Notice of Public Meeting

Planning Board

Commission Chambers
155 Corey Avenue, St. Pete Beach, Florida 33706
11/17/2014
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 October 28th Meeting Minutes**

4. **Election of Vice-Chairman**

   A. The motion made to elect the Vice-Chairman at the October meeting was not seconded

5. **New Business**

   A. Conformity Review and Recommendation to the City of St. Pete Beach Community Redevelopment Agency on the proposed Community Redevelopment Area Plan's relationship to the City's adopted Comprehensive Plan pursuant to F.S. 163.360(4) (Prepared by Tindale-Oliver & Associates).

6. **Discussion/Workshop Items**

A. Proposed City-Initiated Text Amendments to Division 2 (Definitions), Division 23 (Off-Street Parking and Loading), Division 35 (Large Resort District), Division 38 (Activity Center), Division 42 (Bayou Residential), Division 46 (Boutique Hotel/Condo) relating to Off-Premise and Commercial Parking Lots and Structures (Draft Ordinance)

7. December Meeting / Agenda

8. Board and Staff Reports

A. Countywide Plan Update

9. 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.

PLANNING BOARD

MINUTES

OCTOBER 28, 2014

3:00 P.M.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

PRESENT:

Ward Friszolowski, Chairman
Jack Brock, Member
Paul Cuticchia, Member (via telephone)
Tiffany Secka, Member
Ron Holehouse, Member

ALSO PRESENT:

Dave Healey, Community Development Department Consultant
Andrew Dickman, City Attorney
Chelsey S. Welden, Urban Planner
Steve Hallock, Public Services Director
Mary Jo Murphy, Deputy City Clerk

Chairman Friszolowski explained the procedures of formally allowing Member Cuticchia to be part of the meeting via telephone.

Member Holehouse made a motion to allow Member Cuticchia to participate in the meeting via telephone due to the extenuating circumstances of a family memorial service. The motion was seconded by Member Secka and unanimously approved by voice vote.

1. **Changes to the Agenda**

There were no changes to the agenda.

2. **Audience Comments**

There were no audience comments.

3. **Approval of Minutes**

Member Secka made a motion for the approval of the minutes for August 19, 2014 and September 16, 2014. The motion was seconded by Member Holehouse and unanimously approved by voice vote.

4. **Election of Chairman and Vice-Chairman**

Member Holehouse made a nomination for Member Secka to be Chairwoman of the Planning Board. The nomination was seconded by Chairman Friszolowski and unanimously approved by voice vote.

Member Holehouse made a nomination for Member Friszolowski to be Vice-Chairman of the Planning Board and unanimously approved by voice vote.

5. **Public Hearings (Legislative)**

A. Proposed City-Initiated Text Amendments to Division 2 (definitions) and Division 6 (Supplemental Regulations) of the Land Development Code relating to Temporary Uses (ordinance #2014-0010)

Dave Healey, Community Development Department Consultant, informed the Board that this is an ordinance to amend different portions of the City's code in regard to temporary uses. The Planning Board reviewed this ordinance as a discussion outline, draft ordinance and sent the ordinance to City Commission for approval. The City Commission made changes and authorized the ordinance for the public hearing held here today. Mr. Healey reviewed the City Commission's clarifications and corrections to the ordinance with the Planning Board. There was discussion amongst the Board in reference to the proposed Ordinance #2014-0010. It was suggested by Board members in regard to (b)(2) to add language for revised applications to be subject to additional review fees. It was suggested by Attorney Dickman to use permissive language if it is a small amount of data; i.e., the City may collect fees.

Chairwoman Secka asked for audience comments. There were no comments.

A motion was made by Member Friszolowski to approve Ordinance 2014-0010 with the revisions as stated. The motion was seconded by Member Holehouse.

Chairwoman Secka asked for audience comments. There were no comments.

The motion was unanimously approved by an individual roll call vote.

6. **Discussion/Workshop Items**

A. Review of Blind Pass Road reconstruction plans for compliance with the City's Comprehensive Plan

Matt McLachlan, City Planning Consultant, gave a presentation in reference to the Blind Pass Road project. Mr. McLachlan advised the Board that Staff finds the Blind Pass Road project, as proposed, to be consistent with the City's Comprehensive Plan.

Steve Hallock, Public Services Director, gave an overview of the 90 percent construction plans and relevant design considerations.

Member Friszolowski asked for clarification about the Swiftmud grant. Mr. Hallock explained that the Swiftmud grant is in the amount of 1.8 million for Pass-A-Grille Way, approximately $200,000 for Egan Park stormwater improvements and $300,000 for the Blind Pass Road project. Mr. Hallock and Stephen Tarte, Senior Vice President of CPWG, informed the Board that the Swiftmud grant requires the money to be expended and the construction timeline adhered to or the next request for funding will have deductions for not complying with the requirements.

Al Johnson, 9375 Blind Pass Road, stated that the proposed design is inadequate to the Comprehensive Plan. Mr. Johnson encouraged the Board to recommend to the City Commission to go with the planned approach as opposed to the proposed.

Chairwoman Secka asked for audience comments.

Michael Lehman, 535 80th Avenue, distributed to the Board a document with excerpts from the Comprehensive Plan entitled: Comprehensive Plan Conformity Review, Goals and Policies Relevant to the Blind Pass Road project. Mr. Lehman proceeded with a PowerPoint presentation.

Chairwoman Secka suggested developing a standardized evaluation form for each project as it relates to the Comprehensive Plan.

Member Holehouse made a motion for looking at all possibilities for the Blind Pass Road reconstruction plan with the City's Comprehensive Plan. The motion was seconded by Vice-Chairman Friszolowski and unanimously approved by voice vote.

B. Proposed City-Initiated Text Amendments to Chapter 22 (Boards and Committees) of the City of St. Pete Beach Code of Ordinances relating to the establishment of a Technical Review Committee (Draft Ordinance)

Mr. McLachlan spoke to the Board about the draft ordinance to establish a Technical Review Committee. Mr. McLachlan informed the Board the purpose of the ordinance is to formalize the ongoing internal review and recommendation process on public and private projects. If the Board finds the draft ordinance to be acceptable, Staff will forward the ordinance to the City Commission, with any recommended revisions, requesting authorization to schedule required public hearings.

Member Friszolowski recommended adding the Sheriff to Sec. 22.146, Membership.

Mr. Healey commented the Board is trying to formalize a standing committee that can ensure that the concurrency management requirements of the capital improvement element is met on an ongoing basis and is ready to review any project that develops.

Member Friszolowski and Member Holehouse spoke in favor of the Technical Review Committee.

Chairwoman Secka asked for any comments. There were no comments.

Due to time constraints, Chairwoman Secka suggested postponing the remaining items on the agenda until the November meeting. Mr. Healey supported Chairwoman Secka in continuing Item C -- Proposed City-Initiated Text Amendments to Division 2 (Definitions), Division 23 (Off-Street Parking and Loading), Division 35 (Large Resort District), Division 38 (Activity Center), Division 42 (Bayou Residential), Division 46 (Boutique Hotel/Condo) relating to Off-Premise and Commercial Parking Lots and Structures (Draft Ordinance) – and the Countywide Plan Update until the November meeting.

7. November Meeting / Agenda

After Board discussion, the next two meetings were scheduled for November 17, 2014 at 4:00 p.m. and December 15, 2014 at 4:00 p.m.

8. Adjournment

There being no further business to come before the Board, the meeting was adjourned at 4:50 p.m.

Attest:

_____ _____

Rebecca C. Haynes, City Clerk Tiffany Secka, Chairwoman

Minutes approved on: _____

PLANNING BOARD MEMORANDUM

TO:	CHAIRMAN AND MEMBERS OF THE PLANNING BOARD
FROM:	CHELSEY WELDEN, URBAN PLANNER
MEETING DATE:	NOVEMBER 17, 2014
RE:	DRAFT COMMUNITY REDEVELOPMENT AREA PLAN FOR REVIEW AND RECOMMENDATION TO CITY COMMISSION

The attached Community Redevelopment Plan was presented to the Planning Board for review at their September meeting, during which Evan Johnson from Tindale-Oliver & Associates (TOA) explained the plan and process. Shortly after, City and TOA staff met with County staff and TOA has worked to make edits to the plan, including the following:

I. Suggestions from Board Members, including a list from Member Secka.
II. Edits from Pinellas County Comments.
III. An update to the Financial Analysis section and Capital Improvements tables to reflect 100% capture of the City/County tax increment rather than the previous proposal of 100% for the first 5 years then 75% for the remaining 25 years.
IV. Addition of Corey Avenue District images per Mayor Lowe's request.

Follow-Up Action - Please review the accompanying draft plan and prepare to make a recommendation to the City Commission regarding the document's consistency with the St. Pete Beach Comprehensive Plan. The CRA Plan and TIF will then need to go through the formal adoption process, starting with City Commission approval.

ST. PETE BEACH
COMMUNITY REDEVELOPMENT AREA PLAN

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

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

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

This Plan addresses the blight identified in the Finding Study and sets the stage for a series of short- and long-term redevelopment activities for new development that can instill civic pride and encourage economic development. These activities will help create a sense of place by improving/upgrading public infrastructure and facilities, more seamlessly connecting the downtown and tourist areas along Gulf Boulevard and investing in unique and innovative programs and initiatives focused on placemaking activities and business assistance programs.

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

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

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

- Burying of existing utilities along the major corridors throughout the CRA
- Development of a waterfront boardwalk
- Streetscape and mobility improvements in both the Downtown and along Gulf Boulevard Redevelopment Districts
- Development of public parking facilities in both the Downtown and Gulf Boulevard Redevelopment 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. These projects and programs, in tandem with the capital investments listed above, will create an environment ripe for redevelopment and help to encourage private sector investment that will help transform the CRA.

Conceptual Diagram of the St. Pete Beach Community Redevelopment Area

1 Transportation and Mobility Improvements

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

2 Infrastructure Improvements

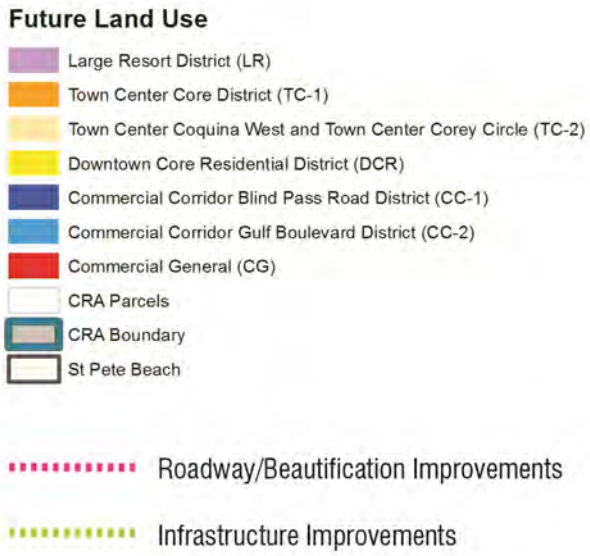
- 2a Utility Relocation
- 2b Stormwater and Drainage

3 Parks, Recreation and Public Facilitiy 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 Administriation Costs
- 4f Property Aggregation



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

Community Center
75th Ave
Blind Pass Rd
Gulf Blvd
77th
Coquina Way
76th
Bay St
Mangrove St
CC-1
TC-2
TC-1
DCE
Corey Ave
Cidlowski Park
Fisherman's Park
Sunset Park
Sunset Way
73rd
72nd
71st
70th
69th
68th
67th
66th
64th
CG
C-2
Downtown Redevelopment District
Gulf of Mexico
LR
54th
52nd
51st
50th
Gulf Boulevard Redevelopment District
Gulf Blvd
Corona del Mar
Parking
Sherman Library & Gardens
Newport Center
Fashion Island
NEWPORT BEACH

Conceptual Diagram - Downtown Redevelopment District

1 Transportation and Mobility Improvements

- 1a Waterfront Boardwalk
- 1b Gulf Boulevard Redevelopment District Roadway Improvements
- 1c Downtown Redevelopment 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 Facilitiy 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 Administriation Costs
- 4f Property Aggregation

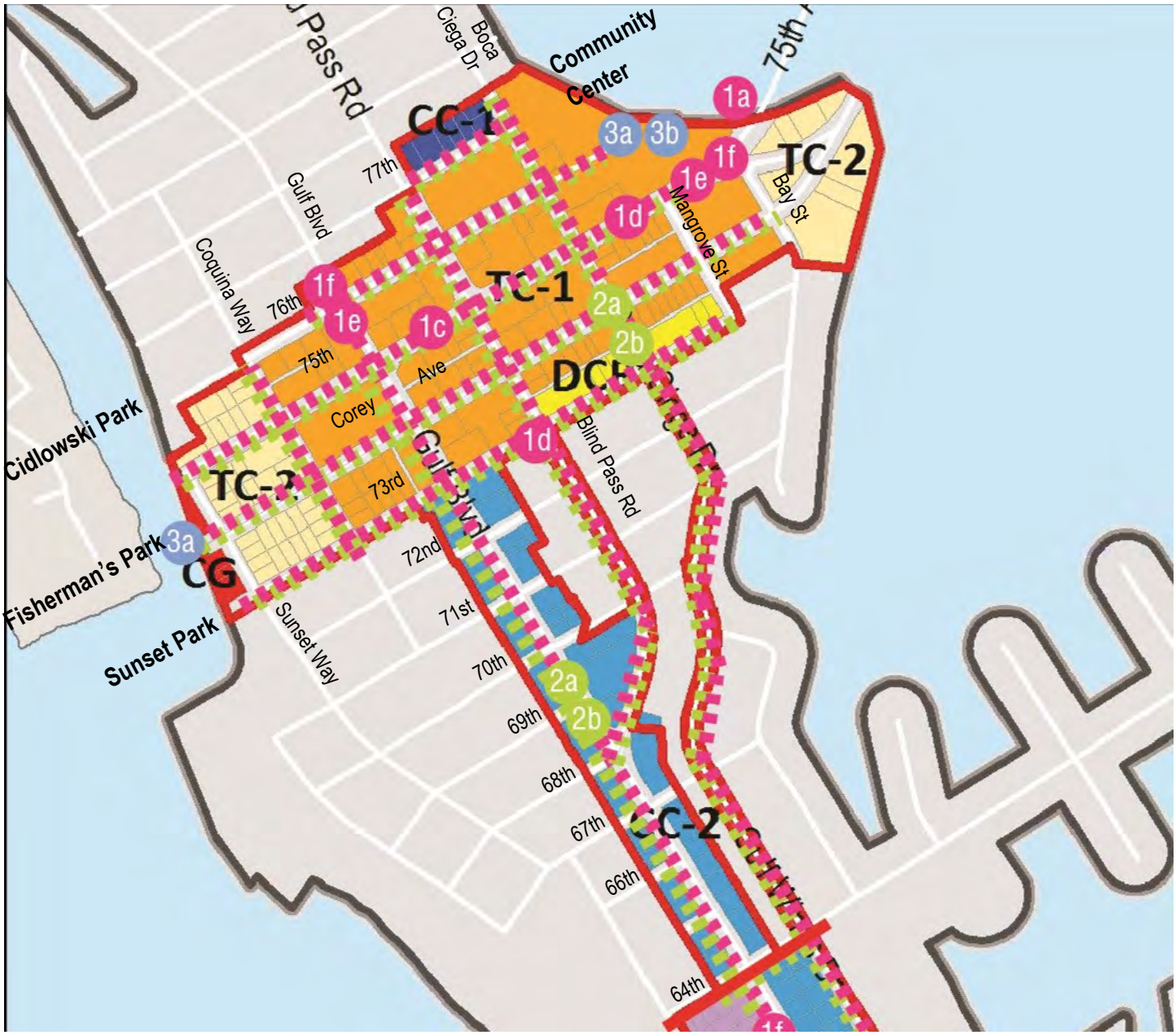
Future Land Use

- 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.


Pass Rd
Ciega Dr
Boca
Community Center
75th
CC-1
1a
3a
3b
1f
TC-2
77th
Gulf Blvd
1e
1d
Bay St
Mangrove St
Coquina Way
76th
1f
TC-1
2a
1e
1c
2b
75th
Ave
Corey
DCH
Cidlowski Park
1d
Blind Pass Rd
TC-?
73rd
Gulf Blvd
Fisherman's Park
3a
72nd
CG
71st
Sunset Park
Sunset Way
70th
2a
69th
2b
68th
67th
CC-2
66th
64th

Conceptual Diagram - Gulf Boulevard Redevelopment District

1 Transportation and Mobility Improvements

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

2 Infrastructure Improvements

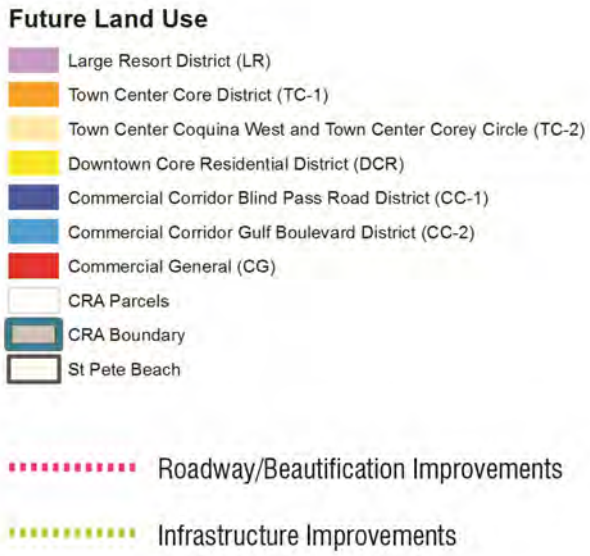
- 2a Utility Relocation
- 2b Stormwater and Drainage

3 Parks, Recreation and Public Facilitiy 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 Administriation Costs
- 4f Property Aggregation



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

Gulf of Mexico
LR
1f
1e
Gulf Blvd
1b
1d
54th
52nd
51st
50th
2a
2b
Gulf Blvd
1b
1e
1f

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) - $12,699,406
- Long Term (16-30 years) - $62,724,009

The comparison of potential increment revenue with the projected capital costs reveals that there is projected to be a surplus of increment revenues over the life of the CRA. This is somewhat misleading, as the it is difficult to accurately project the true costs of capital improvements for such an extended period of time. In addition, the surplus does not include the costs of any non-capital projects, programs, and initiatives that the Redevelopment Agency might undertake over the life of the CRA. It is expected that ultimately that a variety of funding mechanisms will be used to complete projects identified in the CRA Plan, which may include special assessments, general revenue, grants, impact fees, local option sales tax (LOST), and other means as they may become available during the life of the CRA. The Redevelopment Agency will prioritize projects and funding sources as appropriate to implement the CRA Plan with the goal of maximizing the impact of redevelopment to eliminate blighting conditions and to encourage economic development.

CHAPTER 1:
Initiating Redevelopment

1.1 BACKGROUND

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

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

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

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

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

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

redevelopment projects, smart infrastructure investment, and green initiatives to improve the environment. The Comprehensive Plan includes the policies and land use recommendations identified within the CRD. Appendix 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.

DEVEOPMENT 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 Redevelopment District, centered on the city's traditional main street, Corey Avenue, also has struggled with redevelopment and occupancy of its commercial spaces. The City has worked with business and property owners to encourage new activity, but a lack of parking, the physical disconnection caused by major roadway corridors, and other constraints have challenged redevelopment in the core.

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

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

COMMUNITY INVOLVEMENT

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

1.2 FINDING OF NECESSITY OVERVIEW

The completion of the Finding Study documents the existence of conditions required to designate a CRA. The City of St. Pete Beach Redevelopment CRA Blight Study concluded the CRA is considered a "Blighted Area," which constitutes an area that is injurious to the public health, safety, morals, and welfare of the residents, as specified in Section 163.335 (1) and 163.340 (8), F.S. (2013), based on the physical, economic, and regulatory conditions and government-maintained statistics.

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

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

The totality of CRA comprises a transportation system that falls below current standards and requires a substantial budgetary commitment to maintain and/or upgrade over time. The key intersection with capacity problems is the Gulf Boulevard/75th Avenue/Blind Pass Road intersection. This intersection is the primary traffic obstruction in the CRA and needs to be reorganized. Other solutions would require major infrastructure changes, including acquiring private property to increase roadway rights-of-way.

Driveways and curb cuts along Gulf Boulevard are not consolidated. In as little as 100 feet, 15 driveway cutouts can be found along sections of Gulf Boulevard. Driveways cause significant vehicle and pedestrian safety risks because of the multiple points of potential conflict. The frequency of curb cuts makes consistent streetscape treatment virtually impossible. Because there are inadequate back or front loading areas at many commercial properties along Gulf Boulevard, delivery trucks are forced to unload in the middle turn lane along Gulf Boulevard. This impedes traffic flow and presents a safety risk to drivers and delivery workers.

Gulf Boulevard is the signature street for both St. Pete Beach and the CRA, but the road functions solely as a vehicle mover. The main thoroughfare of the CRA has an outdated transportation network, including inadequate streetscape, transit facility, and safety features. The street design does not provide adequate public beach access and is generally deficient of public parking. Except for a metered parking lot adjacent to the St. Pete Beach Access County park and other on-street parking areas, there are no public 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 Redevelopment District of the CRA is to create a vibrant mixed-use downtown core that maintains its primary focus on providing government, business, retail, and entertainment services to residents and tourists with opportunities for temporary lodging and secondary residential uses to create a live, work, shop, dine, and entertainment activity center.

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

1.4 LEGAL BOUNDARY DESCRIPTION OF CRA

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

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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 BCC for review and approval. If the BCC approves the CRA Plan, additional community redevelopment powers contained in Chapter 163, Part III, F.S. are delegated to the City. These additional powers may include the authority to establish a redevelopment trust fund subject to BCC approval. This Plan has been prepared at the direction of the City Commission and represents a collaborative effort between and among City staff, local residents and the consultants.

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

2.2 PROCEDURE FOR CONSIDERING AND ADOPTING THE PLAN

The Community Redevelopment Act, Section 163.360, F.S. (2013), outlines the procedure for considering and adopting this Plan. Once developed, the Plan must be forwarded to the St. Pete Beach Planning Board 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 BCC for review and approval. When the BCC approves the CRA Plan, additional community redevelopment powers contained in Chapter 163, Part III, F.S. are delegated to the City. These additional powers may include the authority to establish a redevelopment trust fund subject to BCC approval, which will then be adopted by ordinance.

2.3 COMMUNITY REDEVELOPMENT AGENCY POWERS

The St. Pete Beach City Commission has been established as the Redevelopment Agency. Following approval of the CRA Plan by the Pinellas BCC, the City Commission will assume its capacity as the governing body of the CRA pursuant to Section

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

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

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

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CHAPTER 3:
Redevelopment Vision, Objectives, and Strategies

3.1 APPROACH

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

3.2 OVERALL VISION OF THE CRA

The CRA contains two primary planning districts: the Downtown Redevelopment District and the Gulf Boulevard Redevelopment District These two district boundaries are consistent with those within the CRD Plan. Within the CRD Plan, each district contains specific allowable use types, densities/intensities, and design guidelines. The district boundaries help to identify the differences between the commercial/resort areas and downtown core. As described in the CRD Plan, each district is allowed compatible diversity in permitted uses, densities, intensities, and design guidelines for the purpose of creating (1) a live, work, shop, and play environment within the Downtown Redevelopment District and (2) a resort/commercial activity center within the Gulf Boulevard Redevelopment District. The Redevelopment Agency, through implementation of this CRA Plan, will build upon the land use, urban design, and density/intensity guidance identified in the CRD Plan through investment in specific projects. These will include improved infrastructure, rehabilitation of structures, landscape and streetscape upgrades, improved/upgraded parks, creation of parking facilities, 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 REDEVELOPMENT DISTRICT

STREETSCAPE, PEDESTRIAN AND BICYLCLE ORIENTATION

Implement Downtown Redevelopment District Roadway Improvements featuring:

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

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 Redevelopment 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 Redevelopment District Streetscape and Pedestrian Improvements (Source: Corey Avenue District Vision Plan)

DOWNTOWN CORE RESIDENTIAL NEIGHBORHOODS

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

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

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 Redevelopment 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 (public or private). 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 REDEVELOPMENT DISTRICT

STREETSCAPE, PEDESTRIAN AND BICYLCLE ORIENTATION

Implement the Gulf Boulevard Redevelopment District Roadway Improvements featuring:

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

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

PUBLIC INFRASTRUCTURE & FACILITIES

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

OTHER CRA-WIDE INITIATIVES

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

BRANDING, SIGNAGE AND WAYFINDING

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

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

BUSINESS ASSISTANCE PROGRAMS

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

PLAN FRAMEWORK

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

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

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

3.3 REDEVELOPMENT OBJECTIVES AND STRATEGIES

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

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

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.

Figure 3-6: Redevelopment Plan Conceptual Diagram

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

Downtown Redevelopment District
Gulf Boulevard Redevelopment District
Gulf of Mexico
Blind Pass Rd
Community Center
75th Ave
CC-1
TC-2
TC-1
DC
Gulf Blvd
77th
Coquina Way
76th
Bay St
Mangrove St
Ave
Corey
Cidlowski Park
Fisherman's Park
Sunset Park
Sunset Way
73rd
72nd
71st
70th
69th
68th
67th
66th
64th
CG
CC-2
LR
54th
52nd
51st
50th
Corona del Mar
Parking
Sherman Library & Gardens
Newport Center
Fashion Island

Figure 3-7: Conceptual Diagram - Downtown Redevelopment District

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

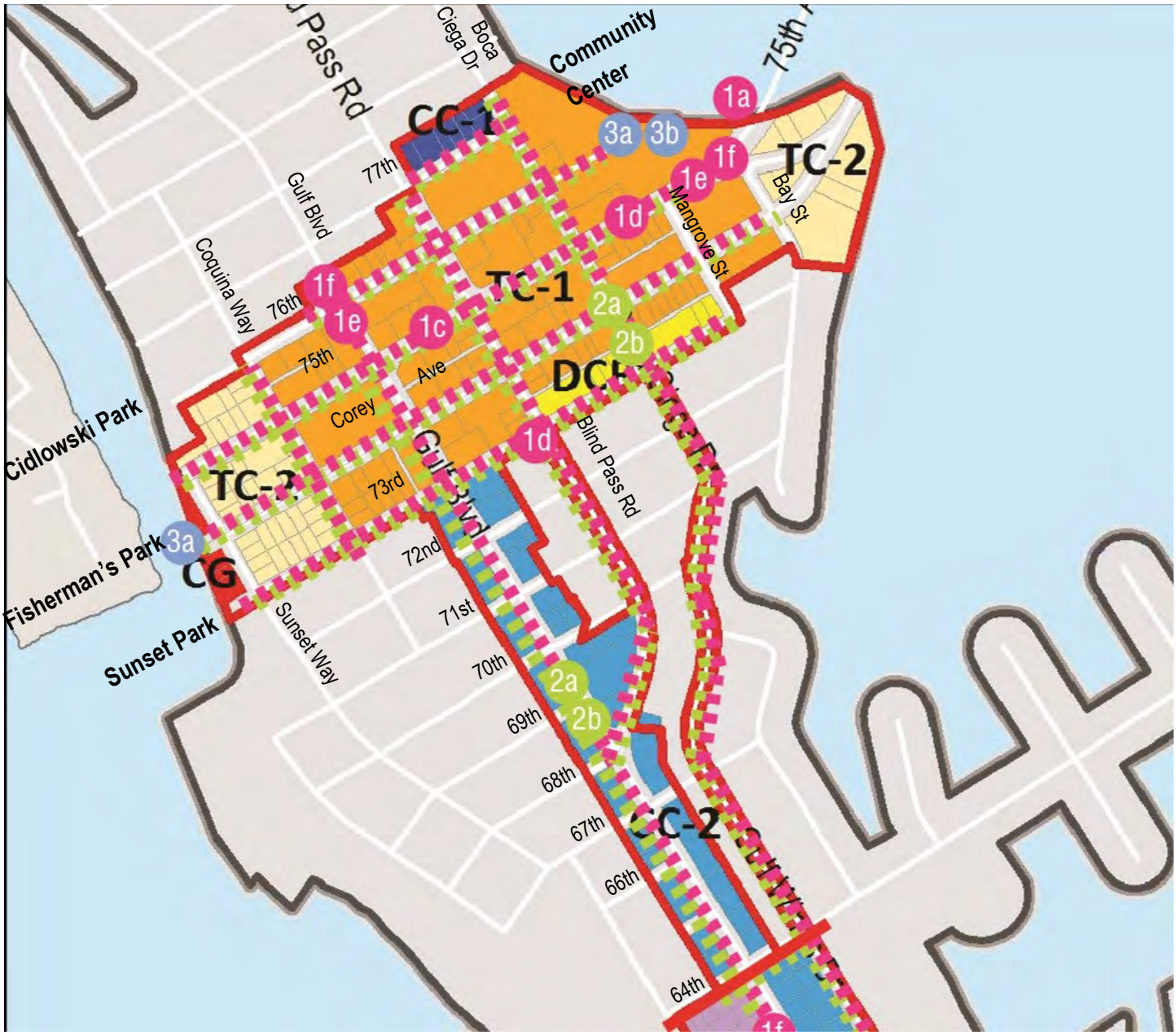
Pass Rd
Boca Ciega Dr
Community Center
75th
CC-1
1a
3a
3b
1f
TC-2
1e
Bay St
77th
Gulf Blvd
1d
Mangrove St
Coquina Way
1f
TC-1
2a
76th
1e
1c
2b
75th
Ave
DCE
Corey
Cidlowski Park
1d
Blind Pass Rd
TC-2
73rd
Gulf Blvd
3a
Fisherman's Park
CG
72nd
71st
Sunset Park
Sunset Way
70th
2a
2b
69th
68th
67th
CC-2
66th
64th

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

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

Gulf of Mexico
LR
1f
1e
1b
1d
2a
2b
Gulf Blvd
54th
52nd
51st
50th

DOWNTOWN REDEVELOPMENT DISTRICT

PRIMARY OBJECTIVES AND STRATEGIES

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

Strategy 1.1: All development and redevelopment within the Downtown Redevelopment District shall be consistent with the policies for the sub-district within which the development occurs and shall comply with the density/intensity standards, and design guidelines included with the CRD Plan.

Strategy 1.2: Residential uses in the Downtown Redevelopment District are encouraged only as part of a mixed use commercial project with a variety of densities, housing types, and affordability, consistent with the districts identified within the CRD Plan.

Strategy 1.3: A variety of incentives should be made available to encourage commercial revitalization through various redevelopment prototypes in the Downtown Redevelopment District area located along Corey Avenue, on Corey Circle East and Coquina West, and along the small commercial corridors located near Corey Avenue on Blind Pass Road and Gulf Boulevard that also promote a pedestrian-friendly, safe, comfortable, aesthetically-pleasing village-like environment.

Strategy 1.4: The City and Redevelopment 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: Identify a permanent tenant or tenants, for the former Police Station building. The City may also evaluate the opportunity to relocate a City operations to this building. The City and Redevelopment Agency may 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 Redevelopment District safely, comfortably, and efficiently.

Strategy 2.1: The street grid within the Downtown Redevelopment District should be maintained to provide multiple access points in and through Downtown to assist in dispersing traffic on various routes that will contribute to improved traffic flow and safety.

Strategy 2.2: Where feasible, Blind Pass Road and Gulf Boulevard within the Downtown Redevelopment District shall be reclaimed as local streets to operate within the Downtown, not only for vehicular circulation but, more importantly, for safe and comfortable pedestrian and bicycle circulation.

Strategy 2.3: Develop and implement a streetscape plan to enhance the comfort and safety of the pedestrian environment in the Downtown Redevelopment District to provide for bicycle or other non-vehicular parking and safe circulation, improve traffic circulation, and provide traffic calming, improve lighting, landscaping, streetscape, and incorporate public art wherever possible.

Strategy 2.4: A variety of parking solutions for motorized and non-motorized transportation systems should be pursued to support development and redevelopment while maintaining ease of access and parking throughout the Downtown Redevelopment District. The Redevelopment Agency should consider the completion of a parking master plan to identify the most effective strategies for managing parking within the Downtown Redevelopment 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 Redevelopment District.

Strategy 2.6: Joint-use public/private parking facilities, including public restroom facilities, as centrally located as practical and feasible, shall be pursued in the Downtown Redevelopment District.

Strategy 2.7: Develop and implement a comprehensive wayfinding signage program within the Downtown Redevelopment District to create, identify and facilitate ease of movement for visitors and residents alike.

Strategy 2.8: Develop access management strategies to improve the pedestrian experience and functionality of the road, such as consolidation/reduction in curb cuts and driveways, and improved internal connectivity.

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

Strategy 3.1: The Community Center site shall continue to be enhanced and expanded as a waterfront park accessible to all residents and visitors containing active and passive open space that will be a venue for local and regional outdoor activities and entertainment; a pedestrian waterfront boardwalk access to Corey Avenue and a public use should be considered.

Strategy 3.2: Waterfront access for public use and enjoyment shall be pursued as an integral element of development and redevelopment at either end of Corey Avenue as focal points for these areas; vacating rights-of-way shall be evaluated and pursued if development or redevelopment will provide public waterfront access.

Strategy 3.3: Parks should be maintained, enhanced, and expanded, where appropriate, and recreational activities that serve residents and visitors shall be encouraged.

Strategy 3.4: Public waterfront access should be pursued and expanded, where appropriate.

GULF BOULEVARD REDEVELOPMENT DISTRICT

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

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

Strategy 4.2: Develop a variety of development incentives to encourage commercial and temporary lodging development in the Gulf Boulevard Redevelopment District. Particular emphasis should be placed on redeveloping temporary lodging uses on the west side of Gulf Boulevard along the Gulf beaches and redeveloping appropriate commercial and residential uses on the east side of Gulf Boulevard.

Strategy 4.3: The City shall recognize the unique features of the Gulf Boulevard Redevelopment District and shall implement landscape and streetscape improvements that promote a pedestrian- and bicyclist-friendly and safe environment that minimizes pedestrian-vehicular conflict and bicycle-vehicular conflict.

Strategy 4.4: The City and the Redevelopment Agency shall, through projects and programs, work to encourage new and refurbished temporary lodging development consistent with the policies and standards included in the Comprehensive Plan and land development regulations.

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

Strategy 5.1: Work to reclaim Gulf Boulevard as a functioning local street to the maximum extent permitted by FDOT to improve vehicular, non-vehicular, and pedestrian circulation.

Strategy 5.2: Design and implement streetscape/landscape improvements to enhance the pedestrian and vehicular environment, attract residents and visitors into the Gulf Boulevard Redevelopment District, improve traffic circulation, and encourage private reinvestment and investment, subject to FDOT approval.

Strategy 5.3: Implement a variety of parking solutions for motorized and non-motorized vehicles to support redevelopment

while maintaining ease of access and adequate parking throughout the Gulf Boulevard Redevelopment District. The Redevelopment Agency should consider the completion of a parking 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 Redevelopment District.

Strategy 5.5: Development of on-site and off-site public parking, as well as other mobility improvements, shall be pursued in proximity to public beach access points, pedestrian crosswalks, and major retail and entertainment areas.

Strategy 5.6: Development and implement a comprehensive wayfinding signage program within the Gulf Boulevard Redevelopment District to create identify and facilitate ease of movement for visitors and residents alike.

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. With regard to the relocation of persons displaced by private development actions, the Redevelopment Agency will work with private developers to assure adequate relocation efforts are made.

Strategy 8.3: Identify catalyst sites to serve as important strategic assets to cause an early and precedent-setting change in the CRA and to spur momentum for future projects.

Strategy 8.4: Provide incentives such as City/CRA-funded infrastructure improvements for private properties or by aggregating specially targeted or adjacent lots with multiple owners to create a single owner.

Strategy 8.5: Consider using land acquisition to develop and/or enhance public facilities within the CRA including, but not limited to, 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 Redevelopment District. Such partnerships should provide capital resources, skills, and expertise to manage and execute the City's and Redevelopment Agency's redevelopment initiatives.

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

Strategy 10.3: The Redevelopment Agency 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. If further incentives/density bonuses are created to support the development of new affordable residential units, these incentives will not increase the allowable residential density within the CRA higher than what is currently permitted on the City's Future Land Use Map.

Strategy 11.6: Work with neighboring communities and support public transportation systems and other affordable housing strategies through implementation of an affordable housing impact fee mitigation program for all new construction.

Strategy 11.7: Encourage housing improvement and replacement projects through the land development regulations.

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

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

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

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

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

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

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

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

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

COMMUNITY OBJECTIVES AND STRATEGIES

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

Strategy C1.1 Development/design standards for site, building, landscape, signage, and public areas will be prepared in a concise yet user-friendly format. The development/design manual will be used to assist developers, builders, property owners, and individuals 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 Redevelopment 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 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 Redevelopment District as local streets to operate not only for vehicular circulation but, more importantly, for safe and comfortable pedestrian and bicycle circulation.

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

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

4.4 LIMITATIONS ON THE TYPE, SIZE, HEIGHT, NUMBER, AND 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 Redevelopment District and Gulf Boulevard Redevelopment District identified within the CRA (Figure 1-2: CRA District Map) are wholly contained within the adopted CRD area, as identified on the Countywide Plan Map. Within the adopted CRD Plan, the City of St. Pete Beach identifies a number of sub-areas, 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

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

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

Other Use Regulations

Prohibited uses, accessory structures and uses, and specific design and development standards shall be governed by the current LDC. shall be governed by the current LDC.

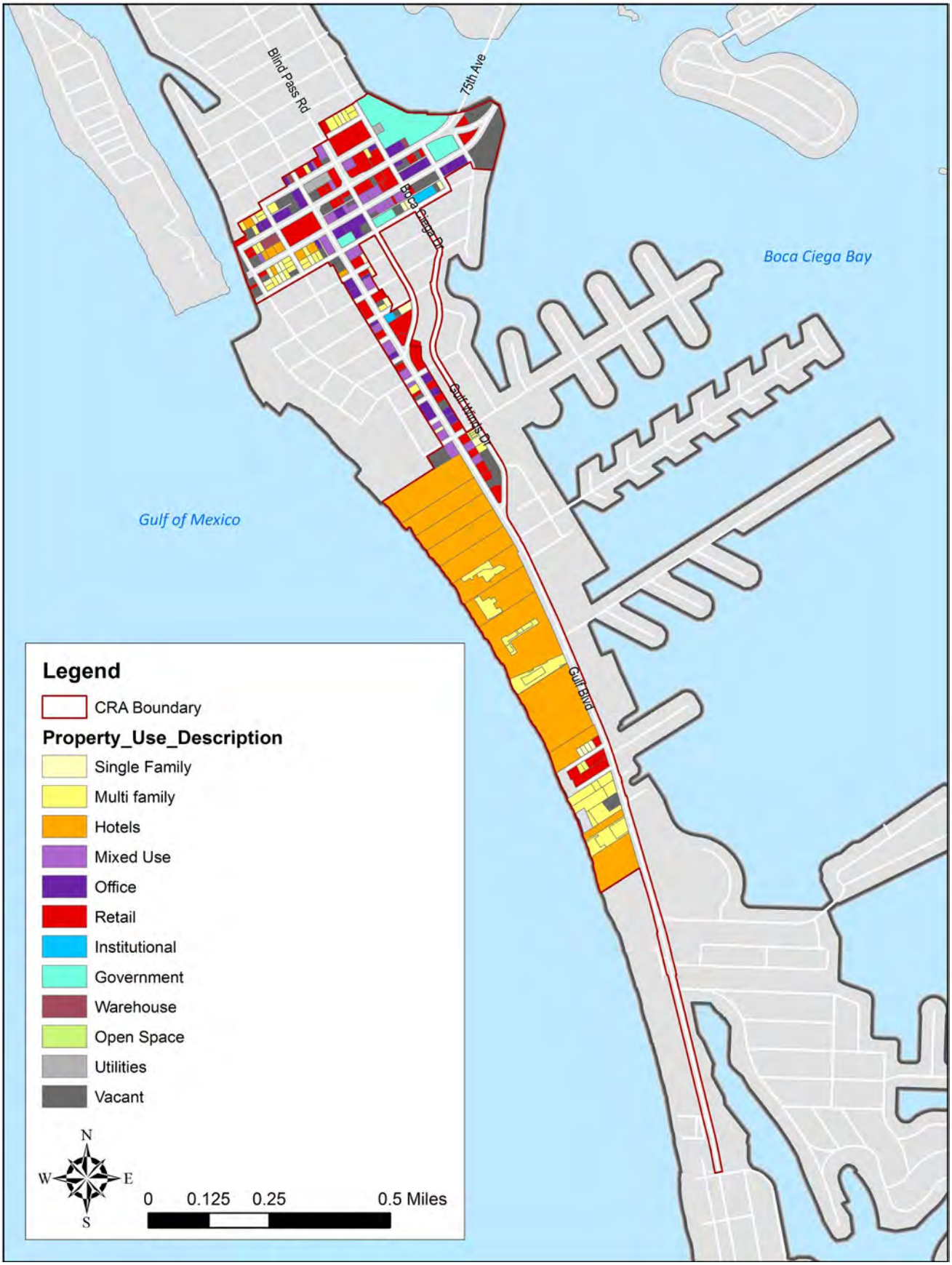

Figure 4-1: Existing Land Use Map

Figure 4-2: Future Land Use Map

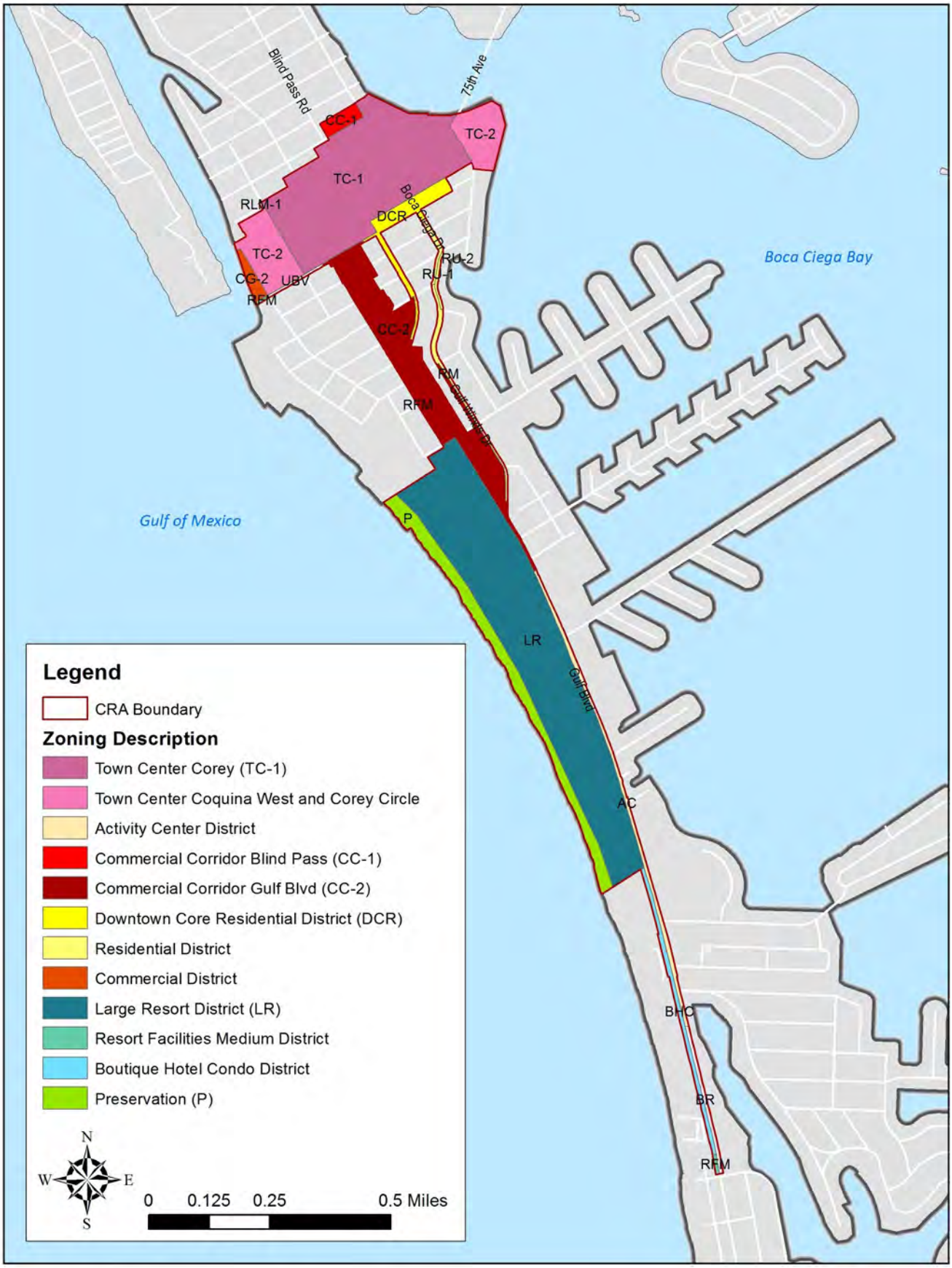

Figure 4-3: Zoning Map

Table 4-2: Allowable Density and Intensity

CRA	Maximum Density	Impervious Surface Ratio	Maximum Floor Area Ratio	Potential Bonus
Downtown Redevelopment District				
Town Center Core District (TC-1)	15 du/acre as part of a mixed use project Temporary Lodging—50 units available as part of TLU Density Pool	.90	1.00 with no residential	.45 bonus permitted for mixed-use retail/office/ residential
Town Center Corey Circle District (TC-2)	24 du/acre Temporary Lodging—shall not exceed 150 units per project	.70	.55 with no residential	N/A
Town Center Coquina West District (TC-2)	24 du/acre Temporary Lodging—Conditional use only and shall not exceed 50 TLU/acre and a cumulative total of 150 units per project	.70	.55 with no residential	N/A
Downtown Core Residential District (DCR)	10 du/acre	.70	N/A	N/A
Commercial Corridor Blind Pass road District (CC-1)	7.5 du/acre for single family homes and duplexes that do not access Blind Pass Road 12 du/acre for multi-family residential as part of a mixed-use project	.70	.70 with no residential .90 as part of a mixed-use project	N/A
Commercial Corridor Gulf Boulevard District (CC-2)	7.5 du/acre for single family homes and duplexes that do not access Gulf Boulevard 12 du/acre for multi-family residential as part of a mixed use project	.70	70 with no residential .90 as part of a mixed-use project	N/A
Gulf Boulevard Redevelopment District				
Large Resort District (LR)	Scenario 1—Shall not exceed the following—50 TLU/acre or 15 du/acre Scenario 2—Shall not exceed the following—75 TLU/acre or 15 du/acre	.85 for temporary lodging .70 for residential Mixed use are prorated based on acreage of each use	Scenario 1—1.8 with no residential Scenario 2—2.6 with no residential	Scenario 2—.15 bonus for street level and restaurants facing Gulf Boulevard
Commercial Corridor Gulf Boulevard District (CC-2)	7.5 du/acre for single family homes and duplexes that do not access Gulf Boulevard 12 du/acre for multi-family residential as part of a mixed use project	.70	70 with no residential .90 as part of a mixed-use project	N/A

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

Table 4-3: Allowable Building Heights

Response (10). - Include a

CRA	Maximum Height
Downtown Redevelopment District	
Town Center Core District (TC-1)	28 feet for exclusively non residential development 40 feet for buildings with non residential and residential above first floor
Town Center Corey Circle District (TC-2)	28 feet for exclusively non residential 76 feet for buildings with non-residential on first floor and residential above 86 feet for buildings with non residential on bottom floor and residential/temporary uses above
Town Center Coquina West District (TC-2)	28 feet for an exclusively nonresidential use 76 feet for buildings containing non-residential uses on the first habitable floor accessible at street level mixed with a primary residential component above 86 feet above for buildings containing nonresidential uses on the first habitable floor accessible at street level and either a minimum of fifty (50) temporary lodging units or a primary residential use above the first floor or all three uses in one or more buildings as part of a unified development project, provided that the main principal building provides retail/commercial uses at street level
Downtown Core Residential District (DCR)	35 feet
Commercial Corridor Blind Pass road District (CC-1)	28 feet for exclusively non residential projects 40 feet for mixed-use projects
Commercial Corridor Gulf Boulevard District (CC-2)	28 feet for exclusively non residential projects 40 feet for a mixed-use development project located on a minimum ½ acre buildable site with a retail or office component on the first floor at street level and the residential use located above the first floor
Gulf Boulevard Redevelopment District	
Large Resort District (LR)	Scenario 1— 100 Feet for any building with only temporary lodging units 50 feet for any building containing temporary lodging and residential 50 feet for any building containing residential units only Scenario 2— 146 for any building with only temporary lodging units 50 feet for any building containing multi-family residential combined with temporary lodging 50 feet for any residential only buildings
Commercial Corridor Gulf Boulevard District (CC-2)	28 feet for exclusively non residential projects 40 feet for a mixed-use development project located on a minimum ½ acre buildable site with a retail or office component on the first floor at street level and the residential use located above the first floor

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

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

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

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

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

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

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

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

- A centrally-located parking facility in the Downtown Redevelopment District
- A centrally-located parking facility in the Gulf Boulevard Redevelopment District commercial/resort core area within close proximity of large resorts, Dolphin Village, and public each 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 Redevelopment District and on the eastside of the Gulf Boulevard Redevelopment District. The intent of the Downtown Redevelopment District is to be redeveloped as a traditional small pedestrian-oriented urban “downtown” with mixed land uses of commercial “mom and pop” facilities and residential above the ground floors, and the Gulf Boulevard Redevelopment District is to be 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, building and development sites or any property acquired by the Redevelopment Agency through "willing-seller-only" acquisition for use as public redevelopment projects, subject to obtaining necessary permits.

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

4.9 DURATION

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

4.10 REDEVELOPMENT PLAN MODIFICATION

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

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CHAPTER 5:
Financial Analysis and Planning

5.1 ANALYSIS PURPOSE AND BACKGROUND

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

5.2 CITY OF ST. PETE BEACH: OVERVIEW

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

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

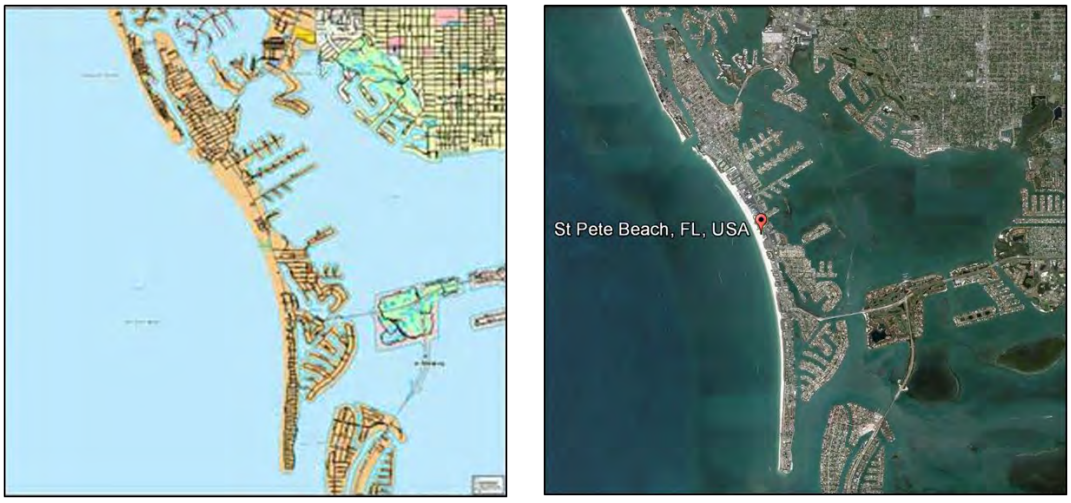


Figure 5-1: St. Pete Beach[3]

[1] U.S. Census Bureau, 2010.
[2] U.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 2013–2014[4]

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

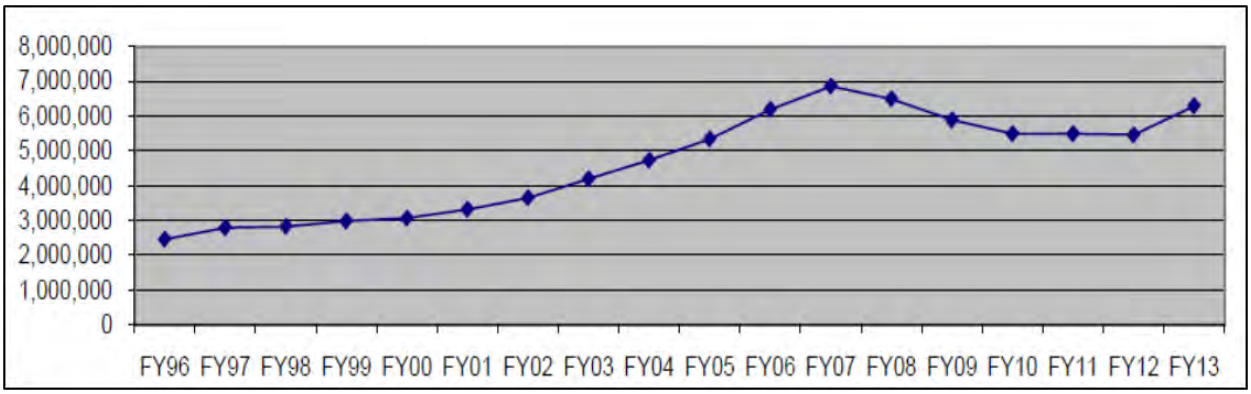
As reflected in Figure 5-2, St. Pete Beach ad valorem revenue increased modestly from FY1996 to FY2001, increased more dramatically from FY2001 to FY2008, and then experienced a sharp decline from FY2008 to FY2012. Declining ad valorem revenue during this time was experienced by many Cities and Counties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

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.

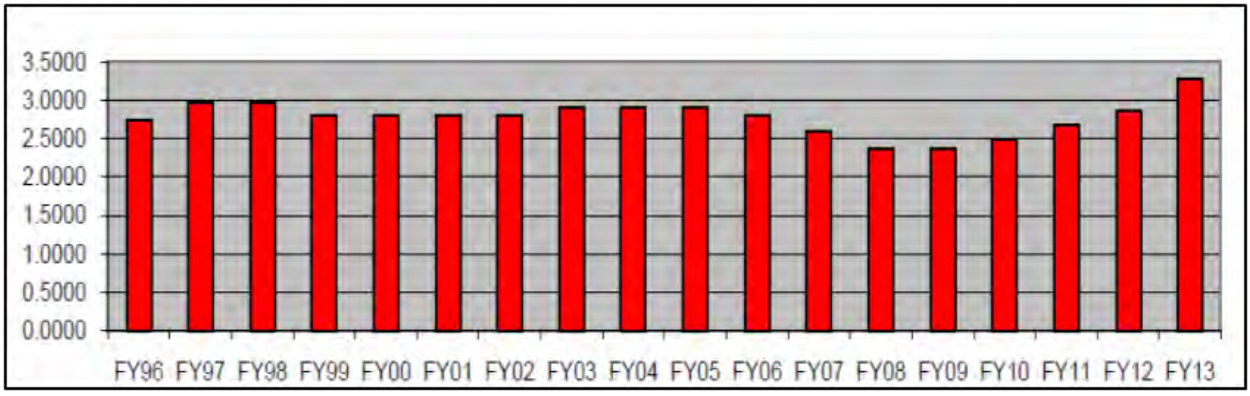
Figure 5-2: Operating Ad Valorem Revenue, FY 1996–FY 2013[6]



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.

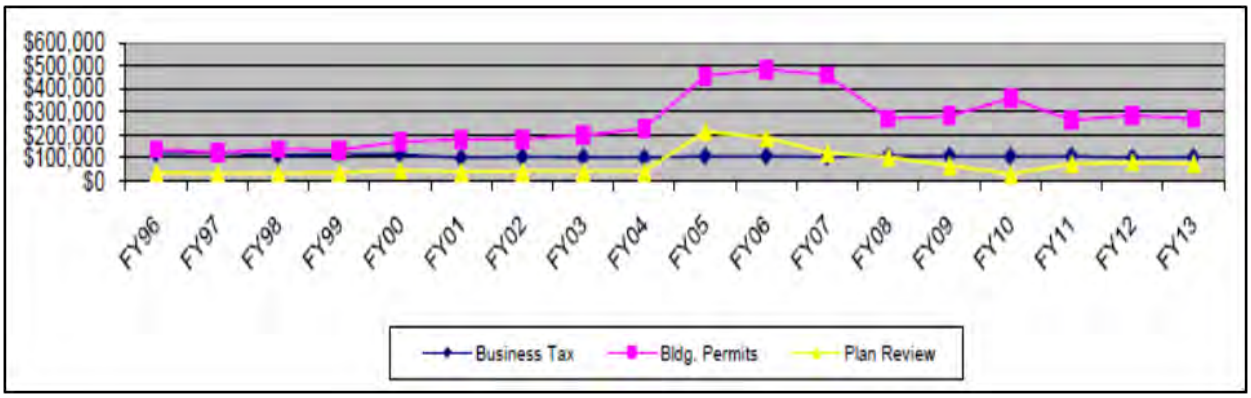
Figure 5-3: Operating Millage Rate, FY1996–FY 2013[7]



[5]St. Pete Beach Proposed Budget, Fiscal Year ending September 30, 2014.
[6]St. Pete Beach budget, Fiscal Year ending September 30, 2013.
[7]St. Pete Beach Budget, Fiscal Year ending September 30, 2013.

St. Pete Beach's population declined from 10,045 in 2000 to 9,341 in 2010[9] , 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 2014[10] (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–FY2013[8]



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 Hall[11], 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 Hall[12] are depicted in Table 5-2. Highlights include:

- A large general population of almost 640,000 (and growing) residing within 15 miles[9]

[8]St. Pete Beach Budget, Fiscal Year ending September 30, 2013.
[9]U.S. Census Bureau.
[10]The Nielsen Company, Appendix 5-2: Demographic/Population Summary, 2014 Report.

- A high level of educational attainment, similar to St Pete Beach[10]
- A workforce of more than 540,000 people within 15 miles, almost 187,000 of whom are white-collar workers[11]
- 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 Gap[13] 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 Survey[14] 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

[11]The Nielsen Company
[12]The 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

[13]The Nielsen Company, Appendix 5-3: Retail Opportunity Gap.
[14]U.S. Bureau of Labor Statistics
[15]U.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 Redevelopment District becoming a regional live-work-play destination. Improving the pedestrian/traffic interface at the major cross-streets is needed to improve connectivity. However, currently, there is little motivation for a pedestrian to face the challenges/risks of crossing the intersections to reach the west end of Corey Avenue. Developing a "special" destination project, coupled with the redesign of the waterfront park at the west end of Corey Avenue, will largely mitigate the end-to-end connectivity of Corey Avenue. This "special" project will probably be challenging and will likely require incentives through public assistance.

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.

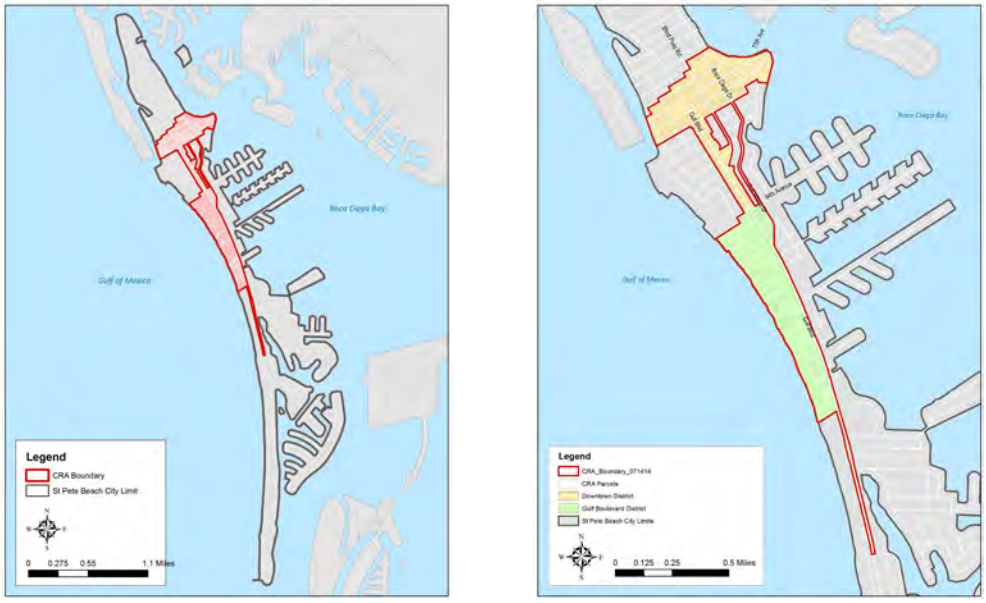


Figure 5-7: St. Pete Beach CRA

Table 5-3: CRA Land Parcels Overview by Category[16]

Property Category	Parcels	DU / Rooms	Taxable Value	Building Area (sf)	Avg Tax Val/Unit	Avg Tax Val/SF	Avg DU Area (sf)	Homestead Parcels		
								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. Hanke[17]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 cycle[18] 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.

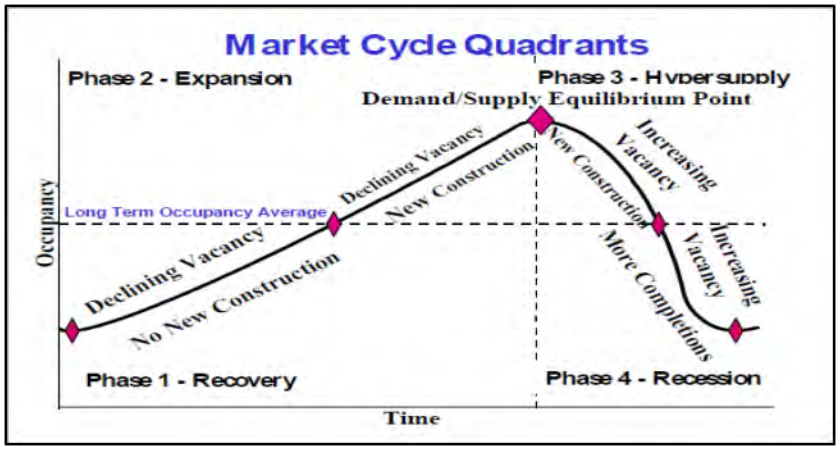


Figure 5-8: Phases in the Real Estate Cycle[18]

[16]Florida Department of Revenue, 2013 Certified Tax Roll.
[17]Steve H. Hanke, "The Great 18-Year Real Estate Cycle."
[18]Glenn 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 (1.83[19]). The model assumes new housing development will be multi-family units, built as unmet demand accrues.
- Development of new commercial space is driven by the existing retail gap identified in the Retail Opportunity Gap analysis and the growth of citywide population, which generates more retail demand within the city/CRA.
- Annual capital improvements on existing residential properties, commercial properties, and hotel/motel properties are based on the gross building area (sf) of each property category existing in 2013.
- Annual escalation rates to reflect the community's economic environment were selected for two primary categories: residential and commercial. The rate of decline during the 18-year real estate cycle also were identified for the two primary categories.
- The average taxable values (land and building combined) of each property category, escalated annually, served as the basis for the values of improvements and new development over the 30-year analysis period. Each complete project was rolled in at its escalated value as it occurs. The taxable value of all improvements and development may take one to three years from the start of construction to appear on the tax roll, depending on the construction period and the date of its Certificate of Occupancy.
- The timing and pace of new development and capital improvements reflect anticipation of market demand and absorption of developed projects, which are critical to attracting and underwriting the investment of the next project.
- The property tax levy is calculated by applying the millage rates of the affected taxing districts to the previous year's incremental taxable value. The millage rates of the City of St Pete Beach (2.8569) and Pinellas County (5.3377, General Fund and Health Department)[20] were applied during the lifespan of the CRA.
- The current city/county millage rates were held constant to calculate the tax levy throughout the 30-year analysis period. In reality, these rates may change over time, potentially due to the 2007 "rolled-back rate" legislation. The Florida Department of Revenue calculation of the rolled-back rate is based on citywide/countywide assessed values, and any resulting changes are applied citywide/countywide. Ad valorem revenues are calculated as 95% of the total revenue generated by applying the property tax millage rate.
- The TIF capture rate for the life of the CRA is calculated as the incremental ad valorem tax revenue (95% of the total tax levy) — All of the available TIF generated will be captured throughout the term of the CRA.
- The values reflected in new development and capital improvements tables are based on the first year's taxable value as projects/improvements are completed.

[19]The Nielsen Company.

[20]Pinellas 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 6–0	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.

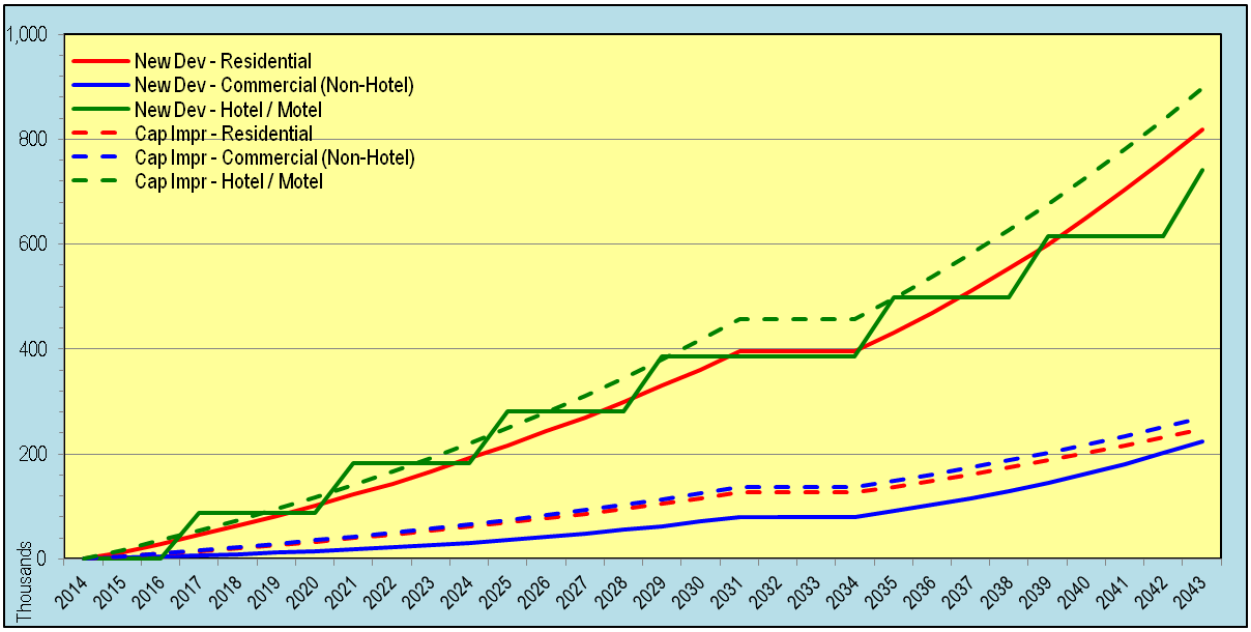


Figure 5-9: Projected New Development and Capital Improvements (sq.ft.)

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.

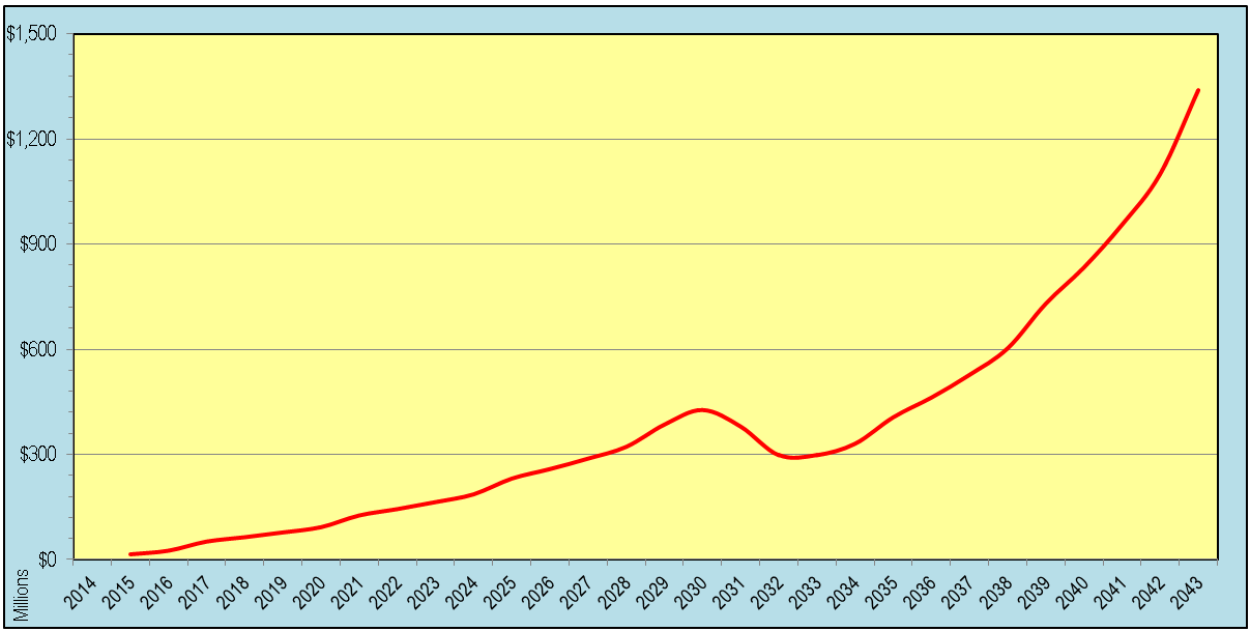


Figure 5-10: Projected Incremental Taxable Value (Cumulative Year-to-Year), 2014–2043

Figure 5-11 depicts the trend of projected incremental TIF revenue (ad valorem revenue is calculated as 95% of the total levy) during 2014 to 2043.

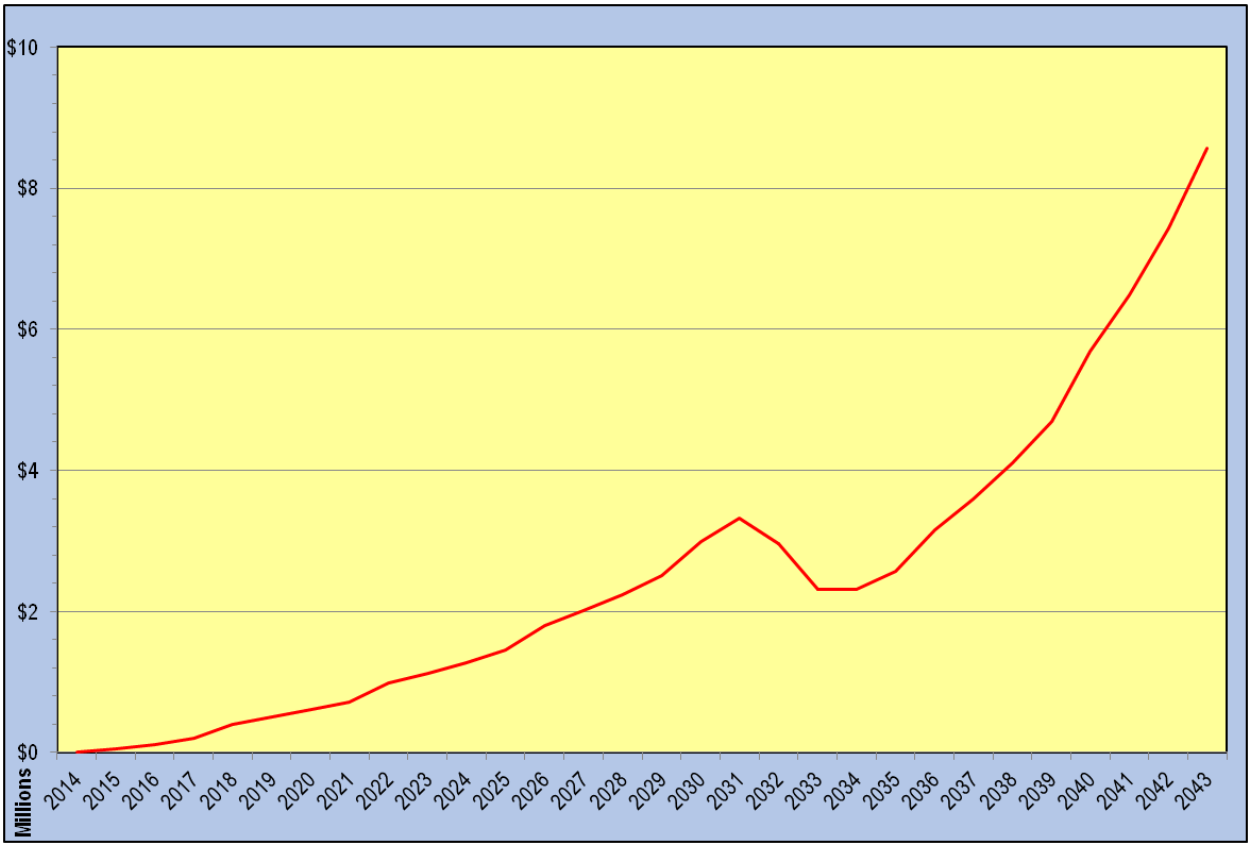


Figure 5-11: Projected Incremental TIF Revenue, 2014–2043

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 ($323,472,239[21], TIF Base Year) are released to the City ($25.5 million) and County ($47.6 million); the revenue generated and released by the Base Year value is not reflected in Table 5-6.

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

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

[21]Florida Department of Revenue, 2013 Certified Tax Roll.

Figure 5-12 depicts the trend of TIF revenue captured during the period 2014–2043. It should be noted that all ad valorem tax revenue generated on the CRA's 2013 taxable value ($323,472,239[22],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 5-6.

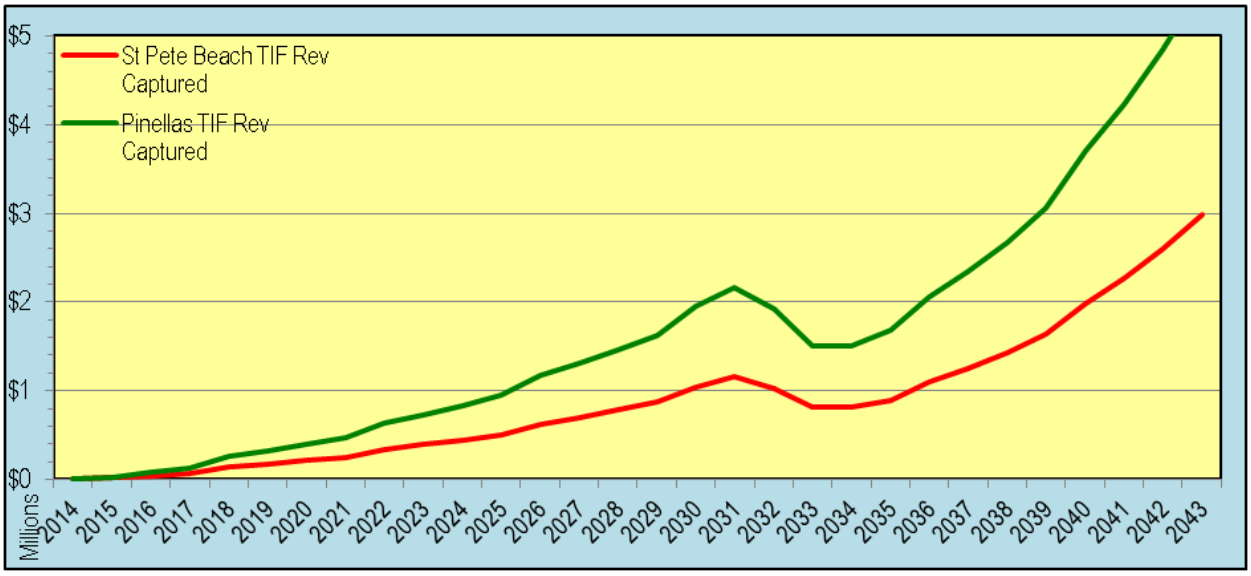


Figure 5-12: Contributions to St. Pete Beach TIF Captured, 2014-2043

5.5 GENERAL OBSERVATIONS AND CONCLUSIONS

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

- Activating the city's market potential and redeveloping/revitalizing the CRA with densities compatible with and appropriate to the district, while maintaining the city's unique "comfort" and character will require the achievement of a careful balance.
- The growth of new development and increasing/diversifying the tax base will continue beyond the 30-year analysis period. The new investment within the CRA will stimulate new investment citywide; the impacts outside the CRA are not quantified in this analysis.
- The market analysis did not attempt to quantify sales tax revenues. However, as retail space is revitalized and developed, there should be a significant increase in sales tax revenues. A wider range of goods and services also will be available to residents.
- The probability of achieving the market potential reflected in this analysis would be improved substantially if the City/CRA used the services of an experienced economic development professional. Approaching the recommended initiatives with a sense of "urgency" would be highly beneficial.
- Initiating a project of sufficient size to justify a marketing budget with an area-wide reach would elevate St. Pete Beach on the regional "radar." This would not only generate market demand but would also attract the attention of regional developers and investors. Achieving this as early as possible would be highly beneficial.
- It is likely the development of parking facilities (parking lots and/or garages) will be required as the CRA evolves. Creating a

[22]Florida Department of Revenue, 2013 Certified Tax Roll.

strategy for the development of public garages that serve visitors and stimulate development/investment would be highly beneficial; strategic locations for public garages that can provide off-site parking for the development of proximate residential projects should be identified. Convenient off-site parking along the hotel corridor will facilitate development/redevelopment of the hotels and allow for the more efficient use of valuable beachfront land. Zoning regulations must support these off-site parking strategies.

- As shown in the model, economic growth and development is expected to occur in St Pete Beach throughout the 2014–2043 (30-year) study timeframe. Some key achievements during the study timeframe include the following:
    - ◊ Expected total new development (residential, commercial (non-hotel), and hotel/motel) of 1,784,850 sq.ft.
    - ◊ Expected capital improvements (residential and non-residential) of 1,414,392 sq.ft. on properties existing as of 2013.
    - ◊ In the context of this analysis, TIF revenue is defined as property tax revenue captured by the Trust Fund as calculated on incremental property values above and beyond the Trust Fund's "base year" values. (Taxes generated on the Trust Fund's "base year" values are released to the taxing districts throughout the term of the CRA/TIF.).

CHAPTER 6:
Capital Planning

6.1 DEVELOPMENT PLAN

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

6.2 CAPITAL PROJECTS

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

DOWNTOWN REDEVELOPMENT DISTRICT STREETSCAPE IMPROVEMENTS

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

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

GULF BOULEVARD IMPROVEMENT PROGRAM COMPONENTS

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

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

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

PARKING FACILITY PROJECTS

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

The provision of additional parking facilities within both the Downtown and Gulf Boulevard Redevelopment Districts will greatly enhance redevelopment potential and eliminate blight conditions by providing reduced demand for parking to be provided on a lot by lot basis. This will allow for more flexibility in site design, and encourage redevelopment, and economic development by reducing the cost of providing for parking. In addition, by reducing on-site parking demand, additional land can be used for improved pedestrian facilities, and access to commercial areas can be improved to increase safety.

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 on the City, and encourage redevelopment in and around the Downtown Redevelopment District. Additionally, the park improvements, coupled with the creation of a pedestrian bridge under 75th Avenue would greatly enhance pedestrian safety and allow for increased multimodal travel, reducing automobile congestion.

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

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 Redevelopment 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								
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 Redevelopment 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 Redevelopment 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 Redevelopment District 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 Downtown Redevelopment 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 Redevelopment 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; ** Pinellas County may require a parking study to be completed prior to initiating the parking garage.

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

Gulf Boulevard Redevelopment 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 Redevelopment 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 Redevelopment 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 Redevelopment 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 Redevelopment 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**	**$12,699,406**	**$62,724,009**	**$76,181,507**		
Funding Surplus*			**$76,181,507(Total Increment Revenue) - $63,343,300 (Total Capital Cost)**				**$12,838,207**	

* $5,746,260.00 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. The level of maintenance within the CRA is important to reinforcing redevelopment objectives and reversing blight. The Redevelopment Agency will establish public infrastructure maintenance requirements for specialty design elements within the CRA that includes but is not limited to streetscape, specialty pavement, landscape, signage, recreation and open space, beach access and pedestrian, bicycle and transit improvements. Where the design of these elements exceed the basic elements provided by the City, the Redevelopment Agency will be responsible for maintaining these infrastructure improvements. TIF may be used to fund these maintenance activities as outlined.

6.4 NON-CAPITAL PROGRAMS

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 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

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.

services related to the design or implementation of capital projects, parking studies, appraisals, business assistance programs, event management and placemaking, and property management services.

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

REDEVELOPMENT TRUST FUND EXPENDITURES

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

7.2 SAFEGUARDS, CONTROLS, RESTRICTIONS, OR COVENANTS

AUTHORITY

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

APPLICABILITY

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

AMENDMENTS TO THE REDEVELOPMENT PLAN

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

COMMUNITY REDEVELOPMENT AGENCY

The St. Pete Beach City Commission has been established as the Community Redevelopment Agency as allowed through the delegation of authority approved by the Pinellas County BCC pursuant to Resolution No. 06-191. Any powers granted the Redevelopment Agency under Florida law, but that may not be specifically stated in this Plan, will not be construed as forfeiture of such powers by the City Commission or the Redevelopment Agency. The City Commission 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 of the 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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APPENDIX B:
Increment Revenue Financing Tables

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

Year			Pinellas Incremental Property Tax Levy/Revenue						St Pete Beach Incremental Property Tax Levy/Revenue						
TIF	Calendar	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	Total TIF Revenue
1	2014	$5,660,764	5.3377	$0	$0		$0	$0	2.8569	$0	$0		$0	$0	$0
2	2015	$14,999,667	5.3377	$30,215	$28,705	100%	$0	$28,705	2.8569	$16,172	$15,364	100%	$0	$15,364	$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
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
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
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
7	2020	$92,478,018	5.3377	$413,943	$393,246	100%	$0	$393,246	2.8569	$221,555	$210,477	100%	$0	$210,477	$603,724
8	2021	$125,948,004	5.3377	$493,620	$468,939	100%	$0	$468,939	2.8569	$264,200	$250,990	100%	$0	$250,990	$719,929
9	2022	$143,953,326	5.3377	$672,273	$638,659	100%	$0	$638,659	2.8569	$359,821	$341,830	100%	$0	$341,830	$980,489
10	2023	$163,962,496	5.3377	$768,380	$729,961	100%	$0	$729,961	2.8569	$411,260	$390,697	100%	$0	$390,697	$1,120,658
11	2024	$186,212,576	5.3377	$875,183	$831,423	100%	$0	$831,423	2.8569	$468,424	$445,003	100%	$0	$445,003	$1,276,427
12	2025	$231,065,338	5.3377	$993,947	$944,250	100%	$0	$944,250	2.8569	$531,991	$505,391	100%	$0	$505,391	$1,449,641
13	2026	$258,229,239	5.3377	$1,233,357	$1,171,690	100%	$0	$1,171,690	2.8569	$660,131	$627,124	100%	$0	$627,124	$1,798,814
14	2027	$288,131,579	5.3377	$1,378,350	$1,309,433	100%	$0	$1,309,433	2.8569	$737,735	$700,848	100%	$0	$700,848	$2,010,281
15	2028	$321,606,498	5.3377	$1,537,960	$1,461,062	100%	$0	$1,461,062	2.8569	$823,163	$782,005	100%	$0	$782,005	$2,243,067
16	2029	$385,077,267	5.3377	$1,716,639	$1,630,807	100%	$0	$1,630,807	2.8569	$918,798	$872,858	100%	$0	$872,858	$2,503,665
17	2030	$426,800,001	5.3377	$2,055,427	$1,952,656	100%	$0	$1,952,656	2.8569	$1,100,127	$1,045,121	100%	$0	$1,045,121	$2,997,776
18	2031	$379,594,507	5.3377	$2,278,130	$2,164,224	100%	$0	$2,164,224	2.8569	$1,219,325	$1,158,359	100%	$0	$1,158,359	$3,322,583
19	2032	$297,906,157	5.3377	$2,026,162	$1,924,854	100%	$0	$1,924,854	2.8569	$1,084,464	$1,030,240	100%	$0	$1,030,240	$2,955,094
20	2033	$297,906,157	5.3377	$1,590,134	$1,510,627	100%	$0	$1,510,627	2.8569	$851,088	$808,534	100%	$0	$808,534	$2,319,161
21	2034	$330,517,697	5.3377	$1,590,134	$1,510,627	100%	$0	$1,510,627	2.8569	$851,088	$808,534	100%	$0	$808,534	$2,319,161
22	2035	$405,949,621	5.3377	$1,764,204	$1,675,994	100%	$0	$1,675,994	2.8569	$944,256	$897,043	100%	$0	$897,043	$2,573,037
23	2036	$462,207,930	5.3377	$2,166,837	$2,058,495	100%	$0	$2,058,495	2.8569	$1,159,757	$1,101,770	100%	$0	$1,101,770	$3,160,265
24	2037	$527,049,859	5.3377	$2,467,127	$2,343,771	100%	$0	$2,343,771	2.8569	$1,320,482	$1,254,458	100%	$0	$1,254,458	$3,598,229
25	2038	$602,614,976	5.3377	$2,813,234	$2,672,572	100%	$0	$2,672,572	2.8569	$1,505,729	$1,430,442	100%	$0	$1,430,442	$4,103,015
26	2039	$730,183,339	5.3377	$3,216,578	$3,055,749	100%	$0	$3,055,749	2.8569	$1,721,611	$1,635,530	100%	$0	$1,635,530	$4,691,279
27	2040	$833,569,555	5.3377	$3,897,500	$3,702,625	100%	$0	$3,702,625	2.8569	$2,086,061	$1,981,758	100%	$0	$1,981,758	$5,684,382
28	2041	$955,774,733	5.3377	$4,449,344	$4,226,877	100%	$0	$4,226,877	2.8569	$2,381,425	$2,262,354	100%	$0	$2,262,354	$6,489,231
29	2042	$1,100,410,297	5.3377	$5,101,639	$4,846,557	100%	$0	$4,846,557	2.8569	$2,730,553	$2,594,025	100%	$0	$2,594,025	$7,440,582
30	2043	$1,339,631,146	5.3377	$5,873,660	$5,579,977	100%	$0	$5,579,977	2.8569	$3,143,762	$2,986,574	100%	$0	$2,986,574	$8,566,551
Total								$49,622,195						$26,559,314	$76,181,509

APPENDIX C:
Comprehensive Plan Review

CONSISTENCY WITH THE CITY'S COMPREHENSIVE PLAN

COMPREHENSIVE PLAN GOALS, OBJECTIVES, AND POLICIES

Future Land Use Element	
Goal 1	Support rebuilding and maintaining a sustainable carbon-neutral community by adopting and implementing land development and building regulations that: protect and conserve water resources; promote energy efficient buildings; encourage environmentally sensitive site and building design; facilitate recycling of construction materials and debris; support innovative building and site design that recognizes the complexities and environmental sensitivities of our coastal environment and its vulnerability to storms; and protect and enhancement of the overall environmental quality of our City.
Policy 1.1.4	The City shall promote and encourage through redevelopment land development regulations clean industries such as tourism-related businesses.
Policy 1.1.6	The City shall consider participation in Cities for Climate Protection Campaign in support of Executive Order No.: 07-126, issued by the Governor of the State of Florida on July 13, 2007; and in partnership and support of a Resolution adopted by Pinellas County to become a national and state model for innovative and sustainable planning, economic development and Green design, by: (1) implementing strategies such as Livable Communities to increase pedestrian and bicycle travel to reduce auto-dependence; and (2) implement LEED and Energy Star standards for new buildings and major renovations.
Policy 1.1.7	The City shall pursue a partnership with local businesses in the Downtown Redevelopment District, Corey Area to initiate a Florida Main Street designation process and provide business grant assistance for façade improvements.
Policy 1.1.10	The City shall offer incentives for the location and construction of affordable, Green, on-site workforce living accommodations in conjunction with large-scale temporary lodging uses.
Objective 1.2	Transform the City's development and permitting regulations into a Smart Growth and Quality Development Code, promoting flexibility, mixed use, incorporating economic and environmentally sustainable standards and pilot Green practices program incentives.
Policy 1.2.2	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 reliance on the auto.
Policy 2.1.1	The following land use categories, including the stated residential densities and non-residential intensities of use standards, as administered through the land development regulations, shall be adopted for the City of St. Pete Beach: ********** Community Redevelopment District (CRD), where the densities and intensities shall be as determined within the Community Redevelopment District as specified in each designated character district pursuant to the provisions set forth in Special Area Designation – Community Redevelopment District section of this Future Land Use Element to encourage economic revitalization and redevelopment of properties and uses located within the CRD, with a particular emphasis on commercial, temporary lodging and mixed uses along the Cities main transportation corridors, adjacent to waterfront or located within major community activity centers.
Policy 2.1.14	The City shall adopt land development regulations that encourage parcel assembly to remedy defective or inadequate street layout and parking facilities; improve traffic flow on roadways; faulty site design layout and inadequate buffering, open space and drainage in relation to size, adequacy, usefulness; unsanitary or unsafe conditions; deterioration of a site or other improvements; inadequate and outdated building
Policy 2.4.3	The City shall, while emphasizing residential uses in residential neighborhoods encourage the creative redevelopment of non-viable properties by allowing for a mixture of compatible residential and non-residential uses within a single development site.
Policy 2.8.2	The City shall require that the developer/owner of any new development or redevelopment site to manage storm water runoff in a manner such that post-development runoff rates, volumes and pollutant load do not exceed pre-development conditions.

Future Land Use Element, (cont,..)	
Objective 2.9	Consistent with this comprehensive plan, as amended, level of service standards set forth in this plan will not be degraded.
Policy 2.9.3	The development of residential and commercial land shall be timed and staged in conjunction with provision of supporting community facilities, such as streets, utilities, police and fire protection, emergency medical service, public schools.
Policy 2.9.6	Consistent with this Comprehensive Plan, as amended, all permits for future development and redevelopment activities shall be issued only if public facilities necessary to meet the level of service standards adopted pursuant to this comprehensive plan are available concurrent with the impacts of the development.
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 improvements; inadequate and outdated building patterns.
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 reinvestment and investment, subject to FDOT approval.
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 residents alike.
Policy 1	All development shall be consistent with building and site design guidelines and standards that establish the quality of design features expected for renovation, redevelopment and new construction in the Gulf Boulevard Redevelopment District.
Policy 3	The design of all projects in the Gulf Boulevard Redevelopment District shall make meaningful contributions to a safe and comfortable pedestrian environment through site and building design, internal connections between adjacent properties, and external connections to and along Gulf Boulevard.
Policy 10:	To improve traffic flow and reduce pedestrian/bicyclist – vehicular conflict, vehicular curb cuts to access Gulf Boulevard shall be minimized, shared access driveways should be pursued, and internal connectivity between adjacent properties should be encouraged, to the practical extent feasible to allow reasonable, adequate and safe ingress and egress to new development.
Policy 11	A Transportation Management Plan (TMP) shall be required on all development and redevelopment that increases density or intensity of development on a site. Physical and operational improvements and strategies should be considered as part of any project Transportation Management Plan.
Policy 14	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
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 Redevelopment 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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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 Statues.

(2) "Public body" means the state or any county, municipality, authority, special district as defined in Section 165.031(5), Florida Statues, 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 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.

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APPENDIX H:
Assumption Financial Model Table

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APPENDIX 5-1: VALUES / ASSUMPTIONS FOR FINANCIAL MODEL

(FDOR 2013 Certified Tax Roll) — 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)	Homestead Parcels 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

County:	5.3377
City:	2.8569
Other Taxing Districts (Total):	10.2717

Value Escalation (from 2013)

Residential:	Starting Esc	1.75%
	Ann'l Esc Growth	3.50%
	Tot Declined Val	-25.00%
	Yr 1 Decline	40.00%
	Yr 2 Decline	60.00%
Commercial:	Starting Esc	1.75%
	Ann'l Esc Growth	5.50%
	Tot Declined Val	-22.00%
	Yr 1 Decline	40.00%
	Yr 2 Decline	60.00%

City / CRA Pop Growth - CRA Pop Capture

Starting Growth Factor	0.51%
Ann'l Growth Escalation	7.5%
CRA Impact Factor (starting year 5)	12.0%
Ann'l Impact Escalation	7.5%
CRA Pop Capture (starting year 5)	50.0%
Ann'l Capture Escalation	2.0%

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:	Years 1 -	30	100%	thereafter	n/a
City:	Years 1 -	30	100%	thereafter	n/a

Property Improvements On Existing 2013 Properties

Multi-Family Residential		
Property (sf):	437,353	
Avg tax val per sf:	$149.13	all properties
Imp / yr:	1.10%	in growth yrs,
Ann'l esc of imp / yr:	4.10%	starting yr 2
Imp val:	20.0%	of esc value
Non-Hotel Commercial		
Property (sf):	449,763	
Wtd avg tax val per sf:	$135.89	all properties
Imp / yr:	1.15%	in growth yrs,
Ann'l esc of imp / yr:	4.10%	starting yr 2
Imp Val:	22.0%	of esc value
Hotels, Motels, Time Shares		
Property (sf):	1,499,510	
Avg tax val per sf:	$119.38	all properties
Imp / yr:	1.15%	in growth yrs
Ann'l esc of imp / yr:	4.10%	
Imp Val:	28.0%	of esc value

NOTE: Taxable value appears on the tax roll the year after the construction start.

New Development

Multi-Family Residential		
Avg DU (sf):	959	
Tax val per sf:	$161.04	1970+
Avg Household Size:	1.83	people
Const Timing:	Annual, starting yr 2 based on	
Initial Dev Rate:	previous year's CRA population	
Dev Esc:	demand	
Non-Hotel Commercial		
Wtd tax val per sf:	$92.22	
Const Timing:	Annual, starting yr 2	
Initial Dev Rate:	1,900	sf
Dev Esc:	10.50%	Annually
Hotel / Motel		
Avg Room (sf):	505	
Tax val per sf:	$107.52	
Tax val per room:	$77,531	
Const Timing:	Every 3 yrs starting yr 4	
Initial Dev Rate:	175	rooms
Dev Esc:	6.00%	of last project

Tindale Oliver design

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

November 11, 2014

COMMUNITY REDEVELOPMENT PLAN	
Pinellas County Staff Comments - Gordon Beardslee, September 23, 2014	**TOA Responses**
1. **Response** (7). Corrections were responsive to staff's comments. However, for consistency on Page 1 of the Executive Summary, the last sentence of the 2nd paragraph should be revised that the CRA has already been adopted.	The referenced sentence was rewritten to drop the reference of the establishment of the CRA since the Agency has been created and now reads as follows: *Following adoption by the City Commission, the Plan was sent to Pinellas BCC for review and approval, allowing for the establishment of the Redevelopment Trust Fund.*
2. **Response (8)a.** - The findings of necessity clearly identify that the focus of the redevelopment area is that of a "coastal and tourist area" as defined in Sec. 163.340(10) F.S. As such, the primary focus on the Plan is directed toward correcting deficiencies associated with those findings, rather than a primary focus of affordable housing. The Goals, Objectives and Policies for the Community Redevelopment District (CRD) Future Land Use Map Designation established in the City's Comprehensive Plan and included in the CRA Plan are sufficient to address Sec. 163.360(2)(c) indicating provisions for the development of Affordable Housing. For clarification, it is recommended that the following language cited in the August TOA responses be included in the plan *"If further incentives/density bonuses are created to support the development of new affordable residential units, these incentives will not increase the allowable residential density within the* CRA *higher than what is currently permitted on the City's Future Land Use Map."*	This language was added to Primary Objective 11, Strategy 11.5, page 36 *"If further incentives/density bonuses are created to support the development of new affordable residential units, these incentives will not increase the allowable residential density within the* CRA *higher than what is currently permitted on the City's Future Land Use Map."*
3. **Response (8)b.** - Additionally, there appear to be some terminology inconsistencies between Tables 4-1 and 4-2 and the CRD provisions in the Comprehensive Plan, as well as other inconsistencies as noted below: o Downtown "Redevelopment" District (vs. Downtown District) o Gulf Boulevard "Redevelopment" District (vs. Gulf Boulevard District) o Per the CRD District/Comprehensive Plan, the Gulf Boulevard Commercial Corridor is located within the Downtown Redevelopment District, not in the Gulf Boulevard District. o Within the Downtown Core (Table 4-2) it states that Exclusive Residential is prohibited, however this area includes a small area identified in the CRD District as Downtown Core Residential District. o In the CRD District/Comprehensive Plan (Densities Reserved For Community Redevelopment District (4)b. FLUE Implementation) the 15 and 12 unit residential density limitations appear to be the reverse of what is listed in Table 4-2.	The terminology has been updated to both the Downtown Redevelopment District and the Gulf Boulevard Redevelopment District per the terminology found in the Comprehensive Plan. The boundaries provided by the City of St. Pete Beach do show a small portion of the Gulf Boulevard Commercial Corridor district within the Gulf Boulevard Redevelopment District. This is a small area located immediately south of 64th Avenue and east of Gulf Boulevard. See Map 1-2 and 4-2 in the CRA Plan. Table 4-2 has been reviewed and updated per the latest adopted Comprehensive Plan. All applicable character districts have been included in Table 4-2.

o There is no explanation of residential density pools or transient unit density pools established in the Comprehensive Plan and how they are applied in the CRA Plan ("Bonus" provisions of Table 4-2). Please review this table for consistency with the CRD District / Comprehensive Plan and consider including all applicable character districts as they are identified in the CRD District/Comprehensive Plan, as well as an explanation of the RU/TU density pools and application to affordable housing provisions of the plan.	
4. **Response (10)**. - Include a statement in Chapter 4, Statutory Compliance, addressing the requirements of Section 163.360(7)(e) regarding the need to maintain or reduce evacuation times in a "coastal tourist area". It is recommended that it be re-iterated that the CRA Plan would not increase residential densities above what is already permitted in the Comprehensive Plan, and include requirements for a legally enforceable mandatory hotel evacuation/closure covenant as soon as practicable after a hurricane watch that includes St. Pete Beach is posted by the National Hurricane Center (Clearwater Beach By Design reference). This would prompt evacuation of tourists from the City in advance of a general evacuation.	The following text has been added on page 47 of the CRA Plan document. In addition to the provisions described elsewhere in this section, due to the coastal location of St. Pete Beach, the requirements of 163.360(7)(e) apply as they related to maintaining or reducing evacuation times in a "coastal tourist area". As noted elsewhere in the CRA Plan document, the densities and intensities currently allowed under the St. Pete Beach Comprehensive Plan would not be increased/exceeded as a result of this plan. Additionally the City will work with hoteliers to develop a legally enforceable mandatory hotel evacuation/closure covenant as soon as practicable after a hurricane watch that includes St. Pete Beach is posted by the National Hurricane Center. This would prompt evacuation of tourists from the City in advance of a general evacuation.
5. **Response (12 and 15)**. Provisions for relocation of families displaced by redevelopment are largely consistent with other CRA plans. However, it is requested that the following statement/provision be included in Strategy 8.2 on Page 35: "With regard to the relocation of persons displaced by private development actions, the CRA will work with private developers to assure adequate relocation efforts are made." (Dunedin CRA Plan reference).	The statement was added to Strategy 8.2, page 35.
6. **Response (20).** The two proposed parking garages represent a significant portion of the proposed TIF expenditures. Prior to approving the allocation of the County's portion of the Tax Increment to these two projects, Pinellas County may require completion of a parking study to document the need for the parking garages, similar to what was conducted by the City of Dunedin for their CRA. Please provide a footnote to Table 6-1 notating this potential requirement.	The footnote was added - ** Pinellas County may require a parking study to be completed prior to initiating the parking garage.

7. **Response (23).** The footnote on page 70 will be corrected to state that the county has committed $5,746,260.00 not $574,626.	The correction was made
8. **Response (24)a.** On page 71, the following text amendment is recommended: *With most of the 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. *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".	This is found on the top of Page 71
9. **Response (24)b.** During our Sept. 18, 2014 meeting, a question was raised by a member of the consulting team regarding the ability of Tax Increment Funds to be utilized for maintenance of specialized improvements (such as sidewalks that were upgraded above standard requirements). The consultant agreed to provide language for County consideration (a Tampa CRA was given as an example during the meeting). Provide footnotes to Table 5-6 explaining the calculation of TIF revenue captures incremental advalorem revenue released.	The paragraphs below have been added to page 73 to address ongoing maintenance of improvements: 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. The level of maintenance within the CRA is important to reinforcing redevelopment objectives and reversing blight. The Redevelopment Agency will establish public infrastructure maintenance requirements for specialty design elements within the CRA that includes but is not limited to streetscape, specialty pavement, landscape, signage, recreation and open space, beach access and pedestrian, bicycle and transit improvements. Where the design of these elements exceed the basic elements provided by the City, the Redevelopment Agency will be responsible for maintaining these infrastructure improvements. TIF may be used to fund these maintenance activities as outlined.

10. **Additional comments.** from the Pinellas County Office of Management & Budget on the Financial Analysis section of the Plan may be forthcoming.	It is understood that the County may have additional comments.
11. **Additional Comments.** It was noted that County Staff have received comments from some citizens expressing concerns about the spending of public funds in the Coastal High Hazard Area, the current Level of Service for hurricane evacuation times, and infrastructure capacity to serve additional development.	The public comments are so noted.

CITY OF ST. PETE BEACH CRP RESPONSE TO PLANNING BOARD MEMBER COMMENTS

November 11, 2014

COMMUNITY REDEVELOPMENT PLAN	
Planning Board Secka Comments -	**TOA Responses**
1. You may want to consider running a find & replace to match up to the reference of Pinellas BOCC because both BCC and BOCC are used throughout the document.	BOCC was replaced with BCC
2. Last sentence on page 2 of the Executive Summary change "This to These" and delete the comma after redevelopment	These changes were made
3. Second sentence of third paragraph on last page (IX) of the Executive Summary – change "project" to "projected"	This change was made
4. Second sentence of third paragraph last page (IX) of the Executive Summary – the correct deficiency is $5,893,551	Based on City staff request to change the projected incremental capture rates, there is no longer a projected deficiency over the life of the CRA. These figures have been updated throughout the document.
5. As mentioned during the meeting, we need to be sure this does not preclude the city from using this facility since studies are being done to look at making the police station into the city hall and the current city hall into a library	On page 20 – under the heading Public Infrastructure, after the word "tenant" the following was added (public or private)
6. Page 31, Strategy 1.11 – same concern as mentioned above in #5.	Strategy 1.11 (now 1.10) has been rewritten as follows: Identify a permanent tenant or tenants, for the former Police Station building. The City may also evaluate the opportunity to relocate a City operations to this building. The City and Redevelopment Agency may consider financial assistance to help with building renovations, upgrading, etc.
7. Page 32 – Strategy 2.7, change first word from development to develop and add comma after the word create.	Changes were made as recommended
8. Page 35 – Strategy 8.2, next to last word should read "be" not "e"	Change was made as recommended
9. Page 36 – Strategy 11.3, Do not believe density bonuses are currently included in Comp Plan – also not sure if we mean to encourage new residential development	This strategy would allow for the CRA to develop future incentives to encourage new affordable and workforce housing using a variety of incentives. It is not intended to be in conflict with the Comprehensive Plan
10. Page 37 – Strategy C1.1 – change the word "individual" to "individuals"	Change was made as recommended
11. Page 40 – second paragraph, first sentence, add a comma after the word diagram	Change was made as recommended

12. Page 41 – 4.4, first sentence – as stated during the meeting, believe current LDRs do not match up with the Comp Plan	This language refers to the fact that the Comprehensive Plan and the LDC are what control the maximum development potential. The Comprehensive Plan and Zoning can differ, though ultimately what gets built must be consistent with both.
13. Page 46 – Table 4.2 – there is a question regarding the maximum density of 10 temporary lodging units per project being in conflict with the Comp Plan – the current is 75 UPA	Table 4.2 has been updated per the current Comprehensive Plan.
14. Page 47 – 4.5 first bullet – add the word "in".	Change was made as recommended
15. Page 47 – 4.5 second bullet – add the word "beach" before the word "access".	Change was made as recommended
16. Page 48 – In 4.8, second sentence there appears to be something missing in this sentence.	The sentence has been reworded as follows: The Redevelopment Agency is authorized to prepare or cause to be prepared, building and development sites or any property acquired by the Redevelopment Agency through "willing-seller-only" acquisition for use as public redevelopment projects, subject to obtaining necessary permits.
17. Page 48 – In 4.9, add the word "Agency" after the word "Redevelopment".	Change was made as recommended
18. Page 50 – In 5.2, second paragraph, second sentence – consider inserting the word "which" or change the word "make" to "making"	Changed the word "make" to "making"
19. Page 51 – last sentence of paragraph under Table 5-1, shouldn't this be decreased property values instead of increased property values	Change was made as recommended
20. Page 62 – first paragraph, first word of last sentence should be capitalized	Change was made as recommended
21. Page 63 - change the word "release" to "released" in paragraph above figure 5-12.	Change was made as recommended
22. Page 67 – Parking Facility Projects, change the word "reducing" to the word "reduced".	Change was made as recommended
23. Page 68 – first paragraph, end of second sentence - change the word "for" to the word "on".	Change was made as recommended
24. Page 68 – first paragraph, last sentence – need to add space between the word increased and multimodal.	Change was made as recommended
25. Page 71 – under CRA Administration - Is this C supposed to be here? If so, what does it mean?	The C was removed before the word TIF

26. Page 77 – 7.3, Expansion and creation of neighborhood retail and services does not look accurate -- possibly neighborhood should be removed?	This terminolgy is correct. Neighborhood services include such businesses as drug stores, small markets, etc.
Page 77 – 7.3, should this be "of the Community Redevelopment Agency"	This was rewritten as follows: Goals, objectives, and policies supportive of the creation of the Redevelopment Agency ....Appendix E.

Community Development Department
City Hall, 155 Corey Avenue
St. Pete Beach, Florida 33706

PLANNING BOARD MEMORANDUM

TO:	CHAIRMAN AND MEMBERS OF THE PLANNING BOARD
FROM:	MATT McLACHLAN, AICP, CITY PLANNING CONSULTANT
MEETING DATE:	NOVEMBER 17, 2014
RE:	DRAFT ORDINANCE RELATING TO OFF-PREMISE AND COMMERCIAL PARKING LOTS AND STRUCTURES IN THE GULF BOULEVARD REDEVLEOPMENT DISTRICT AND OFF-STREET PARKING STANDARDS

Provided for your review and comment is a draft ordinance providing for the definition, categorization, and use permissions of off-premise and commercial parking lots and parking structures within the four character districts that comprise the Gulf Boulevard Redevelopment District as follows:

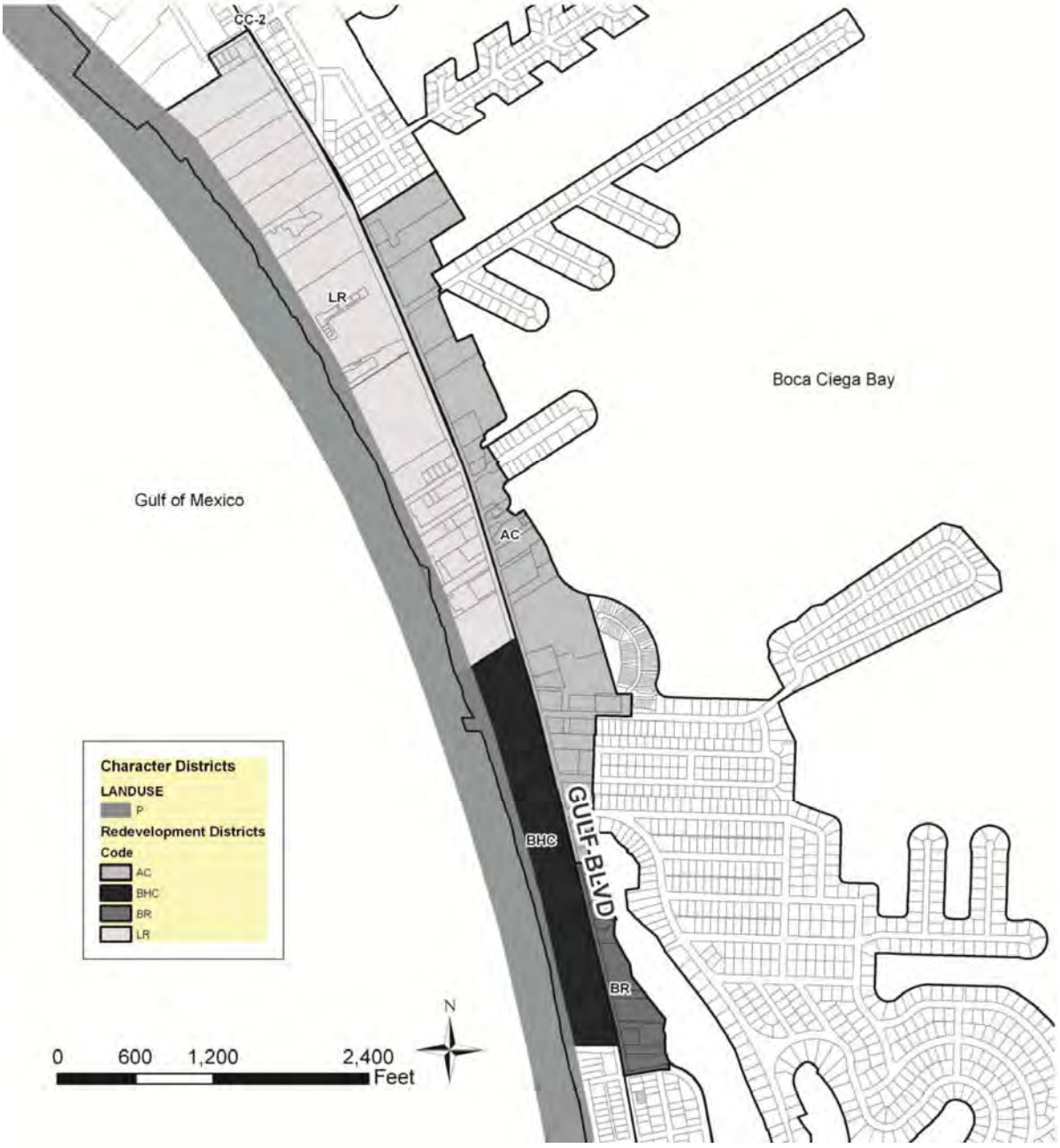
DISTRICT	OFF PREMISE		COMMERCIAL	
	PARKING LOT	PARKING STRUCTURE	PARKING LOT	PARKING STRUCTURE
LARGE RESORT	C	C	NP	C
ACTIVITY CENTER	C	C	NP	C
BAYOU RESIDENTIAL	C	C	NP	NP
BOUTIQUE HOTEL/CONDO	C	C	NP	NP

C = CONDITIONAL USE
NP = NOT PERMITTED

In addition, the ordinance includes amendments to the City's general parking requirements to allow turf block to be used as a parking space surface for both required and non-required parking spaces; establish that off-street parking spaces are to be reserved for the exclusive use of residents, customers, patrons, or employees of the principal use of the property they are designed and intended to serve except as may be allowed in connection with a special event; establish revised locational criteria for required off-street parking; and limit non-required, supplemental surface parking within the Gulf Boulevard Redevelopment District to a time period not to exceed five years from the date the conditional use permit is originally approved by the City Commission. Further, the ordinance expands the range and use of pervious and semi-pervious parking materials and associated criteria.

If the Board finds the draft ordinance to be acceptable, Staff will forward the ordinance to the City Commission with any recommended revisions requesting authorization to schedule required public hearings.

Ordinance 2010-13
Map 2
Gulf Boulevard Redevelopment District
Character Districts



ORDINANCE 2014-XX

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF ST PETE BEACH, FLORIDA, AMENDING THE CITY OF ST PETE BEACH LAND DEVELOPMENT CODE BY AMENDING SECTION 2.1 OF DIVISION 2, DEFINITIONS, TO DEFINE PARKING LOT (OFF-PREMISE), PARKING STRUCTURE (OFF-PREMISE), PARKING LOT (COMMERCIAL) AND PARKING STRUCTURE (COMMERCIAL); AMENDING SECTIONS 23.4, 23.7 AND 23.8 OF DIVISION 23, GENERAL PARKING LOTS, RELATED TO THE LOCATION, DESIGN, IMPROVEMENT AND USE OF REQUIRED AND NON-REQUIRED PARKING; AMENDING SECTION 35.3 OF DIVISION 35, (LR) LARGE RESORT DISTRICT TO ESTABLISH OFF-PREMISE PARKING LOT AND/OR STRUCTURE AND COMMERCIAL PARKING STRUCTURE AS AUTHORIZED CONDITIONAL USES; AMENDING SECTION 38.4 OF DIVISION 38, (AC) ACTIVITY CENTER TO DELETE COMMERCIAL PARKING LOT AND REPLACE WITH COMMERCIAL PARKING STRUCTURE AND ADD OFF-PREMISE PARKING STRUCTURE AS AUTHORIZED CONDITIONAL USES; AMENDING SECTION 42.4 OF DIVISION 42 (BR) BAYOU RESIDENTIAL DISTRICT TO ESTABLISH OFF PREMISE PARKING LOT OR STRUCTURE AS AN ALLOWABLE CONDITIONAL USE; AMENDING SECTION 46.4 OF DIVISION 46 (B/HC) BOUTIQUE HOTEL/CONDO DISTRICT TO ESTABLISH OFF PREMISE PARKING LOT AND/OR STRUCTURE AS AN ALLOWABLE CONDITIONAL USE; PROVIDING FOR PUBLICATION IN ACCORDANCE WITH THE REQUIREMENTS OF LAW; AND PROVIDING FOR AN EFFECTIVE DATE.

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

WHEREAS, the City of St. Pete Beach has previously adopted a land development code; and

WHEREAS, periodic updates and clarifications are necessary for successful implementation of a land development code.

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

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

Parking lot (off-premise) means ~~a parking facility designed to serve a specific other use but which cannot be located on the same lot with the use it serves~~ an off-street parking lot that is not on the same property as the principal use it is designed and intended to serve.

Parking structure (off-premise) means a structured parking facility with two or more levels that is not on the same property as the principal use it is designed and intended to serve.

Parking lot (commercial) means ~~premises designed and used exclusively for the parking of vehicles for a fee~~ an off-street parking lot that is not affiliated with a specific other use that provides parking, in whole or majority part, as a commercial enterprise, for a fee on a first come-first-served basis by hourly or monthly contract.

Parking structure (commercial) means a structured parking facility with two or more levels that is not affiliated with a specific other use that provides parking, in whole or majority part, as a commercial enterprise, for a fee on a first come-first-served basis by hourly or monthly contract.

SECTION 2. Section 23.4 of Division 23, General Parking Requirements, of the City of St. Pete Beach Land Development Code is amended to provide as follows:

Sec. 23.4. General parking requirements.

All off-street parking shall be provided in accordance with the following general requirements:

(a) No building or use shall be permitted or constructed unless off-street parking spaces are provided in accordance with the provisions of this Code.

(b) Computation of required spaces.

(1) Fractional space requirements shall be rounded up to the next whole space.

(2) In houses of worship and other places of public assembly in which occupants utilize benches, pews or similar seating arrangements, each 18 linear inches of such seating facilities shall be counted as one seat for the purpose of determining the required number of parking spaces.

(3) In multistory buildings having vertical penetrations including, but not limited to, elevator, mechanical closets, air shafts, stairways and other similar penetrations, and large retail establishments in excess of 5,000 square feet in area having "backroom" storage or working space, may deduct these spaces from the gross square footage in calculating parking space needs.

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(4) In the case of mixed uses, the total requirements for off-street parking shall be the sum of the requirements of the various uses computed separately and the off-street parking space for one use shall not be considered as providing the required off-street parking for any other use, except as provided for in the shared parking criteria in this division.

(c) Off-street parking areas shall not be used for sales, dead storage, repair, dismantling or servicing of any type or kind, nor shall areas devoted to such activities count toward meeting off-street parking requirements.

(d) Off-street parking areas for five or more automobiles shall have individual spaces that are designed, maintained and regulated so that no parking or maneuvering incidental to parking shall be on any public street or sidewalk and so that any automobile may be parked and unparked without moving another automobile.

(e) Except as provided in section 23.7, all off street parking areas shall be surfaced with asphalt, bituminous or concrete material, clay brick or concrete paving units, and maintained in a smooth, well-graded condition; provided, however, turf block may be used for the parking space surface.

(f) If artificially lighted, such lighting shall be so designed and arranged that light is directed away from any adjoining property used or zoned for residential purposes and so designed and arranged as to shield public roadways and all other adjacent properties from direct glare or hazardous interference of any kind.

(g) Be arranged for the convenient access and safety of pedestrians and vehicles.

(h) Be so arranged that no vehicle shall be required to back from such facilities directly onto public streets.

(i) Have curbs, motor vehicle stops or similar devices so as to prevent vehicles from overhanging on or into public rights-of-way or adjacent property.

(k) Off-street parking spaces shall be reserved for the exclusive use of residents, customers, patrons, or employees of the principal use of the property they are designed and intended to serve; provided, however, the City may authorize such parking on non-residentially zoned properties to be used on a temporary basis by the general public in connection with a special event approved by the City under Article II of Chapter 26 of the City of St. Pete Beach Code of Ordinances during those times the principal use of the property is not operating.

(l) Required off-street parking shall be located as follows:

(1) On the same or contiguous property of the use the parking is intended to serve;

(2) On non-contiguous property which has the same zoning classification or a zoning classification which allows the use as permitted or conditional, as the use the parking is intended to serve, provided:

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a. the off premise parking is within 300 feet of the principal use to be served, to be measured along the most direct pedestrian route; except for a restaurant, hotel, or theater use that operates and maintains a valet parking service for customers, for which the off premise parking may be located within 800 feet from the principal use it is intended to serve, to be measured along the most direct pedestrian route.

b. An identifiable pedestrian connection is provided between the off-premise parking area and the principal use it is intended to serve. The pedestrian connection shall require no crossing of a street, except at a signalized intersection.

c. A parking agreement in a form approved by the City Attorney is recorded with the Clerk of the Circuit Court of Pinellas County, Florida, at the owner's expense providing that the off-premise parking area will not be disposed of except in conjunction with the sale or use of the building the parking area serves so long as the parking is required.

(m) Non-required, supplemental surface parking associated with an off-premise parking lot within the Gulf Boulevard Redevelopment District shall be limited to a time period not to exceed five years from the date the conditional use permit is originally approved by the City Commission.

SECTION 3. Section 23.7 of Division 23, Grass and Turf Block Parking, of the City of St. Pete Beach Land Development Code is amended to provide as follows:

Sec. 23.7. ~~Grass and turf block~~ Pervious and Semi-pervious parking.

~~(a) *Grass parking*. Grass parking is allowed in the following instances:~~

~~(1) For any land use where excess parking is provided, that portion of parking which exceeds required parking may be grass in any zoning district.~~

~~(2) For houses of worship, up to 50 percent of required off-street parking facilities and any parking provided in excess of required number of spaces.~~

~~(3) For parks and recreation facilities in a R/OS District.~~

~~(4) For public and private schools offering academic courses.~~

~~(5) For child care and family day care facilities, private clubs, and assisted living facilities, up to 30 percent of their required parking facilities.~~

(a) *Pervious/semi-pervious parking.* Drought tolerant sod, shell, gravel or other similar pervious or semi-pervious surfaces that do not cause erosion, barriers to pedestrian access, or adverse effects to abutting parcels may be approved under the site plan provisions of Division 5 of this Code for parking facilities that meet one of the following criteria:

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(1) An off-premise parking lot in the Gulf Boulevard Redevelopment District for which a conditional use permit has been issued.

(2) Non-required (excess) parking on the same premise as the use it is intended to serve.

(3) Required parking in accordance with the following provisions:

a. For houses of worship, up to 50 percent of required off-street parking facilities~~.~~

b. For parks and recreation facilities in a R/OS District all required parking except for parking required under Section 23.6 of this Code.

c. For public and private schools, child care and family day care facilities, private clubs, and assisted living facilities, up to 30 percent of their required parking facilities.

~~(b) *Turf block.* When off-street parking facilities surfaced with turf grid systems [turf block] are permitted for either required parking or excess parking or both, the parking facilities shall be constructed in accordance with the following:~~

~~(1) Access aisles shall be surfaced with asphalt, concrete material, clay brick or concrete paving units.~~

~~(2) Parking areas shall be maintained such that the grass does not constitute a nuisance by virtue of its appearance or condition and is graded in a level condition. Access aisles shall be maintained in accordance with section 23.10~~

~~(3) Comply with the drainage requirements for storm water runoff set forth in Chapter 106, St. Pete Beach Code of Ordinances.~~

~~(4) Comply in all other respects with the requirements of this Code.~~

SECTION 4. Section 23.8 of Division 23, Off-Street Parking and Loading, of the City of St. Pete Beach Land Development Code is amended to provide as follows:

Sec. 23.8. ~~Off-site parking, when allowable.~~ (Reserved)

~~(a) Required off-street parking facilities shall be located on the same lot as the use they are intended to serve. However, required off-street parking facilities may be located on an off-site lot if approved under the provisions of division 5 of this Code at a public hearing. Such off-site parking facilities, if approved, shall be within 300 feet of the premises they are intended to serve and an off-site parking agreement meeting the requirements of the city attorney shall be required. The applicant for an off-site parking agreement shall demonstrate to the satisfaction of the appropriate board of authority:~~

~~(1) Practical difficulties prevent the location of the parking facilities on the same lot; and~~

~~(2) A safe pedestrian route exists, or will be provided, for the safety of pedestrians traveling between the premises and the off-site parking facilities.~~

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~~(b) Parking agreements in a form acceptable to the city attorney shall provide:~~

~~(1) The land comprising the parking facilities shall not be disposed of except in conjunction with the sale of the premises which the parking area serves, so long as the facilities are required;~~

~~(2) The owner(s) agrees to bear the expense of recording the agreement and agrees that the agreement shall bind their heirs, successors and assigns; and~~

~~(3) The owner(s) shall agree to be responsible for the cost of any required pedestrian safety devices or improvements. The written agreement shall be voided by the city if other off-street facilities are provided in accord with these regulations.~~

SECTION 5. Section 35.3 of Division 35, (LR) Large Resort District, of the City of St. Pete Beach Land Development Code is amended to provide as follows:

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

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

(a) *Primary uses.*

(1) Temporary lodging uses, including hotels, motels, resort condominium hotels;

(2) Multi-family residential.

(b) *Secondary uses.* Secondary commercial uses may be developed as an additional nonresidential use bonus floor area that is not located within the principal building, provided that the secondary commercial development is constructed with a minimum of 200 temporary lodging units. Secondary commercial uses include:

(1) Retail;

(2) Eating and drinking establishments, including bars and cocktail lounges, with or without outdoor seating;

(3) Indoor commercial entertainment facilities;

(4) Vehicles for hire.

(c) *Conditional uses.*

(1) Off-premise parking lot and/or structure

(2) Commercial parking structure

SECTION 6. Section 38.4 of Division 38, (AC) Activity Center District, of the City of St. Pete Beach Land Development Code is amended to provide as follows:

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Sec. 38.4. Allowable conditional uses.

Subject to the provisions or restrictions contained in this section and elsewhere in this Code, allowable conditional uses in the AC Activity Center District are as follows.

(a) Assisted living facilities;

(b) Charter and tour boat operations;

(c) Communication facilities;

(e) Docks, commercial—Classes A, B, C, and D;

(f) Eating and drinking establishments with outdoor seating;

(g) Kennels with outdoor runs;

(h) ~~Parking lots, commercial and/or off-premise~~ Off-premise parking lot and/or structure;

(i) Commercial parking structure

(~~i~~j) Theatres;

(j~~k~~) Vessel for hire businesses; and

(~~k~~l) Subject to the provisions or restrictions contained in this section and elsewhere in this code, temporary lodging units may be allocated from a density pool via a conditional use as follows:

40 temporary lodging uses per acre, not to exceed a total of either 50 units per project or the density pool allocated in the Comprehensive Plan (325 available units for potential use in the Town Center Core Corey Circle, Coquina West, Activity Center, and Bayou Residential Districts)., with a maximum 1.0 floor area ratio on a minimum one (1) acre buildable site. To qualify for mixed use densities and intensities, a minimum of 10 temporary lodging units, mixed with a minimum of 0.35 floor area ratio for commercial or office uses, is required.

SECTION 7. Section 42.4 of Division 42, (BR) Bayou Residential District, of the City of St. Pete Beach Land Development Code is amended to provide as follows:

Sec. 42.4. Allowable conditional uses

Subject to the provisions or restrictions contained in this section and elsewhere in this code, allowable conditional uses in the Bayou Residential District are as follows.

(a). Residential docks
(b). Docks, commercial—Class A
(c). Docks, commercial: Class B
(d). Temporary Lodging with or without a commercial component, awarded on a first come, first serve basis, to come from the density pool established in the

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Comprehensive Plan (325 available units for potential use in the Town Center Core Corey Circle, Coquina West, Activity Center, and Bayou Residential Districts).

(e). Off premise parking lot and/or structure.

SECTION 8. Section 46.4 of Division 46, (B/HC) Boutique Hotel/Condo District, of the City of St. Pete Beach Land Development Code is amended to provide as follows:

Sec. 46.4. Allowable conditional uses.

(1) Transient accommodation units subject to the density pool*

(2) Off-premise parking lot and/or structure

*Subject to the provisions or restrictions contained in this section and elsewhere in this Code, additional temporary lodging units may be allocated from a density pool via a conditional use as follows:

In addition to any transient accommodation units which may be allowed on a per acre basis, there are hereby 125 total transient accommodation units for the entire Boutique Hotel/Condo district, which shall be allocated to individual projects by ordinance of the City Commission upon request of an individual property owner. Such allocation shall not exceed an additional twenty (20) units per acre, nor a total of 60 units per redevelopment project, irrespective of total project acreage.

SECTION 9. This Ordinance shall be published in accordance with the requirements of law.

SECTION 10. This Ordinance shall become effective immediately upon final passage and adoption.

PASSED ON FIRST READING _____, a.d. 2014

PASSED ON SECOND AND FINAL READING _____, a.d. 2014

DRAFT

_____
Maria Lowe, MAYOR

FIRST READING: _____
PUBLISHED: _____
SECOND READING: _____
PUBLISHED: _____

I, Rebecca C. Haynes, City Clerk of the City of St. Pete Beach, Florida, do hereby certify that the foregoing Ordinance was duly adopted in accordance with the provisions of applicable law this _____ day of _____, 2014.

_____
Rebecca C. Haynes, City Clerk

DRAFT

PLANNING BOARD MEMORANDUM

TO:	CHAIRMAN AND MEMBERS OF THE PLANNING BOARD
FROM:	CHELSEY WELDEN, URBAN PLANNER
MEETING DATE:	NOVEMBER 17, 2014
RE:	DISCUSSION ON THE COUNTYWIDE PLAN UPDATE

Background

The Pinellas Planning Council (PPC) staff has been working on an update to the Countywide Plan with the intent of simplifying the planning process by reducing the number of future land use categories and rewriting sections to make the plan more general and policy-based. This involves a complete overhaul of the 2 elements of the Countywide Plan: The Countywide Plan Map and the Countywide Rules. After reviewing the proposed land use categories and map amendments, City staff prepared a response letter to the PPC outlining their concerns. The Planning Board recommended approval of the letter at their August meeting, and the City Commission officially transmitted it to the PPC staff on September 10th, 2014.

Additional Information

PPC staff considered all of the comments they received from local governments and has since made some changes to their proposed plan. See Attachment 1 for the City of St. Pete Beach's letter to the PPC and Attachment 2 for their responses. See Attachment 3 for an excerpt from the Countywide Rules outlining the 4 residential categories. All other comments the PPC received from municipalities as well as the other proposed amendments to the Countywide Rules be viewed at: http://www.pinellasplanningcouncil.org/pacagendas/current/pac1410-2e.pdf.

The changes proposed by PPC staff in response to the points raised by the City include the following:

1. Replacement of the single "Residential" plan category that had a density range of 0 -10/15 units per acre with four new residential categories, including:
    - Residential Estate: 0 - 1 dwelling units/acre
    - Residential Suburban: 0 - 7.5 dwelling units/acre
    - Residential Urban: 0 - 15 dwelling units/acre
    - Residential Transit: 0 - 30 dwelling units/acre

2. Recognition of the existing non-residential categories that were previously proposed to be subsumed within the Neighborhood category on both the local and countywide plans - including the continued use of the current local plan nomenclature

3. Elimination of the 5 units per acre density limit in the Coastal High Hazard Area (CHHA), with the provision that amendments in the CHHA be subject to criteria that address issues pertinent to the CHHA in the local plans, as well as the Countywide Plan amendment process

4. Elimination of the "legacy entitlements" concept - essentially made unnecessary with the creation of the four new residential categories that will allow existing residential densities on the City Plan to be recognized

These changes effectively address all of the City's "Observations/Questions" under I. A 1, 2, and 3 on the City's letter of September 10, as well as the "Specific Requests for Change" under II A, B and C. 1 - 3.

The response indicates item II. D with respect to the legal status of the City's Plan will be reviewed with PPC legal staff and "draft language provided." City staff and the City Attorney are scheduled to meet with the PPC staff and legal counsel to discuss the wording and placement of this provision as recommended by the City.

This plan and many of its components relied heavily on the Greenlight Pinellas referendum being passed at the most recent election. On November 4th it was voted down, so while this will not have an effect on the issues that St. Pete Beach was concerned with, this will likely delay the public hearings.. The current schedule called for a revised draft of the plan and rules in November and public hearings in the January - March 2015 timeframe, but City staff will continue to monitor and coordinate the subsequent draft plan and rules promulgated by the PPC.

Attachment 1

THE SUNSET CAPITAL OF FLORIDA

September 10, 2014

Mr. Michael Crawford, AICP
Interim Executive Director
Pinellas Planning Council
310 Court Street, 2nd Floor
Clearwater, FL 33756-5137

Dear Mr. Crawford:

The City of St. Pete Beach received and reviewed the information transmitted to us under the review process provided preparatory to consideration and adoption of the updated Countywide Plan.

We appreciate the presentation made to the Planning Board by PPC staff member Linda Fisher and the opportunity to review the new Countywide Plan as it pertains to St. Pete Beach.

We have identified below both our observations/questions and specific requests for change.

They are as follows:

I. Observations / Questions

A. We note that a number of the small private and semi-public uses currently identified as Institutional or Transportation/Utility on both the City and current Countywide Plan maps are no longer recognized on your new map. While we recognize that they are provided for within the new "Neighborhood" category, we have these questions as follows:

1. Our preference is to have the City Future Land Use Map continue to recognize them separately on our City Plan Map - may we do so?

2. May we continue to use the current Institutional or Transportation/Utility categories - or are we required to use the new "Public/Semi-Public" plan category terminology if we want to distinguish them on our plan?

3. Would it not be preferable for the Countywide Plan Map to similarly reflect these distinctions made on the City Future Land Use Map?

II. Specific Requests for Change

A. While we also realize the various city owned public recreation and institutional uses that are proposed to be shown as "Neighborhood" are allowed, and therefore not considered "nonconforming" under your proposed plan, we respectfully request they each be recognized by their appropriate new categories as either "Recreation/Open Space" or "Public/Semi-Public". These specific facilities include those Recreation/Open Space locations identified in Attachment A and the Institutional locations identified in

Attachment B. Please note in particular that a portion of the Upham Beach "Recreation/Open Space" area is misclassified as "Resort."

B. As written, the proposed Countywide Plan update identifies the maximum residential density in the Coastal High Hazard Area (CHHA) as five (5) units per acre. Given that the City is largely within this CHHA, we believe this is an unduly burdensome limitation. We recognize and respect the policy objectives of limiting additional residential density in the CHHA, but request you reconsider the manner in which it is addressed. Specifically we recommend that it be dealt with as provided in the current Rules (see Sec. 4.2.7.4); i.e., as a factor that is considered at the time of a requested plan amendment, as opposed to an absolute maximum permitted density.

C. The major difference between the City's plan map and your current plan map, as compared to what you propose in the new Countywide Plan, is that all of the medium and higher density residential areas are shown as "Neighborhood" - which has a maximum density of 10 to 15 units per acre depending on location. The effect of this is to give the appearance of making those areas of the City inconsistent with your plan. We recognize the provision for "legacy entitlements", but believe that this is an inadequate measure for three important reasons:

1. It has the potential to create both practical confusion and legal complexity about what it means and the rights of a significant amount of property within our City that does not conform to the "Neighborhood" standard. Specific examples include the parcels designated RM at the point of Pass-a-Grille and the northern portion of Sailboat Key in St. Pete Beach.

2. Absent any provision for creating new or additional residential density above the 10/15 units per acre standard, you have effectively precluded any opportunity for such future use, however legitimate that might be; and

3. It compromises the meaningfulness of the Countywide Plan as a future-oriented policy statement by ignoring the reality that many higher density residential areas in place today will continue indefinitely into the future. It suggests a "future" that is neither intended nor attainable; and to that extent renders the plan less meaningful.

D. Lastly and of great importance to the City, we urge, and in fact must insist, that special provision be made in the updated Countywide Plan and Rules to recognize the unique position that the City's Comprehensive Plan is in relative to litigation that has challenged the status of the City's Plan as adopted by City Ordinance No. 2011 -19 (inclusive of Ordinances Nos. 2010-13, 2010-15, and 2012-21).

The fundamental premise of the proposed Countywide Plan update is to recognize the validity and applicability of each of the 25 local government plans under the "umbrella" of the Countywide Plan to be adopted pursuant to Chapter 2012-245, Laws of Florida. Given the current legal challenge to the Comprehensive Plan, it is essential that the

countywide process explicitly recognize and provide for the current City Comprehensive Plan, and as it may be amended by the City pursuant to any requirement resulting from the current litigation, to be vested as the official City Plan under the terms of the updated Countywide Plan and Rules.

To that end, we suggest adding the following language to the Countywide Plan and Rules in a place and manner determined to be mutually acceptable to the City, the Planning Council and the Countywide Planning Authority:

> *"In recognition of the current litigation involving the City of St. Pete Beach Comprehensive Plan, specifically, the pending appeal in Anderson v. City of St. Pete Beach, Case No. 2D12-5969,this is to stipulate that the Comprehensive Plan adopted by City Ordinance No. 2011-19 on June 28, 2011, pursuant to Sections 163.3184 and 163.32465, Florida Statutes, inclusive of all its component parts, or as such plan may be amended at the direction of the courts, shall be recognized as the official City Comprehensive Plan, for the purpose of determining the official future land use plan categories and corresponding development rights and standards applicable thereto, as otherwise permitted and authorized by right for each local government plan upon adoption of, and pursuant to, the updated Countywide Plan and Rules in accordance with Chapter 2012-245, Laws of Florida."*

In addition to the issues identified above, the City of course reserves the right to comment further and participate as necessary relative to the on-going review and public hearing process in consideration of the updated Countywide Plan and Rules.

Thank you for your consideration; we will be happy to meet with you to discuss any questions or issues you have with our requests and we look forward to your response.

Sincerely,

City of St. Pete Beach

Maria Lowe

Maria Lowe, Mayor

Elaine Edmunds

Elaine Edmunds
Interim City Manager

Cc: Susan Churuti, City Attorney

ATTACHMENT A – R/OS REQUEST FOR CHANGE

NAME	STREET1	STREET2	STREET3	STREET4
COREY PARK	COREY AVE			
SCENIC PARK #15	COQUINA WAY			
SCENIC PARK #2	BOCA CIEGA DR	83RD AVE		
80TH AVE PARK	80TH AVE	BOCA CIEGA DR		
EGAN PARK	CAPTIVA CIR	BLIND PASS RD		
RON McKENNY PARK	93RD AVE	GULF BLVD	BLIND PASS RD	
80TH AVE	BOCA CIEGA DR			
79TH AVE	BOCA CIEGA DR			
78TH AVE	BOCA CIEGA DR			
CIDLOWSKI PARK	76TH AVE			
79TH AVE STREET END PARK	79TH AVE			
SCENIC PARK #5	77TH AVE			
SCENIC PARK #6	SUNSET WAY	75TH AVE		
FISHERMAN'S PARK	SUNSET WAY	COREY AVE		
SUNSET PARK	SUNSET WAY	73RD AVE		
LIDO PARK	GULF BLVD	46TH ST	45TH ST	1ST ST E
BELLE VISTA TRIANGLE #1	44TH AVE	BELLE VISTA DR		
BILL CORROTTO PARK	BELLE VISTA DR	BELLE VISTA DR E	MANGROVE POINT	
SECENIC PARK #20	BELLE POINT DR			
BELLE VISTA MINI PARK	BELLE VISTA DR E			
THOMAS J ROWE PARK	GULF BLVD	PINELLAS BAYWAY		
HURLEY PARK	15TH AVE	PASS-A-GRILLE WAY	16TH AVE	GULF WAY
ERICIUS PARK	PASS A GRILLE WAY	12TH AVE		
PASS-A-GRILLE PARK	9TH AVE	PASS-A-GRILLE WAY	10TH AVE	GULF WAY
PASS A GRILLE BEACH	GULF WAY			
VINA DEL MAR PARK	S ISLE DR	N ISLE DR	W VINA DEL MAR BLVD	
LAZARILLO PARK	E DE BAZAN AVE	W DEBAZAN AVE	5 DE BAZAN AVE	
COUNTY PARK	GULF BLVD			
87TH AVE STREET END	BOCA CIEGA DR	87TH AVE		
UPHAM BEACH*	BEACH PLAZA	67TH AVE	68TH AVE	69TH AVE
BOCA CIEGA ISLE MINI PARK	BOCA CIEGA ISLE DR			
52ND AVE BEACH ACCESS				
51ST AVE BEACH ACCESS				
DUNE WALKOVER				
37TH AVE BEACH ACCESS	GULF BLVD			
BELLE VISTA BEACH ACCESS #1	GULF BLVD			
37TH AVE BEACH ACCESS	37TH AVE	EL CENTRO		
30TH AVE BEACH ACCESS	30TH AVE	GULF BLVD		
DON CESAR BEACH ACCESS	GULF BLVD	35TH AVE		
30TH AVE BEACH ACCESS	30TH AVE	PASS A GRILLE WAY		
29TH AVE BEACH ACCESS	29TH AVE	SUNSET WAY		

ATTACHMENT A – R/OS REQUEST FOR CHANGE

26TH AVE BEACH ACCESS	26TH AVE	SUNSET WAY
25TH AVE BEACH ACCESS	25RH AVE	SUNSET WAY
SCENIC PARK#11	18TH AVE	PASS A GRILLE WAY
SCENIC PARK #12	22ND AVE	PASS A GRILLE WAY
SCENIC PARK #10	17TH AVE	PASS A GRILLE WAY
SCENIC PARK #9	16TH AVE	PASS A GRILLE WAY
SCENIC PARK #8	15TH AVE	PASS A GRILLE WAY
SCENIC PARK #7	14TH AVE	PASS A GRILLE WAY
SCENIC PARK #15	29TH AVE	PASS A GRILLE WAY
SCENIC PARK #14	28TH AVE	PASS A GRILLE WAY
HORAN PARK	75TH AVE	

* This piece was inaccuratcly converted to Resort on the proposed map

Pass-a-Grille Beach Community Church*	1606 Pass-a-Grille Way
Fire Station*	1904 Pass-a-Grille Way
Pass-a-Grille Women's Club	2201 Pass-a-Grille Way
Pass-a-Grille Yacht Club	2301 Pass-a-Grille Way
AmiKids	3101 Gulf Blvd
Don Vista Cultural Arts Center*	3300 Gulf Blvd

* Property owned by City of SPB

City of St. Pete Beach

The City prefers to continue to recognize Institutional and Transportation/Utility parcels as such, and not as Neighborhood.

The non-residential parcels will not be subsumed into the mapping of the four residential plan categories, therefore this will not be an issue. Institutional and Transportation/Utility will both be designated with the Public/Semi-Public plan category on the Countywide Plan Map, but may continue to be designated with the Institutional and Transportation/Utility plan categories on the City's Future Land Use Map.

The City prefers to continue to recognize Recreation/Open Space parcels as such, and not as Neighborhood.

The non-residential parcels will not be subsumed into the mapping of the four residential plan categories, therefore this will not be an issue.

Do not limit density in Coastal High Hazard Area to 5 units per acre.

Staff proposes to eliminate this provision and simply continue to rely on the CHHA review provisions found in the current Rules. However, due to the broadening of our Countywide Plan categories the Council will no longer be seeing some local government amendments that might increase density or intensity in the CHHA. Since this is an important countywide consideration it is suggested that the review of amendments in the CHHA continue via the Countywide amendment process, but in addition that local governments include CHHA criteria for review of such amendments as part of the requirement for consistency between local government plans/codes and the Countywide Plan (note that some local governments may already have such criteria adopted).

The legacy entitlements concept will cause confusion and complexity.

We are proposing to eliminate the legacy entitlements concept through the establishment of the four proposed Residential plan categories and the decision that non-residential plan categories will not be redesignated as Neighborhood or with the newly proposed four residential plan categories. The four proposed residential plan categories are: Residential Estate 0-1.0 units per acre, Residential Suburban 0-7.5 units per acre, Residential Urban 0-15.0 units per acre, and Residential Transit 0-30 units per acre.

The City insists that special provision be made in the updated Countywide Plan and Rules to explicitly recognize the current City comprehensive plan, which is currently subject to litigation, as the official City Plan under the terms of the updated Countywide Plan and Rules.

Council staff will review with our legal staff the City's request and the draft language provided.

DIV. 2.3 COUNTYWIDE PLAN MAP ~~CLASSIFICATIONS AND~~ CATEGORIES.

SEC. 2.3.1 APPLICABILITY.

The ~~classifications,~~ categories~~,~~ and standards contained in this article shall be applied as set forth in these Countywide Rules. Specific reference to the standards contained in this article and the criteria by which they shall be applied are found in Article 4 of these Countywide Rules.

SEC. 2.3.2 LEGEND.

2.3.2.1 The Countywide Plan Map and the Countywide Rules~~, as amended,~~ provide for the ~~major classifications, specific~~ categories and symbols applicable to the Countywide Plan Map and Countywide Rules as set forth below:

~~Plan Classifications~~	Plan Categories	Plan Symbols
	~~Neighborhood~~	~~N~~
	Residential Estate	RE
	Residential Suburban	RS
	Residential Urban	RU
	Residential Transit	RT
	Office	O
	Resort	RT
	Retail & Services	R&S
	Employment	E
	Industrial	I
	Public/Semi-Public	P/SP
	Recreation/Open Space	R/OS
	Preservation	P
	Target Employment Center	TEC
	Activity Center	AC
	Multimodal Corridor	MMC

~~1. Residential:~~

~~Residential Rural~~	~~RR~~
~~Residential Estate~~	~~RE~~
~~Residential Suburban~~	~~RS~~
~~Residential Low~~	~~RL~~
~~Residential Urban~~	~~RU~~
~~Residential Low Medium~~	~~RLM~~
~~Residential Medium~~	~~RM~~
~~Residential High~~	~~RH~~
~~Residential Very High~~	~~RVH~~

~~2. Mixed Use:~~

~~Residential/Office Limited~~	~~R/OL~~
~~Residential/Office General~~	~~R/OG~~
~~Residential/Office/Retail~~	~~R/O/R~~

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~~Resort Facilities Overlay~~	~~RFO~~
~~Resort Facilities Medium~~	~~RFM~~
~~Resort Facilities High~~	~~RFH~~

~~3. Commercial:~~

~~Commercial Neighborhood~~	~~CN~~
~~Commercial Limited~~	~~CL~~
~~Commercial Recreation~~	~~CR~~
~~Commercial General~~	~~CG~~

~~4. Industrial:~~

~~Industrial Limited~~	~~IL~~
~~Industrial General~~	~~IG~~

~~5. Public/Semi-Public:~~

~~Preservation~~	~~P~~
~~Recreation/Open Space~~	~~R/OS~~
~~Institutional~~	~~I~~
~~Transportation/Utility~~	~~T/U~~
~~Resource Management Overlay~~	~~RMO~~

~~6. Planned Redevelopment:~~

~~Residential~~	~~PR-R~~
~~Mixed Use~~	~~PR-MU~~
~~Commercial~~	~~PR-C~~
~~Industrial~~	~~PR-IND~~

~~7. Special Designations:~~

~~Water/Drainage Feature~~	~~As Noted~~
~~Scenic/Noncommercial Corridor~~	~~As Noted~~
~~Activity Center~~	~~AC~~
~~Community Redevelopment District~~	~~CRD~~
~~Central Business District~~	~~CBD~~
~~Transit Oriented Development~~	~~TOD~~

SEC. 2.3.3 OUTLINE OF COUNTYWIDE PLAN MAP CATEGORIES.

The Countywide Plan Map ~~major classifications, specific~~ categories, symbols and the purpose, use characteristics, locational characteristics, traffic generation characteristics, density/intensity standards and other standards shall be as set forth in the following outline for each category. ~~Local plans and regulations may be more restrictive and should be consulted for authorized uses and applicable standards.~~

Local plans and regulations may be more restrictive, in accordance with Article 3, the local government consistency provisions, and should be consulted for authorized uses and applicable standards.

2.3.3.1 PLAN CATEGORIES.

2.3.3.1.1 Category/Symbol – Neighborhood (N).

Purpose – This category is intended to depict areas that are now developed, or appropriate to be developed, in low to medium residential density and often in close, walkable, or bikeable proximity to low intensity neighborhood servicing uses.

Use Characteristics – Those uses appropriate to and consistent with this category include:

- Permitted Uses – Residential; Residential Equivalent; Accessory Dwelling Unit in Compliance with Section 163.31771, F.S.; Public Educational Facility; Recreation/Open Space; Agricultural.

- Uses Subject to Three Acre Maximum – Ancillary Nonresidential; Office; Personal Service/Office Support; Retail Commercial; Transportation/Utility.

- Uses Subject to Five Acre Maximum – Institutional.

- Office, Personal Service/Office Support, Retail Commercial, and Transportation/Utility uses are prohibited in scenic/noncommercial corridors.

- Acreage Thresholds – Any contiguous like use or category, alone or when added together, exceeding the acreage maximum, shall require a map amendment which includes such use and/or category.

- Locational Characteristics – This category is generally appropriate to locations in proximity to urban activity centers; in areas where use and development characteristics are low to moderately intensive residential in nature; and in areas serving as a transition between low density and high density residential areas. These areas are generally served by and accessed from minor and collector roadways which connect to the arterial and thoroughfare highway network.

- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 102 trips per day per acre (subject to amendment based on Tindale-Oliver & Associates, Inc. work underway).

Density/Intensity Standards – Shall include the following:

- Residential Use – Shall not exceed ten (10) dwelling units per acre and shall not exceed fifteen (15) dwelling units per acre within Multimodal Corridors or Supporting Corridors.

- Residential Equivalent Use – Shall not exceed an equivalent of 2.0 to 3.0 beds per permitted

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~~dwelling unit at 10 dwelling units per acre and 15 dwelling units per acre within Multimodal Corridors. The standard for the purpose of establishing relative intensity and potential impacts shall be the equivalent of 2.5 beds per dwelling unit.~~

- ~~Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .50, nor an impervious surface ratio (ISR) of .75. The standard for the purpose of establishing relative intensity and potential impacts shall be a FAR of .30 and an ISR of .56.~~

- ~~Mixed Use – Shall not exceed, in combination, the respective number of units per acre and floor area ratio permitted, when allocated in their respective proportion to the net land area of the property.~~

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2.3.3.1 PLAN CATEGORIES.

2.3.3.1.1 Category/Symbol – Residential Estate (RE).

Purpose – It is the purpose of this category to depict those areas of the county that are now developed, or appropriate to be developed, in a large lot, very low density residential manner; and to recognize such areas as primarily well-suited for estate residential uses that are consistent with the suburban, nonintensive qualities and natural resource characteristics of such areas.

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Use Characteristics – Those uses appropriate to and consistent with this category include:

- Permitted Uses – Residential; Residential Equivalent; Accessory Dwelling Unit in Compliance with Section 163.31771, F.S.; Public Educational Facility; Recreation/Open Space; Agricultural.

- Uses Subject to Three Acre Maximum – Ancillary Nonresidential; Transportation/Utility.

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- Uses Subject to Five Acre Maximum – Institutional.

- Acreage Thresholds – Any contiguous like use or category, alone or when added together, exceeding the acreage maximum, shall require a map amendment which includes such use and/or category.

- Locational Characteristics – This category is generally appropriate to locations distant from urban activity centers; in areas where use and development characteristics are estate residential in nature; and in areas serving as a transition between more rural and more urban residential areas.

- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 15 trips per day per acre (subject to amendment based on Tindale-Oliver & Associates, Inc. work underway).

Density/Intensity Standards – Shall include the following:

- Residential Use - Shall not exceed one (1) dwelling unit per acre.

- Residential Equivalent Use - Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 1 dwelling unit per acre. The standard for the purpose of establishing relative intensity and potential impacts shall be the equivalent of 2.5 beds per dwelling unit.

- Nonresidential Use - Shall not exceed a floor area ratio (FAR) of .30, nor an impervious surface ratio (ISR) of .60. The standard for the purpose of establishing relative intensity and potential impacts shall be a FAR of .18 and an ISR of .45.

- Mixed-Use – Shall not exceed, in combination, the respective number of units per acre and floor area ratio permitted, when allocated in their respective proportion to the net land area of

the property.

2.3.3.1 PLAN CATEGORIES.

2.3.3.1.2 Category/Symbol – Residential-Suburban (RS).

Purpose – This category is intended to depict areas that are now developed, or appropriate to be developed, in low residential density and often in close, walkable, or bikeable proximity to low-intensity neighborhood servicing uses.

Use Characteristics – Those uses appropriate to and consistent with this category include:

- Permitted Uses – Residential; Residential Equivalent; Accessory Dwelling Unit in Compliance with Section 163.31771, F.S.; Public Educational Facility; Recreation/Open Space; Agricultural.

- Uses Subject to One Acre Maximum – Ancillary Nonresidential; Office; Personal Service/Office Support; Retail Commercial; Transportation/Utility.

- Uses Subject to Five Acre Maximum – Institutional.

- Office, Personal Service/Office Support, Retail Commercial, and Transportation/Utility uses are prohibited in scenic/noncommercial corridors.

- Acreage Thresholds – Any contiguous like use or category, alone or when added together, exceeding the acreage maximum, shall require a map amendment which includes such use and/or category.

- Locational Characteristics – This category is generally appropriate to locations removed from, but in proximity to urban activity centers; in areas where use and development characteristics are residential in nature; and in areas serving as a transition between more suburban and more urban residential areas. These areas are generally served by and accessed from minor and collector roadways which connect to the arterial and thoroughfare highway network.

- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 68 trips per day per acre (subject to amendment based on Tindale-Oliver & Associates, Inc. work underway).

Density/Intensity Standards – Shall include the following:

- Residential Use - Shall not exceed seven and one-half (7.5) dwelling units per acre.

- Residential Equivalent Use - Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 7.5 dwelling units per acre. The standard for the purpose of establishing relative intensity and potential impacts shall be the equivalent of 2.5 beds per dwelling unit.

- Nonresidential Use - Shall not exceed a floor area ratio (FAR) of .40, nor an impervious surface ratio (ISR) of .65. The standard for the purpose of establishing relative intensity and potential impacts shall be a FAR of .24 and an ISR of .50.

- Mixed-Use – Shall not exceed, in combination, the respective number of units per acre and floor area ratio permitted, when allocated in their respective proportion to the net land area of the property.

2.3.3.1 PLAN CATEGORIES.

2.3.3.1.3 Category/Symbol – Residential-Urban (RU).

Purpose – It is the purpose of this category to depict those areas of the county that are now developed, or appropriate to be developed, in a moderately intensive residential manner; and to recognize such areas as primarily well-suited for residential uses that are consistent with the urban qualities, transportation facilities and natural resource characteristics of such areas.

Use Characteristics – Those uses appropriate to and consistent with this category include:

- Permitted Uses – Residential; Residential Equivalent; Accessory Dwelling Unit in Compliance with Section 163.31771, F.S.; Public Educational Facility; Recreation/Open Space; Agricultural.

- Uses Subject to Three Acre Maximum – Ancillary Nonresidential; Office; Personal Service/Office Support; Retail Commercial; Transportation/Utility.

- Uses Subject to Five Acre Maximum – Institutional.

- Office, Personal Service/Office Support, Retail Commercial, and Transportation/Utility uses are prohibited in scenic/noncommercial corridors.

- Acreage Thresholds – Any contiguous like use or category, alone or when added together, exceeding the acreage maximum, shall require a map amendment which includes such use and/or category.

- Locational Characteristics – This category is generally appropriate to locations within or in proximity to urban activity centers; within Multimodal Corridors, specifically Primary, Secondary, and Supporting Corridors; in areas where use and development characteristics are medium density residential in nature; and in areas serving as a transition between less urban and more urban residential and mixed-use areas. These areas are typically in proximity to and may have direct access from the arterial and thoroughfare highway network.

- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 102 trips per day per acre (subject to amendment based on Tindale-Oliver & Associates, Inc. work underway).

Density/Intensity Standards – Shall include the following:

- Residential Use - Shall not exceed fifteen (15) dwelling units per acre.

- Residential Equivalent Use - Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 15 dwelling units per acre. The standard for the purpose of establishing relative intensity and potential impacts shall be the equivalent of 2.5 beds per dwelling unit.

- Nonresidential Use - Shall not exceed a floor area ratio (FAR) of .50, nor an impervious

surface ratio (ISR) of .75. The standard for the purpose of establishing relative intensity and potential impacts shall be a FAR of .30 and an ISR of .56.

- Mixed-Use – Shall not exceed, in combination, the respective number of units per acre and floor area ratio permitted, when allocated in their respective proportion to the net land area of the property.

2.3.3.1 PLAN CATEGORIES.

2.3.3.1.4 Category/Symbol – Residential Transit (RT).

Purpose – It is the purpose of this category to depict those areas of the county that are now developed, or appropriate to be developed, in a highly intensive residential manner; and to recognize such areas as primarily well-suited for residential uses that are consistent with the urban and intensive qualities, transportation facilities and natural resource characteristics of such areas.

Use Characteristics – Those uses appropriate to and consistent with this category include:

- Permitted Uses – Residential; Residential Equivalent; Accessory Dwelling Unit in Compliance with Section 163.31771, F.S.; Public Educational Facility; Recreation/Open Space; Agricultural.

- Uses Subject to Three Acre Maximum – Ancillary Nonresidential; Office; Personal Service/Office Support; Retail Commercial; Transportation/Utility.

- Uses Subject to Five Acre Maximum – Institutional.

- Office, Personal Service/Office Support, Retail Commercial, and Transportation/Utility uses are prohibited in scenic/noncommercial corridors.

- Acreage Thresholds – Any contiguous like use or category, alone or when added together, exceeding the acreage maximum, shall require a map amendment which includes such use and/or category.

- Locational Characteristics – This category is generally appropriate to locations within or in proximity to urban activity centers; within Multimodal Corridors, including Primary and Secondary Corridors; in areas where use and development characteristics are high density residential in nature; and in areas serving as an urban center. These areas are typically in proximity to and may have direct access from the arterial and thoroughfare highway network and are served by mass transit in a manner that provides an alternative to individual automobile use.

- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to an amendment for this category shall be 198 trips per day per acre (subject to amendment based on Tindale-Oliver & Associates, Inc. work underway).

Density/Intensity Standards – Shall include the following:

- Residential Use - Shall not exceed thirty (30) dwelling units per acre within corridors.

- Residential Equivalent Use - Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 30 dwelling units per acre within corridors. The standard for the purpose of

establishing relative intensity and potential impacts shall be the equivalent of 2.5 beds per dwelling unit.

- Nonresidential Use - Shall not exceed a floor area ratio (FAR) of .60, nor an impervious surface ratio (ISR) of .85. The standard for the purpose of establishing relative intensity and potential impacts shall be a FAR of .36 and an ISR of .65.

Mixed-Use – Shall not exceed, in combination, the respective number of units per acre and floor area ratio permitted, when allocated in their respective proportion to the net land area of the property.