PLANNING BOARD MEETING

CITY OF ST. PETE BEACH

155 Corey Avenue
St. Pete Beach, Florida

Tuesday, 11/10/2015
4:00 p.m.

Call to Order
Pledge of Allegiance
Roll Call

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. **Minutes for Acceptance**

   6/16/15 & 10/20/15

4. **Public Hearings**

   A. Review and recommendation to the City of St. Pete Beach Community Redevelopment Agency on the proposed Community Redevelopment Area Plan's consistency with the City's adopted Comprehensive Plan pursuant to F.S. 163.360(4)

5. Other Action Items

None

6. Discussion Items

Attorney Update

7. Adjournment

APPEAL

If a person decides to appeal any decision made at this meeting, he or she will need a record of the proceeding and, for such purpose, may need to ensure that a verbatim record of the meeting is made, which record includes the testimony and evidence upon which the appeal is to be based. (F.S. 286.0105) The City does not furnish verbatim transcripts; interested parties should make the necessary arrangements for verbatim transcripts.

AMERICANS DISABILITIES ACT

In Accordance with the American's 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 (4) 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

JUNE 16, 2015

4:00 P.M.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

PRESENT:

Tiffany Secka, Chairwoman
Ward Friszolowski, Vice Chairman (entered meeting at 4:06 p.m.)
Ron Holehouse, Member
Jack Brock, Member
Jack Ohlhaber, Member

ALSO PRESENT:

Andrew Dickman, City Attorney
Jennifer Bryla, Community Development Director
Chelsey S. Welden, Urban Planner II
Mary Jo Murphy, Deputy City Clerk

1. **Changes to the Agenda**

Chairwoman Secka stated there would be the following changes to the agenda:

- Move No. 3, "Election of Chair and Vice Chair," and No. 4, "Review and Approval of April 21, 2015 Meeting Minutes," between No. 6 and No. 7 on the agenda.

In anticipation of Vice Chairman Friszolowski's late arrival, moving the items would allow Vice Chairman Friszolowski to participate in voting.

Due to Ms. Welden, Urban Planner, having to depart the meeting early, Ms. Welden requested moving No. 8B to the beginning of the meeting. Chairwoman Secka agreed that she would move No. 8B as No. 3 on the agenda.

2. **Audience Comments**

There were no audience comments.

8. Board and Staff Reports

Pass-A-Grille Historic Resources Survey Project

Ms. Welden updated the board members that a final report entitled "Pass-A-Grille Historic Sites Survey, City of St. Pete Beach, Pinellas County, Florida" had been completed for the Community Development Department, Planning and Zoning Division. The report was authored by Geoff B. Henry, M. A., and G. Ellen Rankin, B.S., with TRC Environmental Corporation. Ms. Welden reported the project was closed out, and all of the records were updated.

Ms. Welden offered to answer questions posed from the Planning Board members.

There was a brief discussion between the board members and Ms. Welden in regard to the survey and possible future surveys.

6. Discussion/Workshop Items

A. Outdoor Drinking and Dining

Ms. Bryla, Community Development Director, gave a presentation to the board members entitled "Outdoor Drinking and Dining, Planning Board Workshop, 6/16/15." Ms. Bryla commented it needed to be determined where this type of activity should be located, and then from there implement policies and put in place the design criteria.

At this time there was board discussion in regard to Outdoor Drinking and Dining.

3. Election of Chair and Vice Chair

Member Brock nominated Member Ohlhaber as Chairman.

Member Holehouse made a motion to retain the current Chairwoman, Tiffany Secka, and Vice Chairman, Ward Friszolowski. The motion was seconded by Member Ohlhaber and unanimously approved by a roll call vote.

4. Review and Approval of April 21, 2015 Meeting Minutes

Vice Chairman Friszolowski made a motion for the approval of the minutes for April 21, 2015. The motion was seconded by Member Brock and unanimously approved by a voice vote.

7. July Meeting/Agenda

The next Planning Board meeting was scheduled for July 21, 2015. Suggestions from the board members of topics to be on the July agenda consisted of the following:

Beach Ordinance, Sheriff's concerns of clarity of ordinances and law enforcement, and dogs on the beach.

8. Board and Staff Reports

A. Corey Avenue District Project

Ms. Bryla updated the Planning Board that the Corey Avenue District Project was presented to the City Commission on 6/9/15, and it was accepted. Ms. Bryla stated that the information will be compiled into the required data for the CRA, Community Redevelopment Area. The approximate timeline is to meet with the County for a review of the CRA in July. Afterwards in August or September, it will come back to the City Commission for a vote and then return to the County for a final vote.

B. Density Study

Ms. Bryla reported a final report was presented to the City Commission on 6/10/15. In the final report there was a typographical error, and it was determined that the review and possible acceptance of the study would be postponed until the City Commission meeting on 7/14/15.

C. Beach Alcohol Ordinance

There was no discussion in regard to the Beach Alcohol Ordinance.

9. Adjournment

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

There being no further business to come before the Board, the meeting was adjourned at 5:15 p.m.

Attest:

_____ _____

Rebecca C. Haynes, City Clerk Tiffany Secka, Chairwoman

Minutes approved on: _____

PLANNING BOARD MINUTES

OCTOBER 20, 2015

4:00 P.M.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

PRESENT:

Tiffany Secka, Chairwoman
Ward Friszolowski, Vice Chairman
Ron Holehouse, Member
Jack Ohlhaber, Member

ABSENT:

Jack Brock, Member (excused)

ALSO PRESENT:

Jennifer Bryla, Community Development Director
Chelsey S. Welden, Planner II
Mary Jo Murphy, Deputy City Clerk

1. **Changes to the Agenda**

Community Development Director Jennifer Bryla requested the following change to the agenda:

- Move Item 5A, "Other Action Items" before Item 4, "Public Hearings," to confirm the dates before other discussions.

2. **Audience Comments**

Bill Pyle, 6600 Sunset Way, St. Pete Beach, FL, began to comment on Discussion Item 6A. Chairwoman Secka informed Mr. Pyle that the Audience Comments were for items not on the agenda. Mr. Pyle wanted to confirm that he would be allowed to speak during Discussion Items. The Board agreed to allow Mr. Pyle to speak during Discussion Items, 6A.

3. **Minutes for Acceptance – 7/21/15**

Member Ohlhaber posed a question as to the July 21, 2015 minutes. Number 5A was removed from the agenda, "Adoption of the Administrative Code for the 5th Edition (2014) of the Florida Building Code." Member Ohlhaber inquired if this item was being brought back at a later time. Community Development Director Bryla replied she would research the answer.

Member Ohlhaber made a motion to accept the minutes. The motion was seconded by Vice Chairman Friszolowski and unanimously approved by a roll call vote (4 yeses – 0 nos).

5. <u>Other Action Items</u>

A. Adjustment of dates for regular November and December Planning Board meetings

The Planning Board concurred to adjust the meeting dates to the following:

November 10, 2015	4:00 p.m.
December 8, 2015	4:00 p.m.

4. <u>Public Hearings (Legislative)</u>

A. Review and recommendation to the City of St. Pete Beach Community Redevelopment Agency on the proposed Community Redevelopment Area Plan's consistency with the City's adopted Comprehensive Plan pursuant to F.S. 163.360(4)

Ms. Bryla reiterated to the Board that according to Statute 163 the City Commission needs to formally ask the Planning Board, serving as the Local Planning Agency, to review the Community Redevelopment Area Plan. Ms. Bryla stated that she would like to allow more time for the board to review the plan and that she was available for questions.

Chairwoman Secka inquired if the Finance & Budget Committee had been able to review the Community Redevelopment Area Plan and offer their input. Ms. Bryla stated the statute only requires consistency with the Comprehensive Plan. Ms. Bryla offered to speak to the Administrative Services Director, Elaine Edmunds, in regard to the Finance & Budget Committee and see if they could have an opportunity to participate in these discussions.

Ms. Bryla asked the board to be prepared on November 10, 2015 to review the Community Redevelopment Area Plan. Ms. Bryla also commented she would have a presentation prepared.

B Review and recommendation to the City Commission regarding Ordinance 2015-22 for consistency with the City's adopted Comprehensive Plan.

Vice Chairman Friszolowski made a motion to recommend to the City

Commission Ordinance No. 2015-22. The motion was seconded by Member Holehouse and unanimously approved by a roll call vote (4 yeses – 0 nos).

6. Discussion Items

Ms. Bryla discussed Item B with the board before Item A.

B. Attorney Update

Ms. Bryla informed the board that City Attorney Dickman was attending trial for the Chmielewski case and, therefore, could not attend the Planning Board meeting. Ms. Bryla commented Attorney Dickman would update the board on the Anderson case and the BMO - Bryant, Miller, Olive - proposals.

A. Allure Hotel Redevelopment Preliminary Site Plan
4506 Boulevard (information only)

Ms. Bryla informed the board that a community meeting was held on September 28, 2015 on Plaza Beach redevelopment, the Allure Hotel. The developers were required by the Comprehensive Plan to hold a community meeting no less than 30 days prior to submittal. Ms. Bryla added nothing had been submitted to the City other than the site plan in the mailers.

As previously agreed upon by the board, Chairwoman Secka invited Mr. Pyle to speak during Discussion Item 6A. Mr. Pyle declined the opportunity to speak.

Member Holehouse asked Ms. Bryla to give an overview of the Community Development Department to the board and Ms. Bryla complied.

Ms. Bryla reviewed the timetable for the CRA, implementation of the CRA, and the approval of the CRA by the County with the board.

Member Ohlhaber asked to have future discussion on the property located at the east end of Corey to make the property more attractive or sellable. Ms. Bryla commented she would like to do a Comprehensive Plan amendment but has not been given authorization to do an amendment at this time. When a proposal is ready to be submitted and has been engineered, Ms. Bryla stated she would ask the Planning Board for changes to the Comprehensive Plan.

7. 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: _____

ST. PETE BEACH
COMMUNITY REDEVELOPMENT AREA PLAN

DRAFT –October 2015

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EXECUTIVE SUMMARY

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

The Pinellas County Commission (herein referred to as the "Pinellas BCC") adopted Resolution 06-191 delegating authority to the St. Pete Beach City Commission to create a Community Redevelopment Agency (herein referred to as the "Redevelopment Agency") and begin the process of creating a Community Redevelopment Plan (herein referred to as a "CRA Plan") to pursue redevelopment within the CRA (see Figure 1-1: Aerial Location Map). Resolution 06-191 required a modification to the CRA Boundary and a subsequent update to the analysis within the Finding Study as a result of this change. The revised report was completed in April 2006. On July 13, 2010, the City Commission passed Resolution No. 2010-21, which created the Community Redevelopment Agency, with the City Commission sitting as the governing body. On July 9, 2013, the St. Pete Beach City Commission adopted Resolution No. 2013-09, which ratified City Resolution 2005-14, subject to the revised boundary approved in Pinellas County resolution 06-191. This action (approval of Resolution 2013-09) 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 (surface parking lots, on street parking and/or parking garages) 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

Figure 3-6: Redevelopment Plan Conceptual Diagram

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
- 1g Pedestrian Crossing

2 Infrastructure Improvements

- 2a Utility Relocation
- 2b Stormwater and Drainage

3 Parks, Recreation and Public Facilitiy Improvements

- 3a Parks - Expansion and Enhancements
- 3b City Complex 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.

Downtown Redevelopment District
Gulf Boulevard Redevelopment District
Gulf of Mexico
Cidlowski Park
Fisherman's Park
Sunset Park
Community Center
CC-1
CC-2
TC-1
TC-2
TC-3
CG
DCD
LR
Gulf Blvd
Cocuina Way
Sunset Way
Corey Ave
Mangrove St
Bay St
Blind Pass Rd
77th
76th
73rd
72nd
71st
70th
69th
68th
67th
66th
64th
54th
52nd
51st
50th
75th Ave
1a
1b
1c
1d
1e
1f
1g
2a
2b
3a
3b
NEWPORT BEACH
Corona del Mar
Parking
Sherman Library & Gardens
Newport Center
Fashion Island

Figure 3-7: Conceptual Diagram - Downtown Redevelopment District

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
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- 1e Wayfinding Signage Improvements
- 1f Gateway Improvements
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- 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.

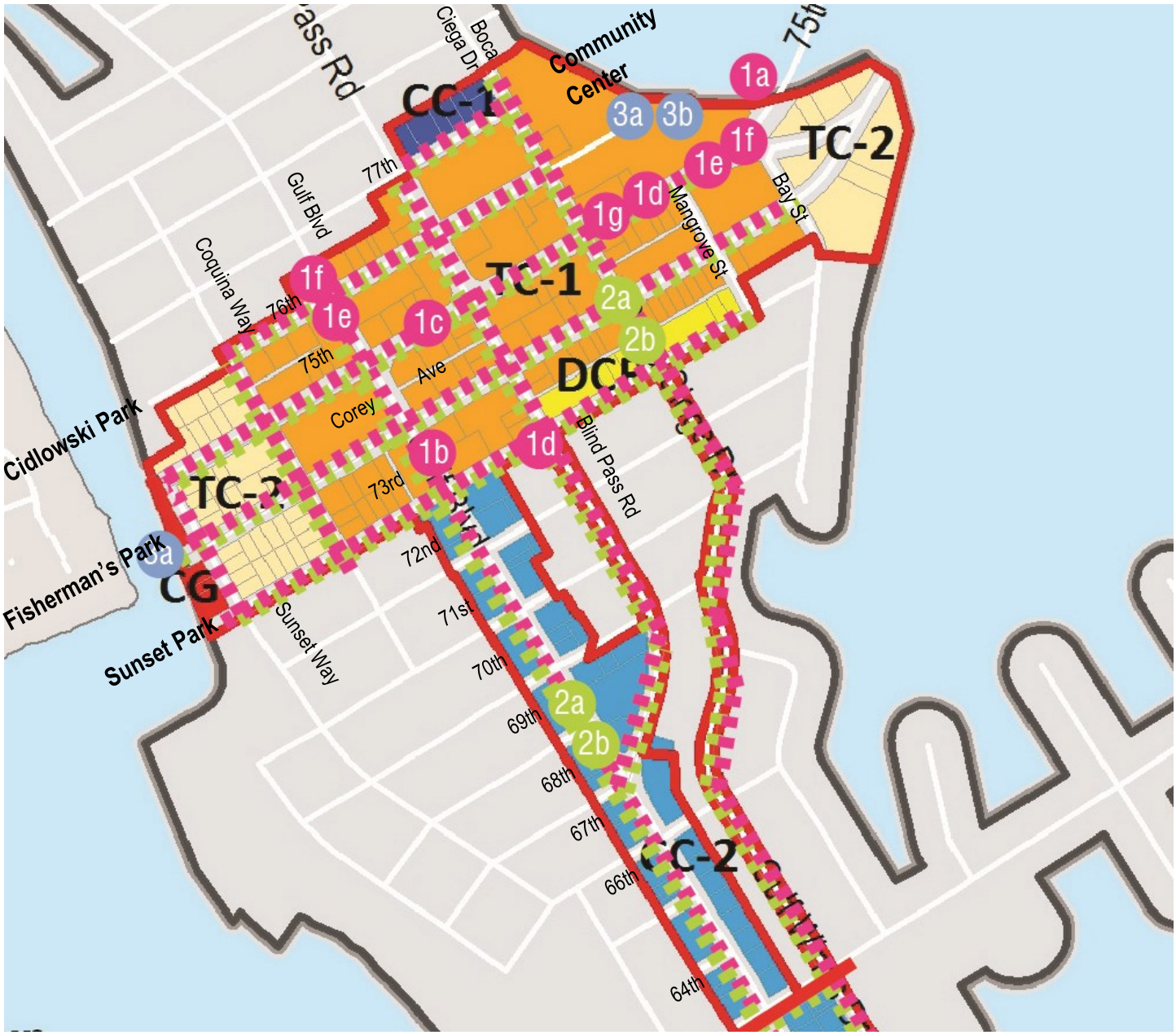
Community Center
CC-1
TC-2
TC-1
DCD
TC-3
CG
CC-2
Cidlowski Park
Fisherman's Park
Sunset Park
Gulf Blvd
Coquina Way
Corey Ave
Mangrove St
Bay St
Blind Pass Rd
Sunset Way
77th
76th
75th
73rd
72nd
71st
70th
69th
68th
67th
66th
64th
1a
1b
1c
1d
1e
1f
1g
2a
2b
3a
3b

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

Conceptual Diagram of the St. Pete Beach Community Redevelopment Area

1 Transportation and Mobility Improvements

- 1a Waterfront Boardwalk
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- 1g Pedestrian Crossing

2 Infrastructure Improvements

- 2a Utility Relocation
- 2b Stormwater and Drainage

3 Parks, Recreation and Public Facilitiy Improvements

- 3a Parks - Expansion and Enhancements
- 3b City Complex Improvements

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Future Land Use

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- 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.

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

environment ripe for redevelopment and help to encourage private sector investment that will help transform the CRA.

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

- Short Term—(1-5 years) - $18,781,592
- Mid-Term—(6-15 years) - $45,990,528
- Long Term (16-30 years) - $40,219,137

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 funding shortfall of approximately $28,809,750 over the life of the plan. 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 surface parking lots or garages in the CRA. Overall, the existing infrastructure does not provide adequate connections between resort properties and the Downtown or support a more livable space. The absence of pedestrian transportation infrastructure is further evidence of an inadequate transportation system. Additionally, the bike network in the CRA is not sufficient to accommodate alternative modes of transportation, making the overall transportation network inadequate.

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

Blind Pass Road between Gulf Boulevard and 75th Avenue carries relatively few cars but is oversized, with long radii that facilitate high-speed driving along the neighborhood corridor. Street trees and sidewalks are inadequate and do not buffer residential uses from the road. The conditions outlined in the Finding Study contribute to the disinvestment of properties along the road. The costs of maintaining and upgrading the entire transportation network can only be expected to increase, and there are no palatable budgetary mechanisms to deal with the conditions described.

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

The CRA is not an area of open land that can be easily reconfigured. The CRA has a deficient pattern of existing development that precludes modern standards, design, and safety provisions. The non-residential inventory is obsolete by the constraints of small or non-conforming sites, regulations, structure placement, and access. Most commercial buildings in the CRA violate at least some current land development regulations. In today's market, the small size of many hotel and motel parcels make redevelopment of properties functionally impossible. Resort properties are deficient in modern site

requirements, and the size of lots in combination with height limits makes it difficult to redevelop with contemporary amenities. Height limits cause developers to use the entire impervious surface of their lots for the primary structure and surface parking. Without modern amenities, resort redevelopment may not be justifiable economically, particularly considering the low building-to-land value ratios that define the economic rationale for property owners.

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

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

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

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

Designated bike lanes have been added as an afterthought and do not meet transportation width standards. Currently, school buses pick up and drop off on Gulf Boulevard, causing safety risks, particularly considering the inadequate pedestrian conditions along the road. While accidents will occur no matter what safeguards are put in place, clearly having pedestrian and cycling facilities would diminish the number of accidents that might involve pedestrians. Left unchecked, the frequency of accidents will most likely continue to escalate.

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

There are also sanitary and safety concerns about the quality of discharged stormwater. Currently, there are limited treatment facilities in the city, and stormwater that enters the Boca Ciega Bay undergoes little filtering because almost all ground surface in the area has been absorbed by low-density development and surface parking lots.

Whereas there are no septic systems in the CRA, there are still sanitary sewer issues. Wastewater pipes in the CRA were installed more than 50 years ago, and most lines in the area comprise VCP clay pipe. The materials allow leakage and infiltration problems.

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

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

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

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

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

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

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

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

- Height restrictions and density restrictions that create undesirable design
- Comprehensive Plan and State regulations based on hurricane evacuation are at odds with redevelopment.
- Planned density 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 (surface parking lots, on street parking, and/or parking garages), 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 (surface parking lots and/or parking garages) 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 (surface parking lots, on street parking, and/or parking garages), and improvements to the community center and city complex. In addition, as noted under potential streetscape improvements, the Redevelopment Agency should invest in a pedestrian boardwalk linking Corey Circle East to the Community Center on Boca Ciega Drive on the west side of the Corey Causeway. Figure 3-4 illustrates the desired character for public infrastructure and facility improvements within the CRA.

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 (surface parking lots, on street parking, and/or parking garages) 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

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
- 1g Pedestrian Crossing

2 Infrastructure Improvements

- 2a Utility Relocation
- 2b Stormwater and Drainage

3 Parks, Recreation and Public Facilitiy Improvements

- 3a Parks - Expansion and Enhancements
- 3b City Complex 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.

Downtown Redevelopment District
Gulf Boulevard Redevelopment District
Gulf of Mexico
Community Center
CC-1
CC-2
TC-1
TC-2
TC-3
DCD
CG
LR
Cidlowski Park
Fisherman's Park
Sunset Park
Sunset Way
Cocuina Way
Gulf Blvd
Corey Ave
Blind Pass Rd
Mangrove St
Bay St
75th Ave
77th
76th
73rd
72nd
71st
70th
69th
68th
67th
66th
64th
54th
52nd
51st
50th
1a
1b
1c
1d
1e
1f
1g
2a
2b
3a
3b
NEWPORT BEACH
Corona del Mar
Parking
Sherman Library & Gardens
Newport Center
Fashion Island

Figure 3-7: Conceptual Diagram - Downtown Redevelopment District

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
- 1g Pedestrian Crossing

2 Infrastructure Improvements

- 2a Utility Relocation
- 2b Stormwater and Drainage

3 Parks, Recreation and Public Facilitiy Improvements

- 3a Parks - Expansion and Enhancements
- 3b City Complex 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.

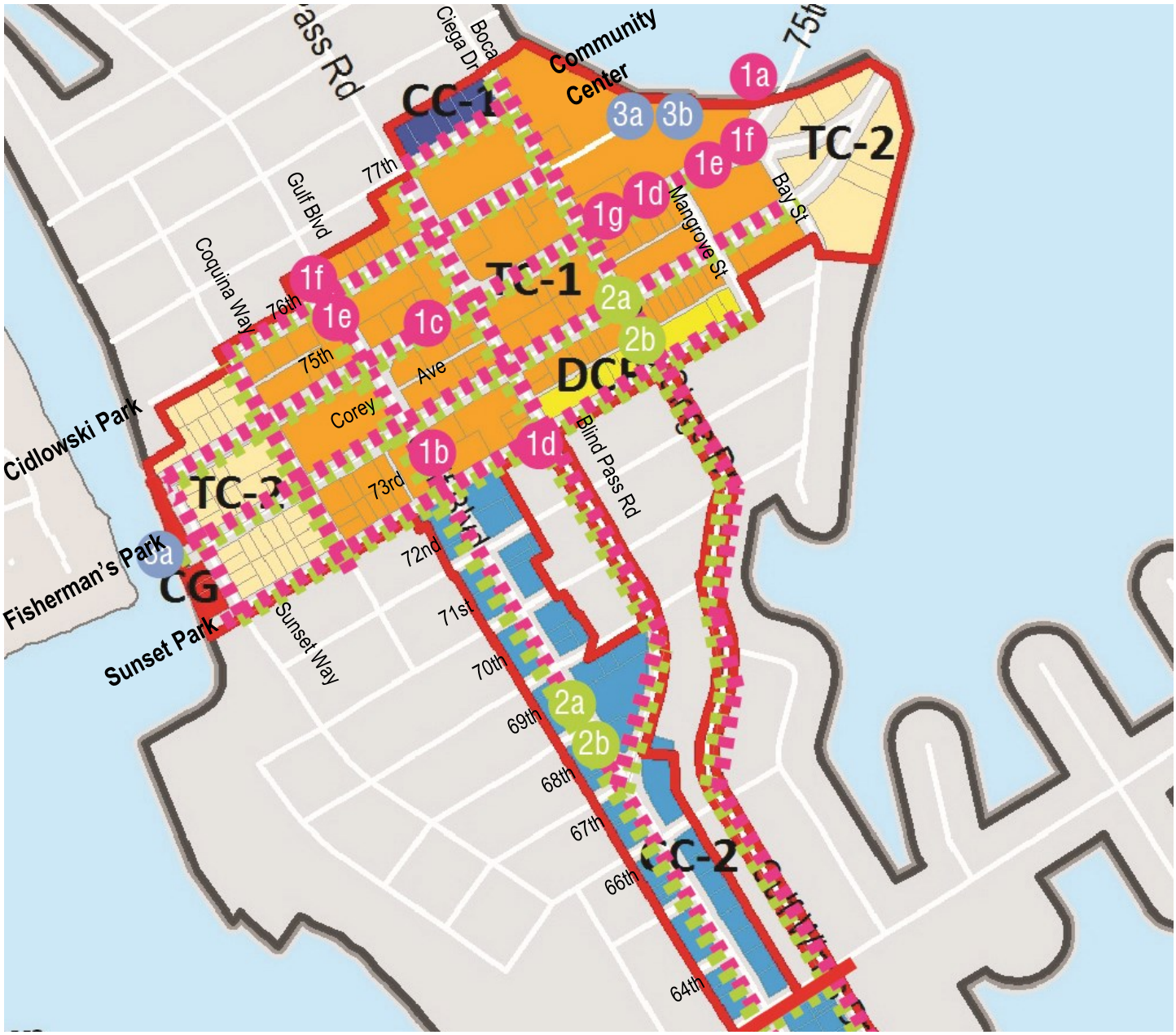
Community Center
CC-1
TC-2
TC-1
DCB
TC-3
CG
CC-2
Cidlowski Park
Fisherman's Park
Sunset Park
Gulf Blvd
Coquina Way
Mangrove St
Bay St
Blind Pass Rd
Sunset Way
Corey Ave
77th
76th
75th
73rd
72nd
71st
70th
69th
68th
67th
66th
64th
1a
1b
1c
1d
1e
1f
1g
2a
2b
3a
3b

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

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
- 1g Pedestrian Crossing

2 Infrastructure Improvements

- 2a Utility Relocation
- 2b Stormwater and Drainage

3 Parks, Recreation and Public Facilitiy Improvements

- 3a Parks - Expansion and Enhancements
- 3b City Complex 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.

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

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 Agency should consider incentives to encourage an affordable mix of housing types and varieties that are located within walking distance of the Downtown core area integrated with retail, commercial, office, and entertainment uses at street level to create a live, shop, work, and play environment in the Downtown that will revitalize the traditional main street as a vibrant center of activity for residents and visitors.

Strategy 1.5: The City and Redevelopment Agency should work to recognize unique features of Downtown neighborhoods and will develop programs and incentives to help expand neighborhood retail, business, and recreation services.

Strategy 1.6: The City and Redevelopment Agency should seek out the development of comprehensive mixed-use redevelopment projects that will act as catalyst projects to stimulate reinvestment and redevelopment of the historic core neighborhood main street shopping and entertainment district.

Strategy 1.7: Public or private small-scale marina facilities with transient boat slips to encourage alternative non-vehicular modes of transportation and attract visitors to the core main street shopping, restaurant, and entertainment district shall be encouraged and pursued, where appropriate.

Strategy 1.8: Development and redevelopment are encouraged to create a vibrant Downtown environment containing a variety of building forms and styles that respect the Downtown's village-like character and heritage along the Corey Avenue main street and provide building designs that relate to the human scale at the street level

Strategy 1.9: Work with property owners and other interested parties to help facilitate the reopening of the Beach Theater to an active use.

Strategy 1.10: Identify improvements for the city complex adjacent to the community center. The City and Redevelopment Agency may consider financial assistance to help with demolition, building renovations, upgrading, etc.

Strategy 1.11: All new building construction shall comply with current Building and Safety Codes and FEMA and National Flood Insurance Program regulations to maximize protection of the city's built infrastructure from all manner of hazards, natural disasters, and flooding.

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

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

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

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

Strategy 2.4: A variety of parking solutions for motorized and non-motorized transportation systems should be pursued to support development and redevelopment while maintaining ease of access and parking throughout the Downtown Redevelopment District. The Redevelopment Agency should consider the completion of a parking study/master plan to identify the most effective strategies for managing parking within the Downtown Redevelopment District. If the parking study identifies the need for a parking garage, and the Redevelopment Agency seeks to use the County's increment revenue for the purpose of bonding, then the Redevelopment Agency will seek approval from the Pinellas BCC. The Redevelopment Agency may acquire property for the development of future public parking facilities, including lots and garages. The Redevelopment Agency may choose to construct an interim surface parking lot on property acquired for a future parking garage, until such time funds are available to construct the parking garage.

Strategy 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 study/master plan to ensure effective management of existing/future parking facilities. If the parking study identifies the need for a parking garage, and the Redevelopment Agency seeks to use the County's increment revenue for the purpose of bonding, then the Redevelopment Agency will seek approval from the Pinellas BCC. The Redevelopment Agency may acquire property for the development of future public parking facilities, including lots and garages. The Redevelopment Agency may choose to construct an interim surface parking lot on property acquired for a future parking garage, until such time funds are available to construct the parking garage.

Strategy 5.4: Public and private sector development shall create and contribute to pedestrian and bicycle linkages throughout the Gulf Boulevard Redevelopment District.

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

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

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

Strategy 7.4: Develop and implement strategic long-term plans to relocate overhead utilities to improve safety and aesthetics throughout the CRA.

Strategy 7.5: Consider the facilitation of bandwidth and telecommunications infrastructure to ensure that fiber-optic and other digital infrastructure are in place within the Downtown and along Gulf Boulevard for the businesses to access and provide Internet hot spots and Wi-Fi services in public spaces like parks and along specific pedestrian focused corridors for the residents and visitors.

Strategy 7.6: In coordination with the City, Pinellas County, and other agencies, replace and upgrade all undersized and deteriorated water and sanitary sewer lines (i.e., VCP clay sanitary sewer pipe).

Strategy 7.7: Continue to monitor the City's waste water treatment and identify additional lift stations to accommodate development/redevelopment efforts.

Strategy 7.8: Promote green building and development standards to reduce water consumption and sewer demand and provide incentive programs such as expedited site plan review and building permitting in exchange for using green design standards and practices.

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

Strategy 8.1: The Redevelopment Agency, as may be necessary to effectuate the purposes of this Plan in accordance with public support, will acquire any land required for designated capital improvement projects within the CRA.

Strategy 8.2: In the event that residential relocation is required from property acquired by the Community Redevelopment Agency or local government for sponsored or assisted redevelopment activities, the City and/or Community Redevelopment Agency shall adhere to the requirements of Pinellas County Code Section 38-81 through 38-86. In addition, if relocations are required as a result of federally funded projects or programs, adherence to Florida Statutes Section 421.55 will be required. With regard to the relocation of persons displaced by private

development actions, the Redevelopment Agency will work with private developers to assure adequate relocation efforts are made.

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

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

Strategy 8.5: Consider using land acquisition to develop and/or enhance public facilities within the CRA including, but not limited to park expansions, improved mobility facilities and parking facilities. For parking facilities, the Redevelopment Agency may acquire land(s) for a parking garage, but may use the land(s) for a public surface parking lot until funding becomes available to construct a parking garage.

Strategy 8.6: The City and Redevelopment Agency may consider financial assistance to help with building renovations, upgrading, etc. that may be required to support the repurposing of city buildings and facilities for future tenants.

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

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

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

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

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

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

Strategy 10.3: The Redevelopment Agency 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 in preparing design/construction documents.

Strategy C1.2: The City/Redevelopment Agency will assign staff or personnel to oversee the integrity of the vision for the

CRA during initial development. Subsequently, the City/Redevelopment Agency may set up an overseeing authority, such as a technical review committee, to assure the design intent for the CRA is maintained.

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

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

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

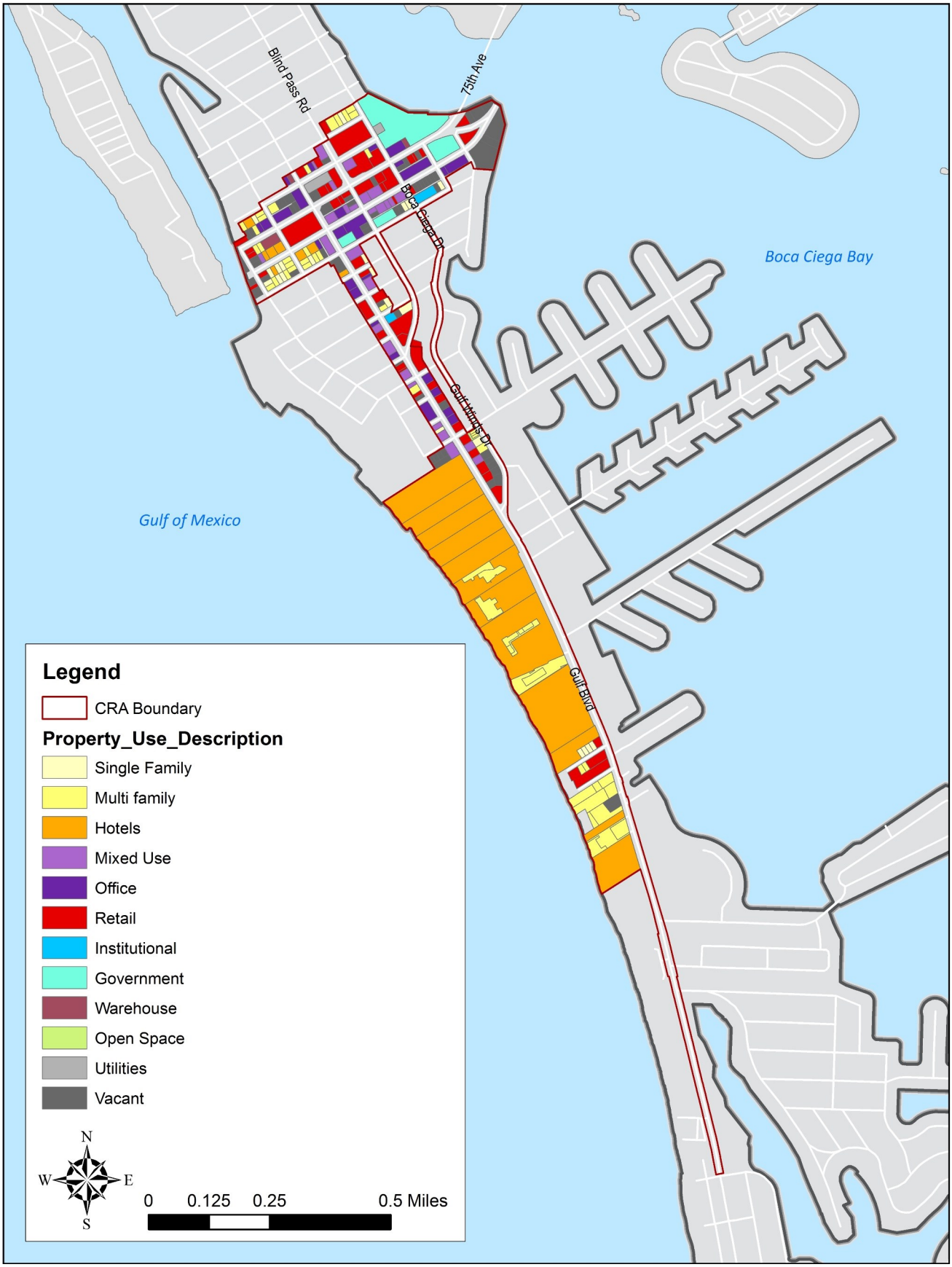

Figure 4-1: Existing Land Use Map

Figure 4-2: Future Land Use Map

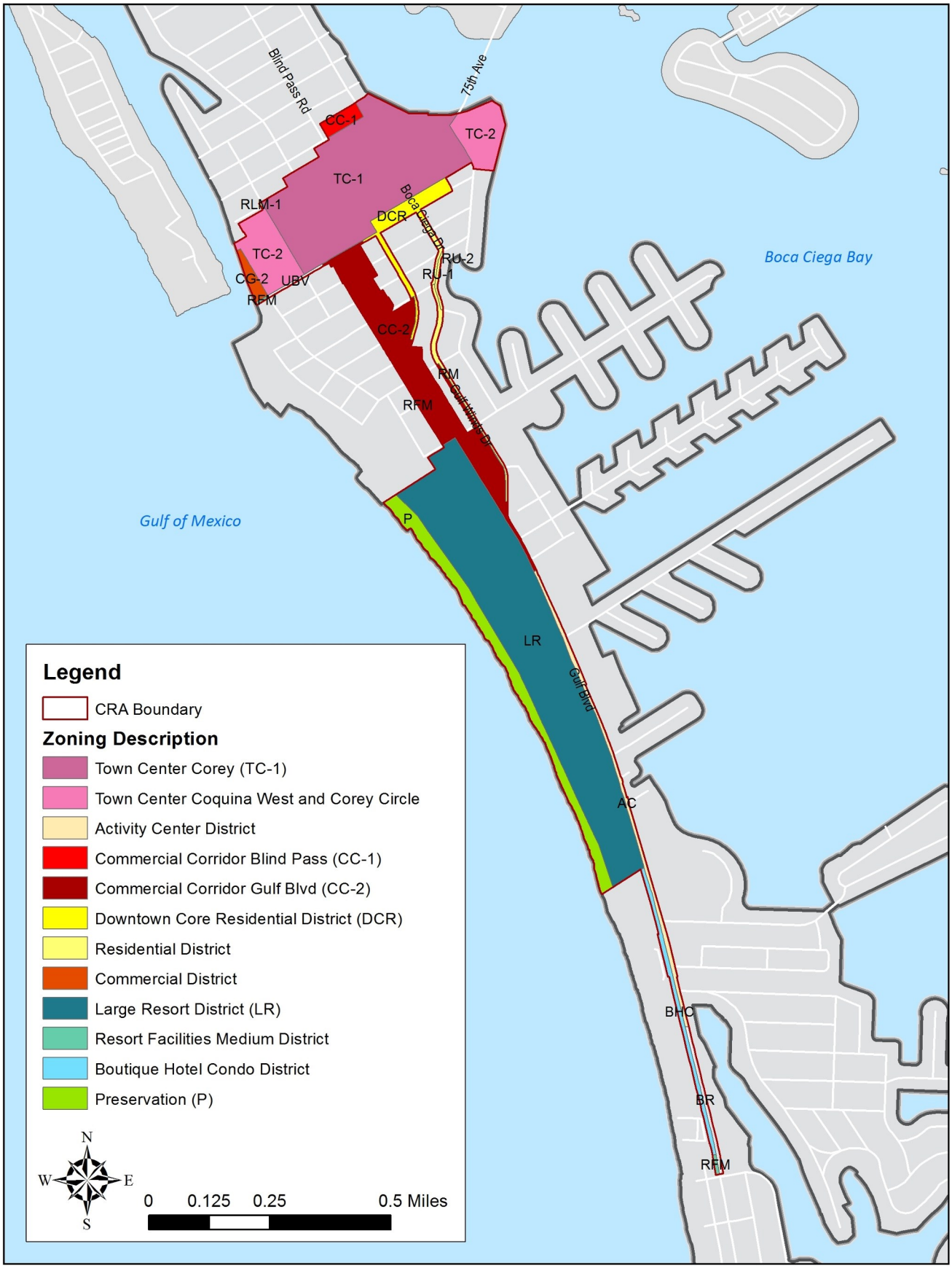

Figure 4-3: Zoning Map

Table 4-2: Allowable Density and Intensity

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

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

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

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

Table 4-3: Allowable Building Heights

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

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

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

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

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

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

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

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

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

- A centrally-located parking facility in the Downtown Redevelopment 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 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.

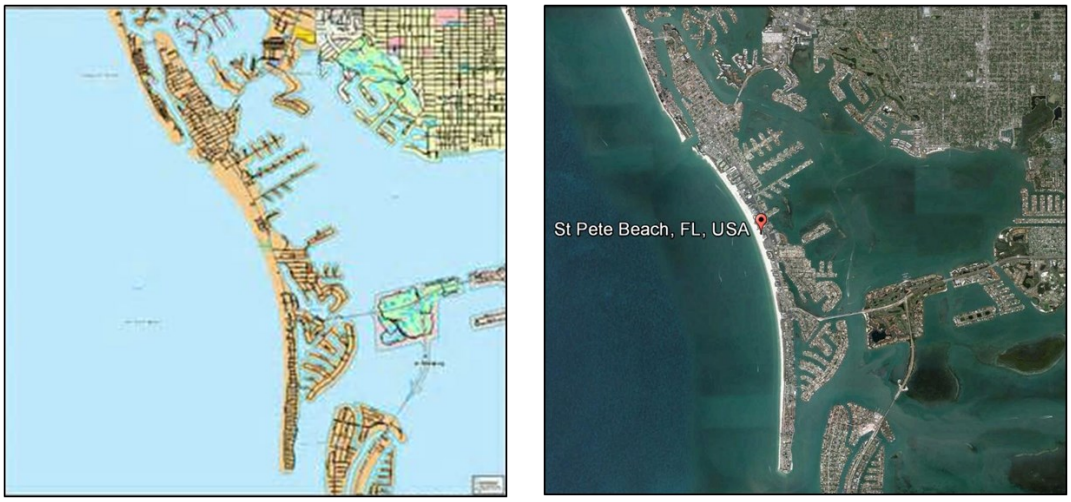


Figure 5-1: St. Pete Beach[3]

[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

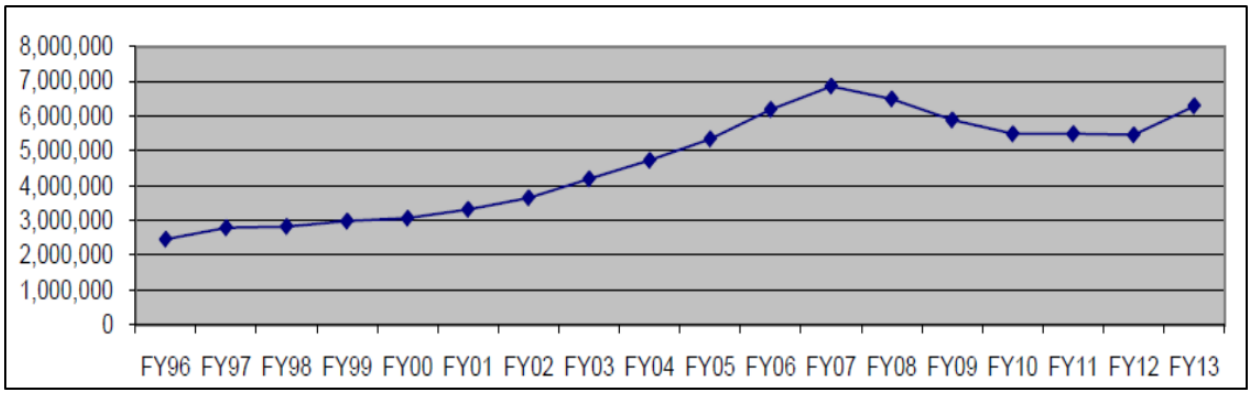
As reflected in Figure 5-2, St. Pete Beach ad valorem revenue increased modestly from FY1996 to FY2001, increased more dramatically from FY2001 to FY2008, and then experienced a sharp decline from FY2008 to FY2012. Declining ad valorem revenue during this time was experienced by many Cities and Counties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

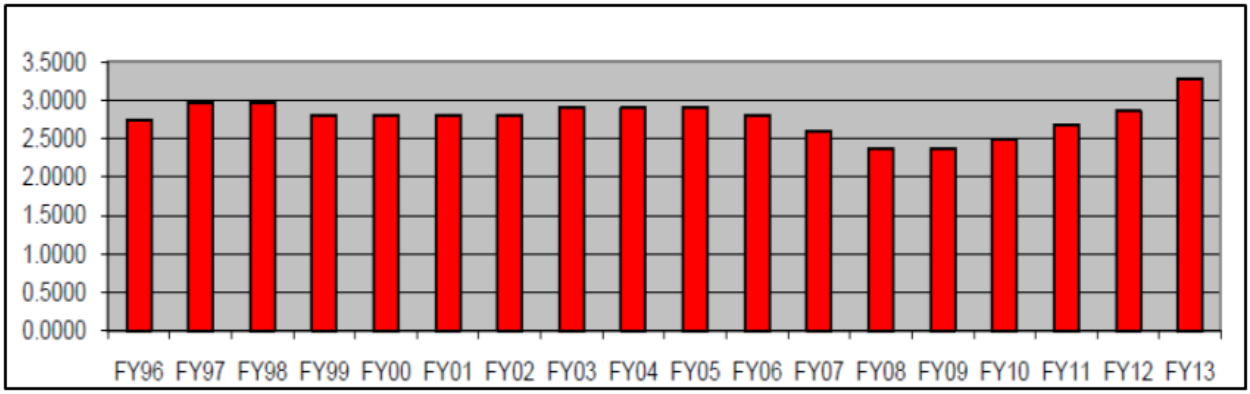
Figure 5-2: Operating Ad Valorem Revenue, FY 1996–FY 2013[6]



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.

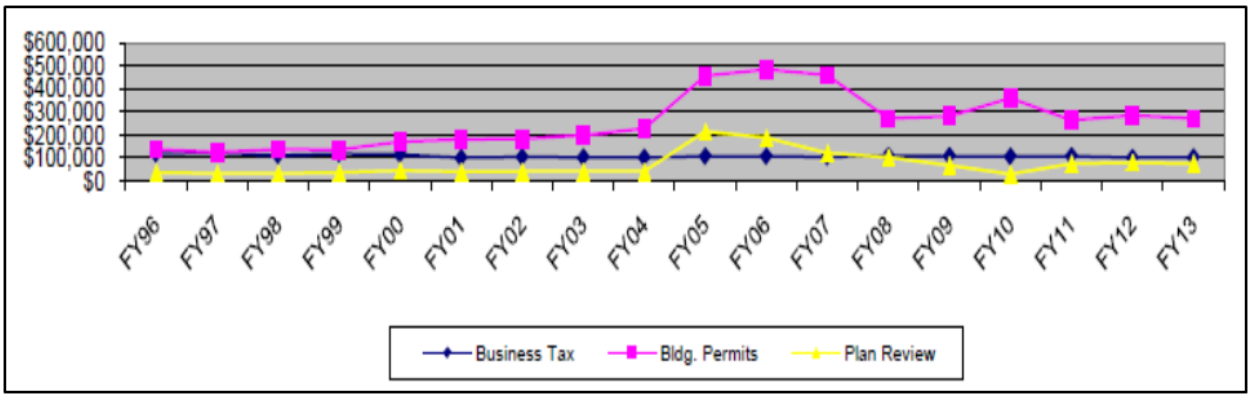
Figure 5-3: Operating Millage Rate, FY1996–FY 2013[7]



[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.

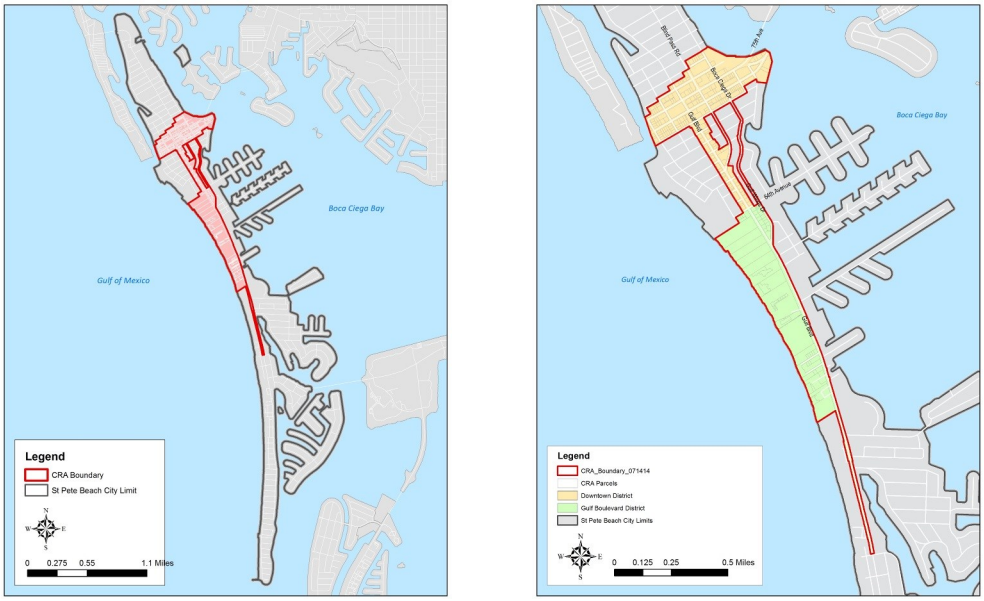


Figure 5-7: St. Pete Beach CRA

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.

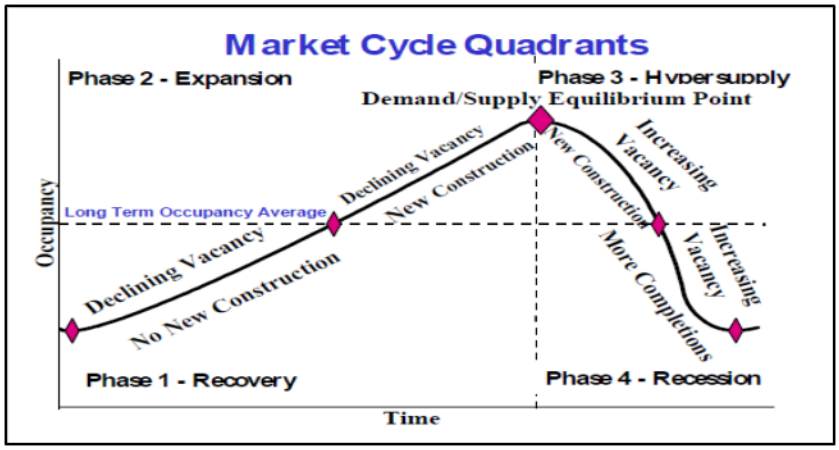


Figure 5-8: Phases in the Real Estate Cycle[18]

[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.

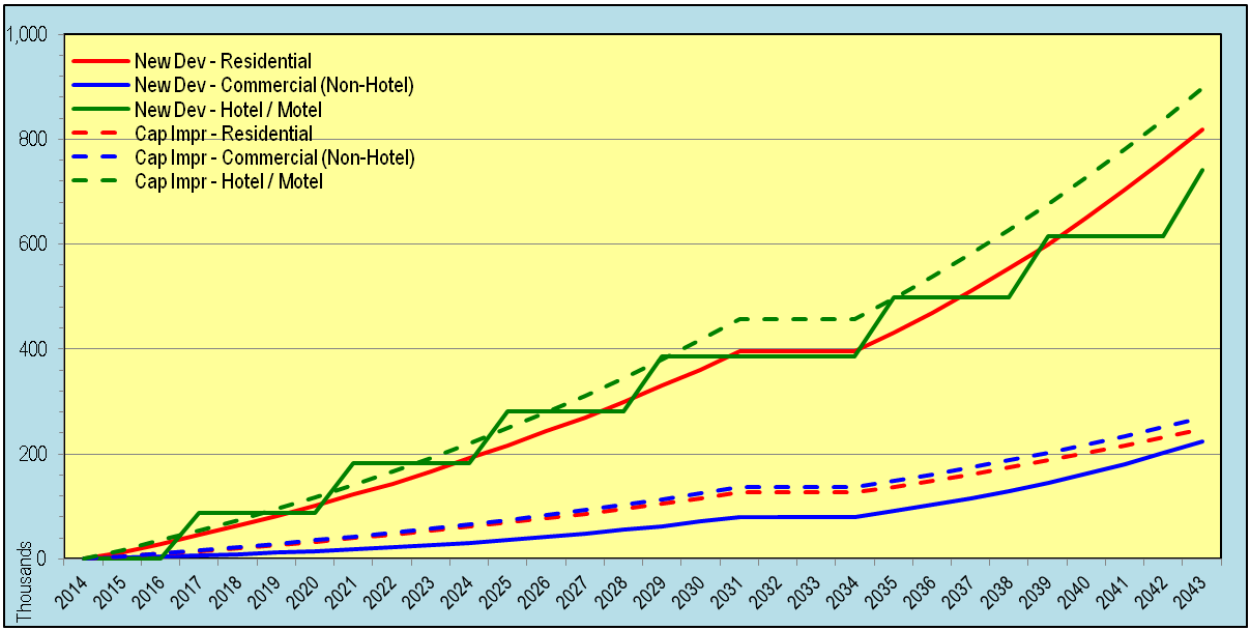


Figure 5-9: Projected New Development and Capital Improvements (sq.ft.)

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.

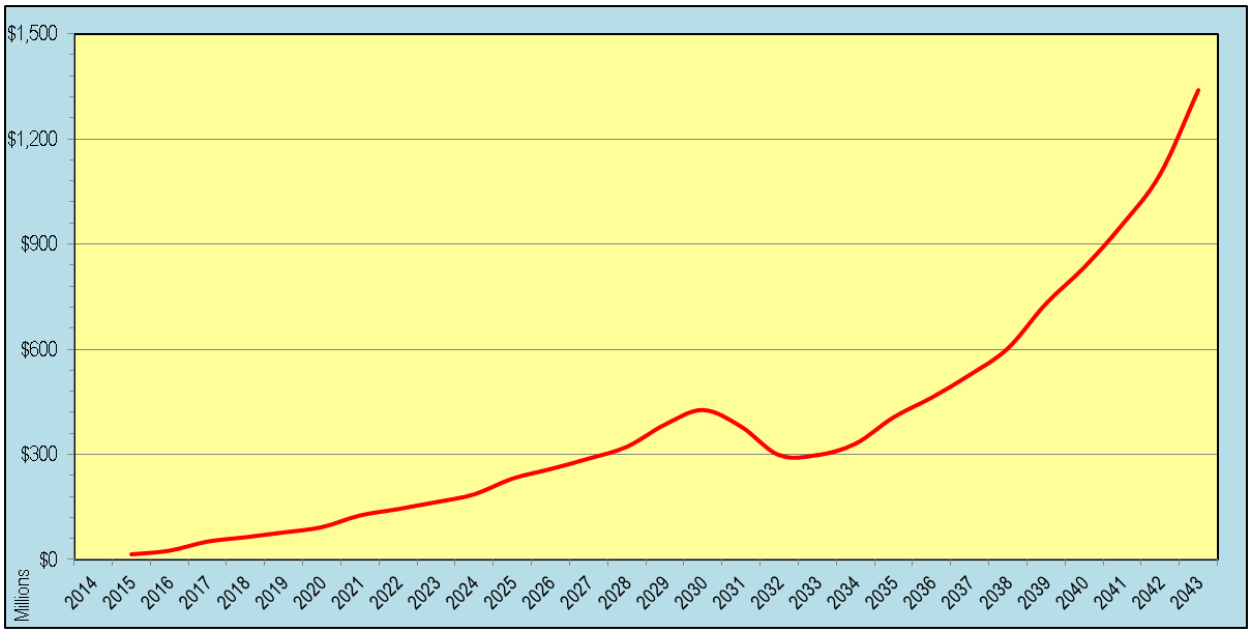


Figure 5-10: Projected Incremental Taxable Value (Cumulative Year-to-Year), 2014–2043

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.

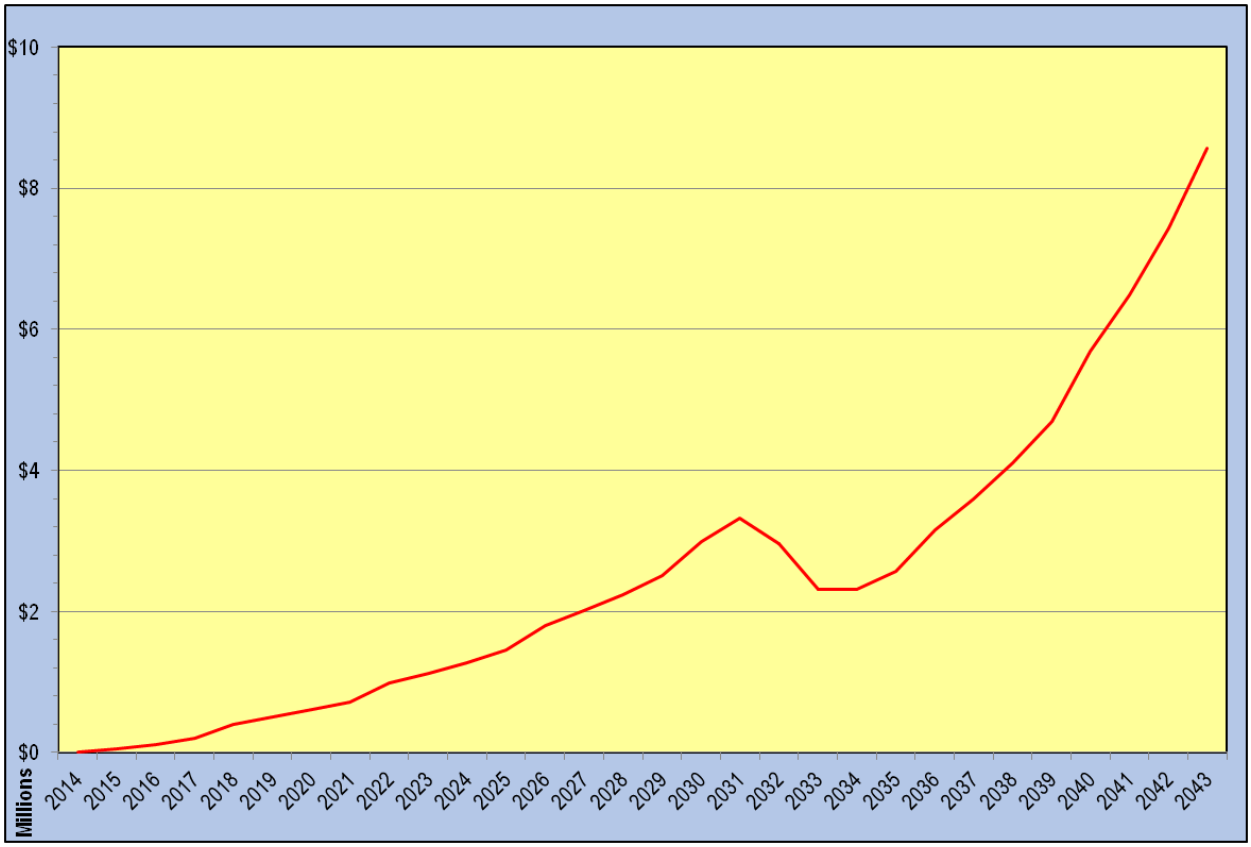


Figure 5-11: Projected Incremental TIF Revenue, 2014–2043

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 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 Figure 5-6.

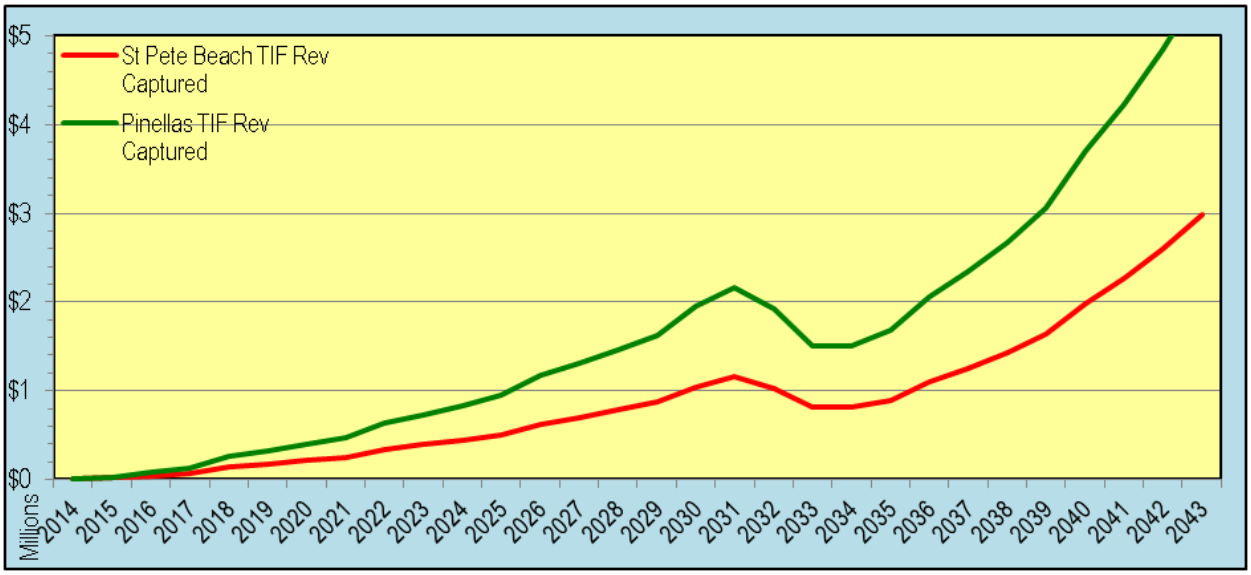


Figure 5-12: Contributions to St. Pete Beach TIF Captured, 2014-2043

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 city complex, community center, community center and park, public library, and improvements to stormwater, water, and sanitary sewer facilities to mitigate issues or improve capacity to improve the public realm and facilitate redevelopment.

The proposed expansion and improvement to the community center park and the city complex 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		
Capital Programs - 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 Dr. and Intracoastal Waterway to Community Center on Boca Ciega Dr.
Pedestrian Bridge	$470,000 (lump sum)	1 Pedestrian Bridge		$470,000		$470,000	City & County TIF, LOST, Grants, Private Funding	From Corey Avenue to Communtiy Center (Across 75th Avenue)
Downtown Redevelopment District Streetscape Improvements	Varies ($960 to $1,0610) per LF	22282 LF	$11,881,592	$9,167,970	$7,108,910	$28,158,472	City & County TIF, LOST, Grants, FDOT	Corey Ave. (From Corey Cir. To Sunset Way) 75th Ave. (From CRA Boundary to Sunset Way) 73rd Ave. (From Bay St. to Sunset Way) 76th Ave. (From Boca Ciega Dr. to Terminus west of Coquina Way) 77th Ave. (From Boca Ciega Dr. to Blind Pass Rd.) Boca Ciega Dr. (From 77th Ave. to 70th Ave.) Blind Pass Rd. (From 77th Ave. to Gulf Blvd.) Coquina Way (From 76th Ave. to 73rd Ave.) Sunset Way (From 75th Ave. to 73rd Ave.) Gulf Winds Dr. (From 70th Ave. to 64th Ave.) Gulf Blvd. (From 76th Ave. to 64th Ave.)
Public Parking Garage[1]	$20,000 per garage parking space	500 garage parking spaces[2]		$10,000,000		$10,000,000	City & County TIF, Increment, Private Contributions, Public/Private Partnerships, Development Incentives	TBD - Proximate to Downtown Retail Uses
Public Surface Parking Lot Facilities	$1,000,000 (lump sum)	TBD	$500,000	$500,000		$1,000,000	City & County TIF, Increment, Private Contributions, Public/Private Partnerships, Development Incentives	TBD - Proximate to Downtown Retail Uses
Burying/Relocating Utilities	$ 1,500,000 per mile	0.61 miles		$915,057		$915,057	TIF (City Only)	Gulf Boulevard (From 76th Ave. to 64th Ave.)
Burying/Relocating Utilities	$ 1,500,000 per mile	0.51 miles			$765,057	$765,057	TIF (City Only)	75th Ave. (From CRA Boundary to Sunset Way)
Burying/Relocating Utilities	$ 1,500,000 per mile	0.32 miles			$480,114	$480,114	TIF (City Only)	Gulf Winds Dr. (From 70th Ave. to 64th Ave.)
Burying/Relocating Utilities	$ 1,500,000 per mile	0.51 miles			$765,057	$765,057	TIF (City Only)	Blind Pass Road (From 77th Ave. to Gulf Blvd.)
Burying/Relocating Utilities	$ 1,500,000 per mile	0.42 miles			$630,114	$630,114	TIF (City Only)	Boca Ciega Dr. (From 77th Ave. to 70th Ave.)
Burying/Relocating Utilities	$ 1,500,000 per mile	0.49 miles			$734,943	$734,943	TIF (City Only)	73rd Ave. (From Bay St. to Sunset Way)
Burying/Relocating Utilities	$ 1,500,000 per mile	0.33 miles			$494,886	$494,886	TIF (City Only)	76th Ave. (From Boca Ciega Dr. to Terminus west of Coquina Way)
Burying/Relocating Utilities	$ 1,500,000 per mile	0.1 miles			$150,000	$150,000	TIF (City Only)	77th Ave. from Boca Ciega Dr. to Blind Pass Rd.
Stormwater System Improvements[3]	$2,000,000 (lump sum)	TBD		$1,000,000	$1,000,000	$2,000,000	City & County TIF, Grants	Throughout the Downtown Planning District
Capital Programs - Wayfinding Signage Improvements								
Wayfinding Signage Improvements	$3,000.00 per sign	10 signs		$30,000		$30,000	City & County TIF, Grants	Comprehensive Street and Wayfinding Signage Program for both the Downtown Redevelopment District District. Program will "brand" St. Pete Beach, orient residents & visitors and eliminate visual clutter
Gateway Features	$20,000 per gateway	2 gateways		$40,000		$40,000	City & County TIF, Grants	Two Downtown Redevelopment District Gateway Features
Capital Programs - 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.
City Complex Improvements	$5,000,000 (lump sum)	1 facility	$5,000,000			$5,000,000	City & County TIF[4]	Downtown Redevelopment District - Project could include capital improvements to improve the City Complex
Sub-Total for Downtown Redevelopment District (Capital Programs)			**Short Term (1-5 yrs)**	**Mid Term (6-15 yrs)**	**Long Term (16-30 yrs)**	**Total**		
			$17,381,592	**$24,123,027**	**$16,129,080**	**$57,633,699**		

[1] Conduct parking study and seek approval from Pinellas BCC to use County TIF for bonding a parking garage; [2] Assume 500 garage parking spaces to be determined by parking study; [3] County TIF can be used for major/regional stormwater improvements, but not for neighborhood or local stormwater improvements; [4] County funding would only be used to support the re-use of the building for non-governmental functions

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		
Capital Programs - Transportation & Mobility Improvements								
Gulf Boulevard Redevelopment District Streetscape Improvements	Varies ($575 to $1,090) per LF	9,187 LF		$9,714,615		$9,714,615	City & County TIF, LOST[1], Grants, FDOT	Gulf Blvd. (From 64th Ave. to 37th Ave.) Gulf Winds Dr. (From 64th Ave. to Gulf Blvd.)
Public Parking Garage[2]	$20,000 per garage parking space	500 garage parking spaces[3]			$10,000,000	$10,000,000	City & County TIF, Increment, Private Contributions, Public/Private Partnerships, Development Incentives	Gulf Boulevard Redevelopment District - Specific locations TBD Potential for Public / Private Shared Parking
Public Surface Parking Lot Facilities	$1,000,000 (lump sum)	TBD		$500,000	$500,000	$1,000,000	City & County TIF, Increment, Private Contributions, Public/Private Partnerships, Development Incentives	Gulf Boulevard Redevelopment District - Specific locations TBD Potential for Public / Private Shared Parking
Capital Programs - Utilities and Infrastructure								
Burying/Relocating Utilities	$ 1,500,000 per mile	1.63 miles		$2,444,886		$2,444,886	TIF (City Only)	Gulf Blvd. (From 64th Ave. to 37th Ave.)
Burying/Relocating Utilities	$ 1,500,000 per mile	0.15 miles			$225,000	$225,000	TIF (City Only)	64th Ave. (From Sunset Way to Gulf Winds Dr.)
Burying/Relocating Utilities	$ 1,500,000 per mile	0.11 miles			$165,057	$165,057	TIF (City Only)	Gulf Winds Dr. (From 64th Ave. to Gulf Blvd.)
Stormwater System Improvements[4]	$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	$150,000 (lump sum)	TBD		$150,000		$150,000	TIF (City Only)	Gulf Boulevard Redevelopment District - Locations TBD
Capital Programs - Wayfinding Signage Improvements								
Wayfinding Signage Improvements	$3,000 per sign	6 signs		$18,000		$18,000	City & County TIF, Grants	Comprehensive Street and Wayfinding Signage Program for the Gulf Blvd District. Program will "brand" St. Pete Beach, orient residents & visitors and eliminate visual clutter
Gateway Features	$20,000 per gateway	2 gateways		$40,000		$40,000	City & County TIF, Grants	Two Gulf Boulevard Redevelopment District Gateway Features
Sub-Total for Gulf Boulevard Redevelopment District (Capital Programs)			**Short Term (1-5 yrs)**	**Mid Term (6-15 yrs)**	**Long Term (16-30 yrs)**	**Total**		
			$0	**$13,867,501**	**$11,890,057**	**$25,757,558**		
Non-Capital Programs								
Planning/Engineering/ Surveying Studies and Other Professional Services	$1,000,000 (lump sum)	TBD	$200,000	$500,000	$300,000	$1,000,000	City & County TIF	Engaging several consulting companies to study specific needs for particular projects relating to the design or implementation of capital projects, parking studies, appraisals, business assistance programs, event management and placemaking, and property management services.
Property Acquisition and Assembly	$7,500,000 (lump sum)	TBD		$2,500,000	$5,000,000	$7,500,000	City & County TIF	Acquiring properties in support of capital projects, and for the purposes of blight eradication and/or property assemblage for potential redevelopment projects
Commercial Façade/Business Assistance Programs	$2,500,000 (lump sum)	TBD	$500,000	$1,000,000	$1,000,000	$2,500,000	City & County TIF	Assisting business owners with improvements and/or initiatives.
Residential Façade Programs	$300,000 (lump sum)	TBD	$100,000	$100,000	$100,000	$300,000	TIF (City Only)	Assisting homeowners with property improvements.
Affordable Multi-Family Housing Program	$2,000,000 (lump sum)	TBD		$800,000	$1,200,000	$2,000,000	City & County TIF	Providing affordable multi-family housing development programs.
Community Policing	$2,750,000 (lump sum)	TBD	$250,000	$1,000,000	$1,500,000	$2,750,000	TIF (City Only)	Supporting innovative policing techniques to reduce crime including, but not limited to, community mobilization, neighborhood block watch, citizen patrol, foot patrol, or intensified motorized patrol.
CRA Administration	$4,750,000 (lump sum)	TBD	$250,000	$1,800,000	$2,700,000	$4,750,000	TIF (City Only)	Paying for administrative and overhead expenses necessary or incidental to the implementation of the Plan
Community Branding	$800,000 (lump sum)	TBD	$100,000	$300,000	$400,000	$800,000	TIF (City Only)	Developing and implementing a new community branding concept to help create/reinforce a sense of place for visitors and community residents alike.
Sub-Total for Downtown Redevelopment District (Non-Capital Programs)			**Short Term (1-5 yrs)**	**Mid Term (6-15 yrs)**	**Long Term (16-30 yrs)**	**Total**		
			$1,400,000	**$8,000,000**	**$12,200,000**	**$21,600,000**		
Grand Total - Downtown Redevelopment District & Gulf Boulevard Redevelopment District (Capital + Non-Capital Programs)			**$18,781,592**	**$45,990,528**	**$40,219,137**	**$104,991,257**		
Increment Revenue Forecast			**$758,092**	**$12,699,406**	**$62,724,009**	**$76,181,507**		
Funding Deficit[5]			**$104,991,257 (Total Capital + Non-Capital Costs) - $76,181,507 (Total Increment Revenue)**				**($28,809,750)**	

[1] $5,746,260.00 of LOST funds have already been set aside for Gulf Boulevard Streetscape Improvements; [2] Conduct parking study and seek approval from Pinellas BCC to use County TIF for bonding a parking garage; [3] Assume 500 garage parking spaces to be determined by parking study; [4] County TIF can be used for major/regional stormwater improvements, but not for neighborhood or local stormwater improvements; [5] Deficit shown in table is a preliminary estimate based on proposed capital improvements and non-capital expenses.

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

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

COMMUNITY BRANDING

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

BUSINESS ASSISTANCE

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

RESIDENTIAL ASSISTANCE

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

CRA ADMINISTRATION

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

PROPERTY ACQUISITION AND ASSEMBLY

In addition to property acquired in support of capital projects described in in Section 6.2, the Redevelopment Agency may wish to acquire property for the purposes of blight eradication and/or property assemblage for potential redevelopment projects.

COMMUNITY POLICING

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

AFFORDABLE HOUSING/RELOCATION ASSISTANCE

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

PROFESSIONAL SERVICES

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

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.

On July 10, 2012, Pinellas County entered into an Interlocal Agreement with the Barrier Islands Government Council (BIG-C) for the funding of the Gulf Boulevard Beautification Project. The interlocal agreement based the funding for the City projects on a pro-rata share of $35 million from the “Penny for Pinellas”. The interlocal agreement provides for project funding at a level of $3.5 million per year during Fiscal Years 2013, 2014, 2015, and 2016, for a total of $14 million. Projects will then be funded at

a level of $7 million per year during Fiscal Years 2017, 2018 and 2019. The City of St. Pete Beach was awarded $5,746,260.00 to beautify Gulf Boulevard (including Blind Pass Road, does not include Pass-A-Grlle Way). The project includes undergrounding of utilities on Gulf Boulevard from 37th Avenue to 75th Avenue (2.3 miles), crosswalks, landscaping plantings, street lighting and furniture, comprehensive street signage and other improvements as envisioned in the Gulf Boulevard Improvement Program. A small portion of the request will be for reimbursements of costs for the improvements already made on Blind Pass Road north of 75th Avenue. The City anticipates the cost will equal or exceed the allocated funds. Any costs over the allocated funding will be financed through other funding sources (i.e., City and County TIF, Grants, FDOT).

6.5 BCC 15 YEAR REVIEW

The Pinellas BCC will conduct a comprehensive review of the CRA following 15 years. The purpose of this review is to assess performance and implementation progress. Following this review, the BCC will determine whether the CRA will continue operating “as is” for the remainder of the 30 year term, or if modifications should be made.

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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

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

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

7.4 CONCLUSION

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

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APPENDIX A:

Finding of Necessity Resolution & Report

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RESOLUTION NO. 2013-01

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SECTION 2. DESIGNATION OF AGENCY

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

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

SECTION 3. ADOPTION OF REVISED BLIGHT STUDY.

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

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

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

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

SECTION 5. DECLARATIONS/SEVERABILITY

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

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

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

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

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

ADOPTED this 9th day of July, 2013.

CITY COMMISSION OF ST. PETE BEACH, FLORIDA

Steve McFarlin, Mayor

ATTEST:

Rebecca Haynes, City Clerk

Exhibit A

RESOLUTION NO. 06-191

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

LEGAL DESCRIPTION FOR
ST. PETE BEACH COMMUNITY REDEVELOPMENT DISTRICT

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

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

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

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

1. One or more slum or blighted areas, or one or more areas in which there is a shortage of housing affordable to residents of low or moderate income, including the elderly, exist in the City.

2. The rehabilitation, conservation, or redevelopment or a combination thereof, of such area or areas is necessary in the interest of the public health, safety, morals, or welfare of the residents of the City.

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

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

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

This Resolution shall become effective after its adoption.

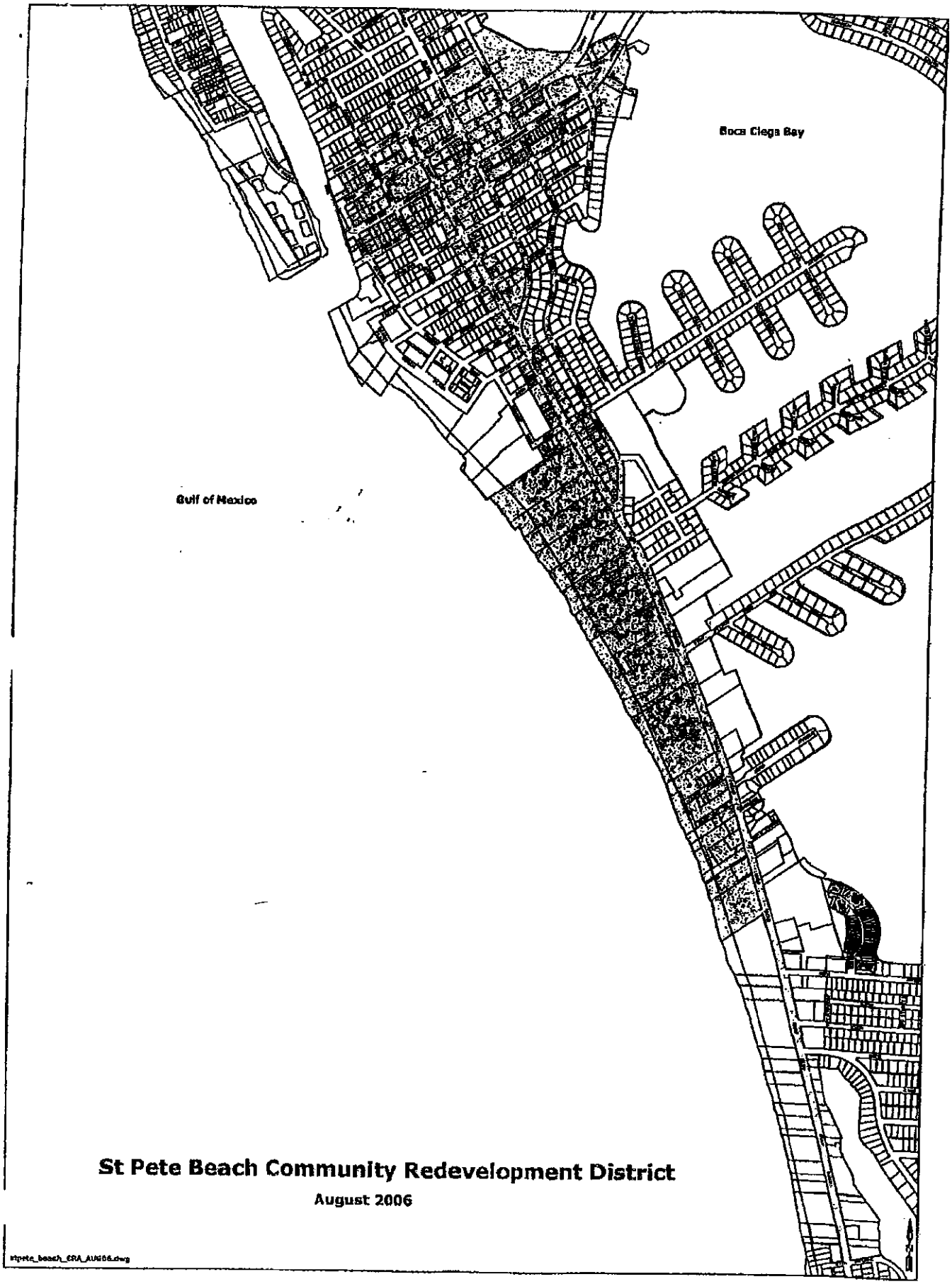
Commissioner Stewart offered the foregoing Resolution and moved its adoption, which was seconded by Commissioner Duncan and upon roll call the vote was:

AYES: Welch, Duncan, Stewart, and Harris.

NAYS: Seel and Morroni.

ABSENT AND NOT VOTING: Latvala.

EXHIBIT A



St Pete Beach Community Redevelopment District

August 2006

stpete_beach_CRA_AUG06.dwg

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

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

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

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

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

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

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

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

Exhibit B

April 2006

City of St. Pete Beach Redevelopment Study Area

Blight Study

Real Estate RESEARCH
CONSULTANTS

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1. Overview and Purpose

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

1.1. Introduction

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

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

1.2. Objectives and Purposes of the Redevelopment Act

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

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

- *Section 163.335(2), F.S. ...certain slum or blighted areas, or portions thereof, may require acquisition, clearance, and disposition subject to use restrictions, as provided in this part, since the prevailing condition of decay may make impracticable the reclamation of the area by conservation or rehabilitation; that other areas or portions thereof may, through the means provided in this part, be susceptible of conservation or rehabilitation in such a manner that the conditions and evils enumerated may be eliminated, remedied, or prevented; and that salvageable slum and blighted areas can be conserved and rehabilitated through appropriate public action as herein authorized and the cooperation and voluntary action of the owners and tenants of the property in such areas.*

- *Section 163.335(3), F.S. ...powers conferred by this part are for public uses and purposes which public money may be expended and the power of eminent domain and police power exercised, and the necessity in the public interest for the provisions herein enacted is hereby declared as a matter of legislative determination.*

- *Section 163.335(5), F.S. ...the preservation or enhancement of the tax base from which a taxing authority realizes tax revenues is essential to its existence and financial health; that the preservation and enhancement of such tax base is implicit in the purposes for which a taxing authority is established; that tax increment financing is an effective method of achieving such preservation and enhancement in areas in which such tax base is declining; that community redevelopment in such areas, when complete, will enhance such tax base and provide increased tax revenues to all affected taxing authorities, increasing their ability to accomplish their other respective purposes; and that the preservation and enhancement of the tax base in such areas through tax increment financing and the levying of taxes by such taxing authorities therefor and the appropriation of funds to a redevelopment trust fund bears a substantial relation to the purposes of such taxing authorities and is for their respective purposes and concerns.*

- *Section 163.335(6,) F.S. ...there exists in counties and municipalities of the state a severe shortage of housing affordable to residents of low or moderate income, including the elderly; that the existence of such condition affects the health, safety, and welfare of the residents of such counties and municipalities and retards their growth and economic and social development; and that the elimination or improvement of such conditions is a proper matter of state policy and state concern is for a valid and desirable purpose.*

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

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

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

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

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

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

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

Pinellas County Government
315 Court Street
Clearwater, Florida 33756

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

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

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

Pinellas County EMS
12490 Ulmerton Road
Largo, Florida 34644

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

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

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

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

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

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

1.3. Declarations and Process

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

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

1.4. Integrity of the Study Area

The analysis in this Report is confined to a specific geographic area within the City of St. Pete Beach generally shown in Map 1.0. These properties, generated from the 2004 tax rolls, are identified in Appendix A for informational purposes. The list is intended to be consistent with the area shown in Map 1.0, but this list should not be construed as the official and final area. A legal description of the area is as follows, beginning at a point on the seawall along Blind Pass Channel and the 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 3,849.68 feet to the Northwest corner of a metes and bounds tract 33/05, being a part of Dolphin Village Shopping Center and with a Pinellas County property identification number of 06/32/16/00000/330/0500; thence running Northeasterly along the Northern boundary of said tract 429.31 feet to a point on the seawall on Boca Ciega Bay; thence Southeasterly along the seawall 279.46 feet to a point on the Northerly corner of Mirabella Townhomes Subdivision; thence running Southeasterly along the Western boundary of Mirabella Townhomes Subdivision 1,255.4 feet to the Southwest corner of Mirabella Townhomes Subdivision; thence running Westward along the South boundary of Dolphin Village Shopping Center 163.89 feet; thence running Southward 20 feet; thence Westward along the South boundary of Dolphin Village Shopping Center 200 feet to the Northwest corner of Lido Gardens Apartments; thence Southward along the Western boundary of Lido Gardens Apartments and continuing South 305 feet to the Southwest corner of Lot 3, Palm Gardens Subdivision; thence West 159.09 feet to the Easterly right-of-way of Gulf Boulevard; thence Southeasterly along said right-of-way of Gulf Boulevard to a point on the North right-of-way line of 37th Avenue; thence Westward to the Westerly right-of-way of Gulf Boulevard; thence Northwesterly along said Westerly right-of-way of Gulf Boulevard to a point on the Northerly corner of the Pinellas County Park; thence Southwesterly on the North boundary of the Pinellas County Park to the Mean High Water Line in the Gulf of Mexico; thence Northward following the Mean High Water Line of the Gulf of Mexico 4,665.93 feet MOL to the Southern boundary of Silver Sands Beach & Racquet Club One Condo Building A and with a Pinellas County property identification number of 01/32/15/82015/001/0001; thence Northeasterly along the Southern boundary of Silver Sands Beach & Racquet Club One Condo Building A, 680 feet to the Southeast corner of Silver Sands Beach & Racquet Club One Condo Building A; thence Northward along the East boundary of Silver Sands Beach & Racquet Club One Condo Building A and across 64th Avenue, 212.57 to the Northern right-of-way of 64th Avenue; thence Easterly along the Northerly right-of-way of 64th Avenue 210 feet; thence

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.

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

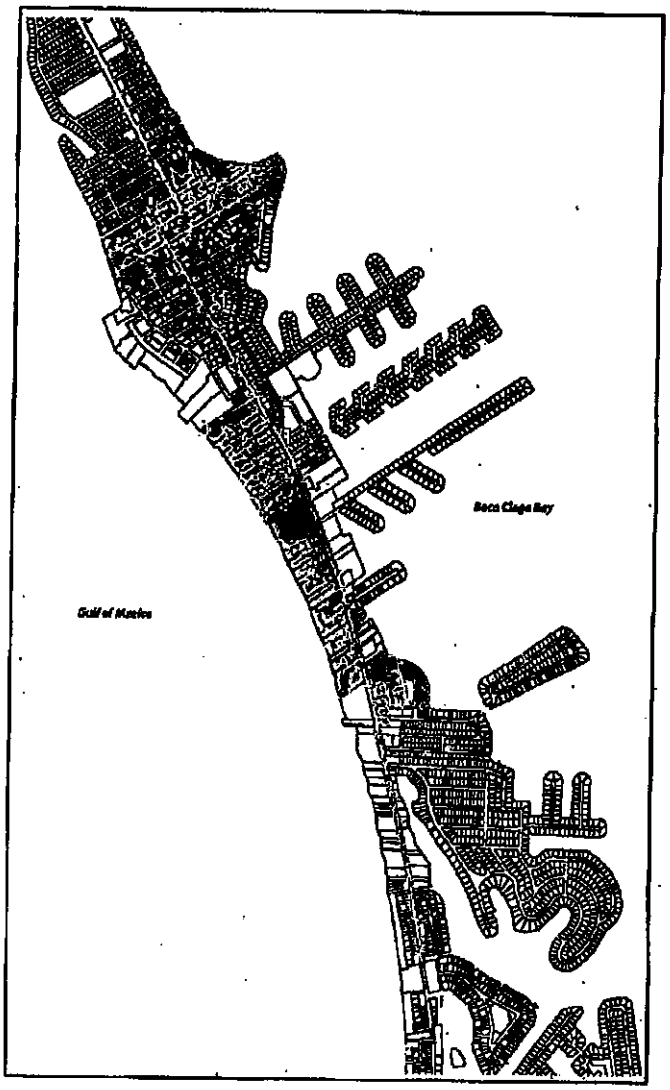
The larger study area is characterized by small lots with height and density restrictions, inadequate transportation infrastructure, strip commercial development, and resort and retail properties in need of redevelopment. The resort and commercial areas that make up most of the study area are important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

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

hotels are accessible without some travel on Gulf Boulevard, and the character of the community is expressed along the boulevard. The Corey Avenue/Gulf Boulevard intersection is the most significant intersection within the study area and ties the resort area together with the downtown district. The boulevard is included in the study area from 77th Avenue to Pinellas Bayway Road as are the parcels that line the road from 73rd Avenue to 64th Avenue. Gulf Winds Boulevard/Boca Ciega Drive is also included in the boundary from 77th Avenue to Gulf Boulevard as is Blind Pass Road from 77th Avenue to Gulf Boulevard.

Map 1.0 Study Area

Boundary Map



Note: study area boundary is for illustrative purposes only.

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

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

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

1.5. Historical Perspective

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

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

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

Relative Study Area Demographics (2000)

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

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

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

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

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

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

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

Owner Name	Description	Year Built	Land AC	Bldg. SF	2002 Taxable Value
Resort Inns Of America Inc	Hotel/motel	1957	9.99	263,639	$35,300,000
Don Ce Sar Resort Hotel	Hotel/motel	1928	3.79	247,427	$29,600,000
Nicklaus Fla Inc	Hotel/motel	1989	8.79	179,698	$21,500,000
Hughes, R Dale Tre	Hotel/motel	1970	3.77	166,048	$11,600,000
Resort Industries Inc	Hotel/motel	1973	4.53	151,506	$11,200,000
Reef Resort Condo Assn	Condominium	1982	0.64	45,006	$10,985,400
Rosenblum, Irving M Tre	Hotel/motel	1957	5.26	86,946	$10,000,000
National Rlty Holdings Inc	Hotel/motel	1974	1.47	116,030	$9,600,000
Alden Enterprises Inc	Hotel/motel	1950	3.89	114,873	$9,100,000
Dolphin Holdings Ltd	Hotel/motel	1966	3.47	105,061	$8,500,000
		Sub Total	45.40	1,496,236	$157,585,400
		City Total	2,526.46	14,109,354	$1,453,403,070
	Top 10 as a Percentage of City Total		1.80%	10.60%	10.84%

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

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

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

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

- Section 163.340(9) F.S. states: ***"Community redevelopment" or "redevelopment" means undertakings, activities, or projects of a county, municipality, or Community Redevelopment Agency in a Community Redevelopment Area for the elimination and prevention of the development or spread of slums and blight,*** *or for the reduction or prevention of crime, or for the provision of affordable housing, whether for rent or for sale, to residents of low or moderate income, including the elderly,* ***and may include*** *slum clearance and redevelopment in a Community Redevelopment Area or* ***rehabilitation and revitalization of coastal resort and tourist areas that are deteriorating and economically distressed,*** *or rehabilitation or conservation in a Community Redevelopment Area, or any combination or part thereof, in accordance with a Community Redevelopment Plan and may include the preparation of such a plan."*

- *Section 163.340(10) F.S. states:* ***"Community Redevelopment Area" means a*** *slum area, a blighted area, or an area in which there is a shortage of housing that is affordable to residents of low or moderate income, including the elderly,* ***or a coastal and tourist area that is deteriorating and economically distressed due to outdated building density patterns, inadequate transportation and parking facilities, faulty lot layout or inadequate street layout, or a combination thereof which the governing body designates as appropriate for community redevelopment."***

The legislation explicitly defines a deteriorating and economically distressed coastal and tourist area as a "Community Redevelopment Area" and includes a coastal resort redevelopment pilot project in Section163.336 F.S.

- Section163.336 F.S. states *"the Legislature recognizes that some coastal resort and tourist areas are deteriorating and declining as recreation and tourist centers. It is appropriate to undertake a pilot project to determine the feasibility of encouraging redevelopment of economically distressed coastal properties to allow full utilization of existing urban infrastructure such as roads and utility lines. Such activities can have a beneficial impact on local and state economies and provide job opportunities and revitalization of urban areas."*

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

2. Physical Environment Inventory

2.1. Existing Land Use

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Number of Commercial Properties

Built - by Year

	Hotel/Motel	Other Commercial	Total
>1950	5	39	44
1950-1970	13	38	51
1971-1990	3	27	30
1991-2004	0	8	8
Total	21	112	133

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

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

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

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

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

Finding:

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

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

2.2. Transportation, Road, Traffic, and Parking Characteristics

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Finding:

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

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

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

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

2.3. Stormwater

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

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

Finding:

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

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

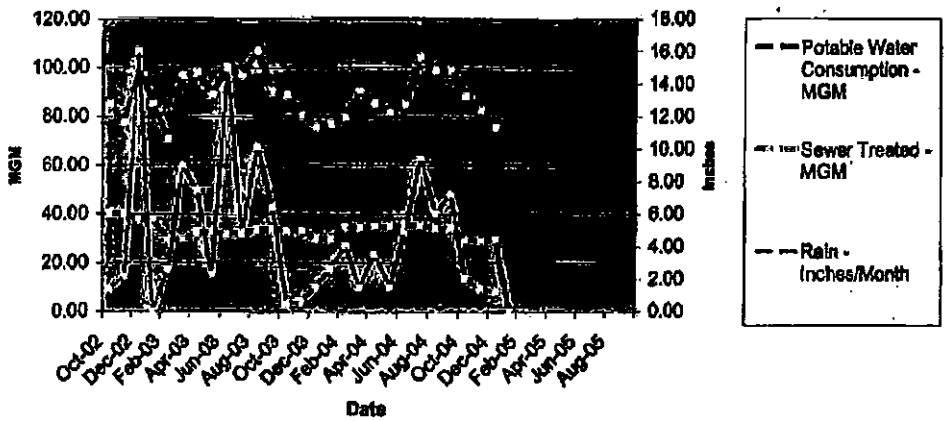
undergoes little filtering because almost all impervious surface in the area has been absorbed by low density development and surface parking lots.

2.4. Wastewater

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

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

St. Pete Beach Potable Water Use Vs Wastewater Effluent Treated



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

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

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

Finding:

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

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

2.5. Potable Water

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

Finding:

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

2.6. Overall Site and Plat Conditions

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

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

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

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

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

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

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

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

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

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

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

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

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

Finding:

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

2.7. Visual Character, Existing Building and Site Conditions Analysis

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

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

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

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

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

3. Real Estate Development and Investment Activity

3.1. Reported Investment and Disinvestment Activity

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

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

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

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

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

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

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

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

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

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

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

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

Finding:

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

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

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

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

3.2. Crime and Illegal Acts

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

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

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

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

Finding:

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

3.3 Code Violations

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

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

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

Finding:

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

4. Criteria for Determining Blight

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

- The first alternative ("Alternative One") involves the layering of two tests. The first test is broadly conditional and the second test is criteria specific. Both tests must conclude that the described conditions exist affirmatively.

- The second alternative ("Alternative Two") involves a specific agreement among parties subject to a prospective trust fund agreement. Where such agreement exists, then the jurisdiction seeking to designate a redevelopment area need pass a less rigorous test. As in the first alternative, this test relates to specific criteria and it must conclude affirmatively.

- Notwithstanding the requirements for the first or second alternative, the third alternative ("Alternative Three") involves the Governor certifying the need for emergency assistance under federal law as a result of an emergency under s. 252.34(3), F.S.

4.1. Alternative One

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

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

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

4.2. Alternative Two

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

4.3. Alternative Three

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

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

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

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

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

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

4.5. Blight Factors Present in the Study Area

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

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

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

infrastructure changes including acquiring private property to increases roadway rights-of-way.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

5. Conclusions

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

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

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

6. Next Steps: Community Redevelopment Plan and Trust Fund

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

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

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

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

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

Parcels In Study Area

Old Pin	New Pin
62153136001000000001	363115001000000001
62163206081720000170	063216081720000170
62163206114840000011	063216114840000011
62153136181880000001	363115181880000001
62153136183650000001	363115183650000001
62153136307170000001	363115307170000001
62163206340410000001	063216340410000001
62153201000001100610	013215000001100610
62153136000004400300	363115000004400300
62153136000004400200	363115000004400200
62153136000004400100	363115000004400100
62153136050940250040	363115050940250040
62153136050940260060	363115050940260060
62163206081000000060	063216081000000060
62153136783360070040	363115783360070040
62153136779940420050	363115779940420050
62153136779940470060	363115779940470060
62153136779940540151	363115779940540151
62153136779940560060	363115779940560060
62153136779940570050	363115779940570050
62153136779940570070	363115779940570070
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62153136779940570100	363115779940570100
62153136779940570120	363115779940570120
62153136779940710120	363115779940710120
62153136779942250060	363115779942250060
62153136001000000010	363115001000000010
62153136001000000020	363115001000000020
62153136001000000030	363115001000000030
62153136001000000040	363115001000000040
62153136001000000050	363115001000000050
62153136001000000060	363115001000000060
62163206061110000001	063216061110000001
62163206061110000103	063216061110000103
62163206061110000104	063216061110000104
62163206061110000105	063216061110000105
62163206061110000106	063216061110000106
62163206061110000107	063216061110000107
62163206061110000109	063216061110000109
62163206061110000201	063216061110000201
62163206061110000202	063216061110000202
62163206061110000203	063216061110000203

Parcels in Study Area

Old Pin	New Pin
62163206061110000204	063216061110000204
62163206061110000205	063216061110000205
62163206061110000206	063216061110000206
62163206061110000207	063216061110000207
62163206061110000208	063216061110000208
62163206061110000209	063216061110000209
62163206061110000210	063216061110000210
62163206061110000301	063216061110000301
62163206061110000302	063216061110000302
62163206061110000303	063216061110000303
62163206061110000304	063216061110000304
62163206061110000305	063216061110000305
62163206061110000306	063216061110000306
62163206061110000307	063216061110000307
62163206061110000308	063216061110000308
62163206061110000309	063216061110000309
62163206061110000310	063216061110000310
62163206061110000401	063216061110000401
62163206061110000402	063216061110000402
62163206061110000403	063216061110000403
62163206061110000404	063216061110000404
62163206061110000405	063216061110000405
62163206061110000406	063216061110000406
62163206061110000407	063216061110000407
62163206061110000408	063216061110000408
62163206061110000409	063216061110000409
62163206061110000410	063216061110000410
62163206061110000501	063216061110000501
62163206061110000502	063216061110000502
62163206061110000503	063216061110000503
62163206061110000504	063216061110000504
62163206061110000505	063216061110000505
62163206061110000506	063216061110000506
62163206061110000507	063216061110000507
62163206061110000508	063216061110000508
62163206061110000509	063216061110000509
62163206061110000510	063216061110000510
62163206061110000601	063216061110000601
62163206061110000602	063216061110000602
62163206061110000603	063216061110000603
62163206061110000604	063216061110000604
62163206061110000605	063216061110000605
62163206061110000606	063216061110000606

Parcels In Study Area

Old Pin	New Pin
62163206061110000607	063216061110000607
62163206061110000608	063216061110000608
62163206061110000609	063216061110000609
62163206061110000610	063216061110000610
62163206061110000701	063216061110000701
62163206061110000702	063216061110000702
62163206061110000703	063216061110000703
62163206061110000704	063216061110000704
62163206061110000705	063216061110000705
62163206061110000706	063216061110000706
62163206061110000707	063216061110000707
62163206061110000708	063216061110000708
62163206061110000709	063216061110000709
62163206061110000710	063216061110000710
62163206061110000801	063216061110000801
62163206061110000802	063216061110000802
62163206061110000803	063216061110000803
62163206061110000804	063216061110000804
62163206061110000805	063216061110000805
62163206061110000806	063216061110000806
62163206061110000807	063216061110000807
62163206061110000808	063216061110000808
62163206061110000809	063216061110000809
62163206061110000810	063216061110000810
62163206061110000901	063216061110000901
62163206061110000902	063216061110000902
62163206061110000903	063216061110000903
62163206061110000904	063216061110000904
62163206061110000905	063216061110000905
62163206061110000906	063216061110000906
62163206061110000907	063216061110000907
62163206061110000908	063216061110000908
62163206061110000909	063216061110000909
62163206061110000910	063216061110000910
62163206061110001001	063216061110001001
62163206061110001002	063216061110001002
62163206061110001003	063216061110001003
62163206061110001004	063216061110001004
62163206061110001005	063216061110001005
62163206061110001006	063216061110001006
62163206061110001007	063216061110001007
62163206061110001008	063216061110001008
62163206114840000010	063216114840000010

Parcels in Study Area

Old Pin	New Pin
62153201181420000000	013215181420000000
62153201181420000001	013215181420000001
62153136181880000010	363115181880000010
62153136181880000020	363115181880000020
62153136181880000030	363115181880000030
62153136181880000040	363115181880000040
62153136181880000050	363115181880000050
62153136181880000060	363115181880000060
62153136183650000010	363115183650000010
62153136183650000020	363115183650000020
62153136183650000030	363115183650000030
62153136183650000040	363115183650000040
62153136183650000050	363115183650000050
62153136183650000060	363115183650000060
62153136307170006630	363115307170006630
62153136307170006640	363115307170006640
62153136307170006650	363115307170006650
62153136307170006660	363115307170006660
62153136307170006670	363115307170006670
62163206341370000001	063216341370000001
62163206341370001010	063216341370001010
62163206341370001020	063216341370001020
62163206341370001030	063216341370001030
62163206341370001040	063216341370001040
62163206341370002010	063216341370002010
62163206341370002020	063216341370002020
62163206341370002030	063216341370002030
62163206341370002040	063216341370002040
62163206341370003010	063216341370003010
62163206341370003020	063216341370003020
62163206341370003030	063216341370003030
62163206341370003040	063216341370003040
62163206341370004010	063216341370004010
62163206341370004020	063216341370004020
62163206341370004030	063216341370004030
62163206341370004040	063216341370004040
62163206341370005010	063216341370005010
62163206341370005020	063216341370005020
62163206341370005030	063216341370005030
62163206341370005040	063216341370005040
62163206341370006010	063216341370006010
62163206341370006020	063216341370006020
62163206341370006030	063216341370006030

Parcels in Study Area

Old Pin	New Pin
62163206341370006040	063216341370006040
62163206341370007010	063216341370007010
62163206341370007020	063216341370007020
62163206341370007030	063216341370007030
62163206341370007040	063216341370007040
62163206341370008010	063216341370008010
62163206341370008020	063216341370008020
62163206341370008030	063216341370008030
62163206341370008040	063216341370008040
62163206341370009010	063216341370009010
62163206341370009020	063216341370009020
62163206341370009030	063216341370009030
62163206341370009040	063216341370009040
62163206340410002010	063216340410002010
62163206340410002020	063216340410002020
62163206340410002040	063216340410002040
62163206340410003010	063216340410003010
62163206340410003020	063216340410003020
62163206340410003030	063216340410003030
62163206340410003040	063216340410003040
62163206340410004010	063216340410004010
62163206340410004020	063216340410004020
62163206340410004030	063216340410004030
62163206340410004040	063216340410004040
62163206340410005010	063216340410005010
62163206340410005020	063216340410005020
62163206340410005030	063216340410005030
62163206340410005040	063216340410005040
62163206340410006010	063216340410006010
62163206340410006020	063216340410006020
62163206340410006030	063216340410006030
62163206340410006040	063216340410006040
62163206341830000001	063216341830000001
62163206341830000101	063216341830000101
62163206341830000102	063216341830000102
62163206341830000103	063216341830000103
62163206341830000104	063216341830000104
62163206341830000105	063216341830000105.
62163206341830000106	063216341830000106
62163206341830000107	063216341830000107
62163206341830000108	063216341830000108
62163206341830000201	063216341830000201
62163206341830000202	063216341830000202

Parcels in Study Area

Old Pin	New Pin
62163206341830000203	063216341830000203
62163206341830000204	063216341830000204
62163206341830000205	063216341830000205
62163206341830000206	063216341830000206
62163206341830000207	063216341830000207
62163206341830000208	063216341830000208
62163206341830000301	063216341830000301
62163206341830000302	063216341830000302
62163206341830000303	063216341830000303
62163206341830000304	063216341830000304
62163206341830000305	063216341830000305
62163206341830000306	063216341830000306
62163206341830000307	063216341830000307
62163206341830000308	063216341830000308
62163206341830000401	063216341830000401
62163206341830000402	063216341830000402
62163206341830000403	063216341830000403
62163206341830000404	063216341830000404
62163206341830000405	063216341830000405
62163206341830000406	063216341830000406
62163206341830000407	063216341830000407
62163206341830000408	063216341830000408
62163206341830000501	063216341830000501
62163206341830000502	063216341830000502
62163206341830000503	063216341830000503
62163206341830000504	063216341830000504
62163206341830000505	063216341830000505
62163206341830000506	063216341830000506
62163206341830000507	063216341830000507
62163206341830000508	063216341830000508
62163206793780000105	063216793780000105
62163206793780000106	063216793780000106
62163206793780000107	063216793780000107
62163206793780000108	063216793780000108
62163206793780000109	063216793780000109
62163206793780000110	063216793780000110
62163206793780000201	063216793780000201
62163206793780000202	063216793780000202
62163206793780000203	063216793780000203
62163206793780000204	063216793780000204
62163206793780000205	063216793780000205
62163206793780000206	063216793780000206
62163206793780000207	063216793780000207

Parcels in Study Area

Old Pin	New Pin
62163206793780000208	063216793780000208
62163206793780000209	063216793780000209
62163206793780000210	063216793780000210
62163206793780000301	063216793780000301
62163206793780000302	063216793780000302
62163206793780000303	063216793780000303
62163206793780000304	063216793780000304
62163206793780000305	063216793780000305
62163206793780000306	063216793780000306
62163206793780000307	063216793780000307
62163206793780000308	063216793780000308
62163206793780000309	063216793780000309
62163206793780000310	063216793780000310
62163206793780000401	063216793780000401
62163206793780000402	063216793780000402
62163206793780000403	063216793780000403
62163206793780000404	063216793780000404
62163206793780000405	063216793780000405
62163206793780000406	063216793780000406
62163206793780000407	063216793780000407
62163206793780000408	063216793780000408
62163206793780000409	063216793780000409
62163206793780000410	063216793780000410
62163206793780000501	063216793780000501
62163206793780000502	063216793780000502
62163206793780000503	063216793780000503
62163206793780000504	063216793780000504
62163206793780000505	063216793780000505
62163206793780000506	063216793780000506
62163206793780000507	063216793780000507
62163206793780000508	063216793780000508
62163206793780000509	063216793780000509
62163206793780000510	063216793780000510
62163206793780000601	063216793780000601
62163206793780000602	063216793780000602
62163206793780000603	063216793780000603
62163206793780000604	063216793780000604
62163206793780000605	063216793780000605
62163206793780000606	063216793780000606
62163206793780000607	063216793780000607
62163206793780000608	063216793780000608
62163206793780000609	063216793780000609
62163206793780000610	063216793780000610

Parcels in Study Area

Old Pin	New Pin
62163206793780000701	063216793780000701
62163206793780000702	063216793780000702
62163206793780000703	063216793780000703
62163206793780000704	063216793780000704
62163206793780000705	063216793780000705
62163206793780000706	063216793780000706
62163206793780000707	063216793780000707
62163206793780000708	063216793780000708
62163206793780000709	063216793780000709
62163206793780000710	063216793780000710
62163206793780000801	063216793780000801
62163206793780000802	063216793780000802
62163206793780000803	063216793780000803
62163206793780000804	063216793780000804
62163206793780000805	063216793780000805
62163206793780000806	063216793780000806
62163206793780000807	063216793780000807
62163206793780000808	063216793780000808
62163206793780000809	063216793780000809
62163206793780000810	063216793780000810
62163206793780000901	063216793780000901
62163206793780000902	063216793780000902
62163206793780000903	063216793780000903
62163206793780000904	063216793780000904
62163206793780000905	063216793780000905
62163206793780000906	063216793780000906
62163206793780000907	063216793780000907
62163206793780000908	063216793780000908
62163206793780000909	063216793780000909
62163206793780000910	063216793780000910
62163206793780001001	063216793780001001
62163206793780001002	063216793780001002
62163206793780001003	063216793780001003
62163206793780001004	063216793780001004
62163206793780001005	063216793780001005
62163206793780001006	063216793780001006
62163206793780001007	063216793780001007
62163206793780001008	063216793780001008
62163206793780001009	063216793780001009
62163206793780001010	063216793780001010
62163206793780001101	063216793780001101
62163206793780001102	063216793780001102
62163206793780001104	063216793780001104

Parcels In Study Area

Old Pin	New Pin
62163206793780001105	063216793780001105
62163206793780001106	063216793780001106
62163206793780001107	063216793780001107
62163206793780001108	063216793780001108
62163206793780001109	063216793780001109
62163206793780001110	063216793780001110
62153136050940260010	363115050940260010
62163206081000000120	063216081000000120
62163206081000000130	063216081000000130
62163206081180000460	063216081180000460
62163206081720000210	063216081720000210
62153136347760060010	363115347760060010
62153136000004400400	363115000004400400
62153125780840000141	253115780840000141
62153136779940540150	363115779940540150
62153136779940560010	363115779940560010
62153136779940560020	363115779940560020
62153136779940560050	363115779940560050
62153136779940560070	363115779940560070
62153136779940560100	363115779940560100
62153136779940570010	363115779940570010
62153136779940570020	363115779940570020
62153136779940570060	363115779940570060
62153136779940570110	363115779940570110
62153136779940570130	363115779940570130
62153136779940570150	363115779940570150
62153136779940570160	363115779940570160
62153136779940580020	363115779940580020
62153136779940580030	363115779940580030
62153136779940580050	363115779940580050
62153136779940580080	363115779940580080
62153136779940680130	363115779940680130
62153136779940700004	363115779940700004
62153136779940710050	363115779940710050
62153136779940710100	363115779940710100
62153136779940710130	363115779940710130
62153136779940710140	363115779940710140
62153136779940740060	363115779940740060
62153136779942250030	363115779942250030
62153136779942250050	363115779942250050
62153136779942250070	363115779942250070
62153136779942250080	363115779942250080
62153136779942250081	363115779942250081

Parcels in Study Area

Old Pin	New Pin
62153136050940260020	363115050940260020
62153136306720530020	363115306720530020
62153136306720530030	363115306720530030
62153136306720530040	363115306720530040
62153136306720530050	363115306720530050
62153136306720530060	363115306720530060
62153136306720530070	363115306720530070
62153136306720530080	363115306720530080
62153136306720620240	363115306720620240
62153136306720620250	363115306720620250
62153136306720620260	363115306720620260
62153136306720620270	363115306720620270
62153136306720620280	363115306720620280
62153136306720620290	363115306720620290
62153136306720620300	363115306720620300
62153201347940060100	013215347940060100
62153201347940060110	013215347940060110
62153201347940060120	013215347940060120
62153201347940060130	013215347940060130
62153201347940060140	013215347940060140
62153136347760050120	363115347760050120
62153136347760050140	363115347760050140
62153136000003100400	363115000003100400
62153136000003100600	363115000003100600
62153136783360040010	363115783360040010
62153136783360050090	363115783360050090
62153136783360050100	363115783360050100
62153136783360080110	363115783360080110
62153136783360080270	363115783360080270
62153136783360080280	363115783360080280
62153136783360080290	363115783360080290
62153136783360080300	363115783360080300
62153136779940430130	363115779940430130
62153136779940540030	363115779940540030
62153136779940540110	363115779940540110
62153136779940540140	363115779940540140
62153136779940550150	363115779940550150
62153136779940560110	363115779940560110
62153136779940570030	363115779940570030
62153136779940580010	363115779940580010
62153136779940600140	363115779940600140
62153136779940600150	363115779940600150
62153136779940610090	363115779940610090

Parcels In Study Area

Old Pin	New Pin
62153136779940620030	363115779940620030
62153136779940620050	363115779940620050
62153136779940620130	363115779940620130
62153136779940700002	363115779940700002
62153136779940700003	363115779940700003
62153136779940700006	363115779940700006
62153136779940700007	363115779940700007
62153136779940710060	363115779940710060
62153136779940710070	363115779940710070
62153136779940740160	363115779940740160
62153136000003100100	363115000003100100
62153136347760010030	363115347760010030
62153136347760020090	363115347760020090
62153136347760050090	363115347760050090
62153136347760050150	363115347760050150
62153136347760060060	363115347760060060
62153136347760060070	363115347760060070
62163206000003300800	063216000003300800
62163206000003300500	063216000003300500
62163206000003301000	063216000003301000
62153136783360030010	363115783360030010
62153136783360040050	363115783360040050
62153136783360040060	363115783360040060
62153136783360050010	363115783360050010
62153136783360050070	363115783360050070
62153136783360070060	363115783360070060
62153136783360080010	363115783360080010
62153136779940420010	363115779940420010
62153136779940420030	363115779940420030
62153136779940430140	363115779940430140
62153136779940470030	363115779940470030
62153136779940540050	363115779940540050
62153136779940540090	363115779940540090
62153136779940540120	363115779940540120
62153136779940540130	363115779940540130
62153136779940540180	363115779940540180
62153136779940560130	363115779940560130
62153136779940590010	363115779940590010
62153136779940600010	363115779940600010
62153136779940600070	363115779940600070
62153136779940600080	363115779940600080
62153136779940600130	363115779940600130
62153136779940600160	363115779940600160

Parcels in Study Area

Old Pin	New Pin
62153136779940610010	363115779940610010
62153136779940610030	363115779940610030
62153136779940610120	363115779940610120
62153136779940620090	363115779940620090
62153136779940680010	363115779940680010
62153136779940680030	363115779940680030
62153136779940680140	363115779940680140
62153136779940740130	363115779940740130
62153136779940750010	363115779940750010
62153136347760060050	363115347760060050
62163206655200000010	063216655200000010
62153136783360020030	363115783360020030
62153136783360070010	363115783360070010
62153125780840000143	253115780840000143
62153136779940420040	363115779940420040
62153136779940460130	363115779940460130
62153136779940600110	363115779940600110
62153136779940690110	363115779940690110
62153136779940740100	363115779940740100
62153136306720520100	363115306720520100
62153136306720530010	363115306720530010
62153136347760050110	363115347760050110
62153136347760050160	363115347760050160
62153136783360020010	363115783360020010
62153136783360030080	363115783360030080
62153136779940430150	363115779940430150
62153136779940540040	363115779940540040
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62153136779940560120	363115779940560120
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62153136779940730150	363115779940730150
62153136306720620230	363115306720620230
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62153136347760050100	363115347760050100
62153136347760060030	363115347760060030
62153136779940620040	363115779940620040
62153136779940680180	363115779940680180
62153136779940700005	363115779940700005
62153136779940710110	363115779940710110
62153136779940740070	363115779940740070
62163206081000000140	063216081000000140
62163206081540000010	063216081540000010

Parcels in Study Area

Old Pin	New Pin
62163206000003301400	063216000003301400
62153136135900000010	363115135900000010
62153136000001400100	363115000001400100
62153136347760050130	363115347760050130
62153136347760060040	363115347760060040
62153136783360010010	363115783360010010
62153136783360040020	363115783360040020
62153125780840000142	253115780840000142
62153136779940580040	363115779940580040
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62153136779940600120	363115779940600120
62153136779940620080	363115779940620080
62153136779940690010	363115779940690010
62153136779940690060	363115779940690060
62153136779940710010	363115779940710010
62163206000003300900	063216000003300900
62153136347760010010	363115347760010010
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62153136783360060010	363115783360060010
62153136779940550080	363115779940550080
62153136779940700001	363115779940700001
62153136779940620131	363115779940620131
62153136306720630230	363115306720630230
62153136347760060080	363115347760060080
62153136779940470010	363115779940470010
62153136779940600030	363115779940600030
62153136779940740010	363115779940740010
62153136779940740110	363115779940740110
62153136779942250010	363115779942250010
62153136779940610110	363115779940610110
62153136347760060020	363115347760060020
62153136000003100500	363115000003100500
62153136779940570040	363115779940570040
62153136779940690130	363115779940690130
62153136000001400400	363115000001400400
62153201000001100400	013215000001100400
62153201000001100200	013215000001100200
62153201000001100300	013215000001100300
62153201000001100500	013215000001100500
62153201000001100100	013215000001100100
62163206000003300300	063216000003300300
62163206000002300200	063216000002300200
62163206000003300400	063216000003300400

Parcels in Study Area

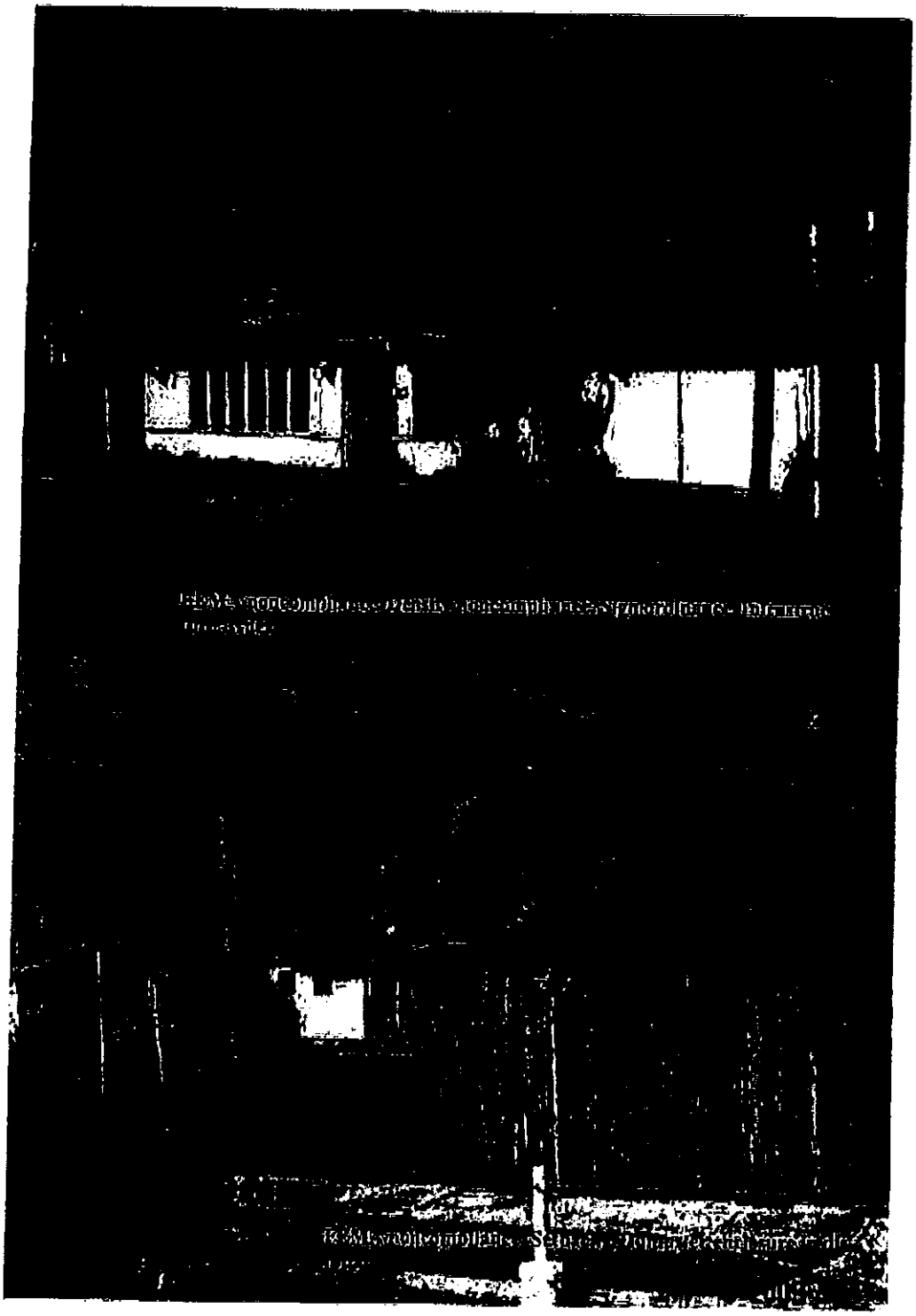
Old Pin	New Pin
62153201000001100600	013215000001100600
62163206000002300300	063216000002300300
62163206000003200500	063216000003200500
62163206801720000010	063216801720000010
62153136779940460160	363115779940460160
62153136779940560030	363115779940560030
62153136779940560080	363115779940560080
62153136779940570080	363115779940570080
62153136779940580070	363115779940580070
62153136779940580100	363115779940580100
62153136779940580150	363115779940580150
62153136779940710080	363115779940710080
62153136347760060090	363115347760060090
62153136779940670100	363115779940670100
62153136779940730151	363115779940730151
62153136779940580090	363115779940580090
62153136779940690100	363115779940690100
62153136051120050040	363115051120050040
62153136050940250030	363115050940250030
62153136051120050010	363115051120050010
62153136051120050050	363115051120050050
62153136779940610140	363115779940610140
62153136050940250010	363115050940250010
62153136306720520090	363115306720520090
62153136050940260030	363115050940260030
62153136306720630160	363115306720630160
62153136779880000010	363115779880000010
62153136779940540010	363115779940540010
62153136779940550010	363115779940550010
62153136051300020020	363115051300020020
62163206000003301300	063216000003301300
62153136779940690030	363115779940690030

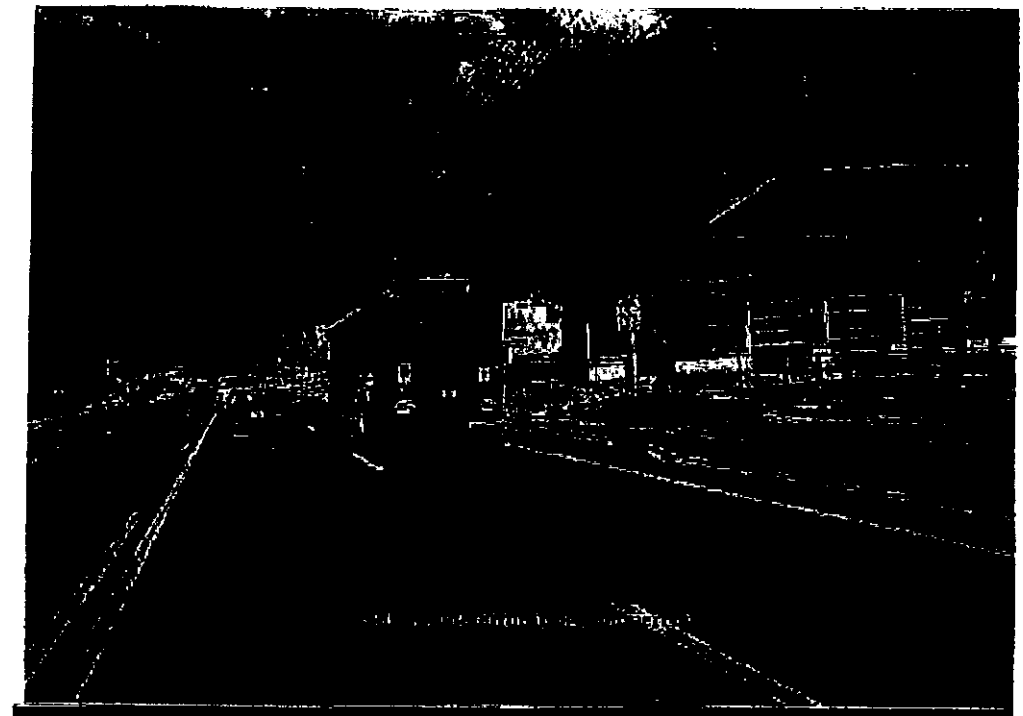
APPENDIX B

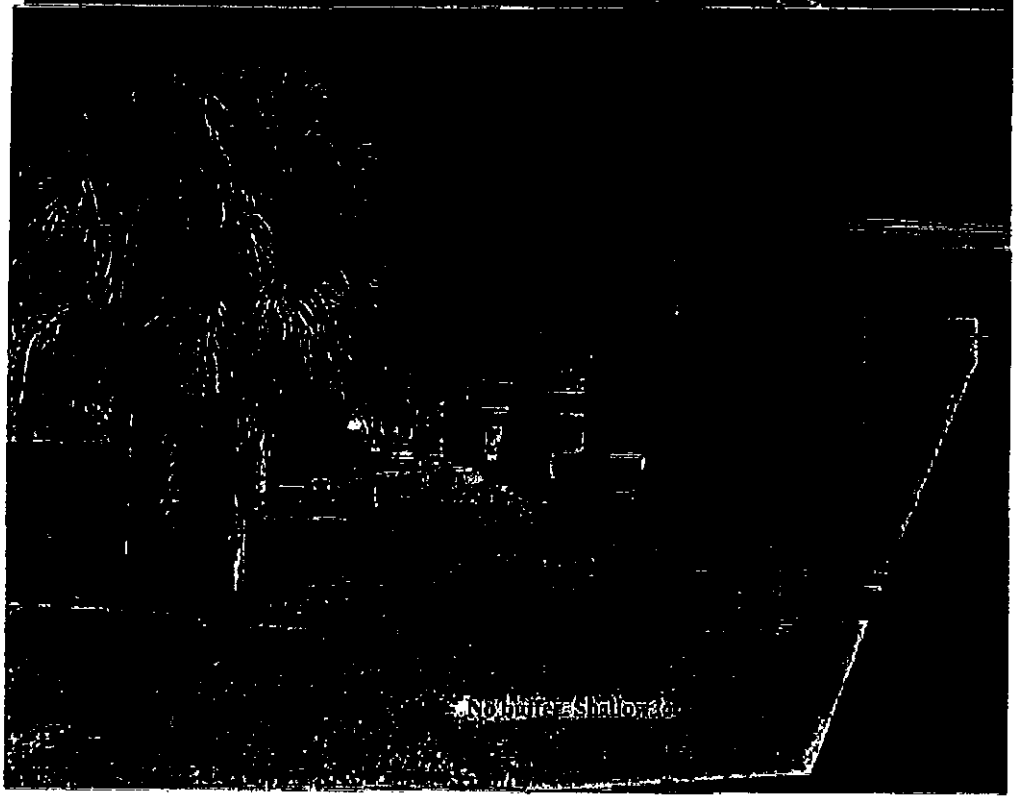
Study Area Photographs

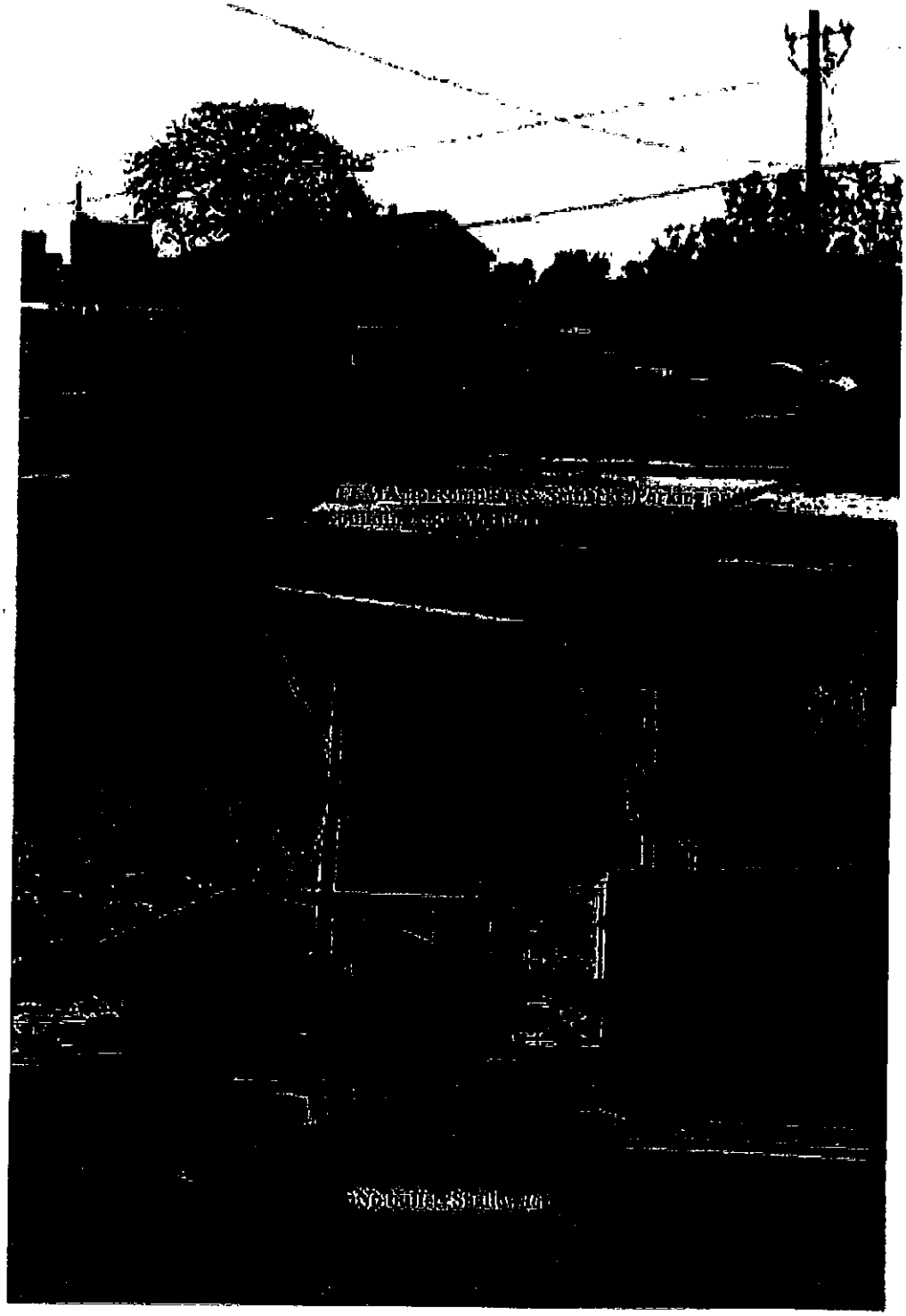
The following photographs document the overall conditions pertinent to the study area and outlined in the Finding of Necessity report. Although most single family homeowners have maintained their properties in the study area, many of the rental properties are dilapidated and poorly maintained. In addition,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

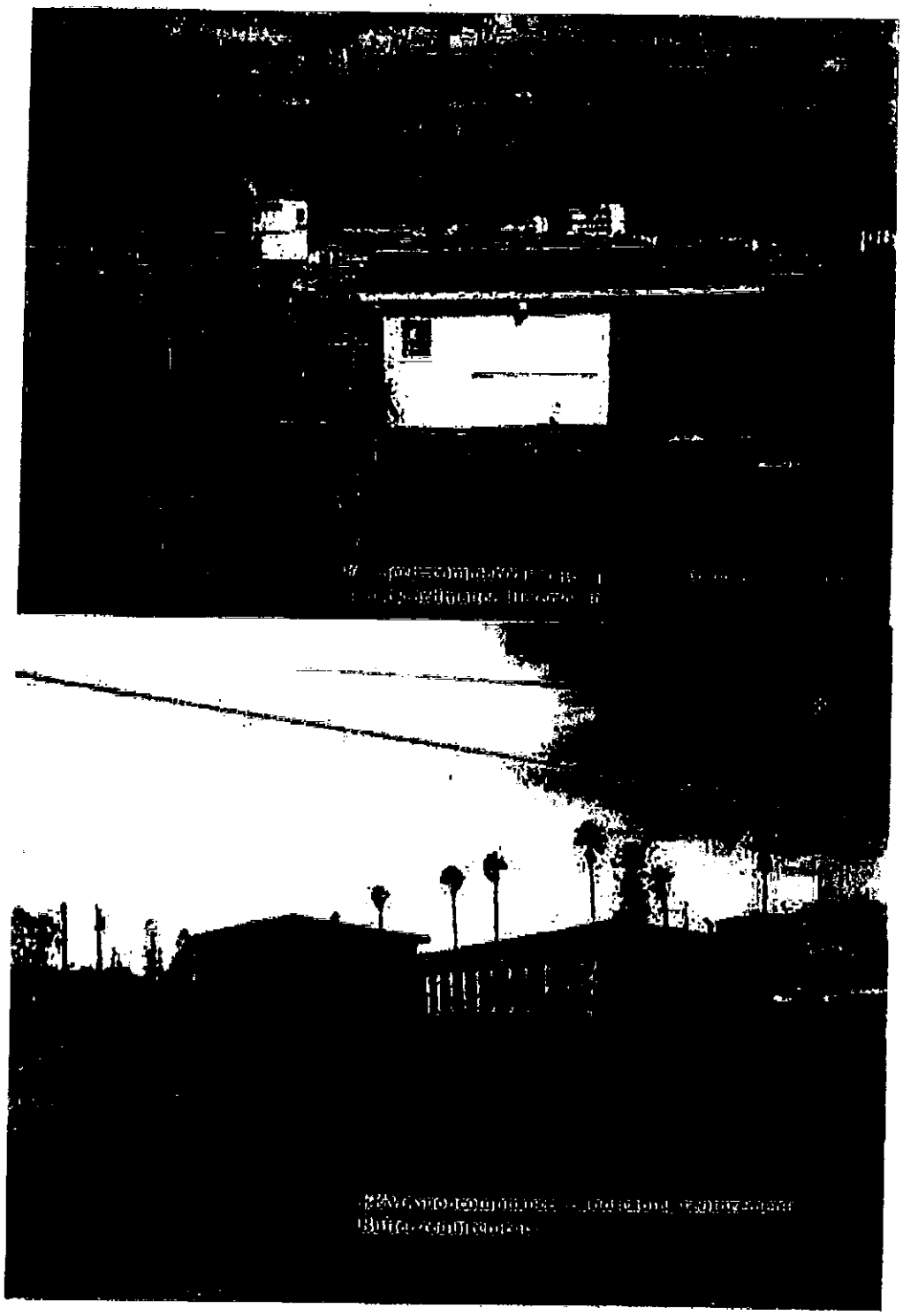
The transportation infrastructure in the study area upon which the long term sustainability of the neighborhood and area depends is not adequate to support a vibrant community and resort industry. Lack of streetscape as well as pedestrian and cycling facilities limit the uses of the network and stunt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

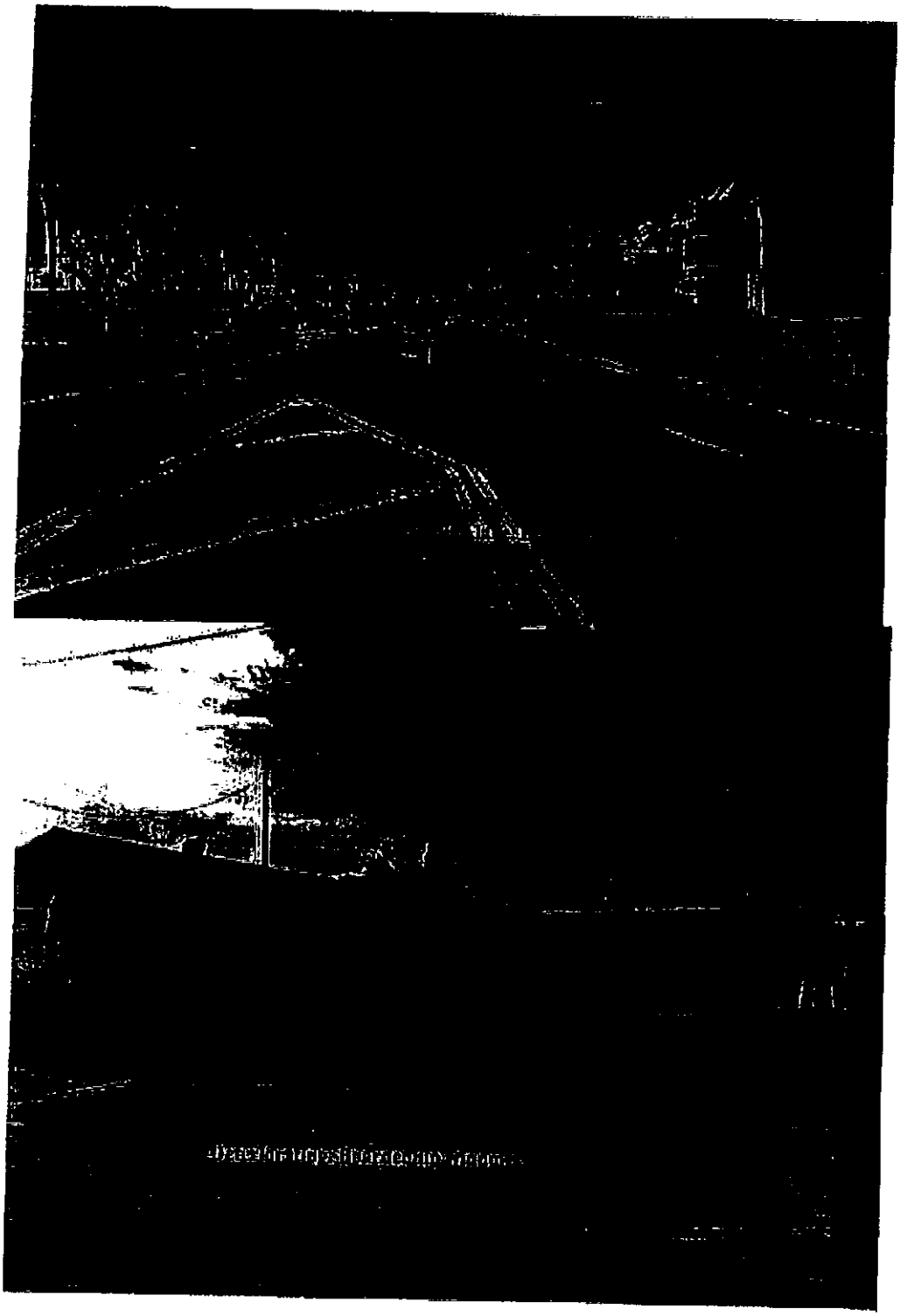












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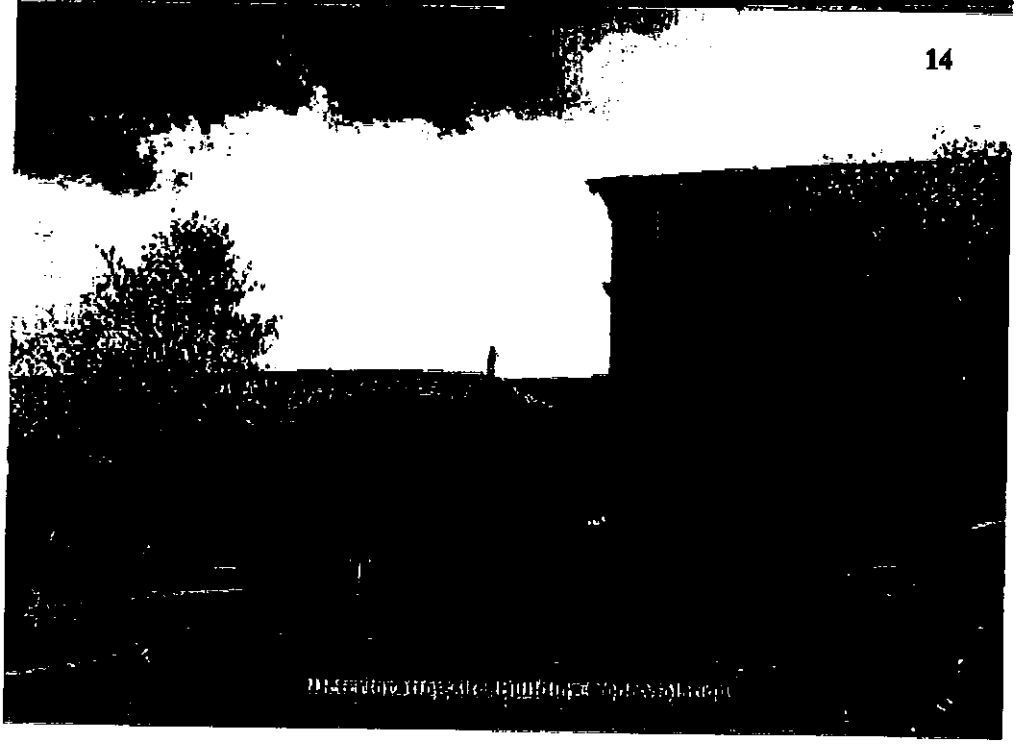

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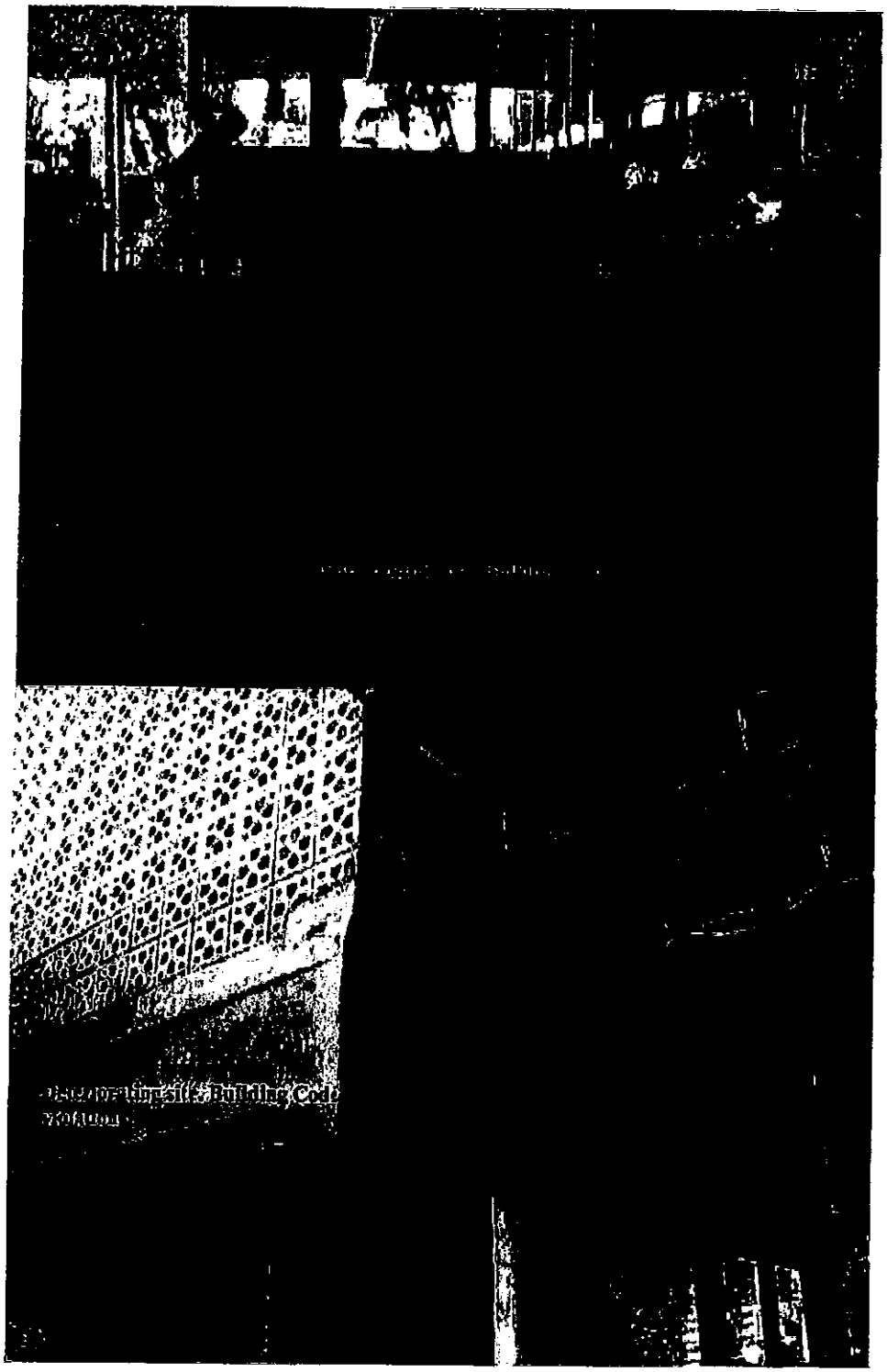

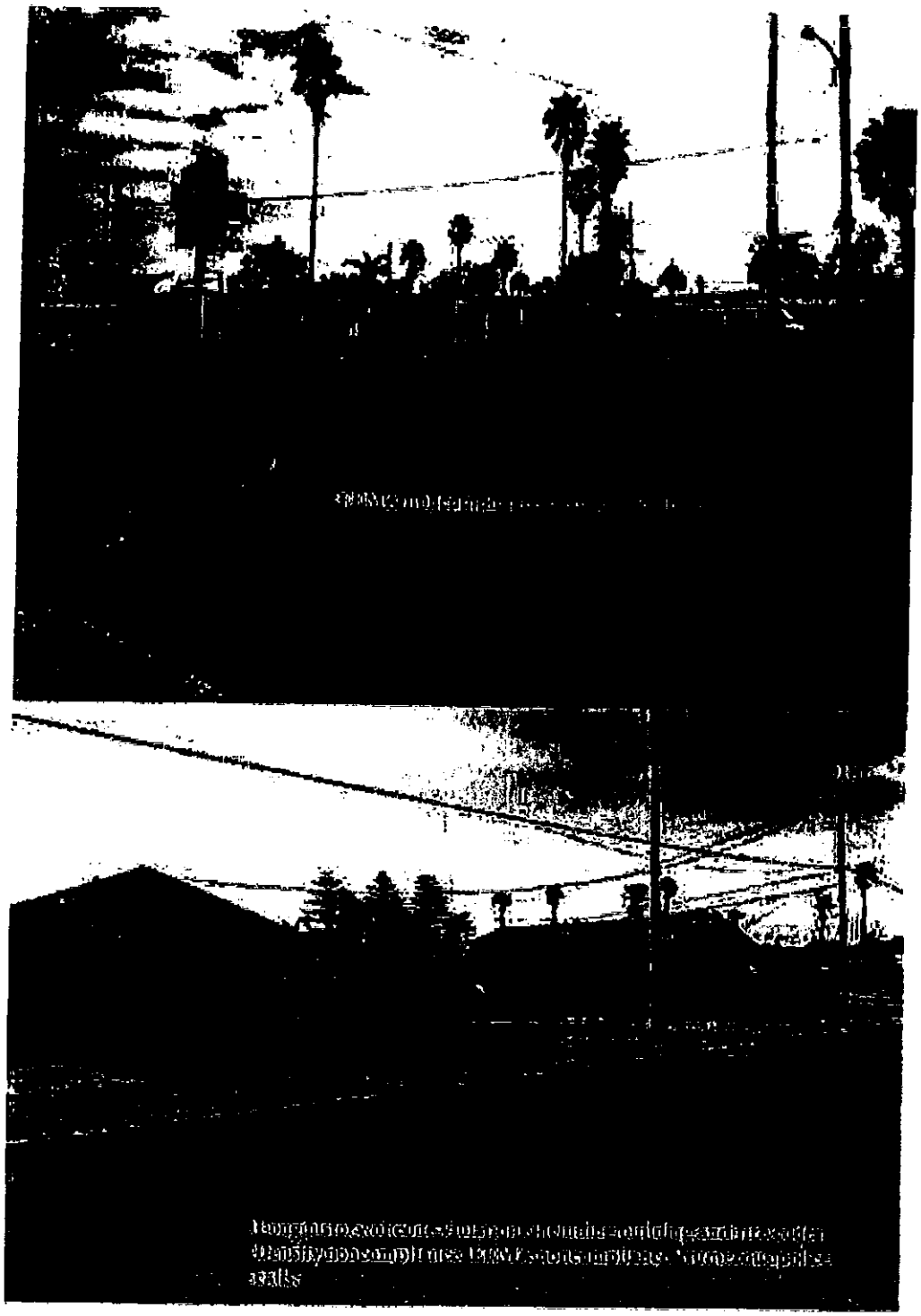

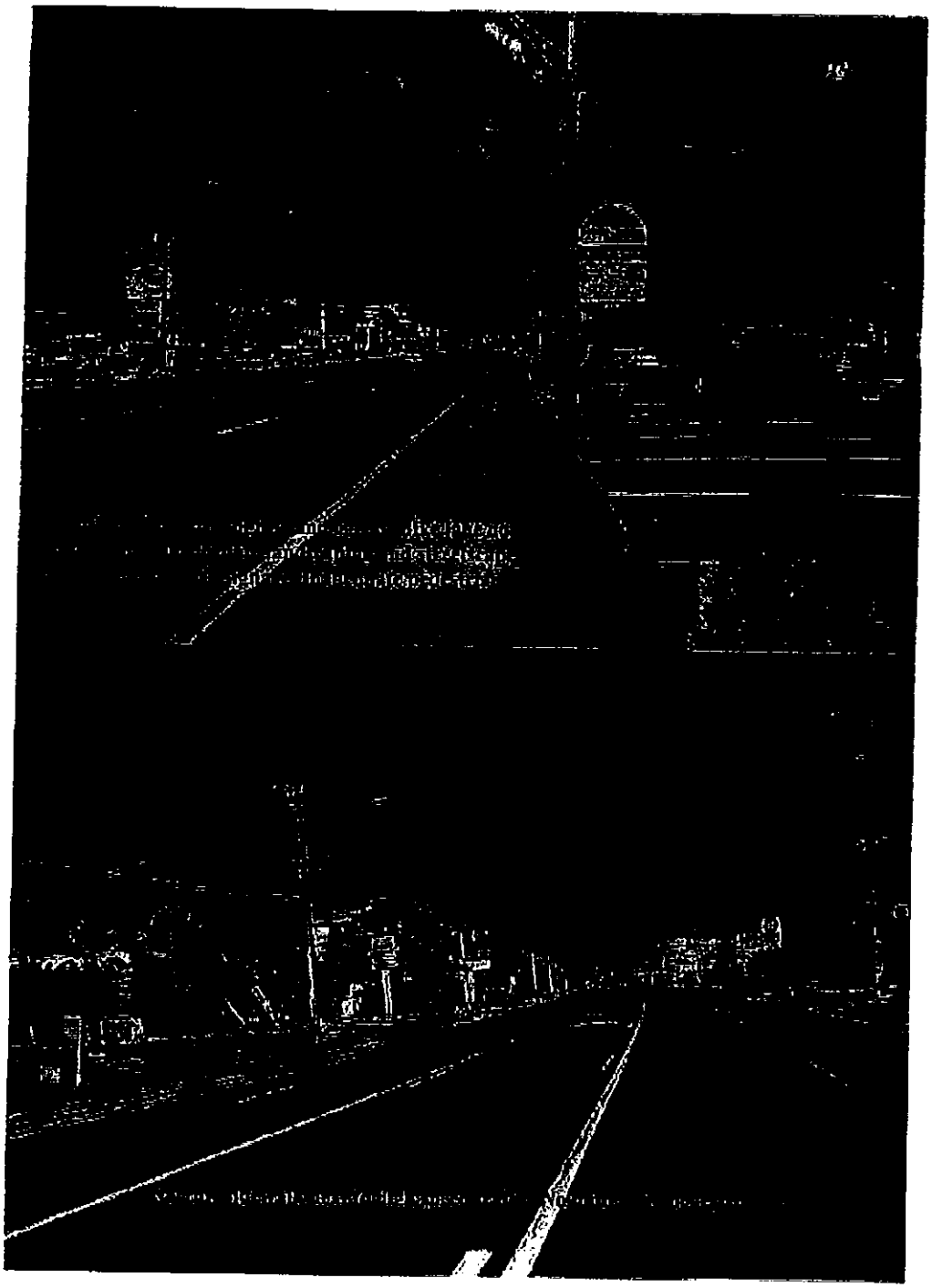

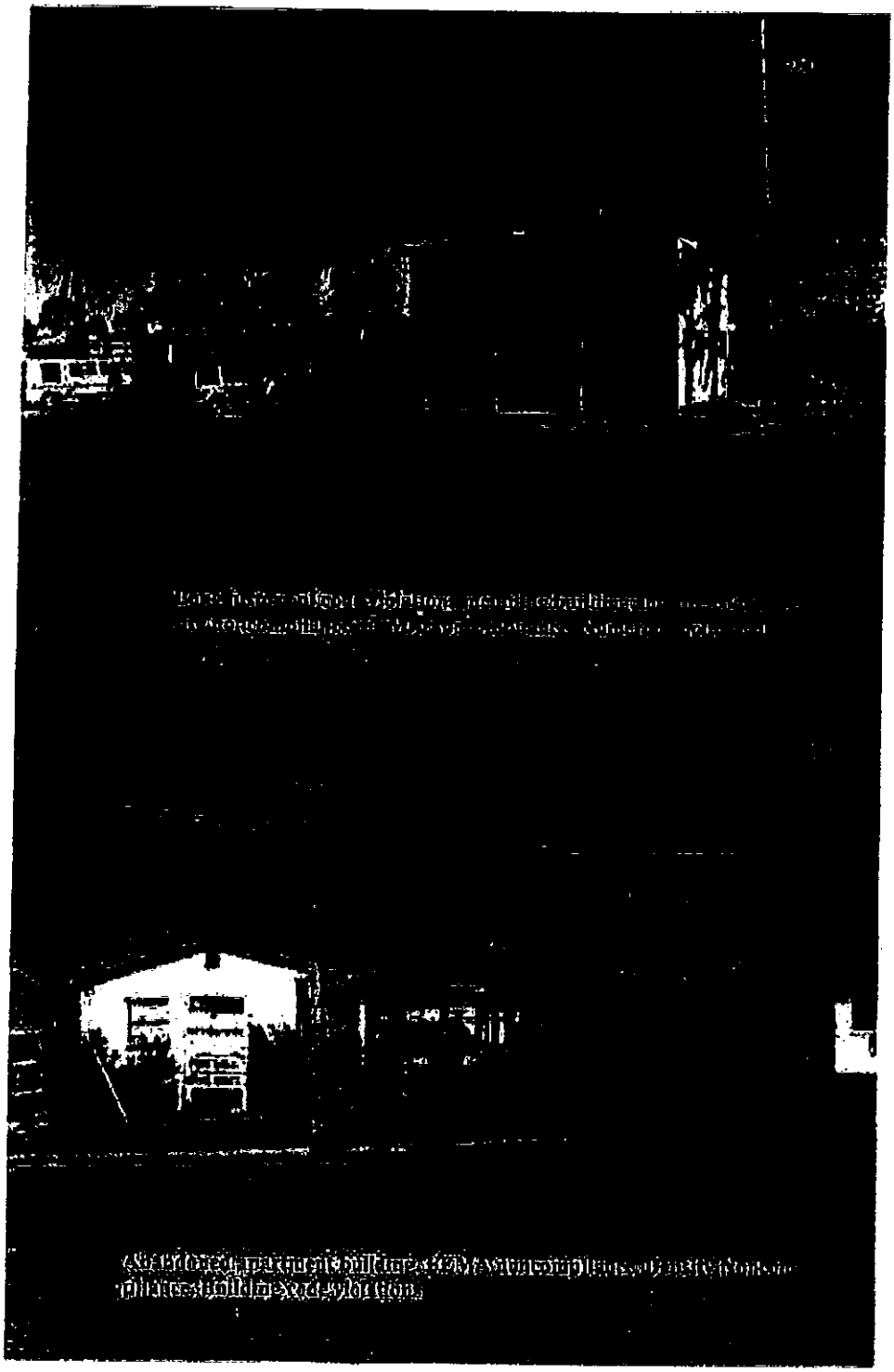

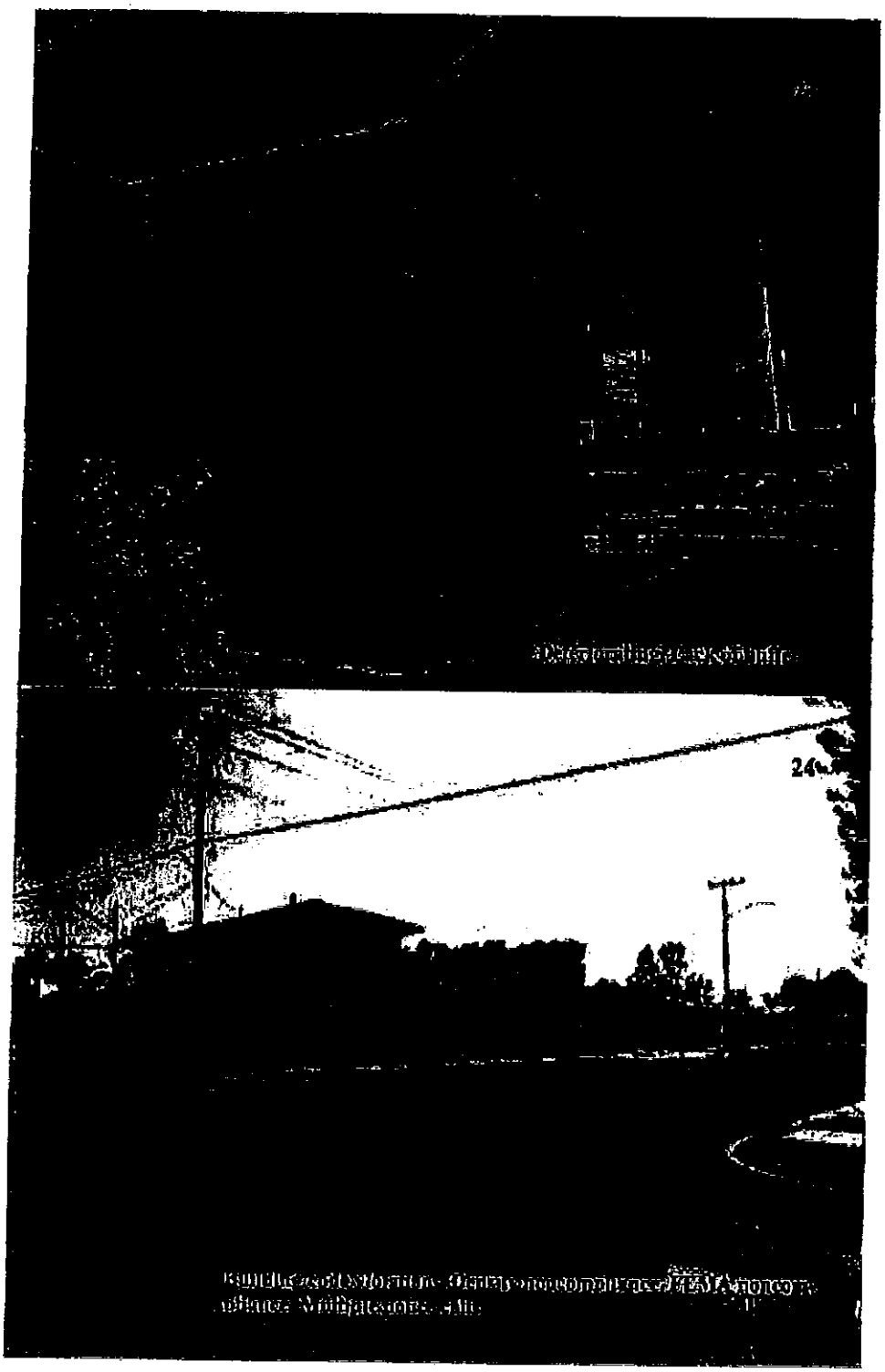

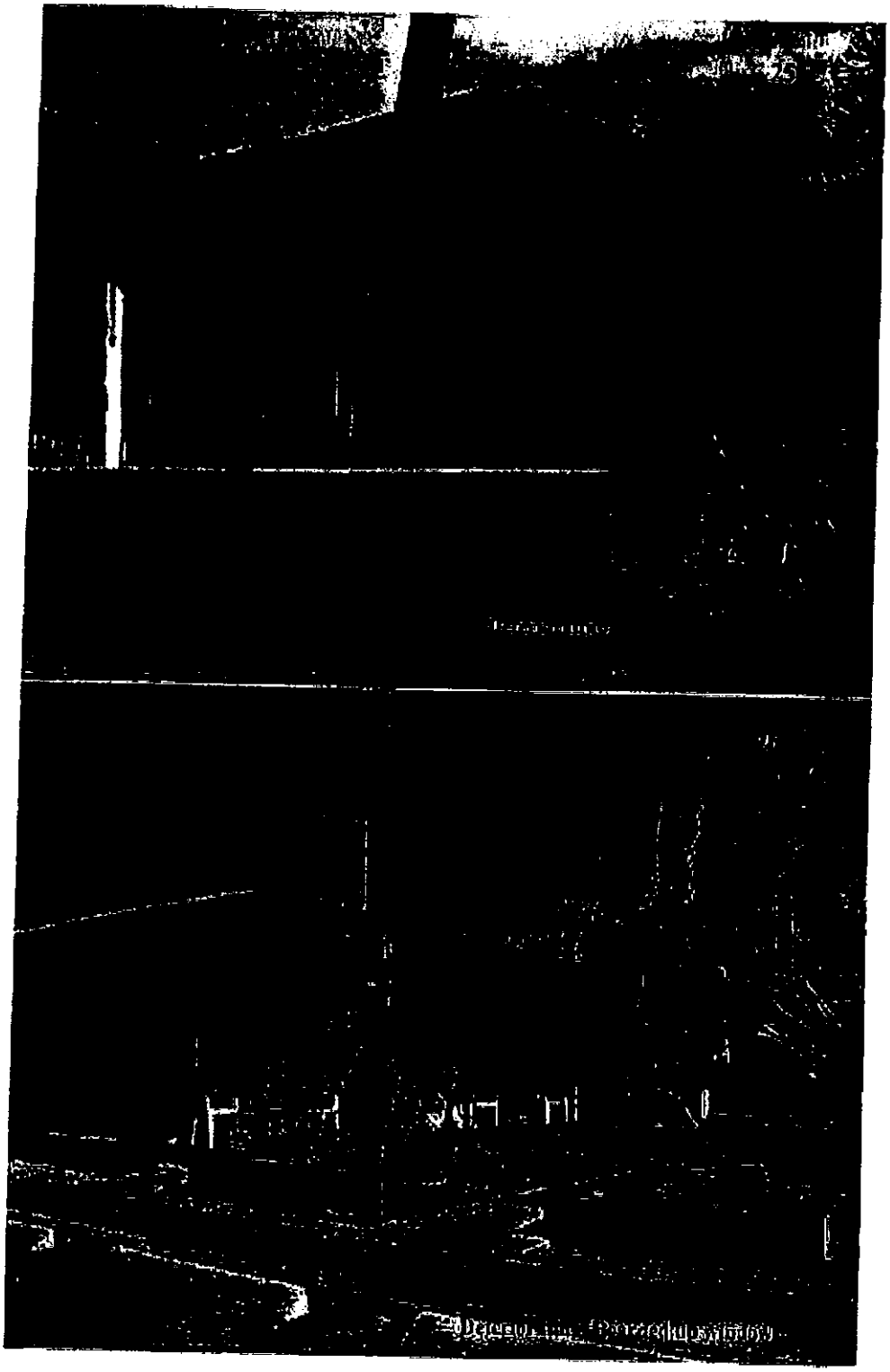

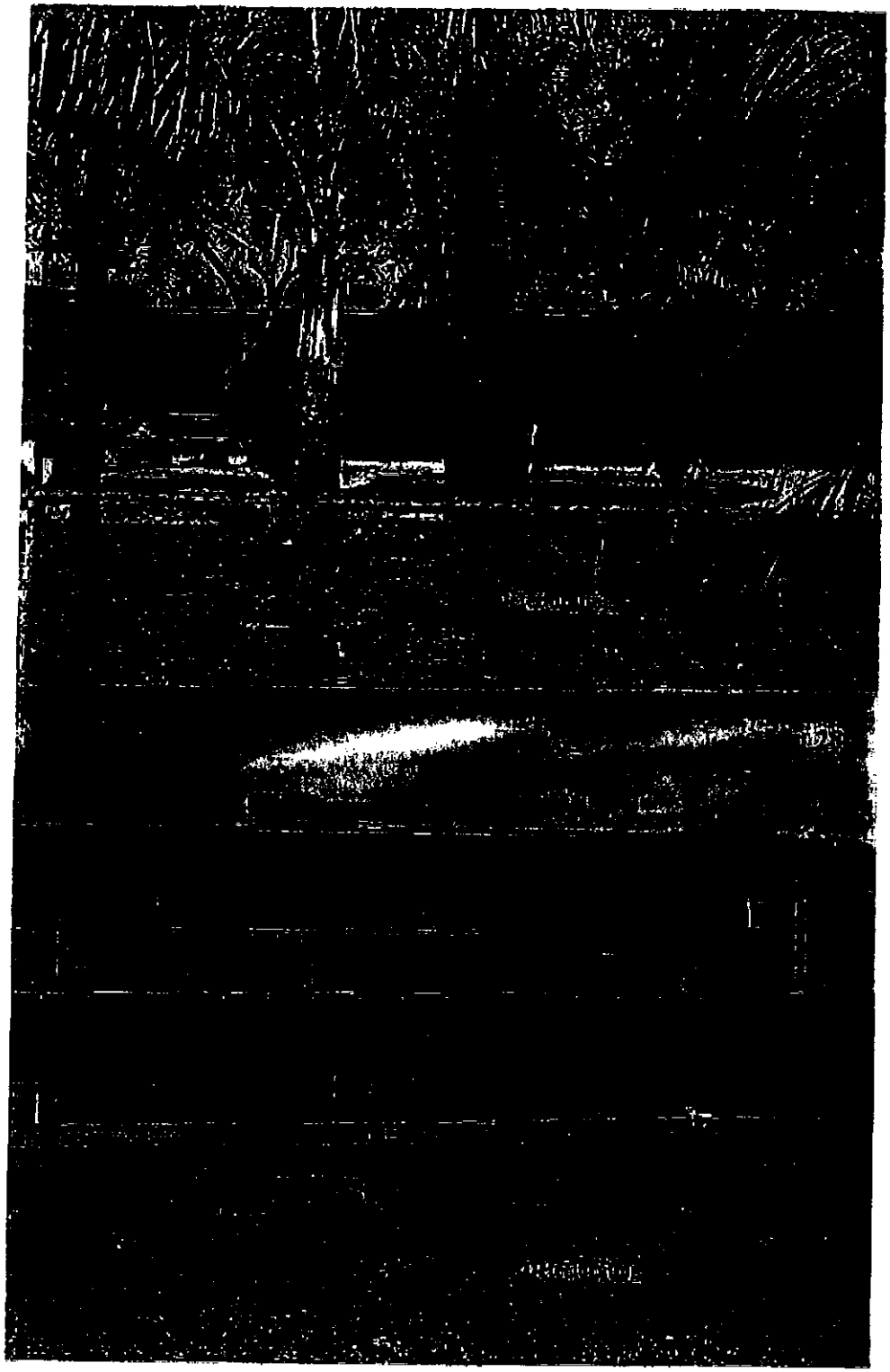

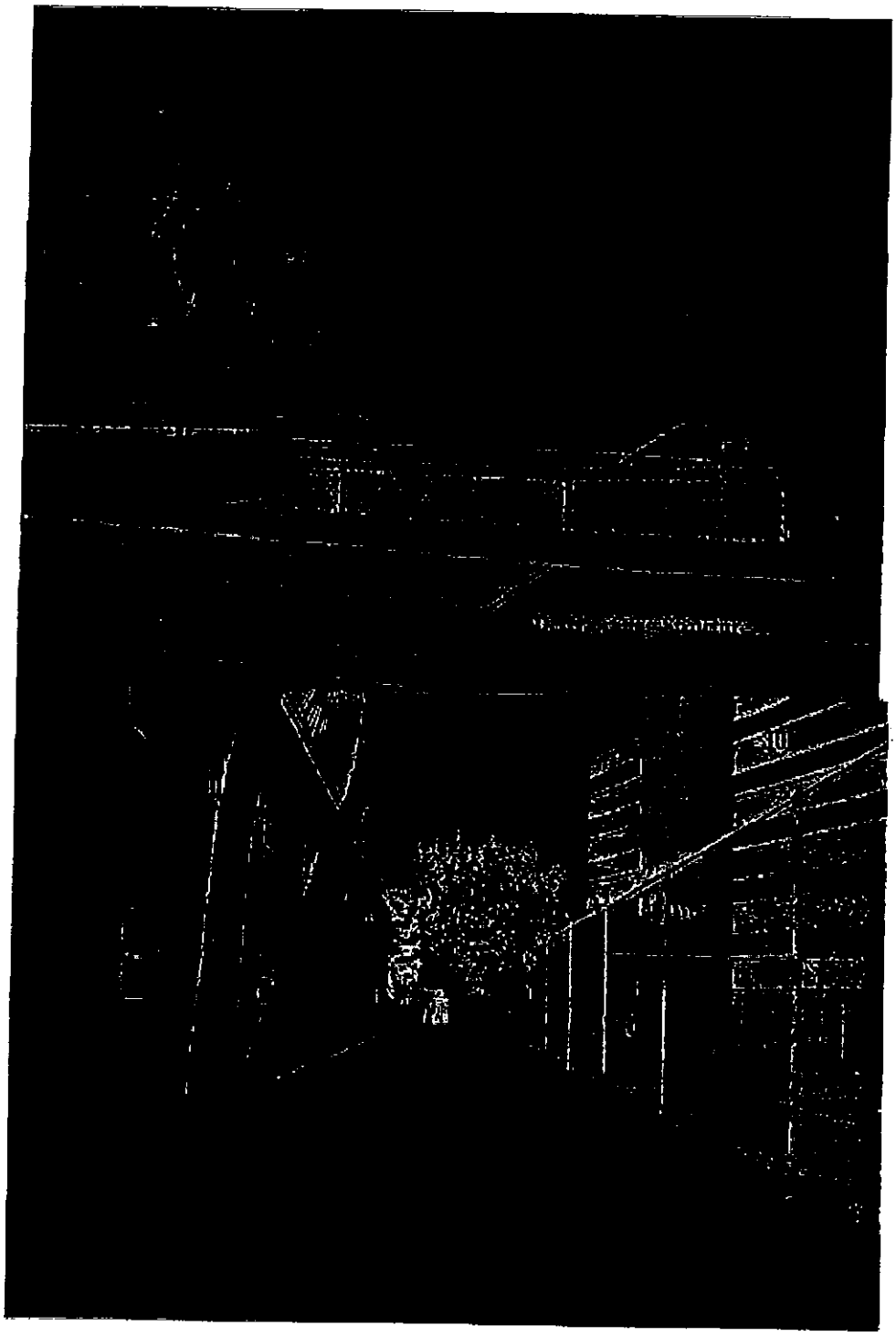

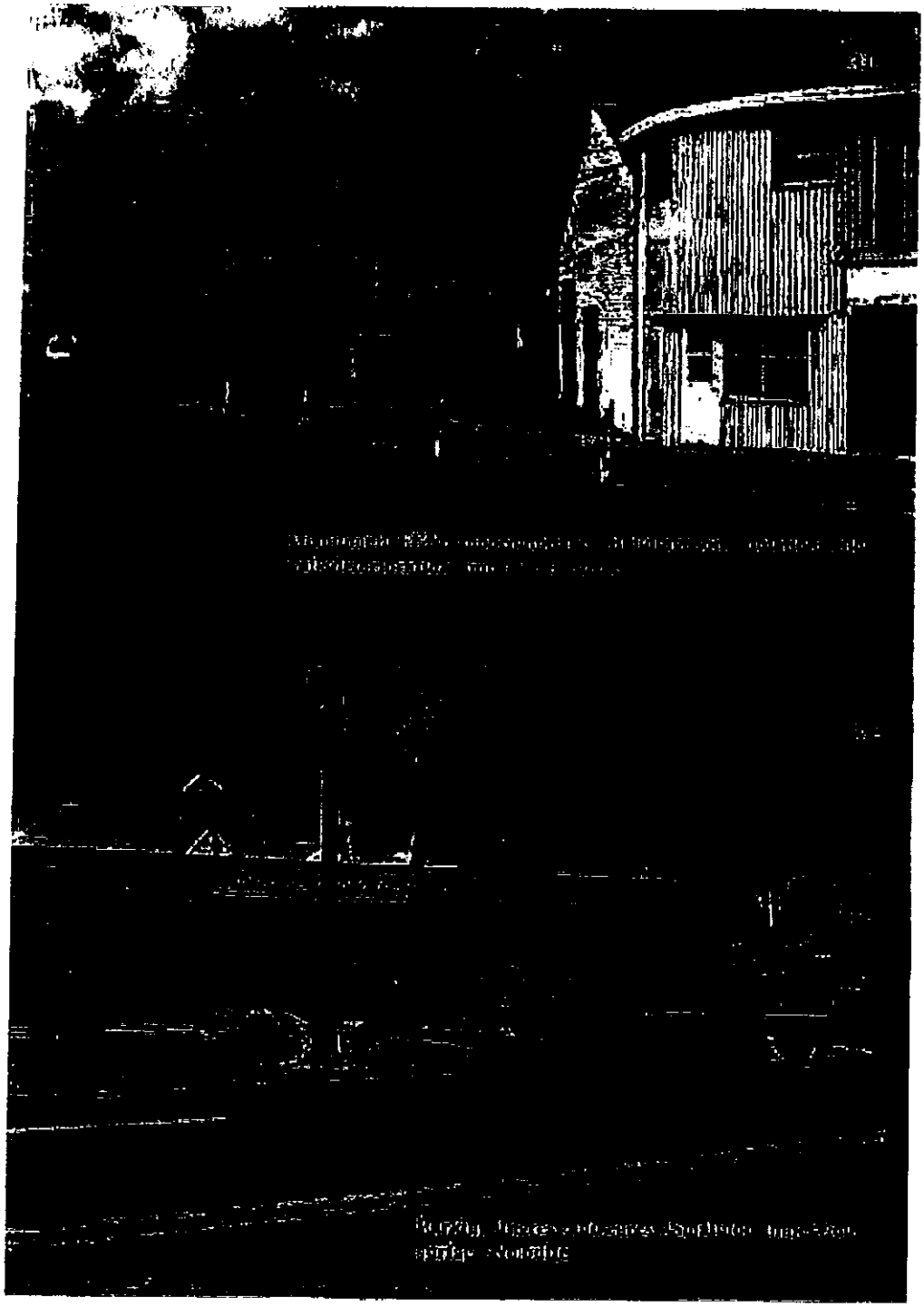

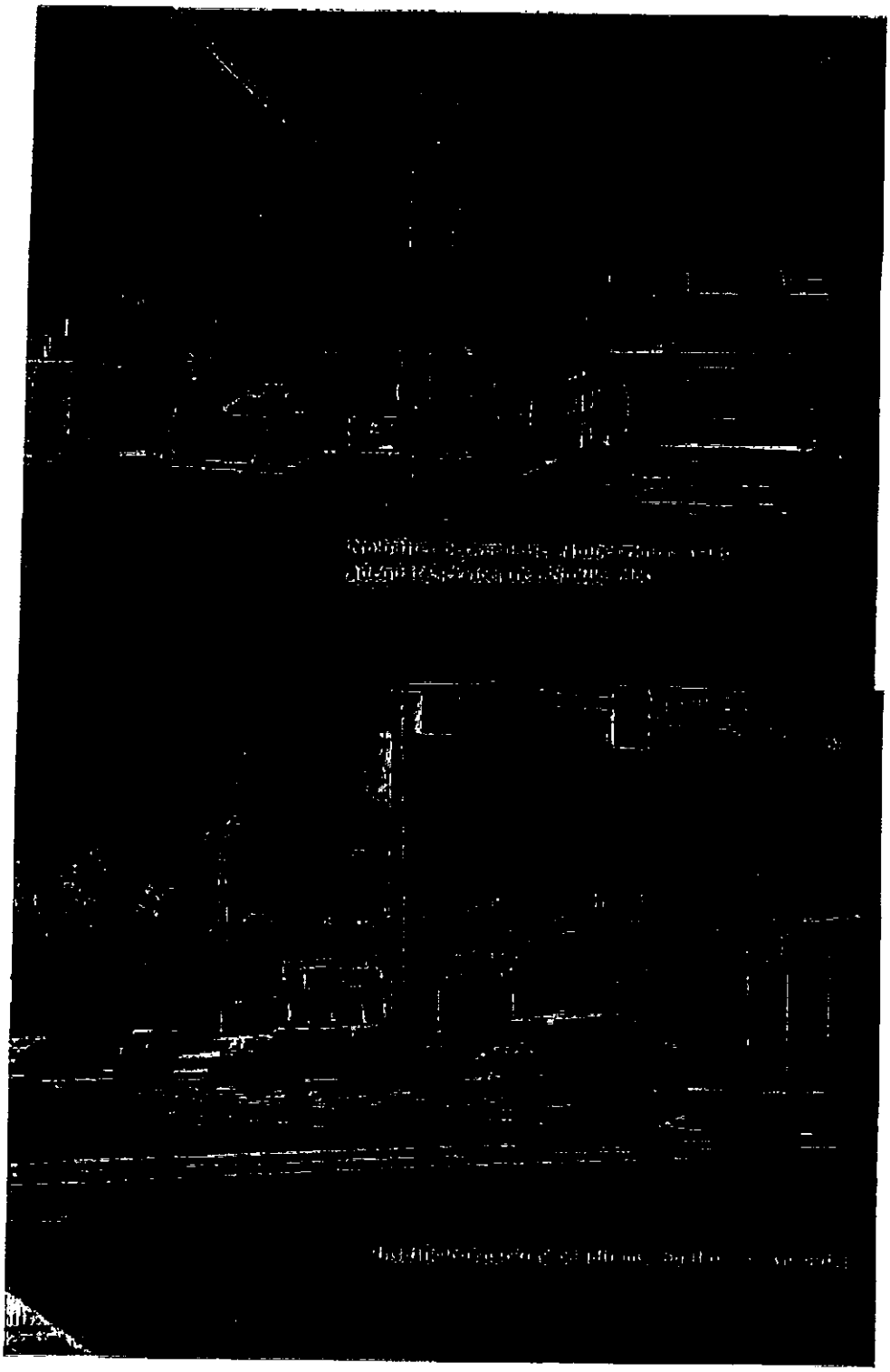

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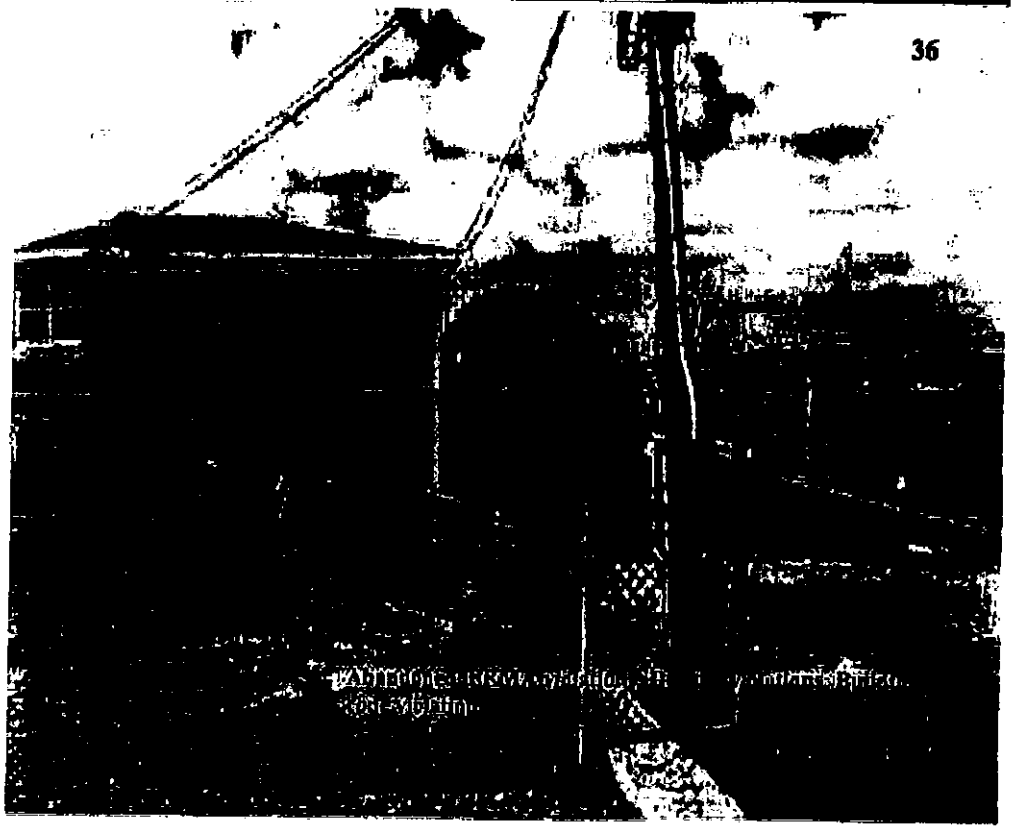
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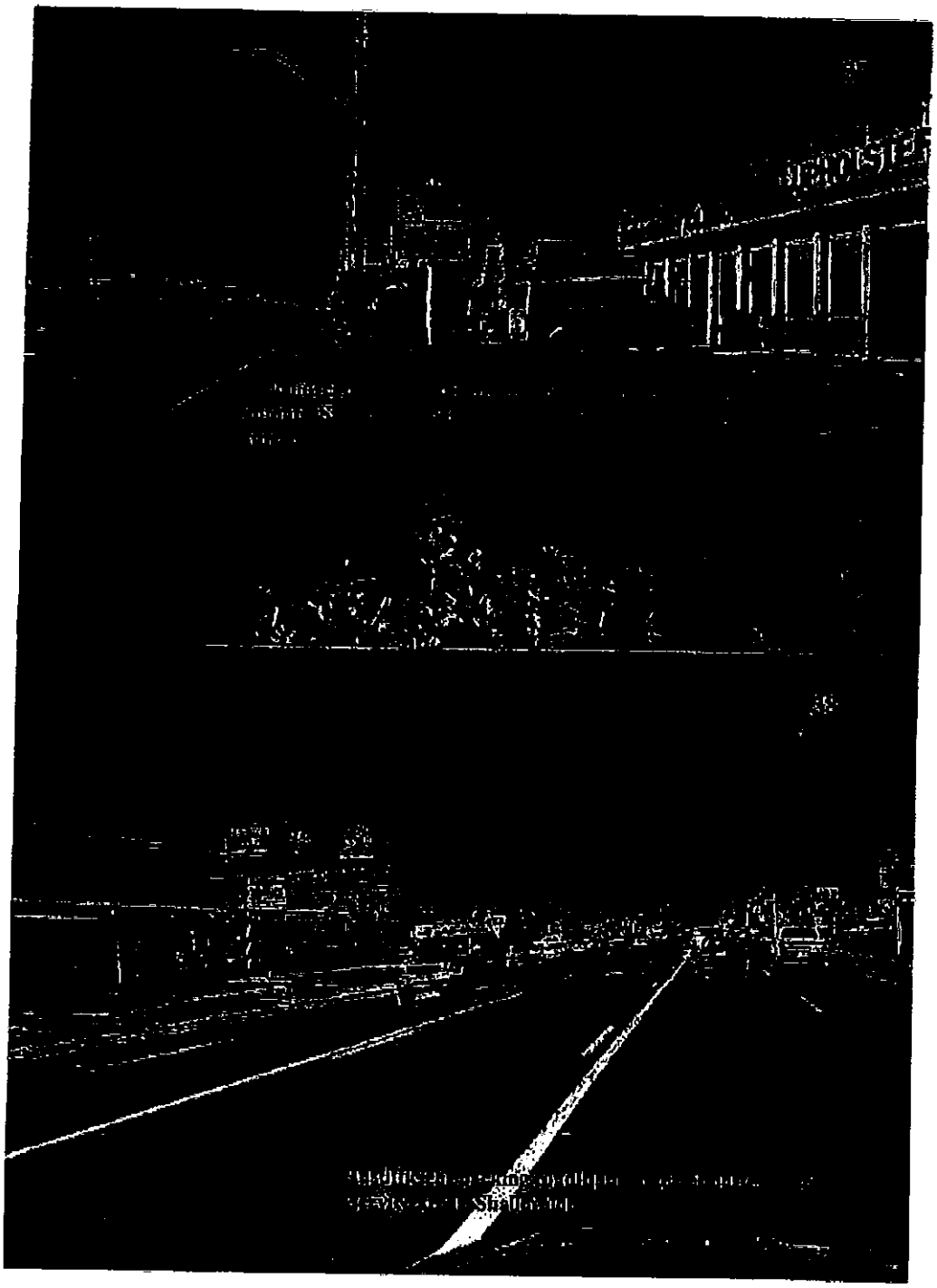
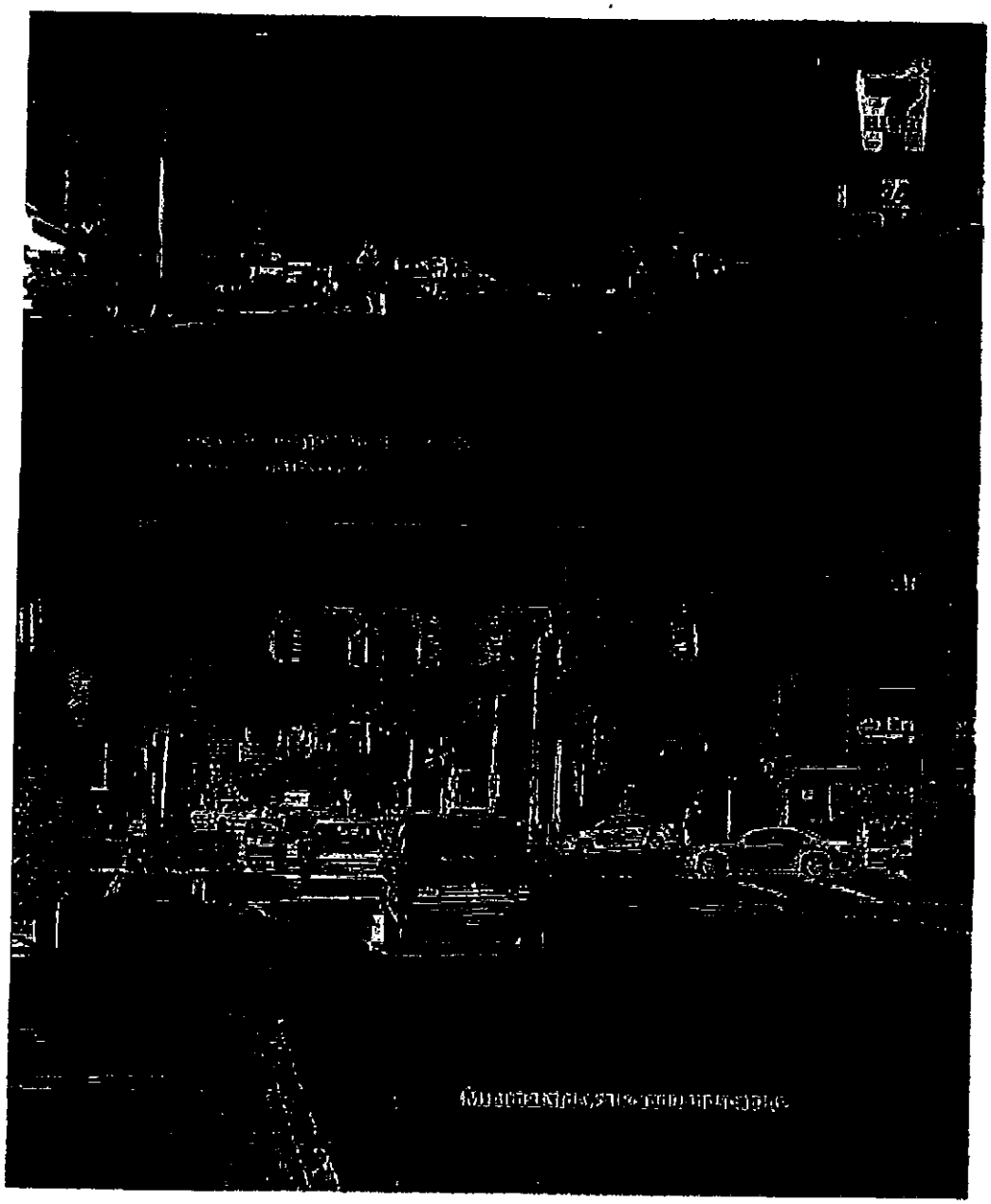
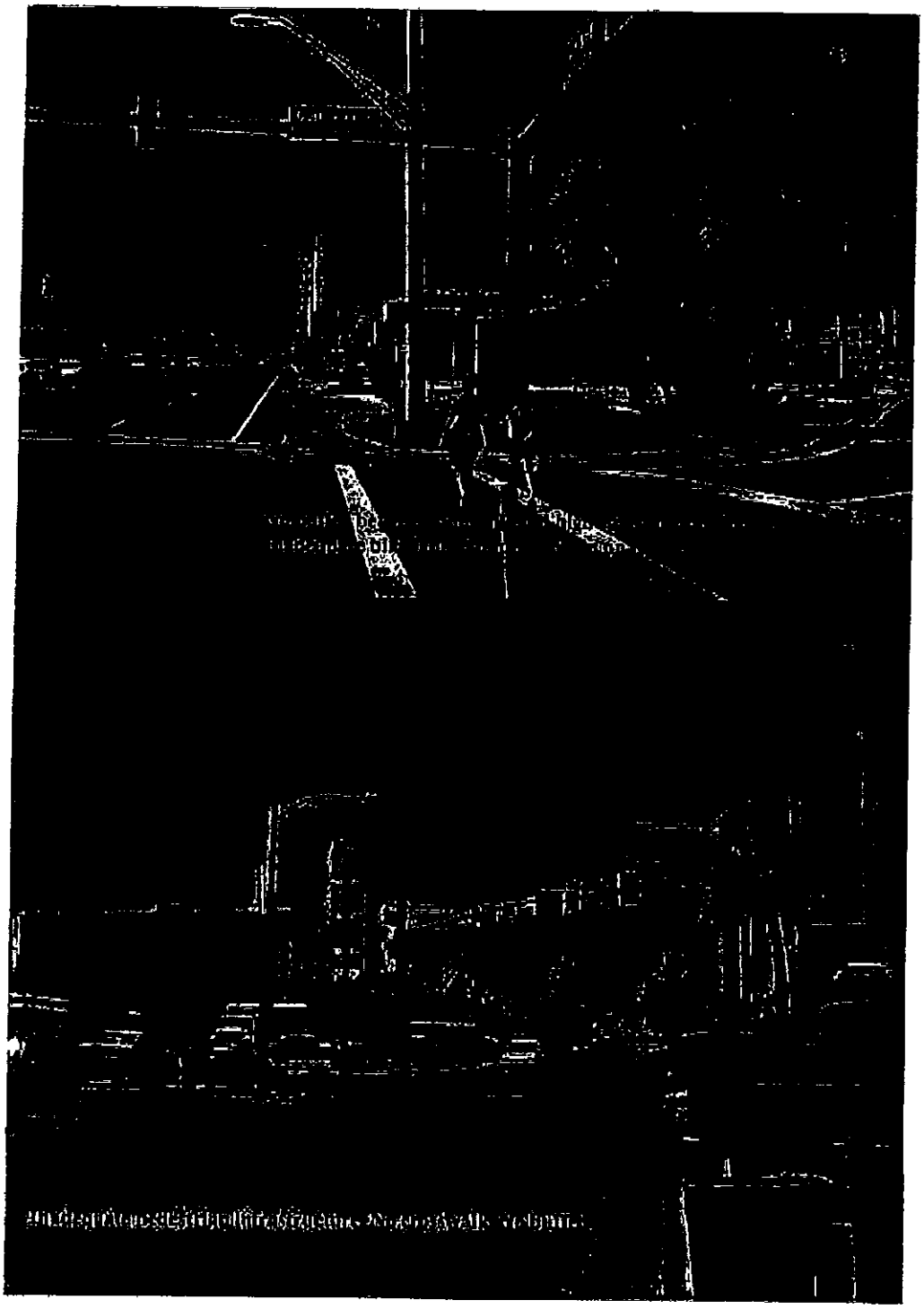
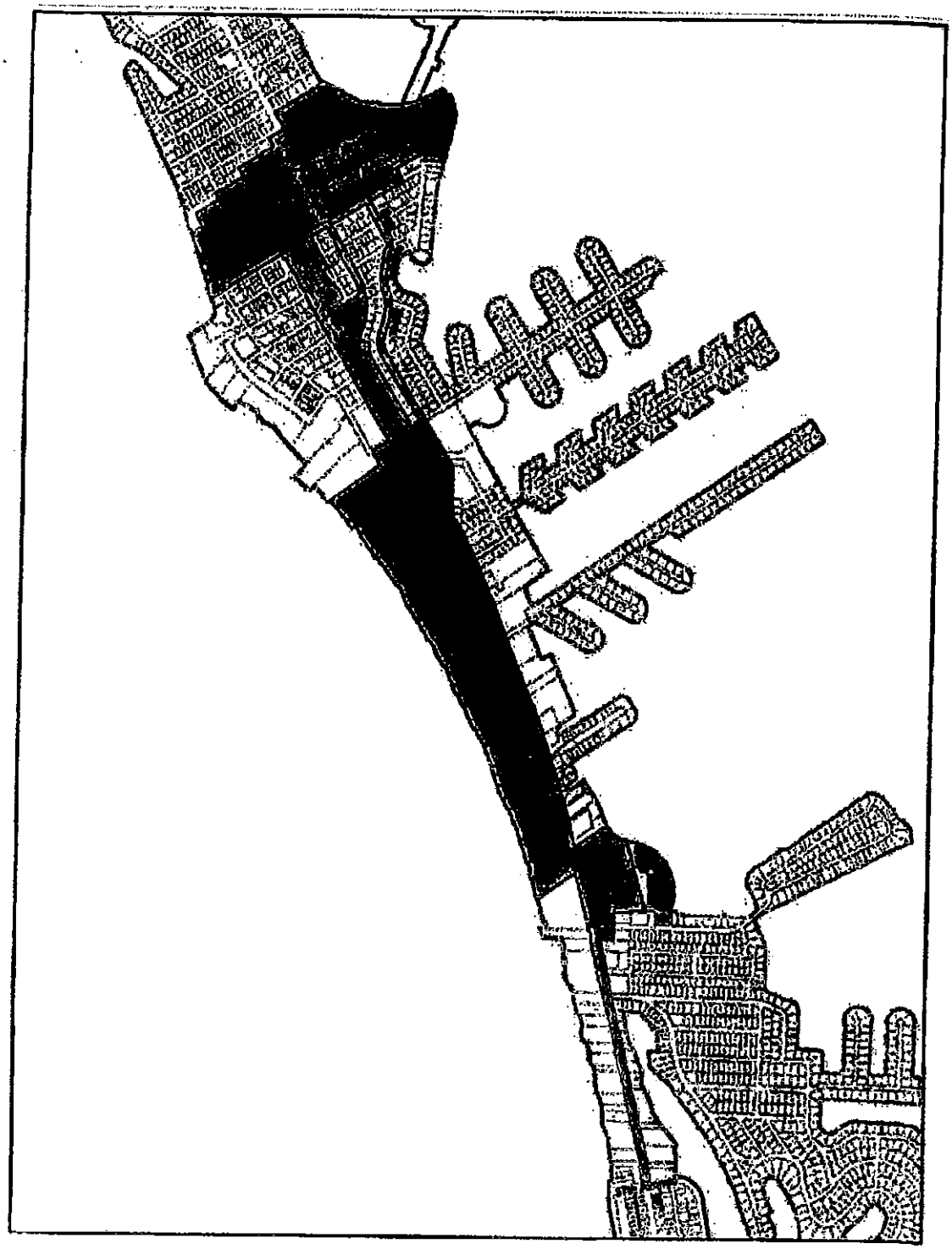


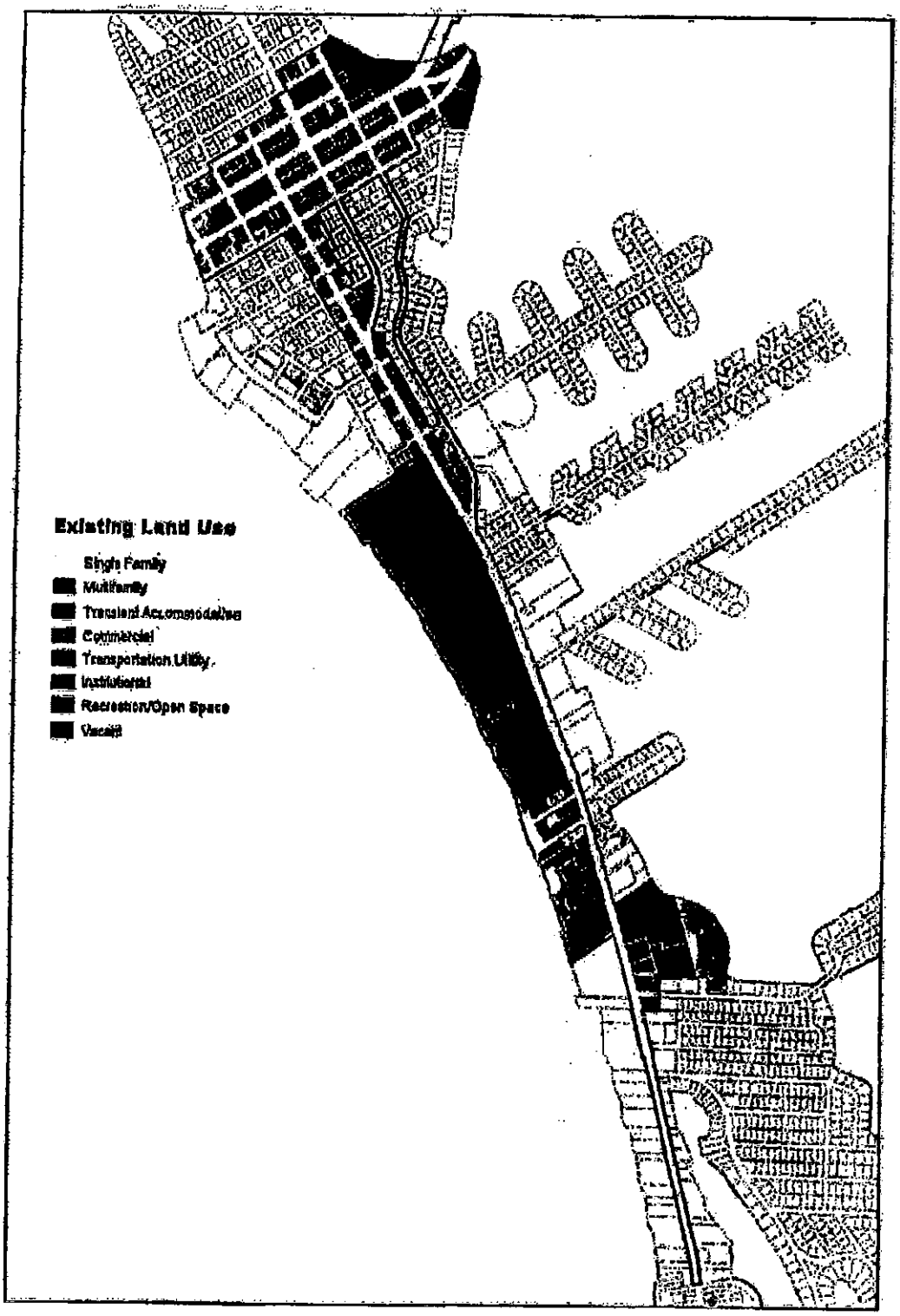




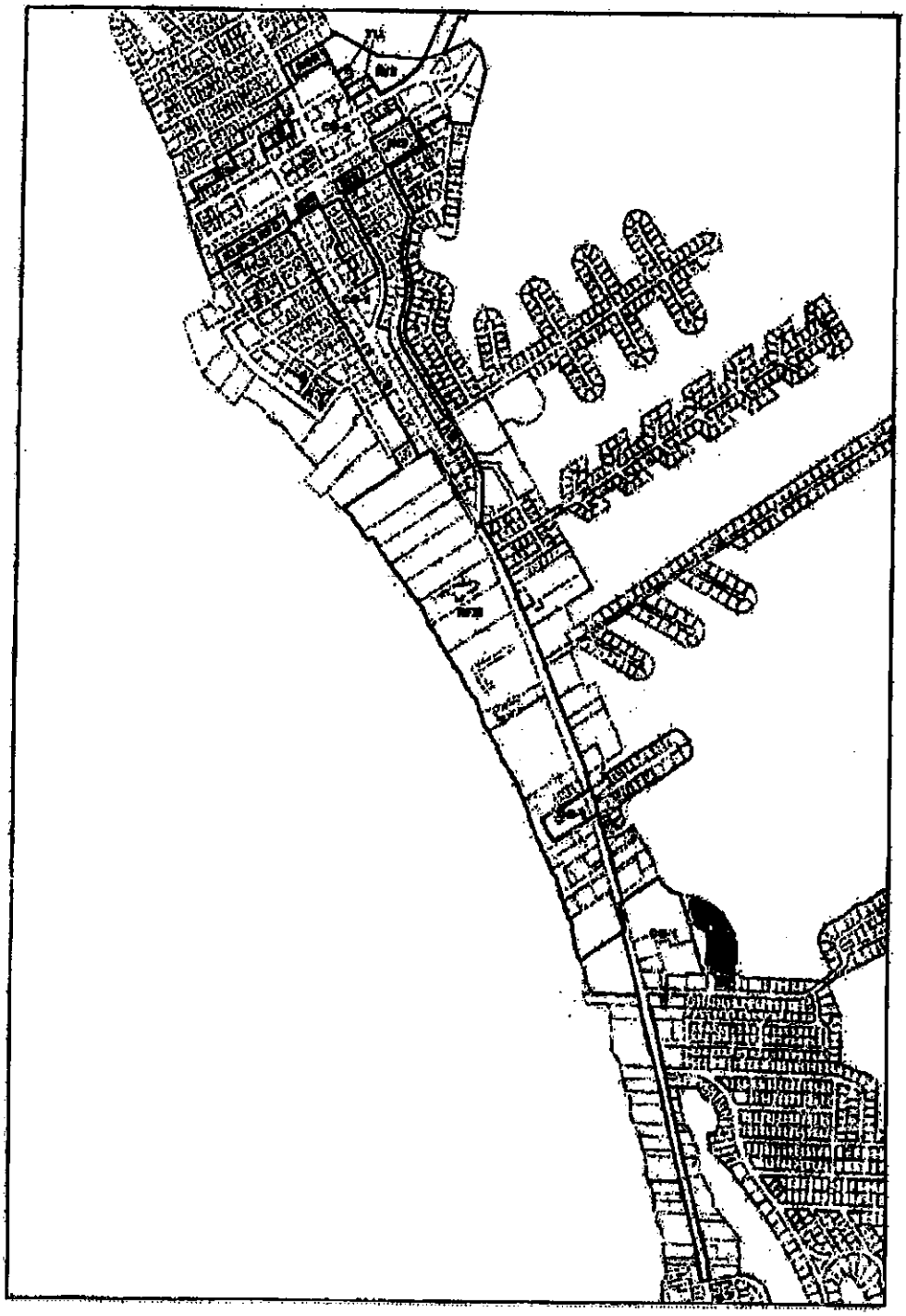
Study Area Map



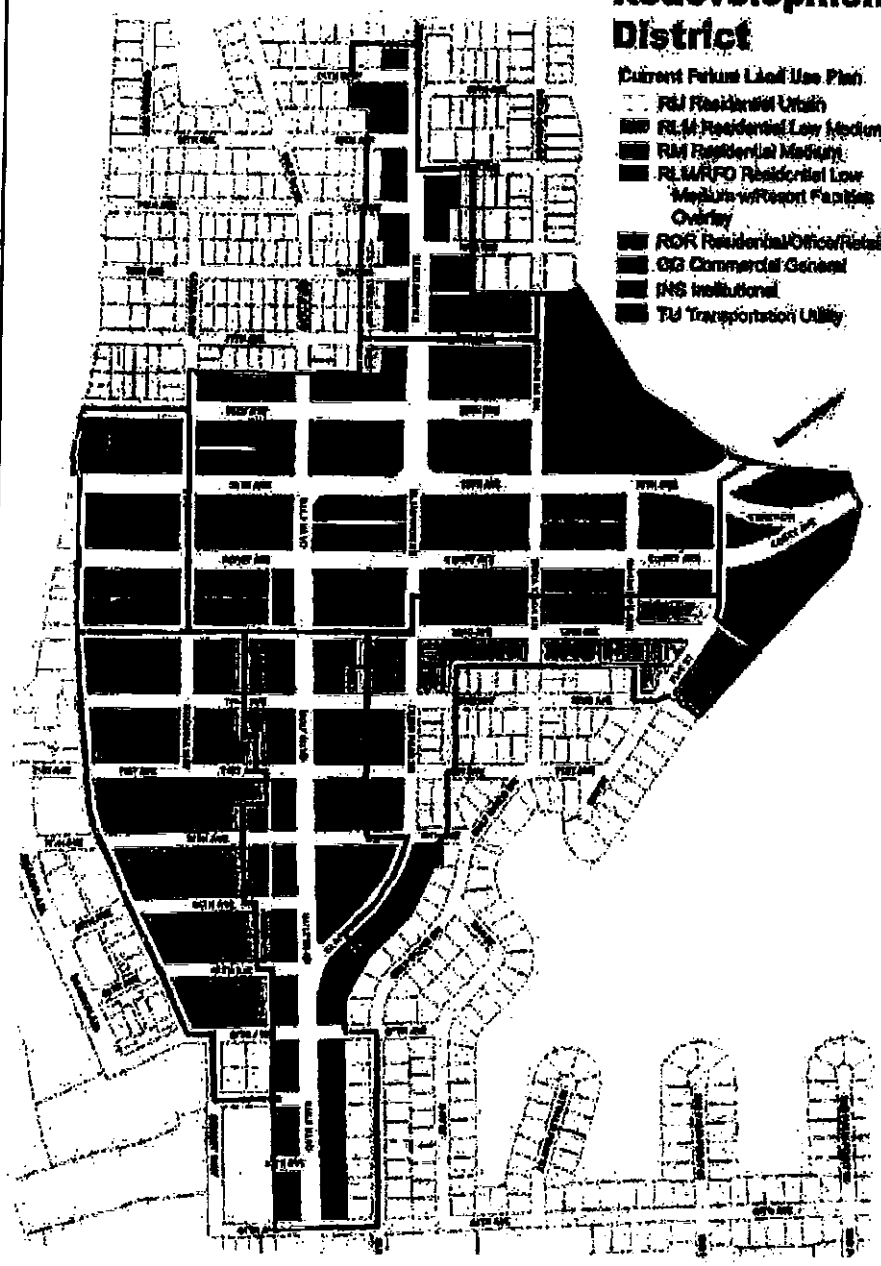
Appendix C


Existing Land Use
Single Family
Multifamily
Transient Accomodations
Commercial
Transportation Utility
Institutional
Recreation/Open Space
Vacant

Zoning Map



Downtown Redevelopment District

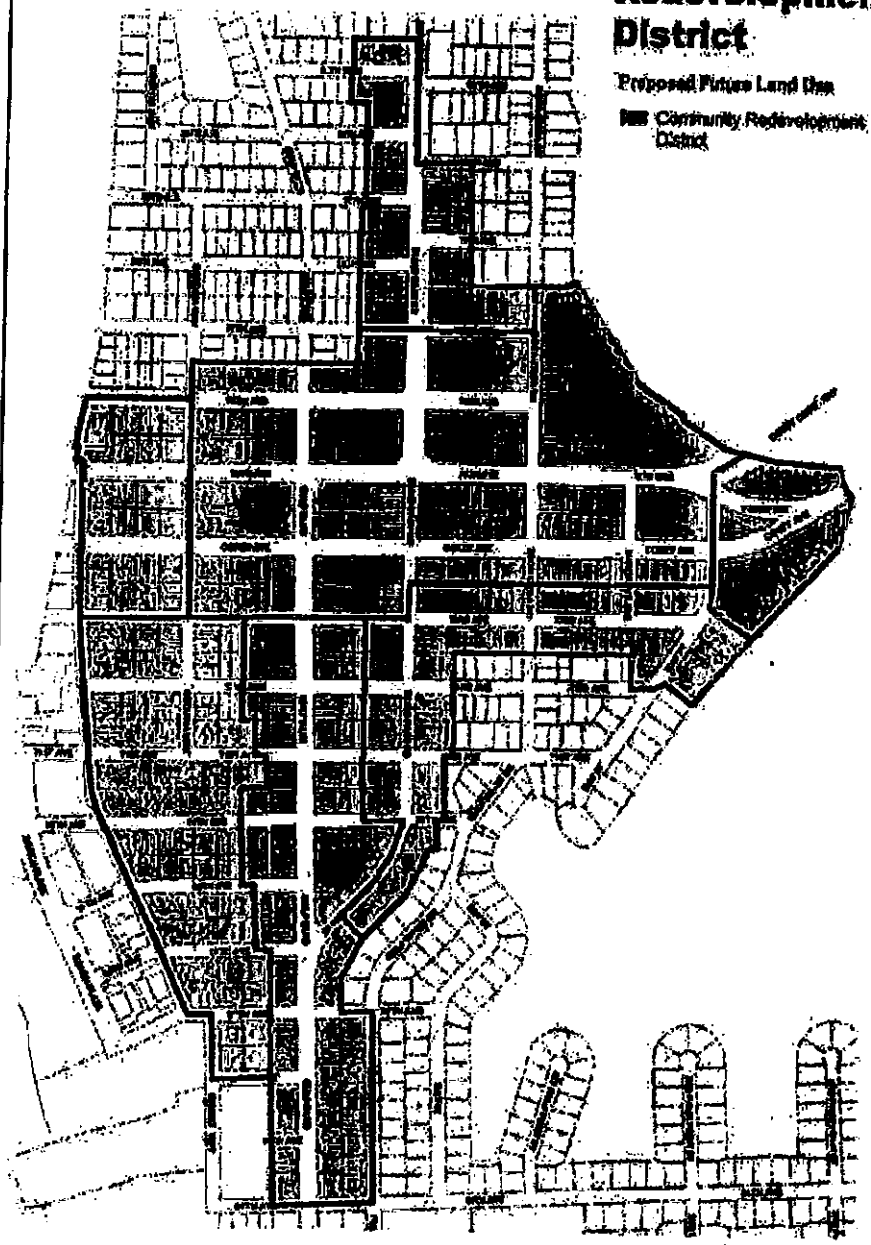


City of St. Pete Beach Planning Department
155 Corey Avenue
St. Pete Beach, Florida 33706
727.367.2735

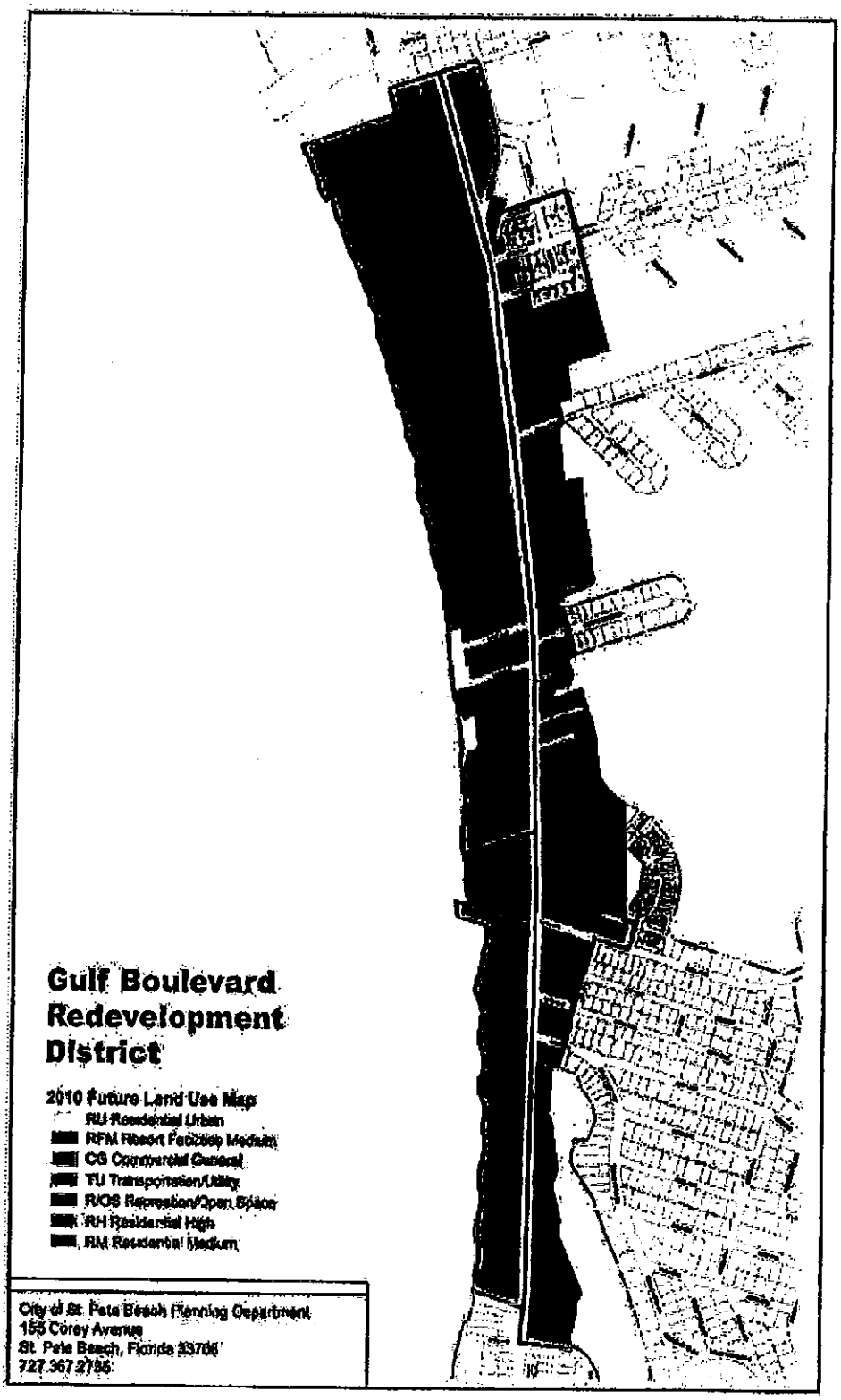
Downtown Redevelopment District

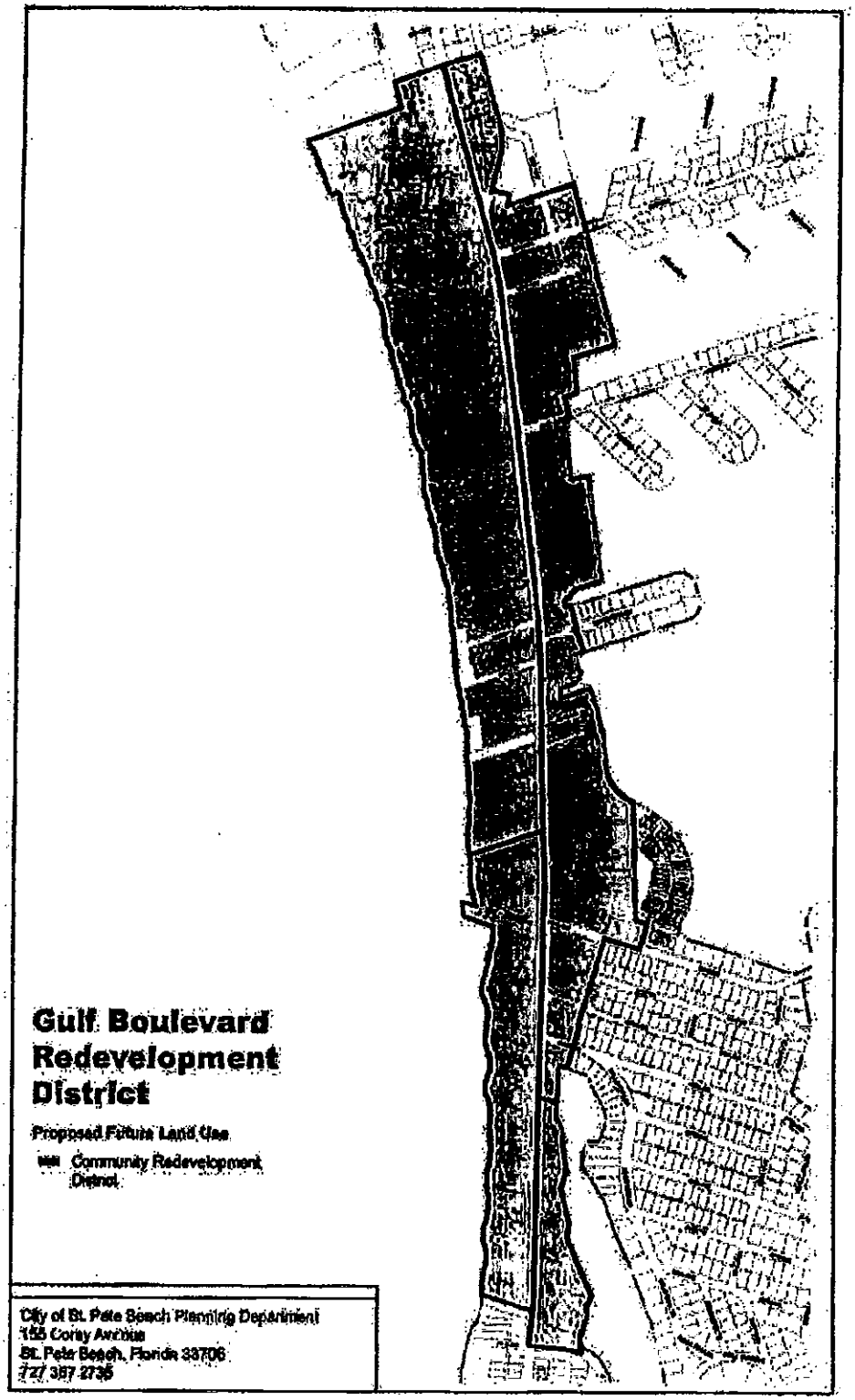
Proposed Future Land Use

Community Redevelopment District



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


Gulf Boulevard
Redevelopment
District
2010 Future Land Use Map
RU Residential Urban
RFM Resort Facilities Medium
CG Commercial General
TU Transportation/Utility
R/OS Recreation/Open Space
RH Residential High
RM Residential Medium
City of St. Pete Beach Planning Department
155 Corey Avenue
St. Pete Beach, Florida 33706
727.367.2755


Gulf Boulevard
Redevelopment
District
Proposed Future Land Use
Community Redevelopment
District
City of St. Pete Beach Planning Department
155 Corey Avenue
St. Pete Beach, Florida 33706
727 367 2735

Building and Land Values

Old Pin	New Pin	Year	Use	Land Value	Bldg Value
62153136779940740100	363115779940740100	04	12	$32,100	$54,400
62153136783360080270	363115783360080270	04	10	$35,100	$0
62153136783360080280	363115783360080280	04	10	$35,100	$0
62153136783360080290	363115783360080290	04	10	$35,100	$0
62153136000004400300	363115000004400300	04	01	$37,300	$37,900
62153136000004400200	363115000004400200	04	01	$37,300	$23,900
62153136000004400100	363115000004400100	04	01	$37,300	$18,400
62153136783360080300	363115783360080300	04	10	$42,100	$0
62153136779940620090	363115779940620090	04	11	$43,900	$46,100
62153136306720530030	363115306720530030	04	10	$47,600	$5,100
62153136306720530040	363115306720530040	04	10	$47,600	$5,100
62153136306720530050	363115306720530050	04	10	$47,600	$0
62153136306720530060	363115306720530060	04	10	$47,600	$0
62153136306720620250	363115306720620250	04	10	$47,600	$0
62153136306720620260	363115306720620260	04	10	$47,600	$0
62153136306720620270	363115306720620270	04	10	$47,600	$0
62153136306720620280	363115306720620280	04	10	$47,600	$0
62153136779940540110	363115779940540110	04	10	$51,000	$8,800
62153136779940540140	363115779940540140	04	10	$51,000	$8,800
62153136779940700006	363115779940700006	04	10	$51,000	$0
62153136779940700007	363115779940700007	04	10	$51,000	$0
62153136783360050090	363115783360050090	04	10	$52,100	$1,500
62153136783360050100	363115783360050100	04	10	$52,100	$1,500
62153136783360040010	363115783360040010	04	10	$52,400	$2,800
62153136783360040050	363115783360040050	04	11	$52,400	$23,600
62153136306720530020	363115306720530020	04	10	$53,600	$0
62153136306720530070	363115306720530070	04	10	$53,600	$0
62153136306720620240	363115306720620240	04	10	$53,600	$0
62153136306720620290	363115306720620290	04	10	$53,600	$0
62153136779940740160	363115779940740160	04	10	$57,500	$0
62153136779940540030	363115779940540030	04	10	$59,400	$0
62153136306720530080	363115306720530080	04	10	$59,500	$0
62153136306720620300	363115306720620300	04	10	$59,500	$0
62153136306720530010	363115306720530010	04	17	$59,500	$117,200
62153136306720620230	363115306720620230	04	18	$59,500	$680,500
62153136051120050040	363115051120050040	04	70	$59,500	$0
62153136306720520090	363115306720520090	04	77	$59,500	$152,100
62153201347940060130	013215347940060130	04	10	$62,600	$0
62153136779940550150	363115779940550150	04	10	$63,100	$6,800
62153136779940730151	363115779940730151	04	41	$63,100	$49,900
62153136779940740070	363115779940740070	04	19	$63,700	$81,300
62163206000003301300	063216000003301300	04	91	$66,300	$300

Building and Land Values

Old Pin	New Pin	Year	Use	Land Value	Bldg Value
62153136779940730150	363115779940730150	04	17	$66,900	$88,100
62153136779940610090	363115779940610090	04	10	$68,200	$0
62153136779940600140	363115779940600140	04	10	$69,000	$6,000
62153136779940600150	363115779940600150	04	10	$70,400	$5,100
62153136779940620030	363115779940620030	04	10	$75,000	$0
62153136779940620130	363115779940620130	04	10	$76,500	$0
62153136779940620040	363115779940620040	04	19	$76,500	$58,500
62153136779940620131	363115779940620131	04	25	$76,500	$83,200
62153136779940620050	363115779940620050	04	10	$77,300	$0
62153201347940060120	013215347940060120	04	10	$79,700	$0
62153136779940670100	363115779940670100	04	41	$81,900	$51,400
62153136783360070040	363115783360070040	04	01	$88,700	$29,800
62153136779940540151	363115779940540151	04	01	$88,700	$50,600
62153136779940540150	363115779940540150	04	08	$88,700	$72,000
62153136779940540130	363115779940540130	04	11	$89,300	$44,700
62153136050940250030	363115050940250030	04	70	$90,500	$0
62153136779940560110	363115779940560110	04	10	$91,000	$6,800
62153136779940470060	363115779940470060	04	01	$92,000	$40,000
62153136779940420050	363115779940420050	04	01	$92,000	$37,100
62153136779940740060	363115779940740060	04	08	$92,400	$33,700
62153136779940680130	363115779940680130	04	08	$92,400	$56,700
62153136779940710060	363115779940710060	04	10	$93,500	$0
62153136779940710070	363115779940710070	04	10	$93,500	$0
62153136000003100100	363115000003100100	04	10	$93,800	$12,300
62153136783360020010	363115783360020010	04	17	$95,200	$154,800
62153136779940740110	363115779940740110	04	27	$95,500	$92,000
62153136779940420030	363115779940420030	04	11	$97,600	$44,400
62153136779942250050	363115779942250050	04	08	$98,000	$152,000
62153136779942250060	363115779942250060	04	01	$99,900	$41,400
62153136779942250070	363115779942250070	04	08	$99,900	$69,700
62153136050940260020	363115050940260020	04	10	$101,200	$3,200
62153136779940700002	363115779940700002	04	10	$102,000	$12,800
62153136779940700003	363115779940700003	04	10	$102,000	$0
62153136050940260010	363115050940260010	04	08	$102,400	$79,300
62153136779942250010	363115779942250010	04	27	$102,600	$40,000
62153201347940060110	013215347940060110	04	10	$103,700	$0
62153136783360050010	363115783360050010	04	11	$104,700	$40,300
62153136783360050070	363115783360050070	04	11	$104,700	$108,100
62153136779940600120	363115779940600120	04	21	$106,300	$128,700
62163206081000000060	063216081000000060	04	01	$106,900	$60,000
62153136779940620080	363115779940620080	04	21	$107,100	$262,900
62153136779940560060	363115779940560060	04	01	$107,400	$42,900
62153136779940560050	363115779940560050	04	08	$107,500	$137,500

Building and Land Values

Old Pin	New Pin	Year	Use	Land Value	Bldg Value
62153136779940560100	363115779940560100	04	08	$107,500	$197,500
62153136779940560020	363115779940560020	04	08	$108,300	$118,500
62153136779940580080	363115779940580080	04	08	$108,500	$116,800
62153136779940570060	363115779940570060	04	08	$108,500	$70,300
62153136051120050050	363115051120050050	04	71	$108,500	$71,000
62153136135900000010	363115135900000010	04	21	$109,600	$115,400
62153136779940710110	363115779940710110	04	19	$110,500	$54,500
62163206081000000130	063216081000000130	04	08	$111,300	$58,000
62153201347940060140	013215347940060140	04	10	$111,600	$10,200
62153136779940570050	363115779940570050	04	01	$112,400	$16,900
62153136779940570090	363115779940570090	04	01	$112,400	$46,500
62153136779940570100	363115779940570100	04	01	$112,400	$171,500
62153136779940570120	363115779940570120	04	01	$112,400	$32,900
62153136779940570070	363115779940570070	04	01	$112,400	$33,500
62153136779940710120	363115779940710120	04	01	$112,400	$23,800
62153136779940570110	363115779940570110	04	08	$112,400	$103,400
62153136779940580010	363115779940580010	04	10	$112,600	$0
62153136779940600130	363115779940600130	04	11	$112,600	$202,400
62153136779940680180	363115779940680180	04	19	$112,600	$92,400
62153136779940580050	363115779940580050	04	08	$113,000	$80,200
62153136779940570160	363115779940570160	04	08	$113,600	$41,800
62153136779940560010	363115779940560010	04	08	$113,600	$89,700
62153136779940690110	363115779940690110	04	12	$113,700	$111,300
62153136779940560120	363115779940560120	04	17	$113,700	$16,300
62153136779940690100	363115779940690100	04	49	$113,700	$11,900
62153136779940570130	363115779940570130	04	08	$114,000	$161,100
62153136779940580070	363115779940580070	04	39	$114,200	$155,800
62153136779940570080	363115779940570080	04	39	$114,200	$110,800
62153136779940580030	363115779940580030	04	08	$114,300	$36,900
62153136779940580060	363115779940580060	04	21	$114,800	$85,200
62153136779940570150	363115779940570150	04	08	$114,900	$102,700
62153136050940260060	363115050940260060	04	01	$115,300	$32,500
62153136779942250080	363115779942250080	04	08	$116,300	$48,000
62153136779942250081	363115779942250081	04	08	$116,300	$83,900
62153136779940570020	363115779940570020	04	08	$116,300	$47,600
62153136779940560070	363115779940560070	04	08	$116,900	$96,900
62153136779940710100	363115779940710100	04	08	$116,900	$90,300
62153201347940060100	013215347940060100	04	10	$117,400	$0
62153136000004400400	363115000004400400	04	08	$118,000	$61,700
62153136779940580020	363115779940580020	04	08	$118,900	$76,100
62153136783360080110	363115783360080110	04	10	$119,300	$0
62153136779940710130	363115779940710130	04	08	$120,300	$54,000
62153136779940710140	363115779940710140	04	08	$120,300	$64,100

Building and Land Values

Old Pin	New Pin	Year	Use	Land Value	Bldg Value
62153136779940740010	363115779940740010	04	27	$126,100	$83,000
62163206081000000120	063216081000000120	04	08	$126,800	$94,500
62153136051300020020	363115051300020020	04	91	$127,500	$20,500
62153136779940610110	363115779940610110	04	32	$131,000	$194,000
62153136779940710050	363115779940710050	04	08	$131,700	$111,400
62153136779940430130	363115779940430130	04	10	$135,000	$0
62153136779940570030	363115779940570030	04	10	$135,200	$0
62153136779940580040	363115779940580040	04	21	$135,200	$309,800
62153136779940570040	363115779940570040	04	33	$135,200	$19,500
62153136779940610120	363115779940610120	04	11	$136,400	$205,300
62153136347760060010	363115347760060010	04	08	$136,500	$65,600
62153136779940430140	363115779940430140	04	11	$137,500	$142,500
62153136779940570010	363115779940570010	04	08	$142,400	$222,600
62153136050940250040	363115050940250040	04	01	$148,600	$101,000
62153136779940540090	363115779940540090	04	11	$148,800	$111,200
62153136779940540120	363115779940540120	04	11	$148,800	$146,200
62153136779940600110	363115779940600110	04	12	$148,800	$251,200
62153136779940540040	363115779940540040	04	17	$149,800	$100,200
62153136779940420040	363115779940420040	04	12	$153,900	$146,100
62153136347760060080	363115347760060080	04	27	$156,100	$77,700
62153136783360070010	363115783360070010	04	12	$157,100	$74,900
62153136783360030080	363115783360030080	04	17	$157,100	$52,900
62153136783360040020	363115783360040020	04	21	$157,100	$7,900
62153136000003100400	363115000003100400	04	10	$158,900	$0
62153125780840000141	253115780840000141	04	08	$159,100	$35,900
62153136779940600160	363115779940600160	04	11	$159,800	$180,200
62153136779942250030	363115779942250030	04	08	$163,400	$94,100
62163206081180000460	063216081180000460	04	08	$163,500	$78,100
62153136000003100500	363115000003100500	04	33	$164,600	$115,400
62153136779940700004	363115779940700004	04	08	$170,300	$99,200
62153136779940740130	363115779940740130	04	11	$178,200	$76,800
62153136783360020030	363115783360020030	04	12	$190,400	$59,600
62153136783360020070	363115783360020070	04	22	$190,400	$9,600
62153136779940460160	363115779940460160	04	39	$193,400	$236,600
62153136347760050150	363115347760050150	04	11	$199,900	$126,100
62153136306720630230	363115306720630230	04	27	$202,400	$107,600
62153136347760050120	363115347760050120	04	10	$212,400	$11,400
62153136347760050140	363115347760050140	04	10	$212,400	$0
62153136347760060050	363115347760060050	04	12	$212,400	$302,600
62153136347760060030	363115347760060030	04	19	$212,400	$12,600
62153136347760050130	363115347760050130	04	21	$212,400	$7,600
62153136347760060040	363115347760060040	04	21	$212,400	$57,600
62153136779940600080	363115779940600080	04	11	$212,500	$167,500

Building and Land Values

Old Pin	New Pin	Year	Use	Land Value	Bldg Value
62153136779940700005	363115779940700005	04	19	$218,300	$261,700
62153136779940700001	363115779940700001	04	23	$219,300	$570,700
62153136779940710080	363115779940710080	04	39	$221,000	$99,000
62153136347760060070	363115347760060070	04	11	$223,800	$96,200
62153136347760050110	363115347760050110	04	17	$224,900	$100,100
62153136779940610010	363115779940610010	04	11	$225,300	$169,700
62153136779940690010	363115779940690010	04	21	$227,400	$44,000
62153136779940580100	363115779940580100	04	39	$228,400	$31,600
62153136779940580150	363115779940580150	04	39	$228,400	$181,600
62153136779940600070	363115779940600070	04	11	$233,800	$144,200
62153136347760050090	363115347760050090	04	11	$237,400	$87,600
62153136779940540010	363115779940540010	04	89	$239,200	$380,500
62153136347760010030	363115347760010030	04	11	$239,700	$90,300
62153136050940250010	363115050940250010	04	77	$240,900	$114,000
62153136000003100600	363115000003100600	04	10	$245,100	$0
62153136347760050160	363115347760050160	04	17	$249,900	$85,100
62153136347760050100	363115347760050100	04	19	$249,900	$35,100
62153136347760060020	363115347760060020	04	33	$249,900	$60,100
62153136779940580090	363115779940580090	04	48	$252,300	$137,700
62153125780840000143	253115780840000143	04	12	$260,700	$24,300
62153136779940710010	363115779940710010	04	21	$261,300	$118,700
62153136783360040060	363115783360040060	04	11	$261,800	$123,200
62153136783360070060	363115783360070060	04	11	$261,800	$108,200
62153136779940600030	363115779940600030	04	27	$262,000	$58,800
62153136779940560030	363115779940560030	04	39	$274,100	$350,900
62153136779940560080	363115779940560080	04	39	$274,100	$215,900
62153136779940600010	363115779940600010	04	11	$276,300	$68,700
62153136779940430150	363115779940430150	04	17	$286,300	$48,700
62153136779940680030	363115779940680030	04	11	$286,500	$396,000
62163206081720000210	063216081720000210	04	08	$288,100	$361,900
62153136779940550030	363115779940550030	04	17	$295,600	$79,400
62153136306720520100	363115306720520100	04	17	$297,500	$637,700
62153136051120050010	363115051120050010	04	71	$297,500	$542,100
62153136779940610140	363115779940610140	04	76	$300,100	$325,700
62153136347760060060	363115347760060060	04	11	$312,400	$32,600
62163206655200000010	063216655200000010	04	12	$318,800	$135,800
62153136779940420010	363115779940420010	04	11	$322,400	$52,600
62153136779940470010	363115779940470010	04	27	$323,400	$85,300
62153136779940690030	363115779940690030	04	91	$327,400	$372,100
62153136779940670010	363115779940670010	04	17	$329,000	$196,000
62153136779940540050	363115779940540050	04	11	$334,200	$255,800
62153136347760060090	363115347760060090	04	41	$350,500	$49,500
62153136779940540180	363115779940540180	04	11	$357,000	$208,000

Building and Land Values

Old Pin	New Pin	Year	Use	Land Value	Bldg Value
62153136779940610030	363115779940610030	04	11	$365,500	$85,400
62153136783360030010	363115783360030010	04	11	$366,500	$153,500
62153136050940260030	363115050940260030	04	88	$380,800	$39,200
62153136779940690130	363115779940690130	04	33	$382,000	$48,000
62153136779940460130	363115779940460130	04	12	$414,400	$185,600
62153136783360080010	363115783360080010	04	11	$418,900	$166,100
62153136000001400300	363115000001400300	04	19	$425,900	$124,100
62153136779940560130	363115779940560130	04	11	$434,900	$345,100
62153136779940550080	363115779940550080	04	23	$445,700	$529,300
62153136779940470030	363115779940470030	04	11	$453,300	$399,200
62153136779940550010	363115779940550010	04	89	$460,100	$719,400
62153136779940680140	363115779940680140	04	11	$501,500	$78,600
62163206000003301000	063216000003301000	04	11	$515,000	$213,300
62153136783360060010	363115783360060010	04	23	$523,600	$201,400
62153136779940750010	363115779940750010	04	11	$700,100	$2,049,900
62153136306720630160	363115306720630160	04	89	$704,700	$1,224,800
62153136347760020090	363115347760020090	04	11	$758,600	$571,400
62163206000003301400	063216000003301400	04	21	$892,100	$207,900
62153136779940590010	363115779940590010	04	11	$1,035,400	$1,014,600
62153136000001400100	363115000001400100	04	21	$1,202,600	$197,400
62153136779940680010	363115779940680010	04	11	$1,328,700	$1,271,300
62163206000003300800	063216000003300800	04	11	$1,604,100	$1,495,900
62163206000003300500	063216000003300500	04	11	$3,756,400	$2,843,600
62163206000003200500	063216000003200500	04	39	$4,411,000	$7,189,000
62153136779880000010	363115779880000010	04	89	$4,868,500	$1,970,600
62163206000003300400	063216000003300400	04	39	$8,017,200	$882,800
62153201000001100400	013215000001100400	04	39	$8,699,700	$5,800,300
62163206000002300200	063216000002300200	04	39	$10,452,800	$4,747,200
62163206801720000010	063216801720000010	04	39	$20,491,300	$5,008,700
62163206000002300300	063216000002300300	04	39	$23,272,300	$15,227,700
				$127,915,100	$73,511,200

Exhibit C

George Kinney

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

See below

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

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

Good morning:

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

Erin

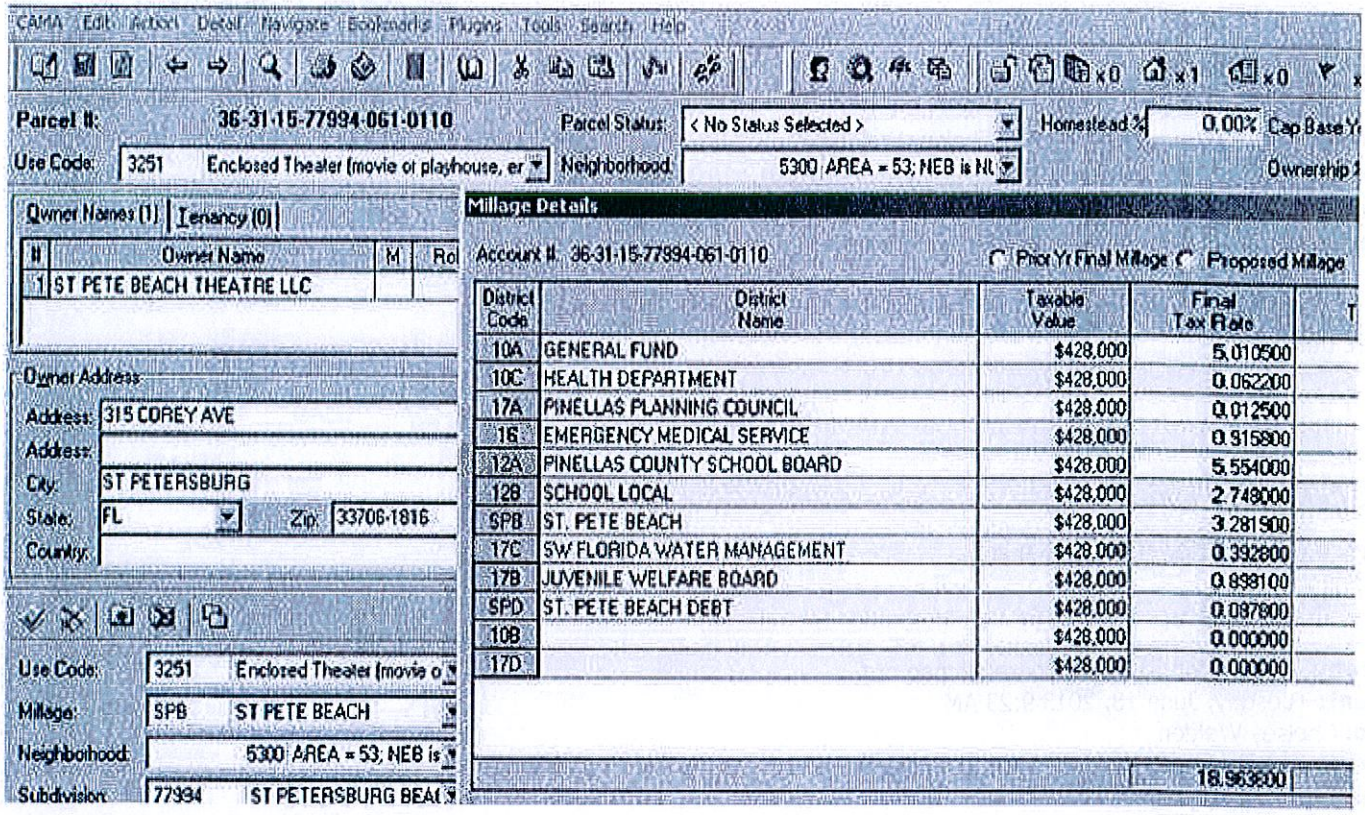
From: Chelsey Welden [mailto:cwelden@stpetebeach.org]
Sent: Monday, June 17, 2013 1:51 PM
To: Moore, Erin
Subject: RE: question

Alright thank you so much!

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

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

Yep, looks the same to me!



CAMA Edit Action Detail Navigate Bookmarks Plugins Tools Search Help

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

Use Code: 3251 Enclosed Theater (movie or playhouse, er Neighborhood: 5300 AREA = 53; NEB is NU Ownership

Owner Names (1) | Tenancy (0)

#	Owner Name	M	Rol
1	ST PETE BEACH THEATRE LLC		

Owner Address

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

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

Millage Details

Account #: 36-31-15-77994-061-0110 Prior Yr Final Millage Proposed Millage

District Code	District Name	Taxable Value	Final Tax Rate	T
10A	GENERAL FUND	$428,000	5.010500	
10C	HEALTH DEPARTMENT	$428,000	0.062200	
17A	PINELLAS PLANNING COUNCIL	$428,000	0.012500	
16	EMERGENCY MEDICAL SERVICE	$428,000	0.915800	
12A	PINELLAS COUNTY SCHOOL BOARD	$428,000	5.554000	
12B	SCHOOL LOCAL	$428,000	2.748000	
SPB	ST. PETE BEACH	$428,000	3.281900	
17C	SW FLORIDA WATER MANAGEMENT	$428,000	0.392800	
17B	JUVENILE WELFARE BOARD	$428,000	0.898100	
SPD	ST. PETE BEACH DEBT	$428,000	0.087800	
10B		$428,000	0.000000	
17D		$428,000	0.000000	
			18.963800	

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

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

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

315 Corey Avenue, St. Pete Beach 33706

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

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

Cc: Coffey, Amanda
Subject: RE: question

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

Erin

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

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

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

Ok, thank you Erin!

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

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

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

Hi Chelsey,

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

Erin

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

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

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

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

Hi Erin,

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

Thanks,

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

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

CRA Transmittal Contacts

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

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

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

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

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

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

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

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

SENDER: COMPLETE THIS SECTION

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

1. Article Addressed to:

Ms. Claude Dharamraj, MD.
Director, Pinellas Cty Health Dept.
205 Martin Luther King St. N.
St. Petersburg, FL.
33701

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X [signature] ☐ Agent ☐ Addressee

B. Received by (Printed Name) Mike Graham
C. Date of Delivery

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☒ No

3. Service Type
☒ Certified Mail ☐ Express Mail
☐ Registered ☐ Return Receipt for Merchandise
☐ Insured Mail ☐ C.O.D.

4. Restricted Delivery? (Extra Fee) ☐ Yes

2. Article N r
(Transfer .. service label) 7010 0780 0002 0585 0962

PS Form 3811, February 2004 Domestic Return Receipt 102595-02-M-1540

7010 0780 0002 0585 0962

U.S. Postal Service
CERTIFIED MAIL RECEIPT
(Domestic Mail Only; No Insurance Coverage Provided)
For delivery information visit our website at www.usps.com
OFFICIAL USE

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

Postmark Here

Sent To Health Dept
Street, Apt. No.; or PO Box No.
City, State, ZIP+4

PS Form 3800, August 2006 See Reverse for Instructions

SENDER: COMPLETE THIS SECTION

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

1. Article Addressed to:

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

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X [signature]

B. Received by (Printed Name) Charles Sparks
C. Date of Delivery 6.19.13

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☒ No

3. Service Type
☒ Certified Mail ☐ Express Mail
☐ Registered ☐ Return Receipt for Merchandise
☐ Insured Mail ☐ C.O.D.

4. Restricted Delivery? (Extra Fee) ☐ Yes

2. Article N
(Transfer .. service label) 7010 0780 0002 0585 0979

PS Form 3811, February 2004 Domestic Return Receipt 102595-02-M-1540

7010 0780 0002 0585 0979

U.S. Postal Service
CERTIFIED MAIL RECEIPT
(Domestic Mail Only; No Insurance Coverage Provided)
For delivery information visit our website at www.usps.com
OFFICIAL USE

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

Postmark Here

Sent To SWFWMD
Street, Apt. No.; or PO Box No.
City, State, ZIP+4

PS Form 3800, August 2006 See Reverse for Instructions

SENDER: COMPLETE THIS SECTION

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

1. Article Addressed to:

Ms. D. Gay Lancaster
Executive Director
Pinellas Cty. Juvenile Welfare Bd.
14155 58th Street N. Suite 100
Clearwater, FL 33760

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X [signature] ☐ Agent ☐ Addressee

B. Received by (Printed Name) K Moser
C. Date of Delivery 6/19

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☒ No

3. Service Type
☒ Certified Mail ☐ Express Mail
☐ Registered ☐ Return Receipt for Merchandise
☐ Insured Mail ☐ C.O.D.

4. Restricted Delivery? (Extra Fee) ☐ Yes

2. Article N
(Transfer ... service label) 7010 0780 0002 0585 0955

PS Form 3811, February 2004 Domestic Return Receipt 102595-02-M-1540

7010 0780 0002 0585 0955

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

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OFFICIAL USE

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

Postmark Here

Sent To Juv. Detention Ctr.
Street, Apt. No.; or PO Box No.
City, State, ZIP+4

PS Form 3800, August 2006 See Reverse for Instructions

SENDER: COMPLETE THIS SECTION

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

1. Article Addressed to:

Mr. Craig Here
Public Safety Services
Pinellas Cty EMS, Largo
12490 Ulmerton Road
Largo, FL 33774

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X [signature] ☐ Agent ☐ Addressee

B. Received by (Printed Name) D McCleary
C. Date of Delivery 6/19/13

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☒ No

3. Service Type
☒ Certified Mail ☐ Express Mail
☐ Registered ☐ Return Receipt for Merchandise
☐ Insured Mail ☐ C.O.D.

4. Restricted Delivery? (Extra Fee) ☐ Yes

2. Article N
(Transfer ... service label) 7010 0780 0002 0585 0924

PS Form 3811, February 2004 Domestic Return Receipt 102595-02-M-1540

7010 0780 0002 0585 0924

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

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OFFICIAL USE

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

Postmark Here

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

PS Form 3800, August 2006 See Reverse for Instructions

SENDER: COMPLETE THIS SECTION

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

1. Article Addressed to:

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

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X Joanne Salek ☒ Agent ☐ Addressee

B. Received by (Printed Name) Joanne Sulek
C. Date of Delivery 6/24/13

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☒ No

3. Service Type
☒ Certified Mail ☐ Express Mail
☐ Registered ☐ Return Receipt for Merchandise
☐ Insured Mail ☐ C.O.D.

4. Restricted Delivery? (Extra Fee) ☐ Yes

2. Article N
(Transfer ... service label) 7010 0780 0002 0585 0948

PS Form 3811, February 2004 Domestic Return Receipt 102595-02-M-1540

7010 0780 0002 0585 0948

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

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

OFFICIAL USE

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

Postmark Here

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

PS Form 3800, August 2006 See Reverse for Instructions

SENDER: COMPLETE THIS SECTION

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

1. Article Addressed to:

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

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X Robert M. Mutu ☐ Agent ☐ Addressee

B. Received by (Printed Name) ROBERT MMUTU
C. Date of Delivery 6/8/13

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☒ No

3. Service Type
☒ Certified Mail ☐ Express Mail
☐ Registered ☐ Return Receipt for Merchandise
☐ Insured Mail ☐ C.O.D.

4. Restricted Delivery? (Extra Fee) ☐ Yes

2. Article N r
(Transfer ... service label) 7010 0780 0002 0585 0931

PS Form 3811, February 2004 Domestic Return Receipt 102595-02-M-1540

7010 0780 0002 0585 0931

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

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

OFFICIAL USE

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

Postmark Here

Sent To Public Work, Mosquito Control
Street, Apt. No.; or PO Box No.
City, State, ZIP+4

PS Form 3800, August 2006 See Reverse for Instructions

7010 0780 0002 0585 0984

U.S. Postal Service™
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Postage	$
Certified Fee	
Return Receipt Fee (Endorsement Required)	
Restricted Delivery Fee (Endorsement Required)	
Total Postage & Fees	$

Postmark Here

Sent To: Pinellas Cty.

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

City, State, ZIP+4

PS Form 3800, August 2006 See Reverse for Instructions

7010 0780 0002 0585 0993

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

OFFICIAL USE

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

Postmark Here

Sent To: PPL

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

City, State, ZIP+4

PS Form 3800, August 2006 See Reverse for Instructions

THE SUNSET CAPITAL OF FLORIDA

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

June 18, 2013

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

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

Dear Mr. Crawford,

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

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

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

Sincerely,

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

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

Enc.

CRA Chronology

2003

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

2004

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

2005

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

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

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

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

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

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

2006

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

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

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

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

2008

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

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

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

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

2009

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

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

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

2010

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

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

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

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

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

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

APPENDIX B:
Increment Revenue Financing Tables

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

Year			Pinellas Incremental Property Tax Levy/Revenue						St Pete Beach Incremental Property Tax Levy/Revenue						
TIF	Calen-dar	Incremental Taxable Value	Millage	Tax Levy	Tax Revenue (95% of Levy)	TIF Capture Rate	Retained Revenue	TIF Revenue	Millage	Tax Levy	Tax Revenue (95% of Levy)	TIF Capture Rate	Retained Revenue	TIF Revenue	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.
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 energy sources.
Policy 1.3.3	Encourage alternative mobility options through safe, comfortable and continuous pedestrian and bicycle pathways linked to the downtown area, recreational facilities, activity and entertainment centers and public beach access points to reduce reliance on the auto.
Policy 2.1.1	The following land use categories, including the stated residential densities and non-residential intensities of use standards, as administered through the land development regulations, shall be adopted for the City of St. Pete Beach: ********** Community Redevelopment District (CRD), where the densities and intensities shall be as determined within the Community Redevelopment District as specified in each designated character district pursuant to the provisions set forth in Special Area Designation – Community Redevelopment District section of this Future Land Use Element to encourage economic revitalization and redevelopment of properties and uses located within the CRD, with a particular emphasis on commercial, temporary lodging and mixed uses along the Cities main transportation corridors, adjacent to waterfront or located within major community activity centers.
Policy 2.1.14	The City shall adopt land development regulations that encourage parcel assembly to remedy defective or inadequate street layout and parking facilities; improve traffic flow on roadways; faulty site design layout and inadequate buffering, open space and drainage in relation to size, adequacy, usefulness; unsanitary or unsafe conditions; deterioration of a site or other improvements; inadequate and outdated building patterns.
Policy 2.4.3	The City shall, while emphasizing residential uses in residential neighborhoods encourage the creative redevelopment of non-viable properties by allowing for a mixture of compatible residential and non-residential uses within a single development site.
Policy 2.8.2	The City shall require that the developer/owner of any new development or redevelopment site to manage storm water runoff in a manner such that post-development runoff rates, volumes and pollutant load do not exceed pre-development conditions.

Future Land Use Element, (cont,.)	
Objective 2.9	Consistent with this comprehensive plan, as amended, level of service standards set forth in this plan will not be degraded.
Policy 2.9.3	The development of residential and commercial land shall be timed and staged in conjunction with provision of supporting community facilities, such as streets, utilities, police and fire protection, emergency medical service, public schools.
Policy 2.9.6	Consistent with this Comprehensive Plan, as amended, building permits for new construction, additions, or certificates of occupancy for a change in use shall be issued only if public facilities necessary to meet the level of service standards adopted pursuant to this comprehensive plan are available 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.
Special Designation— Community Redevelopment District	
Community Redevelopment District Goals, Objectives, and Policies	
Policy 1.1.4	Encourage site design that promotes safe, comfortable pedestrian pathways internally within the site and provides externally pedestrian pathway linkages to activity centers, shopping, dining and entertainment.
Objective 2.1	Create livable, healthy streets that are designed and oriented towards safe pedestrian and bicycle movement.

Special Designation— Community Redevelopment District, (cont.)	
Community Redevelopment District Goals, Objectives, and Policies (cont.)	
Policy 2.1.2	The following livable roadway strategies and features shall be pursued wherever appropriate within the Community Redevelopment District and all features shall meet or exceed ADA requirements: • Sidewalks on both sides of the street. • Bike lanes • Pedestrian roadway crossing treatments such as bulb-outs, crossing islands, pedestrian refuge islands in the median, in-pavement pedestrian lights, textured or other distinctive crosswalk paving patterns, 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.
Community Redevelopment District general redevelopment guidelines, standards, and initiatives	
CRD General Standards	(h) **Transportation Concurrency Management Standard for Large-scale Temporary Lodging Development.** In accordance with the Countywide transportation concurrency management rules and regulations, each project developed or redeveloped within the Community Redevelopment District shall be consistent with the Metropolitan Planning Organization's (MPO) countywide approach to the application of a concurrency management system and implementation of a Transportation Management Plan requirement and shall 1. Recognize standard data sources as established by the MPO 2. Identify level of service (LOS) standards for state and county roads as established by the MPO 3. Utilize the proportionate fair share requirements consistent with Ch. 163, F.S., and the MPO model ordinance; 4. Utilize the MPO Traffic Impact Study Methodology; and 5. Recognize the MPO designation of "Constrained Facilities" as set forth in the most current MPO Annual Level of Service Report.

Special Designation—Community Redevelopment District, (cont.)	
Community Redevelopment District general redevelopment guidelines, standards, and initiatives (cont.)	
CRD General Standards	(j) **Community Involvement.** A minimum of one (1) community meeting shall be held at least thirty (30) days prior to submitting an application for administrative approval of a development or redevelopment site plan proposed to be built within the Community Redevelopment District. Single family homes, duplexes and projects less than ½ acre in size, may, but shall not be required, to host a community meeting The purpose of the community meeting shall be to present the development project site plan to interested City residents and business owners, answer questions and solicit comments. All attendees shall be given at least three minutes to comment or ask questions on the subject matter under consideration. The public shall be allowed to take notes and video record the community meeting. A sign-in sheet and comment cards shall be provided to all attendees and a copy shall be provided to the City Clerk within three (3) days of the meeting. At least one City Staff person from the Community Development Services Department shall attend the community meeting. The City shall consider the written comments submitted by attendees during its administrative site plan review process, and may implement such public comment as appropriate that are consistent with and not contrary to law and local land development regulations, and are in the best interests of the public health, safety and welfare of the community.
Gulf Boulevard Redevelopment District Goals, Objectives, and Policies	
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.

Special Designation—Community Redevelopment District, (cont.)	
Gulf Boulevard Redevelopment District Goals, Objectives, and Policies (cont.)	
Objective 1.4	The Gulf Boulevard Redevelopment District shall be a safe environment for both residents and visitors, and real and perceived public safety issues will be addressed including improved lighting, improved pedestrian circulation on the east and west sides of Gulf Boulevard and crossing Gulf Boulevard, improved bicycle lanes for safer circulation for all modes of non-vehicular transportation, and shall consider traffic flow devices and improvements to assist in daily traffic flow and emergency evacuation.
Objective 1.5	The City shall recognize the unique features of Gulf Boulevard and shall implement the Gulf Boulevard Improvement Program or develop a Master Boulevard plan that promotes uniform beautification landscape standards, provides a pedestrian and bicyclist-friendly and safe environment that minimizes pedestrian-vehicular conflict and bicycle-vehicular conflict.
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.

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

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

Special Designation—Community Redevelopment District, (cont.)	
Downtown Redevelopment District Goals, Objectives, and Policies	
Objective 1.9	The Downtown Core areas located at either end of Corey Avenue on the waterfront shall consider temporary lodging uses in conjunction with a comprehensive mixed use redevelopment project that will act as a catalyst project to stimulate reinvestment and redevelopment of the historic core neighborhood main street shopping and entertainment district.
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.

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

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

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

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APPENDIX E:
Parcel Tables

PARCELS WITHIN THE ST. PETE BEACH CRA BOUNDARY
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APPENDIX F:
Definitions

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

(1) "Agency", "Community Redevelopment Agency" or "CRA" means a public agency created by, or designated pursuant to, Section 163.356 or Section 163.357, Florida 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

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

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%

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