land AC	Bldg. SF	2002
					Taxable Value
Resort Inns Of America Inc	Hotel/motel	1957	9.99	263,839	\$35,300,000
Don Ce Sar Resort Hotel	Hotel/motel	1928	3.79	247,427	\$29,800,000
Nicklaus Fla Inc	Hotel/motel	1989	8.79	179,698	\$21,500,000
Hughes, R Dale Tre	Hotel/motel	1970	3.77	189,048	\$11,600,000
Resort Industries Inc	Hotel/motel	1973	4.53	151,506	\$11,200,000
Reef Resort Condo Assn	Condominium	1982	0.84	45,006	\$10,985,400
Rosenblum, Irving M Tre	Hotel/motel	1957	5.28	96,046	\$10,000,000
National Rty Holdings Inc	Hotel/motel	1974	1.47	116,030	\$9,800,000
Alden Enterprises Inc	Hotel/motel	1950	3.89	114,873	\$9,100,000
Dolphin Holdings Ltd	Hotel/motel	1966	3.47	105,061	\$8,500,000
Sub Total			45.40	1,498,236	\$187,555,400
City Total			2,528.46	14,108,364	\$1,453,403,070
Top 10 as a Percentage of City Total			1.80%	10.60%	10.84%

In 2002, the year the study by RERC was completed, the City's ten largest individual tax payers were located along Gulf Boulevard with nine of them being hotels. Property taxes on the top ten individual tax payers made up 11 percent of the City's total property taxes. In order to protect the tax base, the sustainability of the tourism industry must be aggressively pursued.

In addition to the challenge of marketing dated hotels, St. Pete Beach, like other coastal communities, has been met with increased state regulation in regards to development. While state regulations were drafted to protect the coast of Florida and protect individuals from hurricane forces, tighter controls on development are frequently at odds with hotel viability. Because of the State's tight controls over what can and cannot be built or redeveloped, hotel property owners have little incentive or ability to reinvest and renovate existing hotels and resorts. Most hotel and motel developers are not permitted to build or redevelop at the density levels needed to make development or redevelopment of their resort properties economically feasible. The few resort properties that have undergone redevelopment have been converted to residential condominiums which can support higher property values and therefore need less permissible density. Condominium units are frequently inactive due to seasonal use, creating a different set of economic dynamics for the City. If the hotels within the community continue to convert to residential condominiums, the economic feasibility of the tourism and resort industry could be undermined, and the tax base of the City will diminish.

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

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

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

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

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

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

2. Physical Environment Inventory

2.1. Existing Land Use

This section of the report documents the existing land uses in the area, transportation systems, utilities infrastructure, and visual character of buildings and sites that could influence development or utilization of land based assets. The existing land use inventory provides more perspective regarding the pattern of development activity, the inventory of existing land uses under current zoning regulations, the compatibility of nearby uses, and the impact of uses that may assist or deter development activity within the study area. Photographs documenting conditions in the study area are located at the end of the report in Appendix B. An existing land use map, future land use maps, and a zoning map are located in Appendix C.

The study area consists mainly of a variety of hospitality properties and other commercial properties, institutional properties, and a limited number of residential properties. The historic development pattern of the City has been suburban in nature, although the City over time has become highly urbanized. Traditionally the City has not had high design standards for new development or for redevelopment. The overall physical condition of the study area is fair to poor.

The residential market in Pinellas County, particularly for condominium product, has remained unabated even as the number of buildable sites has declined. There has been a continued increase in price for condominium product that reflects the steady growth in underlying land values and the difficulty associated with assemblages as well as the need to satisfy local regulatory requirements.

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

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

The quality and type of housing is a problem in the Corey Avenue area. Short-term rental housing and seasonal apartments are typically a detriment to other residential properties. In addition to low quality rental housing, a large storage facility and the intrusion of suburban strip retail properties undermine the residential image of the area.

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

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

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

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

Most transient accommodations in the study area are reaching the end of their lifespan. Relatively low densities in the City's present Land Development Code prevent hotel properties from redeveloping with their existing number of units, (Appendix B, photo 13). Current density restrictions and height restrictions, high land values, and other restrictions make feasible redesign of hotels and motels difficult if not impossible. The overall, low building to land value ratios create little incentive to reinvest in current buildings. If redevelopment were physically practical, parking would begin to constrain site and implementation options.

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

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

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

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

Commercial development in the study area has been disconnected from other neighboring uses with individual access points to Gulf Boulevard. Parking for businesses is typically located in the front of properties with insufficient separation between rights-of-way and parking areas, (Appendix B, photos 5, 19, 32, 34, 37, 42, and 43). Lack of adequate space for buffering increases the visual impact of the asphalt width of the road and makes the regular placement of streetlamps and trees difficult. Lack of access between businesses requires individual access points to each business. These curb cuts reduce pedestrian safety and usage. While common place in the 1960s and 1970s, this type of approach to development is no longer acceptable and can be challenging to redevelop.

Competing needs of commercial and residential sites can be seen when evaluating buffers in the study area. A number of commercial properties are located directly proximate to residential uses with little attempt to establish buffer or transitional zones. (Appendix B, photos 2, 4, and 6). Many commercial structures are located on residential sized lots with parking located in front of businesses. As Gulf Boulevard has grown, additional private property depth has been lost decreasing parking areas. In many instances enough private property depth has been lost that cars are forced to back into the street in order to exit commercial parking lots, (Appendix B, photos 19, 32, 34, and 37). In other instances parking has been relocated to the back of commercial properties. Rear yard setbacks are so minimal that parking and service areas regularly back up to residential properties without proper buffering. For the residential properties located immediately adjacent to non-residential properties, this kind of placement and configuration heightens the need for regulatory controls to assure that commercial uses do not infringe on residential character. Typically, the placement of non-neighborhood commercial activities in such close proximity to residential neighborhoods results in increased complaints of noise, traffic, trespass, and code enforcement.

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

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

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

Many commercial structures in the study area are physically deteriorated and economically obsolete, (Appendix B, photos 3, 7, 10, 11, 12, and 14). Most buildings were constructed before accessible parking, large square footage and lot sizes, and back loading areas were needed. Little regard was given to setbacks and centralized parking. Because many buildings are located on inadequately sized lots, there is not space to redesign to meet modern standards. In addition, there are multiple property owners making lot assemblage difficult. Because of this, little reinvestment has been made.

The decline in the physical condition of many commercial sites in the study area can be attributed, at least in part, to the age of the structures and the site requirements during the period in which they were built. The age of the commercial structures in the study is illustrated below. The data presented is drawn from the 2004 Pinellas County tax rolls.

Number of Commercial Properties			
<u>Built - by Year</u>	Hotel/Motel	Other Commercial	Total
>1950	5	39	44
1950-1970	13	38	51
1971-1990	3	27	30
1991-2004	0	8	8
Total	21	112	133

In 1947 and in 1949, ten commercial properties were built, more than any other year. Of the 133 properties, 71 percent were built before 1971, and only 6 percent were built after 1990. The records demonstrate the lack of new development in the area and the dominance of the older commercial stock. Only a limited amount of commercial development has been created in St. Pete Beach in recent years, and no new motels or hotels have been constructed since 1989. Two of the hotels/motels are no longer in operation.

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

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

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

There are limited pedestrian access points from Gulf Boulevard to the beach, (Appendix B, photo 30). Many of the access points that exist are labeled as private entries, and the public entries that are labeled are poorly signed. Pedestrian access to the beach must be enhanced to maximize use of the beach and increase its position as an economic benefit and a social good.

Finding:

The lack of design standards, general absence of buffering and commercial access control, small lot configuration, disconnected land uses, shortage of beach access points, deteriorating rental residential properties, and overall marginal quality of commercial properties collectively function to suggest an environment unsuited to contemporary development activity. The fact that the area has experienced little commercial development since 1990 speaks to the marginal environment in the study area. The faulty layout and configuration of lots in relation to size, adequacy, and usefulness are suggestive of a functionally obsolete or deteriorated commercial land use pattern.

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

2.2. Transportation, Road, Traffic, and Parking Characteristics

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Finding:

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

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

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

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

2.3. Stormwater

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

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

Finding:

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

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

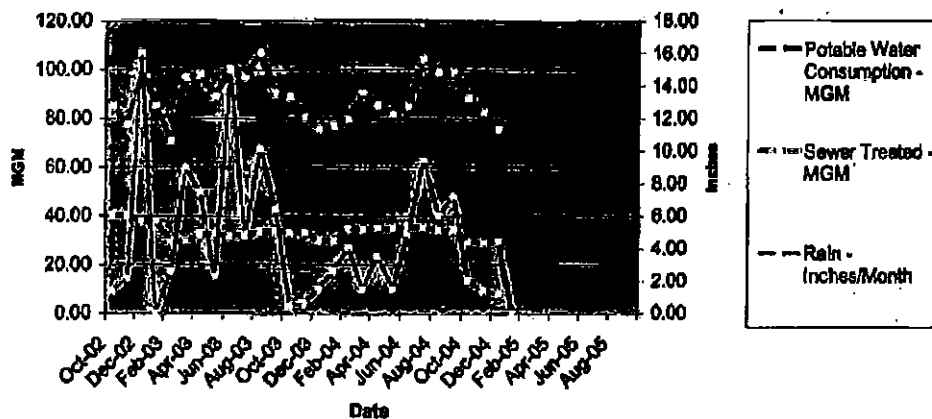
undergoes little filtering because almost all impervious surface in the area has been absorbed by low density development and surface parking lots.

2.4. Wastewater

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

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

St. Pete Beach Potable Water Use Vs Wastewater Effluent Treated



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

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

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

Finding:

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

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

2.5. Potable Water

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

Finding:

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

2.6. Overall Site and Plat Conditions

Part of the decline in the physical condition of commercial sites and some residential sites in the study area can be attributed to the age of the structures, many of which were developed from the 1950s to the 1970s. Commercial sites within the study area are inadequate in size due to narrow or shallow lots. In today's market the small size of many commercial lots in

the study area, particularly older hotel and motel lots, makes redevelopment functionally difficult if not impossible. When developed originally, the sizes of lots in the study area were adequate for transient uses. Today, these properties are deficient in modern site requirements and are difficult to redevelop with modern amenities such as larger pools, spacious units, rooms with views of the ocean, and secure parking. Without modern amenities, resort redevelopment typically does not make economic sense particularly considering the low building value to land value ratios that define the economic rationale for property owners. Instead properties are either deteriorating or are being redeveloped and converted to residential condominiums which can generate more income for the property owners given the limited transient redevelopment possibilities, (Appendix B, photos 12, 14, and 17).

Other types of commercial properties are also deficient in size and difficult to improve (Appendix B, photo 10). The size of the commercial lots makes it impractical to pursue anything other than low value, single purpose activities. Even if adjacent lots are assembled, the depth of lots makes redevelopment impractical. In addition, most businesses are set back from Gulf Boulevard with insufficient parking conditions. Parking is typically located in front of Gulf Boulevard properties, and cars often must back out of lots onto the main thoroughfare causing dangerous road conditions for all drivers. Because lots are small, there are no means to redesign the layout of parking. Service areas are located in the back with limited screening to adjacent residential property. This negatively affects residential lots, which decline and serve as the de facto buffer. In addition, many existing service areas are not of adequate size to accommodate delivery trucks. Insensitivity to site size and ingress and egress must be evaluated by the City, and solutions to solve these problems must be identified.

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

There is a perception that the market could support increased commercial activity, but high land values, many reaching appraised taxable value above \$2,000,000 per acre along Gulf Boulevard, limited permissible densities, dysfunctional properties, height restrictions, and other restrictions make redevelopment and intensification difficult. This is significant as many hotel structures are reaching the end of their useful life and need to be upgraded or redeveloped. Existing and proposed residential and transient densities are outlined in the following chart.

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

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

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

Land Development Code and State regulations make the redevelopment of resort properties challenging. Height restrictions prevent many properties from reaching their maximum allowable densities. Because of height restrictions, surface parking lots have been built instead of including parking as part of the main structure. Property owners have maximized their building square footage on individual lots with little regard for needed setbacks. Many properties use the entire impervious surface of their lots to build, leaving no room for landscaping, drainage, or open space, (Appendix B, photos 1, 2, 3, 8, 12, 17, 18, 21, and 22).

Density limits on resort properties also do not allow owners to maximize revenue generated from their land. Before density restrictions were in place, some properties in the study area were developed with densities in excess of allowable limits, (Appendix B, photo 13).

Because of a lack of grandfathered densities in the Land Development Code many hotel properties would lose units if redevelopment were to take place. This dissuades property owners from significantly reinvesting in their businesses. While transient properties may be granted greater density than multi-family residential properties, height restrictions prevent these resorts from reaching maximum allowable density. Redevelopment into larger condominium units then becomes the most practical redevelopment option.

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

Hotel redevelopment supports development costs of \$15,000-\$40,000 per unit based on a 2002 RERC study. A \$1,000,000 an acre hotel site would need 25-66 units per acre to justify the land expense. In many cases this is beyond the allowable density, and the costs for demolition or the cost of property assembly needed to create a modern site are not calculated in the expense. Hotels cannot support nearly as high land costs per unit as condominium product. Condominiums can support land prices of \$25,000-\$150,000 and up per unit. As older hotel and motel properties need to be redeveloped, the costs associated frequently exceed the allowable development rights. Properties are losing their competitive position to condominiums as a real estate investment. If the pattern is not altered, the tax base of the City will suffer. While property taxes may not be dramatically different initially, the long-term effects would lead to a decrease in bed taxes and sales taxes. It is estimated that tourists spend four to five times as much daily compared to permanent residents.

Finding:

The study area has become a highly urbanized area, dependent on tourist activities and not easily reconfigured to other purposes or activities. Most properties in the study area have been previously developed, but many are deteriorated and many are unoccupied. Lots are too small to support anything other than residential or commercial activity of marginal value. Most transient accommodations are reaching the end of their lifespan. Current conditions make redevelopment of commercial and transient properties exceedingly difficult. In addition, low building value to land value ratios create little incentive to reinvest in current resort properties. The only redevelopment solution for most properties is to convert to a residential condominium use. These development patterns and conditions will only be reinforced over time if not aggressively altered.

2.7. Visual Character, Existing Building and Site Conditions Analysis

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

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

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

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

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

3. Real Estate Development and Investment Activity

3.1. Reported Investment and Disinvestment Activity

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

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

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

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

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

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

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

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

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

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

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

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

Finding:

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

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

The analysis reveals the difficulty of maintaining the present land values if new development or major reinvestment is deemed desirable. Only the highest assumed land values can be

absorbed and generally at intensities or densities that are beyond those reasonably encouraged or delivered except in the most highly urbanized markets. At the very least, the analysis points to the immediate need for enhancements so those that wish to retain their property are encouraged to reinvest and/or upgrade. In the context of expressed concerns about entitlement preservation, it is absolutely essential to work toward some kind of intervention strategy.

3.2. Crime and Illegal Acts

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

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

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

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

Finding:

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

3.3 Code Violations

There are isolated areas within the study area where code enforcement is a serious issue. Violations are primarily located in the northern section of the study area. Code violations such as trash violations, minimum housing standard violations, yard violations, and dumpster violations can be regularly seen and lead to blight. Sanitation, plumbing and structural problems, damaged roads, and other life safety issues are prevalent in the area. Bricked up and boarded up windows are pervasive in much of the rental housing in this section of the City. Roaches have also been reported as a problem at some properties.

Many rental properties in this section are deteriorated with ongoing maintenance issues.

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

Finding:

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

4. Criteria for Determining Blight

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

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

4.1. Alternative One

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

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

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

4.2. Alternative Two

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

4.3. Alternative Three

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

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

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

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

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

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

4.5. Blight Factors Present in the Study Area

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

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

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

Infrastructure changes including acquiring private property to increase roadway rights-of-way.

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

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

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

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

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

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

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

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

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

Contemporary development practices favor larger sites to enable a variety and mix of uses and activities. The commercial lots in the study area are largely economically dysfunctional or deteriorated because they do not meet contemporary design and investor requirements. The current commercial properties on Gulf Blvd from approximately 60th Avenue to 73rd Avenue are about 110' deep, which is typically a residential size. To the extent that there are commercial uses on lots that are too small, there has been a resulting impact on residential properties, in the form of incompatible uses being placed in very close proximity without adequate buffers, and sporadic, irregular, poorly managed conversions of residential to retail. Over time, these parcels have evolved into commercial uses, in part as a result of the changing character of Gulf Boulevard as a regional road. However, the shallow parcel depths do not accommodate modern commercial development or parking, and as Gulf Blvd has been incrementally widened, this dysfunctionality has been exacerbated. This phenomenon has also taken place on Blind Pass Road from 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 requires individual access points to each business. In some cases, parking has been forced behind commercial properties because of road widening. Rear yard setbacks are so minimal that parking and service areas back up to residential properties without proper buffering. As noted, because of the size and current setbacks service traffic is not easily managed. In many cases redevelopment will never adequately accommodate on site service needs. Overall, current lot layout in the study area makes redevelopment functionally difficult, and the faulty layout and configuration of lots in relation to size, adequacy, and accessibility are suggestive of a functionally obsolete or deteriorated commercial land use pattern.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

5. Conclusions

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

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

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

6. Next Steps: Community Redevelopment Plan and Trust Fund

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

The Community Redevelopment Plan must conform to a variety of criteria established in Section 163.360, F.S. Further, the Community Redevelopment Plan must contain certain elements articulated in Section 163.362, F.S. Collectively, it is the purpose of such elements to serve as a legal framework for activating strategies which would contain these blighted conditions, remove such conditions, and promote development and or redevelopment that facilitates sound, sustainable growth in the St. Pete Beach area of Pinellas County.

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

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

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

APPENDIX A

Parcels in Study Area

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62163206793780000301	063216793780000301
62163206793780000302	063216793780000302
62163206793780000303	063216793780000303
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62163206793780000305	063216793780000305
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62163206793780000307	063216793780000307
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62163206793780000401	063216793780000401
62163206793780000402	063216793780000402
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62163206793780000404	063216793780000404
62163206793780000405	063216793780000405
62163206793780000406	063216793780000406
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62163206793780000409	063216793780000409
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62163206793780000502	063216793780000502
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62163206793780000504	063216793780000504
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62163206793780000507	063216793780000507
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62163206793780000510	063216793780000510
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62163206793780000602	063216793780000602
62163206793780000603	063216793780000603
62163206793780000604	063216793780000604
62163206793780000605	063216793780000605
62163206793780000606	063216793780000606
62163206793780000607	063216793780000607
62163206793780000608	063216793780000608
62163206793780000609	063216793780000609
62163206793780000610	063216793780000610

Parcels in Study Area

Old Pin	New Pin
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62163206793780000702	063216793780000702
62163206793780000703	063216793780000703
62163206793780000704	063216793780000704
62163206793780000705	063216793780000705
62163206793780000706	063216793780000706
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62163206793780000708	063216793780000708
62163206793780000709	063216793780000709
62163206793780000710	063216793780000710
62163206793780000801	063216793780000801
62163206793780000802	063216793780000802
62163206793780000803	063216793780000803
62163206793780000804	063216793780000804
62163206793780000805	063216793780000805
62163206793780000806	063216793780000806
62163206793780000807	063216793780000807
62163206793780000808	063216793780000808
62163206793780000809	063216793780000809
62163206793780000810	063216793780000810
62163206793780000901	063216793780000901
62163206793780000902	063216793780000902
62163206793780000903	063216793780000903
62163206793780000904	063216793780000904
62163206793780000905	063216793780000905
62163206793780000906	063216793780000906
62163206793780000907	063216793780000907
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62163206793780000909	063216793780000909
62163206793780000910	063216793780000910
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62163206793780001003	063216793780001003
62163206793780001004	063216793780001004
62163206793780001005	063216793780001005
62163206793780001006	063216793780001006
62163206793780001007	063216793780001007
62163206793780001008	063216793780001008
62163206793780001009	063216793780001009
62163206793780001010	063216793780001010
62163206793780001101	063216793780001101
62163206793780001102	063216793780001102
62163206793780001104	063216793780001104

Parcels In Study Area

Old Pin	New Pin
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62163206793780001107	063216793780001107
62163206793780001108	063216793780001108
62163206793780001109	063216793780001109
62163206793780001110	063216793780001110
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62163206081000000120	063216081000000120
62163206081000000130	063216081000000130
62163206081180000460	063216081180000460
62163206081720000210	063216081720000210
62153136347760060010	363115347760060010
62153136000004400400	363115000004400400
62153125780840000141	253115780840000141
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62153136779940560010	363115779940560010
62153136779940560020	363115779940560020
62153136779940560050	363115779940560050
62153136779940560070	363115779940560070
62153136779940560100	363115779940560100
62153136779940570010	363115779940570010
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62153136779940570060	363115779940570060
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62153136779940570130	363115779940570130
62153136779940570150	363115779940570150
62153136779940570160	363115779940570160
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62153136779940580050	363115779940580050
62153136779940580080	363115779940580080
62153136779940680130	363115779940680130
62153136779940700004	363115779940700004
62153136779940710050	363115779940710050
62153136779940710100	363115779940710100
62153136779940710130	363115779940710130
62153136779940710140	363115779940710140
62153136779940740060	363115779940740060
62153136779942250030	363115779942250030
62153136779942250050	363115779942250050
62153136779942250070	363115779942250070
62153136779942250080	363115779942250080
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Parcels in Study Area

Old Pin	New Pin
62153136050940260020	363115050940260020
62153136306720530020	363115306720530020
62153136306720530030	363115306720530030
62153136306720530040	363115306720530040
62153136306720530050	363115306720530050
62153136306720530060	363115306720530060
62153136306720530070	363115306720530070
62153136306720530080	363115306720530080
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62153136306720620250	363115306720620250
62153136306720620260	363115306720620260
62153136306720620270	363115306720620270
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62153136306720620290	363115306720620290
62153136306720620300	363115306720620300
62153201347940060100	013215347940060100
62153201347940060110	013215347940060110
62153201347940060120	013215347940060120
62153201347940060130	013215347940060130
62153201347940060140	013215347940060140
62153136347760050120	363115347760050120
62153136347760050140	363115347760050140
62153136000003100400	363115000003100400
62153136000003100600	363115000003100600
62153136783360040010	363115783360040010
62153136783360050080	363115783360050080
62153136783360050100	363115783360050100
62153136783360060110	363115783360060110
62153136783360080270	363115783360080270
62153136783360080280	363115783360080280
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62153136779940570030	363115779940570030
62153136779940580010	363115779940580010
62153136779940600140	363115779940600140
62153136779940600150	363115779940600150
62153136779940610090	363115779940610090

Parcels in Study Area

Old Pin	New Pin
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62153136779940620050	363115779940620050
62153136779940620130	363115779940620130
62153136779940700002	363115779940700002
62153136779940700003	363115779940700003
62153136779940700006	363115779940700006
62153136779940700007	363115779940700007
62153136779940710060	363115779940710060
62153136779940710070	363115779940710070
62153136779940740160	363115779940740160
62153136000003100100	363115000003100100
62153136347760010030	363115347760010030
62153136347760020090	363115347760020090
62153136347760050090	363115347760050090
62153136347760050150	363115347760050150
62153136347760060060	363115347760060060
62153136347760060070	363115347760060070
62163206000003300800	063216000003300800
62163206000003300500	063216000003300500
62163206000003301000	063216000003301000
62153136783360030010	363115783360030010
62153136783360040050	363115783360040050
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62153136783360050010	363115783360050010
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62153136783360070060	363115783360070060
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62153136779940420010	363115779940420010
62153136779940420030	363115779940420030
62153136779940430140	363115779940430140
62153136779940470030	363115779940470030
62153136779940540050	363115779940540050
62153136779940540090	363115779940540090
62153136779940540120	363115779940540120
62153136779940540130	363115779940540130
62153136779940540180	363115779940540180
62153136779940560130	363115779940560130
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62153136779940600010	363115779940600010
62153136779940600070	363115779940600070
62153136779940600080	363115779940600080
62153136779940600130	363115779940600130
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Parcels in Study Area

Old Pin	New Pin
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62153136779940620090	363115779940620090
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62153136779940750010	363115779940750010
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62163206655200000010	063216655200000010
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62153136779940740100	363115779940740100
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62153136347760050160	363115347760050160
62153136783360020010	363115783360020010
62153136783360030080	363115783360030080
62153136779940430150	363115779940430150
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62153136779940730150	363115779940730150
62153136306720620230	363115306720620230
62153136000001400300	363115000001400300
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62153136347760060030	363115347760060030
62153136779940620040	363115779940620040
62153136779940680180	363115779940680180
62153136779940700005	363115779940700005
62153136779940710110	363115779940710110
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62163206081000000140	063216081000000140
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Parcels in Study Area

Old Pin	New Pin
62163206000003301400	063216000003301400
62153136135900000010	363115135900000010
62153136000001400100	363115000001400100
62153136347760050130	363115347760050130
62153136347760060040	363115347760060040
62153136783360010010	363115783360010010
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62153136779940580040	363115779940580040
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62153136779940600120	363115779940600120
62153136779940620080	363115779940620080
62153136779940690010	363115779940690010
62153136779940690060	363115779940690060
62153136779940710010	363115779940710010
62163206000003300900	063216000003300900
62153136347760010010	363115347760010010
62153136783360020070	363115783360020070
62153136783360060010	363115783360060010
62153136779940550080	363115779940550080
62153136779940700001	363115779940700001
62153136779940620131	363115779940620131
62153136306720630230	363115306720630230
62153136347760080080	363115347760080080
62153136779940470010	363115779940470010
62153136779940600030	363115779940600030
62153136779940740010	363115779940740010
62153136779940740110	363115779940740110
62153136779942250010	363115779942250010
62153136779940610110	363115779940610110
62153136347760080020	363115347760080020
62153136000003100500	363115000003100500
62153136779940570040	363115779940570040
62153136779940690130	363115779940690130
62153136000001400400	363115000001400400
62153201000001100400	013215000001100400
62153201000001100200	013215000001100200
62153201000001100300	013215000001100300
62153201000001100500	013215000001100500
62153201000001100100	013215000001100100
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Parcels in Study Area

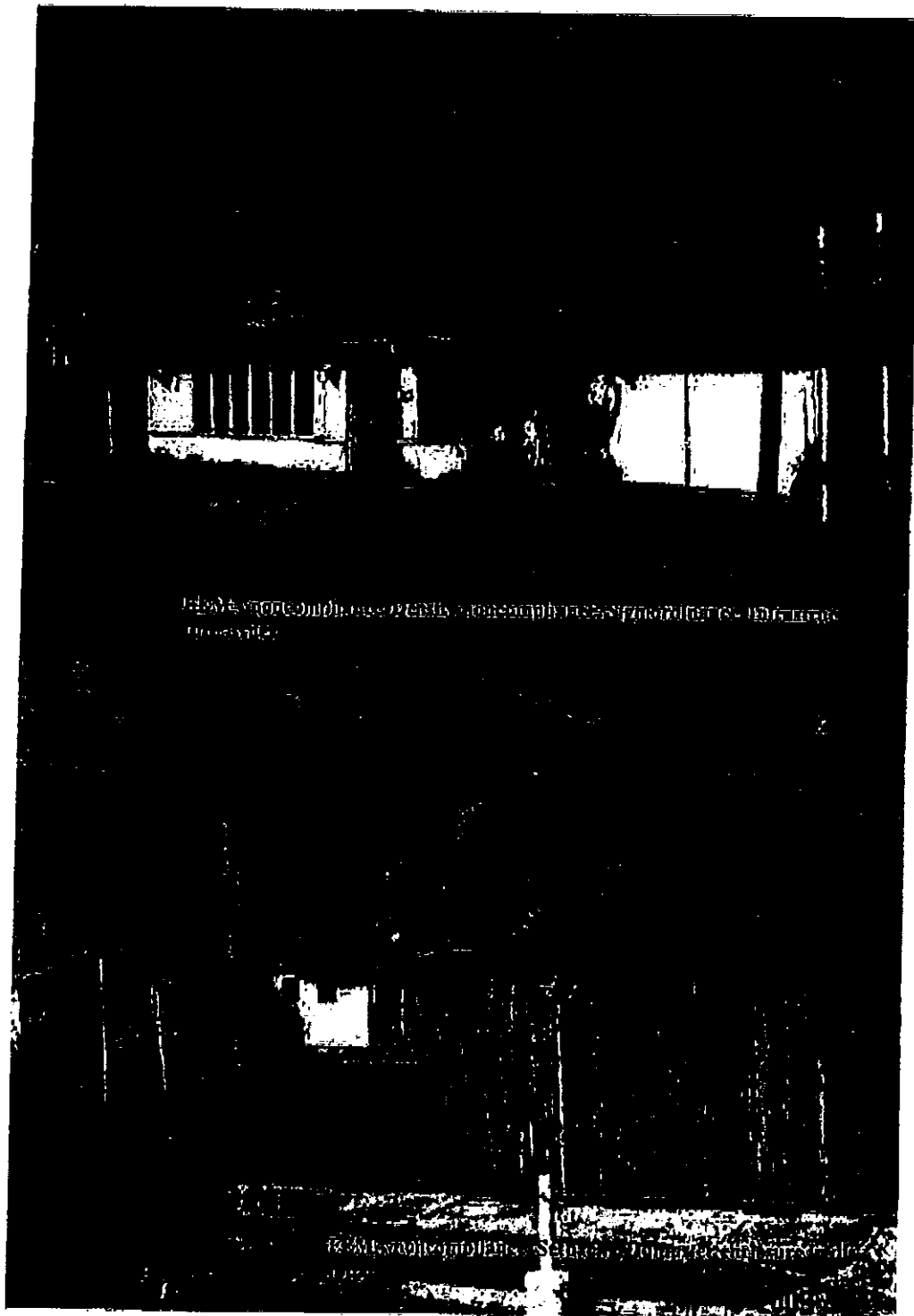
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62163206000002300300	063216000002300300
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62153136779940460160	363115779940460160
62153136779940560030	363115779940560030
62153136779940560080	363115779940560080
62153136779940570080	363115779940570080
62153136779940580070	363115779940580070
62153136779940580100	363115779940580100
62153136779940580150	363115779940580150
62153136779940710080	363115779940710080
62153136347760060090	363115347760060090
62153136779940670100	363115779940670100
62153136779940730151	363115779940730151
62153136779940580090	363115779940580090
62153136779940690100	363115779940690100
62153136051120050040	363115051120050040
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62153136779940610140	363115779940610140
62153136050940250010	363115050940250010
62153136306720520090	363115306720520090
62153136050940260030	363115050940260030
62153136306720630160	363115306720630160
62153136779880000010	363115779880000010
62153136779940540010	363115779940540010
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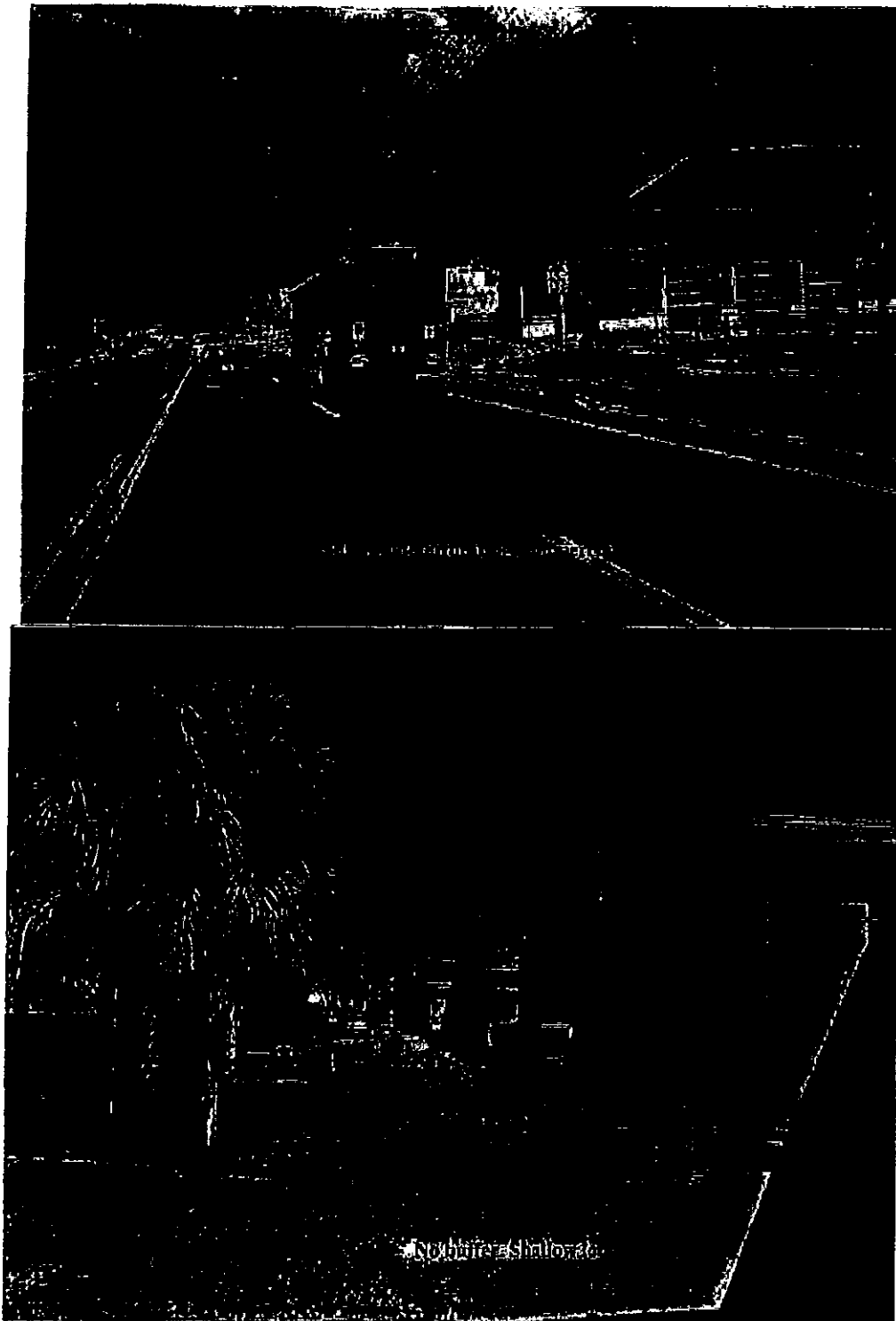
APPENDIX B

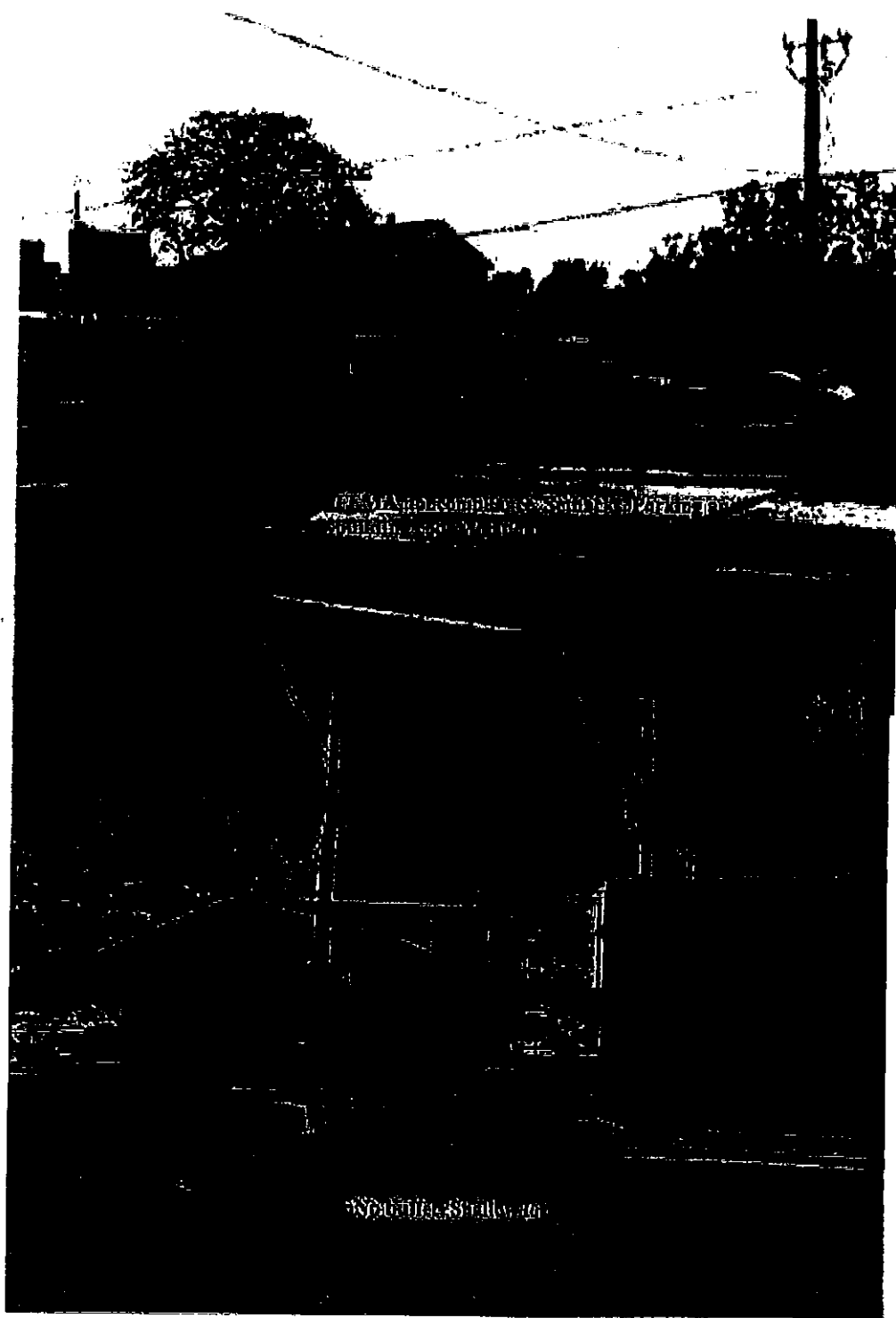
Study Area Photographs

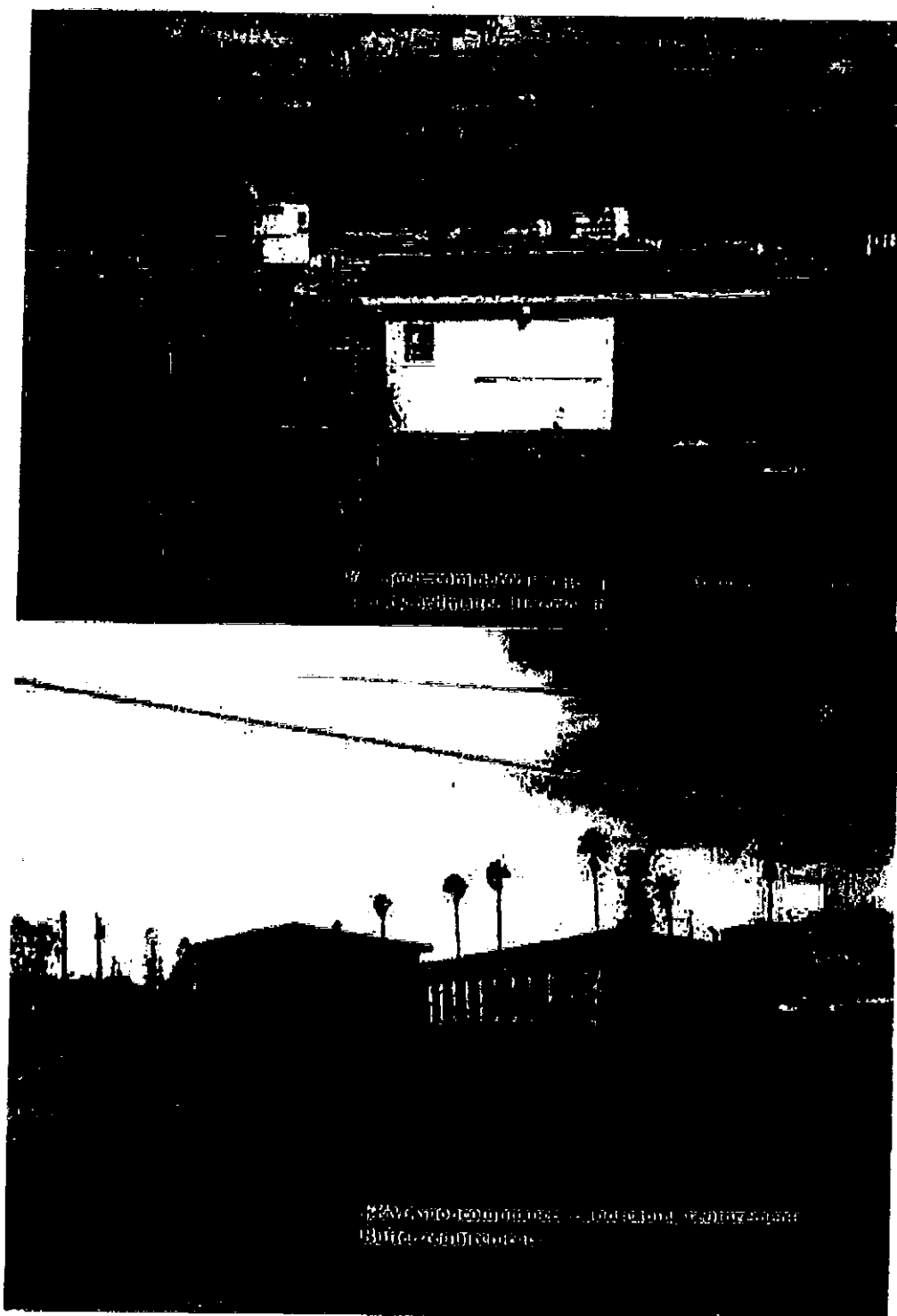
The following photographs document the overall conditions pertinent to the study area and outlined in the Finding of Necessity report. Although most single family homeowners have maintained their properties in the study area, many of the rental properties are dilapidated and poorly maintained. In addition,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

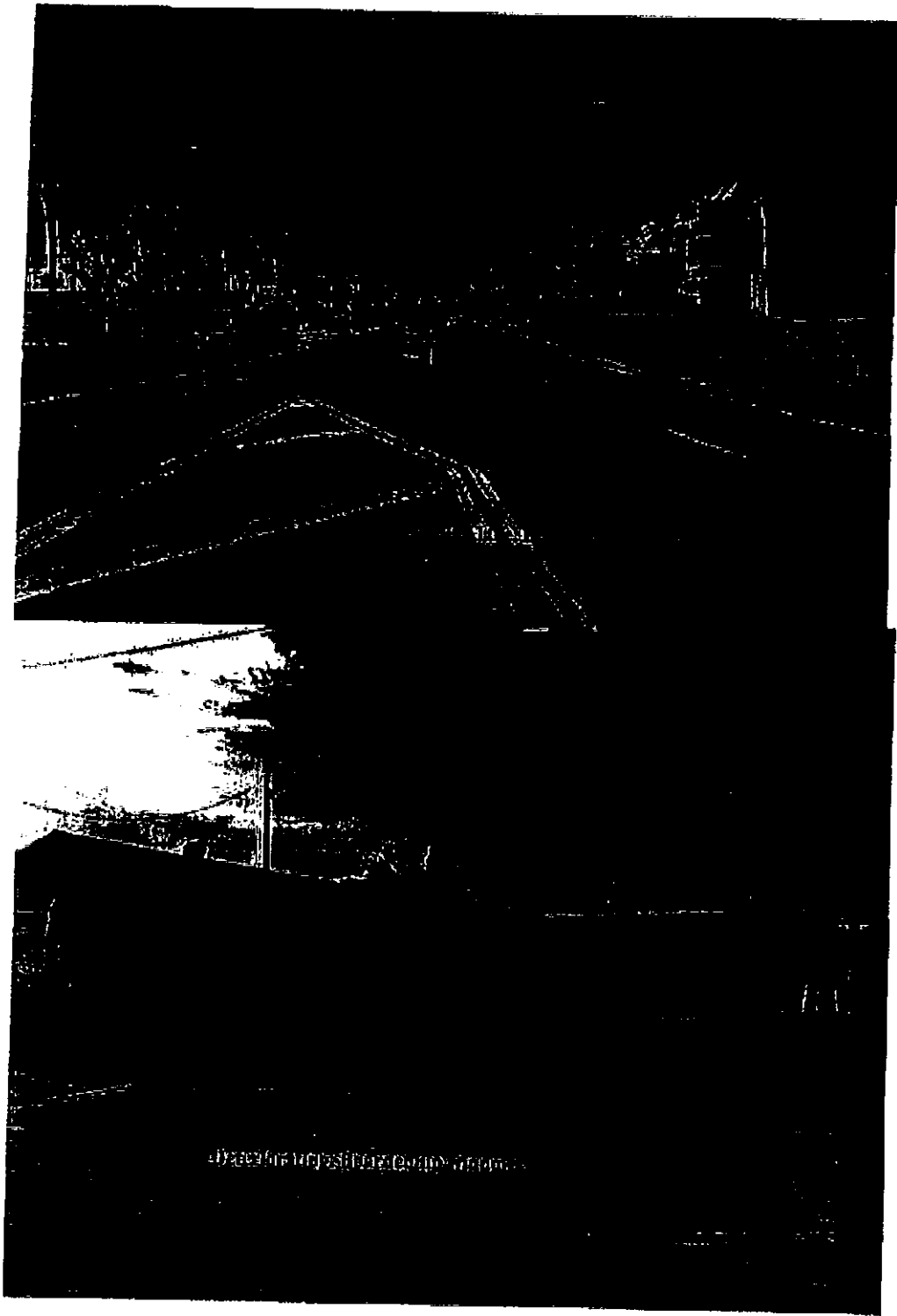
The transportation infrastructure in the study area upon which the long term sustainability of the neighborhood and area depends is not adequate to support a vibrant community and resort industry. Lack of streetscape as well as pedestrian and cycling facilities limit the uses of the network and stunt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

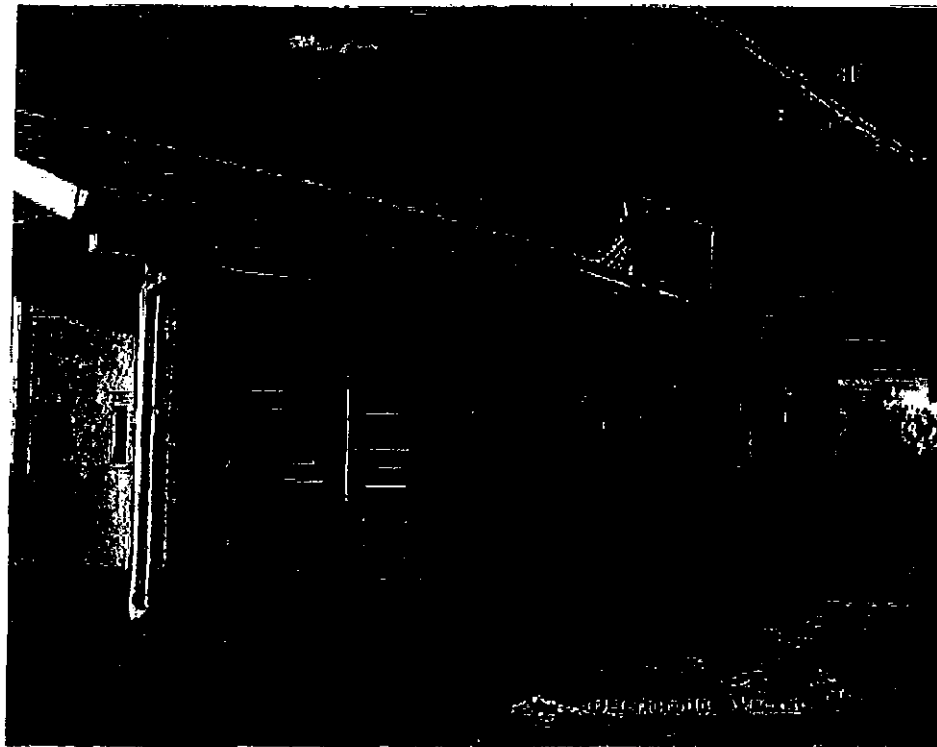


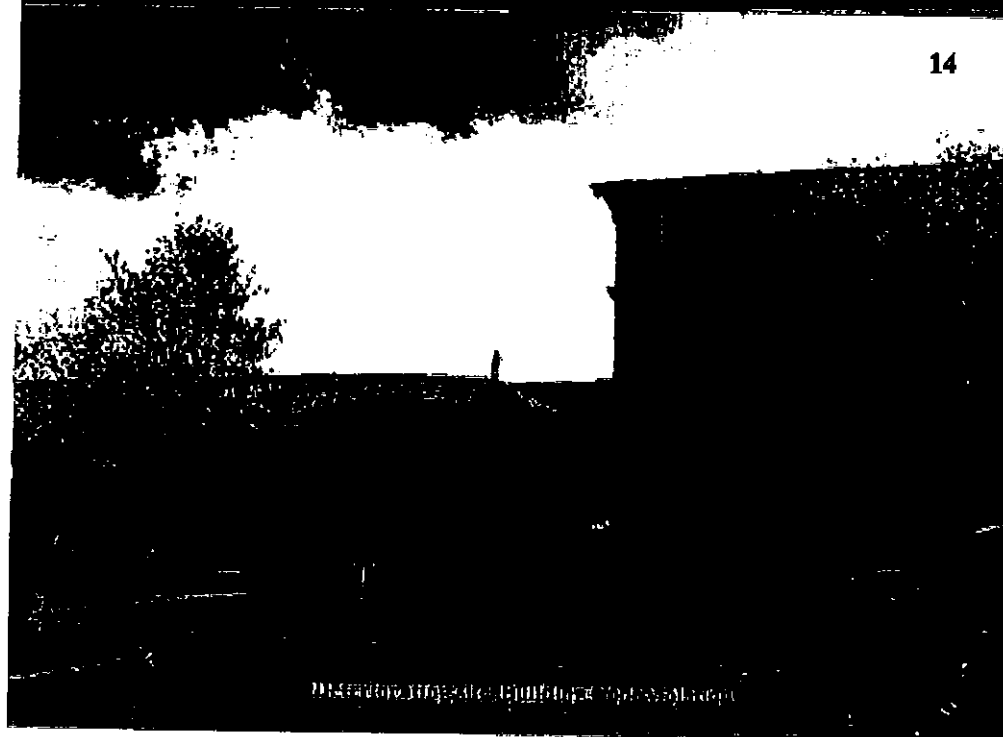


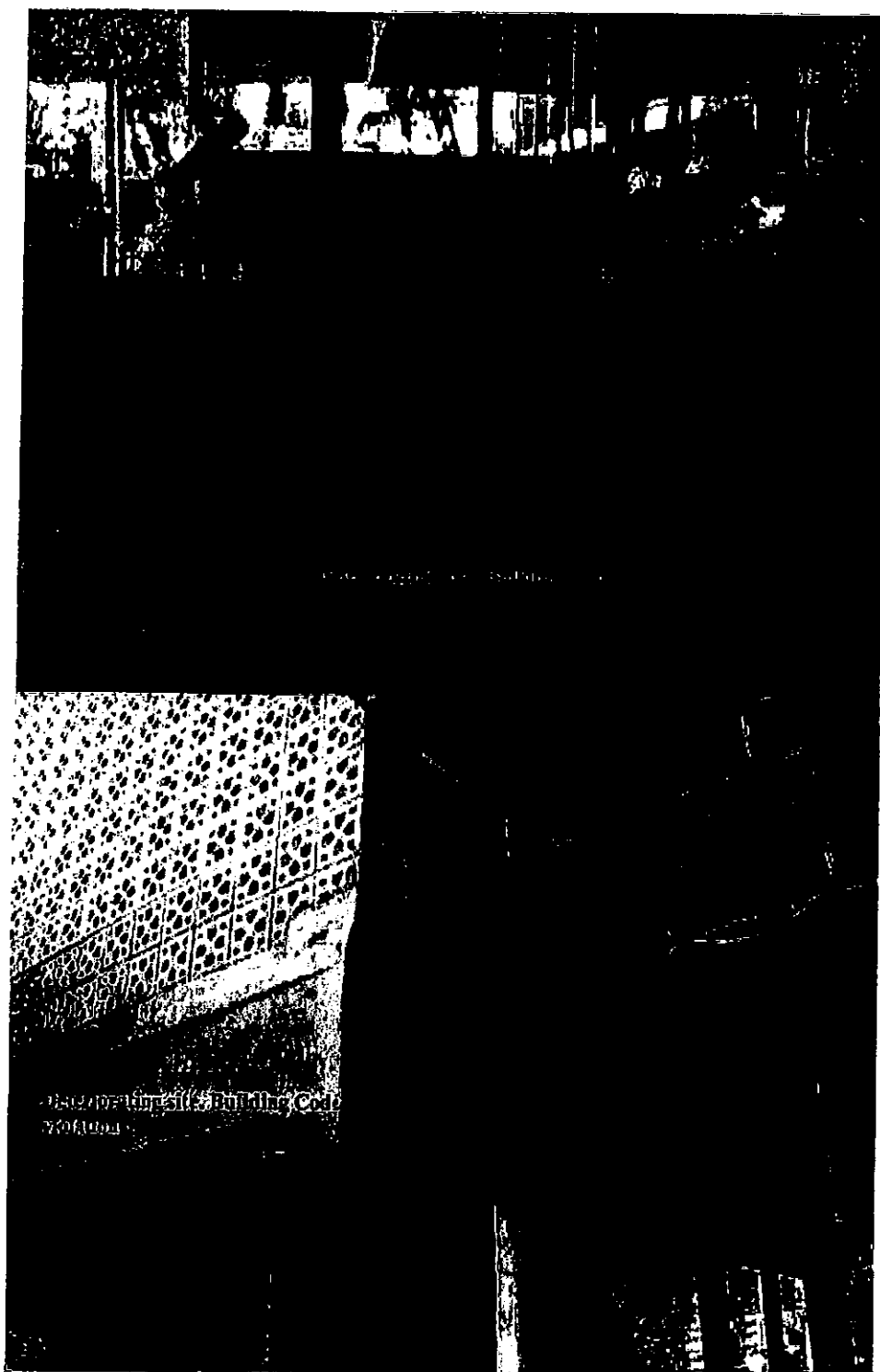


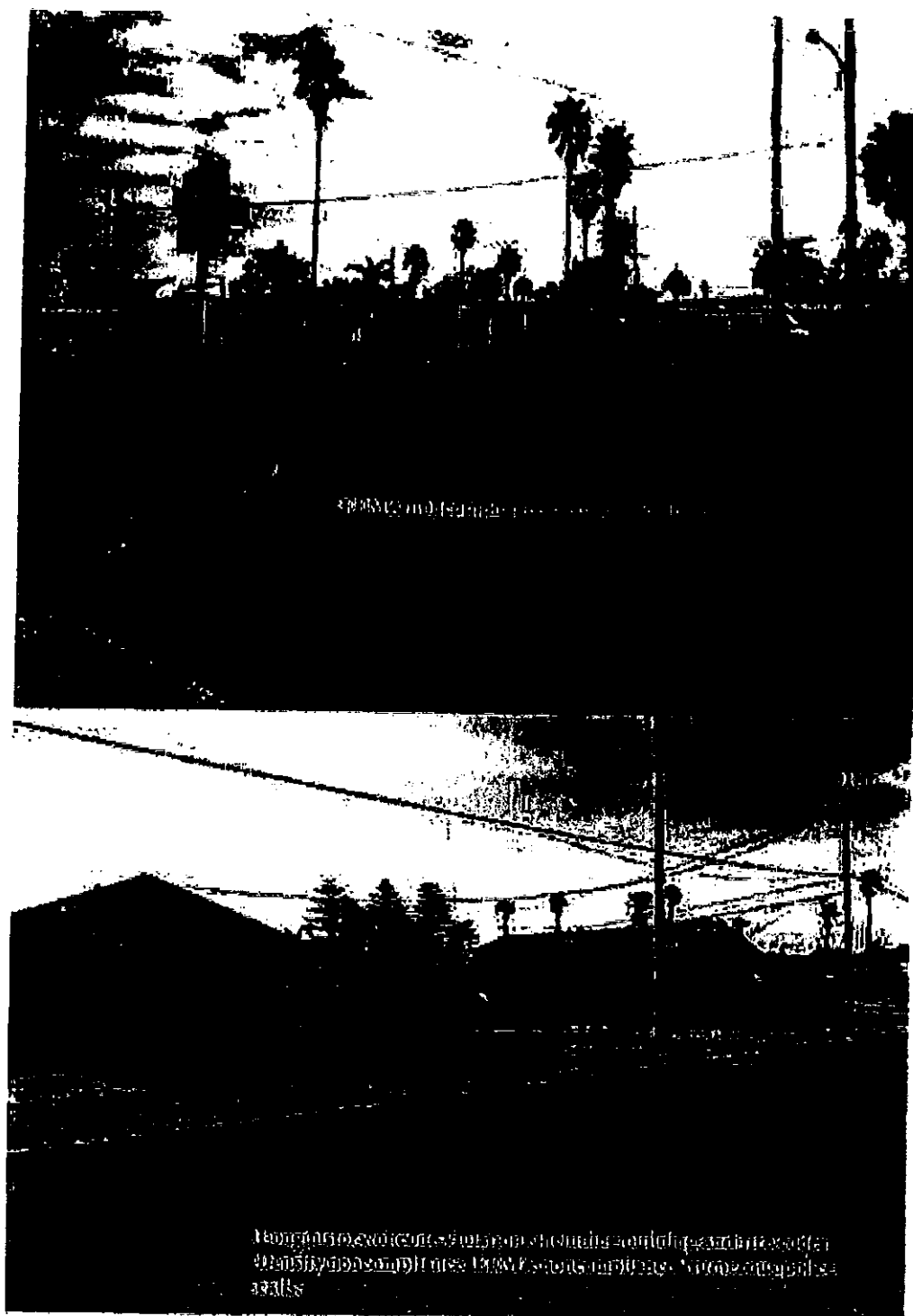


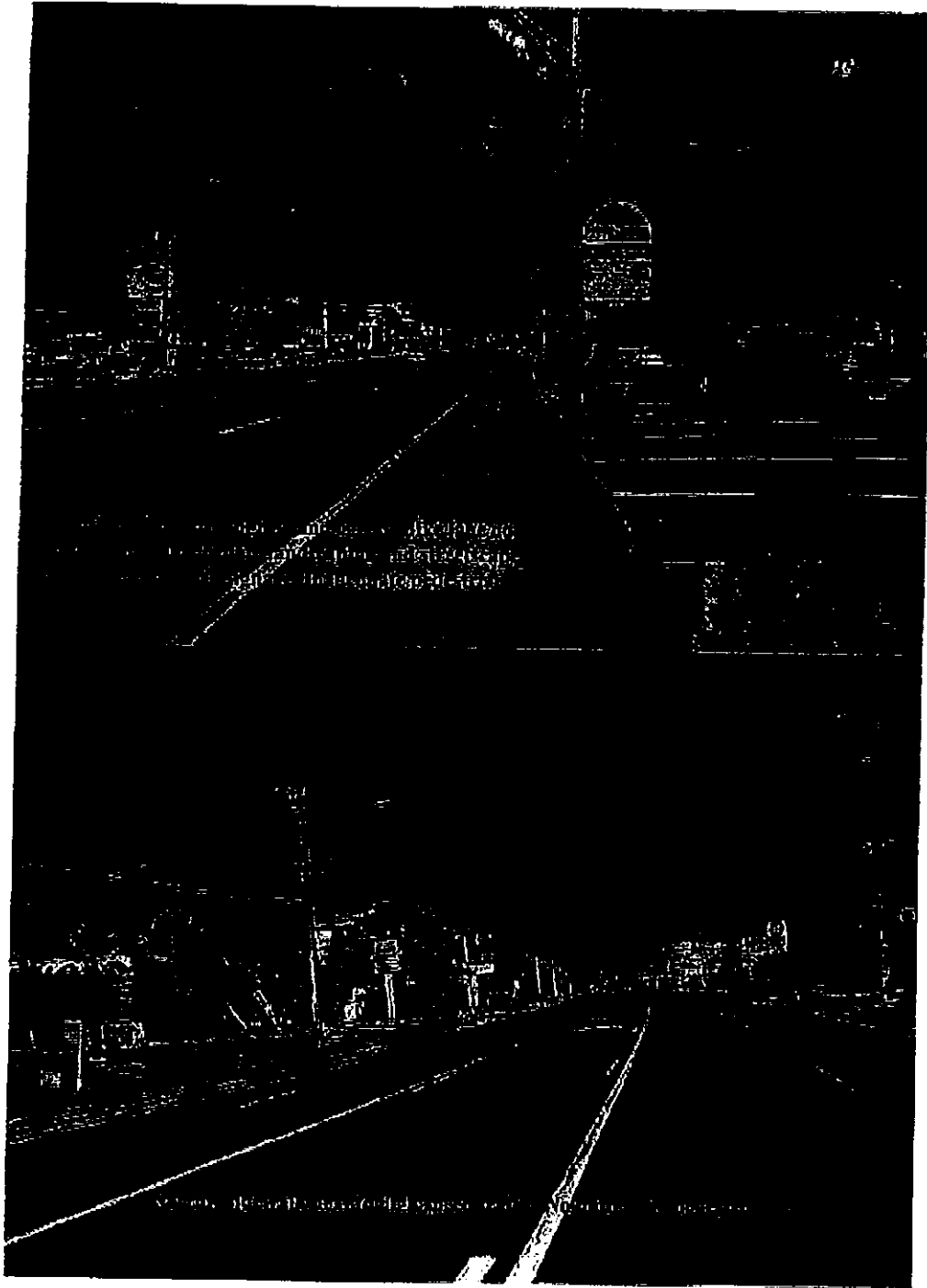


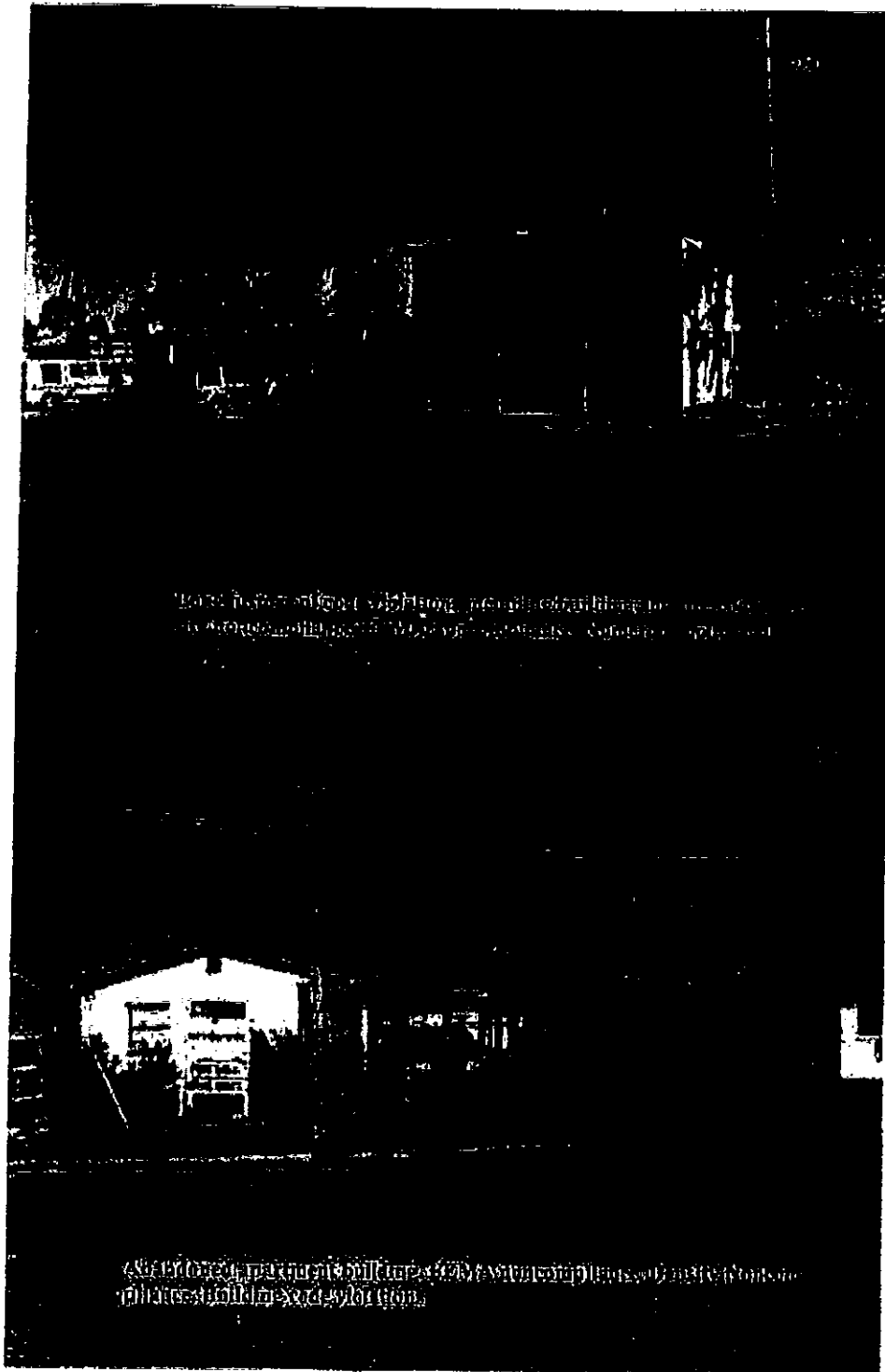


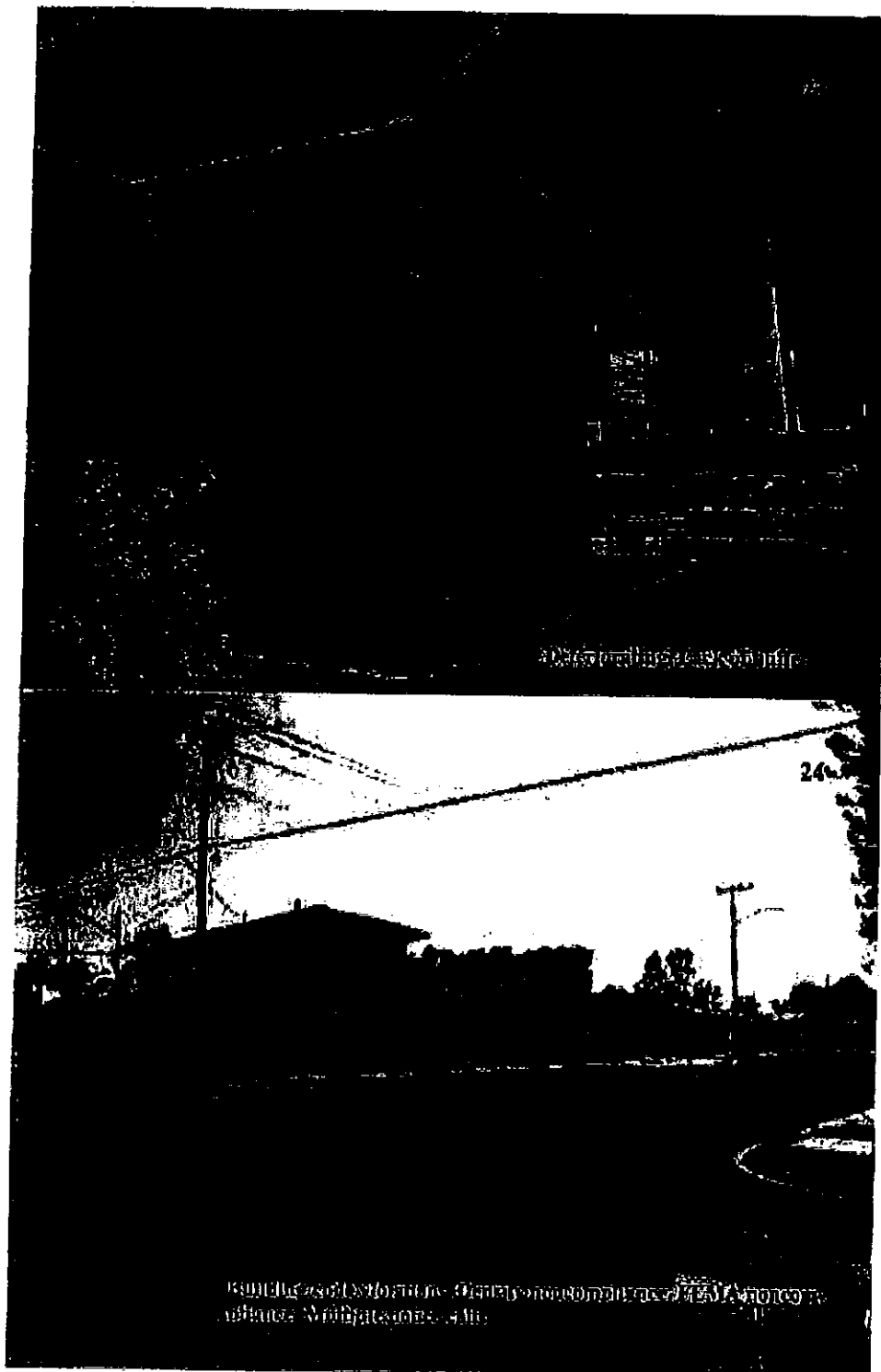


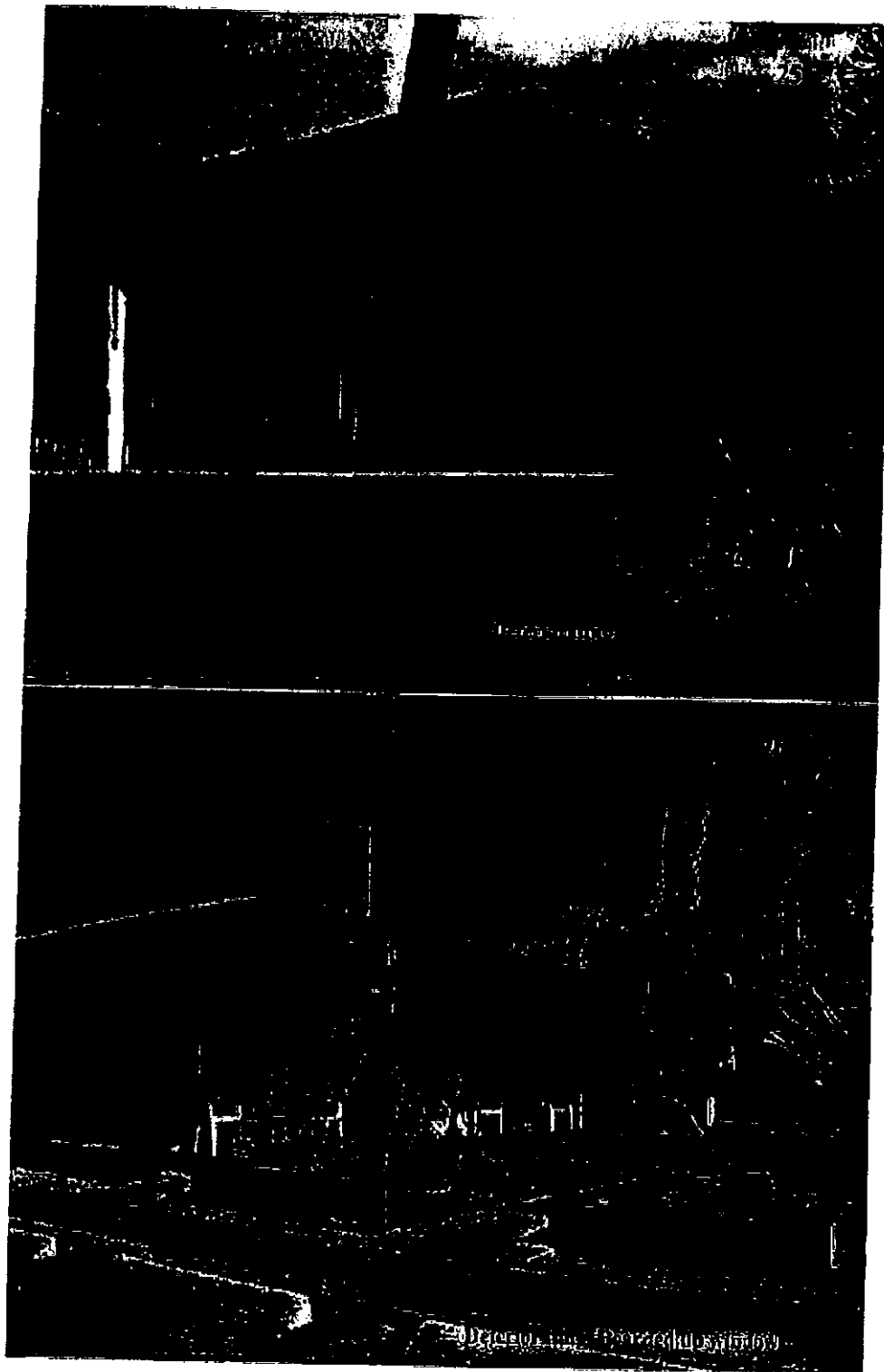


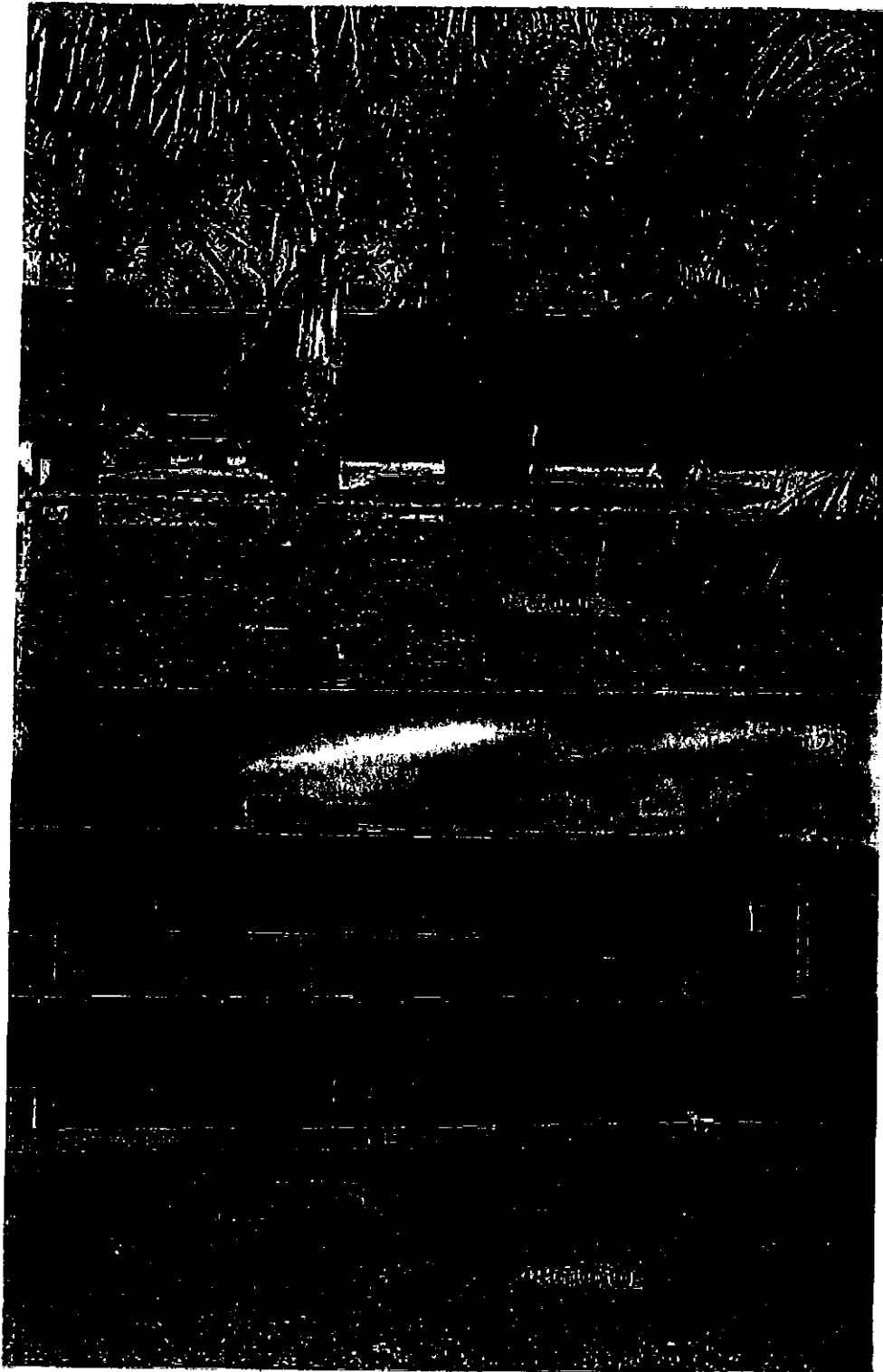


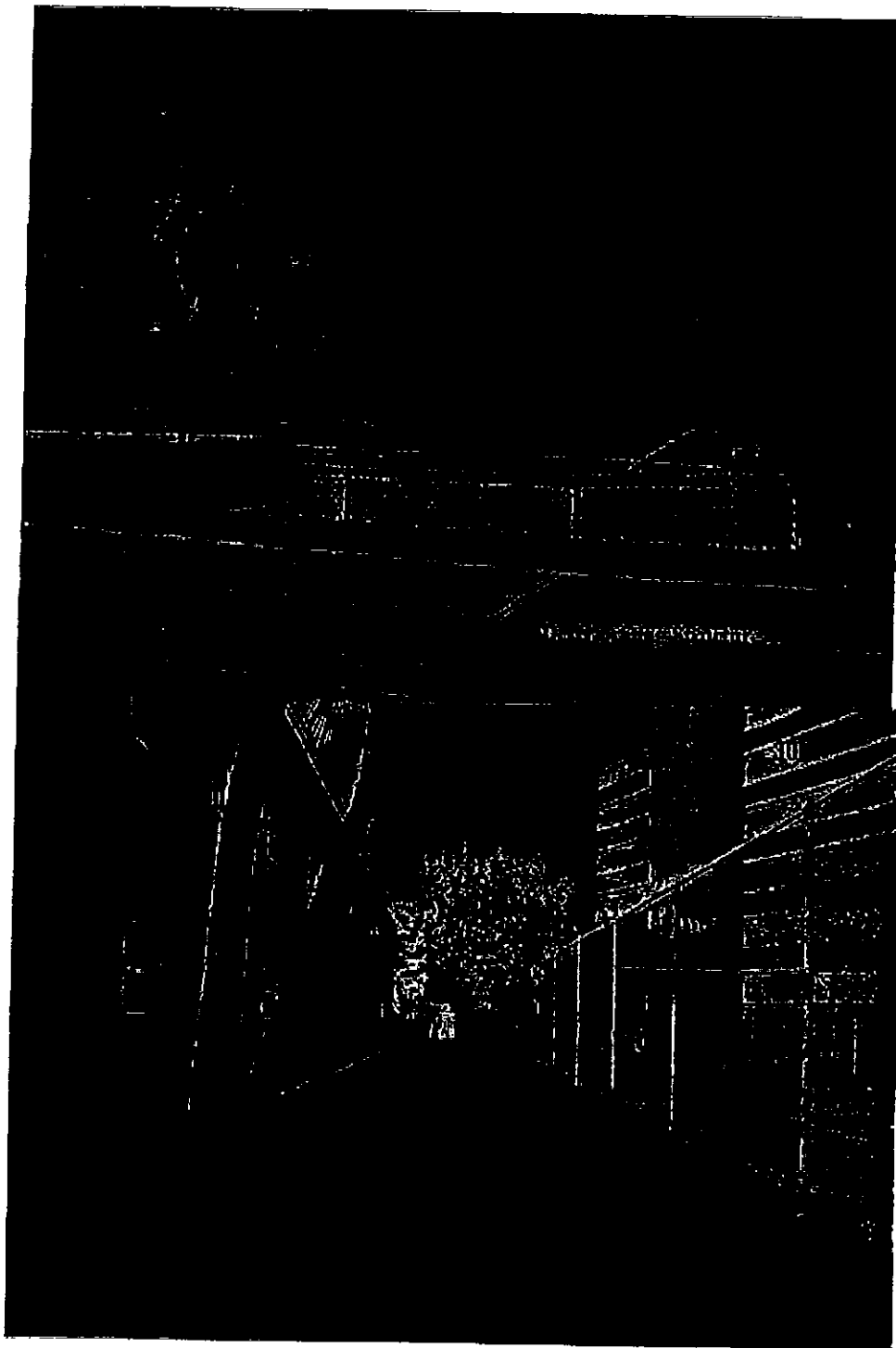


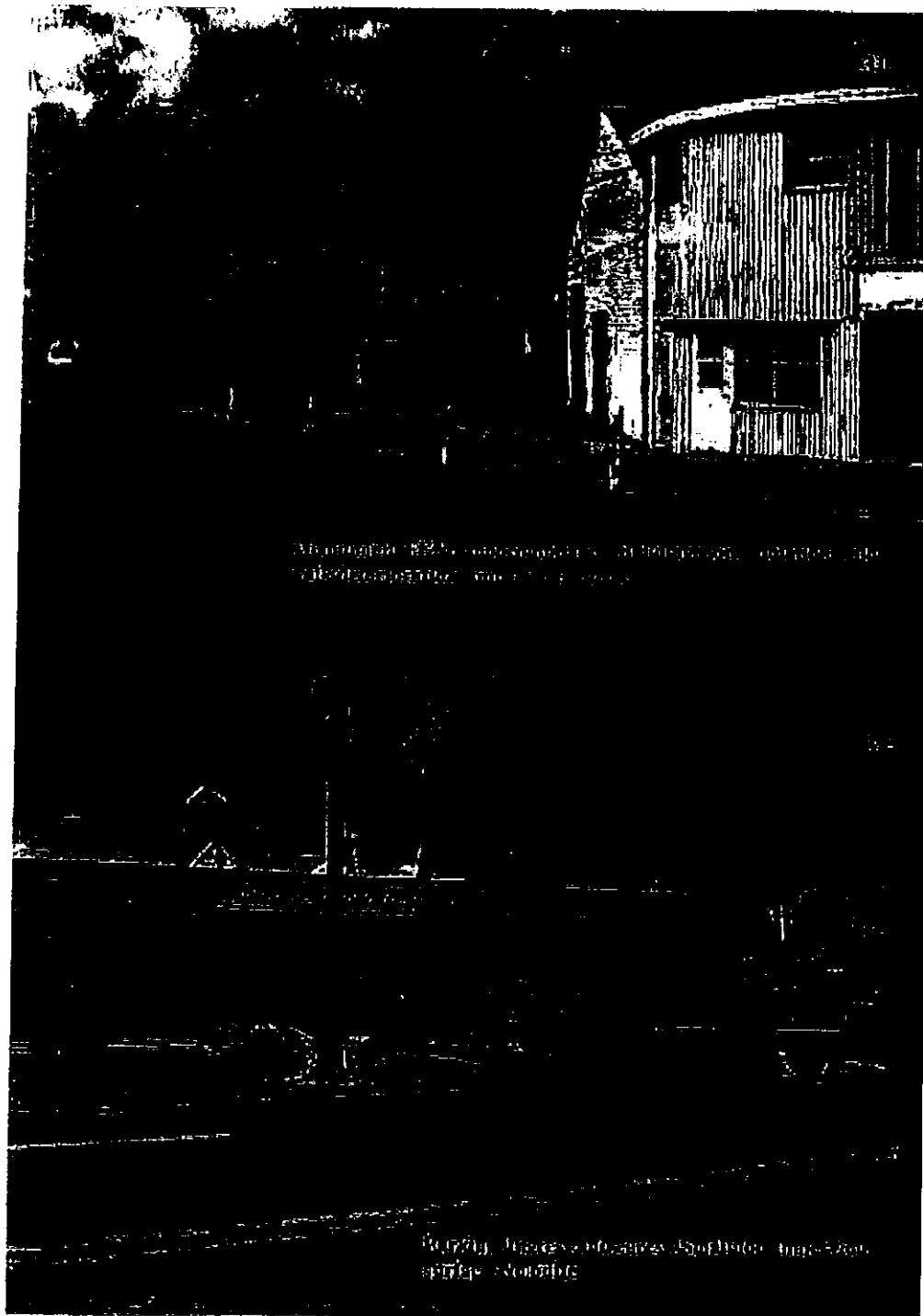


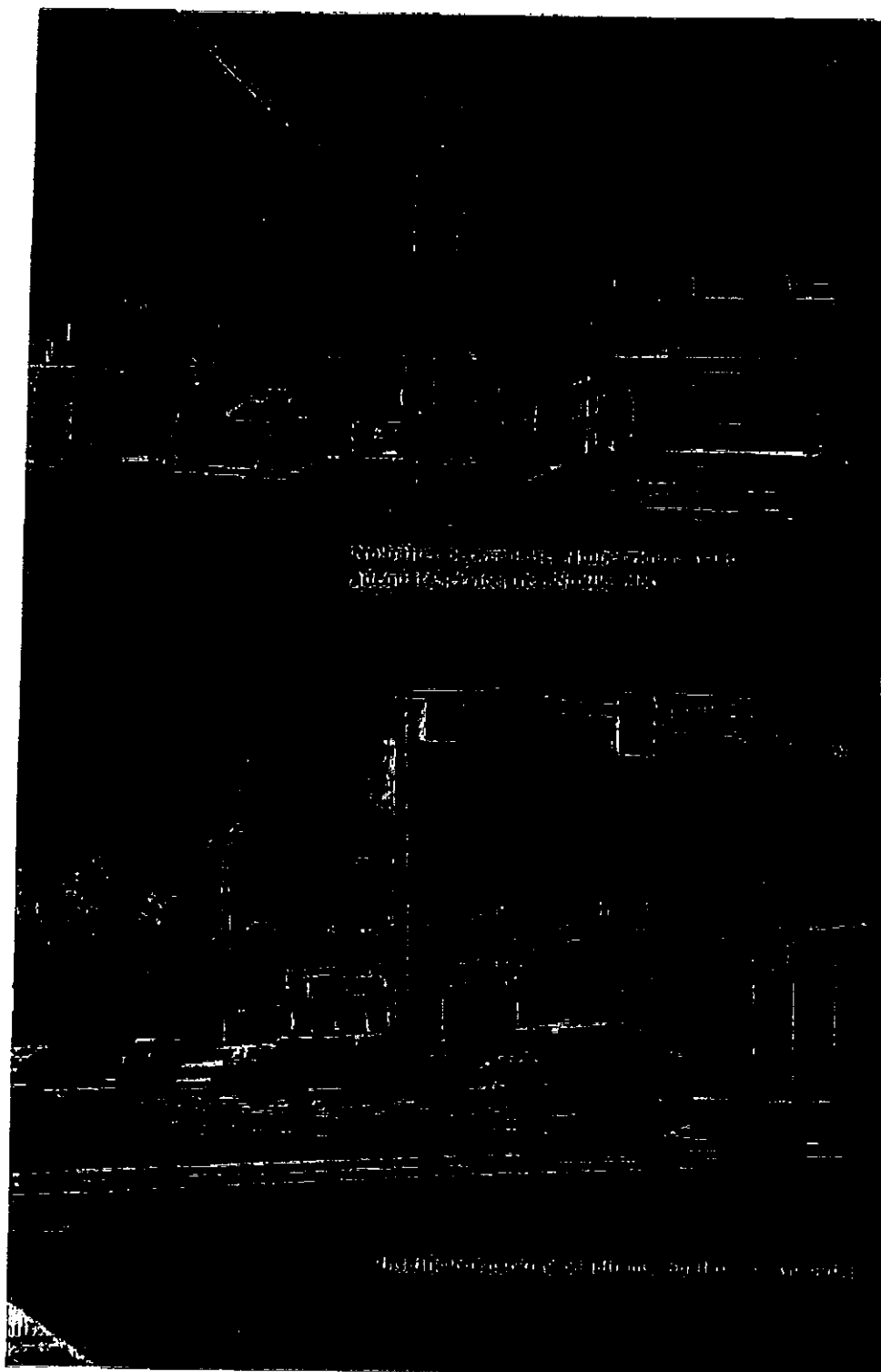


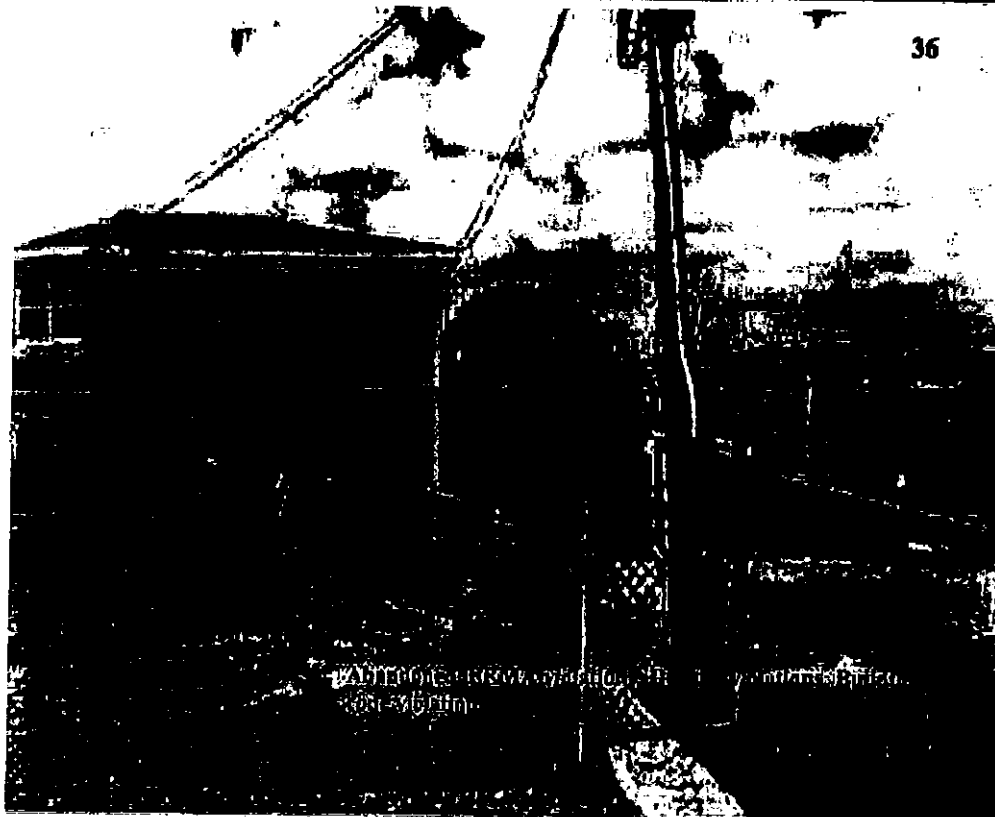


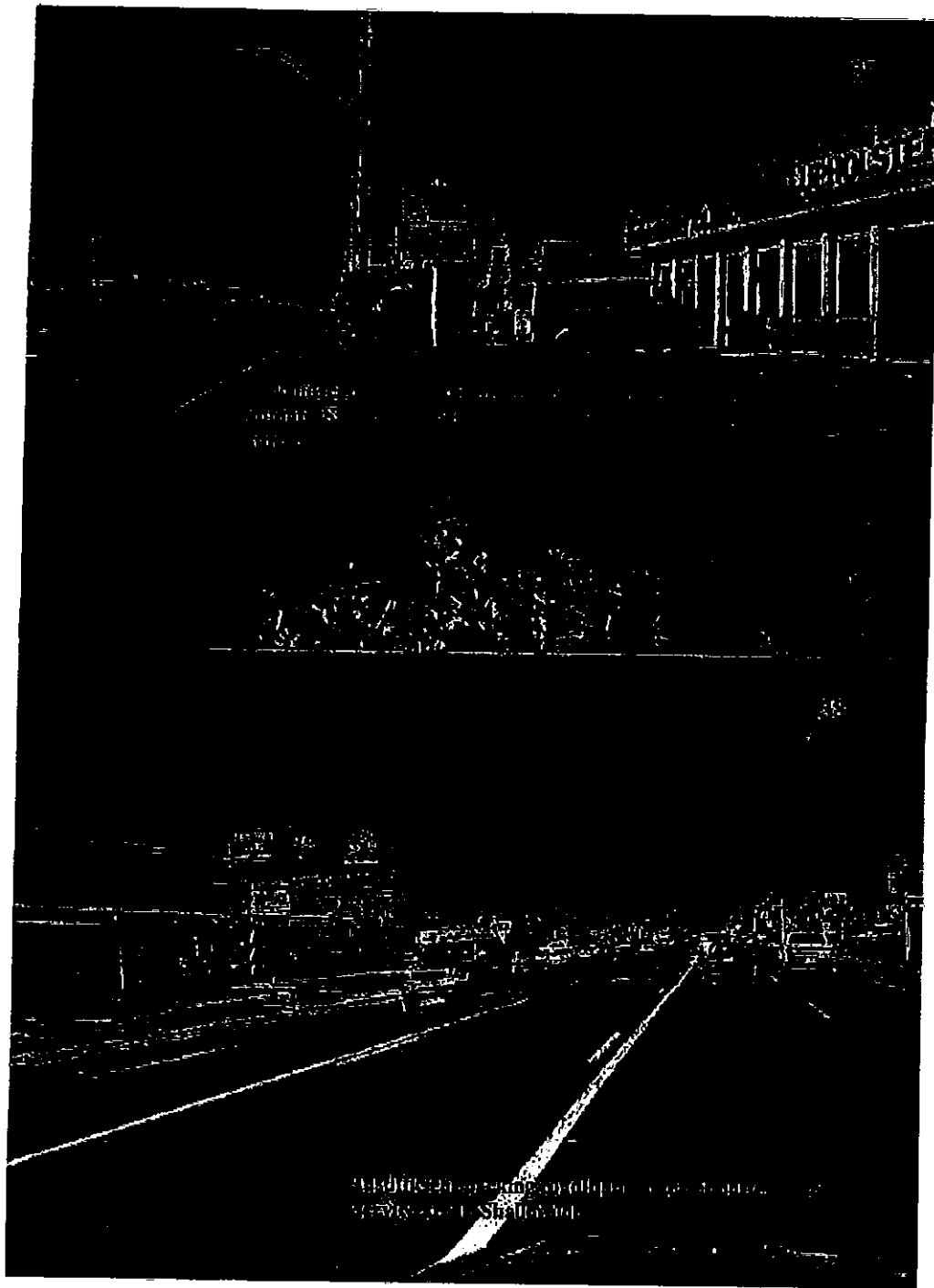


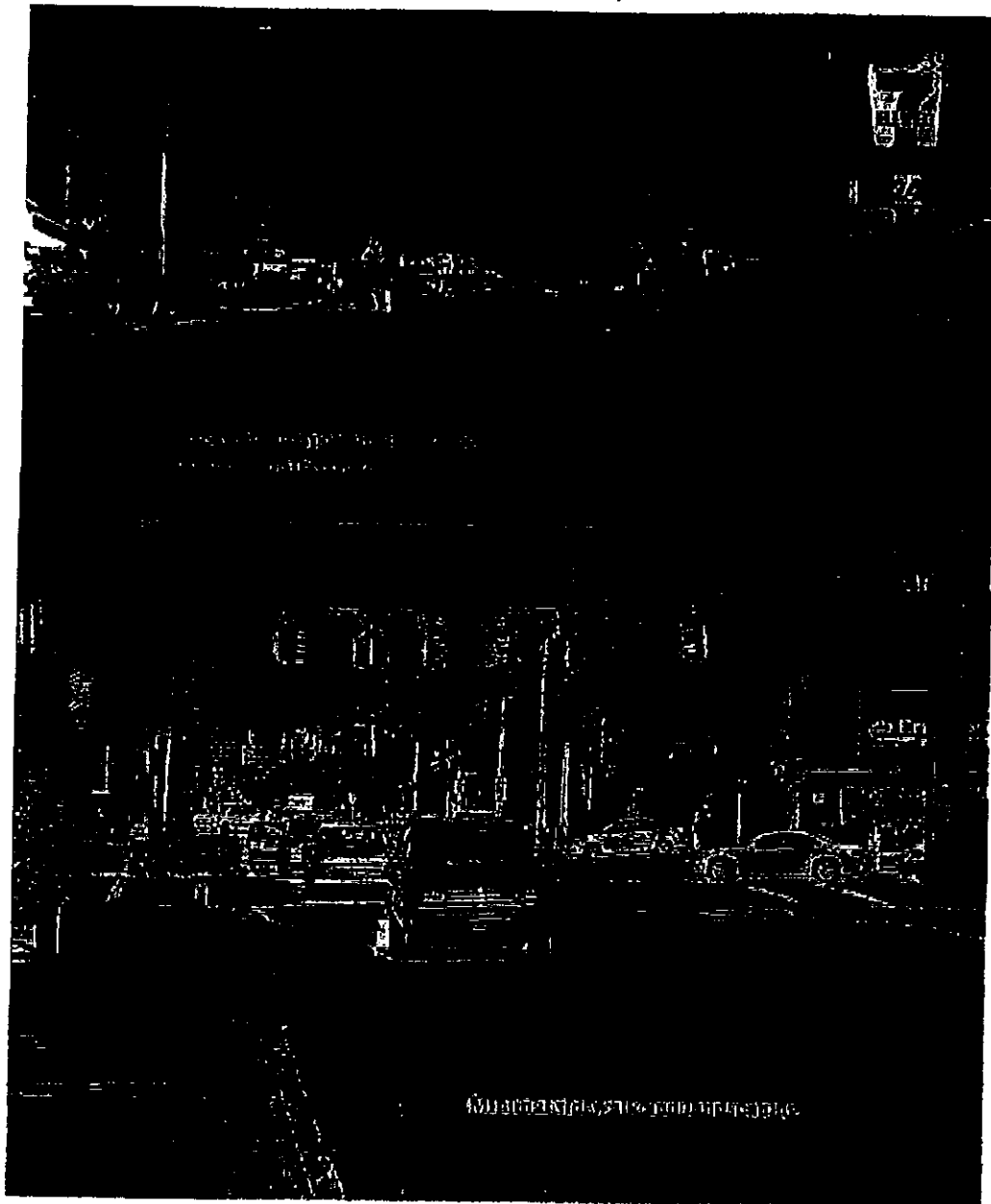


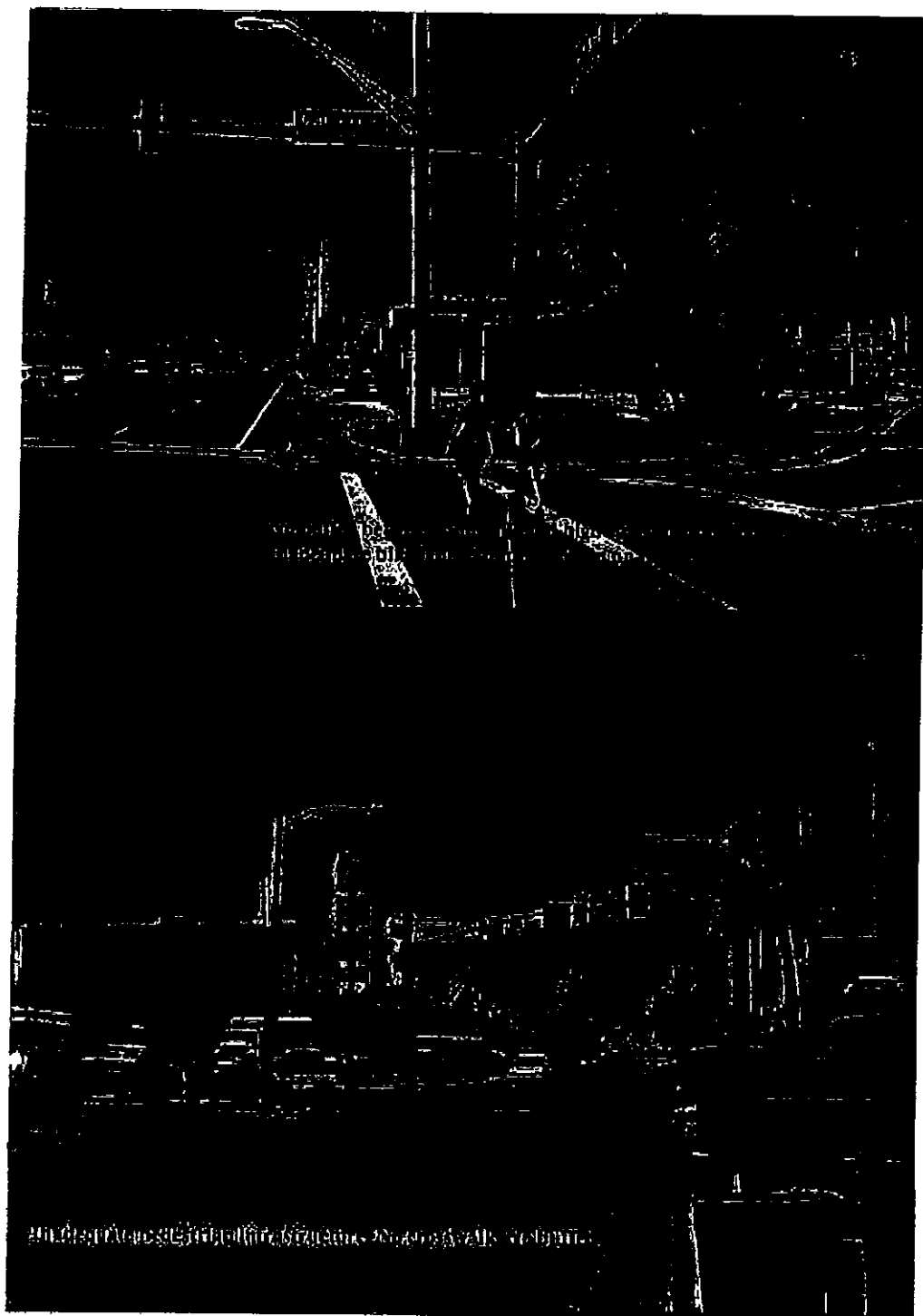


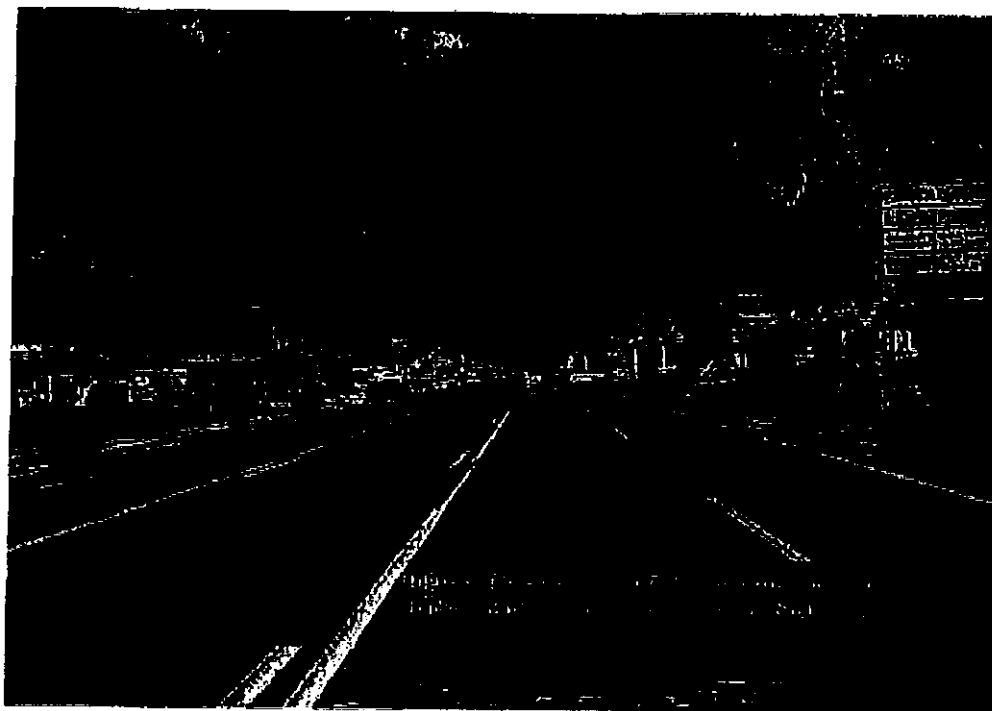




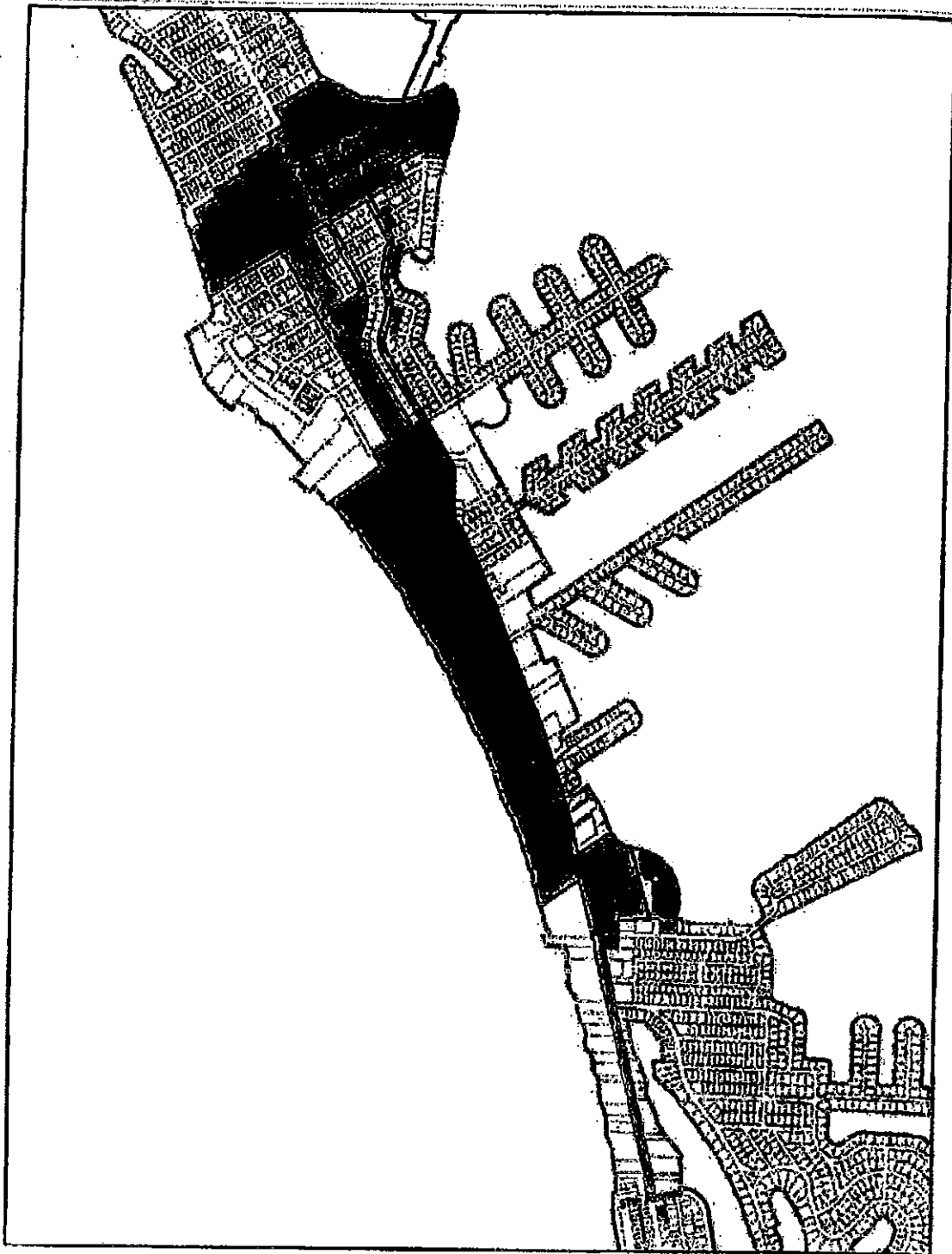


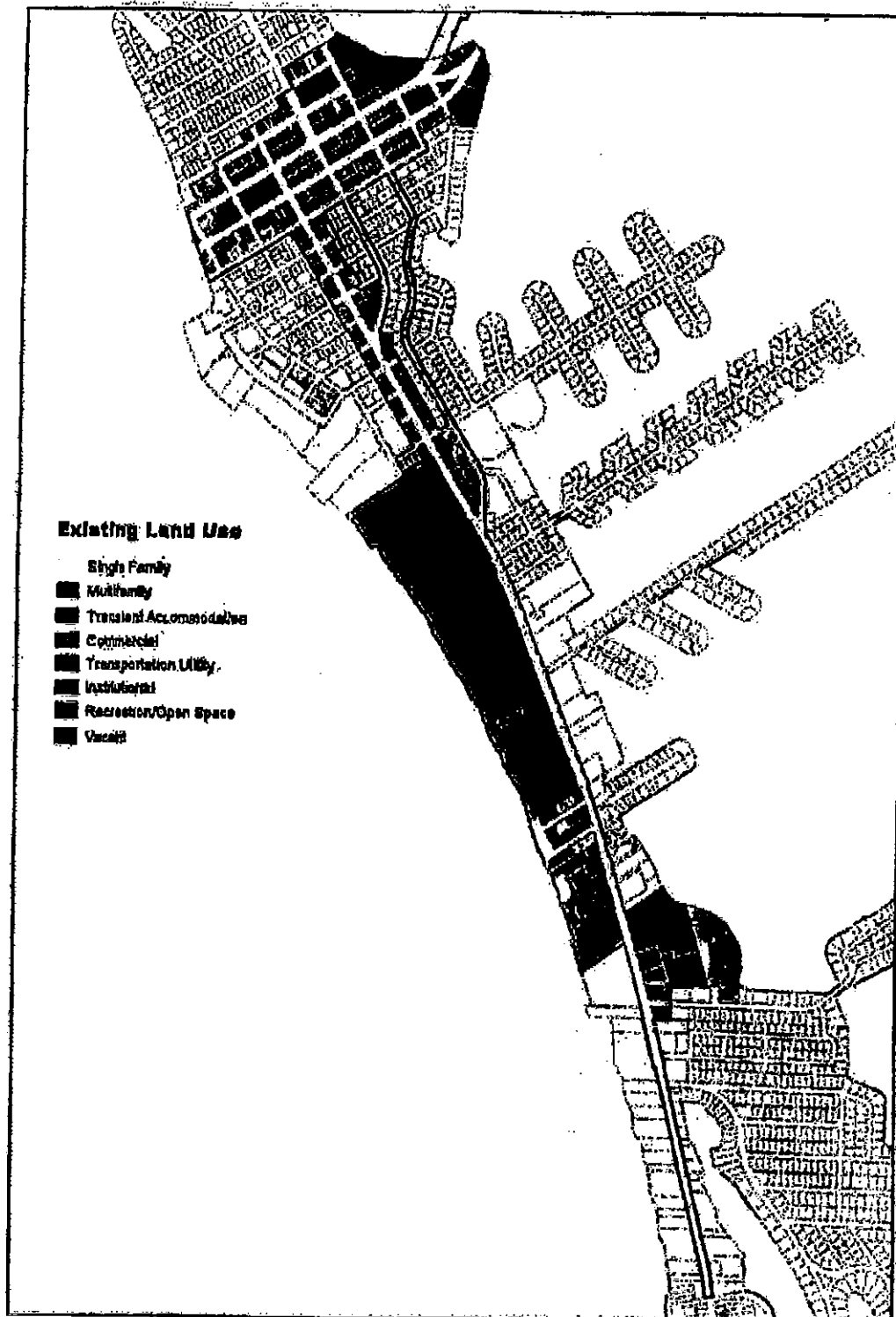




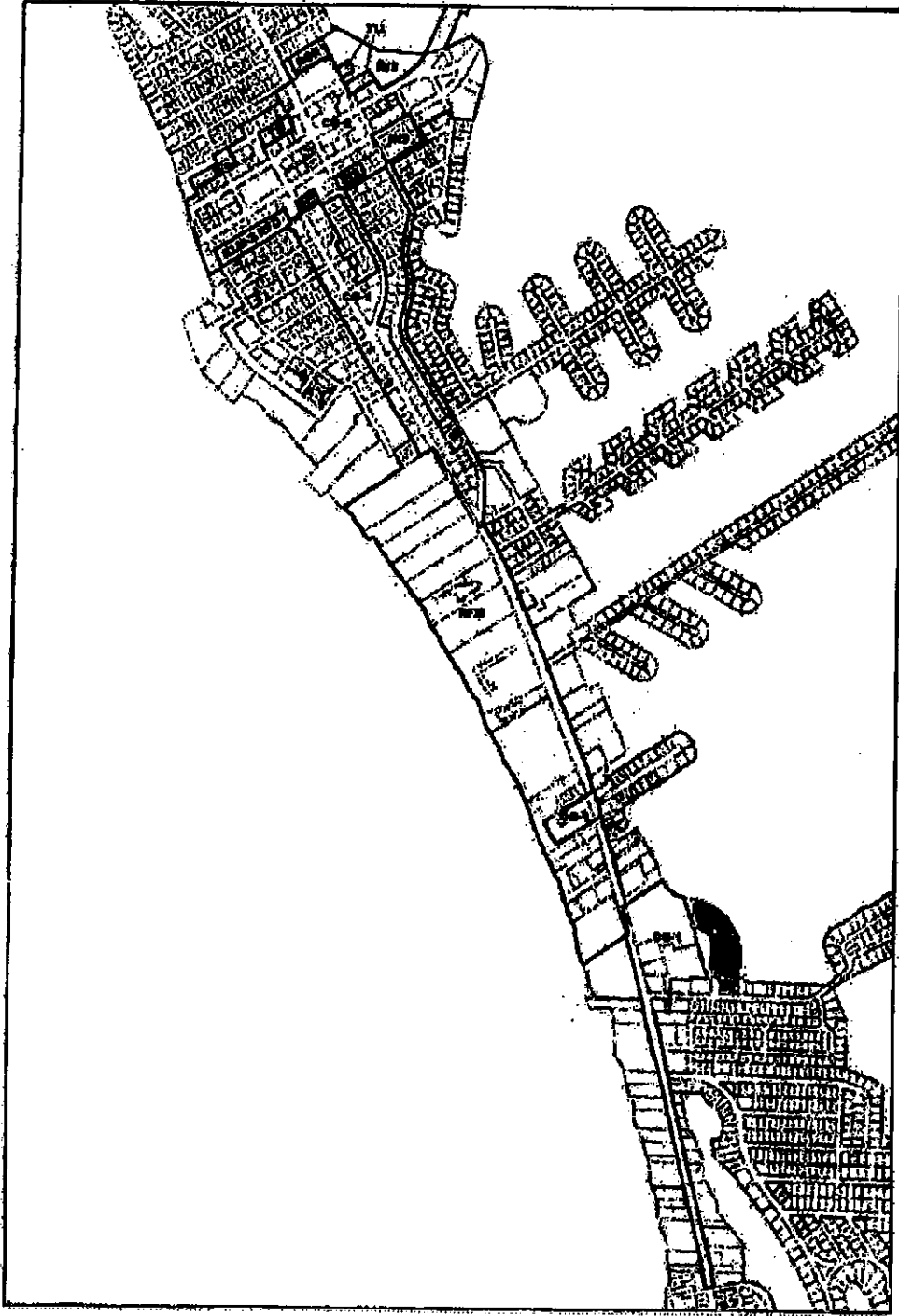


Study Area Map





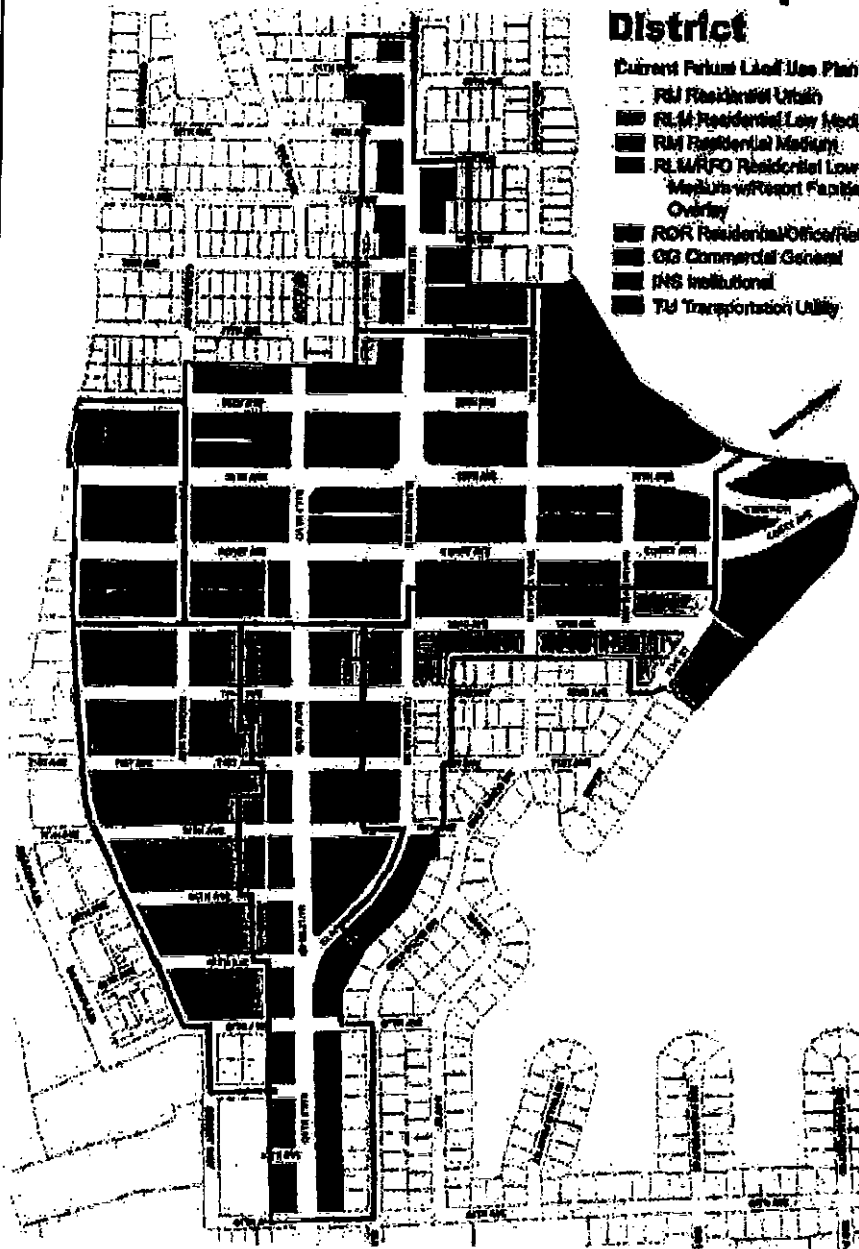
Zoning Map



Downtown Redevelopment District

Current Future Land Use Plan

- RL Residential Urban
- RLM Residential Low Medium
- RM Residential Medium
- RLMRPO Residential Low Medium w/Resort Facilities
- Overlay
- ROR Residential Office/Retail
- CG Commercial General
- INS Institutional
- TU Transportation Utility

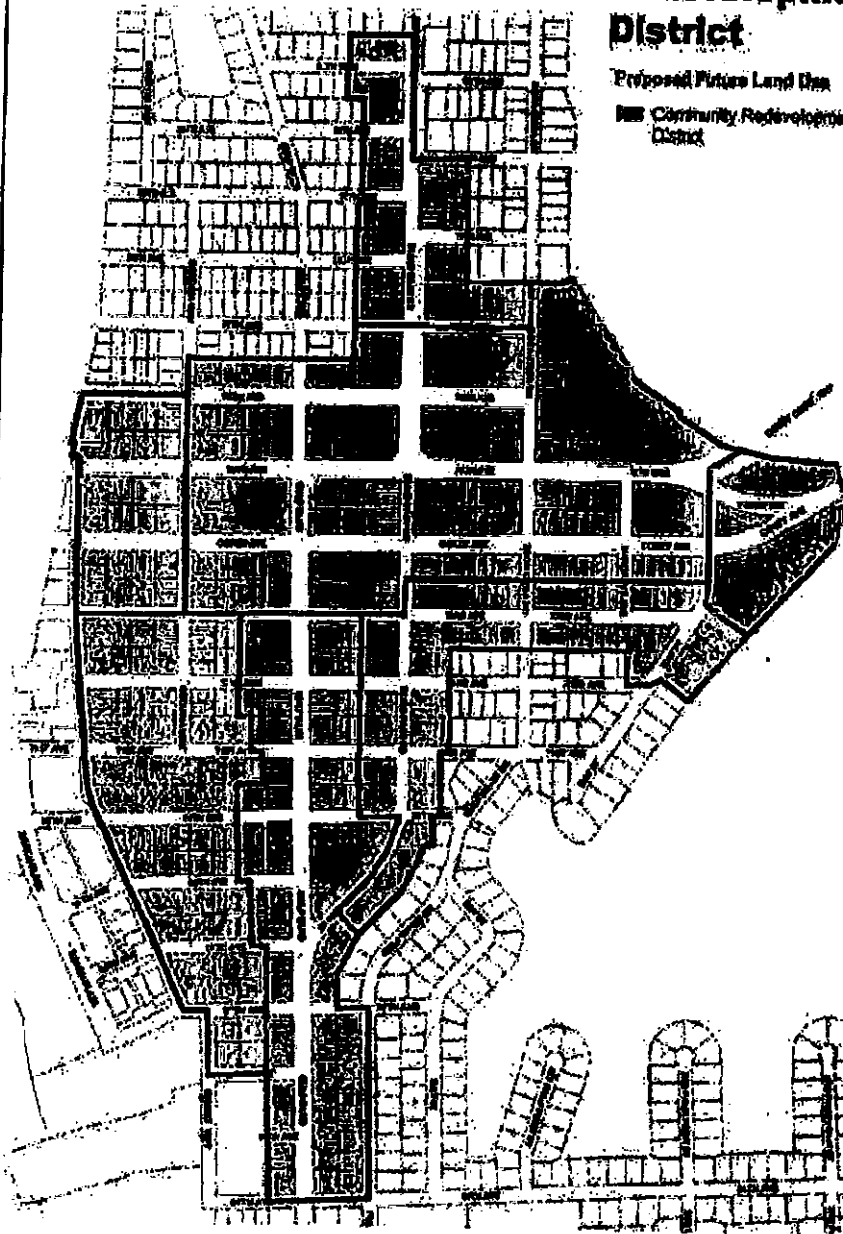


City of St. Pete Beach Planning Department
165 Corey Avenue
St. Pete Beach, Florida 33708
727.367.2738

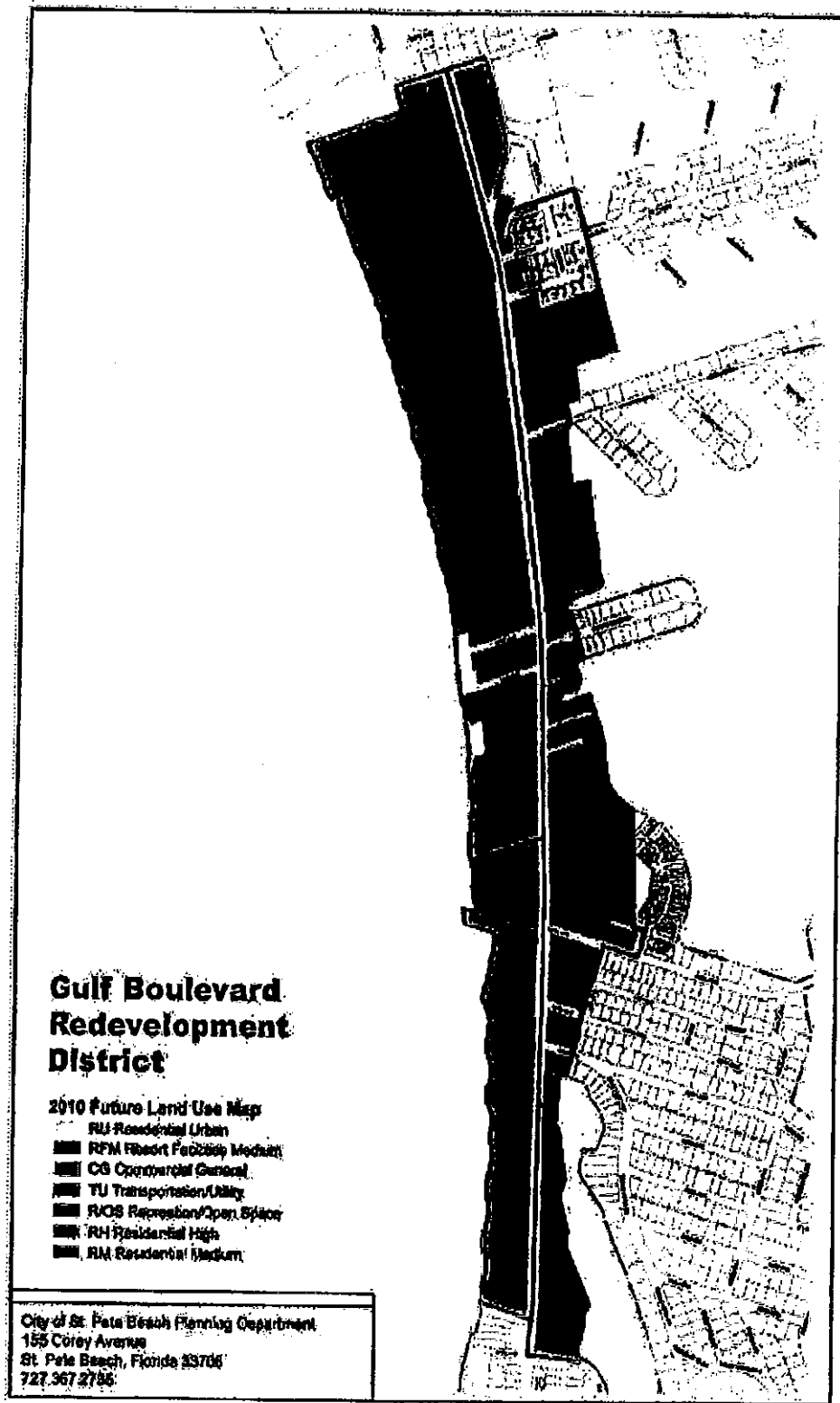
Downtown Redevelopment District

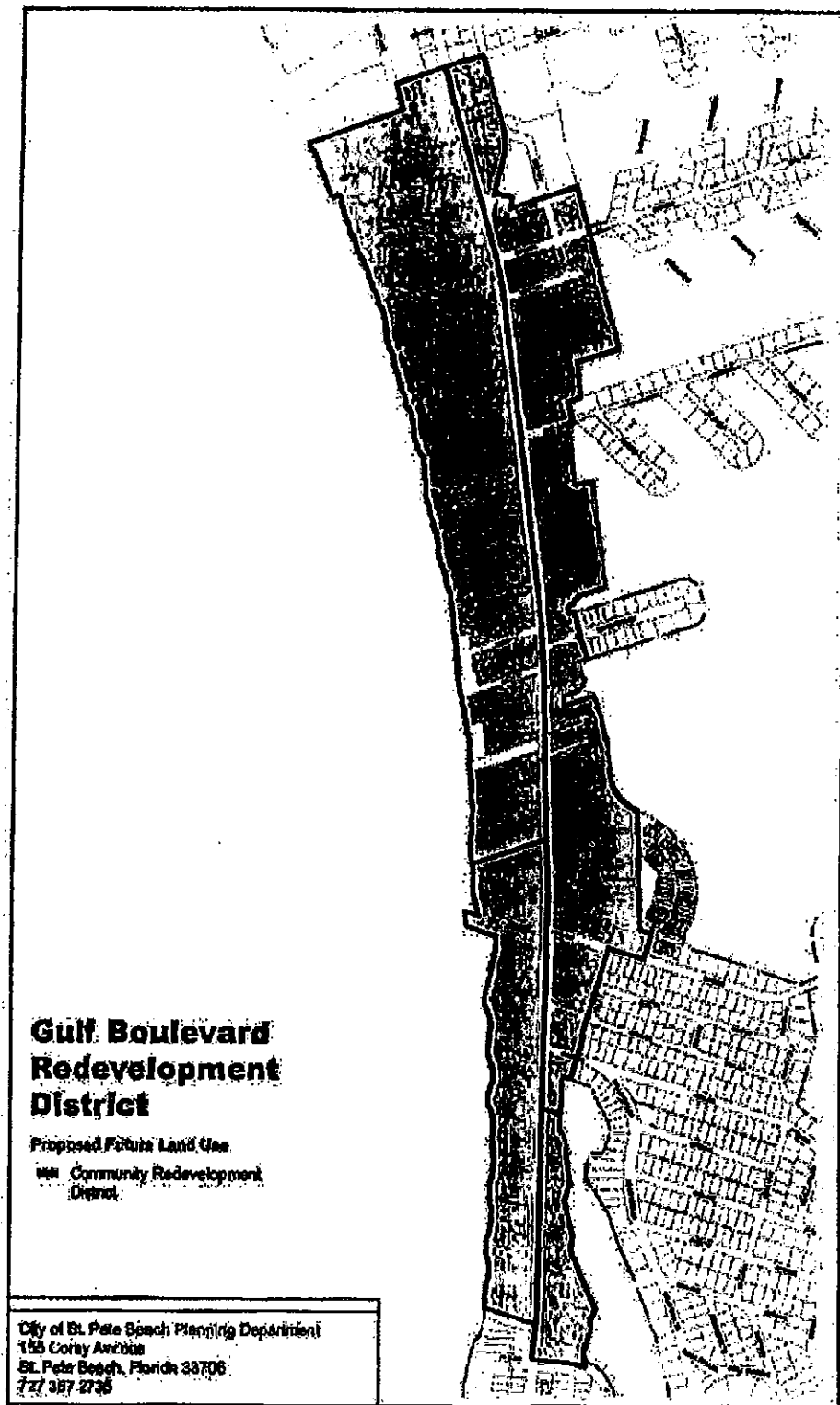
Proposed Future Land Use

Community Redevelopment
District



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





APPENDIX D

Building and Land Values

Old Pin	New Pin	Year	Use	Land Value	Bldg Value
62153136779940740100	363115779940740100	04	12	\$32,100	\$54,400
62153136783360080270	363115783360080270	04	10	\$35,100	\$0
62153136783360080280	363115783360080280	04	10	\$35,100	\$0
62153136783360080290	363115783360080290	04	10	\$35,100	\$0
62153136000004400300	363115000004400300	04	01	\$37,300	\$37,900
62153136000004400200	363115000004400200	04	01	\$37,300	\$23,900
62153136000004400100	363115000004400100	04	01	\$37,300	\$18,400
62153136783360080300	363115783360080300	04	10	\$42,100	\$0
62153136779940620090	363115779940620090	04	11	\$43,900	\$46,100
62153136306720530030	363115306720530030	04	10	\$47,600	\$5,100
62153136306720530040	363115306720530040	04	10	\$47,600	\$5,100
62153136306720530050	363115306720530050	04	10	\$47,600	\$0
62153136306720530060	363115306720530060	04	10	\$47,600	\$0
62153136306720620250	363115306720620250	04	10	\$47,600	\$0
62153136306720620260	363115306720620260	04	10	\$47,600	\$0
62153136306720620270	363115306720620270	04	10	\$47,600	\$0
62153136306720620280	363115306720620280	04	10	\$47,600	\$0
62153136779940540110	363115779940540110	04	10	\$51,000	\$8,800
62153136779940540140	363115779940540140	04	10	\$51,000	\$8,800
62153136779940700006	363115779940700006	04	10	\$51,000	\$0
62153136779940700007	363115779940700007	04	10	\$51,000	\$0
62153136783360050090	363115763360050090	04	10	\$52,100	\$1,500
62153136783360050100	363115783360050100	04	10	\$52,100	\$1,500
62153136783360040010	363115783360040010	04	10	\$52,400	\$2,800
62153136783360040050	363115783360040050	04	11	\$52,400	\$23,600
62153136306720530020	363115306720530020	04	10	\$53,600	\$0
62153136306720530070	363115306720530070	04	10	\$53,600	\$0
62153136306720620240	363115306720620240	04	10	\$53,600	\$0
62153136306720620290	363115306720620290	04	10	\$53,600	\$0
62153136779940740160	363115779940740160	04	10	\$57,500	\$0
62153136779940540030	363115779940540030	04	10	\$59,400	\$0
62153136306720530080	363115306720530080	04	10	\$59,500	\$0
62153136306720620300	363115306720620300	04	10	\$59,500	\$0
62153136306720530010	363115306720530010	04	17	\$59,500	\$117,200
62153136306720620230	363115306720620230	04	18	\$59,500	\$680,500
62153136051120050040	363115051120050040	04	70	\$59,500	\$0
62153136306720520090	363115306720520090	04	77	\$59,500	\$152,100
62153201347940060130	013215347940060130	04	10	\$62,600	\$0
62153136779940550150	363115779940550150	04	10	\$63,100	\$6,800
62153136779940730151	363115779940730151	04	41	\$63,100	\$49,900
62153136779940740070	363115779940740070	04	19	\$63,700	\$81,300
62163206000003301300	063216000003301300	04	91	\$66,300	\$300

Building and Land Values

Old Pin	New Pin	Year	Use	Land Value	Bldg Value
62153136779940730150	363115779940730150	04	17	\$66,900	\$88,100
62153136779940610090	363115779940610090	04	10	\$86,200	\$0
62153136779940600140	363115779940600140	04	10	\$69,000	\$6,000
62153136779940600150	363115779940600150	04	10	\$70,400	\$5,100
62153136779940620030	363115779940620030	04	10	\$75,000	\$0
62153136779940620130	363115779940620130	04	10	\$76,500	\$0
62153136779940620040	363115779940620040	04	19	\$76,500	\$58,500
62153136779940620131	363115779940620131	04	25	\$76,500	\$83,200
62153136779940620050	363115779940620050	04	10	\$77,300	\$0
62153201347940060120	013215347940060120	04	10	\$79,700	\$0
62153136779940670100	363115779940670100	04	41	\$81,900	\$51,400
62153136783360070040	363115783360070040	04	01	\$88,700	\$29,800
62153136779940540151	363115779940540151	04	01	\$88,700	\$50,600
62153136779940540150	363115779940540150	04	08	\$88,700	\$72,000
62153136779940540130	363115779940540130	04	11	\$89,300	\$44,700
62153136050940250030	363115050940250030	04	70	\$90,500	\$0
62153136779940560110	363115779940560110	04	10	\$91,000	\$6,800
62153136779940470080	363115779940470080	04	01	\$92,000	\$40,000
62153136779940420050	363115779940420050	04	01	\$92,000	\$37,100
62153136779940740080	363115779940740080	04	08	\$92,400	\$33,700
62153136779940680130	363115779940680130	04	08	\$92,400	\$56,700
62153136779940710080	363115779940710080	04	10	\$93,500	\$0
62153136779940710070	363115779940710070	04	10	\$93,500	\$0
62153136000003100100	363115000003100100	04	10	\$93,600	\$12,300
62153136783360020010	363115783360020010	04	17	\$95,200	\$154,800
62153136779940740110	363115779940740110	04	27	\$95,500	\$92,000
62153136779940420030	363115779940420030	04	11	\$97,600	\$44,400
62153136779942250050	363115779942250050	04	08	\$98,000	\$152,000
62153136779942250060	363115779942250060	04	01	\$99,900	\$41,400
62153136779942250070	363115779942250070	04	08	\$99,900	\$69,700
62153136050940280020	363115050940280020	04	10	\$101,200	\$3,200
62153136779940700002	363115779940700002	04	10	\$102,000	\$12,600
62153136779940700003	363115779940700003	04	10	\$102,000	\$0
62153136050940260010	363115050940260010	04	08	\$102,400	\$79,300
62153136779942250010	363115779942250010	04	27	\$102,600	\$40,000
62153201347940060110	013215347940060110	04	10	\$103,700	\$0
62153136783360050010	363115783360050010	04	11	\$104,700	\$40,300
62153136783360050070	363115783360050070	04	11	\$104,700	\$108,100
62153136779940600120	363115779940600120	04	21	\$106,300	\$128,700
62163206081000000060	063216081000000060	04	01	\$106,900	\$60,000
62153136779940620080	363115779940620080	04	21	\$107,100	\$262,900
62153136779940560060	363115779940560060	04	01	\$107,400	\$42,900
62153136779940560050	363115779940560050	04	08	\$107,500	\$137,500

Building and Land Values

Old Pin	New Pin	Year	Use	Land Value	Bldg Value
62153136779940560100	363115779940560100	04	08	\$107,500	\$197,500
62153136779940560020	363115779940560020	04	08	\$108,300	\$118,500
62153136779940580080	363115779940580080	04	08	\$108,500	\$116,800
62153136779940570080	363115779940570080	04	08	\$108,500	\$70,300
62153136051120050050	363115051120050050	04	71	\$108,500	\$71,000
62153136135900000010	363115135900000010	04	21	\$109,800	\$115,400
62153136779940710110	363115779940710110	04	19	\$110,500	\$54,500
62163208081000000130	063216081000000130	04	08	\$111,300	\$58,000
62153201347940080140	013215347940060140	04	10	\$111,600	\$10,200
62153136779940570050	363115779940570050	04	01	\$112,400	\$16,900
62153136779940570090	363115779940570090	04	01	\$112,400	\$48,500
62153136779940570100	363115779940570100	04	01	\$112,400	\$171,500
62153136779940570120	363115779940570120	04	01	\$112,400	\$32,900
62153136779940570070	363115779940570070	04	01	\$112,400	\$33,500
62153136779940710120	363115779940710120	04	01	\$112,400	\$23,800
62153136779940570110	363115779940570110	04	08	\$112,400	\$103,400
62153136779940580010	363115779940580010	04	10	\$112,600	\$0
62153136779940800130	363115779940600130	04	11	\$112,600	\$202,400
62153136779940680180	363115779940680180	04	19	\$112,600	\$92,400
62153136779940580050	363115779940580050	04	08	\$113,000	\$80,200
62153136779940570160	363115779940570160	04	08	\$113,600	\$41,800
62153136779940560010	363115779940560010	04	08	\$113,600	\$89,700
62153136779940690110	363115779940690110	04	12	\$113,700	\$111,300
62153136779940560120	363115779940560120	04	17	\$113,700	\$16,300
62153136779940690100	363115779940690100	04	49	\$113,700	\$11,900
62153136779940570130	363115779940570130	04	08	\$114,000	\$161,100
62153136779940580070	363115779940580070	04	39	\$114,200	\$155,800
62153136779940570080	363115779940570080	04	39	\$114,200	\$110,600
62153136779940580030	363115779940580030	04	08	\$114,300	\$36,900
62153136779940580060	363115779940580060	04	21	\$114,800	\$85,200
62153136779940570150	363115779940570150	04	08	\$114,900	\$102,700
62153136050940260060	363115050940260060	04	01	\$115,300	\$32,500
62153136779942250080	363115779942250080	04	08	\$116,300	\$48,000
62153136779942250081	363115779942250081	04	08	\$116,300	\$83,900
62153136779940570020	363115779940570020	04	06	\$116,300	\$47,600
62153136779940560070	363115779940560070	04	08	\$116,900	\$96,900
62153136779940710100	363115779940710100	04	08	\$116,900	\$80,300
62153201347940080100	013215347940060100	04	10	\$117,400	\$0
62153136000004400400	363115000004400400	04	08	\$118,000	\$61,700
62153136779940580020	363115779940580020	04	08	\$118,900	\$76,100
62153136783360080110	363115783360080110	04	10	\$119,300	\$0
62153136779940710130	363115779940710130	04	08	\$120,300	\$54,000
62153136779940710140	363115779940710140	04	08	\$120,300	\$64,100

Building and Land Values

Old Pin	New Pin	Year	Use	Land Value	Bldg Value
62153136779940740010	363115779940740010	04	27	\$126,100	\$83,000
62163206081000000120	063216081000000120	04	08	\$126,800	\$94,500
62153136051300020020	363115051300020020	04	91	\$127,500	\$20,500
62153136779940610110	363115779940610110	04	32	\$131,000	\$194,000
62153136779940710050	363115779940710050	04	08	\$131,700	\$111,400
62153136779940430130	363115779940430130	04	10	\$135,000	\$0
62153136779940570030	363115779940570030	04	10	\$135,200	\$0
62153136779940580040	363115779940580040	04	21	\$135,200	\$309,800
62153136779940570040	363115779940570040	04	33	\$135,200	\$19,500
62153136779940610120	363115779940610120	04	11	\$136,400	\$205,300
62153136347760060010	363115347760060010	04	08	\$136,500	\$65,600
62153136779940430140	363115779940430140	04	11	\$137,500	\$142,500
62153136779940570010	363115779940570010	04	08	\$142,400	\$222,600
62153136050940250040	363115050940250040	04	01	\$148,600	\$101,000
62153136779940540090	363115779940540090	04	11	\$148,800	\$111,200
62153136779940540120	363115779940540120	04	11	\$148,800	\$148,200
62153136779940600110	363115779940600110	04	12	\$148,800	\$251,200
62153136779940540040	363115779940540040	04	17	\$149,800	\$100,200
62153136779940420040	363115779940420040	04	12	\$153,900	\$146,100
62153136347760060080	363115347760060080	04	27	\$156,100	\$77,700
62153136783360070010	363115783360070010	04	12	\$157,100	\$74,900
62153136783360030080	363115783360030080	04	17	\$157,100	\$52,900
62153136783360040020	363115783360040020	04	21	\$157,100	\$7,900
62153136000003100400	363115000003100400	04	10	\$158,900	\$0
62153125780840000141	253115780840000141	04	08	\$159,100	\$35,900
62153136779940600160	363115779940600160	04	11	\$159,800	\$160,200
62153136779942250030	363115779942250030	04	08	\$163,400	\$94,100
62163206081180000460	063216081180000460	04	08	\$163,500	\$78,100
62153136000003100500	363115000003100500	04	33	\$164,600	\$115,400
62153136779940700004	363115779940700004	04	08	\$170,300	\$99,200
62153136779940740130	363115779940740130	04	11	\$178,200	\$76,800
62153136783360020030	363115783360020030	04	12	\$190,400	\$59,600
62153136783360020070	363115783360020070	04	22	\$190,400	\$9,600
62153136779940460160	363115779940460160	04	39	\$193,400	\$236,600
62153136347760050150	363115347760050150	04	11	\$199,900	\$126,100
62153136308720630230	363115306720630230	04	27	\$202,400	\$107,600
62153136347760050120	363115347760050120	04	10	\$212,400	\$11,400
62153136347760050140	363115347760050140	04	10	\$212,400	\$0
62153136347760060050	363115347760060050	04	12	\$212,400	\$302,600
62153136347760060030	363115347760060030	04	19	\$212,400	\$12,600
62153136347760050130	363115347760050130	04	21	\$212,400	\$7,600
62153136347760060040	363115347760060040	04	21	\$212,400	\$57,600
62153136779940600080	363115779940600080	04	11	\$212,500	\$167,500

Building and Land Values

Old Pin	New Pin	Year	Use	Land Value	Bldg Value
62153136779940700005	363115779940700005	04	19	\$218,300	\$281,700
62153136779940700001	363115779940700001	04	23	\$219,300	\$570,700
62153136779940710080	363115779940710080	04	39	\$221,000	\$99,000
62153136347760060070	363115347760060070	04	11	\$223,800	\$96,200
62153136347760050110	363115347760050110	04	17	\$224,900	\$100,100
62153136779940610010	363115779940610010	04	11	\$225,300	\$169,700
62153136779940690010	363115779940690010	04	21	\$227,400	\$44,000
62153136779940580100	363115779940580100	04	39	\$228,400	\$31,600
62153136779940560150	363115779940560150	04	39	\$228,400	\$181,600
62153136779940600070	363115779940600070	04	11	\$233,800	\$144,200
62153136347760050090	363115347760050090	04	11	\$237,400	\$87,800
62153136779940540010	363115779940540010	04	89	\$239,200	\$380,500
62153136347760010030	363115347760010030	04	11	\$239,700	\$90,300
62153136050940250010	363115050940250010	04	77	\$240,900	\$114,000
62153136000003100600	363115000003100600	04	10	\$245,100	\$0
62153136347760050160	363115347760050160	04	17	\$249,900	\$85,100
62153136347760050100	363115347760050100	04	19	\$249,900	\$35,100
62153136347760060020	363115347760060020	04	33	\$249,900	\$60,100
62153136779940580090	363115779940580090	04	48	\$252,300	\$137,700
62153125780840000143	253115780840000143	04	12	\$260,700	\$24,300
62153136779940710010	363115779940710010	04	21	\$261,300	\$118,700
62153136783360040060	363115783360040060	04	11	\$261,800	\$123,200
62153136783360070060	363115783360070060	04	11	\$261,800	\$108,200
62153136779940600030	363115779940600030	04	27	\$262,000	\$58,800
62153136779940560030	363115779940560030	04	39	\$274,100	\$350,900
62153136779940560080	363115779940560080	04	39	\$274,100	\$215,900
62153136779940600010	363115779940600010	04	11	\$276,300	\$68,700
62153136779940430150	363115779940430150	04	17	\$286,300	\$48,700
62153136779940680030	363115779940680030	04	11	\$286,500	\$396,000
62163206081720000210	063216081720000210	04	08	\$286,100	\$361,900
62153136779940550030	363115779940550030	04	17	\$295,600	\$79,400
62153136306720520100	363115306720520100	04	17	\$297,500	\$637,700
62153136051120050010	363115051120050010	04	71	\$297,500	\$542,100
62153136779940610140	363115779940610140	04	76	\$300,100	\$325,700
62153136347760060060	363115347760060060	04	11	\$312,400	\$32,600
62163206655200000010	063216655200000010	04	12	\$318,800	\$135,600
62153136779940420010	363115779940420010	04	11	\$322,400	\$52,600
62153136779940470010	363115779940470010	04	27	\$323,400	\$85,300
62153136779940690030	363115779940690030	04	91	\$327,400	\$372,100
62153136779940670010	363115779940670010	04	17	\$329,000	\$196,000
62153136779940540050	363115779940540050	04	11	\$334,200	\$255,800
62153136347760060090	363115347760060090	04	41	\$350,500	\$49,500
62153136779940540180	363115779940540180	04	11	\$357,000	\$208,000

Building and Land Values

Old Pin	New Pin	Year	Use	Land Value	Bldg Value
62153136779940810030	363115779940610030	04	11	\$365,500	\$85,400
62153136783360030010	363115783360030010	04	11	\$366,500	\$153,500
62153136050940260030	363115050940260030	04	88	\$380,800	\$39,200
62153136779940690130	363115779940690130	04	33	\$382,000	\$48,000
62153136779940460130	363115779940460130	04	12	\$414,400	\$185,600
62153136783360080010	363115783360080010	04	11	\$418,900	\$166,100
62153136000001400300	363115000001400300	04	19	\$425,900	\$124,100
62153136779940560130	363115779940560130	04	11	\$434,900	\$345,100
62153136779940550080	363115779940550080	04	23	\$445,700	\$529,300
62153136779940470030	363115779940470030	04	11	\$453,300	\$399,200
62153136779940550010	363115779940550010	04	89	\$480,100	\$719,400
62153136779940680140	363115779940680140	04	11	\$501,500	\$78,600
62163208000003301000	063216000003301000	04	11	\$515,000	\$213,300
62153136783360060010	363115783360060010	04	23	\$523,600	\$201,400
62153136779940750010	363115779940750010	04	11	\$700,100	\$2,049,900
62153136308720630160	363115308720630160	04	89	\$704,700	\$1,224,800
62153136347760020090	363115347760020090	04	11	\$758,600	\$571,400
62163206000003301400	063216000003301400	04	21	\$892,100	\$207,900
62153136779940590010	363115779940590010	04	11	\$1,035,400	\$1,014,600
62153136000001400100	363115000001400100	04	21	\$1,202,600	\$197,400
62153136779940680010	363115779940680010	04	11	\$1,328,700	\$1,271,300
62163206000003300800	063216000003300800	04	11	\$1,604,100	\$1,495,900
62163206000003300500	063216000003300500	04	11	\$3,758,400	\$2,843,600
62163206000003200500	063216000003200500	04	39	\$4,411,000	\$7,189,000
62153136779880000010	363115779880000010	04	89	\$4,868,500	\$1,970,600
62163206000003300400	063216000003300400	04	39	\$8,017,200	\$882,800
62153201000001100400	013215000001100400	04	39	\$8,699,700	\$5,800,300
62163206000002300200	063216000002300200	04	39	\$10,452,800	\$4,747,200
62163206801720000010	063216801720000010	04	39	\$20,491,300	\$5,008,700
62163206000002300300	063216000002300300	04	39	<u>\$23,272,300</u>	<u>\$15,227,700</u>
				\$127,915,100	\$73,511,200

Exhibit C

George Kinney

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

See below

Chelsey Welden

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

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

Good morning:

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

Erin

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

Alright thank you so much!

Chelsey Welden

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

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

Yep, looks the same to me!

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

Use Code: 3251 Enclosed Theater (movie or playhouse, etc.) Neighborhood: 5300 AREA = 53; NEB is NL Ownership: 1

Owner Names (1) | Lienancy (0)

N	Owner Name	M	Ro
1	ST PETE BEACH THEATRE LLC		

Owner Address:

Address: 315 COREY AVE

City: ST PETERSBURG

State: FL Zip: 33706-1816

Country:

Use Code: 3251 Enclosed Theater (movie or playhouse, etc.)

Millage: SPB ST PETE BEACH

Neighborhood: 5300 AREA = 53; NEB is NL

Subdivision: 77994 ST PETERSBURG BEACH

Millage Details

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

District Code	District Name	Taxable Value	Final Tax Rate	T
10A	GENERAL FUND	\$428,000	5.010500	
10C	HEALTH DEPARTMENT	\$428,000	0.062200	
17A	PINELLAS PLANNING COUNCIL	\$428,000	0.012500	
18	EMERGENCY MEDICAL SERVICE	\$428,000	0.315800	
12A	PINELLAS COUNTY SCHOOL BOARD	\$428,000	5.554000	
12B	SCHOOL LOCAL	\$428,000	2.748000	
SPB	ST. PETE BEACH	\$428,000	3.281500	
17C	SW FLORIDA WATER MANAGEMENT	\$428,000	0.392800	
17B	JUVENILE WELFARE BOARD	\$428,000	0.898100	
SPD	ST. PETE BEACH DEBT	\$428,000	0.087600	
10B		\$428,000	0.000000	
17D		\$428,000	0.000000	
			18.963000	

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

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

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

315 Corey Avenue, St. Pete Beach 33706

Chelsey Welden

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

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

Cc: Coffey, Amanda
Subject: RE: question

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

Erin

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

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

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

Ok, thank you Erin!

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

Chelsey Welden

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

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

Hi Chelsey,

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

Erin

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

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

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

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

Hi Erin,

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

Thanks,

Chelsey Welden

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

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

CRA Transmittal Contacts

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

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

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

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

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

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

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

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

SENDER: COMPLETE THIS SECTION

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

1. Article Addressed to:

Ms. Claude Pharamaj, MD
Director, Raelles City Health Dept.
205 Martin Luther King St. N.
S. Petersburg, FL 33701

2. Article N
(Transfer to service label)

7010 0780 0002 0585 0962

PS Form 3811, February 2004

Domestic Return Receipt

102595-02-M-1540

COMPLETE THIS SECTION ON DELIVERY

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

3. Service Type

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

4. Restricted Delivery? (Extra Fee)

☐ Yes

SENDER: COMPLETE THIS SECTION

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

1. Article Addressed to:

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

2. Article N
(Transfer to service label)

7010 0780 0002 0585 0979

PS Form 3811, February 2004

Domestic Return Receipt

102595-02-M-1540

COMPLETE THIS SECTION ON DELIVERY

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

3. Service Type

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

4. Restricted Delivery? (Extra Fee)

☐ Yes

U.S. Postal Service
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OFFICIAL USE

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

Postmark
Here

Sent To

Street, Apt. No.,
or PO Box No.

City, State, ZIP+4

PS Form 3800, August 2006

See Reverse for Instructions

U.S. Postal Service
CERTIFIED MAIL[®] RECEIPT
(Domestic Mail Only: No Insurance Coverage Provided)

For delivery information visit our website at www.usps.com

OFFICIAL USE

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

Postmark
Here

Sent To

Street, Apt. No.,
or PO Box No.

City, State, ZIP+4

PS Form 3800, August 2006

See Reverse for Instructions

SENDER: COMPLETE THIS SECTION

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

1. Article Addressed to:

*Ms. D. Gray Lancaster
Executive Director
Paeleis City Juvenile Welfare B.
14155 58th Street N., Suite 60
Clearwater, FL 33760*

2. Article N
(Transfer to service label)

7010 0780 0002 0585 0955

PS Form 3811, February 2004

Domestic Return Receipt

102395-02-M-1540

COMPLETE THIS SECTION ON DELIVERY

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

3. Service Type

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

SENDER: COMPLETE THIS SECTION

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

1. Article Addressed to:

*Mr. Craig Here
Public Safety Services
Paeleis City EMS, Logo
12490 Ulmerton Road
Largo, FL 33774*

2. Article N
(Transfer to service label)

7010 0780 0002 0585 0924

PS Form 3811, February 2004

Domestic Return Receipt

102395-02-M-1540

COMPLETE THIS SECTION ON DELIVERY

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

3. Service Type

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

U.S. Postal Service

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OFFICIAL USE

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

Postmark Here

Sent to *Mr. Valentin Ctr*
Street, Apt. No., or PO Box No.
City, State, ZIP+4

PS Form 3800, August 2006

See Reverse for Instructions

7010 0780 0002 0585 0955

U.S. Postal Service
CERTIFIED MAIL[®] RECEIPT
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For delivery information visit our website at www.usps.com.

OFFICIAL USE

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

Postmark Here

Sent to *Craig Here EMS*
Street, Apt. No., or PO Box No.
City, State, ZIP+4

PS Form 3800, August 2006

See Reverse for Instructions

7010 0780 0002 0585 0924

SENDER: COMPLETE THIS SECTION

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

1. Article Addressed to:

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

2. Article No.
(Transfer to service label)

PS Form 3811, February 2004

Domestic Return Receipt

102595-02-M-1540

COMPLETE THIS SECTION ON DELIVERY

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

3. Service Type

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

4. Restricted Delivery? (Extra Fee)

- ☐ Yes ☐ No

SENDER: COMPLETE THIS SECTION

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

1. Article Addressed to:

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

2. Article No.
(Transfer to service label)

PS Form 3811, February 2004

Domestic Return Receipt

102595-02-M-1540

COMPLETE THIS SECTION ON DELIVERY

- A. Signature Robert M. M... ☐ Agent ☐ Addressee
- B. Received by (Printed Name) Robert M. M... C. Date of Delivery 6/18/13
- D. Is delivery address different from item 1? ☐ Yes ☒ No
If YES, enter delivery address below:

3. Service Type

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

4. Restricted Delivery? (Extra Fee)

- ☐ Yes ☐ No

7010 0780 0002 0585 0948

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

Sent to City Public Schools
Street, Apt. No., or PO Box No.
City, State, ZIP+4

PS Form 3800, August 2005 See Reverse for Instructions

7010 0780 0002 0585 0931

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OFFICIAL USE

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

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

PS Form 3800, August 2005 See Reverse for Instructions

U.S. Postal ServiceTM
CERTIFIED MAILTM RECEIPT
(Domestic Mail Only; No Insurance Coverage Provided)

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OFFICIAL USE

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

Postmark
Here

Sent To _____
 Street Apt. No.,
 or PO Box No. _____
 City, State, Zip+4 _____

PS Form 3800, August 2006 See Reverse for Instructions

7010 0780 0002 0585 0986

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For delivery information visit our website at www.usps.com

OFFICIAL USE

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

Postmark
Here

Sent To _____
 Street Apt. No.,
 or PO Box No. _____
 City, State, Zip+4 _____

PS Form 3800, August 2006 See Reverse for Instructions

7010 0780 0002 0585 0993



THE SUNSET CAPITAL OF FLORIDA

Community Development Department

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

June 18, 2013

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

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

Dear Mr. Crawford,

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

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

Please feel free to contact me with any additional comments or questions at 727.363.9265 or by email at g.kinney@stpetebeach.org.

Sincerely,

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

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

Enc.

CRA Chronology

2003

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

2004

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

2005

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

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

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

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

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

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

2006

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

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

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

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

2008

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

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

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

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

2009

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

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

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

2010

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

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

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

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

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

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

APPENDIX B:

Increment Revenue Financing Tables

Annual TIF Revenue Table

Annual TIF Revenue Table																		
Year		Pinellas Incremental Property Tax Levy/Revenue				St Pete Beach Incremental Property Tax Levy/Revenue				Total TIF Revenue								
TIF	Calen- dar	Incremental Taxable Value	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	TIF Revenue
1	2014	\$5,660,764	5.3377	\$0	\$0	\$0	\$0		\$0	\$0	2.8569	\$0	\$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	\$44,068		\$0	\$44,068
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	\$116,770		\$0	\$116,770
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	\$197,679		\$0	\$197,679
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	\$399,575		\$0	\$399,575
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	\$496,378		\$0	\$496,378
7	2020	\$92,478,018	5.3377	\$413,943	\$393,246	75%	\$98,312	\$294,935	2.8569	\$221,555	\$210,477	75%	\$52,619	\$157,858	\$452,793		\$0	\$452,793
8	2021	\$125,948,004	5.3377	\$493,620	\$468,939	75%	\$117,235	\$351,704	2.8569	\$264,200	\$250,990	75%	\$62,748	\$188,243	\$539,947		\$0	\$539,947
9	2022	\$143,963,326	5.3377	\$672,273	\$638,659	75%	\$159,665	\$478,994	2.8569	\$359,821	\$341,830	75%	\$85,457	\$256,372	\$735,367		\$0	\$735,367
10	2023	\$163,962,496	5.3377	\$768,380	\$729,961	75%	\$182,490	\$547,471	2.8569	\$411,260	\$390,697	75%	\$97,674	\$293,023	\$840,493		\$0	\$840,493
11	2024	\$186,212,576	5.3377	\$875,183	\$831,423	75%	\$207,856	\$623,568	2.8569	\$468,424	\$445,003	75%	\$111,251	\$333,752	\$957,320		\$0	\$957,320
12	2025	\$231,065,338	5.3377	\$993,947	\$944,250	75%	\$236,062	\$708,187	2.8569	\$531,991	\$505,391	75%	\$126,348	\$379,043	\$1,087,231		\$0	\$1,087,231
13	2026	\$258,229,239	5.3377	\$1,233,357	\$1,171,690	75%	\$292,922	\$878,767	2.8569	\$660,131	\$627,124	75%	\$156,781	\$470,343	\$1,349,110		\$0	\$1,349,110
14	2027	\$288,131,579	5.3377	\$1,378,350	\$1,309,433	75%	\$327,358	\$982,075	2.8569	\$737,735	\$700,848	75%	\$175,212	\$525,636	\$1,507,711		\$0	\$1,507,711
15	2028	\$321,606,498	5.3377	\$1,537,960	\$1,461,062	75%	\$365,265	\$1,095,796	2.8569	\$823,163	\$782,005	75%	\$195,501	\$586,504	\$1,682,300		\$0	\$1,682,300
16	2029	\$385,077,267	5.3377	\$1,716,639	\$1,630,807	75%	\$407,702	\$1,223,105	2.8569	\$918,798	\$872,858	75%	\$218,214	\$654,643	\$1,877,749		\$0	\$1,877,749
17	2030	\$426,800,001	5.3377	\$2,055,427	\$1,952,656	75%	\$488,164	\$1,464,492	2.8569	\$1,100,127	\$1,045,121	75%	\$261,280	\$783,841	\$2,248,332		\$0	\$2,248,332
18	2031	\$379,594,507	5.3377	\$2,278,130	\$2,164,224	75%	\$541,056	\$1,623,168	2.8569	\$1,219,325	\$1,158,359	75%	\$289,590	\$968,769	\$2,491,937		\$0	\$2,491,937
19	2032	\$297,906,157	5.3377	\$2,026,162	\$1,924,854	75%	\$481,213	\$1,443,640	2.8569	\$1,084,464	\$1,030,240	75%	\$257,560	\$772,680	\$2,216,320		\$0	\$2,216,320
20	2033	\$297,906,157	5.3377	\$1,590,134	\$1,510,627	75%	\$377,657	\$1,132,970	2.8569	\$851,088	\$808,534	75%	\$202,133	\$606,400	\$1,739,371		\$0	\$1,739,371
21	2034	\$330,517,697	5.3377	\$1,590,134	\$1,510,627	75%	\$377,657	\$1,132,970	2.8569	\$851,088	\$808,534	75%	\$202,133	\$606,400	\$1,739,371		\$0	\$1,739,371
22	2035	\$405,949,621	5.3377	\$1,764,204	\$1,675,994	75%	\$418,999	\$1,256,996	2.8569	\$944,256	\$897,043	75%	\$224,261	\$672,782	\$1,929,778		\$0	\$1,929,778
23	2036	\$462,207,930	5.3377	\$2,166,837	\$2,058,495	75%	\$514,624	\$1,543,872	2.8569	\$1,159,757	\$1,101,770	75%	\$275,442	\$826,327	\$2,370,199		\$0	\$2,370,199
24	2037	\$527,049,859	5.3377	\$2,467,127	\$2,343,771	75%	\$585,943	\$1,757,828	2.8569	\$1,320,482	\$1,254,458	75%	\$313,614	\$940,843	\$2,698,671		\$0	\$2,698,671
25	2038	\$602,614,976	5.3377	\$2,813,234	\$2,672,572	75%	\$668,143	\$2,004,429	2.8569	\$1,505,729	\$1,430,442	75%	\$357,611	\$1,072,832	\$3,077,261		\$0	\$3,077,261
26	2039	\$730,183,339	5.3377	\$3,216,578	\$3,055,749	75%	\$763,937	\$2,291,812	2.8569	\$1,721,611	\$1,635,530	75%	\$408,883	\$1,226,648	\$3,518,459		\$0	\$3,518,459
27	2040	\$833,569,555	5.3377	\$3,897,500	\$3,702,625	75%	\$925,656	\$2,776,968	2.8569	\$2,086,061	\$1,981,758	75%	\$495,439	\$1,486,318	\$4,263,287		\$0	\$4,263,287
28	2041	\$955,774,733	5.3377	\$4,449,344	\$4,226,877	75%	\$1,056,719	\$3,170,158	2.8569	\$2,381,425	\$2,262,354	75%	\$565,588	\$1,696,765	\$4,866,923		\$0	\$4,866,923
29	2042	\$1,100,410,297	5.3377	\$5,101,639	\$4,846,557	75%	\$1,211,639	\$3,634,918	2.8569	\$2,730,553	\$2,594,025	75%	\$648,506	\$1,945,519	\$5,580,437		\$0	\$5,580,437
30	2043	\$1,339,631,146	5.3377	\$5,873,660	\$5,579,977	75%	\$1,394,994	\$4,184,983	2.8569	\$3,143,762	\$2,986,574	75%	\$746,644	\$2,239,931	\$6,424,913		\$0	\$6,424,913

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.
Policy 1.1.10	The City shall offer incentives for the location and construction of affordable, Green, on-site workforce living accommodations
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
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-renewable
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
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
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 develop-
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, all permits for future development and redevelopment activities shall be issued only if public facilities necessary to meet the level of service standards adopted pursuant to this comprehensive plan
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 waterfront project that may also include marina facilities.
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 im-
Community Redevelopment District	
CRD	Community Redevelopment District Locational Criteria:
Policy 1.1.5	Encourage site design that promotes safe, comfortable pedestrian pathways internally within the site and provides externally pedestrian pathway linkages to activity centers, shopping, dining and entertainment.
Objective 2.1	Create livable, healthy streets that are designed and oriented towards safe pedestrian and bicycle movement.

Community Redevelopment District, (cont.)	
CRD	Community Redevelopment District Locational Criteria:
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 lane - 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.
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

Community Redevelopment District, (cont.)	
CRD	Community Redevelopment District Locational Criteria:
CRD General Standards	j) Community Improvements Plan and Fund. The City shall establish by Ordinance a Community Improvements Fund within the Community Redevelopment District (CRD). Thereafter, the City shall amend Division 41 of the LDC and adopt an impact fee schedule based upon the adopted Community Improvements Plan ("CI Plan"). The City shall prepare and adopt a CI Plan containing safety, capital improvements and public amenities for the CRD with an associated schedule of costs supported by the necessary and appropriate documentation of projected costs that considers a reasonable estimate of the number of temporary lodging units, as well as residential units and nonresidential building area anticipated to be redeveloped within the CRD. In addition, the City, when establishing the impact fees shall consider the shared public benefit and other committed revenue sources available for funding certain public improvements and amenities within the CRD and the community redevelopment area previously approved by BCC Resolution 06-191 on October 10, 2006.
Gulf Boulevard Redevelopment District	
CRD	Gulf Boulevard Redevelopment District Locational Criteria:
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 1.3	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.

Gulf Boulevard Redevelopment District, (cont.)	
CRD	Gulf Boulevard Redevelopment District Locational Criteria:
Objective 1.5	The Gulf Boulevard Redevelopment District shall be a safe environment for both residents and visitors, and real and perceived public safety issues will be addressed including improved lighting, improved pedestrian circulation on the east and west sides of Gulf Boulevard and crossing Gulf Boulevard, improved bicycle lanes for safer circulation for all modes of non-vehicular transportation, and shall consider traffic flow devices and improvements to assist in daily traffic flow and emergency evacuation.
Objective 1.6	The City shall recognize the unique features of Gulf Boulevard and shall implement the Gulf Boulevard Improvement Program or develop a Master Boulevard plan that promotes uniform beautification landscape standards, provides a pedestrian and bicyclist-friendly and safe environment that minimizes pedestrian-vehicular conflict and bicycle-vehicular conflict.
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 2.3:	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 rein-
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.

Gulf Boulevard Redevelopment District, (cont.)	
CRD	Gulf Boulevard Redevelopment District Locational Criteria:
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 resi-
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 Dis-
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 prop-
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	All new development projects shall contribute their pro rate share to the Community Improvements Fund, as may be required at the time of building permit approval or before.
Policy 15	The assembly of smaller parcels into larger development sites will be encouraged.
Large Resort District	
CRD	Gulf Boulevard Redevelopment Large Resort Locational Criteria:
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.

Downtown Redevelopment District	
CRD	Downtown Redevelopment District Locational Criteria:
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 1.5	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

Downtown Redevelopment District (cont.)	
CRD	Downtown Redevelopment District Locational Criteria:
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.
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 2.3	: 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.
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.
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.

Downtown Redevelopment District (cont.)	
CRD	Downtown Redevelopment District Locational Criteria:
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.
CRD	The Downtown Redevelopment Town Center Core District Locational Criteria:
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.
CRD	Downtown Redevelopment Town Center Coquina West District Locational Criteria:
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.
CRD	Downtown Redevelopment Commercial Corridor Blind Pass Road District Locational Criteria:
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

Downtown Redevelopment District (cont.)	
CRD	Downtown Redevelopment Commercial Corridor Blind Pass Road District Locational Criteria:
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.
CRD	Downtown Redevelopment Commercial Corridor Gulf Boulevard District Locational Criteria:
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 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 road-way improvements to serve the development or redevelopment, as established by the Pinellas County impact fee schedule.
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.

Transportation Element (cont.)	
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

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APPENDIX E:

Parcel Tables

PARCELS WITHIN THE ST. PETE BEACH CRA BOUNDARY

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16 32 06 06111 000 0710
15 31 36 05094 025 0030
16 32 06 79378 000 0806
15 31 36 78336 003 0080
16 32 06 43555 000 6236
16 32 06 79378 000 0801
15 31 36 77994 054 0180
15 31 36 77994 060 0160
16 32 06 43555 000 3241
16 32 06 43555 000 7238
16 32 06 43555 000 7239
16 32 06 43555 000 6251
16 32 06 43555 000 3210
16 32 06 43555 000 2252
16 32 06 43555 000 2254
16 32 06 43555 000 2215
16 32 06 43555 000 4915
16 32 06 43555 000 6216
16 32 06 43555 000 6217
16 32 06 43555 000 5236
15 31 36 77994 057 0010
15 31 36 77994 071 0120
16 32 06 06111 000 0401
16 32 06 06111 000 0503
16 32 06 06111 000 0506
15 31 36 77994 225 0081
15 31 36 92079 000 0020
16 32 06 80172 000 0010
15 31 36 77994 047 0030
15 31 36 77994 225 0010
16 32 06 00000 320 0500

16 32 06 06111 000 1007
15 31 36 77994 225 0050
16 32 06 34183 000 0307
16 32 06 34183 000 0104
16 32 06 34183 000 0105
16 32 06 34041 000 2010
16 32 06 34041 000 5010
16 32 06 08118 000 0460
15 31 36 77994 058 0060
16 32 06 34137 000 1040
15 31 36 77994 055 0030
16 32 06 34041 000 5030
16 32 06 06111 000 0302
16 32 06 06111 000 0704
16 32 06 06111 000 0202
16 32 06 34041 000 2040
16 32 06 34183 000 0304
15 31 36 77994 061 0140
15 31 36 77994 074 0060
15 31 36 34776 005 0130
16 32 06 79378 000 0603
16 32 06 34137 000 1010
16 32 06 34137 000 6020
16 32 06 06111 000 1001
16 32 06 06111 000 0804
16 32 06 06111 000 0604
16 32 06 06111 000 0605
16 32 06 06111 000 0201
16 32 06 34137 000 6040
16 32 06 34137 000 3040
16 32 06 34137 000 2010
16 32 06 34137 000 7040
15 31 36 30717 000 6660
15 31 36 77994 057 0150
15 31 36 77994 074 0070
15 32 01 34794 006 0130
15 31 36 77994 057 0110
16 32 06 43555 000 6234
16 32 06 43555 000 7237
16 32 06 43555 000 4220
16 32 06 43555 000 4237
16 32 06 43555 000 5223
16 32 06 43555 000 4242
16 32 06 43555 000 4241

16 32 06 43555 000 4209	15 31 36 77994 058 0050
16 32 06 43555 000 6211	15 31 36 77994 057 0020
16 32 06 43555 000 7218	15 31 36 77994 046 0130
16 32 06 43555 000 2220	15 31 36 77994 069 0130
16 32 06 43555 000 6224	15 31 36 78336 008 0110
16 32 06 43555 000 5243	15 31 36 77994 069 0030
16 32 06 43555 000 6245	15 31 36 77994 058 0010
15 31 36 34782 000 0010	16 32 06 06111 000 0806
15 31 36 77994 062 0040	16 32 06 06111 000 0405
16 32 06 34137 000 2020	16 32 06 06111 000 0407
16 32 06 34137 000 2030	15 31 36 78336 008 0280
15 31 36 05094 026 0010	16 32 06 06111 000 0801
15 31 36 34776 006 0070	16 32 06 06111 000 0508
16 32 06 79378 000 0306	16 32 06 06111 000 0304
16 32 06 79378 000 0902	16 32 06 34041 000 6010
16 32 06 79378 000 0304	16 32 06 79378 000 0402
16 32 06 79378 000 0606	16 32 06 79378 000 0701
16 32 06 43555 000 4245	16 32 06 79378 000 0208
16 32 06 43555 000 2251	15 31 36 77994 071 0060
16 32 06 43555 000 6249	15 31 36 77994 058 0100
15 31 36 77994 043 0150	15 31 36 78336 008 0300
16 32 06 06111 000 0301	15 31 36 77994 074 0160
16 32 06 34041 000 4010	15 31 36 77994 067 0010
16 32 06 34183 000 0201	16 32 06 43555 000 5222
16 32 06 34183 000 0501	15 31 36 00000 140 0300
16 32 06 34183 000 0404	15 31 36 77994 056 0060
16 32 06 34183 000 0108	16 32 06 06111 000 0109
16 32 06 43555 000 7228	15 31 36 34776 005 0150
16 32 06 43555 000 4224	16 32 06 34183 000 0102
16 32 06 43555 000 3221	16 32 06 34137 000 5040
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15 31 36 00000 440 0100	16 32 06 34137 000 9010
15 31 36 34782 000 0001	16 32 06 43555 000 5233
15 31 36 77994 071 0010	15 31 36 00000 310 0500
15 31 36 78336 002 0010	16 32 06 43555 000 4210
15 31 36 77994 068 0130	16 32 06 43555 000 5255
15 31 36 77994 058 0150	16 32 06 43555 000 7252
15 31 36 77994 057 0120	16 32 06 43555 000 4218
15 31 36 05094 026 0060	16 32 06 43555 000 2226
15 31 36 34776 005 0120	16 32 06 43555 000 2233
15 31 36 30672 053 0080	16 32 06 43555 000 7234
16 32 06 79378 000 0610	16 32 06 43555 000 3230
16 32 06 79378 000 1008	16 32 06 43555 000 4219
16 32 06 08172 000 0170	16 32 06 43555 000 2243

16 32 06 43555 000 6238
16 32 06 43555 000 4238
16 32 06 43555 000 2245
16 32 06 43555 000 3247
15 31 36 77994 073 0151
16 32 06 79378 000 0510
16 32 06 79378 000 0903
15 31 36 77994 075 0010
16 32 06 43555 000 2219
15 31 36 77994 056 0120
15 32 01 18142 000 0000
16 32 06 43555 000 6254
16 32 06 79378 000 0703
16 32 06 43555 000 5242
16 32 06 43555 000 5240
16 32 06 43555 000 2247
16 32 06 43555 000 4246
16 32 06 43555 000 4248
16 32 06 43555 000 5251
16 32 06 79378 000 0809
16 32 06 43555 000 4240
16 32 06 43555 000 6222
16 32 06 34183 000 0505
16 32 06 43555 000 7251
15 31 36 77994 073 0150
16 32 06 06111 000 0601
15 32 01 34794 006 0110
16 32 06 06111 000 0205
16 32 06 06111 000 0805
16 32 06 34183 000 0001
15 31 36 77994 060 0080
16 32 06 79378 000 0108
16 32 06 34041 000 6030
15 31 36 34776 005 0110
16 32 06 43555 000 2210
16 32 06 43555 000 6210
15 31 36 77994 054 0090
16 32 06 08154 000 0010
16 32 06 08100 000 0010
16 32 06 34041 000 3040
16 32 06 34183 000 0405
16 32 06 34183 000 0408
16 32 06 34183 000 0502
16 32 06 43555 000 3256

16 32 06 43555 000 4212
16 32 06 43555 000 5211
16 32 06 43555 000 6215
15 31 36 18188 000 0010
15 31 36 77994 071 0050
15 31 36 34776 006 0040
15 31 36 30717 000 6650
15 31 36 00000 440 0001
15 31 36 77994 062 0130
16 32 06 43555 000 7222
16 32 06 43555 000 7245
16 32 06 43555 000 3214
16 32 06 43555 000 6219
16 32 06 43555 000 2223
16 32 06 34183 000 0406
15 31 36 77994 060 0120
16 32 06 79378 000 0405
16 32 06 79378 000 0309
16 32 06 79378 000 0407
16 32 06 79378 000 0409
15 31 36 18365 000 0050
15 31 36 05112 005 0050
16 32 06 06111 000 0901
16 32 06 43555 000 7255
16 32 06 43555 000 7212
16 32 06 43555 000 6214
16 32 06 43555 000 7216
15 31 36 05112 005 0010
15 31 36 77994 069 0100
16 32 06 43555 000 0002
16 32 06 43555 000 7210
16 32 06 43555 000 5252
16 32 06 43555 000 6230
16 32 06 43555 000 7229
16 32 06 43555 000 3235
16 32 06 43555 000 4234
16 32 06 43555 000 3239
16 32 06 43555 000 2224
16 32 06 43555 000 4230
16 32 06 43555 000 2237
15 32 01 10832 000 0001
15 32 01 10832 000 2627
15 32 01 10832 000 2601
15 32 01 10832 000 2603

15 32 01 10832 000 2605
15 32 01 10832 000 2607
15 32 01 10832 000 2609
15 32 01 10832 000 2611
15 32 01 10832 000 2613
15 32 01 10832 000 2617
15 32 01 10832 000 2620
15 32 01 10832 000 2624
15 32 01 10832 000 2629
15 32 01 10832 000 2615
15 32 01 10832 000 2622
15 32 01 10832 000 2633
16 32 06 11484 000 0010
16 32 06 00000 230 0200
15 32 01 10832 000 2628
15 32 01 10832 000 2602
15 32 01 10832 000 2604
15 32 01 10832 000 2606
15 32 01 10832 000 2608
15 32 01 10832 000 2610
15 32 01 10832 000 2612
15 32 01 10832 000 2614
15 32 01 10832 000 2616
15 32 01 10832 000 2621
15 32 01 10832 000 2623
15 32 01 10832 000 2632
15 32 01 10832 000 2635
15 32 01 10832 000 2619
15 32 01 10832 000 2626
16 32 06 00000 230 0300
15 32 01 00000 110 0600

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.
- (24) “Taxing authority” means a public body that levies or is authorized to levy an ad valorem tax on real property located in a community redevelopment area.

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 Northernly 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 Northernly 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 Northernly boundaries of Lot 2 and Lots 6, 7, 10, and 11, Block 74, St. Petersburg Beach Replat, 450.3 feet to a point on the 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 Southerly 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 Southerly right-of-way of 73rd Avenue; thence running Westerly along the Southerly 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 Southerly 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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DRAFT**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	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 - 5	100%	thereafter	75%	
City:	2.8569	City:	Years 1 - 5	100%	thereafter	75%			
Other Taxing Districts (Total): 10.2717		Property Improvements On Existing 2013 Properties		New Development					
Value Escalation (from 2013)				Multi-Family Residential					
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		Tax val per sf: \$161.04 1970+				
	Yr 1 Decline	40.00%	Imp / yr: 1.10%		Avg Househdd Size: 1.83 people				
	Yr 2 Decline	60.00%	Ann1 esc of imp / yr: 4.10%		Const Timing: Annual, starting yr 2 based on				
Commercial:	Starting Esc	1.75%	Imp val: 20.0%		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%	Wtd avg tax val per sf: \$135.89		Wtd tax val per sf: \$92.22				
	Yr 2 Decline	60.00%	Imp / yr: 1.15%		Const Timing: Annual, starting yr 2				
		Ann1 esc of imp / yr: 4.10%		Initial Dev Rate: 1,900 sf					
		Imp Val: 22.0%		Dev Esc: 10.50% Annually					
		Hotels, Motels, Time Shares		Hotel / Motel					
		Property (sf): 1,499,510		Avg Room (sf): 505					
		Avg tax val per sf: \$119.38		Tax val per sf: \$107.52					
		Imp / yr: 1.15%		Tax val per room: \$77,531					
		Ann1 esc of imp / yr: 4.10%		Const Timing: Every 3 yrs starting yr 4					
		Imp Val: 28.0%		Initial Dev Rate: 175 rooms					
				Dev Esc: 6.00% of last project					



Tindale-Oliver
&
Associates, Inc.

Planning and Engineering

MEMORANDUM

TO: City of St. Pete Beach Planning Board
Ward Friszolowski, Chairman
Paul Cuttichia
Jack Brock
Ron Holehouse
Tiffany Secka

FROM: David P. Healey, FAICP
Director, Tampa Bay Region
Calvin, Giordano & Associates, Inc.

THROUGH: Elaine Edmunds
Interim City Manager

SUBJECT: Discussion Items for Planning Board Agenda of September 16,
2014
Agenda Item 5-B

DATE: September 10, 2014

DISCUSSION ITEM 5-B - Outdoor Dining

Background - The City Manager has requested that the City's provisions for outdoor dining be reviewed. Staff has attached the current Code provisions and a series of example ordinances from other jurisdictions for comparison.

The questions that have apparently been raised about the current city requirements include:

- Is outdoor dining available in all the appropriate plan/zoning categories;
- Is the process for considering such uses clear and adequate; and
- Are the standards by which to review and administer such uses appropriate.



Follow-Up Action - Please review the accompanying current Code provisions and examples of outdoor dining ordinances from other communities.

With the Board's input and direction, an outline of any suggested code changes/additions will be prepared for the October Planning Board meeting.

Relevant Sections from St. Pete Beach Land Development Code:

Sec. 2.1 Definitions.

Outdoor restaurant means a portion of a restaurant, of any type, located outside which functions as an extension of the principal use of the private property of the restaurant. An outdoor restaurant is not located in a completely enclosed building and is open to the sky except that it may have awnings, umbrellas, or building overhang and shall be used exclusively for dining, drinking and circulation therein. An outdoor restaurant may provide either wait staff service or self-service.

Sidewalk cafe means a street level portion of a restaurant, of any type, located within the sidewalk area of the public right-of-way, which is normally adjacent to a street, which functions as an extension of the principal use of the private property of the restaurant. A sidewalk cafe is open to the sky except that it may have awnings or umbrellas, and shall be used for dining, drinking and circulation therein pursuant to the approved conditional use permit. A sidewalk cafe may provide either wait staff service or self-service.

Sec. 6.24. Outdoor seating for existing restaurants.

Existing sit-down restaurants as of July 1, 2003, without outdoor seating areas may be permitted by the city manager to have one outdoor seating area as follows:

- (a) Five hundred square feet or less in area, with no encroachment into the required setback;
- (b) No increase in restaurant seating;
- (c) There shall be no diminishment of existing parking on the site;
- (d) When the seating area will be adjacent to a vehicle use area, protective barriers shall be installed between the seating area and the vehicle use area;
- (e) All lighting shall be directed inward and shall not spill on to adjacent property;
- (f) Said outdoor seating shall not be located adjacent to a residentially zoned property in any manner.

Outdoor Seating

Permitted Use:	TC-1, TC-2, CC-1, CC-2, LR
Conditional Use:	AC, CG-1, CG-2, RFM, ROR
Allowed to be placed within rear setback:	AC, TC-2

*The BR district allows outdoor seating to be placed within the required rear yard setback, but does not list it as a permitted use.

Sec. 23.5. Number of parking spaces required

- (a) In instances of new construction or facility expansion involving the establishment of outdoor seating areas or other accessory or supplemental uses, the number of required parking spaces shall be increased in accordance with the above table** such that parking is adequate to accommodate the entire area of seating or use, both internal and external to the structure.

**The table referenced above was omitted to save space, but the point is that the parking section of the LDC makes provisions for outdoor seating area additions, but Sec. 6.24 does not allow for such expansion.

Section 3-909. Outdoor cafés located within public right(s)-of-way.

A.

Applicability. (i.) A restaurant or (ii.) a take-out food establishment with no indoor seating may establish an outdoor café and shall be exempt from parking requirements.

1. Outdoor cafés are allowed only in/on:

- a. The Downtown District;
- b. Those properties located in the Commercial District subject to the Clearwater Downtown Redevelopment Plan;
- c. Those properties located in the Tourist District on Clearwater Beach; and
- d. The east side of that area known as Beach Walk as existing on the east side of Gulfview Boulevard between the northerly terminus of Beachwalk south of the Gulfview/Coronado confluence and the southern terminus of Beach Walk approximately 330 feet south of Fifth Street and as located within the Beach Walk District as provided in Beach by Design and further located in the Open Space/Recreation [OS/R] District on Clearwater Beach provided the outdoor café is in conjunction with a permitted restaurant in the adjacent Tourist District.

2. Special provisions of this section apply to outdoor cafés located within the Cleveland Street Café District.

B.

Application process. The community development coordinator shall review all outdoor cafés as an allowable encroachment into the public right(s)-of-way subject to compliance with the location, design and operational requirements below.

C.

Location and design requirements.

1. Outdoor cafés are restricted to the sidewalk frontage of the subject business applying for a permit, except that outdoor cafés located within the Cleveland Street Café District may extend the linear distance of any adjacent business frontage, in accordance with the provisions of section 3-909.D.10.
2. A minimum of one unobstructed pedestrian path at least five feet wide shall be maintained at all times. Within the Cleveland Street Café District the path shall abut the building façade.
3. All furnishings shall be of good design and made of quality materials.
4. No furnishing shall be chained or attached to any tree, post, sign or other fixture.

5. No furniture shall be permitted within the sight visibility triangle as required by the Community Development Code. Furniture shall not be placed within four feet of bus stops, telephone booths, fire hydrants, or counter service windows or within two feet of any entrances and/or exits.
6. Outdoor cafes pursuant to Section 3-909.A.1.d, above, are restricted to sidewalk frontage of the subject business applying for a permit and may extend no more than 25 feet from the façade of the subject business. Under no circumstances may any portion of an outdoor café extend into or obstruct any portion of the main pedestrian thoroughfare (promenade) of Beach Walk. In addition, access to outdoor cafés from the public right-of-way shall be limited to no more than one entranceway. The perimeter of outdoor cafés shall be clearly delineated through the use of self-supporting fencing and/or landscape planters and/or other such devices and methods as presented to and approved by the city.
7. Any area in which an outdoor café is permitted shall be clearly delineated on a drawing accurately depicting the area and specifically delineating where alcohol beverage sales are intended to occur. Such a drawing shall be submitted to and approved by the city as part of a Minimum, Flexible Standard or Flexible Development application, as applicable.

D.

Operational requirements.

1. All furnishings shall be maintained by the outdoor café operator in a clean and attractive appearance and shall be in good repair at all times.
2. No amplified music shall be allowed.
3. No food storage or preparation shall be allowed within the right(s)-of-way.
4. The hours of operation of an outdoor café shall coincide with those of the associated business.
5. The outdoor café operator is responsible for repair of any damage to the right(s)-of-way caused by the restaurant or its patrons.
6. By use of any permit granted hereunder, the outdoor café operator agrees to indemnify, defend, save and hold harmless the city, its officers, agents and employees from any and all claims, liability, lawsuits, damages and causes of action which may arise out of the use of the public right(s)-of-way. The outdoor café operator shall enter into a written agreement with the city to evidence this indemnification. Such agreement must have the written approval of the city attorney prior to issuance of permit.
7. The outdoor café operator shall show evidence of:
 - a. Comprehensive general liability insurance on an "occurrence" basis in an amount not less than \$1,000,000 combined single limit bodily injury liability and

property damage liability. The city is to be specifically included as an additional insured on the policy.

b. Workers' Compensation insurance applicable to its employees, if any, for statutory coverage limits in compliance with Florida laws, including employers' liability which meets all state and federal laws.

8. The outdoor café operator shall provide the city with the certificate(s) of insurance evidencing required coverages. Current certified copies of such required coverages shall be provided to the city when specifically requested in writing.

9. All policies of insurance must be endorsed to provide the city with 30 days notice of cancellation or restriction.

10. For outdoor cafés located within the Cleveland Street Café District that intend to use the public right(s)-of-way in front of an adjacent business, the applicant must submit a notarized statement from the adjacent property owner(s) indicating consent to use the right(s)-of-way in front of their business as an outdoor café.

11. As necessitated by right(s)-of-way repairs, the city may require the temporary removal of outdoor cafés and all related furnishings. The outdoor café operator shall be responsible for removing all furnishings at least 24 hours prior to the date identified in writing by the city. The city shall not be responsible for any costs associated with the removal or the return and installation of any such furnishings.

12. The city may cause the immediate removal or relocation of all or any part of the outdoor café in emergency situations. The city, its officers, agents and employees shall not be responsible for any damages or loss of furnishings used in association with an outdoor café relocated during emergency situations and shall not be responsible for any costs associated with the removal or the return and installation of any such furnishings.

13. The city shall have the authority to secure or remove any furnishing(s) associated with the outdoor café if necessary in the interest of public safety.

14. Alcoholic beverages may be served in conjunction with any lawfully permitted outdoor café provided the business to which the outdoor café is accessory is in possession of all required licenses.

E.

Revocation of permit. Upon revocation of a permit, the community development coordinator shall give written notice of such action by certified mail, return receipt requested, to the permittee at the address listed on the application, stating the reason(s) for revocation. The revocation shall become effective 15 days following mailing of the notice if not appealed as provided in section 4-501A. The community development coordinator may revoke a permit for any outdoor café if it is found that:

1. Any necessary business or health permit has been suspended or revoked; or

2. Changing conditions of pedestrian or vehicular traffic cause congestion necessitating the removal of the outdoor café. Such decision shall be based upon findings of the community development coordinator, after consulting with the city engineer, that the existing conditions represent a danger to the health, safety or general welfare of the public and cannot be resolved through modification to the outdoor café layout; or
3. The outdoor café operator fails to comply with one or more requirements of the permit.
4. The outdoor café is deemed to be a threat to public safety, in which case the permit may be revoked immediately without notice or compliance with the requirements described above.
5. The outdoor café is deemed by the city to not be in the city's or the public's best interest, no longer meets the purpose and/or intent of the zoning district or any applicable overlay/special area plan and/or is simply no longer a desired use/activity.

Subdivision IX. Sidewalk Cafés ^[9]

[Sec. 22-223. Administrative authority.](#)

[Sec. 22-224. Establishment authorized to operate sidewalk cafés; application criteria, review and approval procedures.](#)

[Sec. 22-225. Permit issuance.](#)

[Sec. 22-226. Conditions of permit.](#)

[Sec. 22-227. Operational guidelines.](#)

[Sec. 22-228. Revocation or suspension of permit.](#)

[Sec. 22-229. Permit renewal.](#)

Sec. 22-223. Administrative authority.

The transportation engineering coordinator, as defined in chapter 27, shall administer the provisions of this subdivision.

(Ord. No. 2013-66, § 1, 5-16-2013)

Sec. 22-224. Establishment authorized to operate sidewalk cafés; application criteria, review and approval procedures.

A restaurant, or retail shop (as defined in chapter 27) that complies with the provisions of this subdivision is authorized to operate a sidewalk café. Permits issued under this subdivision are valid for one (1) calendar year, commencing on July 1, with an automatic expiration date of June 30 of the following calendar year. Permits may be issued for a partial year, if the application is received subsequent to July 1; however, the expiration date remains the same as above.

- (1) *General application criteria:* Before operating a sidewalk café, application for a sidewalk café permit shall be made to the transportation engineering coordinator or designee. Such application shall include, but not be limited to, the following information:
 - a. The name, address, phone number of applicant, and name of duly authorized representative;
 - b. Evidence of registration of a fictitious name or trade name, if any, under which the business applicant proposes to do business or is doing business;
 - c. Two (2) copies of a detailed, scaled site plan including, but not limited to, the following:
 1. The proposed use, materials, colors and design;
 2. Relationship of the sidewalk café to the adjacent existing building and their uses and entrance locations;
 3. The location of any utilities that might effect or be affected by the proposal;
 4. The relationship of the sidewalk café to the centerline of the adjacent street, if applicable, and to any existing or proposed public improvements, including, but not limited to, benches, fire hydrants, light standards and landscaping;

5. The total square footage and exact dimensions of the proposed sidewalk café;
 6. The existing and proposed pedestrian circulation pattern;
 7. Floor plan of the existing building and any proposed modification, showing the relationship of food preparation areas to the sidewalk café;
 8. If alcoholic beverage sales are proposed, clear reference to adopted ordinance/special use permit/approval record and classification of alcoholic beverages to be sold must be included in the application and on the site plan.
- d. The adjacent property owner's written consent for the minimum period of one (1) year if seeking to operate a sidewalk café that extends to a public right-of-way in front of an adjacent owner's property. It is contemplated hereby that an applicant and adjacent property owners may enter into an agreement for the right to extend a sidewalk café in front of an adjacent owner's property, therefore, for purposes of this subdivision, an applicant shall provide, at the applicant's option, evidence of consent by either presenting the agreement or short form agreement that, at minimum:
1. Identifies and contains the notarized signature, with two (2) witnesses, of all interested property owner(s); and
 2. Express language evidencing consent for the minimum period required by this subdivision; and
 3. An acknowledgment by the consenting party that the city shall be provided notice of any revocation or suspension of consent by registered mail, return receipt requested, within five (5) business days of exercising said revocation or suspension; and
 4. An acknowledgment that the city shall be held harmless from any and all liability arising out of the issuance of a sidewalk café permit.
- e. Plans for the operation of the sidewalk café, including, but not limited to, hours of operation, maintenance of the sidewalk café and services to be provided.
- (2) *Application criteria and method of review for sidewalk cafés in the central business district, channel district, or Historic Ybor City:*
- a. Criteria and method of review: Applications to operate a sidewalk café shall be reviewed as follows:
1. The transportation engineering coordinator or designee shall examine the qualifications of the applicant and the applicant's plan for operation and maintenance of the sidewalk café.
 2. The transportation engineering coordinator or designee shall route the application and plans to the appropriate agencies or departments for review, including but not limited to fire and risk management.
 3. The transportation engineering coordinator or designee shall approve plans, designs and specifications that do not unreasonably interfere with any of the following:
 - i. Adequate pedestrian flow;
 - ii. Access to public utilities, building entrances, crosswalks, bus stops and transient entrances;
 - iii. Pedestrian and traffic safety; and

- iv. Aesthetic compatibility with the surrounding area.
 - 4. The transportation engineering coordinator or designee may advise the applicant of the revisions to the applicant's plans, designs and specifications that will result in an application that conforms to the provisions of this subdivision.
 - 5. The transportation engineering coordinator or designee shall deny an application for a sidewalk café permit if:
 - i. The applicant has failed to comply with any of the submission requirements contained in this section;
 - ii. The sidewalk café, as the applicant represents how it will be operated, fails to comply with the criteria set forth in this subdivision;
 - iii. Any information submitted by the applicant is found to be incorrect; or
 - iv. The transportation engineering coordinator or designee finds that the sidewalk café would create an obstruction to, or cause congestion of, pedestrian or vehicular traffic due to existing conditions on the surrounding public right-of-way so as to represent a danger to the health, safety or general welfare of the public.
- (3) *Application criteria and method of review for sidewalk cafés outside of the central business district, channel district, or Historic Ybor City:*
- a. Criteria and method of review: Refer to (2)a.1.—5. for criteria.
 - b. Furthermore, applications shall be reviewed as follows:
 - 1. The transportation engineering coordinator or designee shall assign a tentative public hearing date and transmit one (1) copy of the completed application to the city clerk for placement on the applicable city council agenda.
 - 2. The transportation engineering coordinator or designee shall route the application and plans to the appropriate agencies or departments for review, including but not limited to fire and risk management.
 - 3. The transportation engineering coordinator or designee shall cause an analysis to be made of the application based upon the criteria provided in subsection (2)a. of this section, and prepare a recommendation for consideration by the city council.
 - 4. The procedures for the public hearing and public notice shall be as follows:
 - i. *Public notice.* The procedures for required public notice shall be governed by section 27-149 with supplemental notice provided per section 27-149(c)(1) (mailed notice) and (c)(2) (posted notice), with the exception that said notice shall be provided no less than fifteen (15) days prior to the public hearing.
 - ii. *Affidavit of compliance.* Per section 27-149(c)(3), the applicant shall file the required affidavit of compliance with the city clerk no less than five (5) days prior to the public hearing.
 - iii. The applicant shall pay a fee, as established by the city council, at the time of filing. No fees shall be refunded unless the sidewalk café application has been unnecessarily filed due to administrative error and without the applicant's fault. In such cases the city council, by a majority vote, may authorize the director of finance to refund the fee.

- iv. If public notice is not perfected as required herein, then public hearing shall be rescheduled to a public hearing date no less than four (4) weeks from the original public hearing date, and the applicant shall be required to amend the application as provided herein. There shall only be one (1) rescheduling permitted for failure to meet the public notice requirements herein. Accordingly, in the event that public notice is not perfected on a second occasion, the application shall be deemed withdrawn and the applicant will be required to file the application anew.
 - v. *Amended application.* An application may be amended to correct an error or omission. If this amendment requires new public notice, the applicant shall pay an amendment fee, as established by resolution of the city council, to cover the cost and expenses as a result of the amendment at the time the amendment is filed.
- 5. After completion of the public hearing, the city council shall approve, approve with conditions, or deny the sidewalk café application.
 - 6. The transportation engineering coordinator or designee, in the case of approval or approval with conditions, shall issue a permit in accordance with the city council's actions.
- (4) *Reapplication:* Any current holder of a sidewalk café permit shall reapply for a new permit, subject to the applicable conditions above, if changes are proposed to the permitted sidewalk café.

(Ord. No. 92-45, § 4, 4-2-92; Ord. No. 92-75, § 2, 5-21-92; Ord. No. 97-171, § 1, 7-31-97; Ord. No. 2005-306, § 3, 11-10-05; Ord. No. 2009-174, § 2, 12-3-09; Ord. No. 2013-66, § 2, 5-16-2013)

Sec. 22-225. Permit issuance.

- (a) Prior to the issuance of a permit, the applicant shall furnish the transportation engineering coordinator or designee with the following:
 - (1) A completed, signed permit application;
 - (2) A copy of a valid City of Tampa business tax receipt as required by this Code;
 - (3) Copies of all required health department permits to operate a sidewalk café;
 - (4) Insurance with companies authorized to do business in Florida, with an A.M. Best rating of B+ or better and Class VII or higher. All liability policies shall name City of Tampa as an additional insured as to the operations of the permittee, and shall provide the severability of interest provision. In lieu of the additional named insured requirement, permittee may purchase an owner's and contractor's protective liability policy. Such policy shall be written in the name of the city at the same limit as is required for general liability coverage. The permittee shall provide proof of a commercial general liability insurance policy on the most current Insurance Services Office (ISO) form, or its equivalent, with an amount of no less than one million dollars (\$1,000,000.00) per occurrence and a two million dollar (\$2,000,000.00) general aggregate. The insurance coverages and limits required must be evidenced by a properly executed Accord 25 Certificate of Insurance form. This requirement is waived for the owner of a personal dwelling; and, city franchised utilities, the city, the state, the county, or other governmental body, board, or authority, which are self-insured in limits exceeding those set forth herein, provided further, however, that this waiver shall not be applicable to any contractor employed by the owner of a

personal dwelling or any of the aforementioned governmental agencies. Thirty (30) days' written notice must be given the city of any cancellation or reduction in the policy coverages;

- (5) An agreement in a form acceptable to the City Attorney of the City of Tampa and executed by the applicant to hold the city harmless from any and all liability arising out of the issuance of a sidewalk café permit and/or execution of a sidewalk café lease; and
 - (6) The sidewalk café permit fee;
 - (7) Two (2) copies of a scaled site plan in compliance with section 27-224;
 - (8) Written authorization (notarized) from owner(s) of property upon which the restaurant or retail shop is located, authorizing the location of a sidewalk café adjacent to such property.
- (b) Upon approval of an application and submission of the aforesaid items, the transportation engineering coordinator shall issue a sidewalk café permit.

(Ord. No. 92-45, § 4, 4-2-92; Ord. No. 2005-306, § 4, 11-10-05; Ord. No. 2009-174, § 3, 12-3-09; Ord. No. 2013-66, § 3, 5-16-13)

Sec. 22-226. Conditions of permit.

The permit shall be issued on the form provided by the transportation engineering coordinator or designee. In addition to naming the permittee and any other information deemed appropriate by the transportation engineering coordinator or designee, the permit shall be subject to the following conditions:

- (1) *Permit period:* Each permit shall be effective for one (1) year subject to annual renewal.
- (2) *Permittee; non-transferability:* The permit shall be issued to the applicant (the "permittee") and shall not be transferable in any manner.
- (3) *Removal for right-of-way development or maintenance:* The transportation engineering coordinator or designee may require the removal, temporary or permanent, of the sidewalk café when redevelopment of the street or sidewalk, or utility repairs necessitates such action, or the permittee fails to comply with the criteria set forth in this subdivision.
- (4) *Emergency situation; removal for severe inclement weather:* Upon declaration of a state of emergency, upon the issuance of a tropical storm or hurricane warning or warning of severe inclement weather by the county, the permittee shall forthwith place indoors all tables, chairs and other equipment located on the public right of way. The issuance of such a warning shall constitute an emergency situation, therefore, violation of this subsection may result in a fine not to exceed five hundred dollars (\$500.00). The city's officers and employees may immediately remove all or parts of the sidewalk café in an emergency situation. Any and all costs incurred by the city for removal or storage of sidewalk café tables, chairs and other equipment shall be the responsibility of the permittee. In the event the city removes sidewalk café tables, chairs and other equipment pursuant to this ordinance, the city shall provide each applicable permittee written notice of removal, notice of costs assessed or a fine, and thirty (30) days to recover all sidewalk café tables, chairs and other equipment removed pursuant to this subsection. The city is not responsible for any damages or loss of equipment removed pursuant to this subsection.
- (5) *Site plan controlled:* The permit shall be specifically limited to the area shown on the exhibit attached to and made part of the permit.
- (6) *Permit scope:* The permit covers only the public right-of-way. Tables, chairs and other equipment will be governed by other applicable regulations.

(Ord. No. 92-45, § 4, 4-2-92; Ord. No. 2005-306, § 5, 11-10-05; Ord. No. 2013-66, § 4, 5-16-2013)

Sec. 22-227. Operational guidelines.

(a) Location requirements.

(1) The width of the sidewalk café is restricted as follows:

- a. The width shall not exceed the width of the sidewalk frontage of the subject property. However, the area of the permit may be extended up to a maximum of fifty (50) feet on one (1) side of the subject location, subject to the provisions of subsection b. of this section.
- b. An applicant for a sidewalk café permit may be permitted to extend by a maximum of fifty (50) contiguous feet in the public right-of-way on one (1) side and/or the other side of the applicant's property so long as the applicant's property abuts the public right-of-way. In order for the subject area of the permit to extend to a public right-of-way in front of an adjacent owner's property, the applicant must obtain:
 - i. Written permission (notarized) for use of such area from the adjacent property owner(s) for a minimum period of one (1) year.
 - ii. Such permission shall at all times take into consideration applicable federal, state and local accessibility and safety requirements. If at any time such permission is revoked or suspended, there will be no refund granted to the permittee of the annual permit fee or any other fees paid to the city for operation of a sidewalk café.
 - iii. The party revoking or suspending such permission shall have a continuing duty to inform the city, in writing, of the revocation: upon receipt of said notice the area of the permit shall be automatically constricted to exclude the area subject of the revocation.
 - iv. In the event the extended area includes consent from more than one (1) adjacent owner, and the revocation by one (1) owner will result in breaking the contiguous quality of the sidewalk café area, then that entire side of the sidewalk café shall constrict to the permittee's property boundary, regardless of the continuing consent of the other property owner(s) on the affected side or reinstatement of consent by the original revoking party.

(2) A clearly marked, unobstructed, and durable pedestrian right-of-way, also known as the "pedestrian path", that meets required accessibility standards, of no less than four (4) feet shall be maintained for each sidewalk café area and shall be reviewed by the transportation engineering coordinator or designee or their designee to determine the appropriate width based on the existing and projected pedestrian demand, and shall adhere to the following standards:

- a. The minimum distance of said path shall be measured from the portion of the sidewalk café boundary which is nearest either the curb line or the nearest obstruction.
- b. In no event may recesses in the sidewalk café boundary be used to satisfy this unobstructed width requirement for said path, except that the corners of the sidewalk café may be rounded or mitered.
- c. Sidewalk cafés shall maintain a clearance of four (4) feet around the corners of other sidewalk cafés measured in radius.

(3) The pedestrian path shall maintain a minimum of four (4) feet from large obstructions. No tables, or chairs, umbrellas or other fixtures shall be permitted within four (4) feet of a

pedestrian crosswalk or corner curb cut. For the purposes of this section, large obstructions shall be bus stops shelters, newsstands, existing planters or any other object greater than fifteen (15) square feet in area.

- (4) Access to fire hydrants, fire hose connections for sprinkler systems, and entrances and exits of all buildings shall not be obstructed at any time by barriers or seating. The twenty (20) feet fire lane shall not be obstructed at any time. There shall be a minimum of forty (40) inches in distance separating the edge of a table or chair to a fire department connection.
 - (5) No object shall be permitted around the perimeter of an area occupied by tables and chairs which would have the effect of forming a physical or visual barrier discouraging the free use of the tables and chairs by the general public or which would have the effect of obstructing the pedestrian path.
 - (6) The operational hours of the café may be restricted, based on the location and area conditions, and shall be determined by the transportation engineering coordinator or designee through the permitting process and consultation with the transportation division, when necessary.
- (b) *Construction; signage; maintenance and umbrella—Requirements.*
- (1) Appropriate lighting of the sidewalk café is required.
 - (2) Use of landscaping and planters is permissible.
 - (3) All signage must be in compliance with this Code. Signs are prohibited on umbrellas, chairs, tables and other permissible fixtures which are located on the public right-of-way, except that the establishment identified on the permit and/or its logo shall be permitted on umbrellas.
 - (4) Use of removable barriers to define the sidewalk café is permissible.
 - (5) No heating, cooking or open flames are permitted in the sidewalk café. However, space heaters are permitted provided that they are an outdoor approved type, are located in accordance with the manufacturer's recommendations, and are located at least two (2) feet from the edge of any umbrella canvas, any foliage, or any other flammable object or material.
 - (6) No food preparation, plastic food displays, food storage, or refrigeration apparatus shall be allowed on the public right-of-way.
 - (7) Umbrellas and other decorative material shall be fire-retardant, pressure-treated or manufactured of fire-resistant material. No portion of an umbrella shall be less than six (6) feet, eight (8) inches (eighty (80) inches) above the sidewalk.
 - (8) Sidewalk café seating shall be counted in determining the requirements for parking and bathroom facilities of the subject establishment.

(Ord. No. 92-45, § 4, 4-2-92; Ord. No. 2001-210, § 1, 9-13-01; Ord. No. 2005-306, § 6, 11-10-05; Ord. No. 2009-174, § 4, 12-3-09; Ord. No. 2013-66, § 5, 5-16-2013)

Sec. 22-228. Revocation or suspension of permit.

- (a) The transportation engineering coordinator or designee may revoke or suspend a permit for any sidewalk café if it is found that:
 - (1) Any necessary business or health permit has been suspended, revoked or cancelled;

- (2) The permittee does not have insurance which is correct and effective in the minimum amount as required in this subdivision;
 - (3) Changing conditions of pedestrian or vehicular traffic cause congestion necessitating the removal of the sidewalk café. Such decisions shall be based upon findings of the official that the existing conditions represent a danger to the health, safety or general welfare of the public;
 - (4) The permittee fails to maintain or keep the sidewalk café clean;
 - (5) The permittee has failed to correct violations of this subdivision within five (5) working days of receipt of the transportation engineering coordinator's notice of same delivered in writing to the permittee.
- (b) Upon revocation or suspension of a permit, the transportation engineering coordinator or designee shall give notice of such action to the permittee in writing stating the action which has been taken and the reason therefor. Such revocation or suspension shall become effective within fifteen (15) days following receipt of the notice by the permittee unless appealed as provided in this Code.

(Ord. No. 92-45, § 4, 4-2-92; Ord. No. 2013-66, § 6, 5-16-2013)

Sec. 22-229. Permit renewal.

- (a) The transportation engineering coordinator or designee shall, as deemed necessary, inspect all sidewalk cafés within the city for which permits have been issued to determine whether such sidewalk cafés conform to the criteria set forth in this subdivision.
- (b) A sidewalk café permit renewal fee will become due and payable on July 1 for each calendar year. Such fee shall be for the sidewalk café then under an active permit for which a permittee desires a permit renewal. Together with such fee, the permittee shall provide the transportation engineering coordinator or designee with a renewal application on a form provided by the transportation engineering coordinator or designee containing the location of the sidewalk café.
- (c) Failure to pay the sidewalk café permit renewal fee or submit the renewal application on or before July 1 for the existing sidewalk café permit shall deem the permit expired until such time a new application is submitted, with required fee, for review. In the event the permit expires, the permittee shall remove the sidewalk café immediately upon the expiration of the existing sidewalk café permit.

(Ord. No. 92-45, § 4, 4-2-92; Ord. No. 2009-174, § 5, 12-3-09; Ord. No. 2013-66, § 7, 5-16-2013)

FOOTNOTE(S):

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Cross reference— Alcoholic beverages, ch. 3 et seq.; zoning and land development, ch. 27. [\(Back\)](#)



CITY OF EASTON

Outdoor Dining and Seating Ordinance

Purpose

- A. The City of Easton Outdoor Dining and Seating Ordinance is intended to facilitate outdoor activities that:
 - 1. Create an active streetscape, enhance the economic and social vitality of the City, and promote a pedestrian and retail friendly atmosphere.
 - 2. Allow for the temporary use of the public right-of-way for outdoor dining and seating.
 - 3. Expedite the approval of such outdoor areas while ensuring that the public use of City right-of-way will not be significantly impaired.
 - 3. Assure adjacent commercial and residential uses will be protected from any adverse impacts related to outdoor dining and seating activity.

Administrative Application and Permit Process

- A. An applicant for an outdoor dining and seating permit shall file an application with the City of Easton Health Bureau. The OWNER and tenant (if applicable) requesting an outdoor dining and seating area must sign the application.
- B. Proof of insurance and indemnification must be included with the application, which shall be made in a form acceptable to the City Solicitor and approved prior to the establishment of an outdoor dining and seating area.
- C. A site plan must be included with the application and shall include:
 - 1. Scaled dimensions showing the layout for the outdoor dining/seating area which accurately depicts the existing conditions, including sidewalk width from building face to curb.
 - 2. Location and dimensions of any relevant features and/or obstructions including, but not limited to, tree wells, lamp posts, traffic and parking signs, signal poles, trash receptacles, newspaper boxes, hydrants, and benches. The site plan shall demonstrate uninterrupted pedestrian movements through the area and around any obstructions.
 - 3. The design, location, size and space of the dining and seating area, chairs, tables, barriers, umbrellas and other improvements to be located within the outdoor dining and seating area.
 - 4. A hardscape/landscape plan that compliments the setting and surrounding community.
 - 5. The design, size, and location of barriers and enclosures.
 - 6. Any additional information as the Health Bureau may reasonably require.

- D. The Health Bureau shall forward the application and site plan to the City Public Works Office and Planning and Codes Office for review and recommendation to determine if the proposed activity, and any encroachment into the public right-of-way, will be reasonable, attractive, and promote pedestrian and retail friendly atmosphere, and that there is adequate space remaining within the public right-of-way to facilitate safe circulation of pedestrian traffic.
- E. The Health Bureau may approve, approve with conditions, or deny the application.
- F. An approved permit shall be valid for one (1) calendar year from the date of issuance and shall be renewed on an annual basis. A permit fee shall be required as provided for in City Ordinance.

Outdoor Dining and Seating General Standards

- A. Outdoor areas shall not operate earlier than 7:00AM nor later than 12:00AM unless the hours of the establishment are restricted by operation of law or otherwise, in which case, the establishments more restrictive hours shall control.
- B. The outside area shall be contained within the location delineated by the permit and proximate to the property of an existing and lawfully operating restaurant or related establishment under the responsible direction and control of the owner. All services provided to patrons and all patron activity (i.e., sitting, dining, waiting, etc.) shall occur within the designated outdoor area.
- C. If the outdoor area is in a location on the property that is not on the sidewalk in front or on the side of the establishment, it shall be reviewed to determine whether its location supports the purpose of this Ordinance to create an active streetscape and to protect residential areas from adverse impacts.
- D. The total number of seats permitted is dependent on the amount of space available and on building and fire code requirements. Any increase in the number of seats for an outdoor area in the public right-of-way approved under this section shall not be deemed to constitute an intensification of use for zoning and parking purposes.
- E. All areas within and surrounding the outdoor area must be maintained in a clean, neat and sanitary condition at all times and shall be free from accumulation of food, litter, snow, ice, and other potentially dangerous or unsanitary matter. Sidewalks within and adjacent to the outdoor area must be washed down and cleaned on a daily basis. Washing garbage cans, containers or other personal property on the sidewalk is prohibited.
- F. An outdoor dining and seating permit will not be issued unless the requesting establishment maintains a current City of Easton Business License.
- G. No food preparation is permitted in an outside area and the permitted establishment shall require that patrons wear shirts and shoes at all times. Paper products for the consumption of food or beverages, smoking, and pets shall not be permitted within an outdoor area.
- H. Amplified music, speakers, microphones, televisions, and other audio or video devices shall be prohibited in outdoor areas and shall not be audible from inside the establishment. Exceptions may be granted upon written request to the Health Bureau and provided the activity is low volume and limited in duration (i.e. solo acoustical guitarist for a few hours on Friday or Saturday evening). Non-amplified artistic entertainment such as mimes, magicians, artist portraits and caricature's, and balloon animals are permissible.

Outdoor Dining and Seating Design Standards

A. Space and Clearances

1. A minimum five feet of contiguous and unobstructed corridor space must be maintained to assure a clear pedestrian passageway. The Health Officer may reduce this requirement to not less than three feet with good cause. The pedestrian passageway shall be a straight line, parallel to the building face and curb line, for the entire length of the dining and seating area.
2. The outdoor area may not impinge on any required clear distances for maneuvering around entrances or exits and shall be accessible to disabled patrons and employees. When an outdoor area is located at a street corner, vision clearance requirements shall be in accordance with the City of Easton Zoning Ordinance.

B. Furniture, Barriers, and Enclosures

1. All furniture including tables, chairs, plants, planters, umbrellas, awnings and any other improvements related to the outdoor area shall be authorized as part of the permit approval process and shall be promptly removed from the right-of-way when the establishment is closed to the public.
2. Table umbrellas are permitted provided they are completely contained within the outdoor dining area, even when fully extended, and if the lowest dimension of the umbrella maintains a minimum vertical clearance of seven (7) feet above the sidewalk to allow for patron and server circulation.
3. Umbrellas, awnings, and any other approved overhead structures shall be designed to be secure during windy conditions and shall be weather resistant.
4. Portable awnings may be utilized if approved as part of the permitting process provided support posts are not permanently attached within the public right-of-way and a minimum clearance of eight (8') is maintained. A building permit must be obtained prior to the installation of any permanently affixed awning.
5. An outdoor dining area within the public right-of-way shall be contained by sturdy barriers in conformity with City standards.
6. The applicant for an outdoor dining and seating permit shall be responsible for the restoration of the sidewalk or public right-of-way if any damage is caused as a result of the outdoor activity.
7. Outdoor heaters may be utilized provided they do not interrupt pedestrian passageways.
8. Vending machines, carts, or objects for the sale of goods shall be prohibited.
9. Except as otherwise provided, improvements shall not penetrate, attach, or otherwise cause damage to the right-of-way. City Council may authorize improvements that penetrate or otherwise attach to the right-of-way in the form of an encroachment agreement.

C. Signage

1. Signs and banners shall be prohibited within the outdoor area including signs attached to barriers, umbrellas, awnings and other outdoor furniture with the following exceptions:
 - a. One A-frame sandwich board sign not to exceed five feet in height and 12 square feet in area per face. The sign design must be approved as part of the permitting process and shall not be illuminated in any way and may only be displayed during the time when the business is open to the public.
 - b. If alcohol will be served in the outdoor area, a sign shall be posted in a visible location, which prohibits the removal of alcoholic beverages from the outdoor area and which also states that it is unlawful to consume alcoholic beverages not purchased at the permitted establishment.
 - c. Any permissible sign shall be located in the approved outdoor area and shall not be placed within the visibility triangle required for intersections at streets and driveways.

D. Lighting

1. The outdoor area must have adequate illumination during evening hours and shall be properly directed and/or shielded to prevent glare to adjacent properties, pedestrians, and vehicles.
2. Lighting shall be designed to complement the existing building and outdoor area design.
3. Electrical wires shall not be permitted over or across the outdoor area and lighting sources should be limited to tabletop candles or low wattage battery operated fixtures.
4. Lighting may be attached to the adjacent establishment provided all necessary approvals from the City are obtained.

E. Alcohol

1. The dispensing of alcoholic beverages in an outdoor area is permitted provided such use is authorized by the Pennsylvania Liquor Control Board.
2. No alcoholic beverages may be stored or mixed in the outdoor area.
3. Customers are not permitted to remove alcoholic beverages from the defined outdoor area or bring or otherwise carry their own alcohol to the outdoor area.

F. Decor

1. The design of the outdoor area shall be reviewed as a part of the permitting process and shall consider the character and appropriateness of design including but not limited to scale, texture, materials, color and the relation of the outdoor area to the adjacent establishments, to features of structures in the immediate surroundings, as well as to the streetscape and adjacent neighborhood(s), if applicable.
2. Tables, chairs, umbrellas, awnings, barriers and any other improvement associated with an outdoor area shall be of quality design, materials and workmanship both to ensure the safety and convenience of users and to enhance the visual and aesthetic quality of the urban environment.

G. Insurance and Indemnification

1. Any application proposing an outdoor area shall be accompanied by, be subject to, and conditioned upon the establishment of a Hold Harmless Agreement and assurances of proper insurance coverage specifically covering the right-of-way intended to be utilized.
2. Any such agreement and/or policy shall be in a form acceptable to the City Solicitor and shall include at a minimum:
 - a. Acknowledgement that the applicant shall be deemed to have promised and agreed to save harmless the City of Easton from any and all liability (including attorneys' fees and litigation expenses) arising by reason of the establishment, construction, placement, existence, use or maintenance of the encroachment.
 - b. A certificate of insurance evidencing commercial general liability insurance with limits of not less than \$600,000 per occurrence, \$1,000,000 in the aggregate combined single limit, for bodily injury, personal injury and property damage liability. The insurance shall provide for 30-days prior written notice to be given to the City of Easton if coverage is substantially changed, canceled or non-renewed.
 - c. If alcoholic beverages will be served, liquor liability insurance shall be included with limits of not less than \$1,000,000.
3. Insurance coverage shall be required for the entire permit period and the certificate of insurance shall be provided as part of the application process. Failure of the applicant to maintain the insurance required by this section shall result in permit revocation.

H. Revocation

1. A right-of-way permit may be revoked at any time for good cause including:
 - a. 30-days advanced notice by either party.
 - b. Whenever the City of Easton desires to use the affected public right-of-way for any purpose whatsoever and, by written notification to remove encroachments. Should the establishment fail or neglect to remove encroachments within the time specified, the City shall have the right to remove the encroachment, at the expense of the establishment, and shall not be liable to the establishment for any loss or damage to the encroachment or personal property within the encroachment area, caused by the removal.
 - c. Failure of the applicant to comply with any aspects of the approved application and site plan as may be determined by Health and/or Code Bureau inspection.