



**CITY COMMISSION AND PLANNING BOARD
JOINT WORKSHOP MEETING
CITY OF ST. PETE BEACH**

155 Corey Avenue
St. Pete Beach, FL 33706

Tuesday, May 23, 2023
4:30 PM

Call to Order
Pledge of Allegiance
Roll Call

WORKSHOP MEETING

1. Discussion: Comprehensive Plan Presentation from April 25, 2023 -
 - a. Public Questions and Staff Response
2. Adjournment -

APPEAL: In accordance with 286.0105, Florida Statute (Notices of meetings and hearings must advise that a record is required to appeal), if a person decides to appeal any decision made by this committee, board, agency, or commission with respect to any matter considered at this meeting or hearing, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

AMERICANS WITH DISABILITIES ACT (ADA): In accordance with the Americans with Disabilities Act and Florida Statutes, if any person with a disability defined by the ADA needs special accommodation to participate in this proceeding, then not later than two business days prior to the proceeding, he or she should contact City Hall at (727) 367-2735.

The public is cordially invited to attend this meeting.
All agenda material is available for review at City Hall or www.stpetebeach.org.

Why aren't the traffic counts through 2022 and what time of the month were they taken?

FDOT publishes traffic counts each April for the preceding year, and the data for 2022 was not available when staff prepared the presentation. FDOT traffic counts are taken January through December per this source: <https://www.fdot.gov/statistics/trafficdata/default.shtm>.

Why wasn't the traffic of Gulf Winds taken into account?

Gulf Winds Dr is not a state road, so traffic counts were not available over the entire review period.

What is saturation traffic number?

If this is referring to the "road failure" number for level of service purposes, there is not a specific number. The City follows the guidelines for Level of Service (LOS) Standards set by FDOT. FDOT measures LOS based on several factors which include but not limited to the following: road classification, travel speed, traffic volume, density. FDOT also takes into account other factors that may affect the level of service, such as the presence of transit, bicycles, and pedestrians.

Each project is evaluated based on their Traffic Impact Analysis, these reports require the developer to analyze the existing traffic conditions in the area, as well as a projection of the future traffic volumes that the development may generate. The analysis may also consider the impact of the development on other modes of transportation, such as pedestrians and bicycles.

As part of the TIA, the city requires the developer to collect traffic data and other relevant information, such as the site plan, proposed land use, and trip generation estimates. Then the data collected is analyzed using the FDOT maintained FSUTMS traffic simulation software to model the traffic flow in the area and determine the potential impact of the development on the surrounding roadways and the results are measured per the established LOS standards set by FDOT.

If based on the results of the model show the potential project will create impact to the roadway, the city will require the developer to implement mitigation measures to reduce the impact of the development on traffic, such as adding turn lanes, improving signal timing, or providing transportation alternatives such as transit or pedestrian/bicycle facilities in order for the project to be recommended for approval. These improvements will need to be paid by the developer to offset the impact of the development on the transportation network and they must be completed prior to the opening of their project.

The goal of the TIA is to ensure that the proposed development does not cause significant negative impacts on the transportation network, and to develop strategies to minimize any potential negative effects on traffic flow and congestion.

How does the 10' sidewalk tie into current benefits?

All properties along Gulf Blvd within the Community Redevelopment District must be provided a 6-10 foot sidewalk when redevelopment occurs. This is to make traveling on the sidewalk more comfortable and alleviate some of the demand for driving to destinations within the city.

How does Sirata impact sea turtle nesting?

St. Pete Beach Land Development Code Division 44 addresses lighting requirements for new development visible from the beach. If a new project is approved, all of its lighting must comply with the relevant provisions of this division.

Why do we have/need density pools?

Density pools provide an opportunity to place development in desirable locations throughout the city without increasing citywide density. For instance, the city's 195 unit density pool, of which 150 were provided to Corey Landings, was created by reducing Large Resort District's residential density from 18 to 15 units per acre across the district's 65 acres. The units in that pool then become available to projects throughout most of the Community Redevelopment District.

Anticipated ERUs, do they take into account CUPs and density pool?

Yes, the analysis staff provided would be the impact if all properties were developed to their maximum potential within the parameters discussed at the meeting, such as assuming condominiums would not redevelop and change in use. This was conducted as a planning exercise for sewer system sizing and is not based on committed impacts.

Population is only taken to 2020 and demographics to 2022. Do these numbers take into account tourists?

Staff used Census data collected every ten years, as available, as it is directly collected rather than estimated. Population numbers account only for permanent residents, not seasonal residents who claim a usual address elsewhere or tourists who are visiting only for a short time.

Why has the city not adhered to the requirement for level of service concurrency and where is the concurrency certificate for Corey Landings?

The city evaluates concurrency for each non-exempt project as required by state law and its own comprehensive plan and land development code. The concurrency certificate for Corey Landings will be issued prior to or in tandem with site plan approval.

What has changed [since the 1989 comprehensive plan regarding high rise opposition and protecting neighborhoods from encroachment of non-residential uses]?

Language in the comprehensive plan still alludes to these: see Objective 1.8 of the Goals, Objectives and Policies for the Gulf Boulevard Redevelopment District, and Policy 2.1.5 of Future Land Use Policies – Green Practices, Residential Character and Introduction to Land Use Categories, in the Future Land Use Plan Element as examples. These items are enforced through regulations in the land development code.