



PLANNING BOARD MEETING CITY OF ST. PETE BEACH

155 Corey Avenue
St. Pete Beach, FL 33706

Monday, August 21, 2023
4:00 PM

Call to Order
Pledge of Allegiance
Roll Call

REGULAR MEETING

1. Approval of the Agenda -

Action Request: Motion to approve the August 21, 2023 agenda.

2. Audience Comments -

Public participation is encouraged. If you wish to address the Planning Board, please fill out a speaker's card and provide it to the City Clerk. Once you are called, please come to the podium and state your name and address for the record. Comments shall be limited to 3 minutes and shall be limited to non- public hearing items on the agenda. Public comment on agenda items will be allowed when that item is called. If you plan to make a presentation as part of your public comment, the presentation must be provided to the City Clerk 24- hours in advance of the meeting.

3. Approval of Minutes

a. Meeting Minutes June 26, 2023

4. Action Items - Sitting as Local Planning Agency -

a. Ordinance 2023-10: Comprehensive Plan Evaluation and Appraisal Report Amendments

AN ORDINANCE OF THE CITY OF ST. PETE BEACH, FLORIDA AMENDING, PURSUANT TO SECTIONS 163.3184 AND 163.3191, FLORIDA STATUTES, THE CITY OF ST. PETE BEACH COMPREHENSIVE PLAN ELEMENT I. – CITIZEN INPUT ON COMMUNITY REDEVELOPMENT; ELEMENT II. – FUTURE LAND USE PLAN ELEMENT; ELEMENT III. TRANSPORTATION PLAN ELEMENT; ELEMENT IV. HOUSING PLAN ELEMENT; ELEMENT V. INFRASTRUCTURE PLAN ELEMENT;

ELEMENT VI. COASTAL AND CONSERVATION; ELEMENT VII. RECREATION AND OPEN SPACE; ELEMENT VIII. CAPITAL IMPROVEMENTS; ELEMENT IX. INTERGOVERNMENTAL COORDINATION; AND ELEMENT X. PUBLIC SCHOOL FACILITIES; STRIKING ELEMENT XI. FUTURE LAND USE MAPS AND RELOCATING ITS AMENDED CONTENT TO ELEMENT II. - FUTURE LAND USE PLAN ELEMENT; AND CREATING ELEMENT XI. PRIVATE PROPERTY RIGHTS ELEMENT; PROVIDING FOR CODIFICATION; CONFLICTS; SEVERABILITY; CORRECTION OF SCRIVENER'S ERROR; CONSTRUCTION; PUBLICATION; AND AN EFFECTIVE DATE.

5. Discussion Items

6. Adjournment - **Next meeting: September 18, 2023**

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.

DRAFT PLANNING BOARD MEETING MINUTES

June 26, 2023 4:00 PM

PRESENT: Greg Premier, Chair
Tom DeYampert, Vice Chair
David Hubbard, Member
Tiffany Secka, Member

EXCUSED: Melinda Pletcher, Member

STAFF PRESENT: Alex Rey, City Manager
Matthew McConnell, Assistant City Attorney
Ginny Bodkin, Deputy City Clerk
Brandon Berry, Senior Planner

Chair Premier called the meeting to order at 4:00 PM, followed by the Pledge of Allegiance.

1. Approval of the Agenda – No changes.

Motion: Vice Chair DeYampert moved, and Member Secka seconded the approval of the agenda as presented; the motion carried unanimously.

2. Audience Comments - There were no audience comments.

3. Approval of Minutes

a. Meeting Minutes 5/15/2023

Motion: Vice Chair DeYampert moved, and Member Hubbard seconded the approval of the minutes from the May 15, 2023 meeting with change; the motion carried unanimously.

4. Action Items – Sitting as Local Planning Agency

At 4:02 PM, Chair Premier adjourned the meeting as the Planning Board and reopened as the Local Planning Agency (LPA).

a. Request for Letters of Interest & Qualifications: “Comprehensive Planning Services”

City Manager Alex Rey explained that at the last Joint City Commission/Planning Board meeting, staff was tasked with preparing a Request for Qualifications/Interest (RFQ/I) for qualified professionals to finalize the scope of work required for proposed changes to the City’s Comprehensive Plan. The City Attorney has reviewed this plan, which would assemble a team of consulting experts. This item is on the Commission’s agenda for tomorrow; feedback and recommendations to them are being sought from this Board regarding the RFQ/I posting, specific areas of focus, and expectations of the selected team.

Senior Planner Brandon Berry reviewed a presentation outlining the text, expectations, and scope of the RFQ/I. The presentation is part of the meeting record.

- Submittal packages would be limited to 15 pages, to include a letter of intent, qualifications and experience of staff and firm accomplishing similar engagements in similar communities, details of those engagements, proposed team and any helpful related documents.
- Packages will be submitted in electronic .pdf format to the Procurement Manager. Submittals will be reviewed by staff and qualifying firms will be presented to the Planning Board and then the City Commission, who will select the best firm. The City Manager will negotiate an agreement with the selected firm for City Commission approval.
- The structure of the Comprehensive Plan was reviewed with the consideration of narrowing the scope.
- The Future Land Use Element is by far the most involved element. It includes goals, objectives and policies for the entire City and the Community Redevelopment District, and within that, the Gulf Boulevard and Downtown Redevelopment Districts and their goals, objectives and policies.
- Individual Zoning Districts within the Community Redevelopment District have a four-level approach to regulating development and operations, whereas outside of that District, they are governed only by the City Land Use Policies.

Board Q&A followed with the City Manager and Staff.

- A focus on density and intensity was suggested.
- Narrowing a focal point will economize time to complete.
- The four elements of the Large Resort District (LRD) should be an immediate focus.
- Height, density and intensity are controlled in the Future Land Use Element; application of those concepts should be specific and direct.
- The 2015 Plan did not have an urban architect on the team, which is suggested this time to show what the numbers translate to in look/appearance including mass and scale.
- The Downtown Core and Gulf Boulevard are as important as the LRD.
- Understanding by the citizens is critical. A white paper/executive summary in conjunction with a 3-D model should be accessible to the public.
- Consensus of the Board was to extend the RFQ/I submittal deadline to 30 days, and to add that submittals include a projected start date. The end date will be predicated by the scope. 18 months to two years is assumed. Deliverables will be included in the contract.
- The City Manager will bring the suggestions to the City Commission.

The Chair adjourned as the LPA at 4:32 PM and reopened as Planning Board.

Discussion Item (added) - Chair Premier initiated, at the request of some residents, a discussion regarding the (former) Corey Landings Project - what happened, and contaminated soil clean up options. The City Manager explained that there is no definitive statement in writing yet, but an accumulation of economic issues has been communicated. The property owner, Fortress, is looking for other potential developers. This is privately owned land, so the government stepping in for clean-up would be unusual.

Member DeYampert suggested that the City Manager speak with the County's Economic Development to possibly assist the owner with finding a buyer for the property and assign a dollar figure to the regulatory requirements. Assistant City Attorney McConnell suggested it is too soon to move forward in that regard. He explained that Brownfield designations and requirements for private and government owned properties are very different.

Mr. Rey explained that the 145 Density Pool Units are still allocated to that Applicant/site. Rehearings would be required for any new project. If the current approval expires, the units would go back into the pool. That date is predicated on (unsigned) Senate Bill 250 Senate bill 250, which would hold all approvals until 2025. If that does not happen, the situation is governed by the existing Declaration of Emergency expires in May of 2024 (should no further declarations be signed).

5. Adjournment – The next regular meeting will be held on July 17, 2023 at 4:00 PM. There being no further business, the Chair adjourned the meeting at 4:45 PM.

These minutes will be presented for approval at the July 17, 2023 Planning Board meeting.

PLANNING BOARD MEETING CITY OF ST. PETE BEACH

Agenda Report

Action Request: Motion to recommend to City Commission the transmittal of the Comprehensive Plan Evaluation and Appraisal Report amendments to the Florida Department of Economic Opportunity, as provided in Ordinance 2023-10.

Strategic Objective:

Date: August 21, 2023

Prepared By: Kimley-Horn

Through: Jennifer McMahon, Chief Operating Officer

Summary of Issue: Amending the Comprehensive Plan to maintain internal consistency, and attain consistency between the Plan and state and county requirements, as required by Florida Statutes on a seven year evaluative cycle.

Funding: N/A

Attachments:

1. EAR Amendment Summary - Presentation
2. Draft Comprehensive Plan - Clean
3. Ordinance 2023-10 - 2023 EAR Amendments (Draft)
4. Exhibit A Title Page
5. Data Inventory and Analysis - Draft
6. Exhibit B Title Page
7. I. Preface (with edits)
8. II. Future Land Use Plan Element (with edits)
9. III. Transportation (with edits)
10. IV. Housing (with edits)
11. V. Infrastructure Plan Element (with edits)
12. VI. Coastal and Conservation (with edits)
13. VII. Recreation and Open Space (with edits)
14. VIII. Capital Improvements (with edits)
15. IX. Intergovernmental Coordination (with edits)
16. X. Public School Facilities (with edits)
17. XI. Private Property Statement of Rights (with edits)



City of St. Pete Beach

Comprehensive Plan Amendment

August 21, 2023

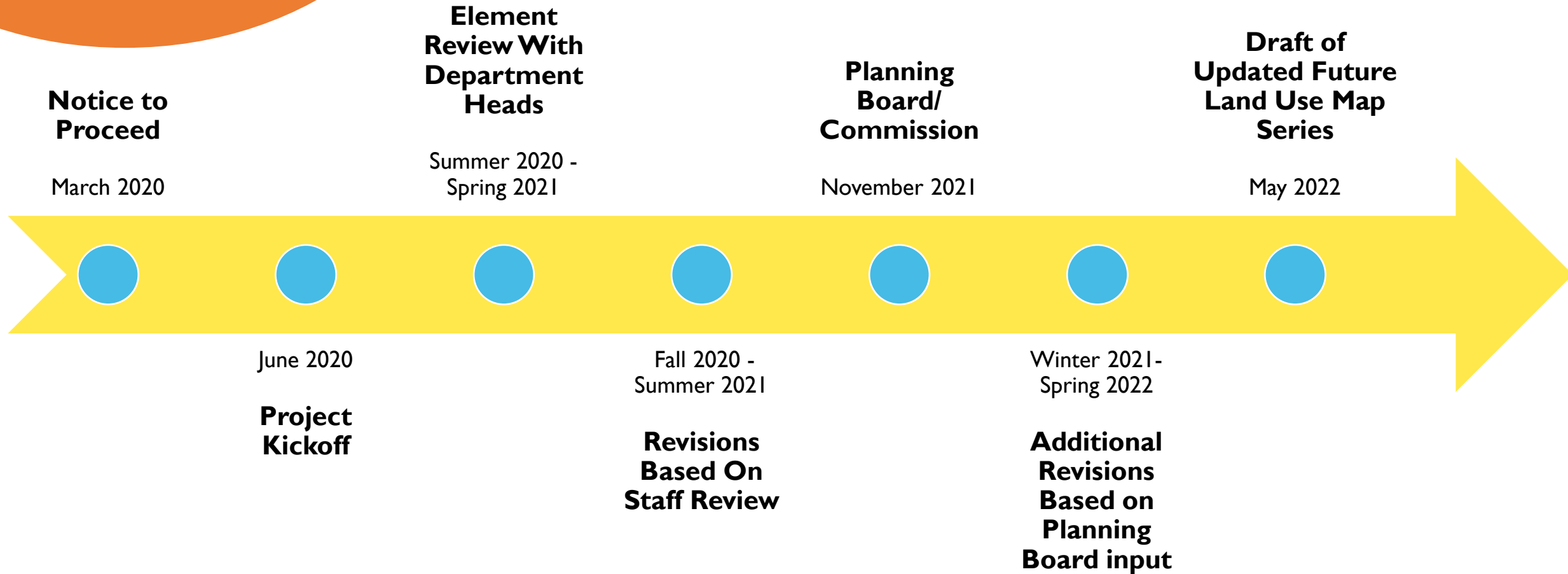
Kimley»»Horn

BACKGROUND

Kelley Klepper, AICP
Philip DiMaria, AICP

- What is a Comprehensive Plan?
- History of the City of St. Pete Beach Comprehensive Plan
 - Adopted October 1998; Amended through 2020
 - Citizen Input on Community Redevelopment, Adopted March 9, 2015
- EAR Letter sent June 2023
- Kimley-Horn Scope & Approach
- Intended Outcomes of Proposed Revisions
- Data, Inventory, and Analysis (DIA)

Timeline



Timeline

Additional Revisions

Fall 2022 –
Winter 2023

Preparation of the Data, Inventory, and Analysis (DIA)

Spring 2023 –
Summer 2023

Planning Board – Recommendation to Commission for Transmittal

August 2023

April 2023

Presentation of Proposed Changes to the Planning Board

July 2023

Package DIA and Proposed Elements



Overview of Revisions

Reorganization & Readability

Statutory Changes

Resiliency

Forward Pinellas & The Countywide Plan

Future Planning Efforts

Level Of Service Changes

REORGANIZATION & READABILITY



Added consolidated Definitions section



Removed cross references (within other elements and the Land Development Code) & redundant Goals, Objectives, and Policies



Reorganized Future Land Use Element for readability and ease of use and updated FLU Map series



Removed outdated references (Community Redevelopment District, Land Development Code, public agencies)



Grammar & narrative changes for readability

STATUTORY CHANGES

FS 163.3177

Element XI – Private Property Statement of Rights

FS 163.3178(2)(f)I

Risk of Peril of Flood

Statutory Changes to the Community Planning Act
(Chapter 163, Part II, Florida Statutes):
1986 - 2015

Statutory Changes to the
Community Planning Act
Chapter 163, Part II, Florida Statutes: 2016-2020



2016: [Chapter 2016-10, section 13, Laws of Florida, effective May 10, 2016; Chapter 2016-148, sections 2-4, Laws of Florida, effective July 1, 2016]

ELEMENT XI

PRIVATE PROPERTY STATEMENT OF RIGHTS

XI. Private Property Statement of Rights

GOAL I:

The City shall ensure that property owner rights are considered in local decision-making, in accordance with Section 163.3177, Florida Statutes.

Objective 1.1

The following property owner rights shall be considered:

- a. The right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.
- b. The right of a property owner to use, maintain, develop, and improve his or her property for personal use or for the use of any other person, subject to state law and local ordinances.
- c. The right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.
- d. The right of a property owner to dispose of his or her property through sale or gift.

RESILIENCY

FS 163.3178(2)(f) I
RISK OF PERIL OF FLOOD

- Goals, objectives, and policies have been added or modified to address resiliency and the risk of peril of flood within the City
- Impacted Elements:
 - Element III – Transportation
 - Element V – Infrastructure
 - Element VI – Coastal and Conservation
- Policies to guide public and private investments that address sea level rise and storm events
 - Developer Guidelines
 - Stormwater Drainage Manual
 - Watershed Management Master Plan
 - Publicly Funded Infrastructure in Coastal High Hazard Area

FORWARD PINELLAS COUNTYWIDE PLAN

Vision Zero

Countywide Requirements

Umbrella Future Land Use Designation

VISION ZERO

- Prioritize multimodal safety
- Compliance with Safe Streets Pinellas
- Implement education, engineering, equity, emergency response and enforcement
- Implement best practices in planning and roadway design

III. TRANSPORTATION PLAN ELEMENT

Objective 1.7

The City's transportation system shall prioritize safety and shall strive to eliminate traffic/transportation-related deaths and serious injuries.

Policy 1.7.1

The City commits to working towards its goal of zero transportation-related deaths and serious injuries through Safe Streets Pinellas and Vision Zero as outlined and maintained by Forward Pinellas.

Policy 1.7.2

The City recognizes that safety requires a collaborative approach to eliminate transportation-related deaths and serious injuries. This includes a multidisciplinary approach, including but not limited to public health, law enforcement, land use planning, and engineering.

Policy 1.7.3

The City shall use a Safe Systems approach to implement Vision Zero as outlined and maintained by Forward Pinellas.

Policy 1.7.4

The City will take a balanced approach to minimizing and preventing death and serious injury from the transportation network that includes education, engineering, equity, emergency response and enforcement.

Policy 1.7.5

The City will strive to minimize and prevent the transportation-related deaths and serious injuries that impact all of the City, particularly vulnerable roadway users and the low-income and minority communities by keeping equity as a key component in achieving the goal of zero deaths and serious injuries.

Policy 1.7.6

The City will work with partners to ensure Vision Zero/Safe Streets considerations in a range of disciplines, including land use planning, roadway design, access management, transportation system maintenance, emergency response and law enforcement.

Policy 1.7.7

The City shall enforce the requirements maintained within the Land Development Code for signage along roadways in order to reduce visual confusion and safety hazards.

Policy 1.7.8

The City shall provide and maintain crosswalks and sidewalks on roadways of high pedestrian usage. The City shall consider signalized crossings and mid-block crossings on corridors with high pedestrian and high vehicular usage.

COUNTYWIDE REQUIREMENTS



Vapor Barrier
Requirement



Watering/Irrigation
Restrictions



Level of Service for
Water, Reclaimed and
Solid Waste



Intergovernmental
Coordination



Map Series Updates



Coastal High Hazard Area
Balancing Criteria

FUTURE LAND USE DESIGNATION



Showing how the City's
future land use fits under
the Countywide Plan

FUTURE LAND USE CATEGORY	MAXIMUM DENSITY (PER ACRE)		MAXIMUM INTENSITY		COUNTYWIDE MAP CATEGORY
	RESIDENTIAL UNITS	TEMPORARY LODGING UNITS	FAR	ISR	Category/ Symbol
Residential Urban (RU)	7.5	0	N/A	N/A	RLM
Residential Low Medium (RLM)	10.0	0	N/A	N/A	RLM
Residential Medium (RM)	15.0	0	N/A	N/A	RM
Residential High (RH)	30.0	0	N/A	N/A	RH
Resort Facilities Medium (RFM)	18.0	30.0	0.65	0.85	R
Residential/Office/Retail (R/O/R)	18.0	15.0	0.40	0.85	R&S
Residential/Office General (R/OG)	15.0	0.0	0.50	0.75	O
Resort Facilities Overlay (RFO)	See Underlying Category	167% of Residential Units	See Underlying Category		R
Commercial General (CG)	24.0	40.0	0.55	0.90	R&S
Special Planning Area 1 (SPA-1)	See Attachment 2				AC
Special Planning Area Eighth Avenue (SPA-EA)	24.0	50.0	1.0 (Single Use)/ 1.5 (Mixed Use)	0.90	AC
Preservation (P)	0.0	0.0	0.10	0.20	P
Recreation/Open Space (R/OS)	0.0	0.0	0.25	0.60	R/OS
Institutional (I)	12.5	0.0	0.65	0.85	P/SP
Transportation/Utility (T/U)	0.0	0.0	0.70	0.90	P/SP

FUTURE PLANNING EFFORTS

Recreation and Open Space Connectivity
Master Plan

Watershed Management Master Plan

Concurrency Management

LEVEL OF SERVICE



Potable Water & Solid Waste –
No change, per Pinellas County



Sanitary Sewer –
Modified method of LOS measurement for collection and conveyance
(from gpd per capita to ERU per day)



Stormwater –
LOS required to be defined in the Watershed Management Master Plan



Recreation & Open Space –
LOS recommended to be updated as part of Recreation Master Plan



Transportation –
No change, still per FDOT/Pinellas County



Pavement Condition Index –
New level of service criteria, minimum of 70, as economically feasible



Fire & Library –
City may develop and incorporate at a later date



Data, Inventory, and Analysis (DIA)

Data, Inventory, and Analysis

Prepared in accordance with
F.S. 163.3177

- ❏ The DIA is **not** considered a part of the Comprehensive Plan **unless** it is adopted as a part of it
 - Must be made publicly available
 - **Not** subject to the State Coordinated Review Process, but aids in the determination of compliance and consistency
- Data from professionally-accepted sources used to prepare analysis for each Element of the Plan – must show compliance and consistency between future population projections and the Future Land use Map
- **Conclusion of 2023 DIA:** St. Pete Beach does not need to increase density to accommodate any future population growth and is meeting its LOS standard for utilities and recreation and open space



Element Review

ELEMENT II
FUTURE LAND USE

Re-organization
(Appendix; table format)

Special Planning Area I and Eighth Avenue
(in place of Community Redevelopment District)

Character Districts maintained

Umbrella Future Land Use designation

Map updates

ELEMENT III

TRANSPORTATION

Vision Zero

Encourage and implement multimodal improvements

Encourage Green & Resilient Infrastructure for redevelopment

Support charging stations and clean transportation alternatives

Support Transportation Demand Management strategies and intergovernmental transportation alternatives

ELEMENT IV

HOUSING

Largely maintained

Encourage Energy Saving & Sustainable Building Technology

Recognize built-out condition of the City

Promote connectivity to neighboring communities, and continue support of the public transportation system

ELEMENT V

INFRASTRUCTURE

Compliance with County requirements
(Watering restrictions, Level of Service)

Stormwater Regulations removed –
To be maintained in the Land Development Code,
within a Stormwater Drainage Manual (currently in
development)

Redundant Capital Improvement Plan guidelines
removed

Pavement Condition Index (PCI) Level of Service

ELEMENT VI

COASTAL & CONSERVATION

Risk of Peril of Flood and Vapor Barrier requirements addressed

Preservation Map required; Storm Surge, Coastal High Hazard Area Map updates required

Watershed Management Master Plan will encompass the water threats analysis currently being completed and the vulnerability assessments previously completed.

Will require consistent updates and will define the stormwater capital plan.

Encourage use of Florida Friendly Landscaping

ELEMENT VII

RECREATION & OPEN SPACE

Largely maintained

Updated Level of Service Standard to include
Pickleball Courts with Tennis Courts (Racket Sports)

Recreation and Open Space Connectivity Master Plan

Recommendation to further update Level of Service
standards as part of the Master Plan

ELEMENT VIII

CAPITAL IMPROVEMENTS

Largely maintained to ensure consistency with City processes



ELEMENT IX

INTER- GOVERNMENTAL

Captures Intergovernmental Goals, Objectives, and Policies from all elements

ELEMENT X

PUBLIC SCHOOLS

Largely maintained

Reviewed by Pinellas County and School Board for preliminary approval

ELEMENT XI

PRIVATE PROPERTY STATEMENT OF RIGHTS

Added Element as required by **F.S. 163.3177**



Next Steps

NEXT STEPS

- **Today:** Planning Board makes a recommendation to Commission on whether to transmit the proposed amendments to the DEO
- **1st Public Hearing:** Commission votes whether to transmit
- **State Coordinated Review Process (60-90 days):** DEO and Forward Pinellas review proposed amendments and provide comment
- **Revisions:** Revisions to proposed amendments based on DEO's ORC Report and Forward Pinellas's Technical Review
- **2nd Public Hearing (must occur within 180 days of receiving ORC Report):** Commission decides whether to adopt proposed amendments



Questions?

Kimley»Horn



CITY OF ST. PETE BEACH 2045 } COMPREHENSIVE PLAN

As amended through:
XX/XX/XXXX



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Please Note: This Table of Contents is for reference only and is not part of the adopted Comprehensive Plan.



The city of *St. Pete Beach* strives to maintain our distinct sense of community values that fosters an environment of innovation, resiliency, sustainability and inspiration.

PREFACE



ELEMENT 1

SECTION A General Provisions

SECTION B Citizen Input on Community Redevelopment

SECTION C Definitions

A. GENERAL PROVISIONS

This document constitutes a publication of the Comprehensive Plan of the City of St. Pete Beach, Florida. The original plan was prepared in November 1989, adopted in October 1998, and amended through 2023.

Style and Format

The editor has matched the original style and format of the Comprehensive Plan as closely as possible, while maintaining the ability to incorporate future amendments in an efficient manner.

Numbering System

The numbering system used in this publication is the same system used in the original publication.

B. Citizen Input on Community Redevelopment

The following text was included in the Comprehensive Plan, as amended through 2012, and refers to the public participation process that occurred from December 2001 to May 2007, which marks the date in which the St. Pete Beach Evaluation and Appraisal Report was adopted to support the 2010 update to the Comprehensive Plan. The Citizen Input on Community Redevelopment presented below reflects the views of residents who engaged in the visioning process during that time.

The following are ten (10) important factors that reflect existing conditions within the City along with resident suggestions and input during a nearly six year process beginning in December 2001. These principles have guided residents of the City in their preparation of the City's Comprehensive Plan Future Land Use Plan and Map, and the Housing Element.

- (1) The City is essentially a "built-out" community. Of the 1,286.10 acres that comprise the community, approximately 13.40 acres, or 1.04 percent, are vacant and undeveloped.
- (2) There is strong community objection to high density unmanaged overdevelopment of our coastal Gulf community that will further degrade infrastructure and public services.
- (3) There is a strong desire to protect the quiet character of existing residential neighborhoods from encroachment and overdevelopment of non-residential uses.
- (4) There is a strong desire by both residents and multi-generational local hotel and motel owners to preserve the heritage of our City as a tourist destination because it is the foundation of our local economy and it offers the residents a diversity of services and amenities as well as public access to our beaches.
- (5) Residents and local shop owners have also expressed a strong desire to revitalize the Downtown Corey area and create a vibrant main street that invites residents and visitors alike to shop, dine, play, work and live in a pedestrian-friendly and safe environment.
- (6) Residents have demanded that policies and strategies be adopted and implemented that maintain and improve existing infrastructure systems and facilities that ensure adequate capacity for new development that will maintain and improve the quality of life for residents and visitors alike.
- (7) Residents have expressed a need and desire to create a more environmentally friendly sustainable community that will improve the quality of life for residents and visitors by requiring the City to initiate an application with the Florida Green Building Coalition for certification as a Florida Green City and establishing goals, objectives and policies promoting Green practices and strategies for redevelopment that will be implemented through the City's land development and building regulations. The ultimate objective of certification and implementation is to rebuild a sustainable quality livable community that will:
 - (a) Conserve water and other natural resources;
 - (b) Lower energy consumption and operating costs both for private development as well as public improvements and public amenities;
 - (c) Reduce traffic congestion and impacts on our roads by designing a "walkable" community that provides safe and comfortable pedestrian, bicycle, trolley and other environmentally-friendly modes of community mobility that also will reduce Greenhouse gas emissions, improve air quality, and encourage outdoor fitness initiatives to promote a healthier City and healthier residents;
 - (d) Reduce waste sent to landfills and increase utilization of recycling programs;
 - (e) Provide for disaster mitigation strategies;
 - (f) Maintain public access to our beaches and waterfronts using environmentally sensitive design;

- (g) Implement land development regulations that protect our waterways, Gulf beaches and Gulf waters from pollutants and debris that can harm natural resources including plant and species habitats;
 - (h) Continue efforts to protect the sea turtle and preserve its habitat by maintaining and improving sea turtle protection regulations;
 - (i) Demonstrate the community's commitment to environmental stewardship and social responsibility.
- (8) Residents have expressed a need and desire for a safer community through redevelopment of aging, functionally obsolete and vacant properties to:
- (a) Reduce crime and vagrancy; and
 - (b) Replace older structures and buildings with new construction that meets current Building Code standards and FEMA flood protection regulations to maximize protection from both wind and flood damage caused by hurricanes and tropical cyclones.
- (9) Residents have expressed a need and desire to improve the safety, traffic flow and appearance of Gulf Boulevard that is the primary and most visible corridor through our community by:
- (a) Improving pedestrian and bicycle safety;
 - (b) Improving the appearance as well as protecting the community from storm damage by placing overhead utilities underground;
 - (c) Improving traffic flow by reducing curb cuts and installing intelligent traffic flow devices; and
 - (d) Creating a visually appealing boulevard worthy of a quality residential and resort community.
- (10) Residents strongly object to more high-rise residential development throughout the City, that if permitted to continue will replace most, if not all, temporary lodging facilities, adversely impact our economy, commercial diversity, as well as diminish public beach and waterfront access. The impact, if permitted to continue under the City's 1998 Comprehensive Plan, will forever change the character and heritage of our City. Historically, the City has been a quality residential community complemented by resorts and supported by a tourist-based economy where residents and visitors for more than 50 years have lived and played in harmony with one another, but many realize that legacy is in jeopardy if corrective regulatory action is not taken.

It is the intent of this Comprehensive Plan amendment, prepared by residents, community leaders, and business as well as hotel owners in an extensive collaborative effort, to address these desires, concerns and objections as expressed by the residents.

This Comprehensive Plan amendment establishes a Community Vision based upon four major Initiatives, a Green Mission Statement, and a Community Redevelopment District that forms the basis of a long-range redevelopment plan for the City's core commercial and resort areas.

This redevelopment plan has several additional components necessary to effectuate the overall redevelopment effort including a Countywide Future Land Use Plan amendment, a Ch. 163 Community Redevelopment Plan and implementing land development regulations that will pursue the stated redevelopment goals with tightly controlled density and design standards.

The City and its residents will benefit from a Redevelopment Trust Fund established pursuant to F.S. § 163.387 as may be authorized by Pinellas County that will provide capital infrastructure, public improvements and amenities that will improve the safety, services to, and beauty of the City.

C. Definitions

The definitions set forth below are terms used in this Comprehensive Plan.

- 1) **Affordable and Workforce Housing** means monthly rents or monthly mortgage payments including taxes, insurance, and utilities do not exceed 30 percent (30%) of that amount which represents the percentage of the median adjusted gross annual income for the households, not to exceed 100% of median adjusted gross income for households within the metropolitan statistical area (MSA).
- 2) **American Association of Retired Persons (AARP) Age-Friendly Community Initiative** means an initiative to help foster policies and programs that make neighborhoods walkable, feature transportation options, enable access to key services, provide opportunities to participate in community activities, and support housing that's affordable and adaptable for aging populations.
- 3) **Americans with Disabilities Act of 1990 (ADA)** is a civil rights law that prohibits discrimination against individuals with disabilities in all areas of public life, including jobs, schools, transportation, and all public and private places that are open to the general public. The purpose of the law is to make sure that people with disabilities have the same rights and opportunities as everyone else. It guarantees equal opportunity for individuals with disabilities in public accommodations, employment, transportation, state and local government services, and telecommunications.
- 4) **Base Flood Elevation** as used herein means that elevation above grade level established by the Federal Emergency Management Agency and implemented by State, County, and local laws, codes and ordinances, above which height for a building is measured.
- 5) **Basis of Review (BOR)** refers to the procedures and criteria used by the Southwest Florida Water Management District in the review of environmental resource permit applications, as defined in the District's *Environmental Resource Permitting Information Manual Part B – Basis of Review* (Effective 12-29-11) and pursuant Chapter 40D-4, 40, and 400, F.A.C., as amended.
- 6) **Beach Management Regulations** refer to the City's standards and regulations regarding coastal protection and conservation, pursuant Division 25 of the Land Development Code, as amended.
- 7) **Capital Improvements Element** means one element out of eleven (11) elements that comprise the City's Comprehensive Plan. It establishes the goals, objectives, and policies designed to guide the City in considering the need for and location of public facilities in order to encourage the efficient use of facilities.
- 8) **Character District** within the context of this Plan means one of eleven (11) sub-districts or sub-areas that together form the Special Planning Areas as a whole. Each of these sub-districts is called a "character district" because each of these areas share a common character that needs to be revitalized, enhanced or modified to achieve the community goals of quality residential living complemented by resorts and supported by a tourist-based economy. Each character district has its own unique mini-master plan that will fit into the larger framework established within one of two Redevelopment Districts - either the Downtown Redevelopment District or the Gulf Boulevard Redevelopment District - and ultimately support the overall goals and objectives of the Special Planning Areas. For example, the character of the Town Center Core District emphasizes pedestrian mobility over vehicular mobility and provides neighborhood and government services in a smaller-scale village-like atmosphere. This "character" is a re-creation of historical main streets that provided a core area where people gathered in a community to go to City Hall or the Post office, work, shop, dine, play, and live.

- 9) **City** means the municipality of St. Pete Beach.
- 10) **City Commission** means the duly elected governing municipal body of officials for the City of St. Pete Beach.
- 11) **Clean Industry(ies)**, also referred to as green industries, are industries that seek to minimize their negative impact on the environment by reducing greenhouse gas emissions and providing products or services involving renewable energy production, increased energy efficiency, resource conservation and/or protection, clean transportation, and fuels, and pollution prevention or environmental cleanup.
- 12) **Coastal and Conservation Element** means one element out of eleven (11) elements that comprise the City's Comprehensive Plan. It establishes the goals, objectives, and policies that strive to maintain, restore, enhance, and management the City's coastal environment and resources.
- 13) **Coastal Construction Control Line (CCCL)** means a line of jurisdiction, defining the landward limit of the Florida Department of Environmental Protection's authority to regulate construction.
- 14) **Coastal High Hazard Area (CHHA)** means an area particularly vulnerable to the effects of coastal flooding from storm events and is defined by section 163.3178(2)(h)9, Florida Statutes, as the area below the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model.
- 15) **Community Development Block Grant (CDBG)** means funding from the U.S. Department Housing and Urban Development that provides annual grants to support community development activities to building stronger and more resilient communities by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low- and moderate-income persons.
- 16) **Comprehensive Plan** means the plan required by Chapter 163, Florida Statutes, to manage development and redevelopment within the City limits in a manner that is consistent with County and State policies, provides for intergovernmental coordination, provides for the uses of land, coordinates the timing and provision of adequate infrastructure systems and facilities, establishes environmental, conservation, recreation and open space policies, and establishes housing policies that ensures among other things safety, density varieties, historic preservation, and affordable housing mitigation. The St. Pete Beach Comprehensive Plan contains eleven (11) elements that must be consistent with each other in achieving the overall goals, policies and objectives of the Comprehensive Plan, including the following elements: (1) Preface; (2) Future Land Use; (3) Transportation; (4) Housing; (5) Infrastructure; (6) Coastal and Conservation; (7) Recreation and Open Space; (8) Capital Improvements; (9) Intergovernmental Coordination; (10) Public School Facilities; and (11) Private Property Statement of Rights.
- 17) **Concurrency Management Statement** means the impact statement which is a report or study that identifies, resolves, and eliminates negative or adverse impacts on existing and future city systems and facilities. These impacts can include the effect a proposed development may have on solid waste; police, fire and emergency medical services; wastewater and water; traffic; and the municipal tax base.
- 18) **Countywide Plan or The Countywide Plan for Pinellas County** is a document created with input from the 25 local governments (cities, towns, and the unincorporated County) within Pinellas County. It establishes general rules for land use and includes a Countywide Plan Map designating where

certain types of development can occur within the county. Local governments are required to maintain Comprehensive Plans that are consistent with the Countywide Plan.

- 19) **Crime Prevention Through Environmental Design (CPTED)** is a multi-disciplinary approach of crime prevention that uses urban and architectural design and the management of built and natural environments. CPTED strategies aim to reduce victimization, deter offender decisions that precede criminal acts, and build a sense of community among inhabitants so they can gain territorial control of areas, reduce crime, and minimize fear of crime.
- 20) **Density** means the number of residential or temporary lodging units allowed per acre of developable land. For example: If 15 units per acre is the density allowed on a two-acre parcel of land, a total of 30 units are permitted. Pursuant Division 2 of the St. Pete Beach Land Development Code, the calculation of density does not include land devoted to public rights-of-way, submerged lands and lands seaward of the State of Florida Coastal Construction Control Line.
- 21) **Density Pool** means a finite quantity of temporary lodging or residential units allocated for specified districts in the Comprehensive Plan that may allow a property to be developed with additional units than would be otherwise permitted or conditionally permitted under the property's district regulations.
- 22) **Development** means the carrying out of any building activity having the effect of the development of land.
- 23) **Development Site/Building Site** means an area of land or contiguous areas of land assembled or combined for a unified development, for the purposes of calculating density and intensity.
- 24) **Federal Emergency Management Agency (FEMA)** means the Federal agency that coordinates the Federal government's role in preparing for, preventing, mitigating the effects of, responding to, and recovering from all domestic disasters, whether natural or man-made, including acts of terror.
- 25) **Floor Area Ratio (FAR)** means the total amount of gross building square footage on a building site in relation to the total square footage of the building site, expressed as a ratio. For example: a one-acre parcel with a 1.0 floor area ratio equals 43,560 square feet of building space.
- 26) **Florida-Friendly Landscaping™ (FFL)** means quality landscapes that conserve water, protect the environment, are adaptable to local conditions, and are drought tolerant. The principles of such landscaping include planting the right plant in the right place, efficient watering, appropriate fertilization, mulching, attraction of wildlife, responsible management of yard pests, recycling yard waste, reduction of stormwater runoff, and waterfront protection. Additional components include practices such as landscape planning and design, soil analysis, the appropriate use of solid waste compost, minimizing the use of irrigation, and proper maintenance.
- 27) **Florida Green Building Coalition (FGBC)** is a nonprofit Florida corporation that administers the statewide Green Building Program, provides green building standards, provides educational resources on sustainable development and green building practices, and certifies qualified buildings, developments, and local government policies.
- 28) **Forward Pinellas** is Pinellas County's land use and transportation planning agency. The agency serves as both the Pinellas Planning Council and the Pinellas County Metropolitan Planning Organization (MPO). In its role as the Pinellas Planning Council, the agency acts as the Countywide Planning Authority and provides policy advice and recommendations to the Board of County Commissions. In its role as the Pinellas County MPO, the agency develops plans, policies, and

priorities that guide local decision-making on land use and transportation issues. The agency's principal responsibilities include maintaining the Countywide Plan and Countywide Rules Map and developing a 20-year Long-Range Transportation Plan (LRTP), a five-year Transportation Improvement Program (TIP), and a two-year Unified Work Program.

- 29) **Future Land Use Element (FLUE)** means one element out of eleven (11) elements that comprise the City's Comprehensive Plan. It establishes the goals, objectives, and policies for the use of land to manage future growth and redevelopment in accordance with the City's vision for its future. The FLUE establishes both the Future Land Use Plan and the Future Land Use Map (FLUM).
 - a. The Future Land Use Plan defines and describes the land use plan categories, establishes the goals, objectives, and policies, designates primary and secondary uses permitted in each land use plan category, and establishes density and intensity standards. In, height and density standards are established that shall not be exceeded.
 - b. The Future Land Use Map (FLUM) is a graphic depiction of the location and boundaries of each of the land use designations including the Special Planning Areas and each character district within the Special Planning Areas.
- 30) **Goal** means the long-term end toward which programs or activities are ultimately directed. (F.S. § 163.3164(19))
- 31) **Green Building**, as defined by the Florida Green Building Coalition, means a building that incorporates multiple environmental, ecological, and sustainability features to reduce environmental degradation throughout its life cycle considerably more than a building that minimally meets state and local building standards.
- 32) **Green Business(es)**, also referred to as sustainable businesses, are businesses that seek to minimize their negative effect on the environment through the implementation of sustainable operating procedures, product and material sourcing, labor practices, resource consumption.
- 33) **Green Infrastructure** means a stormwater management approach defined as the range of measures that use plant or soil systems, permeable pavement or other permeable surfaces or substrates, stormwater harvest and reuse, or landscaping to store, infiltrate, or evapotranspire stormwater and reduce flows to sewer systems or to surface waters. Green infrastructure reduces and treats stormwater at its source while delivering environmental, social, and economic benefits.
- 34) **Green Practices** refers to procedures, strategies, and technologies that support long-term environmental sustainability, including but not limited to: protecting and conserving water resources, protecting, conserving, and restoring the beach dune system and coastal habitat, constructing energy efficient buildings, using Florida-Friendly landscaping materials and design, recycling construction materials and debris, reducing waste and pollutant run-off, reducing the urban heat island effect, and reducing greenhouse gas emissions.
- 35) **Green Practices Program** refers to the City's pilot program that provides requirements and incentives for new construction, major renovation, land development or redevelopment to become certified by the FGBC, FDEP Green Lodging Program, and/or achieve LEED™ certification or Energy Star certification.
- 36) **Hazardous Waste** means materials which are identified by federal and state agencies as posing a substantial health or safety threat.

- 37) **Height** means the vertical distance measured from the minimum base flood elevation to the highest point of a flat roof, to the deck of a mansard roof or to the average height between the plate and the ridge of gable or hipped roofs, not including spires, belfries, cupolas, personal television antennae, water tanks, ventilators, chimneys, antennas, elevator shafts, mechanical rooms or other non-habitable areas. Such non-habitable architectural or mechanical features shall not extend more than ten feet above the eave line of a gable, mansard or hipped roof or the highest point of a flat roof, not including a parapet.
- 38) **HOME Investment Partnerships Program (HOME)** means the program administered through the U.S. Department of Housing and Development that provides grants to states and localities to fund a wide range of activities including building, buying, and/or rehabilitating affordable housing for rent or homeownership or providing direct rental assistance to low-income people. It is the largest federal block grant to state and local governments designed exclusively to create affordable housing for low-income households.
- 39) **Housing Element** means one element out of eleven (11) elements that comprise the City's Comprehensive Plan. It establishes the goals, objectives, and policies that strive to provide a variety of housing types to serve permanent and seasonal residents.
- 40) **Hurricane Preparedness Plan** is a written document maintained by the City that outlines principles for hazard mitigation and protection of human life against the effects of a hurricane. The plan provides hurricane response related information to both City staff and the public, which includes evacuation information and procedures, evacuation shelter and pick-up locations, preparedness information, procedures for boat and marina owners, and other resources.
- 41) **Impact Fee(s)** means a monetary exaction, adopted by the City at a specified rate, as a condition of or in connection with approval of a development project for the purpose of defraying all or some of the City's cost or repaying costs previously expended from other City funds to finance capital facilities and improvements and maintain levels of service.
- 42) **Impervious Surface Ratio (ISR)** means the measurement in square footage of a building site covered by hard-surfaced area that prevents the absorption of water into the ground divided by the gross square footage of the building site, excluding land Gulfward of the Florida Coastal Construction Control Line, expressed as a ratio. For example: if the plan requires a maximum 0.70 ISR that means that at least 30% of the parcel must be landscaped or otherwise maintained as open space that allows water to penetrate the ground surface (i.e., grass, sand, gravel). ISR shall be calculated on the basis of those portions of the site which are landward of the Florida Coastal Construction Control Line.
- 43) **Infrastructure Element** means one element out of eleven (11) elements that comprise the City's Comprehensive Plan. It establishes the goals, objectives, and policies that address the provision of and acceptable Level of Service (LOS) standards for urban services such as potable water, sanitary sewer (wastewater), and solid waste.
- 44) **Infrastructure Study** as used herein refers to the evaluation of potential impact relative to the nature, size, type, and location of the proposed development project or land use amendment application.
- 45) **Infrastructure Systems and/or Facilities** as used herein means sanitary sewer, solid waste, potable water, reclaimed water, storm water drainage road systems, recreation, and school facilities.

- 46) **Intensity** means the amount or magnitude of use allowed on a site. It is typically measured by floor area ratio and/or impervious surface ratio.
- 47) **Intergovernmental Coordination Element** means one element out of eleven (11) elements that comprise the City's Comprehensive Plan. It establishes the goals, objectives, and policies that guide the City in coordinating its Comprehensive Plan with the plans of neighboring municipalities, Pinellas County, the Pinellas County School Board, the Southwest Florida Water Management District, and other relevant local, regional, and state agencies.
- 48) **Land Development Code (LDC)** means ordinances and regulations enacted by the City of St. Pete Beach City Commission that regulate any aspect of development.
- 49) **Large-Scale Temporary Lodging Development** as used herein means a development or redevelopment of a buildable site that is: (1) three acres or larger in size or greater; and (2) may also include secondary commercial uses as permitted in the Land Development Code.
- 50) **Leading Pedestrian Intervals (LPI)** are a 3 to 7 second head start given to pedestrians when entering an intersection with a corresponding green signal in the same direction of travel. LPIs enhance visibility of pedestrians and reinforce their right-of-way overturning vehicles, especially in locations with a history of conflict.
- 51) **Leadership in Energy and Environmental Design (LEED™)** is a third-party certification program operated by the United States Green Building Council (USGBC). LEED™ is a voluntary, consensus-based standard in the United States to develop high-performance, sustainable buildings. LEED™ provides a complete framework for assessing building performance and meeting sustainability goals.
- 52) **Level of Service (LOS)** means an indicator of the extent or degree of service provided by, or proposed to be provided by, a facility based on and related to the operational characteristics of the facility. Level of service shall indicate the capacity per unit of demand for each public facility.
- 53) **Mixed Use Development** as used herein means a development on a building site that may combine residential, temporary lodging commercial, and/or office uses and may contain one or more buildings. Specific limitations regarding the combination of the types of uses, minimum parcel sizes, as well as density and intensity of mixed use development is established in each character district where permitted.
- 54) **Multi-Family Residential Use** means development that contains a single building with three or more residential dwelling units that may be eligible for homestead status, shall not be occupied on a temporary basis and is intended to be occupied as a permanent residential home. Multifamily residential uses may have a fee-simple ownership scheme such as a townhome or may have a residential condominium ownership scheme.
- 55) **Multimodal Transportation System** means a well-connected network of transportation modes reflecting a high level of accessibility between modes, including pedestrian, bicycle, and transit, if available, and proximity to supportive land use patterns. (F.S. § 163.3177(6)(a), 343.91(1)(i))
- 56) **Neighborhood Stabilization Program (NSP)** means the grant program administered by the U.S. Department of Housing and Development that provides emergency assistance to stabilize communities with high rates of abandoned and foreclosed homes, and to assist households whose annual incomes are up to 120 percent of the area median income. As of April 2021, no additional funds have been appropriated by the U.S. Congress for this program.

- 57) **Non-point Source (NPS)** means any source of water pollution that does not meet the legal definition of "point source" in section 502(14) of the Clean Water Act. NPS pollution generally results from land runoff, precipitation, atmospheric deposition, drainage, seepage, or hydrologic modification. Unlike pollution from industrial and sewage treatment plants, NPS pollution comes from many diffuse sources and is caused by rainfall or snowmelt moving over and through the ground.
- 58) **Objective** means a specific, measurable, intermediate end that is achievable and marks progress toward a goal. (F.S. § 163.3164(34))
- 59) **Open Space** means any open piece of land that is largely undeveloped and is accessible to the public or that is reserved for passive use. Passive, as applied to open space, means low-impact activities such as walking, jogging, sitting, picnicking, or similar activities that typically require no organization, specialized facilities, and/or team sporting equipment. Open space can include but is not limited to:
- Beaches and shores;
 - Green space (land that is partly or completely covered with grass, trees, shrubs, or other vegetation). Green space includes parks, community gardens, and cemeteries;
 - Playgrounds;
 - Public seating areas;
 - Public plazas;
 - Vacant lots;
 - Street ends.
- 60) **Outstanding Florida Waters** means waters designated by the Environmental Regulation Commission that are of such exceptional recreational or ecological significance that water quality should be maintained and protected under all circumstances, other than temporary lowering and the lowering allowed under Section 316 of the Federal Clean Water Act (Sec. 62-302.200(26), Florida Administrative Code).
- 61) **Pavement Condition Index (PCI)** is a numerical index between 0 and 100, which is used to indicate the general condition of a pavement section as standardized by ASTM D6433-11.
- 62) **Peril of Flood** refers to flood risks related to high-tide events, storm surge, flash floods, stormwater runoff, and sea-level rise.
- 63) **Pinellas County and Boca Ciega Bay Aquatic Preserves Management Plan (FDEP, 2018)** means the aquatic preserve management plan published by the Florida Coastal Office of the Florida Department of Environmental Protection for the Pinellas County and Boca Ciega Bay aquatic preserves, as required by Section 18-20.013 of the Florida Administrative Code. The Pinellas County and Boca Ciega Bay Aquatic Preserves Management Plan identifies local and regional issues affecting the resource protection of aquatic preserves and contains goals, objectives, integrated strategies, and performance measures to address those issues.
- 64) **Pinellas County Public Schools Interlocal Agreement** means the agreement made and entered into between Pinellas County, the municipalities of Clearwater, Dunedin, Gulfport, Largo, Madeira Beach, Oldsmar, Pinellas Park, Safety Harbor, Seminole, St. Petersburg, St. Pete Beach, and Tarpon Springs, and the Pinellas County School Board, that jointly establishes the specific ways in which the plans and processes of the district school board and local governments are to be

coordinated, as required by Part II of Chapter 163, Florida Statutes. The Public Schools Interlocal Agreement must address, at minimum, the issues outlined by F.S. § 163.31777(2).

- 65) **Pinellas County School Board (PCSB)** is the governing body of the Pinellas County School District, responsible for the control, operation, organization, management, and administration of all free public schools in the school district (F.S. § 1001.32(2)).
- 66) **Pinellas County School District (PCSD)**, also known as Pinellas County Schools, is the district school system for Pinellas County that includes all public schools, classes, and courses of instruction within Pinellas County, including magnets, career academies, and adult education centers.
- 67) **Pinellas Suncoast Transit Authority (PSTA)** is Pinellas County's public transit provider.
- 68) **Pinellas Schools Collaborative** is a group created by the Pinellas County Public School Interlocal Agreement to oversee the implementation of the Interlocal Agreement. The Collaborative consists of two appointed School Board members and one elected representative from each of the other parties entered into the Agreement.
- 69) **Point Source** means any discernible, confined, and discrete conveyance, including but not limited to any pipe, ditch, channel, tunnel, conduit, well, discrete fissure, container, rolling stock, concentrated animal feeding operation, or vessel or other floating craft, from which pollutants are or may be discharged. This term does not include agricultural stormwater discharges and return flows from irrigated agriculture as defined by the Environmental Protection Agency (EPA).
- 70) **Policy** means the way in which programs and activities are conducted to achieve an identified goal. (F.S. § 163.3164(37))
- 71) **Primary Uses** means a principal use identified under the use characteristics of each land use category. Primary uses are those which the category is primarily designed to accommodate.
- 72) **Private Property Rights Element** means one element out of eleven (11) elements that comprise the City's Comprehensive Plan. It establishes the goals, objectives, and policies that strive to ensure judicially acknowledged and constitutionally protected private property rights are considered in local decision-making pursuant F.S. § 163.3177(3)(i).
- 73) **Public Facility(ies)** means major capital improvements, including transportation, sanitary sewer, solid waste, drainage, potable water, educational, emergency medical, fire, law enforcement, parks and recreational facilities. (F.S. § 163.3164(39), 163.31801(3)(b))
- 74) **Public School Facilities Element** means one element out of eleven (11) elements that comprise the City's Comprehensive Plan. It establishes the goals, objectives, and policies that guide the City in collaborating and coordinating with the Pinellas County School District, Pinellas County School Board, and its partner local governments in regard to the siting, improvement, and Level of Service standards for public school facilities.
- 75) **Racket Sports**, as used herein, shall refer to any sport in which players use a racket or paddle to hit a ball or other object, such as tennis or pickleball.
- 76) **Recovery Task Force** is a group consisting of the City Emergency Management Coordination, the Building and Inspection Department, and other members as appointed by the City Commission, to

provide preliminary damage assessments and direct post-disaster recovery and redevelopment activities.

- 77) **Recreation and Open Space Element** means one element out of eleven (11) elements that comprise the City's Comprehensive Plan. It establishes the goals, objectives, and policies that strive to promote the provision, protection, and maintenance of public and private recreation and open space.
- 78) **Recreational and commercial working waterfront** means a parcel or parcels of real property that provide access for water-dependent commercial activities or provide access for the public to the navigable waters of the State. Recreational and commercial working waterfronts require direct access to or a location on, over, or adjacent to a navigable body of water. The term includes water-dependent facilities that are open to the public and offer public access by vessels to the waters of the State or that are support facilities for recreational, commercial, research, or governmental vessels. These facilities include docks, wharfs, lifts, wet and dry marinas, boat ramps, boat hauling and repair facilities, commercial fishing facilities, boat construction facilities, and other support structures over the water.
- 79) **Recreation Space** means land that is dedicated to leisure and active infrastructure and activities. Active, as applied to recreation or parks, means high-impact activities or team sports such as football, softball, baseball, basketball, soccer, disc golf, lawn bowling, and swimming, or similar activities that typically require organization, specialized facilities, and/or team sporting equipment. This can include but is not limited to:
- Tennis, basketball, pickleball, and shuffleboard courts;
 - Fitness playground;
 - Public pool;
 - Baseball, softball, and soccer fields.
- 80) **Redevelopment** means the conversion, relocation, reconstruction, structural alteration, or enlargement of any existing building and/or use.
- 81) **Residential Dwelling Unit** means any building or portion thereof designed, occupied or intended for occupancy as a complete, independent living facility, including permanent full provisions for sleeping, eating, cooking and sanitation.
- 82) **Resort Condominium or Condominium Hotel** means any unit or group of units in a condominium, cooperative, or vacation ownership, that is designed, operated, and used for temporary lodging use and is used for temporary occupancy.
- 83) **Road Classification** means the categories of roads as defined by the United States Federal Highway Administration. These categories include arterial, collector, and local roads.
- a. Arterial road classifications are given to roadways with the greatest capacity and regional connectivity.
 - b. Collector road classifications are given to roadways that connect arterial roadways to local roadways and smaller neighborhoods.
 - c. Local road classifications are given to roadways that have lower capacity and slower speeds that serve residential and local commercial uses.
- 84) **Safe Streets Pinellas** is a resolution developed and adopted by Forward Pinellas and signed by 21 of the 25 local governments within Pinellas County, documenting a shared commitment to reduce the number of fatalities and serious injuries resulting from traffic accidents in Pinellas County. Safe

Streets Pinellas includes a Strategic Action Plan, which presents recommendations for improving safety along the County's roadways and helps inform Forward Pinellas's transportation project prioritization process.

- 85) **Secondary Uses** means an auxiliary use, identified under the use characteristics of each land use category. Secondary uses are those which the category is secondarily designed to accommodate.
- 86) **State Housing Initiatives Partnership (SHIP)** means the program administered by Florida Housing that provides funding to eligible local governments as an incentive to create partnerships that produce and preserve affordable homeownership and multifamily housing. The program was designed to serve very low-, low-, and moderate-income families.
- 87) **Southwest Florida Water Management District (SWFWMD)** is the regional water supply authority for Citrus, DeSoto, Hardee, Hernando, Hillsborough, Manatee, Pasco, Pinellas, Sarasota and Sumter Counties, as well as portions of Charlotte, Highlands, Lake, Levy, Marion and Polk Counties, enabled by Part VII of Chapter 373, Florida Statutes. SWFWMD manages the water resources for west-central Florida with the goal of meeting the water needs of current and future water users while protecting and preserving the water resources within the district.
- 88) **Species of Special Status** means flora and fauna species that are classified as endangered, rare, Species of Special Concern, or threatened.
- 89) **Statewide Regional Evacuation Study for Tampa Bay (2020)** provides a series of technical reports, analyses, and information related to the region's evacuation population estimates, evacuation clearance times, public shelter demand, and emergency management procedures. The study is produced by the Florida Division of Emergency Management, Department of Economic Opportunity, and the Department of Transportation in coordination with the Tampa Bay Regional Planning Council.
- 90) **Sustainable Street Design** means incorporating criteria into the design of streets that responds to the social, physical, and natural environment surrounding the street to create a more accessible, resilient, efficient, and safe transportation network. Sustainable street design principles may include (but are not limited to) providing infrastructure to accommodate less-polluting and non-polluting transportation modes, Florida-friendly landscaping, stormwater management solutions, or maximizing pavement reflectivity to reduce the urban heat island effect.
- 91) **Tampa Bay Area Regional Transit Authority (TBARTA)** refers to the body politic and corporate, and agency of the State of Florida created by Part V of Chapter 343, Florida Statutes, covering the five-county area comprised of Hernando, Hillsborough, Manatee, Pasco, and Pinellas Counties, and any other county that is party to an agreement of participation (F.S. § 343.91(1)(a)). TBARTA works to advance regional transportation needs for the aforementioned counties and develops and maintains a regional transit development plan.
- 92) **Tampa Bay Estuary Program Comprehensive Conservation and Management Plan (CCMP)** is a community blueprint for action to sustain progress in the restoration of Tampa Bay over a 10-year planning horizon. The CCMP outlines 39 strategic actions to address historical challenges facing the Bay, such as reducing nutrient pollution and habitat restoration, as well as new or emerging concerns such as the impacts of climate change.
- 93) **Tampa Bay Regional Planning Council (TBRPC)** is an association of local governments and gubernatorial representatives from the Tampa Bay region's six counties, Citrus, Hernando,

Hillsborough, Manatee, Pasco, and Pinellas, and twenty-one municipalities created by Chapter 186 of the Florida Statutes. The TBRPC is legally required to develop, maintain, and adopt a Strategic Regional Policy Plan that addresses affordable housing, economic development, emergency preparedness, natural resources of regional significance, and regional transportation (F.S. § 186.507). The TBRPC also reviews local government comprehensive plans for consistency with the State Comprehensive Plan and strategic regional policy plan (F.S. § 186.505).

- 94) **The Tampa Bay Catastrophic Plan** is a plan produced by the Tampa Bay Regional Planning Council in coordination with the Florida Department of Emergency Management and regional County Emergency Management Agencies that addresses the challenges of response and recovery during a catastrophic event in the Tampa Bay area. The plan focuses on the procedures, communication channels, and coordination strategies necessary to rapidly request, receive, and administer critical resources post-event.
- 95) **Tampa Bay Water (TBW)** is a non-profit, special district of the State of Florida created to plan, develop, and deliver a high-quality drinking water supply to Hillsborough, Pasco, and Pinellas Counties and protect regional water supply sources.
- 96) **Temporary Lodging Facility** means a building, development, or facility wholly made up of temporary lodging units.
- 97) **Temporary Lodging Unit** means an individual unit or suite of rooms with a temporary lodging use designed and offered for temporary occupancy. These temporary lodging units shall not be eligible for homestead status and shall not be occupied or function as a permanent residential dwelling. Temporary lodging units shall not qualify or be used for home occupational licensing.
- 98) **Temporary Lodging Use** means a property that has an existing or permitted structure containing one or more temporary lodging units. A temporary lodging use shall be further classified herein as required by the LDC as a hotel, motel, bed & breakfast inn, or resort condominium. In determining whether a property is developed as a temporary lodging use containing temporary lodging units intended for temporary occupancy, such determination shall be made without regard to form of ownership of the property or unit. A temporary lodging use may include accessory uses such as recreational facilities, restaurants, bars, personal service uses, retail uses, meeting spaces, fitness centers, spa facilities, parking structures, workforce living accommodations, and other ancillary uses commonly associated with temporary lodging uses.
- 99) **Temporary Occupancy** for purposes of temporary lodging use as used in the Special Planning Areas means occupancy of a temporary lodging unit that is offered, advertised, or occupied on a temporary basis for thirty (30) consecutive days or less for temporary lodging guests and no more than thirty (30) days cumulatively on an annual basis for a resort condominium unit owner. These occupancy and operational limitations shall apply to all temporary lodging uses permitted within the Special Planning.
- 100) **Transportation Demand Management (TDM)** the implementation of low-cost strategies to help reduce the demand for transportation facilities by encouraging alternatives to the single-occupant vehicle and by altering local peak hour travel demand. TDM strategies focus on behavioral changes rather than facility improvement and may include ridesharing programs, public transportation, flexible work hours, telecommuting, shuttle services and parking management.
- 101) **Transportation Element** means one element out of eleven (11) elements that comprise the City's Comprehensive Plan. It establishes the goals, objectives, and policies that guide the City in creating

a safe, convenient multimodal transportation system that is coordinated with the Future Land Use Map and designed to support all elements of the Comprehensive Plan.

- 102) **Transportation Management Plan (TMP)** a transportation management plan (TMP) is required for development projects that add a significant number of new vehicular trips to roads with high levels of traffic congestion. A TMP can include strategies such as trail, sidewalk, bus stop and intersection improvements, trip reduction programs such as vanpooling or telecommuting, and provision of traditional design features.
- 103) **U.S. Green Building Council (USGBC)** refers to the national non-profit organization that promotes sustainable building design and administers the LEED™ program.
- 104) **V-Zone(s)**, also known as Coastal High Hazard Areas, are parts of the coastal special flood hazard area that have a 1% or greater chance of flooding and can receive wave heights larger than 3 feet during a base flood event. Structures in V-Zones are subject to stricter building requirement because of the higher risk of damage from strong waves.
- 105) **Vacation of Right-of-Way** means the transfer of all or a portion of public right-of-way to private ownership of a contiguous parcel of land.
- 106) **Vision Zero** is an international initiative that seeks to eliminate all traffic fatalities and injuries while increasing safety, healthy, and equitable mobility for all road users. *Safe Streets Pinellas* is Pinellas County's implementation plan for the Vision Zero effort.
- 107) **Water Shortage Mitigation Plan** refers to Tampa Bay Water's plan for identifying and responding to water supply shortages caused by hydrologic drought conditions.
- 108) **Watershed Management Master Plan (WMMP)** refers to the plan developed and maintained by the City that analyzes the combined effects of existing and new development and redevelopment on the City's drainage system, outlines a plan of action to address current and expected deficiencies, and incorporates strategies and principles for resiliency efforts that consider the risk of peril of flood.
- 109) **Wholesale Wastewater Agreement** refers to the City's agreement for wholesale wastewater service with City of St. Petersburg to receive and treat the City's wastewater, effective November 29, 2001.
- 110) **Zoning Map** means the map showing the allowed uses of real property in certain areas, as established by the City of St. Pete Beach Land Development Code.



FUTURE LAND USE ELEMENT 2





GOAL 1:

Ensure that the residential character of the City is maintained and protected while:

- a. Maximizing the potential for economic benefit resulting from the tourist trade and the enjoyment of natural and man-made resources by residents and visitors alike;
- b. Minimizing the threat to health, safety, and welfare posed by hazards, nuisances, incompatible land uses, and environmental degradation; and
- c. Maintaining the community's recreational resources, open spaces, and beaches.

Objective 1.1

The integrity and quality of life throughout the City, including existing residential neighborhoods, as well as core commercial and resort areas, will be maintained and encouraged to be improved or redeveloped to enhance neighborhood character through the enforcement of the Land Development Code in accordance with the Future Land Use Element and the Countywide Plan.

Policy 1.1.1

The following land use categories, including the stated residential densities and non-residential intensities of use standards, as administered through the Land Development Code, shall be adopted for the City:



Table 1. Future Land Use Categories, Maximum Density and Intensity, and Corresponding Countywide Plan Map Category

FUTURE LAND USE CATEGORY ¹	MAXIMUM DENSITY (PER ACRE)		MAXIMUM INTENSITY		COUNTYWIDE PLAND MAP CATEGORY
	RESIDENTIAL UNITS	TEMPORARY LODGING UNITS	FAR	ISR	
Residential Urban (RU)	7.5	0	N/A	N/A	RLM
Residential Low Medium (RLM)	10.0	0	N/A	N/A	RLM
Residential Medium (RM)	15.0	0	N/A	N/A	RM
Residential High (RH)	30.0	0	N/A	N/A	RH
Resort Facilities Medium (RFM)	18.0	30.0	0.65	0.85	R
Residential/Office/Retail (R/O/R)	18.0	15.0	0.40	0.85	R&S
Residential/Office General (R/OG)	15.0	0.0	0.50	0.75	O
Resort Facilities Overlay (RFO)	See Underlying Category	167% of Residential Units	See Underlying Category		R
Commercial General (CG)	24.0	40.0	0.55	0.90	R&S
Special Planning Area 1 (SPA-1)	See Attachment 2				AC
Special Planning Area Eighth Avenue (SPA-EA)	24.0	50.0	1.0 (Single Use) / 1.5 (Mixed-Use)	0.90	AC
Preservation (P)	0.0	0.0	0.10	0.20	P
Recreation/Open Space (R/OS)	0.0	0.0	0.25	0.60	R/OS
Institutional (I)	12.5	0.0	0.65	0.85	P/SP
Transportation/Utility (T/U)	0.0	0.0	0.70	0.90	P/SP

¹ See Attachment 1 for additional information regarding the City's Future Land Use Categories



Policy 1.1.2

The City shall, through the Land Development Code, encourage a balanced land use mix providing a variety of housing styles, densities, and open space.

Policy 1.1.3

The City shall, whenever possible, ensure that opportunities are available for all citizens to purchase or rent decent, safe, and sanitary housing which they can afford, free from arbitrary discrimination because of race, gender, ability, ethnic background, marital status, or household composition.

Policy 1.1.4

Through the enforcement of the Land Development Code, existing residential areas shall be protected from the encroachment of incompatible uses; likewise, other land use areas shall be protected from the encroachment of incompatible residential uses.

Policy 1.1.5

The conservation, maintenance, and rehabilitation of existing residential areas shall be encouraged through provisions maintained in the Land Development Code and other applicable City codes.

Policy 1.1.6

Existing, as of the effective date of this Comprehensive Plan, permanent residential dwellings and existing temporary lodging units shall be exempt from the density requirements.

Policy 1.1.7

All temporary lodging units shall be prohibited from conversion to permanent residential dwelling units that exceed the maximum permitted density and intensity standards applicable to the property.

Policy 1.1.8

No temporary lodging unit shall be occupied as a residential dwelling unit. Temporary lodging uses within Special Planning Area 1 shall not be occupied for more than 30 consecutive days by the same temporary lodging unit guest or more than 30 days cumulatively on an annual basis for a resort condominium unit owner. The 30 days is measured beginning on the first day of any occupancy until 365 days from that date. The City may require affidavits of compliance with this policy from each temporary lodging use and/or unit owner. Seller of temporary lodging unit shall be responsible for advising the purchaser of this requirement. In addition, any seller of a resort condominium project or temporary lodging unit shall be required to record a covenant in the public records of Pinellas County agreeing to said restriction prior to conveyance.

Policy 1.1.9

The Land Development Code shall maintain provisions which ensure that new residential areas are located and designed to protect life and property, as much as possible, from natural and man-made hazards such as flooding, excessive traffic, noxious odors, noise, and deterioration of structures.



Policy 1.1.10

The Land Development Code shall require buffering and open space within and/or adjacent to residential areas, as appropriate.

Policy 1.1.11

The Land Development Code shall contain minimum buffering standards which will protect single-family residential uses from new abutting residential projects developed in excess of 15 units per acre and any new abutting non-residential projects. Such buffering regulations shall contain the following minimum standards:

- a. Construction of an ornamental wall sufficient in height to provide for sound and aesthetic buffering;
- b. Minimum setback requirements; and
- c. Minimum landscaping requirements sufficient to provide visually-aesthetic shielding.

Policy 1.1.12

The City shall adopt Land Development Code 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.

Objective 1.2

All developments, other than construction of one (1) single-family or one (1) two-family residence on a single lot, shall require site plan review and approval.

Policy 1.2.1

As maintained in the Land Development Code, multifamily residential and non-residential developments shall require site plan review and approval.

Policy 1.2.2

The site plan review provisions, as maintained in the Land Development Code shall, at a minimum, address the following:

- a. Allowance for a creative approach for development or redevelopment;
- b. A requirement that more open space, if practical, be provided than that called for by the strict application of the minimum requirements of the Land Development Code;
- c. A harmonious development of the site with consideration given to the surrounding areas and community facilities, while providing for safe and efficient traffic circulation;
- d. The establishment of procedures for the granting of increased structure height not to exceed 50 feet in all areas of the City excluding Special Planning Area 1 which establishes specific height standards by use within each character district; in exchange for increased open space and decreased amounts of impervious surfaces;
- e. Procedures that would allow increased height or density above the maximum established in each character district located within Special Planning Area 1 shall be prohibited; and
- f. Other provisions as deemed appropriate by the City in keeping with the intent of the Comprehensive Plan and Land Development Code.



Objective 1.3

New commercial development shall be required to be compatible with environmental and economic resources through the enforcement of the Land Development Code.

Policy 1.3.1

Within any mixed-use development, as appropriate, proper separation and buffering between residential and non-residential land uses shall be maintained through the administration of the Land Development Code.

Policy 1.3.2

Neighborhood commercial facilities shall be located so as to serve residential areas without disrupting the residential quality of the area.

Policy 1.3.3

In order to minimize incompatibilities when residential and non-residential land uses share a common boundary, buffering shall be required, as appropriate.

Policy 1.3.4

The Land Development Code shall ensure that commercial land uses are located in a manner which ensures their compatibility with the type and scale of surrounding land uses and where existing or programmed public facilities shall not be overburdened.

Policy 1.3.5

The City shall encourage the maintenance of temporary lodging facilities in keeping with the character of the community.

Policy 1.3.6

The conversion or development of temporary lodging units for use as permanent residential dwellings shall be prohibited within the Resort Facilities Medium land use categories.

Policy 1.3.7

The City shall, through the Land Development Code, enhance safety by providing adequate off-street parking and loading areas and by separating pedestrian and vehicular traffic in commercial areas.

Policy 1.3.8

Through administration of the Land Development Code, strip commercial development that compounds traffic and land use conflicts shall be strongly discouraged.

Policy 1.3.9

The City, through administration of the Land Development Code and in cooperation with the Florida Department of Transportation (FDOT) and Pinellas County, shall minimize the amount of direct access onto major roads by controlling the number and location of curb cuts.

Objective 1.4

Consistent with this Comprehensive Plan, as amended, the City shall enhance and protect the City's character through the encouragement of redevelopment which supports an orderly and aesthetic mixture of land uses.



Policy 1.4.1

The City shall, through administration of the Land Development Code, encourage the redevelopment or rehabilitation of existing non-residential areas and uses.

Policy 1.4.2

The City shall, through administration of the LDC-Land Development Code, encourage adaptive re-use or mixed-use redevelopment incentives of commercial properties that are no longer financially-viable, where appropriate.

Policy 1.4.3

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 1.4.4

In order to ensure the continued maintenance of its residential character, the City, through administration of its Land Development Code shall encourage the rehabilitation and/or revitalization of existing residential structures.

Objective 1.5

Existing land uses or structures which are either incompatible or inconsistent with the adopted Future Land Use Element shall be deemed non-conforming as of the effective date of this Comprehensive Plan and be encouraged to be eliminated through redevelopment of such uses or structures; however, existing residential and temporary lodging use densities and intensities shall be grandfathered except when abandoned voluntarily as defined by the Land Development Code.

Policy 1.5.1

Those residential uses and structures existing as of the effective date of this Comprehensive Plan, as amended, which were built and were conforming prior to such adoption, and which are hereby rendered non-conforming, shall be considered to be grandfathered, as defined in the Land Development Code.

Policy 1.5.2

Those temporary lodging uses and structures existing as of the effective date of this Comprehensive Plan, as amended, which were built prior to such adoption, and which are hereby rendered non-conforming, shall be considered to be grandfathered, as defined in the LDC-Land Development Code.

Objective 1.6

The City shall promote the preservation and redevelopment of temporary lodging facilities.

Policy 1.6.1

The City shall implement an on-going process of assessing the status of the City's temporary lodging unit inventory through review of zoning and permitting activities.

Policy 1.6.2

The City shall, where appropriate, establish Special Planning Areas with standards that facilitate re-investment.



Policy 1.6.3

The City shall maintain provisions within the Land Development Code to ensure the continued operation of all temporary lodging units/ temporary lodging facilities with mandated operational characteristics as temporary lodging facilities principally serving tourists and business travelers, and providing for guest amenities, without regard to ownership scheme as in accordance with State law. Such operational provisions shall include limitations on the continuous duration of guest stays, and if owned as a resort condominium, an additional limitation on the annual cumulative duration of owner stays.

Objective 1.7

Consistent with this Comprehensive Plan, as amended, Level of Service (LOS) standards set forth in this Plan shall not be degraded.

Policy 1.7.1

As administered by the Land Development Code, the City shall not issue any development order (excluding Future Land Use Map or Zoning Map amendments) or building permit for any project that results in a reduction of the LOS requirements for public facilities established and adopted in this Comprehensive Plan.

Policy 1.7.2

Recognizing the limitations of the potable water supply available to serve this community, the City shall adopt by reference those applicable provisions of water conservation ordinances which may be adopted by Pinellas County or recommended by the Southwest Florida Water Management District and in accordance with Florida Green Local Government standards.

Policy 1.7.3

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 1.7.4

The City shall work with the appropriate governmental agencies in an attempt to avoid any unnecessary conflicts between highway traffic and Intracoastal Waterway traffic.

Policy 1.7.5

Public facilities and utilities shall be located so as to maximize the efficiency of services provided; to minimize their cost; and to minimize their adverse impacts on the natural environment.

Policy 1.7.6

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 adopted LOS standards are available concurrent with the impacts of the development.



GOAL 2:

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 enhance the overall environmental quality of our City.

Objective 2.1

The City shall strive to become a Coastal Green City in Pinellas County by the Florida Green Local Government following the leadership and example of Pinellas County as Florida's first Green County.

Policy 2.1.1.

The City shall initiate an application seeking certification as a Green Local Government to the Florida Green Building Coalition, Inc. as an initial step in formalizing and bringing recognition to this commitment.

Policy 2.1.2

The City shall establish a pilot Green Practices Program with requirements and incentives for new construction, major renovation, land development or redevelopment that is certified by the Florida Green Building Coalition Inc. (FGBC), Florida Department of Environmental Protection (FDEP) Florida Green Lodge, or Leadership in Energy and Environmental Design (LEED); and/ or achieve an Energy Star rating.

Policy 2.1.3

The City shall pursue incentives for location of Green Businesses within the community.

Policy 2.1.4

The City shall promote and encourage clean industries, such as tourism-related businesses.

Policy 2.1.5

The City shall develop a Green Building, Green Lodge, and Green Development awards and promotions program. This awards and promotions program should include a "Green" page on the City website and partnership with the local Chamber, Tourist Development Council, Convention and Visitors Bureau, and Pinellas County to be part of the County's Sustainable Quality Communities Initiative, a Countywide Green Lodging Tourism Campaign as well as promote a "Rebuilding to be a Coastal Green City" local Campaign.

Policy 2.1.6

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 2.1.7

The City shall pursue a partnership with local businesses in the Special Planning Area 1 to initiate a Florida Main Street designation process and provide business grant assistance for facade improvements.

Policy 2.1.8

The City shall maintain a program to fast-track Green Building construction.

Objective 2.2

The City shall promote flexibility and mixed-use, by incorporating economic and environmentally sustainable standards and the principles of Smart Growth, in the Land Development Code.

Policy 2.2.1

The City shall maintain a threshold and criteria for requiring a LEED certification standard, or an equivalent standard, in private design to be implemented through the Land Development Code.

Policy 2.2.2

The City shall promote mixed-use developments that reduce impacts on infrastructure and the environment.

Policy 2.2.3

The City shall identify and promote the use of native and drought tolerant landscape with particular emphasis on Florida-friendly landscaping techniques including use of reclaimed water, and rain sensor irrigation systems to conserve water resources.

Policy 2.2.4

The City shall regulate, maintain, and reduce net impervious surfaces, with an emphasis on reducing large expanses of paved parking surfaces, wherever possible, to reduce urban heat and pollution and improve drainage.

Policy 2.2.5

The City shall require energy efficient or solar lighting for all public improvements, including LED traffic lights and pedestrian street lighting, and strongly encourage energy efficient or solar lighting throughout the City for both the private and public sectors.

Policy 2.2.6

The City shall encourage advanced stormwater controls and waterfront considerations to minimize and eliminate pollutant run-off into the intracoastal waterways shall be a priority.

Policy 2.2.7

The City shall encourage fountains and water features that promote water conservation methods and technologies.

Policy 2.2.8

The City shall encourage entrance design features and art in public places that does not consume water.



Policy 2.2.9

The City shall encourage low flow fixtures and high energy efficient rating construction materials, equipment, and appliances, and minimum standards shall be adopted in the Land Development Code.

Policy 2.2.10

The City shall identify and encourage environmentally integrated pest management practices that will contribute to the overall improvement of the environment.

Objective 2.3

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 reduce the consumption of non-renewable energy sources.

Policy 2.3.1

The City shall support and encourage public and private sector ride-share, vanpooling, and shuttle service programs.

Policy 2.3.2

The City shall encourage and facilitate mass transit ridership subsidies for employees.

Policy 2.3.3

The City shall 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 2.3.4

The City shall develop and implement Land Development Standards which preserve and promote the continuance of the existing development pattern and architectural aesthetic of Special Planning Area Eighth Avenue commercial district in the Pass-a-Grille area.

GOAL 3:

Encourage professionally acceptable coastal management techniques to ensure that maximum long-term benefits are attained in the use of the coastal zone by the residents of and visitors to the City.

Objective 3.1

The City shall continue to participate with the City of Treasure Island and Pinellas County, and appropriate state and federal agencies in the implementation of a coastal management plan.

Policy 3.1.1

Through the on-going enforcement of the City's Beach Management Regulations, beach areas shall be protected and restored to their natural state to the fullest extent possible, while only encouraging beach re-nourishment projects that are in the overall public interest.



Policy 3.1.2

The Land Development Code shall ensure that all development along the coastline is in accordance with the Coastal Construction Control Line (CCCL) as established by the State of Florida.

Policy 3.1.3

The Beach Management Regulations shall be enforced to ensure the restoration and maintenance of the coastal dune system on new developments or redevelopment projects.

Policy 3.1.4

Sensitive coastal resources shall be protected from degradation and erosion resulting from improper development practices and recreational misuse through provisions contained in the Land Development Code.

Policy 3.1.5

Beach stabilization projects, using appropriate vegetation as the stabilizing medium, shall be incorporated into development plans, where appropriate.

Policy 3.1.6

The Land Development Code shall include provisions whereby sand dunes are protected and enhanced, and native vegetation shall be planted to stabilize shorelines and protect upland areas from flooding hazards.

Policy 3.1.7

The City shall protect the public health, safety and welfare by requiring that development in high-risk areas, such as V-zones, meets all current construction standards and by fully supporting Coastal Construction Zone limitations.

Objective 3.2

Recognizing its location within a Coastal High Hazard Area (CHHA), the City shall ensure that future development and redevelopment projects are built in accordance with the most recent hazard mitigation techniques and building materials.

Policy 3.2.1

All future development proposals shall be analyzed based upon existing and future interagency hazard mitigation reports.

Policy 3.2.2

In as much as is practical, the City shall encourage property owners to retrofit hazard mitigation techniques and building materials into existing structures and shall require such techniques and materials for all major renovation construction projects.

Policy 3.2.3

All new temporary lodging units within the City shall be planned, designed, and constructed to meet or exceed the minimum wind-loading and structural requirements of the Florida and Local Building Code in effect at the time of permitting. All new construction shall comply with Federal Emergency Management Agency (FEMA) and National Flood Insurance Program requirements for protection from and mitigation of flood hazards.



Objective 3.3

The City shall assure that future developments are compatible with topography, soil conditions, and the availability of facilities and services.

Policy 3.3.1

The City shall require elevation certificates for all new development proposals.

Policy 3.3.2

The City shall require that building foundations be designed appropriately for the soil conditions of the building site.

Policy 3.3.3

The City shall permit no new developments where public facilities are not available or planned to be available in accordance with the Concurrency Management System as set forth under Division 29 of the Land Development Code, as amended.

Objective 3.4

The City may consider increases in density or intensity via Future Land Use Map (FLUM) amendments, within the CHHA, consistent with the Countywide plan.

Policy 3.4.1

The City shall deny an amendment to the FLUM within the CHHA which results in an increase of density or intensity; except that they may, consider approving such amendment based upon a balancing of the following criteria, as are determined applicable and significant to the subject amendment:

- a. Access to Emergency Shelter Space and Evacuation Routes – The uses associated with the requested amendment will have access to adequate emergency shelter space as well as evacuation routes with adequate capacities and evacuation clearance times.
- b. Utilization of Existing and Planned Infrastructure – The requested amendment will result in the utilization of existing infrastructure, as opposed to requiring the expenditure of public funds for the construction of new, unplanned infrastructure with the potential to be damaged by coastal storms.
- c. Utilization of Existing Disturbed Areas – The requested amendment will result in the utilization of existing disturbed areas as opposed to natural areas that buffer existing development from coastal storms.
- d. Maintenance of Scenic Qualities and Improvement of Public Access to Water – The requested amendment will result in the maintenance of scenic qualities, and the improvement of public access, to the Gulf of Mexico, inland waterways (such as Boca Ciega Bay), and Tampa Bay.
- e. Water Dependent Use – The requested amendment is for uses which are water dependent.
- f. Part of a Community Redevelopment Plan – The requested amendment is included in a Community Redevelopment Plan, as defined by Florida Statutes for a downtown or other designated redevelopment areas.
- g. Overall Reduction of Density or Intensity – The requested amendment would result in an increase in density or intensity on a single parcel, in concert with corollary amendments which result in the overall reduction of development density or intensity in the surrounding CHHA.
- h. Clustering of Uses – The requested amendment within the CHHA provides for the clustering of uses on a portion of the site outside the CHHA.



GOAL 4:

The Land Development Code shall be amended and adopted to implement the goals, objectives, and policies of this comprehensive plan, as amended.

Objective 4.1

Recognizing that the City is located on a barrier island, future growth and development shall be managed through the preparation, adoption, implementation, and enforcement of the Land Development Code consistent with this adopted Comprehensive Plan, as amended, in accordance with applicable timeframes established herein or State law, whichever is more restrictive.

Policy 4.1.1

The City shall adopt and implement a Land Development Code which recognize the limitations of development on a barrier island, including its location in the 100-year flood plain, its vulnerability to tropical storms, and its topography and soil conditions.

Policy 4.1.2

The City shall adopt and implement a Land Development Code that contain specific and detailed provisions required to implement this comprehensive plan, as amended, which, at a minimum shall:

- a. Regulate the subdivision of land;
- b. Protect the limited amount of marine wetlands, including sea grass and turtle nesting grounds remaining in the community, and those lands designated as Preservation on the Future Land Use Map;
- c. Regulate signs;
- d. Require that all future development is consistent with FEMA and National Flood Insurance Program regulations;
- e. Require that all future development is consistent with any coastal construction control regulations as may be adopted and/or amended by the State of Florida;
- f. Require the compatibility of adjacent land uses by requiring adequate and appropriate buffering between potentially incompatible uses, temporary lodging uses and existing residential uses in particular when located in separate but adjoining character districts or Special Planning Area categories;
- g. Require that development permits are issued only when it has been documented that such development is consistent with the LOS standards for the affected public facilities adopted by this comprehensive plan;
- h. Provide for improved drainage and storm water management by requiring compliance with the minimum criteria established by the Southwest Florida Water Management District, City drainage ordinances, the regulations of other appropriate governmental agencies and the Pinellas County Master Drainage Plan;
- i. Provide requirements for the provision of open space safe and convenient on-site traffic flow and parking requirements and encourage share access driveways, internal connectivity between compatible adjacent parcels to reduce curb cuts to reduce vehicular conflict with pedestrians and bicycles;
- j. Encourage the use of Florida Friendly Landscapes and drought-tolerant vegetation, reclaimed water and rain sensor irrigation systems in the landscaping of all development projects;



- k. Provide regulations requiring the control of erosion and storm water or pollutant runoff from construction sites;
- l. Encourage land development which highlights scenic amenities and ensures public access to the waterfront;
- m. Adopt Green Building and site design standards;
- n. Provide regulations and design standards that require internal and external pedestrian and bicycle pathway linkages to create a safe alternative mobility network throughout the City; and
- o. Provide regulations that promote mass transit use.

Policy 4.1.3

The City shall adopt a Land Development Code that shall prohibit the re-platting of existing recorded platted lots for the purpose of increasing the development density within existing single-family residential areas.

Policy 4.1.4

A Land Development Code shall be adopted which implement the provisions of the Future Land Use Element policies within the mandatory timeframes specified herein or pursuant to State law, whichever is more restrictive.

GOAL 5:

Maintain full compliance with Chapter 2012-245, Laws of Florida, as amended, by participating in the Countywide planning process through representation on and coordination with Forward Pinellas and by ensuring consistency between the City and Countywide Comprehensive Plans.

Objective 5.1

The Future Land Use Element of this Comprehensive Plan shall be consistent with the Countywide Plan and Rules.

Policy 5.1.1

Through continued maintenance of the Future Land Use Element, the City shall maintain consistency with the Countywide Plan and Rules by:

- a. Identifying any inconsistencies between the Future Land Use Element and Plan maps of the City and the Countywide Plan and Rules.
- b. Processing for action by Forward Pinellas and the Board of County Commissioners, acting in their capacity as the Countywide Planning Authority, all land use plan amendments required to reconcile outstanding inconsistencies between the respective land use plans.



ATTACHMENT 1

THE FUTURE LAND USE CATEGORIES



SUMMARY OF FUTURE LAND USE CLASSIFICATIONS

More detailed statements describing each classification follow this summary.

Attachment 1, Table 1. Summary of Future Land Use Classifications.

FUTURE LAND USE CATEGORY	MAXIMUM DENSITY (PER ACRE)		MAXIMUM INTENSITY		COUNTYWIDE PLAND MAP CATEGORY
	RESIDENTIAL UNITS	TEMPORARY LODGING UNITS	FAR	ISR	
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Residential High (RH)	30.0	0	N/A	N/A	RH
Resort Facilities Medium (RFM)	18.0	30.0	0.65	0.85	R
Residential/Office/Retail (R/O/R)	18.0	15.0	0.40	0.85	R&S
Residential/Office General (R/OG)	15.0	0.0	0.50	0.75	O
Resort Facilities Overlay (RFO)	See Underlying Category	167% of Residential Units	See Underlying Category		R
Commercial General (CG)	24.0	40.0	0.55	0.90	R&S
Special Planning Area 1 (SPA-1)	See Attachment 2				AC
Special Planning Area Eighth Avenue (SPA-EA)	24.0	50.0	1.0 (Single Use) / 1.5 (Mixed-Use)	0.90	AC
Preservation (P)	0.0	0.0	0.10	0.20	P
Recreation/Open Space (R/OS)	0.0	0.0	0.25	0.60	R/OS
Institutional (I)	12.5	0.0	0.65	0.85	P/SP
Transportation/Utility (T/U)	0.0	0.0	0.70	0.90	P/SP



Future Land Use Classification Descriptions

- A. Residential Urban (RU), with a maximum residential density of 7.5 residential units per acre.
- B. Residential Low Medium (RLM), with a maximum residential density of 10.0 residential units per acre.
- C. Residential Medium (RM), with a maximum residential density of 15.0 residential units per acre.
- D. Residential High (RH), with a maximum residential density of 30.0 residential units per acre.
- E. Resort Facilities Medium (RFM), with a maximum residential density of 18.0 units per acre or 30.0 temporary lodging units per acre; non-residential uses shall not exceed neither a floor area ratio (FAR) of 0.45 to 0.65 nor an impervious surface ratio (ISR) of 0.65 to 0.85.
- F. Residential/Office/Retail (R/O/R), with a maximum residential density of 18.0 units per acre or 30 temporary lodging units per acre; non-residential uses shall not exceed neither a floor area ratio (FAR) of 0.20 to 0.40 nor an impervious surface ratio (ISR) of .65 to .85.
- G. Residential/Office General (R/OG), with a maximum residential density of 15 units per acre; non-residential uses shall not exceed neither a floor area ratio (FAR) of 0.30 to 0.50 nor an impervious surface ratio (ISR) of 0.55 to 0.75.
- H. Resort Facilities Overlay (RFO), where the density of residential units shall not exceed the maximum number of dwelling units per acre determined by the underlying residential plan category temporary lodging units shall not exceed a ratio of 1.67 temporary lodging units to the permitted number of underlying residential units; and non-residential uses shall not exceed neither the floor area ratio (FAR) nor the impervious surface ratio (ISR) of the underlying plan category.
- I. Commercial General (CG), where the density of residential units shall not exceed 24 units per acre; temporary lodging units shall not exceed 40 units per acre; non-residential units shall not exceed neither a floor area ratio (FAR) of 0.35 to 0.55 nor an impervious surface ratio (ISR) of 0.70 to 0.90.
- J. Special Planning Area 1 (SPA-1), where the densities and intensities shall be as determined within Special Planning Area 1 as specified in each designated character district pursuant to the provisions set forth in the Special Planning Area 1 section of this Future Land Use Element to encourage economic revitalization and redevelopment of properties and uses located within the SPA-1, with a particular emphasis on commercial, temporary lodging and mixed uses along the City's main transportation corridors, adjacent to waterfront or located within major community activity centers.
- K. Special Planning Area Eighth Avenue (SPA-EA), the following uses are proposed for the SPA-EA land use classification:
 - Primary Uses - Residential; Office; Retail Commercial; Personal/Business Service; Commercial/Business Service; Temporary Lodging.
 - Secondary Uses - Residential equivalent; public/semi-public; ancillary non-residential; recreation/open space.
 - Density/Intensity Standards shall include the following:



- a. Density and intensity of use for commercial and residential components shall be inclusive, i.e., the same land area may be used to support both use types without proration.
 - b. Residential use - Shall not exceed 24 dwelling units per acre.
 - c. Residential equivalent use - Shall not exceed an equivalent of 2.0 to 3.0 beds per permitted dwelling unit at 24 dwelling units per acre.
 - d. Non-residential use - Shall not exceed a floor area ratio (FAR) of 1.0 for single-use commercial structures or 1.5 for mixed-use development, nor an impervious surface ratio (ISR) of .90. The standard for the purpose of establishing relative intensity and potential impacts shall be an FAR of .75 and an ISR of .75.
 - e. Transient accommodation use - Shall not exceed 50 temporary lodging units per acre.
 - f. Other standards shall include the following: Public/semi-public; ancillary non-residential use - shall not exceed a maximum area of three (3) acres. Any such use, alone or when added to existing contiguous like uses, which exceeds this threshold shall require a plan amendment which shall include such use and all contiguous like uses.
- L. Preservation (P), applied to the beaches seaward of the Pinellas County Coastal Construction Control Line (CCCL), Fuller Island and other environmentally significant natural resource areas; such designated areas shall not be developed except to provide beach access dune walkovers from adjacent developed properties under the provisions of the City's Beach Management Regulations.
- M. Recreation/Open Space (R/OS), uses permitted in this category are limited to public and private open spaces, public/private parks, public recreation facilities and public beach or water access points; no use shall exceed neither a floor area ratio (FAR) of 0.05 to 0.25 nor an impervious surface ratio (ISR) of 0.40 to 0.60.
- N. Institutional (I), density of residential units shall not exceed 12.5 units per acre; non-residential uses shall exceed neither a floor area ratio (FAR) of 0.45 to 0.65 nor an impervious surface ratio (ISR) of 0.65 to 0.85; uses within this category are limited to the following:
- Primary Uses - Public/private schools; Hospital; Medical clinic; Church, other religious institution; Social/public service agency; Child day care; Fraternal or civic organization; Municipal offices/public buildings; Public safety facility; Emergency medical service building.
- Secondary Uses - Residential; Residential equivalent; Recreation/open space; Public/semi-public; Ancillary non-residential.
- O. Transportation/Utility (T/U), residential uses not permitted; non-residential uses shall not exceed neither a floor area ratio (FAR) of 0.50 to 0.70 nor an impervious surface ratio of 0.70 to 0.90; uses within this category shall be limited to the following:
- Primary Uses - Marina; Municipal water/wastewater facility; Public works garage/storage; Electric power substation; Telephone switching station.
- Secondary Uses - Storage/warehouse; Recreation/open space; Public/semi-public; Ancillary non-residential.



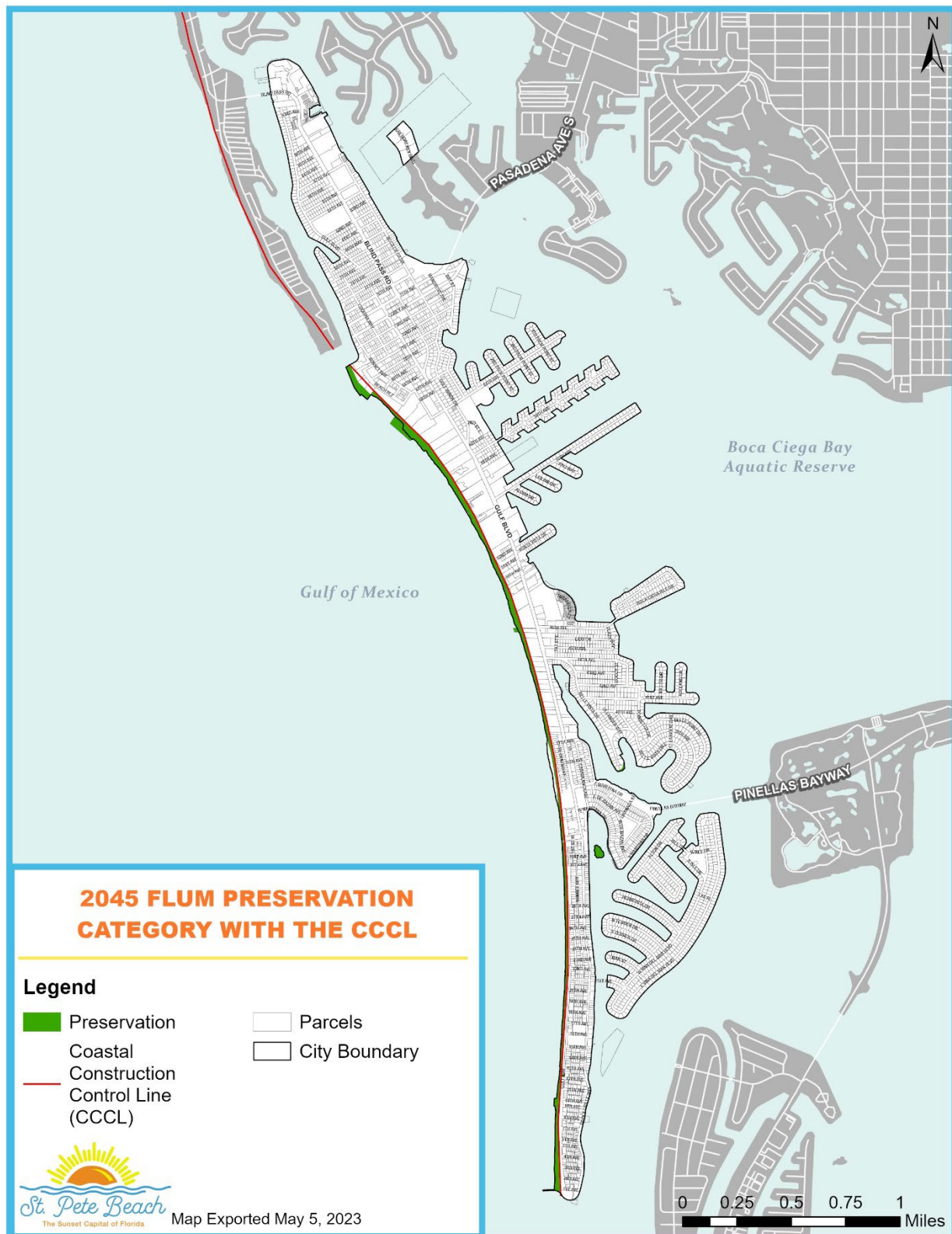
Map 2-1. City of St. Pete Beach 2045 Future Land Use Map (FLUM)





Map 2-2. Preservation Future Land Use Category with the State of Florida Coastal Construction Control Line (CCCL)

Source: CCCL sourced from the Florida Department of Environmental Protection, updated November 2022





Map 2-3. Countywide Plan Map for the City of St. Pete Beach

Source: Forward Pinellas, as amended through October 2022





ATTACHMENT 2

SPECIAL PLANNING AREA 1 (SPA-1)



General Provisions and Maps

- (a) *Geographic Location.* This Future Land Use Plan and Map Amendment contains a Special Designation named Special Planning Area 1. Special Planning Area 1 is shown on Map 1 and includes two major redevelopment areas (shown on Maps 2 and 3) as follows:

- I. Gulf Boulevard Redevelopment District; and
- II. Downtown Redevelopment District.

There are a combined total of eleven designated character districts within Special Planning Area 1 as a whole, including: four (4) character districts in the Gulf Boulevard Redevelopment District; and seven (7) character districts in the Downtown Redevelopment District as follows:

- (1) The Gulf Boulevard Redevelopment District boundary is shown on Map 2, the following character districts within this Redevelopment District are shown:
 - a. Large Resort District
 - b. Boutique Hotel/Condo District
 - c. Activity Center District
 - d. Bayou Residential District
- (2) The Downtown Redevelopment District boundary is shown on Map 3, the following character districts within this Redevelopment District are shown:
 - a. Town Center Core District
 - b. Town Center Corey Circle District
 - c. Town Center Coquina West District
 - d. Downtown Core Residential District
 - e. Upham Beach Village District
 - f. Commercial Corridor Blind Pass Road District
 - g. Commercial Corridor Gulf Boulevard District

The above designated character districts are intended to replace the conventional land use plan categories adopted in 1989 and 1998 that provided for medium and high density and intensity uses ranging up to forty (40) units per acre for temporary lodging uses (Commercial General land use category) and up to thirty (30) units per acre for residential use (High Density Residential land use category) within the boundaries of Special Planning Area 1.

- (b) *Locational Characteristics.* This Special Planning Area category:
- (1) Is generally appropriate to those community areas designed to serve as local retail, office, temporary lodging uses, financial, governmental, and multi-family residential focal points for a community.
 - (2) Shall target those neighborhoods and core areas of the community in a manner that is designed to encourage development and redevelopment in one or more combinations of uses as identified above and set forth in each specific character district plan.
- (c) *Purpose.* It is the purpose of this land use plan category to:
- (1) Depict those areas of the City that are now designated, or appropriate to be designated, as community core areas and certain defined and limited neighborhoods adjacent to these core areas that contain non-residential and residential uses, for development and redevelopment in accordance with the specific plan for each character district within the overall Special Planning Area.

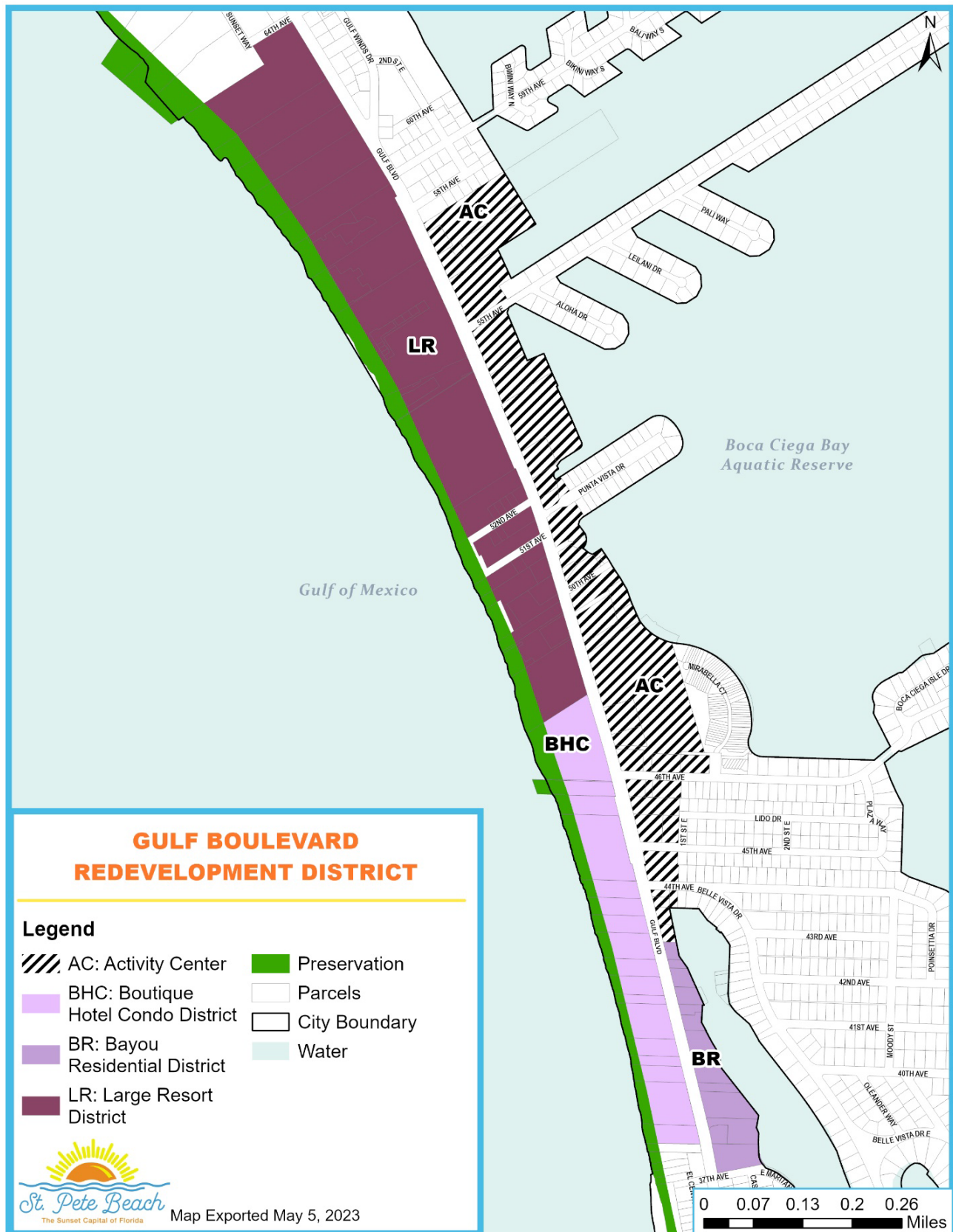


Map 1. Special Planning Area 1 Character Districts





Map 2. Gulf Boulevard Redevelopment District Character Districts





Map 3. Downtown Redevelopment District





Goals, Objectives, and Policies for Special Planning Area 1 (SPA-1)

SPA-1 GOAL 1:

Support achieving a quality sustainable community through livable community design standards as well as Green building, site design and operation strategies.

Objective 1.1

Promote a sustainable community by requiring the use of Green standards and practices for all development and redevelopment by establishing minimum Green building and site design standards that benefit the quality and sustainability of the environment and:

- a. conserve water and other natural resources.
- b. reduce energy consumption.
- c. improve air quality by reducing Greenhouse gas emissions.
- d. reduce impacts on infrastructure by participating in ride sharing and shuttle service programs.
- e. reduce urban heat by reducing paved surfaces, reduce the need for parking by participating in shared parking plans, employer ride-share and shuttle service programs.
- f. reduce urban heat and encourage pedestrian mobility by planting additional shade trees.
- g. reduce waste through efficient design and recycling programs.
- h. promote a walkable environment by providing on-site pedestrian pathways that link to adjacent properties and off-site sidewalks to reduce traffic impacts and Greenhouse gas emissions.
- i. provide trolley stops or improve existing trolley stops as a comfortable, safe, convenient, and attractive experience that encourages mass transit use.

Policy 1.1.1

Require minimum Green standards and encourage the use of Green redevelopment practices that exceed minimum standards for public and private development.

Policy 1.1.2

The City shall establish an incentive program for the implementation of Green standards, practices and technologies for new construction, major renovation and redevelopment within Special Planning Area 1 that exceed minimum requirements.

Policy 1.1.3

The City shall adopt and implement Green standards and an incentive program Citywide.

Policy 1.1.4

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 shall be maintained within the Land Development Code.

Policy 1.1.5

Encourage employer-sponsored ride-share programs, mass transit subsidies for employees, shuttle services for employees, patrons and guests for work travel, and airport and off-site recreational, parks, entertainment, and other tourist destinations.

**Policy 1.1.6**

Encourage temporary lodging uses to have bicycles available for guest use.

Policy 1.1.7

Encourage construction waste management and recycling.

Policy 1.1.8

Encourage the use of fountains and water features that promote water conservation.

Policy 1.1.9

Encourage the use of low flow fixtures and high energy efficient rating construction materials, equipment, and appliances.

Policy 1.1.10

Encourage the use of Florida-Friendly landscapes and drought tolerant plant material.

Policy 1.1.11

Encourage the use of reclaimed water and rain sensor irrigation systems.

Policy 1.1.12

Encourage the use of energy efficient and solar lighting.

Policy 1.1.13

Encourage the use of advanced storm water controls and waterfront considerations to minimize and eliminate pollutant run-off.

SPA-1 GOAL 2:

To meet the needs of residents and further the ideal of quality communities as a function of living, working, and recreation opportunities, the design and functionality of Special Planning Area 1 will have a renewed focus on livable community strategies that focus more on people and less on the auto with community improvements and site design that values connectivity, safe and attractive gathering places, functional and attractive design, and alternative safe mobility options.

Objective 2.1

Create livable, healthy streets that are designed and oriented towards safe pedestrian and bicycle movement.

Policy 2.1.1

Where appropriate, development and redevelopment should include the following pedestrian-friendly design features:

- a. continuous sidewalks with a minimum width of ten feet, buffered from traffic by on-street parking and/or landscaping, and that include pedestrian amenities such as benches, trash receptacles, trolley shelters, and pedestrian-scale street lighting.
- b. street trees to provide pedestrian-scale as well as shade and comfort to the pedestrian.
- c. buildings should be served by primary walkways that directly link the main building entrance to the street, parking structure and parking areas.



- d. pedestrian walkways should be visually distinct from parking lot and driveway surfaces and may include textured or colored materials.
- e. permanent structures such as utility poles and traffic control poles within the sidewalk that restrict pedestrian movement should be discouraged.
- f. direct routes between destinations, especially between adjacent parcels, to create walking and bicycling connections between neighborhoods and neighborhood (activity) centers.
- g. additional sidewalk width and distinctive interesting sidewalk patterns for outdoor cafe; seating.
- h. internal vehicular access between adjacent properties that allows vehicular movement between properties without returning to the street to reduce curb cuts and improve traffic flow on roadways.
- i. shared access driveways to reduce curb cuts and pedestrian-vehicular conflict.

Policy 2.1.2

The following livable roadway strategies and features shall be pursued wherever appropriate within Special Planning Area 1 and all features shall meet or exceed ADA requirements:

- a. sidewalks on both sides of the street.
- b. bike lanes.
- c. 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.
- d. use of mid-block crossings, for blocks more than 800 linear feet in length.
- e. 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.

Policy 2.1.3

Where feasible, provide trolley transit stops in conjunction with pedestrian crosswalks, bike lanes and pedestrian pathways in conjunction with amenities such as pedestrian-scale decorative lighting, landscaping, secured bicycle storage, benches, trash receptacles, public art, and other elements that provide comfort and weather protection for the waiting trolley passenger.

Policy 2.1.4

The provision of landscaping near the trolley stop in the form of shade or ornamental/palm trees is encouraged to maximize passenger comfort.

Policy 2.1.5

The City shall establish an off-site public improvements review and approval process for eligibility for community improvement impact fee credits.



Objective 2.2

Encourage parking lots and driveways to be designed to support pedestrian safety, connections and comfort by reducing the number of curb cuts and providing interconnectivity between and through sites.

Policy 2.2.1

The City shall allow a parking requirement reduction for properties that share both cross access and a common entrance drive that utilize shared-parking agreements and cross-access agreements.

Policy 2.2.2

New commercial, office, and retail buildings and centers should be planned to reduce the number of curb cuts and driveways. Where possible, projects should share driveways and parking access with adjacent sites to provide an interconnected system of auto and service access points.

Policy 2.2.3

The location and width of driveways should be reviewed through local site plan review processes to identify opportunities for shared driveways with neighboring properties and to reduce access points on the surrounding road network to the extent possible.

Policy 2.2.4

Parking lots and driveways should provide pedestrian connections to entrances. Dedicated walkways through parking lots should be included in the design.

Policy 2.2.5

Parking lots should include trees to provide shade and reduce temperature for pedestrians.

Policy 2.2.6

In furtherance of pedestrian safety, Pinellas County will coordinate with the Pinellas County Metropolitan Planning Organization and the FDOT to encourage the construction of traffic control/pedestrian crossings on Gulf Boulevard near beach access points.

Objective 2.3

The City will encourage and promote public art and design and seek ways to increase opportunities for public art and design throughout Special Planning Area 1 as part of a Public Art and Design Master Plan that identifies opportunities, locations and priorities for public art and establishes an implementation/funding strategy and schedule.

Policy 2.3.1

The City will integrate art into City project designs, as appropriate.

Policy 2.3.2

The City will investigate revising building and the Land Development Code to create incentives to encourage private development to integrate public art into project designs, where appropriate.



SPA-1 GOAL 3:

Rebuild the core commercial and resort areas of the City utilizing Green practices, strategies, and technologies.

Objective 3.1

Implement building and site design construction and operation practices that support long-term environmental sustainability by: protecting and conserving water resources; constructing energy efficient buildings; using Florida-Friendly landscape plant materials and design; recycling construction materials and debris; reducing urban heat through innovative building and site design; reducing pollutant run-off; protecting further degradation of the beach dune system and coastal wildlife species habitat and restoring or enhancing existing conditions through dune restoration measures, lighting, and refuse controls and other measures.

Policy 3.1.1

All development within Special Planning Area 1 shall comply with a minimum of two (2) environmental standards that will be established in Division 39 of the Land Development Code, as amended.

Policy 3.1.2

All development within Special Planning Area 1 shall be encouraged to exceed minimum Green standards and redevelop, renovate, or develop new projects that implement the "Green" objectives and policies contained in GOAL 2 of the Future Land Use Element relating to energy efficient and environmentally-sustainable practices.

Policy 3.1.3

All development within Special Planning Area 1 shall be encouraged to implement as many livable community design and operation strategies to promote safe and comfortable pedestrian, bicycle and mass transit mobility that will reduce the consumption of nonrenewable resources, reduce the need for parking and thus reduce urban heat and polluted run-off, and reduce greenhouse gas emissions.

Special Planning Area 1 General Redevelopment Guidelines, Standards, and Initiatives

- (a) *Designation of Densities and Intensities in General.* Densities and intensities shall be designated for each classification of use in each character district within Special Planning Area 1. The City shall amend the Land Development Code and adopt densities and intensities for each character district which shall be consistent with, and implement Special Planning Area 1 guidelines, standards, goals, objectives, and policies as established herein. Further, the City shall amend its Land Development Code to include densities and intensities for each character district that shall:
 - (1) Not exceed the overall density approved within Special Planning Area 1 and the City limits; and
 - (2) Ensure that a comprehensive redevelopment strategy can be and shall be implemented through a Land Development Code that maintains the City's heritage of quality residential living complemented by resort facilities and supported by a tourist-based economy that includes temporary lodging uses, local retail, restaurants and local pubs and bars; and
 - (3) Recognize that successful redevelopment of each character district is interdependent upon the implementation of successful redevelopment strategies in each of the other character districts; and
 - (4) Require the adoption and implementation of a Land Development Code by the City Commission for each character district that shall be consistent with and allow the



implementation of an economically feasible strategy that promotes comprehensive redevelopment of consistent quality for Special Planning Area 1 as a whole and within each designated character district; and

- (5) Not be exceeded by approval of variances.

(b) *Temporary Lodging Unit Density Pools ("TLU Density Pools")*

- (1) *General Purpose.* The TLU Density Pools are intended to provide adequate and available temporary lodging unit density to those existing temporary lodging use properties to redevelop as economically viable resort facilities in the areas of the City where they have traditionally existed for decades. The initial base density provided for the temporary lodging uses in the Gulf Boulevard Redevelopment District are intended to bring almost every existing resort hotel property back into conformity which will allow them to rebuild as a resort hotel in the event of a natural disaster or other catastrophic event. The density provided above the base level, including reserve or density pools, is intended to provide economic incentives to redevelop existing temporary lodging properties as resort projects rather than multi-family residential projects.
- (2) *Limiting Overall Density.* Realistically, not all existing resort properties can or will be redeveloped as such. In some cases, the existing density is not only higher than the 30 units per acre allowed under the existing land use designation is higher than the density allowed in the character districts providing for increased density for temporary lodging uses within Special Planning Area 1. Therefore, rather than allowing every existing property the maximum potential density which would overestimate the need for density, and further, to ensure that almost every existing property first and foremost has the opportunity to become a conforming property in terms of use, TLU Density Pools shall be created to allow density to be utilized in meaningful ways in the areas of the City where temporary lodging uses currently exist. The goal and intent is to promote economic redevelopment but also provide an absolute overall maximum density cap to ensure that the overall approved density for Special Planning Area 1 is not exceeded and overdevelopment does not occur. Each TLU Density Pool shall have a maximum cap on the allocation of density on a project by project basis to ensure the redevelopment occurs on an orderly basis over time throughout each character district. This is to avoid a potential overdevelopment scenario that could arise without a cap and a program that evaluates projects on a case-by-case basis.
- (3) *TLU Density Pools Established.* TLU Density Pools shall be established in the following seven specific character districts:
 - a. Boutique Hotel/Condo*
 - b. Town Center Core*
 - c. Upham Beach Village*
 - d. Town Center Core Corey Circle**
 - e. Town Center Core Coquina West**
 - f. Activity Center **
 - g. Bayou Residential**

The total number of temporary lodging units approved in 2005 as part of transient unit density pools for the three character districts designated with one asterisk(*) was 350 units. That 350 unit total for those three designated character districts remains unchanged in this plan.

In the 2007 amendment, temporary lodging use density was reduced in the Large Resort District from 80 to 75 units per acre over 65.16 acres. The total temporary lodging unit decrease in the Large Resort District is 325 units. Therefore, these 325 units are available



for redistribution to character districts with the potential for temporary lodging use redevelopment. These 325 available units are redistributed for potential use in the Town Center Core Corey Circle, Town Center Core Coquina West, Activity Center, and Bayou Residential Districts, as designated by two asterisks(**), upon approval of a conditional use request and on a case-by-case basis through evaluation of criteria specified in the Land Development Code. These two additional character districts are identified as having temporary lodging use redevelopment potential as a result of their location at either terminus of the Corey Avenue main street corridor and proximity to waterfront.

The TLU Density Pool for each character district was determined based upon the following factors:

- a. The existing number of temporary lodging units in each district.
 - b. The degree of existing non-conforming densities.
 - c. The base temporary lodging density allowed in the specific character district.
 - d. The realistic number of units that may be potentially utilized to promote temporary lodging use redevelopment balancing both acreage and the actual number of existing temporary lodging facilities.
 - e. The potential to maintain waterfront access and views for the public.
 - f. The potential to redevelop temporary lodging uses in close proximity to entertainment, shopping, dining and activity centers.
- (4) *TLU Density Pool Allocation.* Any units allocated under this provision shall be by conditional use approval and shall be specific to each character district's existing temporary lodging use classifications (i.e., hotel, boutique hotel, motel, resort condominium, and bed & breakfast inn). The allocation of TLU density shall only be by ordinance of the City Commission approving a conditional use on a project-by-project basis. Such allocations shall not exceed the maximum allocation cap per project and further, shall not exceed total available remaining density in each TLU Density Pool for each of the character districts listed in subsection (b)(3) above. This limitation on density is absolute.
- (5) *Large Resort District Not Eligible.* Temporary lodging uses in the Large Resort District shall not be eligible for any TLU Density Pool allocations.
- (c) *Height Standards, Restrictions and Limitations.* Height standards, restrictions and limitations are:
- (1) Established in response to the residents':
 - a. strong objection to the potential for overdevelopment of the community that could create a dense urban high-rise City;
 - b. strong desire to restrict height increases generally to the minimum necessary to implement the desired redevelopment goals, objectives, and policies; and
 - c. strong desire to prohibit high-rise residential development throughout the City, particularly along the Gulf beaches.
 - (2) Intended to preserve the City's heritage of quality residential living complemented by resorts and supported by a tourist-based economy in acknowledgement of the following:
 - a. That a significant number of high-rise residential condominiums exceeding ten (10) stories in height exist from just north of 38th Avenue northward to the northernmost boundary of the City abutting Treasure Island; and
 - b. That a substantial majority of residents desire to prohibit more such high-rise residential condominiums that do not contribute to maintaining the diverse tourist-based economy of the City and will potentially "privatize" the City's local beaches and waterfronts by denying public access and views to the water; and



- c. That socio-economic needs support:
 - (i) Increased building height for large-scale resort redevelopment only.
 - (ii) Limited height increases for small-scale resort redevelopment, boutique hotels, and Upham Beach Village motels.
- (3) Defined and described in each character district to promote the preservation of the City's diverse residential resort community by allowing the redevelopment of existing temporary lodging uses throughout the areas of the City that have traditionally provided such resort and temporary lodging facilities because:
 - a. Socio-economic needs support limited height increases for mixed-use development projects in a few select core commercial areas within Special Planning Area 1 including the Dolphin Village Shopping Center and the east and west ends of Corey Avenue to anchor the Corey Avenue main street that will act as a catalyst for revitalization of the City's historic downtown area; and
 - b. Socio-economic reasons at this time support discouraging or strictly limiting height increases in the City's Land Development Code, including prohibiting variances for increased height for residential condominium development.
- (4) Established in Special Planning Area 1 to:
 - a. Acknowledge the residents' objections and desires as well as existing conditions and the socio-economic needs of the community as set forth above to promote and support the future sustainability of a quality residential and resort community;
 - b. Provide that only certain height increases will be allowed and are limited both in actual height as well as select core areas within only 5 of the 11 character districts that represent approximately 8.5 % of the total land area of the City;
 - c. Provide the necessary catalyst for quality reinvestment of these core areas that will enhance the overall value and opportunity for reinvestment by residents, local retail, hotel and motel owners, and investors alike;
 - d. Selectively target those limited areas that will minimize or avoid any encroachment upon existing residential neighborhoods and provide maximum protection and opportunity for compatibility with existing uses; and
 - e. Selectively targets only those uses that contribute significantly to the local economy and quality of life.
- (5) Specified in each character district and shall be:
 - a. Consistent with and allow the implementation of the redevelopment strategy for the respective types of uses provided for in each character district; and
 - b. Subject to the height limitations contained in the City's Land Development Code.
- (6) Established in each character district to set a mandatory maximum height for each type of use within each character district within Special Planning Area 1. These height standards are mandatory only for the purposes of establishing maximum permissible heights in both the Comprehensive Plan and the Land Development Code and shall not be construed as requiring that a developer build the maximum height allowed, only that they may build up to, but not exceed, the maximum height for each use as established in each character district.
- (7) Variances to increase the maximum height allowed for any use or structure shall be prohibited.
- (d) **Public Safety Standards.** Shall be required, implemented, and updated as necessary in the City Land Development and Building Codes to provide the maximum flood, hurricane and tropical cyclone protection and mitigation; and further, to proactively improve public safety and emergency procedures in the event of a natural disaster with particular emphasis on emergency



evacuation plans and procedures. All new construction shall comply with Federal Emergency Management Agency and National Flood Insurance Program rules and regulations as may be further restricted by local rules, regulations, ordinances, building codes or other governing laws. All temporary lodging uses shall comply with closure and evacuation procedures in accordance with State, County, and local rules.

- (e) *Traffic Generation Characteristics.* The Comprehensive Plan standard for the purpose of calculating typical traffic impacts relative to a plan amendment for this land use category shall be based upon the actual mix and intensity of land use proposed in the Special Planning Area 1 plan map area and represents the maximum trip generation rate potential, calculated by using the appropriate traffic generation characteristics for each corresponding category of land use, adjusted to account for proposed density/intensity of said land use. Actual implementation of the comprehensive plan will not result in the maximum potential densities and intensities permitted herein. Actual implementation of land development regulations on a project by project basis will require transportation management plans and strategies. As a result, the maximum trip generation rate calculated under the maximum potential build out under this plan will further be reduced.

- (f) *Infrastructure Systems & Facilities Characteristics and Standards.*

- (1) Major findings:

- a. Generally, with few exceptions, the design and materials of existing potable water, sanitary sewer, and storm water within the designated Special Planning Area 1 are characteristic of 40-50 year old facilities.
 - b. That new development and redevelopment will create additional impacts on existing and future infrastructure systems and facilities.
 - c. There is a need to continue to modernize and improve infrastructure, maintain or improve levels of service provided to residents and visitors, including safety and aesthetic improvements, where practical and feasible.
 - d. Physical constraints, as well as safety and aesthetic considerations affecting the feasibility and practicality of widening existing roads, require a greater emphasis on increasing mobility through strategies that do not involve road expansion and include alternative mobility strategies.
 - e. That used on its own, an established letter grade system for measuring levels of service on roadways which is based primarily on travel speed, can be misleading as an indicator of roadway performance. Roadway congestion and duration of congestion also need to be considered to more accurately assess roadway performance.
 - f. Escalating cost of right-of-way is cost-prohibitive.

- (2) Concurrency Management System and Transportation Management Plan Requirements:

- a. *Concurrency Management Statement.* All new development or redevelopment that increases density or intensity on a site shall be required to prepare and submit a Concurrency Management Statement to the City, at its sole expense, to determine the sufficiency of capacity and any potential adverse impacts or degradation of the levels of service below acceptable levels established by the City or County, as applicable, on existing or future infrastructure systems and facilities except transportation which shall be required to submit a Transportation Management Plan. At a minimum, Concurrency Management Statement(s) shall be submitted for the following:
 - (i) Potable water;
 - (ii) Sanitary sewer;
 - (iii) Solid waste;
 - (iv) Transportation facilities;



- (v) Stormwater
 - (vi) Parks and recreation facilities (for residential development only); and
 - (vii) Educational facilities (for residential development only).
- b. *Infrastructure Study.* An infrastructure study shall be required on one or more of the above-listed systems or facilities to determine the extent of any degradation of the infrastructure below the adopted levels of service unless determined to be unnecessary by the City's Technical Review Committee based on an evaluation of potential impact relative to the nature, size, type, and location of the proposed development project or land use amendment application. Mitigation fees and/or physical or operational improvements determined to be reasonably required and in proportion to the impacts caused by the increased density and intensity of new development, in consideration of the long-term concurrency management plan of the local government who owns and operates the facility or system, shall be stipulated as conditions of approval as part of the development order. The Technical Review Committee shall document its findings pertaining to its review.
- c. *Transportation Management Plan.* All new development, excluding single-family and duplex residential, shall be required to prepare and submit a Transportation Management Plan (TMP) to the City, at its sole expense, to determine the extent of the impacts on existing transportation systems based upon adopted levels of service and concurrency management standards to address impacts caused by any increases to density or intensity on the development site. The TMP shall determine any necessary physical or operational improvements, alternatives and other mitigation strategies that can be implemented to maintain the adopted levels of service and address a long-term concurrency management program. A TMP that includes one or more strategies to reduce external trip generation, improve traffic flow, reduce Greenhouse gas emissions, and/or emphasizes safe and comfortable pedestrian, bicycle and mass transit mobility, will be required. TMP strategies may include, but are not limited to:
- (i) Physical and operational improvements.
 - (ii) Expanding and improving mass transit and trolley stops with amenities that provide protection from sun and rain and are aesthetically pleasing to encourage increased mass transit/trolley rider-ship.
 - (iii) Employer-sponsored employee ridesharing and vanpooling programs.
 - (iv) Employer-subsidized mass transit passes for employees.
 - (v) Implementation of a temporary lodging shuttle service to the Tampa International and St. Petersburg/Clearwater Airports shall be mandatory for all Large-scale temporary lodging uses and encouraged for all other temporary lodging uses. Shuttle service to area attractions, parks and entertainment venues may be included as part of a TMP but shall not be required. Shuttle services for guests of temporary lodging facilities may be operated for one resort or as part of a shared shuttle service program with participating member resorts.
 - (vi) Bicycle and/or segway rental or complimentary programs for temporary lodging guests.
 - (vii) Provision of on-site pedestrian and bicycle linkages to external pathways to expand, improve and enhance a safe, continuous pedestrian, bicycle and segway network throughout the City.
 - (viii) Expansion, improvement, or enhancement of off-site bike/segway lanes and sidewalks to form a continuous safe and comfortable network Citywide.
 - (ix) On-site secured bicycle storage areas.



- (x) Additional tree canopy adjacent to sidewalks to provide shade and comfort to the pedestrian that will increase pedestrian mobility.
 - (xi) Pedestrian-scale decorative street lighting and street furniture along pedestrian pathways to create a safe and comfortable experience to encourage pedestrian mobility.
 - (xii) Monetary contributions towards a City-owned and operated Looper Trolley fleet operated solely within the City limits and fueled by alternative fuels or electrically-charged batteries.
 - (xiii) Construction of crosswalks and related crosswalk features that facilitate safe movement across roadways.
 - (xiv) Dedication of easements for pedestrian and non-motorized pathways.
 - (xv) Right-of-way donation for turn lanes and/or wider bike/segway lanes.
 - (xvi) Construction or monetary contributions towards a pedestrian bridge over Gulf Boulevard linking major activity areas.
- d. *Governing laws.* Mitigation or elimination of impacts shall comply with applicable State, County and City concurrency and proportionate share requirements, and shall also implement the goals, objectives and policies of the redevelopment and character district where the development is located.
- (g) *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 Special Planning Area 1 shall be consistent with Forward Pinellas's 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 Forward Pinellas;
 - (2) Identify LOS standards for state and county roads as established by Forward Pinellas;
 - (3) Utilize the proportionate fair share requirements consistent with Chapter 163, Florida Statutes, and the MPO model ordinance;
 - (4) Utilize Forward Pinellas's Traffic Impact Study Methodology; and
 - (5) Recognize Forward Pinellas's designation of "Constrained Facilities" as set forth in the most current Forward Pinellas Annual Level of Service Report.
- (h) *Environmental and Conservation Standards.* The City shall maintain within its Land Development Code minimum Green building and development standards. All development, redevelopment and major renovation projects shall be required to meet a minimum of two Green building and development standards that will be established by the City in the Land Development Code and shall be strongly encouraged to implement Green practices in building and site design that exceed the minimum standards. All development shall be encouraged to utilize fixtures, equipment and best practices in water, energy and waste efficiency standards during and after construction is completed to support the City goal of becoming a Coastal Green City in Pinellas County. In addition, the City shall amend its Land Development Code, Building Code, application procedures and processes, as applicable and appropriate, to implement a pilot Green practices incentive program in accordance with Goal 2 and Goal 3 above of this Future Land Use Element.
- (i) *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 Special Planning Area 1. Single family homes, duplexes, and projects less than one-half ($\frac{1}{2}$) 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 Code and are in the best interests of the public health, safety and welfare of the community.

Densities Reserved for Special Planning Area 1

- (a) *Coastal High Hazard Limitations.* State, County, and local laws discourage an increase to the overall density within the City limits as a result of the State designation of the City as a Coastal High Hazard community. The following reserves are restricted to ensure that the overall density in Special Planning Area 1 and the City is not increased.
- (b) *Residential Unit Reserves ("RU Reserve").* RU Reserves are established for the following three designated character districts in accordance with each district's specific redevelopment plan:
 - Downtown Core Residential District for two (2) units per acre for a total of 23 reserved residential units.
 - Commercial Corridor Blind Pass Road District for three (3) units per acre for a total of 22 reserved residential units.
 - Commercial Corridor Gulf Boulevard District for three (3) units per acre for a total of 64 reserved residential units.
- (1) *Purpose and Intent.* The purpose of the RU Reserve in any character district where such a reserve is established is to balance the need for redevelopment in certain diverse neighborhoods of the community against a strong desire to not overdevelop these same neighborhoods in acknowledgement of the conditions set forth in sections (b)2 and (b)3 below.
- (2) *Existing Physical & Economic Conditions.* There are two primarily commercial character districts and one mixed residential/temporary lodging use character districts where the RU Reserve will be established. The following describes their respective existing conditions:
 - a. The Downtown Core Residential is a very diverse neighborhood with residential and non-residential uses, including a mix of housing types ranging from single family to higher density aging multi-family apartment complexes and temporary lodging densities.
 - b. The two Commercial Corridor districts, one located on the south end of Blind Pass Road and the other located at the north end of Gulf Boulevard have narrow lot depths abutting residential neighborhoods that need redevelopment in a manner that will be more compatible with the residential neighborhoods located behind these character districts.
 - c. Several of the aging apartment complexes have already been or may be converted to condominium ownership at higher densities than allowed by current Land Development Code if the existing regulatory scheme is not updated to encourage redevelopment in lieu of remodeling that does not require compliance with current building, safety, FEMA, and Land Development Code regulations.
- (3) *Consequences of Existing Built Densities that Exceed Densities Allowed under Current Land Development Code regulations are:*
 - a. Maintenance and repair only. Aging properties are maintained, repaired and at best cosmetically remodeled and renovated instead of rebuilt to current site design, building



code and FEMA regulations. This consequence impedes the City's ability to improve overall public safety through the implementation of current building codes and FEMA flood regulations, as well as improve the overall quality of life of its residents through the implementation of more stringent site and building design standards.

- b. **Decline in Material Reinvestment.** If current safety, building, flood protection and design standards cannot be implemented because landowners find it more economically viable to remodel than to rebuild to current standards, these diverse neighborhoods will continue to see a decline in reinvestment, property value and overall quality of life from a public safety, building safety, aesthetic, and environmental perspective.
- (4) **Implementation of RU Reserves in Three Character Districts.**
- a. **FLUE Implementation.** The maximum permitted residential density for land designated in Future Land Use Plan and Map is as follows:
 - (i) Commercial Corridor Gulf Boulevard District and the Commercial Corridor Blind Pass Road District shall be fifteen (15) residential units per acre without further need to amend this Future Land Use Plan and Map.
 - (ii) Downtown Core Residential District shall be twelve (12) residential units per acre without further need to amend this Future Land Use Plan and Map.
 - b. **Land Development Code Implementation.** Future City Commissions may increase the residential density permitted in each of the three (3) character districts as established immediately above by amending the Land Development Code, but only if such increase is determined necessary by a future City Commission based upon available data and analysis.
- (c) General Residential Unit "RU" Density Pool Reserve is established for the entirety of Special Planning Area 1 by reducing the previously allowed maximum residential density of 18 dwelling units per acre in the Large Resort character district by three dwelling units per acre to a maximum of 15 dwelling units per acre over the entire 65.16 acres. The total residential density reduction in the Large Resort district equals 195 residential dwelling units.
- (1) **Purpose and intent.** For the same purposes stated in Section 3 above relating to residential reserves for specific character districts, these 195 residential units previously permitted in the Large Resort character district shall be reserved for future use within Special Planning Area 1, as may be necessary and warranted.
 - (2) **FLUE Implementation.** 195 residential dwelling units shall automatically become available as a residential density reserve for any property located within the boundaries of Special Planning Area 1 that permits residential use without further need to amend this Future Land Use Plan and Map.
 - (3) **Land Development Code Implementation.** Future City Commissions may implement the residential density pool through the Land Development Code with proper allocation procedures and absolute density limitations to ensure that the cumulative total of allocations does not exceed the available reserve density.

Other Standards for Special Planning Area 1

- (a) **Countywide Amendment CRP Approval.** The utilization of this Comprehensive Plan Future Land Use Element land use plan category and corresponding Future Land Use Map change to provide for a Community Redevelopment District shall require the subject area to be formally designated as a community or neighborhood redevelopment area and a special area plan. Thereafter, the process for the Countywide Plan amendment to employ or alter this land use plan category shall require recommendation by Forward Pinellas and approval by the Countywide Planning Authority for the special area plan and any substantive amendments thereto. Minor plan changes that are not considered substantive shall not constitute an amendment to the Future Land Use Plan and shall be



submitted to Forward Pinellas and the Countywide Planning Authority for receipt and acceptance. Where such comprehensive plan amendment is prepared pursuant to Chapter 163, Part III, Florida Statutes, all applicable provisions of that process will be complied with prior to or simultaneous with the review of the Community Redevelopment Plan under the Countywide Rules.

- (b) *Countywide Amendment Content/Criteria.* The Plan prepared in support of this land use plan category and amendment to the City's Comprehensive Plan Future Land Use Element and Future Land Use Map shall include at a minimum that information for such special area designation determined necessary by Forward Pinellas to evaluate the proposed amendment in relationship to the policies of the Countywide Plan, the assessment of infrastructure impacts and the adequacy of provision therefore and the relationship of the proposed special area plan to the Countywide Plan and affected local government plans.
- (c) *Review and Approval of Conditional Uses.* In order to ensure compatibility with adjoining existing uses, to fully evaluate impact on the City's infrastructure, and to ensure the entire development project meets City standards, the City shall amend its Land Development Code to require conditional use approval subject to quasi-judicial public hearings before the Planning Board and City Commission, for any temporary lodging use in Special Planning Area 1 proposed to have a building height greater than fifty (50) feet or a density greater than 30 temporary lodging units per acre as may be allowed by this plan and the City's Land Development Code. This review process shall include, but not be limited to, considerations of:
 - (1) Utility infrastructure, including sanitary sewer, reclaimed water, potable water electric, fire, law enforcement, and natural gas services, and data transmission and telecommunications services;
 - (2) Transportation infrastructure, including ingress and egress from public rights-of-way, traffic control devices and signalization, internal vehicle circulation of the site, design and function of parking areas, loading and unloading areas, pedestrian transit infrastructure and amenities, and public sidewalks and roadways;
 - (3) Hydrological features and storm water management infrastructure;
 - (4) Aesthetic and architectural features of the development, including site layout, physical dimensions of structures such as height and massing, design and appearance of building facades, exterior building materials, advertising and directional signage and the provision and maintenance of Gulf and Bay views and vistas;
 - (5) Site landscaping, open space provision and impervious surface limitations;
 - (6) Operational and functional requirements of facilities, including hours of operation, provision of required services or amenities, lighting requirements, noise abatement requirements, residency limitations and facilities maintenance;
 - (7) Fire suppression and facility security;
 - (8) Emergency management and hurricane evacuation provisions.
 - (9) The amount of separation provided between the proposed temporary lodging use and any existing buildings on adjoining properties and resulting impact on sunlight and views; and
 - (10) The proximity of any adjacent residential building to the Florida Coastal Construction Control Line (CCCL) and the degree to which the proposed temporary lodging use and/or any accessory use or structure maintains an open view of the waterfront from neighboring properties.



I. Gulf Boulevard Redevelopment District

General Provisions

- (a) *Location and Character.* The Gulf Boulevard Redevelopment District contains approximately 148.20 acres of land shown on Map 2. This District represents approximately 11.5% of the total land area of the City.
- (b) *Purpose and Intent; Redevelopment Incentives & Deterrents.* This District is one of two core redevelopment districts and this District is designed to:
 - (1) Encourage revitalization and redevelopment of primarily:
 - a. Temporary lodging uses -resorts, hotels, resort condominiums and boutique hotels on the west side of Gulf Boulevard; and
 - b. Commercial and mixed-use retail/residential projects on the east side of Gulf Boulevard with an emphasis on the central core Activity Center character district.
 - (2) Discourage residential condominium development on the west side of Gulf Boulevard.
 - (3) Prohibit exclusive residential use projects exceeding current height and density restrictions contained within the City's Land Development Code.

Goals, Objectives, and Policies for the Gulf Boulevard Redevelopment District

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 Special Planning Area, this District, and each character district within which development occurs; and shall comply with the design guidelines and the applicable Land Development Code for the respective character district.

Objective 1.2

High-rise residential condominium projects in the Gulf Boulevard Redevelopment District are prohibited along the Gulf beaches and intracoastal waterways by prohibiting height and density increases for exclusively residential uses on Gulf Boulevard.

Objective 1.3

The Gulf Boulevard Redevelopment District shall maintain, and where practical, expand parks and recreational activities, including waterfront recreation that serves residents and visitors.

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.

Objective 1.6

Public beach access will be preserved and expanded through redevelopment of temporary lodging uses.

Objective 1.7

All new building construction shall comply with current Building and Safety Codes, 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. The City shall ensure compliance not only through the building permit process but through Code Enforcement and inspections as necessary to maintain the highest FEMA rating achievable for a coastal barrier island.

Objective 1.8

The City shall recognize the importance of temporary lodging uses and public beach access to its residents and visitors in preserving and maintaining its socio-economic quality of life; and further, the City recognizes that additional high-rise residential development along the Gulf beaches is not desirable and not in keeping with the City and its residents' desire to preserve and expand public beach access and temporary lodging uses that if lost, and replaced with high-rise residential uses, will adversely impact the City's tourism-based economy; and as a result, such high rise residential development shall be discouraged throughout the Gulf Boulevard Redevelopment District and shall not be allowed to exceed current height limitations of five stories over parking for exclusively multifamily residential use projects in the Gulf Boulevard Redevelopment District.

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 2.2

Temporary lodging redevelopment shall be required to file an enforceable mandatory closure and evacuation plan that complies with County Emergency evacuation and management procedures and local emergency management rules and procedures, which shall be updated and amended as may be required by the County and/or City, from time to time.

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 2.4

A variety of parking solutions for motorized and non-motorized vehicles shall be pursued to support redevelopment, while maintaining ease of access and adequate parking throughout the Gulf Boulevard Redevelopment District.

Objective 2.5

Large-scale temporary lodging redevelopment shall be required to develop and implement a Transportation Management Plan that includes shuttles to and from the airport and may include shuttles to off-site amenities and attractions, an employee ridesharing or vanpooling program and a guest bicycle program.

Objective 2.6

Public and private sector development shall create and contribute to pedestrian and bicycle linkages throughout the Gulf Boulevard Redevelopment District for safety, as part of the Green practices initiative to reduce Greenhouse gas emissions.

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.

Objective 3.1

The existing parks shall be improved to provide residents and visitors a memorable experience.

Objective 3.2

Public beach access points will 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.

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.

Policies:

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 2

The character of each district shall be reinforced through the site plan review and approval process. Projects shall be consistent with and contribute positively to the vision of the character district in which they are located.

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 4

On-site overhead utilities shall be placed underground as part of all development projects.

Policy 5

Utility and sidewalk easements along Gulf Boulevard may be required as part of all development projects if the existing site conditions and redevelopment plans permit the location of such easements that can be integrated into the redevelopment site plan without undue hardship to the property owner. The City may also require the construction of a sidewalk along Gulf Boulevard in a location that can be coordinated with existing off-site sidewalks and integrated with the proposed site plan to provide a continuous safe pedestrian pathways.

Policy 6

Property owners/developers are encouraged to meet with area neighborhood associations/business groups prior to submitting a major redevelopment project for City review.

Policy 7

Residential developments shall provide on-site recreational opportunities wherever possible.

Policy 8

Shared parking for commercial, office and mixed-uses shall be accomplished wherever possible.

Policy 9

All new development and redevelopment shall mitigate potential flood, hurricane, and tropical cyclone hazards.

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 12**

Pedestrian bridges over Gulf Boulevard shall be pursued at critical intersections along Gulf Boulevard to ensure safe and continuous pedestrian linkages between major activity core areas such as Dolphin Village and the County Park/Resort Districts as well as East and West Corey Avenue shopping, business, and entertainment districts.

Policy 13

Increased setbacks from Gulf Boulevard for any building exceeding fifty (50) above based flood elevation.

Policy 14

The assembly of smaller parcels into larger development sites will be encouraged.

Policy 15

All new development or redevelopment shall be required to obtain administrative site plan approval prior to construction.



I.I Large Resort District (LR)

- (a) *Location and Character.* The Large Resort character district is a 0.9 mile strip of land, illustrated on the Special Planning Area 1 Character Districts Map (Map 1), containing 65.16 acres of land or approximately 5% of the total land area of the City. This District is devoted almost exclusively to larger resort temporary lodging uses that occupy approximately 84% of the land area within the District. There are five (5) existing high-rise multi-family residential condominiums in the District that likely will not be redeveloped in the foreseeable future. In addition, there are a very limited number of properties along this 0.9 mile strip of Gulf Boulevard that could potentially redevelop as Large-scale temporary lodging uses that may be eligible for increased height and density.
- (b) *Purpose and Intent; Redevelopment Incentives & Deterrents.* Hotel redevelopment is encouraged by increasing permitted density and height for temporary lodging use only. Exclusive residential use development is strongly discouraged by decreasing permitted density and prohibiting any increases to allowable height for this type of use. It is the goal and intent of the City to limit height and density in this District to the minimum that will provide comparatively equal market value between multi-family residential use and temporary lodging use for the reasons discussed below.

Pinellas County has lost 5,000 of its 40,000 hotel rooms and has lost thousands of tourism-related jobs from 2002 -2006. Hundreds of those rooms and jobs were lost here in St. Pete Beach with an imminent risk of losing more that would adversely impact the socio-economic quality of life the City has enjoyed for more than 50 years. Vacancy rates have remained stagnant for several years even with the loss of thousands of hotel rooms. This is a strong indicator that the resort community on St. Pete Beach is losing its market share as a result of aging properties and facilities that cannot compete with other regional, National and global resort destinations despite the fact our beaches are consistently listed within the Top 5 beaches in the Country. The purpose of the Large Resort character district redevelopment plan is to provide an economically feasible choice to pursue resort reinvestment and redevelopment as an alternative to high-rise residential development overtaking the City's Gulf beaches as it has in most other beach communities in the State.

Creating an economically viable commercial reinvestment opportunity instead of a residential redevelopment opportunity will not only stimulate the local economy, it will correct the disproportionate tax burden allocation between commercial and residential properties that exists in 2007. The disproportionate tax burden allocation is a direct result of the lack of commercial reinvestment. Substantial commercial reinvestment has not occurred in the past 25 to 30 years. By contrast, new residential construction and renovation has steadily increased residential property values for the past decade, slowing only recently due to temporary market conditions.

A decline in commercial reinvestment results in a decline in commercial property value. When combined with the increase in residential property values as a result of market conditions and new construction, the overall effect is a disproportionate tax burden shift from the commercial property tax base to the residential property tax base.

In 2007, that local tax revenue is allocated at approximately 88% residential and 12% commercial. As commercial property reinvestment remains stagnant, values will continue to decline and the tax burden shift will become increasingly progressive rather than lineal. This trend must be reversed to re-establish a sustainable and healthy economy or eventually, residents will shoulder nearly 100% of the City's operating and capital costs with no alternative revenue sources except property taxes, special assessments, and user fees. Cuts in City services may also result if a shortfall in property tax revenue is not otherwise funded. To achieve a balanced and healthy local economy in a City of this size and population, a minimum of 25% of the local tax revenue should be derived from commercial properties. Ideally, for the healthiest economy, approximately 30% to 40% of local tax revenue should be generated by commercial properties while only occupying 15%-20% of the total land area or less. Increased commercial property tax revenue plus sales tax create a long-term stable economy that reduces the tax burden on residents.



To achieve this tax allocation correction and shift a greater tax burden back to commercial properties and away from residents, commercial reinvestment and redevelopment must be encouraged through regulatory means. As a result of the disparate regulatory density scheme between residential condominiums and temporary lodging uses that has existed in the community at least since 2001, there is a significant opportunity to accomplish a tax burden correction simply by adjusting the outdated land development regulations. By increasing density only for temporary lodging use, this will stimulate reinvestment and revitalization of tourist lodging uses and discourage or limit the redevelopment of residential uses. This regulatory correction should rebalance the current disproportionate tax burden on residents by increasing commercial property values, and as a result, increase the percentage share of local tax revenue collected from commercial properties.

This type of redevelopment has several additional advantages over residential condominium development. These advantages include: 1) reduced daily vehicular travel demand; 2) improved evacuation procedures; 3) decreased number of residents needing to evacuate in the event of a hurricane watch or warning; 4) reduced demands on public facilities and services by hotel guests as compared to residents since full service resorts provide most of the services and amenities otherwise needed by a resident; 5) increased assessed property valuations that are not subject to homesteading; 6) increased sales tax that helps fund Penny for Pinellas projects that has included several parks and a portion of the Community Center in St. Pete Beach; and 7) and bed tax revenue paid only by temporary lodging uses that currently is the only source of revenue to provide the local matching funds needed for beach renourishment projects within the City and County.

- (c) *Economic Disparity.* The only way to eliminate all or most of the existing economic disparity between the development of a residential condominium and a temporary lodging use is to level the economic playing field through increased density for hotels only. Many recent studies, including the Opportunities Assessment & Strategies Analysis dated May 2003 prepared by Owen Beitsch, a nationally renowned economist with Real Estate Research Consultants, Inc., found that in today's modern economy there is roughly a 5 or 6: 1 ratio of hotel rooms needed to equal the value of one Gulf front condominium. The existing Comprehensive Plan Resort Facilities Medium land use designation and zoning category provide only a 2:1 ratio of permitted temporary lodging units compared to permitted residential condominium unit density allowed.

For example, the current Resorts Facilities Medium (RFM) land use category permits up to 30 temporary lodging units per acre or up to 18 residential multi-family units per acre. The current zoning regulations allow up to 30 temporary lodging units per acre and up to 15 residential multi-family units per acre. This existing comparative ratio gives a landowner the choice of building only two (2) hotel units for every one (1) residential condo. The existing regulatory choice clearly favors the residential condominium market over the resort hotel market.

Thus, to encourage temporary lodging use redevelopment and simultaneously discouraging multi-family residential development along the Gulf beaches, the density standards approved in 1998 must be updated and modified to synchronize with current market conditions and remove the artificial regulatory barrier to normal cycles of reinvestment and redevelopment pattern experienced over time in any aging community. The regulatory correction needed is density modifications that includes a simultaneous decrease in permitted residential density with an increase in temporary lodging density to create a 5:1 ratio of hotels: residential condominiums.

This density readjustment needed to create economic equilibrium and balance is accomplished by increasing density for exclusive temporary lodging use from 30 units per acre to 50 - 75 units per acre at the same time as decreasing the multi-family residential density from 18 units per acre to 15 units per acre. The result will provide an economically feasible choice for hotel owners and operators to redevelop as a resort facility as an alternative to selling existing resort properties for redevelopment as a residential condominium project.

- (d) *Nonconforming Densities.* Further exacerbating the economic disparity described above, the existing temporary lodging properties located within the Large Resort District lost approximately 16.5 acres to the City's implementation of the Countywide Preservation designation in 2003. Prior



to 2003, those 16.5 acres were calculated by the City for density purposes at thirty (30) temporary lodging units per acre. As a result, 495 potential temporary lodging units were lost after November 2003.

In addition, the reduction of acreage by government regulation for every property abutting the Gulf beaches in 2003 created a significant disconnect between the number of units actually built on the ground as compared to the number of units that are potentially allowed under the current land development regulations. This circumstance is referred to as non-conforming density for a permitted land use.

The existing as-built density on the ground in the Large Resort district averages approximately 50 hotel units per acre, some properties are more, some just slightly less. One hotel property is already over 80 units per acre as it is built today. However, the current land use and zoning classifications only allow thirty (30) units per acre, or roughly 60% or less of the number of units actually built. The result is that every single existing hotel and motel along the west side of Gulf Boulevard has a non-conforming density.

Non-conforming density status prohibits the rebuilding of the existing number of units in the event of a natural disaster, and also precludes or severely limits financing or refinancing needed for reinvestment in these aging properties. Reinvestment into non-conforming properties is not practical or feasible unless a portion of the property is sold off as residential condominiums to raise capital for reinvestment. The non-conforming status of these temporary lodging properties as they continue to age and reach functional obsolescence, only serves to encourage redevelopment as residential condominiums, unless a regulatory remedy is adopted.

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.

Policy 2

At least one functional public beach access a minimum of ten (10) feet average width shall be provided on all temporary lodging use development projects if: (a) the buildable site is at least three gross acres in size; and (b) new construction exceeds 67% or more of the total aggregate floor area located on the buildable site; and (c) the buildable site has a westerly boundary abutting the Gulf beaches or is part of an overall unified development that has a westerly boundary abutting the Gulf beaches. Abutting resort owners will be encouraged to combine public beach access on adjacent boundaries in the site plan approval process to maximize the width and meaningful public access to the Gulf beaches wherever possible. Any combined public beach access shall be an average fifteen (15) feet in width. Further, wherever practical and feasible, public beach access will be encouraged and pursued in coordination with trolley stops, crosswalks, bike and pedestrian pathways.

Policy 3

A functional public beach access may be required that shall not exceed seven (7) feet average width for temporary lodging use redevelopment projects if: (a) new construction is 67% or less but exceeds 50% of the total aggregated floor area located on the buildable site; (b) the site has a westerly property boundary abutting the Gulf beaches; and (c) only if the conditions of site redevelopment permit its location without causing undue hardship on the property owner as a result of existing site conditions that may impede the reasonable location of an easement for the public that can be integrated with the overall site development. Abutting resort owners will be encouraged to combine public beach access on adjacent boundaries in the site plan approval process to maximize the width and meaningful public access to the Gulf beaches wherever possible. Further, wherever practical and feasible, public beach access will be encouraged and pursued in coordination with trolley stops, crosswalks, bike and pedestrian pathways.



Policy 4

Public beach access will be by foot traffic and wheelchair only and shall be directed to marked paths or dune walkovers in order to protect the dune system. Emergency police, fire rescue and lifeguard response vehicles, or bicycles will be allowed access in a manner that minimizes adverse impacts to the dune system to the maximum extent possible.

Policy 5

All large scale development and redevelopment projects approved under Scenario 2 as defined under Permitted Uses & Standards for this Large Resort character district category may be required to provide an easement to the City for unimproved public access landward of the mean high water line to provide a continuous, uninterrupted pedestrian beach system along the Gulf of Mexico prior to a building permit being issued.

Policy 6

Professional landscaping and design standards consistent with the standards contained in the Land Development Code shall be required on the entire building site where any large-scale development or development of an entire site occurs, with particular emphasis on the Gulf Boulevard frontage.

Policy 7

Professional landscaping and design standards consistent with the standards contained in the Land Development Code shall be the minimum required for all redevelopment projects that are not redeveloping the entire buildable site for those areas of the development site being redeveloped only; and may be required where practical and feasible on the remainder of the development site if new construction exceeds 50% of the total buildable site area; all with particular emphasis on the Gulf Boulevard frontage. All landscape design including the type and quantity of plant material as well as hardscape design, shall be of exceptional quality and consistent with the character and vision of a high quality tropical resort destination.

Policy 8

Temporary lodging facilities shall comply with all County and local hurricane closure and evacuation procedures that will ensure orderly evacuation of guests and visitors prior to evacuation orders being issued for residents in Zone A.

Policy 9

All temporary lodging uses shall comply with adopted City rules and regulations that ensure that projects approved as temporary lodging facilities are built, function, operate and are occupied exclusively as temporary lodging uses.



Permitted Uses and Standards in the Large Resort District

- (a) *Primary uses.* Temporary lodging uses - hotel, motel, resort condominium; medium density multifamily residential.
- (b) *Secondary uses.* Commercial and office; provided, however, any commercial and/or office use on property located within one-hundred and fifty (150) feet of the westerly right-of-way line of Gulf Boulevard may be under separate ownership from the primary use when approved by the City as part of an overall site plan incorporating the primary and secondary uses as an integrated project.
- (c) *Density/Intensity Standards.* Density and intensity shall be calculated on the basis of those portions of the site which are landward of the Florida Coastal Construction Control Line and shall be permitted as follows:
 - (1) Scenario 1 - Existing development, and all development that does not qualify as Large-scale development under subsection (2) Scenario 2 below:
 - a. Density - shall not exceed the following:
 - (i) 50 temporary lodging units per acre; or
 - (ii) 15 residential dwelling units per acre; and
 - (iii) Variances to exceed the maximum density above as established in this Future Land Use Plan shall be prohibited.
 - b. Intensity Standards for Temporary Lodging Use - shall include indoor amenities and shall exclude structured parking, and outdoor amenities including but not limited to tennis courts, pools, and the like. The floor area ratio for Scenario 1 shall not exceed the following:
 - (i) 1.8 floor area ratio; and
 - (ii) Shall not include additional floor area for freestanding non-residential facilities; and
 - (iii) Variances to exceed the maximum floor area ratio above as established in this Future Land Use Plan shall be prohibited.
 - (2) Scenario 2 Large-scale development - shall mean development of a parcel that is at least three gross acres in size or greater:
 - a. Density - shall not exceed the following:
 - (i) 75 temporary lodging units per acre; or
 - (ii) 15 residential units per acre; or
 - (iii) A combination of residential and temporary lodging units which shall be prorated on an acreage basis allocated to each use, provided that a minimum of 200 temporary lodging units are provided; and
 - (iv) Variances to exceed the maximum density above as established in this Future Land Use Plan shall be prohibited.
 - b. Intensity Standards for Temporary Lodging Use - shall include indoor amenities and shall exclude structured parking and outdoor amenities including but not limited to tennis courts, pools and the like. The maximum floor area ratio for Scenario 2 shall not exceed the following:
 - (i) 2.6 floor area ratio; and
 - (ii) As a bonus, street level retail and restaurant uses facing Gulf Boulevard that are accessible by pedestrians along Gulf Boulevard and serve the general public,



- may be constructed but shall not exceed an additional floor area ratio of 0.15 of the building site; and
- (iii) The preceding intensities may include the normal ancillary residential for on-site security, maintenance and management, and normal ancillary non-residential guest facilities; and
 - (iv) Variances to exceed the maximum floor area ratio above as established in this Future Land Use Plan shall be prohibited.
- (3) Impervious Surface Ratio Standards - in both Scenarios 1 and 2, the maximum impervious surface ratio shall not exceed:
- a. 0.85 for temporary lodging uses only;
 - b. 0.70 for residential use only; and
 - c. A combination of residential and temporary lodging units not to exceed the floor area ratio for each use set forth above, which shall be prorated on an acreage basis allocated to each use, and
 - d. Variances to exceed the maximum impervious surface ratios above as established in this Future Land Use Plan shall be prohibited.
- (d) **Height Standards.** The maximum building height for each use within the Large Resort (LR) District shall not exceed:
- (1) Residential use only, any temporary lodging use mixed with residential in same building. Building height shall not exceed 50 feet.
 - (2) Any temporary lodging or commercial use building located within 200 feet of a property occupied by an existing residential use located outside Special Planning Area 1. Building height shall not exceed 50 feet or the height of the adjacent residential building located outside Special Planning Area 1, whichever is greater.
 - (3) 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.
 - (4) Any variance to increase the maximum height for each type of use set forth above for this Large Resort character district shall be prohibited.
 - (5) Building height for the above uses shall be measured in accordance with the "height" definition as set forth under the definition section of this plan.
- (e) **Setback Standards.** Any new building construction or building addition within the Large Resort (LR) District shall comply with the following setbacks:
- (1) **Front Yard.** The minimum front yard setback for buildings 50 feet in height or lower shall be 25 feet. The minimum front yard setback for that portion of a building rising above 50 feet in height shall be equal to the height of the building unless a lesser setback is approved by the City through the conditional use process to provide for increased compatibility with adjoining properties.
 - (2) **Side Yards.** The minimum side yard setback shall equal ten (10) percent of the lot width of the subject property, or thirty (30) feet on one side, whichever is less, not to exceed sixty (60) feet combined for both setbacks. Provided, however, when the subject property is adjacent to an existing residential use located outside the Large Resort District, the minimum side yard setback shall equal twenty (20) percent of the lot width of the subject property or 60 feet, whichever is less, provided that in no event shall the setback be less than 30 feet, for that side yard abutting the existing residential use. The City Commission may increase the minimum side yard setback for that portion of a proposed building rising above 50 feet in height when determined to be in the public interest upon evaluating a conditional use permit request.

- (3) **Rear Yard.** For non-waterfront parcels, the minimum rear yard setback shall be 20 feet. For waterfront parcels, the minimum rear yard setback shall be the Florida Coastal Construction Control Line, provided, however, when the subject property is adjacent to an existing residential use located outside the Large Resort District, the minimum rear yard setback shall be increased as follows:
- a. 50 feet landward of the Florida Coastal Construction Control Line or in alignment with the existing rear yard setback of the adjacent residential use, whichever is less, for buildings 50 feet in height or lower.
 - b. 50 feet landward of the Florida Coastal Construction Control Line plus an additional one-half foot of rear yard setback for every one foot in building height for that portion of the building above 50 feet.
- Required Buffering.** New construction of a temporary lodging use that exceeds 50-feet in building height or adjoins an existing residential property located outside the Large Resort District shall provide a minimum 30-foot wide landscape buffer along the entire length of a required side yard with the specific landscape plan to be reviewed and approved as part of the conditional use permitting process. The landscape buffer may contain any required public access to the beach, but no accessory uses. New construction of a temporary lodging use adjoining an existing residential property located outside the Large Resort District shall include the same buffer for rear yard along the adjoining residential property line, if applicable. The City Commission may reduce the width of the required buffer by up to 50 percent based upon its design and compatibility review of the project and any superior alternatives presented unless it adjoins an existing residential use located outside the Large Resort District, in which case there shall be no reduction to the required buffer width.



I.II Boutique Hotel/Condo District (B-HC)

- (a) *Location and Character.* The Boutique Hotel/Condo character district contains 22.5 acres and less than 2% of the total land area of the City. This District is illustrated on the Special Planning Area 1 Character Districts Map (Map 1). Several multifamily residential condominiums exist and several more are currently under construction or have been recently constructed in this District. It is anticipated that only approximately two or three boutique hotel projects potentially could be developed or redeveloped in the Boutique Hotel/Condo District that will qualify for increased height and density under this proposed plan and map amendment.
- (b) *Purpose and Intent; Redevelopment Incentives & Deterrents.* The following policies shall govern development and redevelopment in the Boutique Hotel/Condo District and are intended to preserve the remaining inventory of Boutique Hotels to the maximum extent possible within this District by increasing density for temporary lodging uses and prohibiting height and density increases for residential condominium development.

Policies:

Policy 1

Architectural design features that provide visual interest, are aesthetically pleasing and relate to the human scale at ground levels are equally important for both the street and waterside of buildings. Blank wall facades shall be prohibited.

Policy 2.1

At least one functional public beach access a minimum of seven (7) feet average width shall be provided on all new development projects that redevelop more than 75% of the buildable site unless a hardship exists resulting from a property width that is less than 150 feet.

Policy 2.2

Public beach access will be by foot traffic and wheelchair only and shall be directed to marked paths or dune walkovers in order to protect the dune system. Emergency police, fire rescue and lifeguard response vehicles, or bicycles will be allowed access in a manner that minimizes adverse impacts to the dune system to the maximum extent possible.

Policy 3

All development and redevelopment projects may be required to provide an easement to the City for unimproved public access landward of the mean high water line to provide a continuous, uninterrupted pedestrian beach system.

Policy 4

Professional landscaping and design standards consistent with the standards contained in the LDC shall be the minimum required on the entire building site for new development that exceeds 75% of the buildable site, with particular emphasis on the Gulf Boulevard frontage and screening from any adjacent low-rise residential use that may include landscaping and privacy walls. Landscape design, including the type and quantity of plant material as well as creative tropical hardscape designs, shall be consistent with the quality and character of a high quality tropical resort destination

Policy 5

Increased building setbacks from Gulf Boulevard shall be required for increases to building height allowed for temporary lodging uses.



- (3) Intensity shall not exceed the following:
 - a. Temporary lodging use shall not exceed an aggregate floor area of 750 square feet per temporary lodging unit excluding indoor amenities, common areas and structured parking. Indoor amenities and common areas shall not exceed an additional 0.2 floor area ratio combined. For example: 50 units x 750 square feet = 38,500 square feet plus 0.2 x total parcel square feet for common areas & indoor amenities = total building square footage, excluding structured parking.
 - b. Variances to exceed the maximum floor area ratio above as established in the Future Land Use Plan shall be prohibited.
- (4) Impervious Surface Ratio shall not exceed:
 - a. 0.85 impervious surface ratio for any exclusive temporary lodging uses; or
 - b. 0.70 impervious surface ratio for any residential use or combined residential and temporary lodging use; and
 - c. Variances to exceed the maximum impervious surface ratio above as established in the Future Land Use Plan shall be prohibited.
- (5) Height shall not exceed, but shall be permitted up to the following, subject to height limitations contained in the Land Development Code:
 - a. Seventy-six (76) feet above base flood elevation for any building that exclusively contains only temporary lodging uses with a minimum setback of one hundred (100) feet from Gulf Boulevard; or
 - b. Sixty-five (65) feet above based flood elevation for any building that exclusively contains only temporary lodging uses with a minimum setback of seventy-five (75) feet from Gulf Boulevard; or
 - c. Fifty (50) feet above base flood elevation for any buildings containing multi-family residential dwelling units, or any temporary lodging facility that does not comply with the minimum setbacks required for additional height established in sections (e)(1), (e)2, and (e)(3) above, subject to a minimum setback of fifty (50) feet from Gulf Boulevard; and
 - d. Any increases to, including variances to increase, each of the maximum heights set forth above for this Boutique Hotel/Condo Resort character district shall be prohibited.



I.III Activity Center District (AC)

- (a) *Location and Character.* The Activity Center character district contains 52.68 acres or approximately 4% of the total land area of the City. This District is illustrated on the Special Planning Area 1 Character Districts Map (Map 1). It includes the Dolphin Village Shopping Center which is the hub of commercial activity in the Gulf Boulevard area and is located across from the County Park to the west.
- (b) *Purpose and Intent; Redevelopment Incentives and Deterrents.* The following policies shall govern development in the Activity Center District and are intended to encourage commercial revitalization through reinvestment and redevelopment throughout the District. The primary focus of commercial redevelopment is Dolphin Village Shopping Center which is the most significant commercial hub on Gulf Boulevard.

The Activity Center is a primary commercial core of the City in need of revitalization, not a change of core character. Therefore, exclusive residential use is prohibited in this district. Commercial redevelopment will be encouraged in a manner that will serve the retail services needs of residents and visitors alike for several decades into the future.

As a result, a more comprehensive and unified approach to commercial redevelopment will be encouraged by allowing a secondary residential component if certain minimum standards are met. One important requirement is the assembly of land to reduce the existing number of smaller lots and provide opportunities for unified redevelopment that reduces curb cuts on Gulf Boulevard that will result in improved traffic flow and reduced vehicular-pedestrian conflict.

Parcel assembly combined with mixed-use redevelopment also enables other livable community strategies such as increased open space and buffering opportunities from residential neighborhoods to the east and increased opportunities for pedestrian linkages to neighborhood services that will reduce vehicular trip generation and greenhouse gas emissions.

These policies and development standards are also needed from a public safety standpoint to encourage and facilitate modern utilization of land along the east side of Gulf Boulevard that includes buildings that comply with current Building and Safety Codes, FEMA regulations, as well as architectural, landscaping and drainage standards.

In addition, encouraging commercial redevelopment through the use of regulatory tools and incentives will provide the best opportunity to implement Green building and site design standards and strategies that not only benefit the landowner but also patrons and the community-at-large.

Policies:

Policy 1

Architectural design features that provide visual interest, are aesthetically pleasing and relate to the human scale at ground levels 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 the pedestrian from weather elements shall be encouraged.

Policy 2

Parking shall be integrated into the principal building and hidden from public view to the maximum extent feasible and practical on all commercial redevelopment projects. The substantial majority of parking required for mixed-use development projects shall be integrated into the principal buildings and hidden from public view for projects that are four acres in size or greater. Surface parking for freestanding non-residential use shall be permitted for any development or redevelopment.



Policy 3

The first habitable floor of any principal building of any development or redevelopment project shall be retail uses only accessible from street level and connected to pedestrian walkways to provide easy public access.

Policy 4

Professional landscaping and design standards consistent with the standards contained in the Land Development Code shall be the minimum required on the entire building site where any development will occur, with particular emphasis on the Gulf Boulevard frontage, and screening and buffering from adjacent residential uses that may include landscaping and privacy walls.

Policy 5

Encourage commercial waterfront properties to have slips available for public use.

Permitted Uses and Standards in the Activity Center District

- (a) *Primary uses.* Commercial and office.
- (b) *Secondary uses.* Multi-family Residential or temporary lodging as part of a mixed-use retail I project only. Exclusive residential or tourist lodging uses shall be prohibited, however, the site may be horizontally mixed as long as pedestrian, bicycle, and vehicular accessibility is maintained within the site.
- (c) *Density/Intensity and Height Standards.*
 - (1) Intensity for Commercial and Office Uses shall not exceed:
 - a. A floor area ratio of 0.75; and
 - b. Variances to exceed the maximum floor area ratio above as established in this Future Land Use Plan shall be prohibited.
 - (2) Density & Intensity for a Mixed-Use Commercial, Office, Residential, Temporary Lodging Use project shall not exceed:
 - a. 15 dwelling units per acre combined or 40 temporary lodging uses per acre, not to exceed a total of 50 units per project nor the density pool allocated, with a maximum 1.0 floor area ratio on a minimum one (1) acre buildable site. To qualify for mixed-use densities and intensities, a minimum of four (4) residential units, or 10 temporary lodging units, mixed with a minimum of 0.35 floor area ratio for commercial or office uses shall be required; or
 - b. 18 dwelling residential units per acre combined with a maximum 1.0 floor area ratio on a minimum four (4) acre buildable site; and
 - c. The combination of commercial, office, temporary lodging, and/or residential uses shall not exceed the preceding density and intensity which shall be prorated on an acreage basis allocated to each use; and further, provided that the commercial and office uses are the primary use of the property and residential use is secondary; and
 - d. Variances to exceed the maximum density and intensity above as established in the Future Land Use Plan shall be prohibited.
 - (3) Temporary Lodging Unit Density Pool ("TLU Density Pool") - The City shall establish a TLU Density Pool not to exceed a total of 325 units for the entire TC-2, Bayou Residential, and Activity Center districts and the following shall govern the allocation of density from the TLU Density Pool:



- a. The TLU Density Pool shall be allocated to individual projects by ordinance of the City Commission upon request of an individual property owner; and
 - b. Such allocation may be up to but shall not exceed forty (40) temporary lodging units per acre and further, the cumulative allocation shall not exceed fifty(50) units per development project; and
 - c. The number of available temporary lodging units remaining after such project allocation shall be specified in each City Commission ordinance allocating such units and each such ordinance shall provide that no units beyond those TLU Density Pool units remaining available to the TC-2 and Activity Center districts shall be allocated to any subsequent temporary lodging use project; and
 - d. This limitation shall be absolute and shall apply regardless of the proposed size or density of the project requesting such allocation. Such units shall be established exclusive of any other use provided for in the District.
- (4) Impervious Surface Ratio shall not exceed:
- a. 0.85 impervious surface ratio for any exclusive commercial/office use; or
 - b. 0.70 impervious surface ratio for any residential use or combined residential or temporary lodging use mixed with a commercial or office use; and
 - c. Variances to exceed the maximum impervious surface ratio above as established in the Future Land Use Plan shall be prohibited.
- (5) Height shall not exceed, but shall be permitted up to the following, subject to any height limitations contained in the City's Land Development Code:
- a. Twenty-eight (28) feet for exclusively commercial or office development; or
 - b. Forty (40) feet for a building containing nonresidential uses on the first floor mixed with a secondary residential use above and located on a minimum one (1) acre parcel; or
 - c. Eighty-six (86) feet, inclusive of structured parking, for a building containing non-residential uses on the first floor mixed with a secondary residential use above and located on a minimum parcel size of four (4) acres or more; and
 - d. Commercial mixed with residential or temporary lodging uses may be mixed horizontally under the following conditions:
 - (i) Neither the commercial nor the residential/temporary lodging use may exceed 40 feet in height;
 - (ii) The development site is a minimum of one acre in size;
 - (iii) The commercial and residential uses shall have internal pedestrian, bicycle, and vehicular circulation.
 - e. Any increases to, including variances to increase, the maximum height for each type of use set forth above for this Activity Center character district shall be prohibited.



I.IV Bayou Residential District (BR)

- (a) *Location and Character.* The Bayou Residential character district is a small narrow strip of land containing 7.86 acres or approximately six-tenths (6/10ths) of 1% of the total land area of the City. This District is illustrated on the Special Planning Area 1 Character Districts Map (Map 1). The lot depths are extremely narrow and preclude the potential of redeveloping prior existing temporary lodging uses that have long-since closed and have been demolished. Redevelopment options are limited to primarily multi-family residential as a result of the lot depths; however, to encourage parcel assembly and a more unified redevelopment opportunity because of and the District's direct access to Gulf Boulevard, a small bonus commercial component will be allowed on a limited basis. Several properties are currently vacant and demolished.
- (b) *Purpose and Intent; Redevelopment Incentives and Deterrents.* The following policies shall govern development in the Bayou Residential District to encourage redevelopment in a physically constrained area that is primarily vacant and is a transition area between higher intensity commercial uses along Gulf Boulevard and lower density residential neighborhoods to the east. High-rise residential development is prohibited. Height for exclusive residential use is decreased over existing permitted heights. Increased building setbacks are required from Gulf Boulevard. The maximum allowable density is permitted only for mixed-use projects located on parcels assembled that contain two or more acres to encourage more comprehensive and unified redevelopment, reduce trip generation, increase pedestrian linkages to neighborhood services and reduce curb cuts along Gulf Boulevard.

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.

Policy 2

Increased setbacks from Gulf Boulevard will be required for increases in building height.

Policy 3

Professional landscaping and design standards consistent with the standards contained in the LDC shall be the minimum required on the entire building site where any development will occur, with particular emphasis on the Gulf Boulevard frontage.



Permitted Uses and Standards in the Bayou Residential District

- (a) *Primary uses.* Residential and Temporary Lodging Uses.
- (b) *Secondary uses.* Commercial uses only as a component of a mixed-use residential or temporary lodging development.
- (c) *Density/Intensity and Height Standards.*
 - (1) Residential and Temporary Lodging use - shall not exceed:
 - a. 15 dwelling units per acre for an exclusively residential use.
 - b. 18 dwelling units per acre for multifamily residential mixed with a commercial use. The maximum floor area ratio for the commercial portion of the mixed-use project is 0.3; or
 - c. 40 temporary lodging units per acre not to exceed the density pool allocated. The temporary lodging use can be mixed with a commercial use. The maximum floor area ratio for the commercial portion of a mixed-use project is 0.3.
 - d. Variances to exceed the maximum density or intensity above as established in this Future Land Use Plan shall be prohibited.
 - (2) Temporary Lodging Unit Density Pool ("TLU Density Pool") - The City shall establish a TLU Density Pool not to exceed a total of 325 units for the entire TC-2, Bayou Residential, and Activity Center districts and the following shall govern the allocation of density from the TLU Density Pool:
 - a. The TLU Density Pool shall be allocated to individual projects by ordinance of the City Commission upon request of an individual property owner; and
 - b. The number of available temporary lodging units remaining after such project allocation shall be specified in each City Commission ordinance allocating such units and each such ordinance shall provide that no units beyond those TLU Density Pool units remaining.
 - (3) The maximum impervious surface ratio shall not exceed:
 - a. 0.70 for exclusively residential uses. Maximum impervious surface ratio (ISR) for all other uses: 0.85; and
 - b. Variances to exceed the maximum impervious surface ratio above.
 - (4) Height shall not exceed, and shall be permitted up to the following, subject to any height limitations contained in the City's Land Development Code:
 - a. Thirty-five (35) feet above base flood elevation for an exclusively residential use;
 - b. Fifty-four (54) feet above base flood elevation all other uses.
 - c. Any increases to, including variances to increase, any of the maximum heights set forth above for this Bayou Residential character district shall be prohibited.



II. Downtown Redevelopment District

General Provisions

- (a) *Location and Character.* The Downtown Redevelopment District contains approximately 100.05 acres in the Downtown Core area shown on Map 3 and represents approximately 8% of the total land area of the City. This District is comprised of 391 parcels, with approximately 40% developed as existing commercial and office uses, 11% temporary lodging uses, 33% supporting residential uses of a variety of densities and housing types, and the remaining 16% devoted to government uses. This District also contains the adjacent downtown core neighborhoods that contain a mix of residential and nonresidential uses including the smaller mom and pop motels located in the Upham Beach Village District.
- (b) *Purpose and Intent; Redevelopment Incentives & Deterrents.* This Downtown Core Redevelopment District is one of the two core areas within Special Planning Area 1 that emphasizes pedestrian mobility over vehicular mobility and is designed to recreate a more traditional main street core gathering area by encouraging revitalization that will provide:
 - (1) Quality neighborhood, government and commercial services in the City's traditional historic shopping district by creating a live, work, shop, dine and play main street;
 - (2) Quality residential neighborhoods surrounding the core commercial areas by reducing commercial encroachment into those residential neighborhoods and by establishing increased open space and buffering between residential and nonresidential uses;
 - (3) A traditional village community where the focus is on safe and comfortable pedestrian mobility and a "sense of place" or a "sense of community" where residents come together to live, play, work and share recreational activities; and
 - (4) Increased pedestrian linkages to neighborhood services that will reduce vehicular dependence, reduce trip generation and improve the overall traffic flow, pedestrian circulation, and safety throughout the downtown area.

Goals, Objectives, and Policies for the Downtown Redevelopment District

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 the 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 Special Planning Area 1 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 Code 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 1.4

The City shall use all existing incentives to encourage an affordable mix of housing types and varieties that are located within walking distance of the downtown Corey Avenue core area integrated with retail, commercial, office and entertainment uses at street level to create a live, shop, work and play environment in the Corey downtown area that will revitalize the traditional main street as a vibrant center of activity for residents and visitors.

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.

Objective 1.7

Downtown shall be a safe environment for both residents and visitors, and real and perceived public safety issues will be addressed.

Objective 1.8

The City shall recognize the unique features of Downtown neighborhoods and shall continue to expand neighborhood retail, business, and recreation services.

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.

Objective 1.10

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.

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 2.1

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.

Objective 2.2

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.

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 2.4

A variety of parking solutions for motorized and non-motorized transportation systems shall be pursued to support development and redevelopment while maintaining ease of access and parking throughout the Downtown Redevelopment District.

Objective 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.

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.

Objective 3.2

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.

Objective 3.3

Development and redevelopment are encouraged to create a vibrant Downtown environment containing a variety of building forms and styles that respect the Downtown 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.

Objective 3.4

All new building construction shall comply with current Building and Safety Codes, 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. The City shall ensure compliance not only through the building permit process but through Code Enforcement and inspections as necessary to maintain the highest FEMA rating achievable for a coastal barrier island.

Policies:

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.

Policy 2

The character of each district within Downtown shall be reinforced through the site plan review and approval process. Projects shall be consistent with and contribute positively to the vision of the character district in which it is located.

Policy 3

The design of all projects in the Downtown Redevelopment District shall make meaningful contributions to the pedestrian environment through site and building design.

Policy 4

New development and redevelopment shall be compatible with the human scale of the area and contribute to a pedestrian-friendly and safe environment.

Policy 5

On-site overhead utilities shall be placed underground as part of all development projects.

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 7

Property owners/developers are encouraged to meet with residents, area neighborhood associations/business groups prior to submitting major development and redevelopment projects for City review.

Policy 8

Shared parking for commercial, office and mixed-use developments should be accomplished wherever possible.

Policy 9

All new development and redevelopment shall mitigate potential flood, hurricane and tropical cyclone hazards.



Policy 10

Internal connectivity and shared driveway access points between adjoining properties of compatible uses should be pursued wherever practical and feasible to further reduce curb cuts to improve traffic flow on adjacent roadways as well as reduce vehicular conflict with pedestrians and bicyclists.

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.

Policy 14

All new development or redevelopment shall be required to obtain administrative site plan approval prior to construction.



II.I Town Center Core District (TC-1)

- (a) *Location and Character.* The Town Center Core character district contains 32.54 acres or approximately 2.5% of the total land area of the City. This District is illustrated on the Special Planning Area 1 Character Districts Map (Map 1). Corey Avenue between Gulf Boulevard and Mangrove Avenue has served as the "downtown" shopping area for almost 50 years and is experiencing a high rate of vacancies.
- (b) *Purpose and Intent; Redevelopment Incentives and Deterrents.* The following policies shall govern development in the Town Center Core District and are intended to revitalize the historic "downtown" shopping area and expand the City's "Main Street" from the waterfront edge of Corey Circle to the east, through downtown westward to Sunset Way and Blind Pass Channel on the west end of Corey Avenue and includes 75th Avenue from the Corey Causeway westward to Blind Pass Channel. The primary focus shall be to encourage revitalization and redevelopment where the focus is on safe and comfortable pedestrian mobility and a "sense of place" or a "sense of community" where residents come together to live, play, work and share recreational activities.

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 the pedestrian from weather elements shall be encouraged.

Policy 2

Vehicular curb cuts and driveways shall be discouraged and minimized on Corey and 75th Avenues to ensure a pedestrian-friendly, comfortable, and safe environment as well as minimize pedestrian-vehicular conflict.

Policy 3

Non-residential uses only shall be allowed on the ground floor of any building fronting Corey Avenue or 75th Avenue and shall be the primary use component of every new development or redevelopment in the Downtown area.

Policy 4

Residential uses shall be permitted only as a secondary use to an overall mixed-use retail redevelopment project and shall be allowed only above the first floor.

Policy 6

On-site parking shall be located to the side or rear of properties. A portion of required parking may be on-street parking, off-site shared-use parking or located within an off-site public parking facility.

Policy 7

Temporary lodging facilities shall comply with all County and local hurricane closure and evacuation procedures that will ensure orderly evacuation of guests and visitors prior to evacuation orders being issued for residents in Zone A.



Policy 8

All temporary lodging uses shall comply with adopted City rules and regulations that ensure that projects approved as temporary lodging facilities are built, function, operate and are occupied exclusively as temporary lodging uses.

Policy 9

A centrally located public, private, or joint public/private shared parking facility, including public restroom facilities, for the Town Center Core District shall be pursued to improve the accessibility, convenience and comfort of residents and visitors to the Downtown area.

Permitted Uses and Standards in the Town Center Core District

- (a) *Primary uses.* Commercial and office.
- (b) *Secondary uses.* Residential use as a component of a mixed-use retail and/or office redevelopment project only; Temporary lodging use - bed and breakfast inns.
- (c) *Density/Intensity and Height Standards.*
 - (1) Commercial and office uses - shall not exceed:
 - a. A floor area ratio of 1.00 with no residential component; and
 - b. A floor area ratio bonus of 0.45 shall be permitted for a mixed-use retail/office/residential development project; and
 - c. Variances to exceed the maximum floor area ratios above as established in this Future Land Use Plan shall be prohibited.
 - (2) Residential use as part of a Mixed-Use project - shall only be allowed as a secondary component to a mixed-use retail/office/residential development project and shall not exceed 15 dwelling units per acre in addition to the preceding floor area allowed for commercial and office uses as part of the mixed-use project. Variances to exceed the maximum density established in the Future Land Use Plan shall be prohibited.
 - (3) Temporary Lodging Unit Density Pool ("TLU Density Pool"): In addition to any density and intensity which may be allowed in the Town Center Core District, the City shall also establish a TLU Density Pool, not to exceed a total of fifty (50) units for the entire Town Center Core District. The following shall govern the implementation of the TLU Density Pool:
 - a. The TLU Density Pool shall be allocated by Ordinance of the City Commission upon request of an individual property owner; and
 - b. Such allocation shall not exceed ten (10) temporary lodging units per acre or a cumulative total of ten (10) units per development project; and
 - c. The remaining number of available units shall be specified in each City Commission ordinance allocating such units and each such ordinance shall provide that no temporary lodging units beyond those remaining in the TLU Density Pool available for the Town Center Core District shall be allocated to any subsequent project; and
 - d. This limitation shall be absolute and shall apply regardless of the proposed size or density of the project requesting such allocation. Such units shall be established exclusive of any other use provided for in the District.
 - (4) Impervious Surface Ratio shall not exceed:
 - a. 0.90 for all development; and



- b. Variances to exceed the maximum impervious surface ratio above as established in the Future Land Use Plan shall be prohibited.
- (5) Height shall not exceed, but shall be permitted up to the following, subject to any height limitations contained in the City's Land Development Code:
- a. Twenty-eight (28) feet for an exclusively nonresidential development; or
 - b. Forty (40) feet for a building containing nonresidential uses on the first floor mixed with a secondary residential use located above the first habitable floor; and
 - c. Any increases to, including variances to increase, the maximum height for each use set forth above for this Town Center Core character district shall be prohibited.



II.II Town Center Corey Circle District (TC-2)

- (a) *Location and Character.* The Town Center Corey Circle character district contains 4.67 acres or less than fourth-tenths of 1% (0.4%) of the total land area of the City. This District is illustrated on the Special Planning Area 1 Character Districts Map (Map 1). The entire area has become vacant, unsafe and in disrepair except for one restaurant and an automotive service shop. Corey Circle is clearly visible from the Corey Causeway main entrance to the City.
- (b) *Purpose and Intent; Redevelopment Incentives & Deterrents.* The following policies shall govern development in the Town Center Corey Circle District and are intended to encourage redevelopment of the area as one or two comprehensive mixed-use residential/commercial projects to anchor the east terminus of the Corey Avenue “Main Street” that will act as a catalyst for revitalizing the entire Corey Avenue area as well as create a safer environment and attractive entrance to the City.

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.

Policy 2

Parking shall be integrated into the principal building and hidden from public view to the maximum extent feasible and practical.

Policy 3

Retail/Restaurant uses shall be located on the first floor or accessible from street level and near the pedestrian walkways to provide easy public access.

Policy 4

Publicly or privately-owned small-scale marina facilities with transient boat slips will be encouraged in locations and quantities that attract visitors to the Downtown core and minimize adverse environmental impacts.

Policy 5

Professional landscaping and design standards consistent with the standards contained in the LDC shall be the minimum required on the entire building site where any new development will occur, with particular emphasis on screening and buffering from adjacent residential uses that may include landscaping and privacy walls.

Policy 6

Temporary lodging uses shall comply with all County and local hurricane closure and evacuation procedures that will ensure orderly evacuation of guests and visitors prior to evacuation orders being issued for residents in Zone A.

Policy 7

All temporary lodging uses shall comply with adopted City rules and regulations that ensure that projects approved as temporary lodging facilities are built, function, operate and are occupied exclusively as temporary lodging uses.



Permitted Uses and Standards in the Town Center Corey Circle District

- (a) *Primary uses.* Commercial and office use; Temporary lodging use - hotel, motel, resort condominium; Residential use but only as part of a mixed-use development on a minimum 1.8 acre buildable site.
- (b) *Secondary uses.* Commercial and office as a component of a mixed-use project; Marina.
- (c) *Density/Intensity and Height Standards.*
 - (1) Residential use
 - a. Shall only be permitted as part of mixed-use residential development project located on a minimum 1.8 acre buildable site and shall not exceed 24 dwelling units per acre. Commercial, office or temporary lodging uses only shall be located on the first habitable floor accessible at street level; and
 - b. Exclusive residential development shall be prohibited; and
 - c. Variances to exceed the maximum density above as established in this Future Land Use Plan shall be prohibited.
 - (2) Commercial and office use only - shall not exceed:
 - a. A floor area ratio of 0.55; and
 - b. Variances to exceed the maximum floor area ratio above as established in this Future Land Use Plan shall be prohibited.
 - (3) Temporary Lodging Use. Density and Intensity shall be approved by Conditional use only and shall not exceed fifty (50) temporary lodging units per acre located on a minimum 1.8 acre buildable site and shall also not exceed a cumulative total of 150 units per project subject to the requirements, restrictions and limitations established below for the TLU Density Pool for the Town Center Core Corey Circle Coquina West, Activity Center, and Bayou Residential Districts.
 - (4) Impervious Surface Ratio shall not exceed:
 - a. 0.70 for all new development; and
 - b. Variances to exceed the maximum impervious surface ratio above as established in the Future Land Use Plan shall be prohibited.
 - (5) Height shall not exceed, but shall be permitted up to the following, subject to any height limitations contained in the City's Land Development Code:
 - a. Twenty-eight (28) feet for exclusively nonresidential uses; or
 - b. Seventy-six (76) feet above base flood elevation for buildings containing non-residential uses on the first habitable floor accessible at street level mixed with a primary residential and temporary lodging use; or
 - c. Seven Eighty-six (86) feet above base flood elevation 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; and
 - d. Any increases to, including variances to increase, the maximum height for each type of use set forth above for this Town Center Corey Circle character district shall be prohibited.



II.III Town Center Coquina West District (TC-2)

- (a) *Location and Character.* The Town Center Coquina West character district contains 6.11 acres or less than one-half percent (0.5%) of the total land area of the City. This District is illustrated on the Special Planning Area 1 Character Districts Map (Map 1). This District consists of a three-block area that currently is a mix of existing residential, light industrial, small motel and commercial restaurant/bar uses.
- (b) *Purpose and Intent; Redevelopment Incentives and Deterrents.* The following policies shall govern development in the Town Center Coquina West District and are intended to encourage redevelopment of the area as one or two comprehensive mixed-use residential/commercial projects to anchor the west terminus of the Corey Avenue “Main Street” and to act as a catalyst for revitalizing the entire Corey Avenue “Main Street”.

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 the pedestrian from weather elements shall be encouraged.

Policy 2

Structured parking that can be integrated into the principal building and hidden from public view will be encouraged and pursued.

Policy 3

Retail/Restaurant uses shall be located on the first floor or accessible from street level and near the pedestrian walkways to provide easy public access.

Policy 4

Publicly or privately-owned small-scale marina facilities with transient boat slips will be encouraged in locations and quantities that attract visitors to the Downtown core and minimize adverse environmental impacts.

Policy 5

Professional landscaping and design standards consistent with the standards contained in the LDC shall be the minimum required on the entire building site where any new development will occur, with particular emphasis on screening and buffering from adjacent residential uses that may include landscaping and privacy walls.

Policy 6

Temporary lodging uses shall comply with all County and local hurricane closure and evacuation procedures that will ensure orderly evacuation of guests and visitors prior to evacuation orders being issued for residents in Zone A.

Policy 7

All temporary lodging uses shall comply with adopted City rules and regulations that ensure that projects approved as temporary lodging facilities are built, function, operate and are occupied exclusively as temporary lodging uses.



Permitted Uses and Standards in the Town Center Coquina West District

- (a) *Primary uses.* 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.
- (b) *Secondary uses.* Commercial and office as a secondary component of a mixed-use residential/commercial development project; Marina.
- (c) *Density/Intensity and Height Standards.*
 - (1) Residential use
 - a. Shall only be permitted as part of mixed-use development project located on a minimum two-acre buildable site and shall not exceed 24 dwelling units per acre. Commercial, office or temporary lodging uses only shall be located on the first habitable floor accessible at street level; and
 - b. Exclusive residential development shall be prohibited; and
 - c. Variances to exceed the maximum density above as established in this Future Land Use Plan shall be prohibited.
 - (2) Commercial and office use only - shall not exceed:
 - a. A floor area ratio of 0.55; and
 - b. Variances to exceed the maximum floor area ratio established in this Future Land Use Plan shall be prohibited.
 - (3) Temporary Lodging use. Density and Intensity shall be approved by Conditional use only and shall not exceed fifty (50) temporary lodging units per acre located on a minimum 1.8-acre buildable site and shall also not exceed a cumulative total of 150 units per project subject to the requirements, restrictions and limitations established below for the TLU Density Pool for the Town Center Core Corey Circle, Coquina West, Activity Center, and Bayou Residential Districts.
 - (4) Impervious Surface Ratio shall not exceed:
 - a. 0.70 for all new development; and
 - b. Variances to exceed the maximum impervious surface ratio established in the Future Land Use Plan shall be prohibited.
 - (5) Height shall not exceed, but shall be permitted up to the following, subject to any height limitations contained in the City's Land Development Code:
 - a. Twenty-eight (28) feet for an exclusively nonresidential use; or
 - b. Seventy-six (76) feet above base flood elevation for buildings containing non-residential uses on the first habitable floor accessible at street level mixed with a primary residential component above; or
 - c. Eighty-six (86) feet above base flood elevation 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; and
 - d. Any increases to, including variances to increase, the maximum height for each type of use set forth above for this Town Center Coquina West character district shall be prohibited.



TC-2 Temporary Lodging Use

- (a) *Density.* TC-2 Temporary Lodging Unit Density Pool ("TC-2 TLU Density Pool"): The City shall establish a TC-2 TLU Density Pool, not to exceed a total of three-hundred and twenty-five (325) units for the entire Town Center Corey Circle and Coquina West Districts (TC-2). These density pool units may also be allocated to the Activity Center and Bayou Residential Districts. The following shall govern the allocation of temporary lodging units from the TLU Density Pool:
- (1) The TC-2 TLU Density Pool shall be allocated by Ordinance of the City Commission upon request of an individual property owner; and
 - (2) Such allocation shall not exceed fifty (50) temporary lodging units per acre; and
 - (3) Such allocation shall not exceed a cumulative total of one hundred fifty (150) temporary lodging units per development project; and
 - (4) The remaining number of available temporary lodging units in the TLU Density Pool shall be specified in each City Commission ordinance allocating such units and each such ordinance shall provide that no temporary lodging units beyond those remaining in the TC-2 TLU Density Pool for the TC-2 Districts shall be allocated to any subsequent project; and
 - (5) This limitation shall be absolute and shall apply regardless of the proposed size or density of the project requesting such allocation. Such units shall be established exclusive of any other use provided for in the District.
- (b) *Intensity Standards.*
- (1) Temporary lodging use shall not exceed an aggregate floor area of 750 square feet per temporary lodging unit allocated by Ordinance, excluding indoor amenities, common areas and structured parking. Indoor amenities and common areas shall not exceed an additional 0.2 floor area ratio combined. For example: 50 units x 750 square feet = 38,500 square feet plus 0.2 x total parcel square feet for common areas & indoor amenities = total building square footage, excluding structured parking.
 - (2) Variances to exceed the maximum floor area ratio above as established in the Future Land Use Plan shall be prohibited.



II.IV Downtown Core Residential District (DCR)

- (a) *Location and Character.* The Downtown Core Residential character district contains 11.65 acres or less than one percent (1%) of the total land area of the City. This District is illustrated on the This District is illustrated on the Special Planning Area 1 Character Districts Map (Map 1).
- (b) *Purpose and Intent; Redevelopment Incentives and Deterrents.* The following policies shall govern development in the Downtown Core Residential District to encourage quality residential redevelopment that supports the downtown core shopping and entertainment area and acts as a transition area from downtown core mixed commercial and residential uses to lower density residential neighborhoods to the south and west.

Policies:

Policy 1

Architectural design features that provide visual interest, are aesthetically pleasing and relate to the human scale at ground levels are equally important for both the street and water side of residential homes, town homes and multi-family structures. Blank wall facades shall be prohibited.

Policy 2

Development and redevelopment shall be compatible with the existing developments that remain in the neighborhood.

Permitted Uses and Standards in the Downtown Core Residential District

- (a) *Primary uses.* Residential.
- (b) *Secondary uses.* None.
- (c) *Density/Intensity and Height Standards.*
 - (1) Residential use - Shall not exceed:
 - a. Ten (10) dwelling units per acre; and
 - b. Variances to exceed the maximum density above as established in the Future Land Use Plan shall be prohibited.
 - (2) Impervious Surface Ratio shall not exceed:
 - a. 0.70 for all development; and
 - b. Variances to exceed the maximum impervious surface ratio above as established in the Future Land Use Plan shall be prohibited.
 - (3) Height for residential buildings shall not exceed:
 - a. Thirty-five (35) feet above base flood elevation inclusive of structured parking; and
 - b. Any increases to, including variances to increase, the maximum height set forth above for this Downtown Core Residential character district shall be prohibited.



II.V Upham Beach Village District (UBV)

- (a) *Location and Character.* The Upham Beach Village character district contains 16.10 acres or approximately one and one-quarter percent (1.25%) of the total land area of the City. This District is illustrated on the Special Planning Area 1 Character Districts Map (Map 1).

The neighborhood is a mixture of residential and motel temporary lodging uses that are at or near functional obsolescence. There is a diverse mixture of densities and intensities of existing development in this neighborhood, ranging from single family homes to motels that have an existing density of 78 units per acre, and include aging apartment complexes that are being converted to residential condominiums that will preclude redevelopment anytime in the foreseeable future. This diversity of uses, densities, and intensities within this character district gives rise to unique compatibility issues that must be sensitively addressed.

- (b) *Purpose and Intent; Redevelopment Incentives and Deterrents.* The following policies shall govern development in the Upham Beach Village District and are intended to allow redevelopment of residential uses as well as allow existing motel temporary lodging uses that are part of the heritage of this Upham neighborhood to redevelop as temporary lodging uses at the same density as exists. Such redevelopment shall be subject to height limitations and design standards that protect existing and future neighborhood residential uses as well as improve safety, circulation, and drainage:

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 facades shall integrate architectural elements that provide protection to the pedestrian from weather elements shall be encouraged.

Policy 2

Only existing temporary lodging uses may be redeveloped and new temporary lodging uses shall be strictly prohibited.

Policy 3

A mixture of residential and temporary lodging uses throughout the district shall be encouraged to be preserved and redeveloped.

Policy 4

Redevelopment of existing temporary lodging uses shall provide the minimum necessary vehicular curb cuts and driveways to provide reasonable, adequate and safe ingress and egress to the development site and ensure a pedestrian-friendly and safe environment by minimizing pedestrian-vehicular conflict.

Policy 5

Structured parking that can be integrated into the principal building and hidden from public view will be encouraged and pursued.

Policy 6

Professional landscaping and design standards consistent with the standards contained in the LDC shall be the minimum required on the entire building site where any development will occur, with particular emphasis on screening and buffering from adjacent residential uses that may include landscaping and privacy walls.



Policy 7

Development and redevelopment shall be compatible with the existing neighboring residential uses that immediately surround the development site.

Policy 8

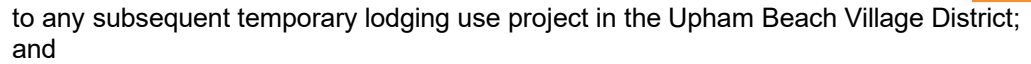
Temporary lodging uses shall comply with all County and local hurricane closure and evacuation procedures that will ensure orderly evacuation of guests and visitors prior to evacuation orders being issued for residents in Zone A.

Policy 9

All temporary lodging uses shall comply with adopted City rules and regulations that ensure that projects approved as temporary lodging facilities are built, function, operate and are occupied exclusively as temporary lodging uses.

Permitted Uses and Standards in the Upham Beach Village District

- (a) *Primary uses.* Residential; Temporary lodging uses - hotel, motel, resort condominium, bed & breakfast inn.
- (b) *Secondary uses.* None.
- (c) *Density/Intensity and Height Standards.*
 - (1) Residential use shall not exceed:
 - a. 7.5 dwelling units per acre for single family homes and duplexes; or
 - b. 18 dwelling units per acre for multi-family residential use on a minimum $\frac{1}{3}$ acre buildable site; or
 - c. 21 dwelling units per acre for multi-family residential use on a minimum $\frac{1}{2}$ acre buildable site; or
 - d. 24 dwelling units per acre for multi-family residential use on a minimum $\frac{3}{4}$ acre buildable site.
 - e. Variances to exceed the maximum density above as established in this Future Land Use Plan shall be prohibited.
 - (2) Temporary Lodging use - motel and bed & breakfast inn. Temporary lodging units shall be allocated on a first come first serve basis utilizing the Temporary Lodging Unit Density Pool established below.
 - (3) *Temporary Lodging Unit Density Pool ("TLU Density Pool").* Density for temporary lodging uses in the Upham Beach Village District shall be regulated as follows:
 - a. The City shall establish a TLU Density Pool not to exceed 175 total units for the entire Upham Beach Village District; and
 - b. The TLU Density Pool shall be allocated by ordinance of the City Commission upon request of an individual property owner; and
 - c. Any TLU Density Pool allocation by ordinance per project shall not exceed the number of existing licensed temporary lodging units located on the development site; and
 - d. The remaining number of available TLU Density Pool units shall be specified in each City Commission ordinance allocating such units and each such ordinance shall provide that no units beyond those remaining in the TLU Density Pool shall be allocated



- e. This limitation shall be absolute and shall apply regardless of the proposed size or density of the project requesting such allocation. Such units shall be established exclusive of any other use provided for in the District.
- (4) Impervious Surface Ratio shall not exceed:
- a. 0.85 for temporary lodging use; or
 - b. 0.70 for residential use; and
 - c. Variances to exceed the maximum impervious surface ratio established in the Future Land Use Plan shall be prohibited.
- (5) Height shall not exceed, but shall be permitted up to the following, subject to any height limitations contained in the City's Land Development Code:
- a. Thirty-five (35) feet above base flood elevation, inclusive of structured parking, for single family homes, duplexes and multi-family uses 18 dwelling units per acre or less; or
 - b. Forty-five (45) feet above base flood elevation, inclusive of parking, for multi-family residential use exceeding 18 dwelling units per acre and all temporary lodging uses; and
 - c. Any increases to, including variances to increase, the maximum height for each type of use set forth above for this Upham Beach Village character district shall be prohibited.

- (4) Impervious Surface Ratio shall not exceed:

- a. 0.85 for temporary lodging use; or
- b. 0.70 for residential use; and
- c. Variances to exceed the maximum impervious surface ratio established in the Future Land Use Plan shall be prohibited.

- b. 0.70 for residential use; and

- c. Variances to exceed the maximum impervious surface ratio established in the Future Land Use Plan shall be prohibited.

- (5) Height shall not exceed, but shall be permitted up to the following, subject to any height limitations contained in the City's Land Development Code:

- a. Thirty-five (35) feet above base flood elevation, inclusive of structured parking, for single family homes, duplexes and multi-family uses 18 dwelling units per acre or less; or

- b. Forty-five (45) feet above base flood elevation, inclusive of parking, for multi-family residential use exceeding 18 dwelling units per acre and all temporary lodging uses; and

- c. Any increases to, including variances to increase, the maximum height for each type of use set forth above for this Upham Beach Village character district shall be prohibited.



II.VI Commercial Corridor Blind Pass Road District (CC-1)

- (a) *Location and Character.* The Commercial Corridor Blind Pass Road character district contains 7.4 acres or approximately one-half percent (0.5%) of the total land area of the City. This District is illustrated on the Special Planning Area 1 Character Districts Map (Map 1). Nearly all of the parcels fronting Blind Pass Road lost frontage property during the widening of the Road in 2003 expanding it from 2 lanes to 5 lanes. As a result, many of the parcels lost parking and are too shallow to provide standard parking and buffers from the residential neighborhoods causing commercial encroachment into almost exclusively single-family residential neighborhoods.
- (b) *Purpose and Intent; Redevelopment Incentives and Deterrents.* The following policies shall govern development in the Commercial Corridor Blind Pass Road District and are intended to facilitate assembly and redevelopment of commercial frontage parcels to increase lot depth and reduce non-residential encroachment into the existing residential neighborhoods, increase buffering between residential and nonresidential uses, redevelop sites to current code design and safety standards, as well as reduce curb cuts to reduce pedestrian/bicyclist - vehicular conflict and improve traffic flow.

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 facade 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 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, regardless of whether the development site is expanded by assembling parcels of land.

Policy 5

Vehicular access from side streets shall be encouraged for residential development provided such access is not incompatible with the residential neighborhood abutting the redevelopment.

Policy 6

Professional landscaping and design standards consistent with the standards contained in the LDC Land Development Code shall be the minimum required on the entire building site where any new development will occur, with particular emphasis on screening and buffering from adjacent residential uses.



Permitted Uses and Standards in the Commercial Corridor Blind Pass Road District

- (a) *Primary uses.* Commercial and office; Mixed-Use Residential/Commercial/Office; Residential.
- (b) *Secondary uses.* Commercial and office.
- (c) *Density/Intensity and Height Standards.*
 - (1) *Density.* Residential Use shall not exceed:
 - a. 7.5 dwelling units per acre for single family homes and duplexes for lots that do not access Blind pass Road; or
 - b. 12 dwelling units per acre for a multi-family residential use as part of a mixed-use residential/commercial/office project on a minimum half-acre buildable site with commercial or office on the first floor at street level and residential use permitted on the second and third floors only; and
 - c. Variances to increase the density above as established in the Future Land Use Plan shall be prohibited.
 - (2) *Intensity.* Commercial and office - shall not exceed a floor area ratio of:
 - a. 0.7 as an exclusive nonresidential use; or
 - b. 0.9. as part of a mixed-use residential/commercial/office project on a minimum half-acre buildable site with commercial or office on the first floor at street level and residential use permitted on the second and third floors only; and
 - c. Variances to exceed the maximum density or floor area ratio established in this Future Land Use Plan shall be prohibited.
 - (3) Impervious Surface Ratio shall not exceed:
 - a. 0.70 for all new development; and
 - b. Variances to exceed the maximum impervious surface ratio above as established in this Future Land Use Plan shall be prohibited.
 - (4) Height shall not exceed, but shall be permitted up to, the following, subject to any height limitations contained in of the City's Land Development Code:
 - a. Twenty-eight (28) feet for an exclusively nonresidential use only; or
 - b. Forty (40) feet for mixed-use development projects located on a minimum half-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; and
 - c. Any increases to, including variances to increase, the maximum height for each type of use set forth above for this Commercial Corridor Blind Pass Road character district shall be prohibited.



II.VII Commercial Corridor Gulf Boulevard District (CC-2)

- (a) *Location and Character.* The Commercial Corridor Gulf Boulevard character district contains 21.58 acres or less than two percent (2%) of the total land area of the City. This District is illustrated on the Special Planning Area 1 Character Districts Map (Map 1). This District also has substandard parking, narrow-depth lots that encroach into adjacent residential neighborhoods and too many curb cuts that create pedestrian-vehicular conflict and impede traffic flow on Gulf Boulevard.
- (b) *Purpose and Intent; Redevelopment Incentives and Deterrents.* The following policies shall govern development in the Commercial Corridor Gulf Boulevard District and are intended to allow for the assembly of land to increase lot depth and reduce nonresidential encroachment into adjacent residential neighborhoods, increase buffering between residential and non-residential uses, as well as redevelop to current code design and safety standards, reduce curb cuts that will improve traffic flow on Gulf Boulevard and reduce pedestrian/bicyclist-vehicular conflict:

Policies:

Policy 1

Architectural design features that provide visual interest, are aesthetically pleasing and relate to the human scale at street level for any facade 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

Utility Easements and sidewalks shall be required on all development projects if existing conditions permit the construction of a sidewalk and location of a utility easement that can be integrated into the redevelopment site plan without undue hardship to the property owner.

Policy 5

A physical buffer that may include landscaping and privacy walls adjacent to existing residential properties shall be required for all new nonresidential development and redevelopment or renovation, regardless of whether the development site is expanded by assembling parcels of land.

Policy 6

Vehicular access from side streets shall be encouraged for residential development provided such access is not incompatible with the residential neighborhood abutting the redevelopment.

Policy 7

Professional landscaping and design standards consistent with the standards contained in the Land Development Code shall be the minimum required on the entire building site where any development



will occur, with particular emphasis on screening and buffering from adjacent residential uses and on Gulf Boulevard frontage.

Permitted Uses and Standards in the Commercial Corridor Gulf Boulevard District

- (a) *Primary uses.* Commercial and office; Mixed-Use Residential/Commercial/Office.
- (b) *Secondary uses.* Commercial and office.
- (c) *Density/Intensity and Height Standards.*
 - (1) *Density.* Residential Use shall not exceed:
 - a. 7.5 dwelling units per acre for single family homes and duplexes for lots that do not access Gulf Boulevard; or
 - b. 12 dwelling units per acre for a multi-family residential use as part of a mixed- use residential/commercial/office project located on a minimum half-acre buildable site with commercial or office on the first floor at street level and residential use permitted on the second and third floors only; and
 - c. Variances to increase the density above as established in the Future Land Use Plan shall be prohibited.
 - (2) *Intensity.* Commercial and office - shall not exceed a floor area ratio of:
 - a. 0.7 as an exclusive nonresidential use; or
 - b. 0.9. as part of a mixed-use residential/commercial/office project on a minimum half-acre buildable site with commercial or office on the first floor at street level and residential use permitted on the second and third floors only; and
 - c. Variances to exceed the maximum density or floor area ratio above as established in this Future Land Use Plan shall be prohibited.
 - (3) Impervious Surface Ratio shall not exceed:
 - a. 0.70 for all new development; and
 - b. Variances to exceed the maximum impervious surface ratio above as established in this Future Land Use Plan shall be prohibited.
 - (4) Height shall not exceed, but shall be permitted up to, the following, subject to any height limitations contained in the City's Land Development Code:
 - a. Twenty-eight (28) feet for an exclusively nonresidential use only; or
 - b. Forty (40) feet for a mixed-use development project located on a minimum half-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; and
 - c. Any increases to, including variances to increase, the maximum height for each type of use set forth above for this Commercial Corridor Gulf Boulevard character district shall be prohibited.



TRANSPORTATION ELEMENT 3





GOAL 1:

Provide for a safe, convenient and energy efficient multimodal transportation system that shall be available for all residents and visitors to the City, that serves to increase mobility, reduce the incidence of single-occupant vehicles, and efficiently utilize roadway capacity.

Objective 1.1

The operational Level of Service (LOS) D peak hour shall be the minimum standard for all arterial roads within the City.

Policy 1.1.1.

The City shall review all proposed development or redevelopment for consistency with this Element and any potential impacts upon the adopted LOS standards.

Policy 1.1.2

All new development and redevelopment proposals shall be reviewed per the standards maintained within the Land Development Code.

Policy 1.1.3

The City shall assess new development or redevelopment an equitable pro rata share of the costs to provide multimodal improvements to serve the development or redevelopment, as established by the Pinellas County impact fee schedule.

Policy 1.1.4

The City shall address and plan for the capability to evacuate the vulnerable population before an impending natural disaster.

Objective 1.2

Roadway rights-of-way shall be identified, reserved, and/or acquired to provide multimodal transportation, sustainable street design, and green infrastructure.

Policy 1.2.1

The minimum setback requirements identified for all roadways shall be enforced through the Land Development Code.

Policy 1.2.2

When acquisition of rights-of-way for all roadways is necessary, all attempts will be made by the City to acquire such properties prior to exercising the power of eminent domain.

Policy 1.2.3

The City shall encourage low impact development and green infrastructure alternatives as part of public and private roadway design and construction that enhance transportation and stormwater management facilities.

Objective 1.3

The City will maintain standards to provide convenient and efficient multimodal facilities, parking, and access ways.



Policy 1.3.1

The City shall enforce parking standards which provide for safe and convenient on-site traffic flow as maintained within the Land Development Code.

Policy 1.3.2

The City shall provide bicycle and pedestrian facilities for connecting residential areas to recreation and open space areas, schools, and commercial areas when economically feasible.

Policy 1.3.3

Bicycle parking areas at commercial and recreation and open space areas shall meet the minimum parking standards maintained within the Land Development Code.

Policy 1.3.4

The City shall monitor parking availability and utilize parking management strategies to maximize City parking assets.

Objective 1.4

The City's transportation system shall emphasize accessibility, sustainability, and aesthetics for all transportation users.

Policy 1.4.1

The City shall encourage the implementation and maintenance of landscaping within the rights-of-way.

Policy 1.4.2

The City, in cooperation with the County and State, shall control access points of driveways and roadways to the roadway system. The City shall consider access management techniques and driveway consolidation or elimination for new developments.

Policy 1.4.3

The City shall utilize developer agreements to ensure new development and redevelopment projects provide safe and adequate access to the development. Agreements shall be utilized to acquire and expand existing and new transportation facilities. These facilities may include sidewalks, street lighting, right-of-way needs, roadways and bridges, intersection or roadway improvements, traffic signal improvements, bus shelters, and bicycle facilities.

Policy 1.4.4

The City shall plan and encourage transit facilities based upon existing and proposed major trip generators and attractors, safe and convenient public transit stations, land uses, and accommodation of the needs of the transportation disadvantaged.



Policy 1.4.5

The City shall consider the needs of its aging and disabled populations to enable the mobility of residents of all abilities and encourage aging-in-place, consistent with the AARP Network of Age-Friendly Communities initiative. Mobility improvements may include longer pedestrian crossing times, leading pedestrian intervals (LPI), wider sidewalks, ADA compliant curb ramps, and seating and shelters at transit stops.

Policy 1.4.6

The City shall consider landscaping elements that provide traffic calming measures as well as shade to increase pedestrian safety and comfort. When feasible, Crime Prevention Through Environmental Design (CPTED) standards shall be used to ensure pedestrian safety.

Policy 1.4.7

The City shall actively support electric vehicle adoption as a clean transportation alternative through the installation of charging infrastructure, public education, and coordination with regional efforts.

Objective 1.5

The City shall encourage and promote the utilization of a multimodal transportation system.

Policy 1.5.1

In coordination with Pinellas Suncoast Transit Authority (PSTA), the County, and Forward Pinellas, the City shall evaluate public transportation needs as required.

Policy 1.5.2

The City shall continue to encourage the use of bicycle and pedestrian modes of transportation by identifying facility improvements for these modes.

Policy 1.5.3

The City shall review all proposed development and redevelopment site plans for the accommodation of bicycle, pedestrian, and transit needs when applicable.

Policy 1.5.4

The City shall consider Future Land Uses that support multimodal transportation options.

Policy 1.5.5

The City shall coordinate transportation facilities to create an interconnected system of roadways, pathways, waterways, greenways, and trails with access to public and private facilities.

Policy 1.5.6

The City shall consider implementing Transportation Demand Management (TDM) strategies, intended to reduce the dependence on single-occupant vehicle trips, and the encouragement of the use of bicycle, pedestrian, and transit modes as a means of commuting and recreational mobility. Strategies may include transit passes, rideshare, or carpooling programs to reduce single occupancy vehicle trips.



Objective 1.6

Transportation improvements shall be coordinated with all City plans, and those of the state, regional, and surrounding local agencies.

Policy 1.6.1

The City shall review the Florida Department of Transportation (FDOT) 5-Year Work Program and the Forward Pinellas 5-Year Transportation Improvement Program in order to update or modify this Element, as necessary.

Policy 1.6.2

The City shall review the transportation plans and programs of the neighboring municipalities, Forward Pinellas, and Pinellas County as they are amended.

Policy 1.6.3

Amendments to this Transportation Element shall be supported by an appropriate transportation analysis.

Policy 1.6.4

The City shall continue efforts to work with FDOT, Forward Pinellas, and all appropriate agencies to improve safety and improve functionality of multimodal transportation networks.

Policy 1.6.5

City officials shall review the Future Land Use Map when planning roadway construction and improvements to ensure that roadways are designed to serve the needs of the adjacent future land uses.

Policy 1.6.6

The City shall ensure multimodal transportation plans and improvements are consistent with the Comprehensive Plan and Capital Improvement Plan of the City, and are coordinated with other local agencies, FDOT, PSTA, Pinellas County School Board (PCSB), Tampa Bay Area Regional Transit Authority (TBARTA), Tampa Bay Regional Planning Council (TBRPC), Pinellas County, and Forward Pinellas.

Objective 1.7

The City's transportation system shall prioritize safety and shall strive to eliminate traffic/transportation-related deaths and serious injuries.

Policy 1.7.1

The City commits to working towards its goal of zero transportation-related deaths and serious injuries through Safe Streets Pinellas and Vision Zero as outlined and maintained by Forward Pinellas.

Policy 1.7.2

The City recognizes that safety requires a collaborative approach to eliminate transportation-related deaths and serious injuries. This includes a multidisciplinary approach, including but not limited to public health, law enforcement, land use planning, and engineering.



Policy 1.7.3

The City shall use a Safe Systems approach to implement Vision Zero as outlined and maintained by Forward Pinellas.

Policy 1.7.4

The City will take a balanced approach to minimizing and preventing death and serious injury from the transportation network that includes education, engineering, equity, emergency response and enforcement.

Policy 1.7.5

The City will strive to minimize and prevent the transportation-related deaths and serious injuries that impact all of the City, particularly vulnerable roadway users and the low-income and minority communities by keeping equity as a key component in achieving the goal of zero deaths and serious injuries.

Policy 1.7.6

The City will work with partners to ensure Vision Zero/Safe Streets considerations in a range of disciplines, including land use planning, roadway design, access management, transportation system maintenance, emergency response and law enforcement.

Policy 1.7.7

The City shall enforce the requirements maintained within the Land Development Code for signage along roadways in order to reduce visual confusion and safety hazards.

Policy 1.7.8

The City shall provide and maintain crosswalks and sidewalks on roadways of high pedestrian usage. The City shall consider signalized crossings and mid-block crossings on corridors with high pedestrian and high vehicular usage.



HOUSING

ELEMENT 4





GOAL 1:

Promote decent, safe, and sanitary housing at affordable costs to meet the needs of the present and future residents of the City, free from arbitrary discrimination because of race, gender, abilities, ethnic background, age, marital status, or household composition.

Objective 1.1

Recognizing the built-out environment and the limited opportunity for implementation of affordable and workforce housing, the City shall continue to maintain policies to assist the private sector in providing a suitable mix of housing types, including housing sites for very low-, low- and moderate- income families, to meet the City's housing needs as feasible.

Policy 1.1.1

Due to the built-out environment, the City shall continue to emphasize policies designed to preserve and/or rehabilitate existing housing, promote connectivity to neighboring communities, and continue its support of the public transportation system, recognizing the relationship between transportation costs and affordable and workforce housing.

Policy 1.1.2

The City shall review ordinances, codes, regulations and permitting processes, as required, in order to increase the efficiency and economy of meeting the housing needs of the City, while continuing to ensure the health, welfare and safety of the residents.

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

The City shall encourage affordable and workforce housing to be located near transit and bicycle facilities, and centers of employment.

Objective 1.2

The City shall endorse the opportunity for all citizens to purchase or rent decent, safe, and sanitary housing which they can afford, free from arbitrary discrimination because of race, gender, abilities, ethnic background, age, marital status or household composition.

Policy 1.2.1

The City shall continue to support and enforce Fair Housing legislation, as may be enacted or amended periodically, to include age, abilities, and household composition in addition to race, gender, national origin, and religion.

Policy 1.2.2

The City shall facilitate the notification of enforcement agencies whenever housing discrimination is encountered.



Policy 1.2.3

Upon request by the private sector, the City shall pursue and utilize state and federal sources of funding to assist in creating and/or preserving affordable and workforce housing, including State Housing Initiatives Partnership (SHIP), Community Development Block Grant (CDBG), HOME, and Neighborhood Stabilization Program (NSP) funds.

Objective 1.3

Group homes shall continue to be permitted within suitable locations to ensure that the needs of the City residents requiring such housing are met.

Policy 1.3.1

The City shall establish non-discriminatory standards and criteria addressing the location of group homes and foster care facilities where appropriate in accordance with Chapter 419 of the Florida Statutes.

Policy 1.3.2

The City shall continue to permit group homes in appropriate residential neighborhoods where the class of group homes is necessary to meet the needs of the City residents.

Objective 1.4

The City shall continue to provide uniform and equitable treatment for persons and businesses displaced by state and local government programs consistent with Sec. 421.55, F.S.

Policy 1.4.1

The City shall ensure that reasonably located, standard housing at affordable costs is available to persons displaced through public action prior to their displacement.

Policy 1.4.2

Before approving the taking of private residential property, the City Commission shall review the current housing market to assure that standard housing, at affordable cost is available to displaced persons.

Objective 1.5

As an ongoing objective, the City shall eliminate any substandard housing that may exist.

Policy 1.5.1

The City shall maintain code enforcement activities, through inspections of the housing stock as required.

Policy 1.5.2

The City shall encourage housing improvement and replacement projects as maintained in the Land Development Code.



Objective 1.6

The City shall assist property owners in the identification, preservation, and protection of historically- and architecturally-significant housing.

Policy 1.6.1

By providing referral to the appropriate governmental and other agencies, the City shall assist property owners in the identification of historically-significant structures.

Policy 1.6.2

The City shall assist property owners of historically- or architecturally-significant housing in applying for and utilizing state and federal assistance programs.

GOAL 2:

Encourage the establishment and maintenance of a sustainable housing stock that is resilient to a changing climate while maintaining a strong neighborhood and cultural identity.

Objective 2.1

The City shall encourage and develop incentives, when appropriate, for design and construction techniques and building materials capable of significantly reducing the cost of maintenance and energy consumption of housing while providing for a more healthy and durable home environment.

Policy 2.1.1

The City shall promote sustainable communities by encouraging sustainable and resilient housing that conserves natural resources and reduces monthly operating costs.

Policy 2.1.2

The City will encourage housing construction that uses the U.S. Green Building Council (USGBC) or the Florida Green Building Coalition (FGBC) land development, new construction and major renovation building standards.

Policy 2.1.3

The City shall encourage utilization of LEED standards or similar best practices for development and redevelopment, as maintained in the Land Development Code.

Policy 2.1.4

The City shall continue to promote energy conservation techniques that follow the most current version of the Florida Building Code (FBC), Energy Conservation Standards. Periodic reviews of development regulations and building codes shall be conducted to determine if there are modifications needed to incorporate energy conservation measures in addition to the requirements of the FBC.

Policy 2.1.5

The City shall encourage or incentivize all new development and redevelopment to meet Green Building and site design minimum standards as maintained within the Land Development Code.



Policy 2.1.6

The City shall collaborate with local builders and community development corporations to determine ways builders may incorporate sustainable building technologies in the construction of housing, through the following means:

- a) Water (e.g., indoor water conservation, low-flow/low-flush fixtures, pervious materials, xeriscaping, reclaimed water irrigation, harvested rainwater, water budget);
- b) Energy (e.g. Energy Star ratings, traditional, local vernacular techniques of climate sensitive design, passive solar design, landscaping for energy conservation, site development) and unit orientation (e.g. north/south rather than east/west windows) that takes advantage of the natural shade and lighting available, radiant barrier and ridge venting, solar heating and cooling systems, gas heating/cooling systems and appliances, photovoltaic systems, ductwork, fans, energy recovery ventilators programmable thermostats, energy efficient appliances;
- c) Building materials (e.g., dimensional lumber, wood treatment, engineered structural materials, engineered siding and trim, non-toxic termite control, floor coverings, wood flooring, roofing structural wall panels, insulation, windows and doors, cabinets, finishes and adhesives); and
- d) Solid Waste Management (e.g., home recycling, construction waste recycling).

Objective 2.2

The City shall promote the preservation or rehabilitation of existing housing, including identification of historically- or culturally-significant housing and the re-use of those structures as housing while maintaining the neighborhood quality as maintained in the Land Development Code.

Policy 2.2.1

The City shall encourage the rehabilitation of residential structures to prevent the unintended loss of housing units due to deteriorated conditions.

Policy 2.2.2

The City shall periodically review and amend, where necessary, the housing and health codes and other standards relating to care and maintenance of residential and neighborhood environments and facilities.

Policy 2.2.3

The City shall encourage individual homeowners to increase private reinvestment in housing by providing information and technical assistance programs.

Policy 2.2.4

The City shall comply with FEMA regulations to allow for the rehabilitation of older, traditionally non-conforming, residential structures at their existing densities.



INFRASTRUCTURE ELEMENT 5





GOAL 1:

Provide necessary sanitary sewer, solid waste, and potable water services by a safe, efficient, and cost-effective system which maintains adequate facilities and provides for orderly growth and expansion.

Objective 1.1

The City shall continue to implement procedures, in cooperation with its sanitary sewer, solid waste, and potable water system providers such that development permits are issued only when adequate facility capacity is available to serve the development.

Policy 1.1.1

In accordance with Pinellas County, the Level of Service standards provided by the City for solid waste and potable water shall be:

Facility	Level of Service Standard
Solid Waste	1.3 tons per person per year
Potable Water	120 gallons per day per capita

Policy 1.1.2

The Level of Service standard for Sanitary Sewer (wastewater) shall be:

- a. In accordance with the City of St. Petersburg Northwest Water Reclamation Facility service area and the wholesale wastewater agreement between the City of St. Pete Beach and the City of St. Petersburg, the Level of Service standards for wastewater treatment shall be a minimum of 149.9 gallons per day per capita.
- b. In accordance with the Land Development Code (LDC), the City shall provide a minimum average daily flow capacity of 200 gallons per day per Equivalent Residential Unit (ERU) for Sanitary Sewer collection and conveyance.

Policy 1.1.3

The replacement or modification of infrastructure facilities shall be compatible with the City's Level of Service standards.

Policy 1.1.4

The City shall maintain formal agreements with Pinellas County to provide potable and reclaimed water, with the City of St. Petersburg to provide wastewater treatment, and with a qualified private company to provide solid waste services consistent with the City's adopted levels of service.

Policy 1.1.5

Prior to the issuance of a building permit for future development and/or redevelopment activities, the City shall evaluate and confirm that adequate potable water supplies and facilities, as well as sanitary sewer treatment capacity, will be available by the anticipated issuance date of the certificate of occupancy.



Policy 1.1.6

The City shall maintain standards within the LDC to confirm that all adopted levels of service are maintained. All new development and redevelopment proposals shall be reviewed for compliance with the Level of Service standards as established in this Element.

Policy 1.1.7

Proposed infrastructure improvements shall be evaluated and ranked in order of priority as defined in the Capital Improvements Element.

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 when feasible.

Policy 1.2.1

The City shall require the installation of water conservation devices for new construction or the replacements of existing plumbing fixtures.

Policy 1.2.2

The City shall restrict the unnecessary consumption of potable water and reclaimed water, particularly as it relates to irrigation, lawn watering and car washing during periods of drought, supply reduction and other emergencies.

Policy 1.2.3

The City and the County shall continue to provide reclaimed water for use in irrigation and landscaping.

Policy 1.2.4

The City shall follow and enforce the watering schedule and rules outlined by Pinellas County for irrigation using potable water or reclaimed water.

Policy 1.2.5

The City shall encourage efficient use of reclaimed water and limit reclaimed water discharge to drainage systems or surrounding water bodies.

Objective 1.3

The City shall continue to encourage strategies to reduce its per capita generation of solid waste.

Policy 1.3.1

The City shall maintain a resource recovery plan that encourages residents to recycle glass, plastic, aluminum, and newsprint waste products.



Objective 1.4

The City shall enforce the hazardous waste management procedures and applicable ordinances of Pinellas County and the Florida Department of Environmental Protection (FDEP).

Policy 1.4.1

The City, in conjunction with Pinellas County and the neighboring local governments, shall continue an educational program to inform the City's residents of effective methods to safely store and dispose of household and commercial hazardous material and of procedures to follow in emergencies.

GOAL 2:

Provide an efficient stormwater management and drainage system which protects human life, minimizes property damage, improves stormwater discharge quality, and addresses the risk of peril of flood from sea level rise.

Objective 2.1

The City shall develop and maintain a comprehensive Watershed Management Master Plan (WMMP). The WMMP shall be updated as necessary and as economically feasible.

Policy 2.1.1

The WMMP shall analyze the combined effects of existing and new development and redevelopment on the City's drainage system and shall outline a plan of action to address current and expected deficiencies.

Policy 2.1.2

The WMMP shall consider the risk of peril of flood from sea-level rise, storm intensification, and tidal conditions in accordance with Sec. 163.3178(2)(f)1, F.S., and incorporate adaptation strategies and principles to allow for consistent implementation of resiliency efforts.

Policy 2.1.3

The WMMP shall include a water quality analysis of stormwater runoff and the impact to receiving water bodies and ground water. The City shall ensure that the WMMP contains provisions which maintain the standards established by the FDEP for Outstanding Florida Waters and Aquatic Preserve designations of Boca Ciega Bay.

Policy 2.1.4

The City shall ensure that the WMMP contains provisions which maintain the standards/programs established by any other agency having jurisdiction.

Policy 2.1.5

Under the WMMP, the City shall advise its citizens of best practices for stormwater management and the dangers associated with non-point source pollution addressing, at a minimum, the following:

- a. Proper pesticide and fertilizer application practices;
- b. Uses of turf blocks for patios, sidewalks, driveways, etc., to prevent increasing impervious surface area;



- c. The importance to maintaining motor vehicles to prevent the accumulations of oils, grease, transmission fluid, etc., on driveways; and
- d. The importance of regularly collecting and properly composting yard debris to prevent their accumulation which can adversely affect surface water quality.

Policy 2.1.6

In accordance with the WMMP, the City shall continue to fund drainage improvements through its Capital Improvement Program.

Objective 2.2

The City shall establish a Level of Service for drainage in the WMMP and shall outline stormwater management regulations to be maintained within the LDC for new development and redevelopment.

Policy 2.2.1

Minimum drainage requirements for development or re-development shall comply with the requirements maintained in the LDC, the Southwest Florida Water Management District (SWFWMD) Basis of Review (BOR), and all applicable local, State and Federal water quality standards.

Policy 2.2.2

All new development and redevelopment proposals shall be reviewed by the City to confirm the requirements maintained within the LDC are met.

Policy 2.2.3

The City shall utilize best management practices to regularly maintain stormwater facilities and protect stormwater facilities and receiving waterbodies from impacts during construction. The following stormwater management techniques shall be used:

- a. Regular maintenance of retention swales adjacent to City roadways;
- b. Use of front, rear and side lot line swales in new development;
- c. Use of erosion and runoff control devices during construction;
- d. Where necessary, the City shall consider construction of drainage retention areas in the public right-a-way; and
- e. Where existing waterways are not sea-walled, native marine vegetation shall be used for shoreline stabilization where technically feasible.

Policy 2.2.4

In accordance with the water quality standards established by Section 62-302, Florida Administrative Code and other applicable State law, the City shall regulate storm water discharge.



GOAL 3:

Maintain streets to a condition that provides safe and comfortable vehicular and pedestrian travel that is efficient and cost effective.

Objective 3.1

The City shall establish a Pavement Condition Index (PCI) rating system to evaluate the condition of the roadway network biannually. The City shall maintain roadways to a minimum rating of at least 70, as economically feasible.

Policy 3.1.1

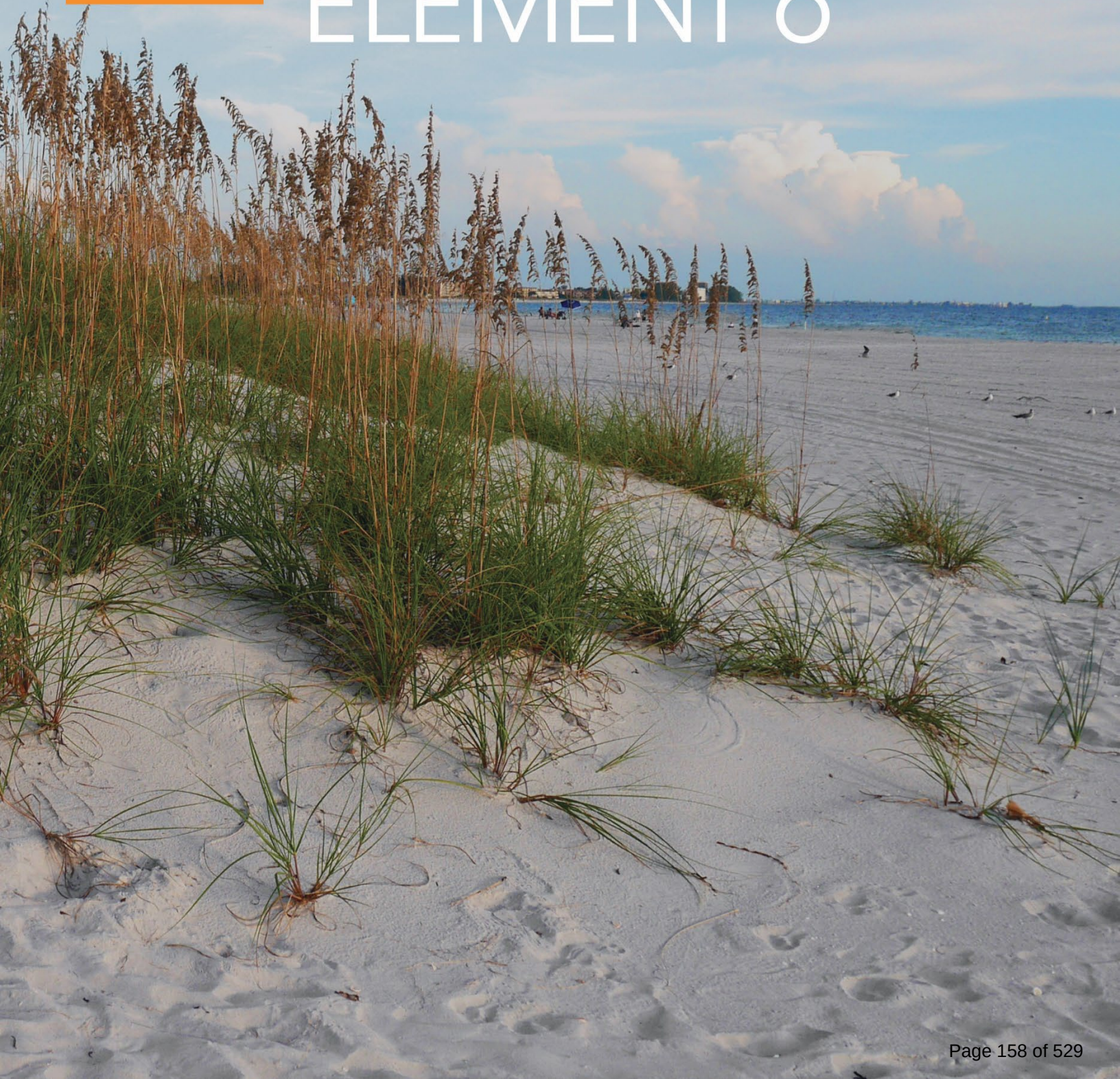
New development shall be required to construct roadways which meet City or Florida Department of Transportation (FDOT) standards.

Policy 3.1.2

The City shall ensure that maintenance, rehabilitation, and reconstruction projects meet the standards established for new construction.



COASTAL AND CONSERVATION ELEMENT 6





GOAL 1:

Conserve, protect, appropriately manage, and, where appropriate, restore, or enhance the City's natural resources (aquatic, wetland, air, and terrestrial) to ensure the highest environmental quality possible.

Objective 1.1

The City shall continue to conserve, appropriately use, and protect the quality and quantity of current waters that flow into estuarine waters or oceanic waters and protect from activities and land uses known to adversely affect the quality and quantity of identified water sources.

Policy 1.1.1

The City shall promote water conservation as an integral part of water management programs, rules, and plans and promote the use of reclaimed water for irrigation. Reclaimed water for irrigation shall not be utilized in excess and shall be implemented to prevent runoff into stormwater systems and ultimately surrounding water bodies. Reclaimed water availability shall be coordinated with Pinellas County and conservation efforts shall be utilized as necessary.

Policy 1.1.2

The City shall continue to cooperate with the Southwest Florida Water Management District (SWFWMD), Pinellas County, and Tampa Bay Water (TBW) to conduct water conservation programs. In the event a water shortage is declared, the City shall support the SWFWMD, Pinellas County, and TBW's Water Shortage Mitigation Plan in accordance with Chapter 40D-21, Florida Administrative Code (F.A.C.).

Policy 1.1.3

The City shall continue to support and implement the standards and regulations set forth in the Pinellas County and Boca Ciega Bay Aquatic Preserve Management Plan (FDEP, 2018) or most current management plan to protect and enhance the water quality of Boca Ciega Bay.

Policy 1.1.4

The City shall require all new development and redevelopment comply with the requirements maintained within the Land Development Code to maintain or improve water quality within Boca Ciega Bay and the Gulf of Mexico.

Policy 1.1.5

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

Objective 1.2

Regulations for development within the 100-year flood plain, as defined by the Federal Emergency Management Agency (FEMA), shall be strictly enforced and maintained within the Land Development Code.

Policy 1.2.1

New development or redevelopment approvals shall require that post-development run-off rates, volumes and pollutant loads do not exceed predevelopment conditions, as maintained within the Land Development Code.



Policy 1.2.2

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

Policy 1.2.3

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

Policy 1.2.4

The City shall support and encourage the preservation of hydrologically significant wetlands and other natural flood plain features.

Policy 1.2.5

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

Policy 1.2.6

The City will cooperate with FEMA to regularly update the 100-year flood plain and continue to enforce FEMA regulations.

Policy 1.2.7

Development is encouraged to design structures to minimize damage from coastal erosion, 100-year flood events, tidal surges from hurricanes and coastal storms and projected sea level rise. An analysis is encouraged for development projects located on a shoreline in order to demonstrate that the development will remain fully functional for its intended use based on the most current and credible sea level rise projections and expected lifespan of the project. Businesses are encouraged to take sea level rise into consideration in their investment decisions and to take mitigation steps to future vulnerabilities.

Objective 1.3

The City shall conserve and improve wetlands, aquatic resources, and wildlife population and habitat to maintain their environmental and recreational value.

Policy 1.3.1

The City shall identify preservation areas within the Future Land Use Element map series.

Policy 1.3.2

Preservation areas, including mangrove and marsh areas, shall be maintained in accordance with Pinellas County and State regulatory requirements.

Policy 1.3.3

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



Policy 1.3.4

Any project which could impact tidal circulation patterns shall require review and approval by the City and regulatory agencies only after sufficient hydrographic information is available to allow an accurate evaluation on the net environmental impacts of the project.

Policy 1.3.5

The City shall preserve the mangrove island, known as 'Fuller Island,' located in Little McPherson Bayou in its natural state.

Objective 1.4

The City shall conserve, appropriately use and protect native vegetation.

Policy 1.4.1

The City shall require that all new development preserve native vegetation on site when applicable, as maintained in the Land Development Code. This should not be interpreted to allow development in wetland, or protected areas.

Policy 1.4.2

All new development and redevelopment shall incorporate Florida-Friendly Landscaping (FFL) principles.

Policy 1.4.3

The City shall encourage shorelines lacking wetland vegetation to be planted with native vegetation in order to minimize potential flood damage, stabilize the shoreline and trap sediments and other non-point source pollutants, and provide additional habitat for fish and wildlife.

Policy 1.4.4

The City shall encourage the removal of exotic invasive plants, as listed by Florida's Exotic Pest Plants Council, requiring removal at the time of development or redevelopment of a property having such vegetation.

Policy 1.4.5

The City shall consider soil conditions and vegetation classifications when designating land use categories in order to measure their suitability.

Policy 1.4.6

Fill shall not be used to elevate structures in preservation areas, as identified in the Future Land Use Element.

Policy 1.4.7

The City shall protect natural resources as follows:

- a. Recreational development shall be compatible with the surrounding environment;
- b. The clearing of trees and wetland vegetation shall be prohibited, unless a mitigation plan is submitted and approved by the City, the objective being no net loss of wetlands and trees; and



- c. All applications for site development approval shall be subject to site plan review in accordance with the Land Development Code.

Objective 1.5

The City shall protect, to the maximum extent possible, species with special status from adverse impacts due to loss of natural foraging, feeding, nesting, and brooding habitats.

Policy 1.5.1

The City shall assist in the application of and compliance with all state and federal regulations pertaining to species of special status.

Policy 1.5.2

By working with agencies following state and federal guidelines, beach re-nourishment projects shall protect sea turtle nesting areas by limiting construction in such areas to winter and spring months.

Policy 1.5.3

The City shall work in cooperation with the Florida Department of Environmental Protection (FDEP), U. S Fish and Wildlife Service, Pinellas County Coastal Management and other state and federal agencies to develop and enforce an area-specific sea turtle and manatee protection plan in order to ensure long-range sea turtle, manatee, and habitat protection.

Policy 1.5.4

Manatees shall be protected from injury and disturbance resulting from aquatic commercial and recreational activities. Habitat of special significance to manatees, including additions to publicly owned preserves and refuges, shall be protected.

Objective 1.6

The City shall maintain its involvement in monitoring and enforcing the proper handling, treatment and disposal of hazardous waste within its jurisdiction.

Policy 1.6.1

The City shall work with the FDEP, the Tampa Bay Regional Planning Council, and Pinellas County in developing an emergency response plan to handle accidents involving hazardous waste.

Policy 1.6.2

A program shall be developed to regulate and monitor small generators of hazardous wastes to protect natural resources and public health.

Policy 1.6.3

Recycling of hazardous waste products such as oils, solvents and paints shall be promoted by the City.

Policy 1.6.4

The City, in conjunction with the Tampa Bay Regional Planning Council, Pinellas County and neighboring municipalities, shall support an ongoing educational program to inform the City's residents of effective methods to safely store and dispose of household and commercial hazardous material.



Policy 1.6.5

The City shall support the monitoring of hazardous waste-producing sites for potential environmental impacts by the appropriate regulatory agency or the owner/operator of the site.

Objective 1.7

The City shall continue efforts to meet or exceed all state and federal standards for air quality.

Policy 1.7.1

The City shall work, in cooperation with other agencies, to reduce the potential for automobile emissions pollution by the following measures:

- a. Require vegetative buffer strips between roadways and residential development; when feasible
- b. Reduce the dependence on single-occupant vehicle trips, and encourage the use of bicycle, pedestrian and transit modes as a means of commuting and recreational mobility
- c. Encourage the use of electric vehicles by providing charging stations when feasible

Policy 1.7.2

The City shall require compliance with Pinellas County requirements for vapor control systems for all new and reconstructed gasoline stations.

Objective 1.8

As an ongoing objective, the City shall make efforts to ensure that Boca Ciega Bay maintains the Outstanding Florida Waters designation as outlined in Chapter 62-302.700, F.A.C.

Policy 1.8.1

No new point sources shall be permitted to discharge from the City of St. Pete Beach into Boca Ciega Bay or into ditches or canals that flow into the bay.

Policy 1.8.2

In order to reduce non-point source pollutant loading, the Watershed Management Master Plan (WMMP) shall follow the regulations set out in Chapter 62-330, F.A.C.

Policy 1.8.3

In order to reduce non-point source pollutant loading and improve the functioning of the City's drainage system, dumping of debris of any kind (e.g., yard clippings and trimmings), into drainage ditches, canals and storm water control structures shall be prohibited.

Policy 1.8.4

The City shall coordinate with neighboring municipalities, Pinellas County, and the Tampa Bay Regional Planning Council, to protect estuaries which are within the jurisdiction of more than one local government. This may include coordinating with other local governments to ensure adequate sites for water-dependent uses, preventing estuarine pollution, controlling surface water runoff, protecting living marine resources, reducing exposure to natural hazards, and ensuring public access.

**Policy 1.8.5**

The City shall require that construction and maintenance methods do not adversely affect water quality or water flow.

Policy 1.8.6

No dredging will be allowed without consent of the City and all other applicable regulatory agencies.

Policy 1.8.7

Alterations and improvements to the drainage system shall preserve, to the maximum extent possible, natural drainage characteristics (such as wetlands), existing vegetation and trees, and natural topography.

Objective 1.9

The City shall protect and restore its beaches, dunes and natural system, protect its recreational and commercial working waterfronts, and establish construction standards which minimize the impacts of man-made structures on these systems maintained in the Land Development Code.

Policy 1.9.1

Construction seaward of the Coastal Construction Control Line shall be subject to the permitting procedures pursuant to Chapter 161, Part 1 of the Florida Statutes.

Policy 1.9.2

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

Policy 1.9.3

Dune preservation regulations shall be maintained in the Land Development Code to protect the primary dunes, and shall address prohibitions on excavations, destruction of native vegetation, and other activities which affect the natural fluctuation of the dunes.

Policy 1.9.4

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

- a. Stabilization projects utilizing native vegetation;
- b. Develop an educational program emphasizing the need to protect the coastline; and
- c. Construction of dune walkover structures.

Policy 1.9.5

The City shall limit shoreline development that will adversely impact marine fisheries habitats.

Objective 1.10

The City will periodically assess its public beach access needs.

Policy 1.10.1

The City shall continue providing adequate public access to beaches and shorelines.



GOAL 2:

Maintain provisions in the Land Development Code that strive to protect the lives and property of its residents from the effects of natural disasters and sea level rise.

Objective 2.1

The City shall limit public expenditures that subsidize development within the Coastal High Hazard Area (CHHA) consistent with the Future Land Use Map as adopted.

Policy 2.1.1

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

Policy 2.1.2

The City shall not support or finance sewer line extensions or expansions within the CHHA-solely to accommodate future growth beyond the density identified within the Future Land Use Element.

Policy 2.1.3

The City shall continue to plan and fund infrastructure and services consistent with the level of service adopted herein and shall ensure that permits for development and redevelopment activities are issued only if public facilities necessary to meet the level of service standards adopted pursuant to this Comprehensive Plan are available concurrent with the impacts of the development.

Objective 2.2

Because a majority of the community is located within the CHHA, the City shall require appropriate development and construction standards to mitigate the adverse effects of coastal hazards.

Policy 2.2.1

The City recognizes its particular vulnerability to coastal hazards as a barrier island community within the CHHA-the first geographic area to be evacuated in the event of a hurricane threat.

Policy 2.2.2

The City shall maintain allowable densities in the CHHA consistent with the Future Land Use Map.

Objective 2.3

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

Policy 2.3.1

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

Policy 2.3.2

The City shall cooperate with local, state, and federal agencies to increase hurricane awareness.



Policy 2.3.3

City emergency response personnel shall coordinate with county and state emergency response agencies in emergency planning, including communications, traffic control and warning operations, to conduct safe and efficient evacuation of the City, in compliance with a Hurricane Preparedness Plan.

Policy 2.3.4

The City, in coordination with other agencies, shall continue to maintain a Hurricane Preparedness Plan that identifies evacuation routes and the level of service standard for out-of-county hurricane evacuation clearance times.

Objective 2.4

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

Policy 2.4.1

The City, in coordination with other agencies, shall continue to maintain and update its local Hurricane Preparedness Plan and identify hazard mitigation efforts.

Policy 2.4.2

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

Policy 2.4.3

The City shall periodically review coastal construction best practices and implement changes to the Land Development Code as are found to be appropriate and useful.

Policy 2.4.4

Recognizing the majority of the community is located within the CHHA and the 100-year flood plain, the City shall adopt and strictly enforce all appropriate federal, state, and local coastal construction codes, and coastal setback requirements.

Policy 2.4.5

The City will continue to coordinate with local and state agencies to maintain adequate provisions for safe and efficient evacuation for vulnerable populations.

Policy 2.4.6

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

Objective 2.5

The City shall incorporate adaptation strategies and principles into City processes and plans to allow for consistent implementation of resiliency efforts in all City functions.



Policy 2.5.1

The City shall integrate adaptation and resiliency goals, principles and strategies into existing and future City processes and city-wide plans and documents.

Policy 2.5.2

The City shall collaborate and coordinate with appropriate local, regional, state, and national governmental agencies, to the extent possible, toward the implementation of adaptation strategies and to identify risks, vulnerabilities and opportunities associated with coastal hazards and the impacts from sea level rise.

Policy 2.5.3

The City shall collaborate with neighborhood associations, civic groups, and local service providers to identify and address neighborhood-specific needs within neighborhood and commercial areas.

Policy 2.5.4

The City shall continue routinely review and update resiliency information as available.

GOAL 3:

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

Objective 3.1

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

Policy 3.1.1

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

Policy 3.1.2

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

- a. Post-disaster building construction;
- b. Repair and replacement of infrastructure;
- c. Repair and replacement of storm water management systems and facilities; and
- d. Beach and dune restoration.

Policy 3.1.3

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



Policy 3.1.4

The City shall establish a set of reconstruction permitting procedures to be maintained in the post-disaster redevelopment plan.

Objective 3.2

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

Policy 3.2.1

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

Policy 3.2.2

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

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

Objective 3.3

The City shall enact key reconstruction and redevelopment strategies which will promote hazard mitigation in the event of storm events or sea level rise.

Policy 3.3.1

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

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

Policy 3.3.2

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



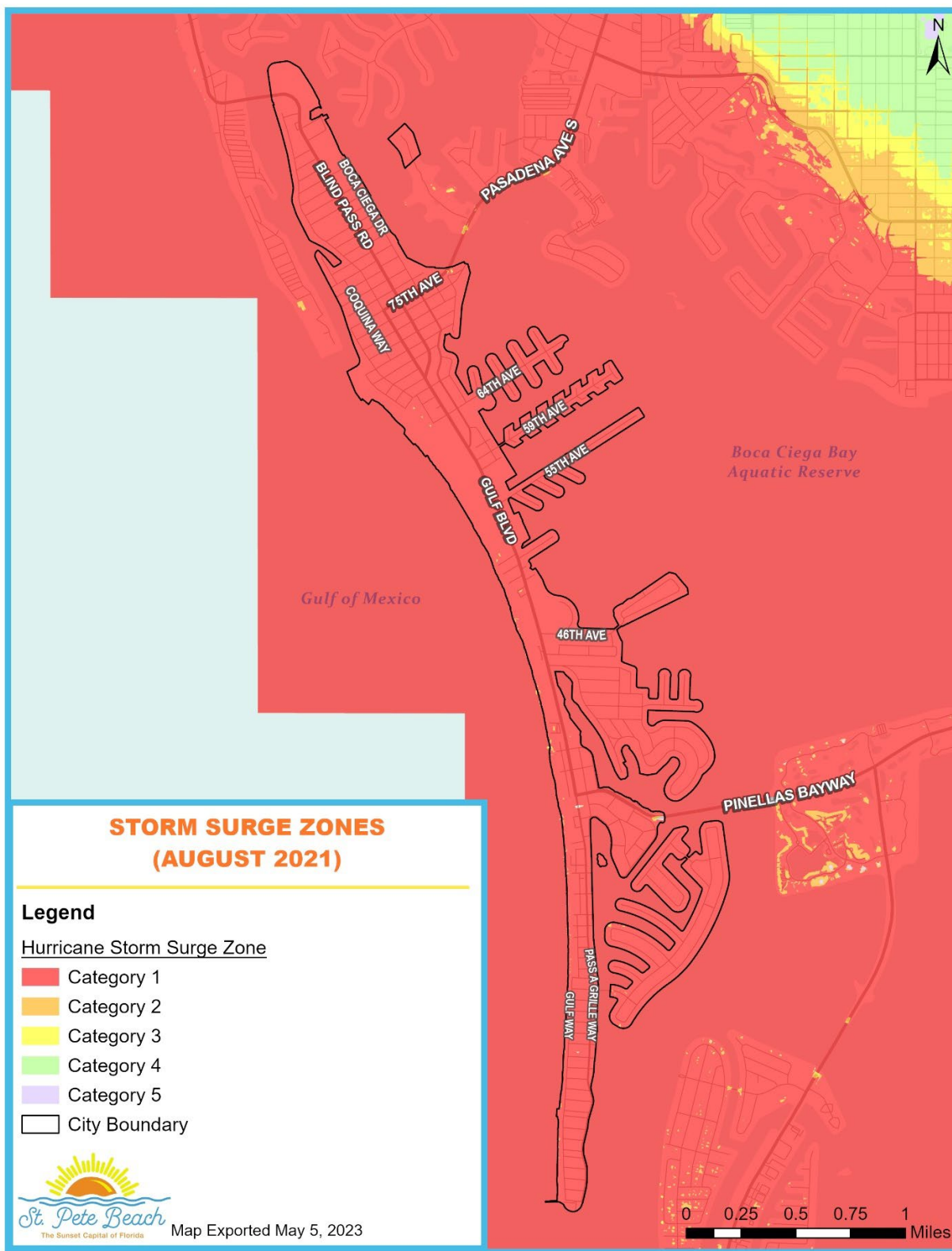
Policy 3.3.3

The City, working in cooperation with local, regional and state agencies, shall ensure that all post-disaster reconstruction activities shall follow the appropriate hazard mitigation measures and regulations.



Map 6-1. Hurricane Storm Surge Zones (2021), St. Pete Beach, FL

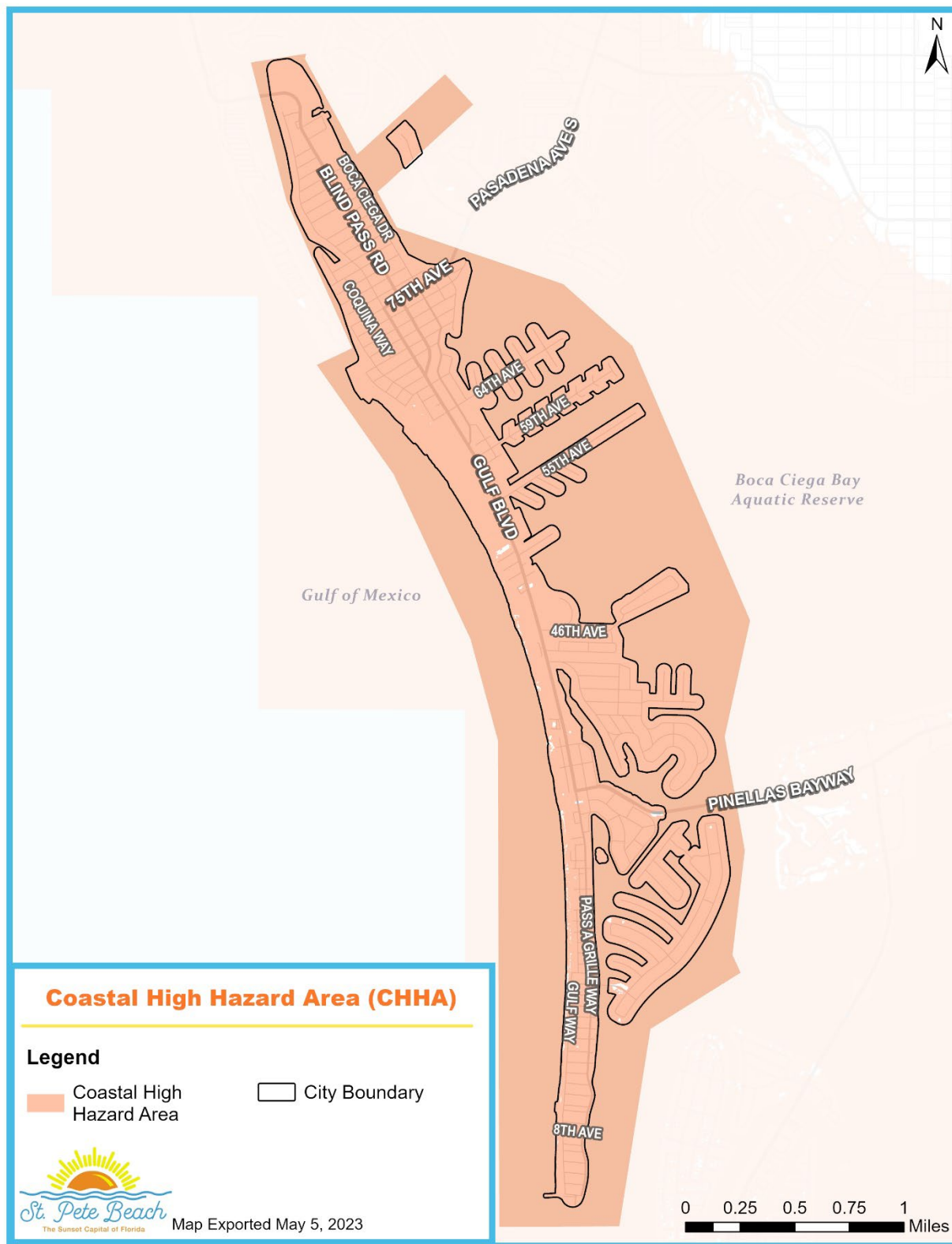
Source: Florida Department of Emergency Management, August 2021





Map 6-2. Coastal High Hazard Area (CHHA), St. Pete Beach, FL

Source: Forward Pinellas, December 2022





RECREATION AND OPEN SPACE ELEMENT 7





GOAL 1:

Promote the provision, protection, and maintenance of a coordinated, efficient and accessible system of public and private recreation and open spaces which shall meet the needs of the City's current and future residents, visitors, and tourists without compromising existing habitats and preservations.

Objective 1.1

The City shall, in cooperation with other governmental agencies, provide, maintain, and expand a system of recreation and open spaces (including beaches and shores) and access to the same, meeting the needs of current and future residents, visitors, and tourists.

Policy 1.1.1

In accordance with the generally recognized standards for recreation and open spaces, the City shall maintain the following Levels of Service (LOS):

Facility	Level of Service Standard
Racket Sports	3 Courts per 2,000 population
Basketball	1 Court per 5,000 population
Baseball/Softball	1 Field per 6,000 population
Boat Ramps/Docks	1 Ramp/Dock per 5,000 population
Fishing	1 Site per 5,000 population
Picnic Area	1 Acre per 6,000 population
Shuffleboard	1 Court per 5,000 population

Policy 1.1.2

The City shall encourage the use of bicycles for recreational purposes and/or as an alternative means of local transportation consistent with the Transportation Element.

Policy 1.1.3

Recreation and open space lands will be planned for multiple uses and located in areas most accessible and suitable to satisfy the needs of the permanent and seasonal population, visitors, and tourists.

Policy 1.1.4

Land set aside by new development for recreational purposes shall be determined suitable for that purpose during the site planning process and should not be land which is remaining after development.

Policy 1.1.5

The City shall encourage a variety of versatile and resilient recreation and open spaces for activities, including the utilization of unique natural features, green infrastructure and scenic areas.



Policy 1.1.6

The City shall maintain adequate public access points to all recreation and open spaces including beaches, waterways, and shores.

Policy 1.1.7

The City shall maintain standards within the Land Development Code for all new development and redevelopment proposals shall be reviewed to ensure the LOS standards established in this Element are maintained.

Objective 1.2

The City shall attempt to coordinate public and private recreation resources.

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. The City shall encourage public art to be incorporated into all private development through incentives outlined in the Land Development Code.

Policy 1.2.2

The City shall coordinate with the Pinellas County School Board and Private Schools where possible to provide additional recreational services or shared recreation and open space opportunities.

Objective 1.3

Lands designated as Recreation and Open Space or Preservation on the Future Land Use Map shall be protected from incompatible land uses.

Policy 1.3.1

The City shall maintain specific recreation and 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 and integration of green infrastructure within the Land Development Code.

Policy 1.3.2

The City shall encourage the provision of recreation and open space areas within private developments.

Policy 1.3.3

Open space shall be used to buffer incompatible recreational activities or land uses.

Policy 1.3.4

Recreation and open spaces shall be designed so as to minimize the impact of human activities on natural systems, consistent with the Goals, Objectives, and Policies of the Coastal and Conservation Element.



Objective 1.4

The City shall continue to be sensitive to the needs of both the permanent and seasonal population.

Policy 1.4.1

The City shall require public accessibility to recreation and open space areas that are age-friendly and accessible for people of all ages and abilities, consistent with the AARP Age-Friendly Community Initiative.

Policy 1.4.2

Parking facilities for persons with a mobility or physical disability and cyclists shall be provided at parks and other recreation and open spaces.

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 and open space sites shall be maintained and shall be designed to protect the integrity of natural features including, where present, beaches and shores.

Policy 1.4.4

Recreation and open space connectivity shall be encouraged through multimodal transportation networks.

Policy 1.4.5

Recreation and open spaces shall adhere to Crime Prevention Through Environmental Design (CPTED) principles to ensure public safety.

Objective 1.5

The City shall provide recreation and open space facilities in an economically efficient manner.

Policy 1.5.1

The City shall actively pursue funding for recreation and open space facilities, including County, State, Federal, and third-party assistance funds.

Policy 1.5.2

The City shall preserve, maintain, and enhance existing recreation and open space facilities through the use of adequate operating budgets, user fees, and proper management techniques.

Policy 1.5.3

Methods such as tax incentives, impact fees, and density transfers, shall be considered where appropriate for the improvement of recreation and open space sites.

Policy 1.5.4

The City shall include funds for the maintenance and improvement of its recreation and open space sites in its Capital Improvements Program.



Objective 1.6

The City shall continue to encourage social and cultural celebrations or activities as part of the City's annual budget process.

Policy 1.6.1

The City will communicate the impact of special events with neighbors, local businesses, and residents that are impacted by these events.

Objective 1.7

The City shall continue to develop, maintain, and improve upon its recreational system of parks, trails, and open spaces and shall consider maintaining a Recreation and Open Space Connectivity Master Plan when economically feasible.

Policy 1.7.1

The City shall consider updating the LOS standards as part of the Recreation and Open Space Connectivity Master Plan.

Policy 1.7.2

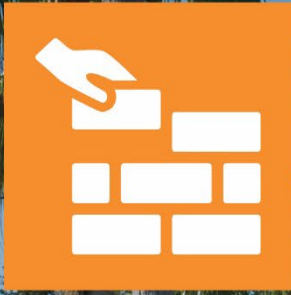
The City shall consider standardizing identification signs for its park facilities and improve the wayfinding system by including entrance signs into the City and developing a standard system for directing drivers, cyclists, and pedestrians to parks and other points of interest.

Policy 1.7.3

The City shall assess recreation and open space facilities and identify needs or improvements to meet the needs of the ever-evolving community as economically feasible.

Policy 1.7.4

The City shall maintain an impact fee schedule to ensure that new development pays a proportionate share for new recreation and open space facilities.



CAPITAL IMPROVEMENTS ELEMENT 8





GOAL 1:

Undertake fiscal actions necessary to provide and maintain public facilities for all residents, within its jurisdiction, at or exceeding the adopted levels of service standards.

Objective 1.1

Capital improvements will be provided to correct existing deficiencies, to accommodate desired future growth, and to replace dilapidated or obsolete facilities, as indicated in the five-year schedule of improvements which are designed to correct existing deficiencies identified in this Element.

Policy 1.1.1

The City shall evaluate and establish priorities for projects proposed for inclusion in the five-year schedule of improvements.

Policy 1.1.2

The City shall develop and update a multi-year Capital Improvement Plan (CIP) on an annual basis.

Policy 1.1.3

The City shall adopt a Capital Improvements budget and amend its Five-Year Capital Improvements Schedule on an annual basis.

Policy 1.1.4

The City shall use clear guidelines when evaluating and prioritizing proposed capital improvement projects, including but not limited to the following:

- a. The project is needed to eliminate a proven or obvious hazard to public health and safety;
- b. The project is needed to fulfill a legal commitment by the City;
- c. The project is needed to preserve, maintain, refurbish, achieve full use, or replace existing facilities;
- d. The project will provide or bring an existing facility up to an adopted Level of Service;
- e. The project will increase efficiency or use of existing facilities, prevents or reduces future improvement cost, or provides service to all residents equitably;
- f. The project furthers policies adopted in other Elements of this Comprehensive Plan;
- g. The project is needed to accommodate facility demands resulting from new development or re-development;
- h. The project will increase the economic base or quality of life of the residents;
- i. The project's impact on the City's budget, both capital and operating, will be considered and the City's designated committee will consider the financial feasibility of the project; and
- j. The project will be reviewed for consistency with relevant plans of other agencies having responsibility for public facilities within the City.

Policy 1.1.5

As appropriate, efforts shall be made to secure grants, private funds, and public-private partnerships on a continuing basis whenever available to finance capital improvements and infrastructure improvements.



Policy 1.1.6

It is the policy of the City to set a capital improvements cost threshold of \$25,000 for projects to be included in the Capital Improvements Element of the City's adopted Comprehensive Plan.

Policy 1.1.7

Existing and anticipated capacity deficiencies identified in other Elements of this Plan may be corrected according to the Capital Improvements adopted via Ordinance, subject to the annual review of the CIE (Capital Improvements Element) by the City Commission.

Objective 1.2

The City shall manage its debt in a manner to maintain the integrity of its fiscal resources.

Policy 1.2.1

The City shall not incur any form of debt that would result in reducing its ability to be rated for a bond issue.

Policy 1.2.2

The City shall confine long-term borrowing to capital improvements too large to be financed from current revenues.

Policy 1.2.3

The City Commission will only approve bond issues structured to be paid back within a period not to exceed the expected useful life of the capital project.

Policy 1.2.4

Where possible, special assessment, revenue, or other self-supporting bonds will be used instead of general obligation bonds.

Policy 1.2.5

Total debt service for general obligation debt shall not exceed 10 percent of net operating revenues.

Objective 1.3

The City shall utilize its fiscal resources to eliminate any identified existing deficiencies and ensure the provision of needed capital improvements at adopted levels of service as specified in the Elements of this Comprehensive Plan.

Policy 1.3.1

The City shall work to establish a strategy to ensure that the entire cost of providing necessary capital facilities, at adopted levels of service, for any new development or redevelopment within the jurisdiction shall not be borne by existing residents.

Policy 1.3.2

The City shall coordinate with Pinellas County, other state agencies, water management district, and other municipalities that provide public facilities within the City's jurisdiction to ensure projects are funded in a fiscally equitable manner, apportioning the costs of growth among those who are responsible for it.



Policy 1.3.3

The City shall, when appropriate, collect impact fees in cooperation with other levels of government. The City shall review the impact fees, or similar mechanisms, as necessary to ensure new development pays a proportionate share of the capital facility and capacity improvements costs needed to address the demands generated by new development.

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 to ensure the Level of Service standards established in this Element will be maintained.

Policy 1.3.5

Land use decisions and available or projected fiscal resources shall be coordinated with the Capital Improvements Plan to ensure that Level of Service standards will be met.

Policy 1.3.6

The adopted Level of Service for public facilities within the jurisdiction of the City shall be those adopted in the other Elements of this Comprehensive Plan.

Objective 1.4

In recognition of the fact the community is located within the identified Coastal High Hazard Area (CHHA), as redefined by Chapter 163.3178(2)(h), Florida Statutes, public expenditures that subsidize development in Coastal High Hazard Areas shall be limited, to the extent practical, to those improvements necessary to existing development or new development that is consistent with the adopted Future Land Use Map (FLUM) and latest Florida Building Code.

Policy 1.4.1

The City shall expend funds in CHHA only for existing development or new development that is consistent with the adopted FLUM.

Objective 1.5

The City shall use Level of Service standards to measure the adequacy of existing public facilities and to ensure that future development will be served with adequate public facilities.

Policy 1.5.1

The City shall not issue any development permits unless the applicant or developer submits an application for concurrency, utilizing best available data and professionally accepted methodologies, as well as documentation from the facility provider, that demonstrates to the City's satisfaction that public facilities required by the subject development will be in place concurrent with the impacts of development. Furthermore, the applicant shall assure the City that the subject development will not reduce the Level of Service associated with public facilities serving the development below the adopted Level of Service standards. Public facilities for the purpose of concurrency shall mean facilities related to roads, drainage, solid waste, potable water, and wastewater.



Policy 1.5.2

A concurrency certificate shall be required prior to the issuance of any final development permit. Final development permits shall contain a specific site plan for development including the densities and intensities of development.

Policy 1.5.3

The following criteria shall be used to determine when concurrency has been satisfied for potable water, sanitary sewer, solid waste, and drainage:

- a. The necessary facilities and services are in place at the time the development order is issued;
- b. A development order is issued subject to the conditions that the necessary facilities and services will be in place when the impacts of development occur; or
- c. At the time the development order is issued, the necessary facilities and services are guaranteed in an enforceable development agreement.

Policy 1.5.4

The following criteria shall be used to determine when concurrency has been satisfied for roads:

- a. The necessary facilities and services are in place or under construction at the time the development permit is issued;
- b. A development permit is issued subject to the condition that the necessary facilities and services needed to serve the new development are scheduled to be in place or under construction not more than three (3) years after the issuance of the development order, and the facilities and services are included in the City's five (5)-year schedule of capital improvements. The schedule of capital improvements may recognize and include transportation projects included in the first three (3) years of the Florida DOT five (5)-year work program; or
- c. At the time a development permit is issued, the necessary facilities and services are guaranteed in an enforceable development agreement to be available or under construction not more than three (3) years after the development permit is issued.

Policy 1.5.5

As part of the preparation of the five (5)-year schedule of capital improvements, the City shall prepare an annual report that details the capacity or deficiency of the following public facilities: roads, sanitary sewer, solid waste, drainage, potable water, based on best available data from the service provider. The annual report shall, at a minimum, include the following information for each facility:

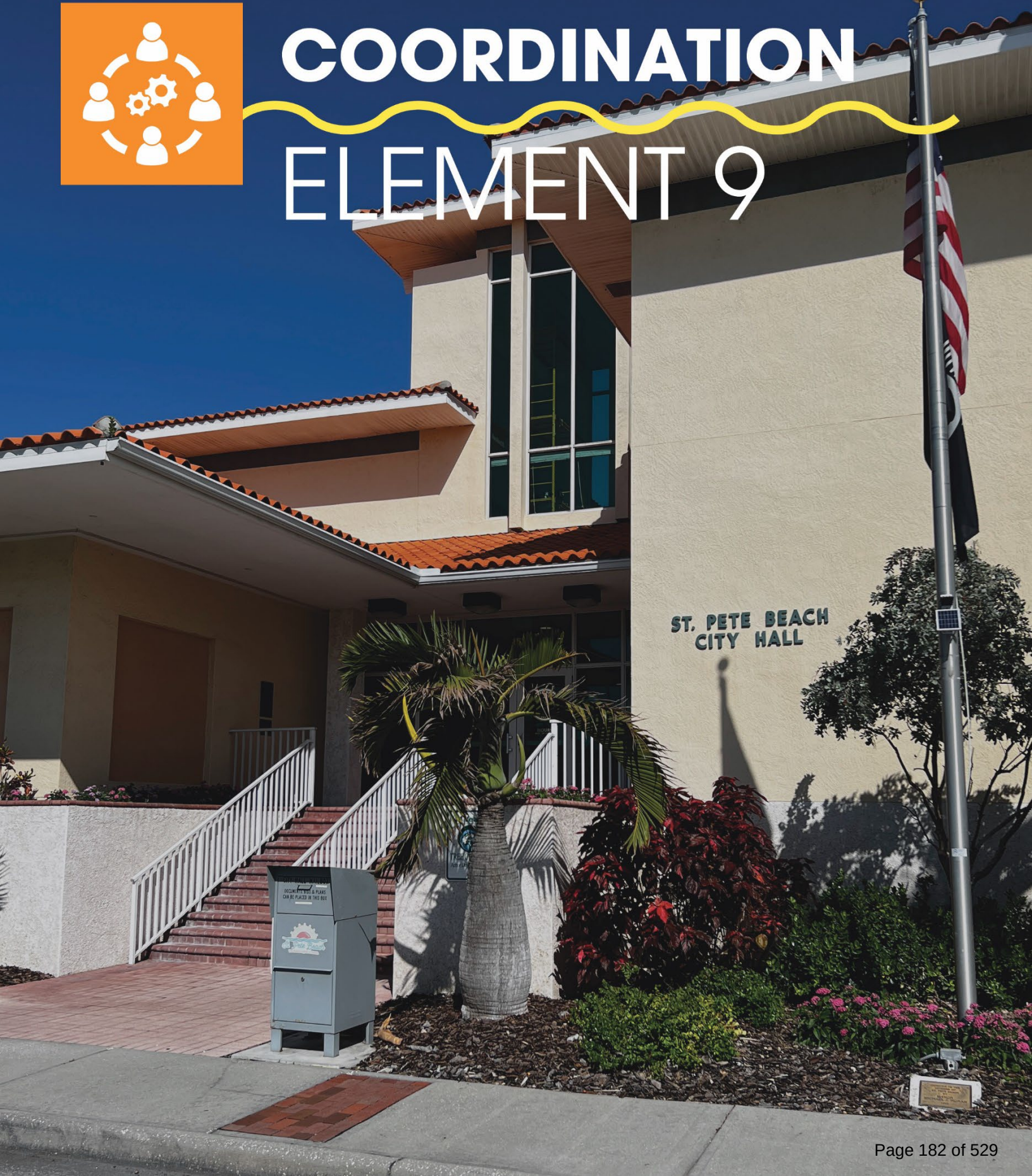
- a. Adopted Level of Service standard;
- b. Existing deficiency or capacity;
- c. Reserved capacity for approved, but un-built, development;
- d. Improvements to be made by all approved developments; and
- e. Improvements to be made by the City or any other governmental agency.

Policy 1.5.6

The City shall not issue a development permit within those areas of the City where public facilities do not meet the adopted Level of Service standards.



INTERGOVERNMENTAL COORDINATION ELEMENT 9





GOAL 1:

Establish a regular means of communication among officials of two or more political or other jurisdictions for the purpose of addressing and resolving issues of mutual interest that arise from the City's Comprehensive Plan and plans of others.

Objective 1.1

The City shall coordinate the Comprehensive Plan in consideration of neighboring municipalities, jurisdictions, and local, state, and federal regulations.

Policy 1.1.1

The City will review the plans and independent special district facility reports of the Southwest Florida Water Management District (SWFWMD), Pinellas County, the Florida Department of Environmental Protection (FDEP), and Tampa Bay Water (TBW) to identify conflicts with the City's Comprehensive Plan, including concurrency related items.

Policy 1.1.2

The City will coordinate with the SWFWMD, Pinellas County, FDEP, and TBW staffs and governing boards in order to resolve issues identified in Policy 1.1.1.

Policy 1.1.3

The City will consider amending its Comprehensive Plan based upon the review of plans and discussions identified in Policy 1.1.1 and 1.1.2.

Policy 1.1.4

The City shall participate with the City of Treasure Island, Pinellas County, City of St. Petersburg and appropriate neighboring communities, state and federal agencies in the implementation of coastal management efforts.

Policy 1.1.5

The City shall continue to cooperate with the SWFWMD and Pinellas County to conduct water conservation programs. In the event a water shortage is declared, the City shall support the SWFWMD, Pinellas County, and TBW's Water Shortage Mitigation Plan in accordance with Chapter 40D-21, Florida Administrative Code (F.A.C.).

Policy 1.1.6

The City shall continue to support and implement the standards and regulations set forth in the Pinellas County and Boca Ciega Bay Aquatic Preserve Management Plan (FDEP, 2018) or most current management plan to protect and enhance the water quality of Boca Ciega Bay.

Policy 1.1.7

The City shall participate in an intergovernmental coordination process to protect coastal resources which shall address natural systems on a system-wide basis, including the threat of sea level rise, in accordance with the Coastal and Conservation Element.



Objective 1.2

The City shall identify and describe joint processes for collaborative planning on population projections.

Policy 1.2.1

The City will coordinate with Pinellas County to develop countywide population projections that include expected changes for the community.

Policy 1.2.2

The City will continue using data from the University of Florida Bureau of Economic and Business Research, and/or other professionally-acceptable and reputable sources, when considering population projections.

Policy 1.2.3

The City will communicate population projection data to the Pinellas County School Board (PCSB) for projected changes and development as it relates to the future need for schools in the PCSB's 5, 10, and 20-year facility plans.

Policy 1.2.4

The City will coordinate its existing interlocal agreement with the PCSB to include the joint utilization of consistent and coordinated population projections.

Objective 1.3

The City shall continue to coordinate with surrounding local governments through participation in joint planning processes and procedures.

Policy 1.3.1

The City shall implement the Pinellas County Public Schools Interlocal Agreement in coordination with the Pinellas County School District (PCSD) and the other local governments that are signatories to the Agreement (the partner local governments).

Policy 1.3.2

In fulfillment of the Pinellas County Public Schools Interlocal Agreement, the City shall continue its participation on the Pinellas Schools Collaborative, which shall meet at least once a year to evaluate implementation of the Pinellas County Public Schools Interlocal Agreement and school concurrency, and propose amendments for improvement if deemed necessary.

Policy 1.3.3

The City, the PCSD, and the partner local governments shall coordinate annually in preparing a staff report on the effectiveness of school concurrency that will be presented at the annual meeting of the Pinellas Schools Collaborative, with the annual School Capacity and Level of Service Report forming the basis for the staff report.

Policy 1.3.4

The City, the PCSD, and the partner local governments shall coordinate in amending the Public School Facilities Element according to the procedures in the Pinellas County Public Schools Interlocal Agreement, to ensure that the Public School Facilities Element within the local



government comprehensive plans remains coordinated and consistent with one another and with the plans of the PCSB.

Policy 1.3.5

The City, through the implementation of its concurrency management system and the Pinellas County Public Schools Interlocal Agreement, shall coordinate and share information with the PCSD and Pinellas County to determine whether there is available public school capacity to support the anticipated students from residential site plans and final residential subdivision approvals.

Policy 1.3.6

The City, its partner local governments, and the PCSD shall cooperate in establishing a procedural manual for implementation of school concurrency. This manual and any subsequent changes to the manual will be developed by the School Planning Workgroup and approved by the Pinellas Schools Collaborative.

Policy 1.3.7

The City shall coordinate with the PCSB to implement the public educational facilities siting requirements of Chapter 163 and Chapter 1013, Florida Statutes, by adopting an Interlocal Agreement for Public Educational Facilities Siting between the City and the PCSB.

Policy 1.3.8

The City shall coordinate with the PCSB and private schools where possible to provide additional recreational services or shared recreation and open space opportunities.

Objective 1.4

The City shall identify and describe joint processes for collaborative planning facilities subject to concurrency.

Policy 1.4.1

The City shall review and coordinate with Pinellas County's "Potable Water Supply, Wastewater and Reuse Element" and SWFWMD's Regional Water Supply Plan 2015 and their respective updates.

Policy 1.4.2

The City shall continue to 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 adopted levels of service as referenced in the Infrastructure Element.

Policy 1.4.3

The City will coordinate, through Forward Pinellas, the transportation needs of the City with the needs of the remainder of Pinellas County and the Florida Department of Transportation (FDOT).

Policy 1.4.4

The City will forward requests for access to county or state-maintained roadways to the respective agency for comment concerning their respective plans and policies.



Policy 1.4.5

The City will coordinate with service providers that have no regulatory authority over the use of land in the city to develop recommendations that address ways to improve coordination of the City's concurrency management methodologies and systems, and levels of service.

Objective 1.5

The City shall identify and describe joint processes for collaborative planning for facilities with countywide significance.

Policy 1.5.1

The City will continue to coordinate with Pinellas County staff for the provision of countywide facilities, including but not limited to, solid waste disposal, the St. Petersburg/Clearwater International Airport, and the Pinellas County Emergency Operations Center.

Policy 1.5.2

The City will continue to coordinate with Forward Pinellas, PSTA, FDOT, and TBARTA for the provision of bridges, major transportation facilities, and mass transit to improve safety and functionality of multimodal transportation networks.

Policy 1.5.3

The City will forward notice of proposed Future Land Use Element policies related to hurricane shelters and evacuation routes, as well as map amendments resulting in an increase in population within coastal high hazard areas, to Forward Pinellas, Tampa Bay Regional Planning Council (TBRPC), and the Pinellas County Emergency Management Department to determine hurricane shelter space availability and the effect of increased evacuating populations on evacuation clearance times and routes.

Objective 1.6

The City shall continue to identify and describe joint processes for collaborative planning as referenced within the Elements of this Comprehensive Plan, and consistent with the Countywide Plan.

Policy 1.6.1

The City will conduct a review of regulations maintained in the Comprehensive Plan and Land Development Code to determine whether conflicts exist between its regulations and neighboring jurisdiction regulations, what can be done to resolve any conflicts found, and any improvement in the effectiveness or efficiency to be gained through a countywide approach to standards that would be more uniform in their application.

Objective 1.7

The City shall work to bring intergovernmental disputes to closure in a timely manner through the use of voluntary dispute resolution processes.

Policy 1.7.1

The City will pursue the resolution of conflicts that may arise from the coordination of these intergovernmental coordination goals, objectives, and policies using the appropriate voluntary dispute resolution processes.

**Policy 1.7.2**

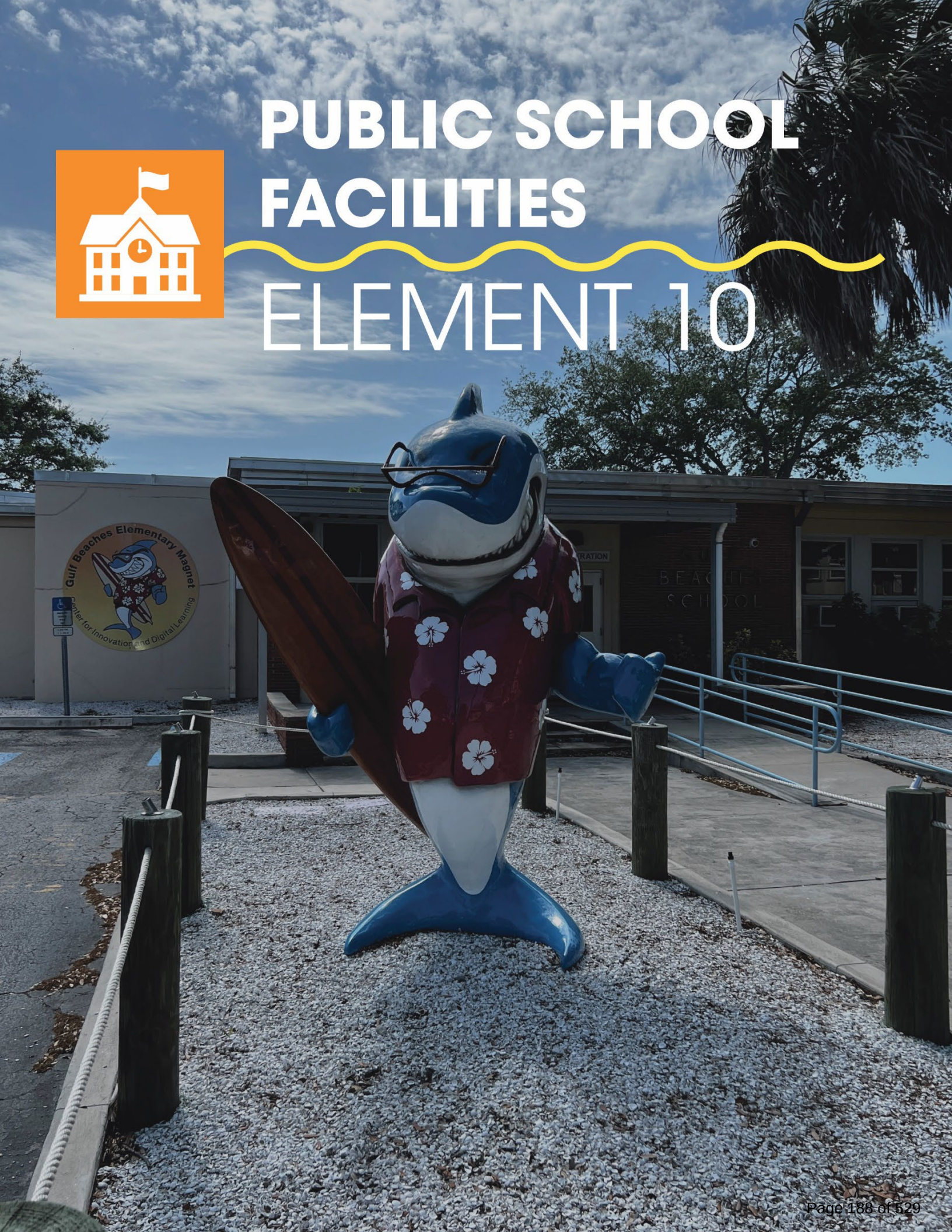
The City will utilize the existing countywide planning process, as appropriate, to resolve local government future land use plan disputes, as well as other planning related intergovernmental disputes.

Policy 1.7.3

The City will utilize the TBRPC's role as a mediator and conciliator as outlined in Rule 29H-13, FAC, to reconcile differences on planning and growth management issues as outlined in the Rule.



PUBLIC SCHOOL FACILITIES ELEMENT 10





GOAL 1:

Through partnerships and effective collaboration among local governments and the Pinellas County School District (PCSD), and because of a shared commitment to educational excellence, all students of the PCSD shall be provided the opportunity for high student achievement through the availability of high quality public educational facilities.

Objective 1.1

The City, its partner local governments, and the PCSD agree to coordinate and base their plans upon consistent projections of population growth and student enrollment, and will coordinate in sharing of information on proposed school facility changes, certain planned infrastructure improvements, and proposed land use plan amendments and/or rezonings that increase or decrease residential densities.

Policy 1.1.1

The City, its partner local governments, and the PCSD, will utilize population growth projections prepared by the Forward Pinellas Technical Coordinating Committee, when developing their plans and student enrollment projections, consistent with the Public Schools Interlocal Agreement.

Policy 1.1.2

To ensure that land use and zoning decisions are adequately coordinated with public school facility planning, the City shall continue to notify the PCSD of all Local Planning Agency hearings where land use plan amendments and/or rezonings will be considered that increase or decrease residential densities.

Policy 1.1.3

The City shall inform the PCSD in advance of infrastructure projects that will restrict vehicular or pedestrian accessibility to public schools with sufficient time for the PCSD review and comment, in compliance with the Public Schools Interlocal Agreement. An example would be infrastructure projects that would disrupt the use of sidewalks that are utilized by students accessing public school facilities.

Policy 1.1.4

The PCSD shall notify the City of the need for on site or off-site improvements to support new, proposed expansion, or redevelopment of existing schools within the jurisdiction of the City. Thereafter, representatives of the PCSD and the City will meet and determine the responsibility for making such improvements and identify other agencies that should be involved. The PCSD and the City will then meet with the other agencies to coordinate the completion of the on-site and off-site improvements, in accordance with the Public Schools Interlocal Agreement.

Objective 1.2

The City, through implementation of its concurrency management system for public school facilities, and in coordination with the PCSD, shall ensure that there is available public school capacity to support the anticipated students from residential site plans and final residential subdivision approvals ("Residential Approvals") consistent with the adopted Level of Service standard for public school concurrency throughout the five years covered by the Five-Year Work Program, as amended, and the period of the long-range planning program contained in the Public School Facilities Element.



Policy 1.2.1

The City hereby adopts, consistent with the Public Schools Interlocal Agreement, the following Level of Service standard, which shall be applied consistently district-wide by all partner local governments within Pinellas County and by the PCSD.

District-wide Level of Service Standard: Student enrollment plus vested students divided by Florida Inventory of School Houses (FISH) School Capacity plus additional capacity does not exceed 100 percent. This Level of Service standard shall apply to each type of public school facility.

Policy 1.2.2

If the utilization rate established by the State Requirements for Educational Facilities (SREF) is changed and it will impact how the PCSD determines school capacity, the PCSD will notify all partner local governments of the change.

Policy 1.2.3

Amendments to the adopted Level of Service standard shall be accomplished using the procedure contained in the Public Schools Interlocal Agreement.

Policy 1.2.4

School concurrency shall be measured and applied on the basis of Concurrency Service Areas, as established by the Pinellas County School Board (PCSB) and as documented in the data and analysis support section of the Public School Facilities Element.

Policy 1.2.5

The PCSB shall maximize school capacity through program adjustments and/or through adjustments to Concurrency Service Area boundaries, consistent with the Public Schools Interlocal Agreement, to ensure that each Concurrency Service Area will, in the aggregate, operate at the adopted Level of Service standard throughout the five-year period covered by the Five-Year Work Program, as amended.

Policy 1.2.6

When adjusting Concurrency Service Area boundaries, the PCSB shall take into consideration the factors identified in the Public Schools Interlocal Agreement.

Policy 1.2.7

Consistent with Sections 1002.33(1) and 1002.33(2), Florida Statutes, the City and the PCSD shall recognize charter schools as public school facilities. Such facilities shall serve to expand the school capacity of the PCSD and are a potential option for mitigating the impact that new Residential Approvals may have on public school facilities.

Policy 1.2.8

The City, its partner local governments, and the PCSD shall utilize the uniform, district-wide procedure in the Public Schools Interlocal Agreement to implement school concurrency within their respective jurisdictions.



Policy 1.2.9

The City and the PCSD shall utilize the School Capacity and Level of Service Report, prepared by the PCSD, approved by the PCSB, and delivered to the City, no later than November 30th of each year, and as adjusted throughout the year based on the official student enrollment count of the fall semester and the estimated number of vested students, as the basis for assessing the existing Level of Service conditions and the available capacity within each Concurrency Service Area.

Policy 1.2.10

In order to facilitate the accurate annual assessment of projected public school facility capacity, the City shall, throughout the year, notify the Pinellas County Planning Department of development permits, including certificates of occupancy issued for new dwelling units and expired school concurrency Residential Approvals, that affect the availability of school capacity, consistent with the Public Schools Interlocal Agreement, so that an estimate of the number of vested students can be maintained for school concurrency purposes.

Policy 1.2.11

A school concurrency Residential Approval shall be valid for purposes of the issuance of development orders or permits 24 months from the date of issuance.

Policy 1.2.12

In accordance with the Public Schools Interlocal Agreement, if the PCSD determines that there is not Available Capacity within an affected Concurrency Service Area to accommodate the estimated number of students that would be generated by a proposed Residential Approval and maintain the adopted Level of Service standard, then the PCSD shall consider whether there is Available Capacity in the contiguous Concurrency Service Area(s).

Policy 1.2.13

If the PCSD determines that, in the aggregate, there is Available Capacity in the affected Concurrency Service Area and in the contiguous Concurrency Service Area(s) to accommodate the estimated number of students from the proposed Residential Approval, then an adequate Level of Service would be provided and the Residential Approval shall be issued a School Concurrency Approval by the City.

Policy 1.2.14

If the PCSD determines that, in the aggregate, there is not Available Capacity within an affected Concurrency Service Area and the adjacent Concurrency Service Area(s) to accommodate the estimated number of students from the proposed Residential Approval, a proposed Residential Approval will not proceed without execution of a legally binding development mitigation agreement between the applicant, the PCSB, and the City designed to mitigate the impacts anticipated to be caused by the proposed Residential Approval on public school facilities, consistent with Section 163.3180, Florida Statutes, and the Public Schools Interlocal Agreement. The applicant and the PCSB shall attempt to negotiate a development mitigation agreement. If the applicant and the PCSB are unable to agree on an acceptable form of mitigation, the City may utilize the conflict resolution provision in the Public Schools Interlocal Agreement to attempt to resolve the impasse.



Policy 1.2.15

A development mitigation agreement shall include the applicant's commitment to continue to renew the development agreement until the mitigation is completed as determined by the PCSB or as determined through the conflict resolution procedures provided for in the Public Schools Interlocal Agreement, if applicable.

Policy 1.2.16

Acceptable forms of proportionate share mitigation that may be allowed by the PCSB and the standards that determine the appropriate use of any mitigation funds required by the PCSD are identified in the Public Schools Interlocal Agreement.

Policy 1.2.17

The City and the PCSD shall utilize student generation rates developed by the PCSD for purposes of calculating the anticipated number of public school students that would be generated by Residential Approvals and for developing student enrollment projections.

Policy 1.2.18

Prior to the utilization of new student generation rates, the City, through its participation on the School Planning Workgroup, will have the opportunity to review and comment on the proposed student generation rates developed by the PCSD before they are finalized by the PCSD.

Objective 1.3

The City five-year schedule of capital improvements shall include those projects necessary to address any existing public school facility deficiencies and future public school facility needs consistent with the adopted Level of Service standard.

Policy 1.3.1

The City shall annually update its Capital Improvements Element to incorporate, by reference, the updated PCSD Five-Year Work Program adding a new fifth year to maintain a financially feasible capital improvements program and to ensure the Level of Service standard will continue to be achieved and maintained throughout the subsequent five-year planning period.

Objective 1.4

The City shall practice effective intergovernmental coordination with its partner local governments and the PCSD to ensure that land use plans, development approvals, and capital facilities planning are coordinated with the availability of public school facilities.

Policy 1.4.1

The City shall appoint one elected official to represent the City's interest to the Pinellas Schools Collaborative, to provide for collaborative oversight and to provide coordination and direction regarding the conduct of the school concurrency process and implementation of the Public Schools Interlocal Agreement.

Policy 1.4.2

The City, the PCSD, and partner local governments shall coordinate annually in preparing a staff report on the effectiveness of school concurrency that will be presented at the annual meeting of the Collaborative, with the annual School Capacity and Level of Service Report forming the basis for the staff report.



Policy 1.4.3

The City shall coordinate with the Pinellas County Planning Department in the maintenance of a countywide residential development tracking system, by providing necessary and timely development data, including demolitions and vested development data, required to accurately assess the impact of Residential Approvals on available school capacity.

Policy 1.4.4

Amendment of the Public Schools Facilities Element shall occur according to the procedure in the Public Schools Interlocal Agreement to ensure that the Element within the local government comprehensive plans remains coordinated and consistent with one another and with the plans of the PCSB.

Policy 1.4.5

The City, its partner local governments, and the PCSD shall coordinate in establishing a procedural manual for implementation of school concurrency. This manual and any subsequent changes to the manual will be developed by the School Planning Workgroup and approved by the Pinellas Schools Collaborative.

GOAL 2:

Coordinate with partner local governments and the PCSD on projects that encourage cohesive neighborhoods, that contribute to community building, and that provide for long-term sustainability.

Objective 2.1

The City shall support efforts that facilitate coordination of planning between the City and the PCSD for the location and development of public educational facilities.

Policy 2.1.1

The City shall participate with the PCSD in the process of evaluating potential school closures, significant renovations to existing schools, and school site selection before land acquisition in accordance with Section 4 of the existing Public Schools Interlocal Agreement filed on June 20, 2012, or as it may subsequently be amended.

Policy 2.1.2

For purposes of Objective 2.1, public educational facilities are defined as elementary schools, special education facilities, alternative education facilities, middle schools, high schools, and area vocational-technical schools of the PCSD .

Policy 2.1.3

Public educational facilities of the PCSD are an allowable use within the following future land use categories:

Residential Urban

Residential Low Medium

Residential Medium

Residential High



Residential/Office General

Institutional

Policy 2.1.4

The location and construction of new public educational facilities, or the expansion of an existing site, within one of the future land use categories listed in Policy 2.1.3 shall only be allowed upon a determination by the City that the proposed site is consistent with the City of St. Pete Beach Comprehensive Plan.

Policy 2.1.5

In addition to consistency with the City of St. Pete Beach Comprehensive Plan, the proposed location of a new or expanded public educational facility of the PCSB within one of the land use categories listed in Policy 2.1.3 shall be reviewed and considered with the following general criteria:

1. The proposed location is compatible with present and projected uses of adjacent property.
2. The site area of the proposed location is adequate for its intended use based on the State Requirements for Educational Facilities and provides sufficient area to accommodate all needed utilities and support facilities and allow for adequate buffering of surrounding land uses.
3. Based on the Five-Year Work Program of the PCSB and the City of St. Pete Beach Comprehensive Plan, there will be adequate public services and facilities to support the public educational facility.
4. There are no significant environmental constraints that would preclude development of a public educational facility on the site.
5. There will be no adverse impact on archaeological or historic sites listed in the National Register of Historic Places or designated by a local government as locally significant historic or archaeological resources.
6. The proposed location is well drained and soils are suitable for development or are adaptable for development and outdoor educational purposes with drainage improvements.
7. The proposed location is not in conflict with the City of St. Pete Beach Watershed Master Plan adopted by the City, if applicable.
8. The proposed location is not in a velocity flood zone or a floodway.
9. The proposed location can accommodate the required parking and anticipated queuing of vehicles onsite.
10. The proposed location lies outside the area regulated by Section 333.03(3), Florida Statutes, regarding the construction of public educational facilities in the vicinity of an airport.

Policy 2.1.6

The following criteria shall also be used to evaluate whether proposed locations of specific types of schools are consistent with the City of St. Pete Beach Comprehensive Plan:

Elementary Schools, Special Education Facilities, and Alternative Education Facilities

1. The proposed location shall have direct access to at least a collector road or as otherwise approved by the local government after determination of acceptable traffic impacts on adjacent roads of lesser classification.



Middle Schools

1. The proposed location shall have direct access to at least a collector road or as otherwise approved by the local government after determination of acceptable traffic impacts on adjacent roads of lesser classification.
2. Outdoor recreational facilities and similar support facilities shall be located and buffered on the proposed site to minimize impacts on adjacent properties.

High Schools

1. The proposed location shall have direct access to at least a collector road, or as otherwise approved by the local government after determination of acceptable traffic impacts on adjacent roads of lesser classification.
2. Stadiums, outdoor recreational facilities, and similar support facilities shall be located and buffered on the proposed site to minimize impacts on adjacent properties.

Vocational-Technical Schools

1. The proposed location shall have direct access to at least a collector road, or as otherwise approved by the local government after determination of acceptable traffic impacts on adjacent roads of lesser classification.
2. Industrial education facilities shall be located and buffered on the proposed site to minimize impacts on adjacent properties.

Policy 2.1.7

Proposed locations that are less than the standard site acreage as prescribed in the Florida Department of Education State Requirements of Educational Facilities may be determined to be consistent with the City of St. Pete Beach Comprehensive Plan provided the requirements of Section 1013.36, Florida Statutes, are met and off-site impacts can be adequately mitigated.

Policy 2.1.8

A consistency determination for a proposed new site or additional property with the City of St. Pete Beach Comprehensive Plan may be conditioned with references to specific types of public educational facilities.

Policy 2.1.9

At the time of consistency determination, City may impose reasonable conditions for development of the site as it relates to any of the criteria in Policies 2.1.5 and 2.1.6. Conditions may not be imposed which conflict with those established in Chapter 1013 of the Florida Statutes or the Florida Building Code, unless mutually agreed to by City and the PCSD.

Policy 2.1.10

Before a significant change of program at a public educational facility is implemented, the PCSD and City shall require a review of the facility's onsite and offsite impacts. The PCSD and the City will work cooperatively to mitigate onsite and offsite impacts, including impacts to public facilities, identified through the review.

Policy 2.1.11

The policies in Objective 2.1 are intended to be consistent with, and not conflict with, the provisions in Chapter 1013, Florida Statutes.



Objective 2.2

Consistent with Section 163.3177(6)(a), Florida Statutes, and consistent with the City future land use policies, the City shall explore those opportunities where co-location of public facilities and public schools provides a mutual benefit, serves a desirable community purpose, or represents an efficient use of finances and staff resources.

Policy 2.2.1

As the opportunity arises, the City and the PCSB, shall evaluate the ability to enter into an agreement to co-locate existing or planned school sites with other public facilities, including but not limited to: bike and pedestrian pathways, transit facilities, libraries, parks, community and recreational centers and facilities, museums, performing arts centers, auditoriums, stadiums, healthcare and social services and other uses as may be determined appropriate.

Policy 2.2.2

Should the City and the PCSB determine that the co-location of public facilities is mutually advantageous and desirable, the appropriate method of agreement will be decided upon, and could include such options as, but not be limited to, interlocal agreement, the City resolution, or memorandum of understanding.

Objective 2.3

The City will support the PCSD's commitment to sustainable design and operations, as public schools are integral contributors to the quality of the surrounding community.

Policy 2.3.1

The City and the PCSD will share information on sustainable design and green building practices, encourage multimodal transportation connection to schools, and take advantage of opportunities to incorporate sustainable practices and technologies onsite, so that local schools can serve as community models of environmental efficiency.

GOAL 3:

Coordinate with the PCSD and other local governments to improve the safety of students as they access public school facilities.

Objective 3.1

The City shall collaborate with the PCSD and other local governments to promote safe access for students to public school facilities.

Policy 3.1.1

The City shall participate on the Forward Pinellas School Transportation Safety Committee (STSC) to identify locations within the County where student safety is a concern, and to develop recommendations in response to student safety issues raised by the PCSD, local governments, or the community to enhance the safety of students accessing public school facilities.

Policy 3.1.2

The City shall consider implementation of recommendations from the STSC that affect its jurisdiction, in coordination with the PCSD and any agencies that have some involvement in the identified action, to support student access to public schools in a manner that both improves student safety and is compatible with the surrounding community.



Policy 3.1.3

The City shall cooperate with PCSD initiatives that implement STSC recommendations for modifications to a school campus.

Policy 3.1.4

The City shall, in its capital improvement program, determine priority to the construction of those sidewalks, crosswalks, bicycle paths, and other improvements that help to provide continuous access to public schools for pedestrians and bicyclists.

Policy 3.1.5

The City shall annually update its Capital Improvements Element to identify the PCSD's capital needs in the Comprehensive Plan, enabling the coordination of existing and planned public school facilities with the required local capital projects needed to provide support services for the safety of public school students.

Policy 3.1.6

For new development or redevelopment within a two-mile radius of any existing or planned public school facility, the City shall require the developer to construct sidewalks along the corridor contiguous to the property being developed that directly serves the public school facility, in support of Section 1013.36(5), Florida Statutes and the Forward Pinellas 2045 Long-Range Transportation Plan.

GOAL 4:

Opportunities are maximized for public schools to be designed such that they can serve a vital emergency management purpose in times of disaster.

Objective 4.1

The safety of the public shall be a high priority when designing future public school facilities and renovating existing facilities.

Policy 4.1.1

The City shall coordinate with the PCSD and Pinellas County on emergency preparedness issues, including the use of public school facilities for emergency shelters.

Policy 4.1.2

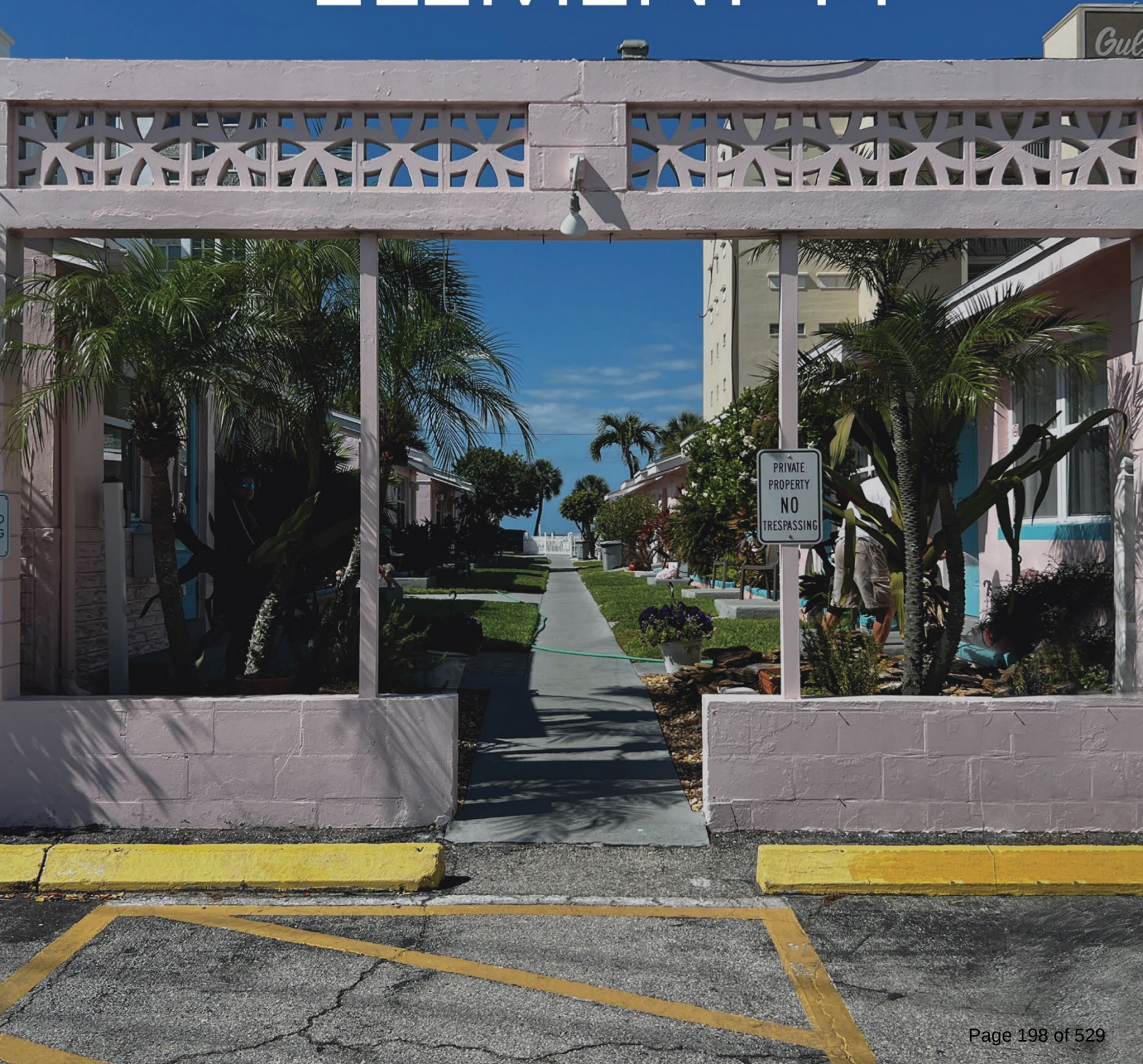
Future public school facilities that are not located within category 1, 2 or 3 evacuation zones, shall be designed to serve the public as emergency shelters, consistent with Section 1013.372, Florida Statutes. These public school facilities shall be designed according to the public shelter criteria outlined in the Florida Building Code.

Policy 4.1.3

The City shall annually update its Capital Improvements Element to ensure that the PCSD's capital needs are reflected in the Comprehensive Plan, enabling the coordination of existing and planned public school facilities with the required local capital projects needed to provide emergency shelter spaces, as identified by the 2020 Statewide Regional Evacuation Study for Tampa Bay and The Tampa Bay Catastrophic Plan, developed by the Tampa Bay Regional Planning Council.



PRIVATE PROPERTY RIGHTS ELEMENT 11





GOAL 1:

Ensure that property owner rights are considered in local decision-making, in accordance with Section 163.3177, Florida Statutes.

Objective 1.1

The following property owner rights shall be considered:

- a. The right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.
- b. The right of a property owner to use, maintain, develop, and improve his or her property for personal use or for the use of any other person, subject to state law and local ordinances.
- c. The right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.
- d. The right of a property owner to dispose of his or her property through sale or gift.

Ordinance 2023-10

AN ORDINANCE OF THE CITY OF ST. PETE BEACH, FLORIDA AMENDING, PURSUANT TO SECTIONS 163.3184 AND 163.3191, FLORIDA STATUTES, THE CITY OF ST. PETE BEACH COMPREHENSIVE PLAN ELEMENT I. – CITIZEN INPUT ON COMMUNITY REDEVELOPMENT; ELEMENT II. – FUTURE LAND USE PLAN ELEMENT; ELEMENT III. TRANSPORTATION PLAN ELEMENT; ELEMENT IV. HOUSING PLAN ELEMENT; ELEMENT V. INFRASTRUCTURE PLAN ELEMENT; ELEMENT VI. COASTAL AND CONSERVATION; ELEMENT VII. RECREATION AND OPEN SPACE; ELEMENT VIII. CAPITAL IMPROVEMENTS; ELEMENT IX. INTERGOVERNMENTAL COORDINATION; AND ELEMENT X. PUBLIC SCHOOL FACILITIES; STRIKING ELEMENT XI. FUTURE LAND USE MAPS AND RELOCATING ITS AMENDED CONTENT TO ELEMENT II. - FUTURE LAND USE PLAN ELEMENT; AND CREATING ELEMENT XI. PRIVATE PROPERTY RIGHTS ELEMENT; PROVIDING FOR CODIFICATION; CONFLICTS; SEVERABILITY; CORRECTION OF SCRIVENER’S ERROR; CONSTRUCTION; PUBLICATION; AND AN EFFECTIVE DATE.

WHEREAS, the City Commission of the City of St. Pete Beach (“City”) recognizes the statutory requirement to maintain consistency of the local Comprehensive Plan (“CP”) internally as well as with state and county regulations.

WHEREAS, pursuant to Florida Statutes 163.3191 which details the state’s evaluation and appraisal report requirements, the City was required to provide notice to the Florida Department of Economic Opportunity (“DEO”) by July 1, 2023 which addressed whether comprehensive plan amendments were necessary to maintain a ten year planning horizon or address changes in state regulations since the prior letter of compliance was transmitted in summer 2016.

WHEREAS, on June 20, 2023, the City provided notice to the DEO which indicated that CP amendments are necessary to maintain consistency of the document with statutory requirements.

WHEREAS, on August 21, 2023, the City Planning Board, sitting as the Local Planning Agency, (ACTION) to the City Commission the transmittal of the amendments to the DEO.

WHEREAS, on (DATE), the City Commission (ACTION) to transmit the amendments package, comprised herein of “Exhibit A”, Data and Inventory Analysis, and “Exhibit B”, Proposed Amendments to the Comprehensive Plan, to the DEO, which preceded the required transmittal deadline of June 20, 2024.

WHEREAS, on (DATE), the DEO provided an Objections, Recommendations and Comments (“ORC”) Report to the City.

WHEREAS, on (DATE), Forward Pinellas provided to the City a technical assistance analysis that reviewed the proposed amendments for consistency with the Countywide Rules.

WHEREAS, the proposed amendments have been revised to comply with the aforementioned county and DEO reviews.

WHEREAS, notice of this meeting has been given in accordance with Florida Statutes and the city charter, and takes place within 180 days of receipt of DEO's ORC report pursuant to Section 163.3184(4)(e)1., Florida Statutes.

NOW, THEREFORE, THE CITY COMMISSION OF THE CITY OF ST. PETE BEACH FLORIDA, HEREBY ORDAINS:

SECTION 1. Recitals. The above recitals ("Whereas" clauses) are hereby adopted as legislative findings, purpose and intent of the City Commission.

SECTION 2. The City of St. Pete Beach Comprehensive Plan is hereby amended per "Exhibit B" that follows.

SECTION 3. Codification. This Ordinance shall be codified in the Code of Ordinance of the City of St. Pete Beach.

SECTION 4. Conflicts. All ordinances or parts of ordinances, in conflict herewith are hereby repealed to the extent of any conflict with the Ordinance.

SECTION 5. Severability. The provisions of this Ordinance are declared to be severable, and if any section, sentence, clause or phrase of this Ordinance shall for any reason be held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining sections, sentences, clauses, and phrases of this Ordinance as they shall remain in effect, it being the legislative intent that this Ordinance shall stand notwithstanding the invalidity of any part.

SECTION 6. Scrivener's Error. The City Attorney may correct scrivener's errors found in this Ordinance by filing a corrected copy of this Ordinance with the City Clerk.

SECTION 7. Construction. This Ordinance is to be liberally construed to accomplish its objectives.

SECTION 8. Publication. This Ordinance shall be published in accordance with the requirements of law.

SECTION 9. Effective Date. The effective date of this plan amendment, if the amendment is not timely challenged, shall be the date the state land planning agency posts a notice of intent

determining that this amendment is in compliance. If the amendment is timely challenged, or if the state land planning agency issues a notice of intent determining that this amendment is not in compliance, this amendment shall become effective on the date the state land planning agency or the Administration Commission enters a final order determining this adopted amendment to be in compliance. No development orders, development permits, or development dependent on this amendment may be issued or commence before it has become effective.

FIRST READING: _____
 PUBLISHED: _____
 SECOND READING: _____
 PUBLIC HEARING: _____

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

 Adrian Petrila, Mayor

I, Amber LaRowe, City Clerk of the City of St. Pete Beach, Florida, do hereby certify that the foregoing Ordinance was duly adopted in accordance with the provisions of applicable law this _____ day of _____, 2023.

 Amber LaRowe, City Clerk

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

 Andrew Dickman, City Attorney

Exhibit A:
Data and Inventory Analysis

CITY OF ST. PETE BEACH

DATA, INVENTORY, AND ANALYSIS DOCUMENT



Supports the 2045 Comprehensive Plan, as adopted on



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Section 1. Introduction

1.1. City Profile

The City of St. Pete Beach (City) is the southernmost barrier island community along the coast of Pinellas County in the central Gulf Coast region of Florida, with the Gulf of Mexico to the west and the Boca Ciega Bay Aquatic Preserve to the east (**Map 1**). The City was incorporated in 1957 with the consolidation of the towns of Pass-a-Grille, Don CeSar, Belle Vista, St. Petersburg Beach, and unincorporated Pinellas County to become the City of St. Petersburg Beach. In 1994, citizens voted to shorten the name to St. Pete Beach to avoid confusion with the City of St. Petersburg, located on the mainland of Pinellas County east of the City.

The City enjoys a long history of quality residential living complemented by a tourist-based economy. The City's population is just under 8,900 residents (U.S. Census Bureau ACS 5-year Estimates, 2021). As of May 2023, Pinellas County Property Appraiser records show that 35% of the City's residential units are homesteads, meaning the property is the permanent residence of its owner(s) or owners' dependents. This statistic demonstrates the seasonal nature of the City's population, with about two-thirds of residences serving as a secondary residence to their owner(s).

The City is approximately 6 miles long and 0.75 mile wide at its widest point. Total land area is 2.25 square miles, but the City has approximately 4.5 miles of beach along the Gulf of Mexico. St. Pete Beach is bounded by the City of Treasure Island to the north over the Blind Pass Bridge, by South Pasadena to the east across the Corey Causeway/Pasadena Avenue S, and by the City of St. Petersburg to the east across the Pinellas Bayway Bridge. Pinellas County is the most densely populated county in the State of Florida, and as of the 2020 Census, St. Pete Beach had a higher density per square mile of land area than the County (approximately 4,500 people per square mile compared to 3,425 people per square mile in Pinellas County as a whole).

St. Pete Beach is a community of residential and tourist accommodation development and has a healthy mixture of commercial and office uses, as well as institutional and civic uses such as City Hall, the Tampa Bay Beaches Chamber of Commerce, the Gulf Beaches Historical Museum, and St. Pete Beach Public Library. The major thoroughfares in the City are State routes, such as Blind Pass Road and Gulf Boulevard. The Future Land Use Element and Transportation Element analyses go into more detail on the land use mix and transportation infrastructure found throughout the City.

1.2. Relationship to Past Comprehensive Plans

The City adopted its original Comprehensive Plan (Plan) in 1989 in response to the 1985 *Growth Management Act*. The Plan has been amended over the past several decades, with a major update in 2015 and the most recent Evaluation and Appraisal Report (EAR) prepared in 2007. The State of Florida requires local governments to review and update their Comprehensive Plans, where appropriate, at least every seven (7) years to reflect changes in State requirements and local conditions. Pursuant this requirement (F.S. § 163.3191), the City prepared an Evaluation and Appraisal Report (EAR) letter in 2023 to inform the State Department of Economic Opportunity (DEO) that amendments to the 2015 Plan were necessary to be consistent with new statutory requirements. In 2023, the City updated its goals, objectives, and policies to respond to State statutory changes and changes in local conditions. The 2023 update to the Comprehensive Plan establishes a planning horizon through the year 2045, thus the 2023 update is referred to as the *2045 Comprehensive Plan*.

This Data, Inventory, and Analysis (DIA) documents changes in the City's conditions over the past decade and provides justification for the amendments made in the 2023 update. The DIA is organized in eleven (11) subsequent sections—each representing an element of the Plan, describes existing conditions related to each element of the Plan, and compares conditions to historical data and Countywide trends where appropriate.

Section 2. Future Land Use Element

2.1. Introduction

The purpose of the Future Land Use Element is the designation of future land use patterns as reflected in the goals, objectives and policies contained in the City of St. Pete Beach's Comprehensive Plan. It is the foundation of the entire Plan, as it pulls together portions of the other elements and establishes the planning framework which is the guideline for the City's development through 2045.

This Element is comprised of a series of tools that direct future development and redevelopment including: the Future Land Use Map (FLUM), land use designations, and more importantly the overarching, goals, objectives, and policies. The FLUM is a regulatory tool and serves as the basis for the City's implementing zoning map and land development regulations. Given that the City is bound by water and is generally built-out, there is a very limited amount of undeveloped land on the island. This being so, the Future Land Use Element has an emphasis on objectives and policies related to redevelopment as it is likely that any future development activity will occur as redevelopment of existing sites. This element, along with the other elements of the Comprehensive Plan, provide long-term guidance to staff and government officials who make decisions regarding land use, infrastructure, and capital budgeting. As a result, the Future Land Use Element provides the framework for implementation of the City's vision for years to come.

2.2. Historic Population Trends and Population Projection

Population is a principal determining factor of land use requirements, housing supply and demand, and public facility needs and services. The following population analysis is referenced throughout this DIA and serves as a major consideration in preparing St. Pete Beach Comprehensive Plan's Evaluation and Appraisal Report (EAR).

The St. Pete Beach's Comprehensive Plan establishes the long-range growth management policies for the City. Future population estimates for the City identify the amount of residential land and development density allocations that will be necessary to accommodate the population projection. This future population estimate will assist with planning appropriate allocations and provisions for parks, water, sewer, and other public facilities and services necessary to maintain the City's desired quality of life for its existing and future residents. Most of the City is built-out. As a result, a scarce amount of vacant land is available for traditional greenfield development. Most vacant land can be considered urban infill in nature; therefore, future development is likely to occur as redevelopment on sites currently occupied by existing structures or impervious surface.

Population estimates and projections for permanent residents of the City of St. Pete Beach appear in **Table 1** below. The population estimates and projections represent year-round residents within the jurisdictional boundaries of the City of St. Pete Beach. The City's population estimates through year 2021 were sourced from the U.S. Census Bureau's American Community Survey (ACS) Five-Year Estimates and Decennial Census. The U.S. Census Bureau population count for the City of St. Pete Beach in 2020 was 8,879 permanent residents, which represents a 5.00% decrease in population (decrease of 467 permanent residents) from the 2010 Census county of 9,346. During the same period, Pinellas County grew by 4.64% (916,542 to 959,107). However, between 2020 and 2021, the City experienced a population increase of 0.95% (8,879 to 8,963) while the County's population declined by 0.12% (959,107 to 957,989). Due to the built-out character of the City, minimal amounts of vacant land available for development, and the lack of lands to annex due to its physical constraints as a barrier island, the City's population is expected to remain largely stable through the year 2045.

The City's population projections through years 2025 to 2045 were developed using Census data, population projections published by the Bureau of Economic and Business Research (BEBR), population projections published by the Shimberg Center for Housing Studies, and population projections developed by Forward Pinellas to support the 2045 Long Range Transportation Plan. Based on the City's character and physical constraints, as well as local land use trends, resiliency concerns, and capacity for downtown redevelopment, a hybrid approach to projecting the population through 2045 was employed. The Shimberg

Center for Housing Data prepares population, household, and housing characteristics data to support local governments' preparation of their Comprehensive Plans. The Shimberg Center's population estimates and projections are based on 2010 and 2020 U.S. Census data and population projections by BEBR. The Shimberg Center's population projections through the year 2045 were adjusted by the percent difference (+1.07%) between the Shimberg Center's population estimate for 2021 (8,868) and 2021 ACS 5-year estimate of St. Pete Beach's population (8,963). Similarly, the BEBR population projections for Pinellas County were adjusted by the percent difference (-0.67%) between the 2021 population estimate (964,490) and the 2021 ACS 5-year estimate for the County's population (957,989).

To arrive at the City's final population projections through the year 2045, the Shimberg Center's adjusted population projections were averaged together with Forward Pinellas's population projections for the City of St. Pete Beach as part of the Socioeconomic data analysis to support the 2045 Long Range Transportation Plan. Similarly, the County's population projections are an average between the adjusted BEBR projections and Forward Pinellas's population projections. (See **Table 2**)

The result (**Table 1**) shows the City's population remaining fairly stable, with a projected increase of 280 permanent residents from 2021 to 2045, bringing the total projected population in 2045 to 9,243 permanent residents. This amounts to a 3.12% increase in population from 2021 to 2045, and an average growth rate of 0.63% over the planning horizon. Tracking with historical trends, the City's anticipated growth is slightly behind the County, which has a projected population increase of 5.76% from 2021 to 2045 (957,989 to 1,013,144 residents) and an average growth rate of 1.13%. The City and County's population projections show the City's share of the overall County's population remaining about equal through the year 2045 (from 0.94% of the County's population in 2021 to 0.91% in 2045).

The City's seasonal population was projected through 2045, as shown in **Table 3**, using the population projects presented in **Table 1** and U.S. Census housing unit data. The 2020 U.S. Census Profile of General Population and Housing Characteristics reported that out of the City's 8,036 total housing units, 2,354 are for "seasonal, recreational, or occasional use," amounting to 29.3% of the City's total housing unit stock. This percentage was multiplied with the permanent population projections to estimate the seasonal population projections. From 2020 to 2045, it is expected that the City's seasonal population will increase by 106 seasonal residents (4.09% increase) and remain a stable share of the County's overall seasonal population.

At the time of preparing this analysis, limited information on tourist population projections for Pinellas County and St. Pete Beach was available. The tourist population projection presented in **Table 4** was interpolated using the tourist population trends provided in the *Permanent, Seasonal, and Tourist Population Forecast Table* (Pinellas County MPO, October 2009) for the City of St. Pete Beach and the permanent and seasonal population projections (Table 1 and Table 3, respectively). It should be noted that the City of St. Pete Beach enjoys a strong tourist economy and as a result, the tourist population projections provided in **Table 4** may be lower than actual experienced tourist population. These seasonal and tourist population projections are supplied to demonstrate how the City of St. Pete Beach's population may fluctuate throughout the year due to seasonal and tourist populations.

Table 1. City of St. Pete Beach Permanent Population Projections

(Source: U.S. Census, Data Presented in Table 2)

Year	St. Pete Beach		Pinellas County		Source	St. Pete Beach Share of Pinellas County Population
	Population	Growth Rate	Population	Growth Rate		
2045	9,243	3.89%	1,013,144	2.91%	(See Table 2)	0.91%
2040	8,896	-0.66%	984,485	1.08%	(See Table 2)	0.90%
2035	8,955	-0.65%	973,972	1.19%	(See Table 2)	0.92%
2030	9,014	-0.66%	962,498	1.36%	(See Table 2)	0.94%
2025	9,074	1.23%	949,580	-0.88%	(See Table 2)	0.96%
2021	8,963	0.95%	957,989	-0.12%	U.S. Census	0.94%
2020	8,879	-5.00%	959,107	4.64%	U.S. Census	0.93%
2010	9,346	-5.87%	916,542	-0.54%	U.S. Census	1.02%
2000	9,929	7.92%	921,482	8.20%	U.S. Census	1.08%
1990	9,200	-	851,659	-	U.S. Census	1.08%

Table 2. Population Projection Adjustments

(Source: Shimberg Center for Housing Data, Forward Pinellas, and Bureau for Economic and Business Research [BEBR])

Year	St. Pete Beach				Pinellas County			
	Shimberg Center Population Projection	Adjusted Shimberg Center Projection (+1.07%)	Forward Pinellas Projection	Average (used in Table 1)	BEBR Projection using 2021 Population Estimates	Adjusted BEBR Population Projection (-0.67%)	Forward Pinellas Projection	Average (used in Table 1)
2045	7,945	8,030	10,455	9,243	1,025,198	1,018,288	1,008,000	1,013,144
2040	8,141	8,228	9,564	8,896	1,016,454	1,009,603	959,368	984,485
2035	8,335	8,424	9,486	8,955	1,006,397	999,614	948,331	973,972
2030	8,527	8,618	9,410	9,014	994,407	987,704	937,291	962,498
2025	8,717	8,810	9,337	9,074	979,510	972,908	926,252	949,580
2021	8,868	8,963	-	-	964,490	957,989	-	-

Table 3. City of St. Pete Beach Seasonal Population Projections

(Source: 2020 U.S. Census Profile of General Population and Housing Characteristics and Population Projections [Table 2 above])

Year	St. Pete Beach		Pinellas County		St. Pete Beach Share of Pinellas County Population
	Seasonal Population	Growth Rate	Seasonal Population	Growth Rate	
2045	2,707	3.89%	80,326	2.91%	3.37%
2040	2,606	-0.66%	78,053	1.08%	3.34%
2035	2,623	-0.65%	77,220	1.19%	3.40%
2030	2,641	-0.66%	76,310	1.36%	3.46%
2025	2,658	2.19%	75,286	-0.99%	3.53%
2020	2,601	-	76,041	-	3.42%

Table 4. City of St. Pete Beach Tourist Population Projections

(Source: Pinellas County Metropolitan Planning Organization [October 2009] and Population Projections)

Year	Tourist Population	Growth Rate of Tourist Population	Total Projected Population (Permanent + Seasonal + Tourist)	Growth Rate of Total Population Projection
2045	1,673	3.47%	13,623	3.84%
2040	1,617	3.60%	13,119	-0.15%
2035	1,561	3.73%	13,139	-0.15%
2030	1,505	3.88%	13,159	-0.16%
2025	1,448	4.03%	13,180	2.39%
2020	1,392	-	12,872	-
2006	1,235	-	-	-

2.3. Existing Land Use

2.3.1. Existing Land Use Summary

Changes in existing land use patterns were analyzed using 2023 parcel data gathered from the City of St. Pete Beach Planning Department and the Pinellas County Property Appraiser. Parcels were classified by their existing land uses, as determined by the parcel's Florida Department of Revenue (DOR) land use code. DOR land use codes reflect the actual use of the property as recorded by the Pinellas County Property Appraiser by the January 1 assessment date of each year; they are not zoning or future land use designations, do not reflect permitted or restricted uses on the property, and may not reflect new construction or demolition that has occurred after the assessment date. These existing land uses were further grouped into distinct categories, listed in **Table 5**, to provide a basis for meaningful analysis.

Table 5. Existing Land Use Categories and Corresponding DOR Land Use Codes

Existing Land Use Category	Description	Corresponding DOR Land Use Code(s)
Commercial/ Retail	Sites where the sale of goods and services takes place, such as stores, restaurants and bars, and financial institutions, and also include automobile/marine repair shops and marinas.	11, 12, 14, 16, 20, 21, 22, 23, 27, 33
Hotel/Temporary Lodging	Includes land uses dedicated to temporary lodging units, such as hotels and motels.	39
Institutional/ Government	This category includes institutional and government uses. Institutional uses include churches, private schools, cemeteries, funeral homes, non-profit charitable services, and civic clubs/ lodges. Government uses include any property that is publicly owned (i.e., owned or leased to the Government), such as public schools and City government facilities. Government-owned parks were included as a separate existing land use category.	71, 75, 76, 77, 89
Industrial	Land uses where manufacturing, assembly storage, or processing of products is typically involved. In the City of St. Pete Beach, industrial uses primarily encompass warehouses and storage.	41, 49
Office/ Professional	Includes office and medical center land uses.	17, 19
Residential	A place of temporary or permanent habitation. The existing residential land uses range from single structures on a single lot (single density) to many structures on a parcel (multifamily). These are identifications are made in the land use analysis.	1, 3, 4, 5, 8, 9
Publicly Owned Parks	Parks and recreational areas owned by City or County government for public use.	82
Environmentally Sensitive/Submerged Land	These areas identify areas where no additional development potential exists due to the delineation of wetlands, lakes, streams, or rivers.	95, 96
Utilities/Infrastructure	Sites set aside for the provision of public utilities and infrastructure, such as electric power, water and sewer plants, and right-of-way for roads, irrigation, and ditches.	91, 94
Vacant	Land areas not currently occupied by any other land use at the time of classification by the Pinellas County Property Appraiser.	0, 10, 70, 80

The existing land use analysis is summarized in **Table 6** and displayed in **Map 2**. Total land area, as recorded for each parcel by the Pinellas County Property Appraiser, is 1,083.95 acres. This acreage includes submerged offshore lands or docks, but excludes roadways, thus explaining the discrepancy in total land area of the City (1,320.82 acres) and the land area calculated from parcel data.

The existing land use analysis shows that Residential is the City's largest land use category, totaling 732.47 acres and amounts to 67.57% of all acreage. Within the overall Residential existing land use category, Single-Family Residential is the largest land use, totaling 521.48 acres (71.20% of residential acreage and 48.11% of total acreage). Single-family residential dwelling units comprise approximately 28.58% of the City's total amount of dwelling units. This contrasts with higher-density residential uses, such as condominium and apartment complexes. Condominium developments have the second greatest amount of residential land area, totaling 145.13 acres, which includes common areas, parking facilities, privately maintained roads and infrastructure, and open/green space. Coupled with apartment complexes, higher-density residential uses total 210.99 acres (28.80% of residential acreage 19.46% of total acreage) and comprise 50.11% of the City's total dwelling units. Condominium and apartment complexes range between 2 to 14 stories and developments include as little as 4 units to over 100 units, indicating the range of diversity of housing types available in the City.

The second largest existing land use category overall is Environmentally Sensitive or Submerged Land, which includes boat docks, submerged land in the intercoastal waters within the City's jurisdiction, as well as the coastal land/beaches seaward of Sunset Way from 31st Avenue to the southern-most point of the island. Environmentally Sensitive or Submerged Lands comprise 10.08% of the City's total acreage (as calculated from parcel data). This is followed by hotels, motels, resorts, and other temporary lodging uses, which comprise 7.20% of total acreage.

Table 6. Existing Land Use
(Source: Property Appraiser Data, May 2023)

Existing Land Use Category	Parcels		Acres	
	Number	Percent	Number	Percent
Commercial/Retail	146	1.86%	54.92	5.07%
Hotel/Temporary Lodging	431	5.48%	78.07	7.20%
Institutional/Government	15	0.19%	22.87	2.11%
Industrial	5	0.06%	1.29	0.12%
Office/Professional	30	0.38%	6.53	0.60%
Residential	7,036	89.43%	732.47	67.57%
<i>Single-Family Residential (DOR Code 1)</i>	2,918	37.09%	521.48	48.11%
<i>Condominiums (DOR Codes 4 and 9)</i>	3,649	46.38%	145.13	13.39%
<i>Apartments (DOR Codes 3, 5, and 8)</i>	469	5.96%	65.86	6.08%
Publicly Owned Parks	16	0.20%	36.38	3.36%
Environmentally Sensitive/Submerged Land	28	0.36%	109.24	10.08%
Utilities/Infrastructure	10	0.13%	2.21	0.20%
Vacant	151	1.92%	39.96	3.69%
TOTAL	7,868	100.00%	1,083.95	100.00%

Map 2. Existing Land Use

(Source: Pinellas County Property Appraiser, Parcel Data Downloaded May 5, 2023)



2.3.2. Vacant Land Use Analysis

An analysis of vacant land was conducted based on parcel data obtained from the Pinellas County Property Appraiser and the City's current Future Land Use designations, as of May 2023. It is important to note that some of these parcels included in this analysis may be in the development application process or under development, exist as remnant parcels, or serve the purpose of a public use (such as auxiliary park space), etc., and therefore actual vacant land supply may be less than reported.

The analysis displayed in **Table 7** shows that the City is largely built-out, with only 39.96 acres of vacant land, amounting to 4.10% of total parcel acreage that is viable for development¹. Of the 151 vacant parcels, 13 are owned by the City, amounting to 3.80 acres (10.50% of total vacant acreage). The largest amount of vacant land has a residential future land use designation (35.53%).

Table 7. Vacant Land Analysis
(Source: Pinellas County Property Appraiser, May 2023)

Future Land Use Designation	Number of Vacant Parcels	Acres	% of Total Vacant Acreage
AC: Activity Center ²	5	2.97	7.43%
BHC: Boutique Hotel Condo District ²	0	0.00	0.00%
BR: Bayou Residential ²	4	2.56	6.40%
CC-1: Commercial Corridor Blind Pass ²	0	0.00	0.00%
CC-2: Commercial Corridor Gulf Blvd ²	12	1.99	4.98%
CG: Commercial General	4	1.01	2.53%
CRD-EA: Community Redevelopment District-Eighth Ave ³	5	0.50	1.26%
DCR: Downtown Core Residential ²	6	0.70	1.74%
INS: Institutional District	1	0.53	1.32%
LR: Large Resort District ²	2	4.05	10.13%
P: Preservation	0	0.00	0.00%
R/OS: Recreation/Open Space	7	2.67	6.68%
RFM: Resort Facilities Medium	1	2.54	6.36%
RFO: Residential Facilities Overlay	0	0.00	0.00%
RLM: Residential Low Medium	15	1.99	4.97%
RM: Residential Medium	10	1.96	4.90%
ROR: Residential/Office/Retail	3	0.50	1.24%
RU: Residential Urban	39	7.32	18.33%
TC-1: Town Center Corey ²	20	3.10	7.76%
TC-2: Town Center Corey Coquina West and Corey Circle ²	11	4.51	11.28%
TU: Transportation Utility	2	0.48	1.21%
UBV: Upham Beach Village	4	0.59	1.49%
TOTAL	151	39.96	100.00%

¹ The total acreage viable for development is equal to 974.71 acres. This was calculated by subtracting the acreage of environmentally sensitive/submerged lands from the total parcel acreage (see **Table 4**).

² Future Land Use category is a character district within Special Planning Area 1 (formerly known as the Community Redevelopment District [CRD]).

³ District was renamed from CRD-EA to Special Planning Area-Eighth Avenue (SPA-EA) in the 2045 *Comprehensive Plan*.

2.3.3. Natural Resources

As a barrier island, St. Pete Beach's natural resources include wetlands and coastal resources, such as its shoreline, dune system, and seagrasses located in Boca Ciega Bay. According to the Florida Natural Area Inventory's Cooperative Land Cover database, the island has approximately 122.8 acres of dry sand beach and 33.8 acres of beach dunes. Within the waters of Boca Ciega Bay off the City's eastern coast, there are several seagrass beds and manatee protection areas, as well as an oyster bar and mangrove swamp land (also classified as scrub-shrub wetland by the U.S. Fish and Wildlife Service) in Little McPherson Bayou. Many of these natural resources are conserved and protected as designated under the Preservation land use category in both the Countywide Plan Map and the City's Future Land Use Map. **Section 6.2 (page 126)** of this Data, Inventory, and Analysis provides a comprehensive inventory of the City's natural resources.

2.3.4. Historic Resources

St. Pete Beach has several historic resources within its boundaries, which are documented by Pinellas County's Geographic Information System (GIS) open data portal and the State Historic Preservation Office (SHPO) and displayed on **Map 3**. Notably, the City has a historic district, Pass-A-Grille Historic District, which was originally listed in the National Register of Historic Places in 1989 and again in 2003 after an expansion of the Historic District's boundaries. The 116-acre district is bounded by the coastline to the west and east, 1st Avenue to the south, and 31st Avenue to the north. The resources within this district are documented in the *Pass-A-Grille Historic Sites Survey* (April 2015), which was completed in collaboration with the Gulf Beaches Historical Museum, located in the Pass-A-Grille Historic District at 115 10th Avenue.

The City has one site of the National Register of Historic Places: the Don CeSar Hotel. The Don CeSar opened in 1928, was converted to a hospital during World War II, and was converted back to a resort in the late-1960s. The City also has a historic marker located at 101 8th Avenue, marking Zephaniah Phillips' Homestead Site (a.k.a. Rancho de Juaquin), which commemorates the island's first permanent settlers and Pass-A-Grille's first home (originally constructed in 1886 and moved to the Pass-A-Grille area in 1918).

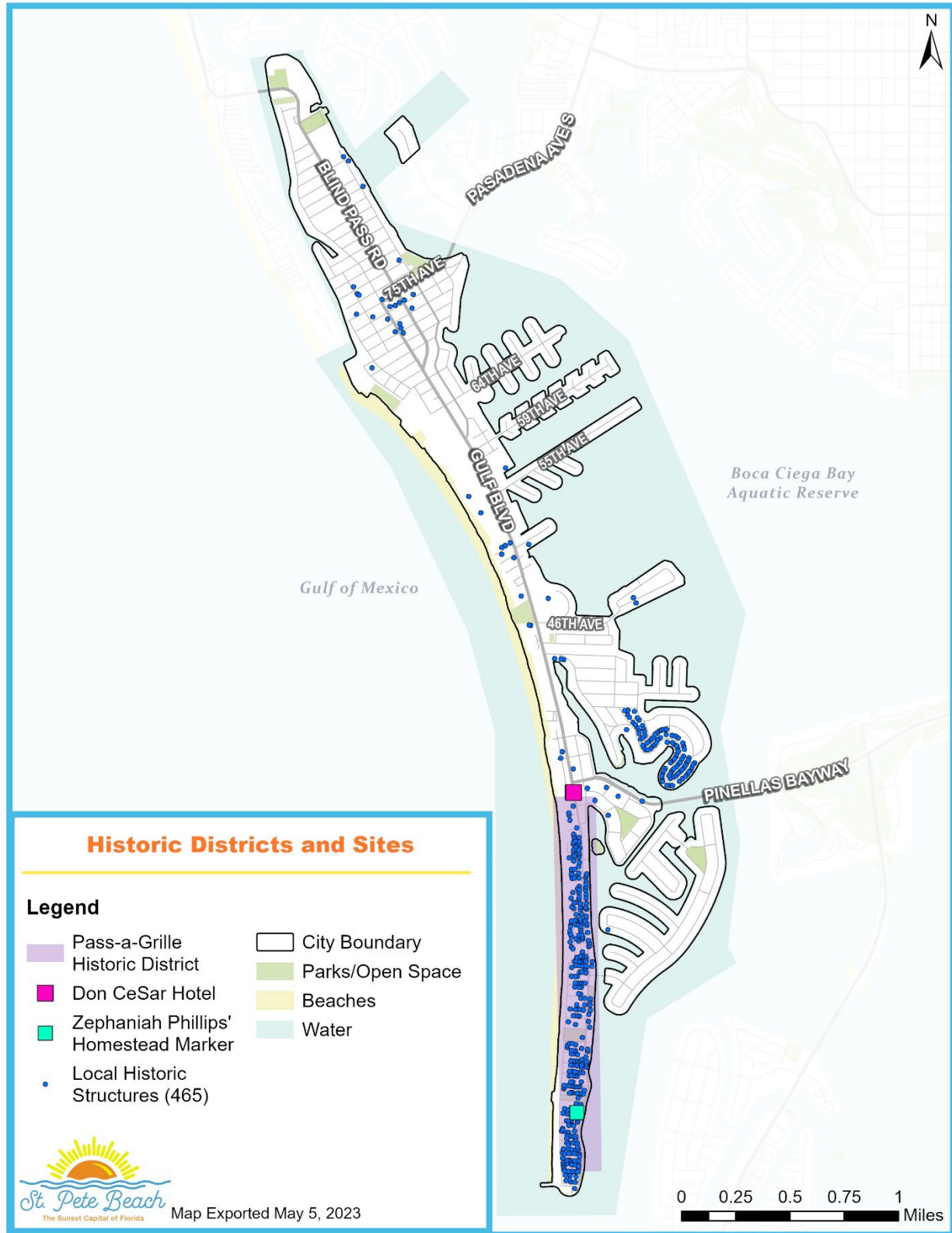
In addition, the SHPO listed 465 structures of local historic significance within the City as of January 2023. Of the 465 structures, 373 are private residences. Many of these sites are considered of local historic significance because they exhibit architectural styles that are valued by historic preservationists, including Brutalism, Craftsmen, Frame Vernacular, Gothic Revival, Mediterranean Revival, Mid-century Modern, Ranch, Tudor Revival, and others. Five structures are listed as "Eligible for the National Register of Historic Places (NRHP)" based on an evaluation by the SHPO, one of those being the Don CeSar Hotel. The other four sites are as follows:

- The Don Vista Building located at 3300 Gulf Boulevard, built in 1928 that was once a firehouse and is now used as an art center/gallery
- A private residence located at 115 10th Avenue, built in 1917 that was once used as a house of worship
- The Pass-A-Grille Women's Club located at 2201 Pass-A-Grille Way, built in 1938, which has remained the clubhouse for the Women's Club since its construction
- A private residence at 174 South Tessier Drive, built in 1956

The City has recently placed an emphasis on its "historic downtown," which currently has 11 structures of local historic significance. Of those 11, only 3 have been evaluated by the SHPO and deemed not eligible for the NRHP, while the other 8 have not yet been evaluated by the SHPO for eligibility on the NRHP. The City has policies in place to revitalize this area and has interest in preserving its historic character.

Map 3. Historic Resources Inventory

(Source: Pinellas County and the State Historic Preservation Office, Data Updated January 2023)



2.4. Future Land Use Analysis

2.4.1. Summary of Changes between the 2045 FLUM and Current FLUM

The 2045 Future Land Use Map (FLUM), **Map 4**, designates future land uses within the City of St. Pete Beach's existing City limits through the 2045 planning horizon. The 2045 FLUM reflects the change in nomenclature from "Community Redevelopment District (CRD)" in the previous FLUM to "Special Planning Area 1 (SPA-1)" (this change is discussed further in Section 2.5). The character districts within the 2045 "SPA-1" district are the same character districts within the area formerly known as the "CRD." The 2045 FLUM also reflects the change in nomenclature from "Community Redevelopment District-Eighth Avenue" to "Special Planning Area-Eighth Avenue," along with the addition of one parcel into the district that was previously classified as Residential/Office/Retail. In addition to this FLUM amendment, only three other parcels have been granted a future land use classification change since the 2015 FLUM was published: one parcel changed from Commercial General to Residential Urban, and two adjacent parcels (which were formerly one parcel at the time the 2015 FLUM was published) changed from Institutional to Residential Medium. **Map 5** shows the 2015 FLUM, as amended through 2018.

Another change is in the Preservation classification. The 2015 FLUM had a Preservation category defined on the map, but it was an overlay on the portion of the parcels that fall seaward of the Coastal Construction Control Line (CCCL), so acreage was calculated for the parcel's underlying future land use classification as opposed to the acreage being split between preservation and the future land use category landward of the CCCL. The 2045 FLUM analysis reconciles this by attributing the acreage for those portions of those parcels seaward of the CCCL to the Preservation classification. The 2045 FLUM also expanded the Preservation district to environmentally sensitive areas of six parcels on Mangrove Point to be consistent with the Countywide Plan Map (discussed further in Section 2.4.2). **Map 6** shows the CCCL and the area designated as Preservation on the 2045 FLUM. **Table 8** shows the distribution of future land uses in the City and **Table 9** shows the distribution of Special Planning Area 1 character districts within the overall SPA-1 district and City. **Map 7** shows the Special Planning Area Character Districts.

Table 8. Future Land Use Comparative Summary (2015 to 2045 FLUM)

Future Land Use Category	2045 FLUM		2015 FLUM		Percent Change
	Acres	% of Total Land Acreage	Acres	% of Total Land Acreage	
CG: Commercial General	5.68	0.57%	5.84	0.58%	-0.02%
INS: Institutional District	19.46	1.94%	19.79	1.98%	-0.03%
P: Preservation	47.42	4.73%	1.16	0.12%	4.62%
R/OS: Recreation/Open Space	34.82	3.48%	52.65	5.25%	-1.78%
RFM: Resort Facilities Medium	30.18	3.01%	38.43	3.84%	-0.82%
RFO: Residential Facilities Overlay	0.23	0.02%	0.23	0.02%	0.00%
RLM: Residential Low Medium	45.02	4.49%	45.03	4.49%	0.00%
RM: Residential Medium	89.09	8.89%	89.46	8.93%	-0.04%
RU: Residential Urban	491.91	49.09%	492.66	49.17%	-0.07%
ROR: Residential/Office/Retail	5.06	0.51%	5.41	0.54%	-0.03%
SPA-EA: Special Planning Area-Eighth Avenue	3.58	0.36%	3.23	0.32%	0.03%
SPA-1: Special Planning Area 1	229.06	22.86%	247.63	24.71%	-1.85%
TU: Transportation Utility	0.48	0.05%	0.48	0.05%	0.00%
TOTAL:	1,002.00	100.00%	1,002.00	100.00%	

Table 9. Special Planning Area-1 Character Districts

Special Planning Area - 1 Character Districts (formerly classified as “Community Redevelopment Area” Character Districts)	Acres	% of SPA-1 District	% of Total Acreage
AC: Activity Center	41.21	17.99%	4.11%
BHC: Boutique Hotel Condo District	20.98	9.16%	2.09%
BR: Bayou Residential	6.58	2.87%	0.66%
CC-1: Commercial Corridor Blind Pass	6.64	2.90%	0.66%
CC-2: Commercial Corridor Gulf Blvd	21.61	9.43%	2.16%
DCR: Downtown Core Residential	11.62	5.07%	1.16%
LR: Large Resort District	62.25	27.18%	6.21%
TC-1: Town Center Corey	32.04	13.99%	3.20%
TC-2: Town Center Corey Coquina West and Corey Circle	10.39	4.54%	1.04%
UBV: Upham Beach Village	15.74	6.87%	1.57%
	229.06	100.00%	22.86%

2.4.2. Relationship to the Countywide Rules

The 2023 update to the St. Pete Beach Comprehensive Plan creates “umbrella categories” for the 2045 Future Land Use categories that are consistent with the future land use categories and standards set forth in the Countywide Rules. The Countywide Rules are administered by Forward Pinellas in their capacity as the Pinellas Planning Council and the Board of County Commissioners in their capacity as the Countywide Planning Authority. The Countywide Rules establish the Countywide Plan Map, which guides land use planning for the 25 local governments of Pinellas County. The Countywide Plan Map designates 18 future land use categories throughout the County, each accompanied by use, locational, and traffic generation characteristics and density/intensity standards. The Countywide Rules require that local governments recognize the Countywide Rules in the future land use element of their comprehensive plans and coordinate their respective future land use maps with the Countywide Plan Map (Article 3 of the Countywide Rules). Local governments have the authority to determine appropriate density and intensity for parcels within their jurisdiction, but their local plans, future land use and zoning maps, and regulations must be consistent with the Countywide Plan Map, with density/intensity standards being equal to or more restrictive than the criteria set forth in the Countywide Rules, but not less restrictive.

The 2045 *Comprehensive Plan* meets these requirements by amending the FLU designation table to include the Countywide Rules umbrella categories and amending the Preservation classification on the 2045 FLUM to be consistent with the Countywide Plan Map’s Preservation designation. **Map 8** shows the Countywide Plan Map at the City of St. Pete Beach extent and **Table 10** shows the 2045 FLUM categories and corresponding Countywide Plan Map umbrella categories.

Table 10. 2045 Comprehensive Plan Future Land Use Categories and Corresponding Countywide Plan Map Categories

(Criteria for the Countywide Plan Map Categories sourced from the Countywide Rules, as amended through August 30, 2021)

FUTURE LAND USE CATEGORY (2045 COMPREHENSIVE PLAN)	MAXIMUM DENSITY		MAXIMUM INTENSITY		COUNTYWIDE PLAN MAP CATEGORY	MAXIMUM DENSITY	MAXIMUM INTENSITY	
	Residential Units per Acre (UPA)	Temporary Lodging Units (TLUs) per acre	Floor Area Ratio (FAR)	Impervious Surface Ratio (ISR)		UPA	FAR	ISR
Residential Urban (RU)	7.5	0	N/A	N/A	Residential Low Medium (RLM)	10.0	0.50	0.75
Residential Low Medium (RLM)	10.0	0	N/A	N/A	Residential Low Medium (RLM)	10.0	0.50	0.75
Residential Medium (RM)	15.0	0	N/A	N/A	Residential Medium (RM)	15.0	0.50	0.75
Residential High (RH)	30.0	0	N/A	N/A	Residential High (RH)	30.0	0.60	0.85
Residential/Office General (R/OG)	15.0	0.0	0.50	0.75	Office (O)	15.0	0.50	0.75
Resort Facilities Medium (RFM)	18.0	30.0	0.65	0.85	Resort (R)	30.0	1.2	0.95
Resort Facilities Overlay (RFO)	See Underlying Category	167% of Residential Units	See Underlying Category		Resort (R)	30.0	1.2	0.95
Residential/Office/Retail (R/O/R)	18.0	15.0	0.40	0.85	Retail & Services (R&S)	24.0	0.55	0.90
Commercial General (CG)	24.0	40.0	0.55	0.90	Retail & Services (R&S)	24.0	0.55	0.90
Special Planning Area Eighth Avenue (SPA-EA)	24.0	50.0	1.0 (single use) / 1.5 (mixed-use)	0.90	Activity Center (AC) – Neighborhood	60.0	2.0	N/A
Institutional (I)	12.5	0.0	0.65	0.85	Public/Semi-Public (P/SP)	12.5	0.65	0.85
Transportation/Utility (T/U)	0.0	0.0	0.70	0.90	Public/Semi-Public (P/SP)	12.5	0.70	0.90
Preservation (P)	0.0	0.0	0.10	0.20	Preservation (P)	N/A	0.10/ 0.25 ⁴	0.20/ 0.50 ⁵
Recreation/Open Space (R/OS)	0.0	0.0	0.25	0.60	Recreation/ Open Space (R/OS)	N/A	0.25	0.60
Special Planning Area 1 (SPA-1)	See Character Districts below				AC – Major ⁶	150.0	5.0	N/A
Activity Center (AC)	15.0 (min. 1-acre buildable site) / 18.0 (min. 4-acre buildable site)	40.0	0.75 / 1.0 ⁷	0.70/ 0.85 ⁸				

⁴ Maximum FAR for the Preservation category, as defined by the Countywide Rules, is 0.10 for permitted preservation uses and 0.25 for public water supply facilities.

⁵ Maximum ISR for the Preservation category, as defined by the Countywide Rules, is 0.20 for permitted preservation uses and 0.50 for public water supply facilities.

⁶ All of SPA-1 is designated as a Major Activity Center on the Countywide Plan Map, meaning all character districts must meet the consistency requirement with the Major Activity Center criteria and standards set forth in the Countywide Rules.

⁷ Maximum FAR in the AC character district is 0.75 for exclusive commercial and office uses and 1.0 for mixed-use projects, which must contain a minimum of 4 residential units or 10 TLUs, mixed with a minimum 0.35 FAR of commercial or office uses on a minimum 1-acre buildable site.

⁸ Maximum ISR in the AC character district is 0.70 for any residential or combined residential or temporary lodging use mixed with commercial or office and 0.85 for any exclusive commercial/office use.

FUTURE LAND USE CATEGORY (2045 COMPREHENSIVE PLAN)	MAXIMUM DENSITY		MAXIMUM INTENSITY		COUNTYWIDE PLAN MAP CATEGORY	MAXIMUM DENSITY		MAXIMUM INTENSITY	
	Residential Units per Acre (UPA)	Temporary Lodging Units (TLUs) per acre	Floor Area Ratio (FAR)	Impervious Surface Ratio (ISR)		UPA	FAR	ISR	
<i>Boutique Hotel Condo District (BHC)</i>	18.0	50.0 ⁹	See footnote ¹⁰	0.70/ 0.85 ¹¹	AC- Major ⁴	150.0	5.0	N/A	
<i>Bayou Residential (BR)</i>	15.0 (exclusive residential use) / 18.0 (multifamily and commercial mixed-use)	40.0	0.30 ¹²	0.70/ 0.85 ¹³					
<i>Commercial Corridor Blind Pass (CC-1)</i>	7.5 / 12.5 ¹⁴	0.0	0.70 / 0.90 ¹⁵	0.70					
<i>Commercial Corridor Gulf Blvd (CC-2)</i>	7.5 / 12.5 ¹²	0.0	0.70 / 0.90 ¹³	0.70					
<i>Downtown Core Residential (DCR)</i>	10.0	0.0	0.0	0.70					
<i>Large Resort District (LR)</i>	15.0	50.0 (parcel < 3 acres) / 75.0 (parcel ≥ 3 acres)	1.80 (parcel < 3 acres) / 2.6 ¹⁶ (parcel ≥ 3 acres)	0.70/ 0.85					
<i>Town Center Corey (TC-1)</i>	15.0 ¹⁷	10.0	1.0 (non-residential use) / 1.45 (mixed-use with residential)	0.90					
<i>Town Center Corey Coquina West and Corey Circle (TC-2)</i>	24.0 ¹⁸	50.0 ¹⁹	0.55	0.70					
<i>Upham Beach Village (UBV)</i>	7.5 / 18.0 / 21.0/ 24.0 ²⁰	See Footnote ²¹	0.0	0.70/ 0.85 ²²					

⁹ Maximum TLUs per acre in the BHC character district is 50.0 unless approved by ordinance of the City Commission to provide additional TLUs from the TLU Density Pool, in which case such allocation shall not exceed 20 TLUs per acre and the cumulative allocation shall not exceed 60 TLUs per development project.

¹⁰ Intensity shall not exceed 750 square feet per TLU plus an additional 0.20 FAR for indoor amenities and common areas. Structured parking is excluded from the calculation.

¹¹ Maximum ISR is 0.70 for any residential or combined residential and temporary lodging use and 0.85 for any exclusive temporary lodging use.

¹² Applies only to the commercial portion of a mixed-use project.

¹³ Maximum ISR in the BR character district is 0.70 for any exclusive residential use and 0.85 for all other uses.

¹⁴ Maximum density in the CC-1 character district is 7.5 UPA for single-family homes and duplexes without access to Blind Pass Road and 12.5 UPA for multi-family residential uses as part of a mixed-use project on a minimum ½ acre buildable site.

¹⁵ Maximum FAR in the CC-1 and CC-2 character districts is 0.70 for exclusive non-residential uses and 0.90 for mixed-use projects on a minimum ½ acre buildable site.

¹⁶ Maximum FAR in the LR character district is 1.80 for parcels less than 3 gross acres in size, 2.6 for parcels at least 3 gross acres in size. For parcels at least 3 gross acres in size, a bonus FAR of 0.15 can be achieved for street level retail and restaurant uses facing Gulf Boulevard that are accessible by pedestrians and serve the general public.

¹⁷ In the TC-1 character district, residential uses are only permitted as a secondary component to a mixed-use project.

¹⁸ In the TC-2 character district, residential uses are only permitted as part of a mixed-use project on a minimum 1.8-acre buildable site.

¹⁹ In the TC-2 character district, TLUs are permitted as a conditional use only on a minimum 1.8-acre buildable site.

²⁰ Maximum density in the UBV character district is 7.5 UPA for single family homes and duplexes, or 18 UPA for multi-family residential uses on a minimum ½ acre buildable site, or 21 UPA for multi-family residential uses on a minimum ¼ acre buildable site, or 24 UPA for multi-family residential uses on a minimum ¾ acre buildable site.

²¹ TLUs in the UBV character district are allocated by ordinance of the City Commission, not to exceed 175 TLUs for the entire UBV district.

²² Maximum ISR in the UBV character district is 0.70 for any exclusive residential use or 0.85 for temporary lodging use.

2.4.3. Build-out Analysis

To better understand the current level of development potential and the ability of the City of St. Pete Beach to absorb projected growth, a residential build-out analysis was performed utilizing the currently adopted FLUM and vacant land analysis (**page 16**). The build-out analysis is based on three key assumptions:

- (1) All vacant lands, as classified by the Pinellas County Property Appraiser in May 2023, will be developed to the maximum permitted density and intensity, as documented in **Table 11**;
- (2) All land within Special Planning Area-Eighth Avenue (SPA-EA, formerly known as Community Redevelopment District Eighth Avenue) and Special Planning Area 1 (SPA-1, formerly known as the Community Redevelopment District) will redevelop at the maximum permitted density and intensity and all units in the Residential Urban Density Pool Reserve will be allocated in their entirety. This maximum redevelopment scenario was determined by subtracting all existing residential units from the maximum permitted residential units under current Future Land Use (FLU) designations, and allocating the residential units in the density pool to the districts in which they are permitted on a prorated basis based on the percent of total acreage of these districts in the entire SPA-1;
- (3) Per the definition of "density" in "Section 2.1 Definitions" of the St. Pete Beach Land Development Code (LDC), all land seaward of the CCCL is not included in the calculation of density and was thus removed from the build-out analysis. This subtraction explains why the acreage of vacant land calculated in **Table 11** differs by 0.94 acres from total presented in **Table 7. Vacant Land Analysis**.

The components that comprise the build-out analysis—the development potential of vacant land and the available units in the Special Planning Areas—are presented in Tables 12 through 14 so that the methodology behind the build-out analysis can be explained in a greater level of detail. Descriptions of each table are provided below. The results and interpretation of the build-out analysis are presented on **page 27** and in **Table 15 (page 28)**.

Table 11 presents the maximum development potential of vacant land using the revised vacant land use analysis. As stated above, the vacant land acreage calculated for the purposes of the build-out analysis is equal to the total acreage of vacant land minus the acreage of those vacant parcels that falls seaward of the CCCL. Acreage of vacant land landward of the CCCL in each future land use category was multiplied by the maximum density permitted in the respective future land use category to arrive at the development potential, or maximum number of residential units that could be built, in that future land use category should the vacant parcel develop.

The number of available units in the SPA-1 character districts and the SPA-EA district was determined by subtracting the existing dwelling unit count from the maximum development potential of each district. The number of available units in SPA-EA and each SPA-1 character district represents a maximum, albeit unlikely, redevelopment scenario where all parcels within the districts redevelop to maximum permitted density. **Table 12** shows the existing dwelling unit count in each district, determined from Pinellas County Property Appraiser parcel data pulled May 5, 2023. **Table 13** shows the maximum development potential of all parcels in SPA-EA and the character districts of SPA-1, which was calculated by multiplying acreage within each district (minus land seaward of the CCCL) with the maximum permitted density in the district, plus the district's proportionate share of units in the Residential Unit (RU) Density Pool Reserves. **Table 14** shows the total available units in SPA-1 and SPA-EA.

Table 11. Maximum Development Potential of Vacant Land
(Vacant acreage sourced from Pinellas County Property Appraiser parcel data retrieved May 5, 2023)

Current Future Land Use Designation	Acres of Vacant Land		Maximum Density Permitted by FLU Category	Development Potential (number of residential units)
	Acres	Percent		
AC: Activity Center	2.97	7.61%	15.0	44
BHC: Boutique Hotel Condo District	0.00	0.00%	18.0	-
BR: Bayou Residential	2.56	6.56%	18.0	46
CC-1: Commercial Corridor Blind Pass	0.00	0.00%	7.5/12.0 ²³	-
CC-2: Commercial Corridor Gulf Blvd	1.99	5.10%	7.5 ²⁴	14
CG: Commercial General	1.01	2.59%	24.0	24
CRD-EA: Community Redevelopment District-Eighth Ave	0.50	1.29%	24.0	12
DCR: Downtown Core Residential	0.70	1.79%	10.0	6
INS: Institutional District	0.86	2.19%	12.5	10
LR: Large Resort District	3.30	8.47%	15.0	49
P: Preservation	0.00	0.00%	0.0	-
R/OS: Recreation/Open Space	2.60	6.66%	0.0	-
RFM: Resort Facilities Medium	2.54	6.51%	18.0	45
RFO: Residential Facilities Overlay	0.00	0.00%	-	-
RLM: Residential Low Medium	1.99	5.09%	10.0	19
RM: Residential Medium	1.57	4.03%	15.0	23
ROR: Residential/Office/Retail	0.50	1.27%	18.0	8
RU: Residential Urban	7.26	18.60%	7.5	54
TC-1: Town Center Corey	3.10	7.94%	15.0	46
TC-2: Town Center Corey Coquina West and Corey Circle	4.51	11.56%	24.0	108
TU: Transportation Utility	0.48	1.24%	0.0	-
UBV: Upham Beach Village	0.59	1.52%	7.5 ⁶	4
TOTAL	39.02	100.00%		512

²³ In the CC-1 and CC-2 districts, a maximum density of 7.5 du/acre is permitted for single family homes and duplexes that do not access Blind Pass Road or Gulf Boulevard, and a maximum density of 12.0 du/acre and FAR of 0.90 is permitted for a multi-family residential use as part of a mixed use residential/commercial/office project on a minimum one-half (0.5) acre buildable site with commercial or office on the first floor at street level and residential use permitted on the second and third floors only. Exclusive nonresidential uses have a maximum FAR of 0.70.

²⁴ All the vacant sites in the CC-2 district are under 0.5 acres (the largest is 0.25 acres), so a maximum density of 7.5 du/acre was used.

⁶ Represents the maximum density permitted for sites under one-third (1/3) of an acre since all vacant parcels within this district are 0.18 acres or less.

Table 12. Existing Unit Count in the Special Planning Areas
(Existing dwelling units (DU's) sourced from Pinellas County Property Appraiser parcel data retrieved May 5, 2023)

Special Planning Area Character Districts (formerly classified as "Community Redevelopment Area" Character Districts)	Existing DU's
AC: Activity Center	389
BHC: Boutique Hotel Condo District	282
BR: Bayou Residential	115
CC-1: Commercial Corridor Blind Pass	58
<i>Single-Family or Duplex Lots not abutting Blind Pass Road</i>	40
<i>Lots < 0.5-acre</i>	18
<i>Lots ≥ 0.5-acre</i>	0
CC-2: Commercial Corridor Gulf Boulevard	102
<i>Single-Family or Duplex Lots not abutting Gulf Blvd</i>	47
<i>Lots < 0.5-acre</i>	45
<i>Lots ≥ 0.5-acre</i>	10
DCR: Downtown Core Residential	137
LR: Large Resort	334
TC-1: Town Center Corey	76
TC-2: Town Center Corey Coquina West and Corey Circle	86
UBV: Upham Beach Village	360
<i>Lots < 0.33-acre</i>	283
<i>Lots ≥ 0.33-acre and < 0.5-acre</i>	50
<i>Lots ≥ 0.5-acre and < 0.75-acre</i>	27
<i>Lots ≥ 0.75-acre</i>	0
SPA-EA: Special Planning Area Eighth Avenue	70
TOTAL	2,009

Table 13. Development Potential in the Special Planning Area Districts
(Acreage sourced from Pinellas County Property Appraiser parcel data retrieved May 5, 2023)

Special Planning Area Character Districts (formerly classified as "Community Redevelopment Area" Character Districts)	Acres	Maximum Density Permitted in District (DU/A)	Base Residential Unit Potential	Number of Units in General RU Reserves ²⁵	Number of Units in Dedicated RU Reserve ²⁶	Total Development Potential (number of residential units)
AC: Activity Center	41.21	15	618	36	-	654
BHC: Boutique Hotel Condo District	20.98	18	377	18	-	395
BR: Bayou Residential	6.58	18	118	6	-	124
CC-1: Commercial Corridor Blind Pass	6.64	7.5 / 12	52	5	22	79
<i>Single-Family or Duplex Lots not abutting Blind Pass Road</i>	3.12	7.5	23	2	10	35
<i>Lots < 0.5-acre</i>	2.63	7.5	19	2	9	30
<i>Lots ≥ 0.5-acre</i>	0.89	12	10	1	3	14
CC-2: Commercial Corridor Gulf Blvd	21.61	7.5 / 12	174	17	64	255
<i>Single-Family or Duplex Lots not abutting Gulf Blvd</i>	5.13	7.5	38	4	15	57
<i>Lots < 0.5-acre</i>	13.52	7.5	101	11	40	152
<i>Lots ≥ 0.5-acre</i>	2.95	12	35	2	9	46
DCR: Downtown Core Residential	11.62	10	116	10	23	149
LR: Large Resort	62.25	15	932	53	-	985
TC-1: Town Center Corey	32.04	15	480	26	-	506
TC-2: Town Center Corey Coquina West and Corey Circle	10.39	24	249	9	-	258
UBV: Upham Beach Village	15.74	7.5/18/21/24	158	15	-	173
<i>Lots < 0.33-acre</i>	12.00	7.5	90	11	-	101
<i>Lots ≥ 0.33-acre and < 0.5-acre</i>	3.03	18	54	3	-	57
<i>Lots ≥ 0.5-acre and < 0.75-acre</i>	0.71	21	14	1	-	15
<i>Lots ≥ 0.75-acre</i>	0.00	24	-	-	-	-
SPA-EA: Special Planning Area Eighth Avenue	3.58	24	85	-	-	85
TOTAL	232.64		3,359	195	109	3,663

²⁵ Represents the number of Residential Unit (RU) Reserves authorized for the entire Special Planning Area 1 by the Comprehensive Plan and Section 39.18 of the City's Land Development Code. The 195 units reserved in the General RU Reserves are allocated on a prorated basis by percent of acreage of SPA-1 Character Districts to SPA-1 total acreage.

²⁶ Represents the potential residential units available in the Downtown Residential, Commercial Corridor-1 and Commercial Corridor-2 districts authorized by the Comprehensive Plan, predicated upon City Commission amending the City's Land Development Code to establish an allocation procedure. The Comprehensive Plan states that 23 units are reserved for the Downtown Residential district, 22 units are reserved for the Commercial Corridor-1 district, and 64 units are reserved for the Commercial Corridor-2 district.

Table 14. Available Units in the Special Planning Area Districts
(References Tables 11 and 12)

Special Planning Area Character Districts (formerly classified as “Community Redevelopment Area” Character Districts)	Development Potential	Existing DU's	Total Available Units
AC: Activity Center	654	389	265
BHC: Boutique Hotel Condo District	395	282	113
BR: Bayou Residential	124	115	9
CC-1: Commercial Corridor Blind Pass	79	58	21
CC-2: Commercial Corridor Gulf Boulevard	255	102	153
DCR: Downtown Core Residential	149	137	12
LR: Large Resort	985	334	651
TC-1: Town Center Corey	506	76	430
TC-2: Town Center Corey Coquina West and Corey Circle	258	86	172
UBV: Upham Beach Village	173	360	-187
SPA-EA: Special Planning Area Eighth Avenue	85	70	15
TOTAL	3,663	2,009	1,654

To complete the build-out analysis, the maximum development potential of vacant parcels is added to the available units in the Special Planning Area districts, presented in **Table 15 (page 28)**.

The build-out analysis shows that the currently adopted FLUM allows for a maximum construction of 1,837 dwelling units. It should be noted that some properties may not develop to maximum potential due to physical or market conditions (i.e., maximum density may be 7.5 du/acre, but some sites may develop at 5 du/acre). It should also be noted that the maximum build-out potential represents maximum potential under a scenario where the development prioritizes the construction of residential units over other types of development, such as temporary lodging units or non-residential space. For example, the build-out analysis shows that a potential 651 residential units may be built in the Large Resort district under the current FLU allowances but given that the actual character of this district is mostly hotel and resort uses, it is unlikely that potential future redevelopment in this district would be wholly comprised of residential units.

The projected permanent population through the 2045 planning horizon is 9,243, meaning the City can expect to gain 280 residents. Using the U.S. Census 2021 estimated average household size of 1.93 people per dwelling unit, the City would need 145 dwelling units to absorb this projected population growth. Based on the build-out analysis, which shows the City has 1,837 dwelling units available for construction under a maximum redevelopment scenario using current future land use residential density allowances, and the average household size of 1.93 people per dwelling unit, the City could absorb 3,545 people ($1,837 \times 1.93 = 3,545.4$). If the Special Planning Areas do not see a maximum redevelopment scenario and only vacant parcels were to develop at maximum potential, the City still has 512 dwelling units available, which could accommodate a population increase of 988 people. Therefore, whether the City sees extensive redevelopment in the Special Planning Areas, maximum development of vacant land, or a combination of the two scenarios, the number of dwelling units available under the City's current FLUM well exceeds the number of dwelling units needed to absorb the amount of growth projected in St. Pete Beach (see **Table 1** for the population projection analysis).

Table 15. Potential Build-Out of Residential Units under the Current Future Land Use Map
(References Tables 10 and 14)

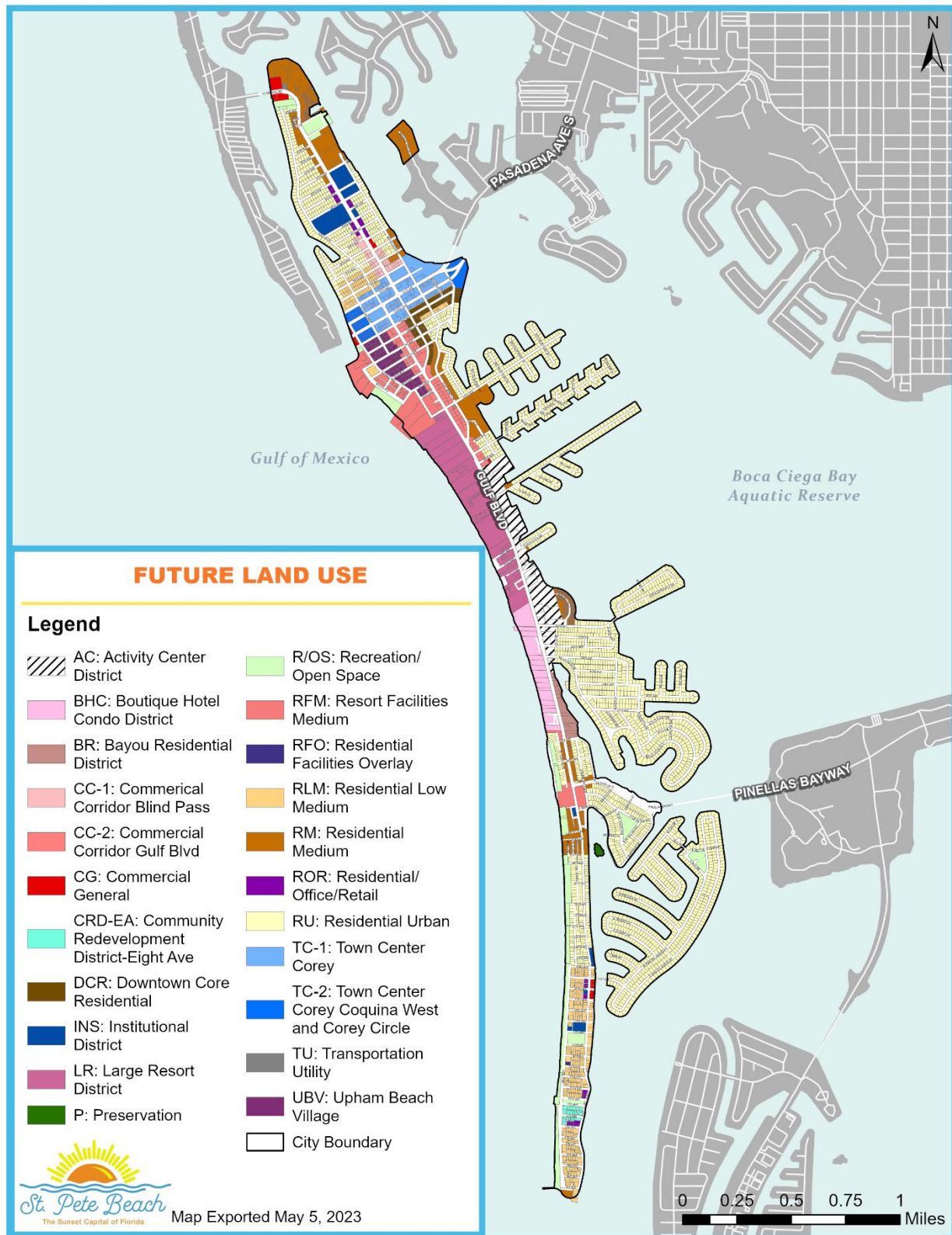
Current Future Land Use Designation	Development Potential of Vacant Land (number of residential units)	Available Units in the Special Planning Area Districts	Total Residential Unit Build-Out Potential
AC: Activity Center	44 ²⁷	265	265
BHC: Boutique Hotel Condo District	-	113	113
BR: Bayou Residential	46 ²⁷	9	9
CC-1: Commercial Corridor Blind Pass	-	21	21
CC-2: Commercial Corridor Gulf Blvd	14 ²⁷	153	153
CG: Commercial General	24	-	24
CRD-EA: Community Redevelopment District-Eighth Ave	12 ²⁷	15	15
DCR: Downtown Core Residential	6 ²⁷	12	12
INS: Institutional District	10	-	10
LR: Large Resort District	49 ²⁷	651	651
P: Preservation	-	-	-
R/OS: Recreation/Open Space	-	-	-
RFM: Resort Facilities Medium	45	-	45
RFO: Residential Facilities Overlay	-	-	-
RLM: Residential Low Medium	19	-	19
RM: Residential Medium	23	-	23
ROR: Residential/Office/Retail	8	-	8
RU: Residential Urban	54	-	54
TC-1: Town Center Corey	46 ²⁷	430	430
TC-2: Town Center Corey Coquina West and Corey Circle	108 ²⁷	172	172
TU: Transportation Utility	-	-	-
UBV: Upham Beach Village	4 ²⁷	-187	-187
TOTAL	512	1,654	1,837

²⁷ The Development Potential of Vacant Land in the Special Planning Area districts was omitted from the total build-out calculation as these units are accounted for in the Available Unit analysis completed for the Special Planning Areas. The potential units that could be built on vacant parcels in these districts was kept in the table to demonstrate how the Bayou Residential and CRD-Eighth Avenue districts (a.k.a. SPA-EA) would be nearing or exceeding their maximum development potential if vacant land were to develop at maximum density. The UBV district has already exceed its maximum development potential yet four units could be built on existing vacant land within the district.

Map 4. 2045 Future Land Use Map



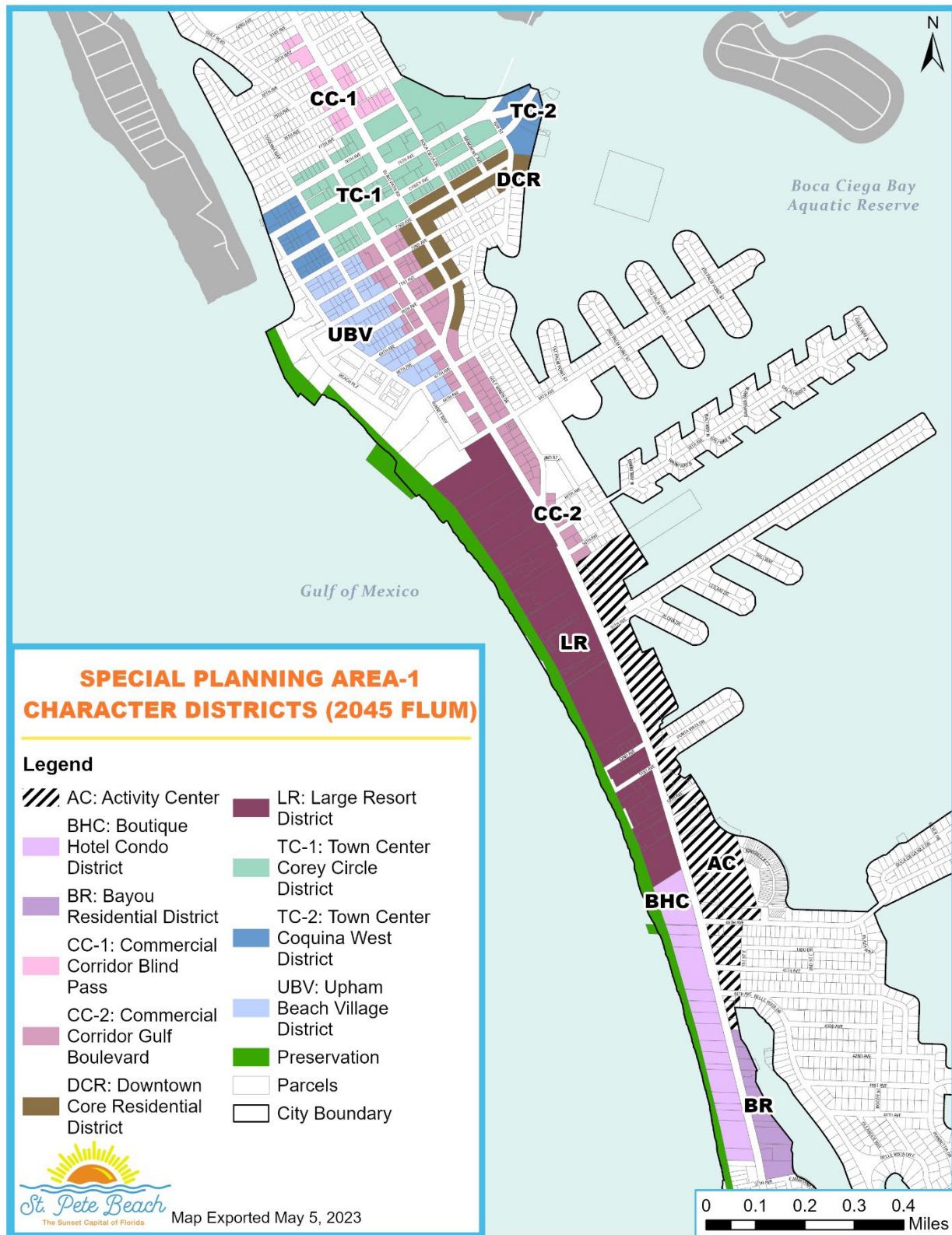
Map 5. Existing Future Land Use Map, as amended through 2018
(Source: City of St. Pete Beach)



Map 6. 2045 FLUM Preservation Category with the Coastal Construction Control Line (CCCL)
(City of St. Pete Beach and the Florida Department of Environmental Protection, CCCL Data Updated November 2022)



Map 7. Special Planning Area-1 Character Districts



Map 8. Countywide Plan Map
(Source: Forward Pinellas, as amended through October 2022)



2.5. Special Planning Area 1

As stated in Section 2.4 (**page 19**), the 2045 FLUE and FLUM amend the nomenclature for the area formerly designated as “Community Redevelopment District (CRD)” to “Special Planning Area 1 (SPA-1).” This change was made because the area does not meet the legal definition of “Community Redevelopment District,” as defined by Chapter 163, Part III, Florida Statutes. The following text is included as Attachment 2 of the FLUE of the Comprehensive Plan and is copied here to document the purpose, intent, history, and connection to the Goals, Objectives, and Policies contained within the main body of the FLUE of the 2045 Comprehensive Plan.

Special Planning Area 1 General Provisions and Maps (Attachment 2 of the FLUE of the Comprehensive Plan)

- (a) *Geographic Location.* This Future Land Use Plan and Map Amendment contains a Special Designation named Special Planning Area 1. Special Planning Area 1 is shown on Map 1 and includes two major redevelopment areas (shown on Maps 2 and 3) as follows:

- I. Gulf Boulevard Redevelopment District; and
- II. Downtown Redevelopment District.

There are a combined total of eleven designated character districts within Special Planning Area 1 as a whole, including: four (4) character districts in the Gulf Boulevard Redevelopment District; and seven (7) character districts in the Downtown Redevelopment District as follows:

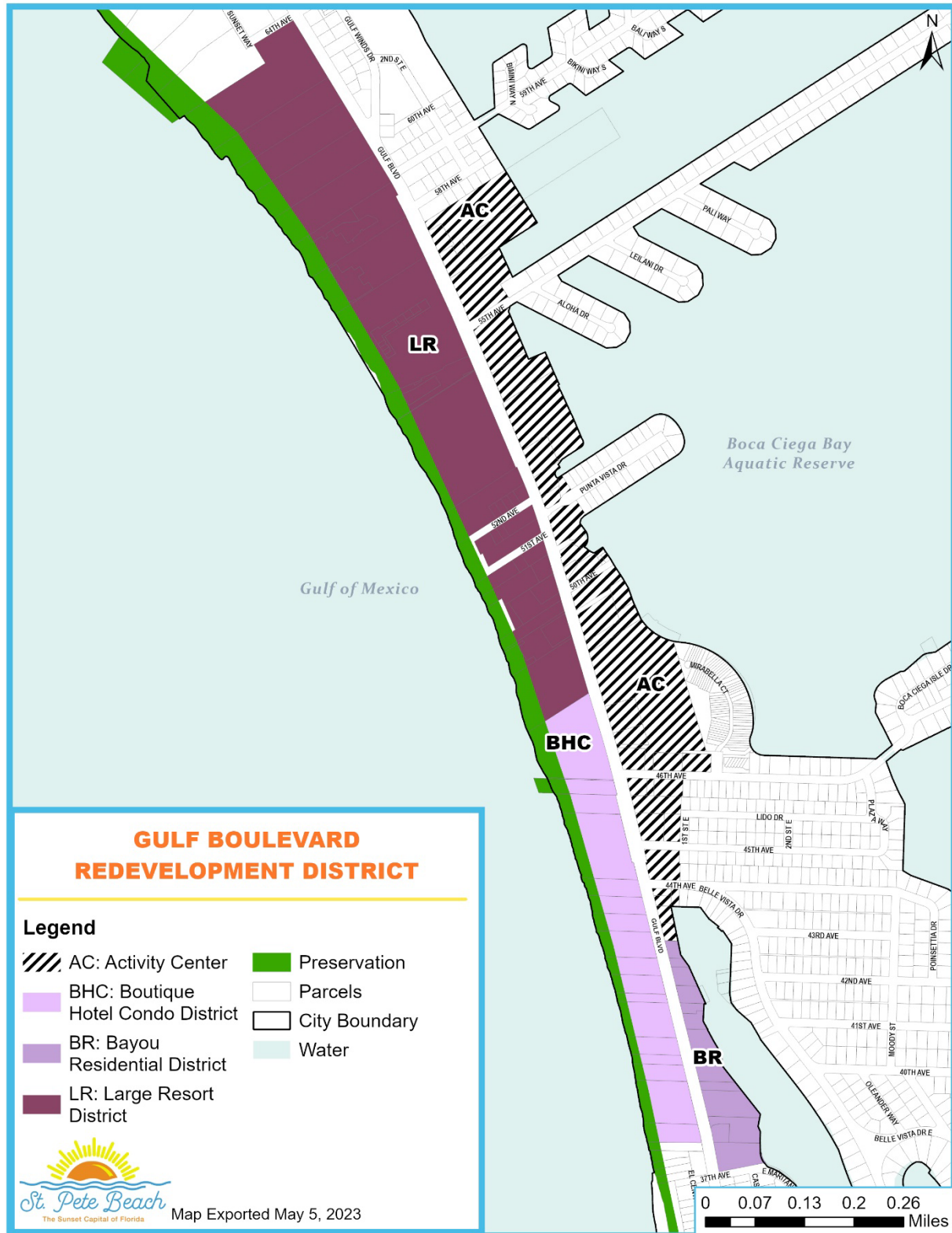
- (1) The Gulf Boulevard Redevelopment District boundary is shown on Map 2, the following character districts within this Redevelopment District are shown:
 - a. Large Resort District
 - b. Boutique Hotel/Condo District
 - c. Activity Center District
 - d. Bayou Residential District
- (2) The Downtown Redevelopment District boundary is shown on Map 3, the following character districts within this Redevelopment District are shown:
 - a. Town Center Core District
 - b. Town Center Corey Circle District
 - c. Town Center Coquina West District
 - d. Downtown Core Residential District
 - e. Upham Beach Village District
 - f. Commercial Corridor Blind Pass Road District
 - g. Commercial Corridor Gulf Boulevard District

The above designated character districts are intended to replace the conventional land use plan categories adopted in 1989 and 1998 that provided for medium and high density and intensity uses ranging up to forty (40) units per acre for temporary lodging uses (Commercial General land use category) and up to thirty (30) units per acre for residential use (High Density Residential land use category) within the boundaries of Special Planning Area 1.

Map 1. Special Planning Area 1 Character Districts



Map 2. Gulf Boulevard Redevelopment District Character Districts



Map 3. Downtown Redevelopment District



- (b) *Locational Characteristics.* This Special Planning Area category:
 - (1) Is generally appropriate to those community areas designed to serve as local retail, office, temporary lodging uses, financial, governmental, and multi-family residential focal points for a community.
 - (2) Shall target those neighborhoods and core areas of the community in a manner that is designed to encourage development and redevelopment in one or more combinations of uses as identified above and set forth in each specific character district plan.
- (c) *Purpose.* It is the purpose of this land use plan category to:
 - (1) Depict those areas of the City that are now designated, or appropriate to be designated, as community core areas and certain defined and limited neighborhoods adjacent to these core areas that contain non-residential and residential uses, for development and redevelopment in accordance with the specific plan for each character district within the overall Special Planning Area.
 - (2) To encourage and promote quality sustainable development and redevelopment throughout each character district and the Special Planning Area as a whole, that provides quality of life, economic and aesthetic benefits to the residents throughout the City as well as its visitors.
- (d) *Use Characteristics.* Those uses appropriate to and consistent with this land use plan category include:

Primary Uses: Temporary lodging uses, including large resorts, boutique hotels, motels, resort condominiums and bed & breakfast inns; Residential; Commercial; Office; Institutional; Marina; and Transportation/ Utility uses as specifically designated for each character district.

Secondary Uses: Commercial; Office; Residential; Temporary lodging uses - bed & breakfast inns as specifically designated for each character district; Marina.

Goals, Objectives, and Policies for Special Planning Area 1 (SPA-1)

SPA-1 GOAL 1:

Support achieving a quality sustainable community through livable community design standards as well as Green building, site design and operation strategies.

Objective 1.1

Promote a sustainable community by requiring the use of Green standards and practices for all development and redevelopment by establishing minimum Green building and site design standards that benefit the quality and sustainability of the environment and:

- a. conserve water and other natural resources.
- b. reduce energy consumption.
- c. improve air quality by reducing Greenhouse gas emissions.
- d. reduce impacts on infrastructure by participating in ride sharing and shuttle service programs.
- e. reduce urban heat by reducing paved surfaces, reduce the need for parking by participating in shared parking plans, employer ride-share and shuttle service programs.
- f. reduce urban heat and encourage pedestrian mobility by planting additional shade trees.
- g. reduce waste through efficient design and recycling programs.

- h. promote a walkable environment by providing on-site pedestrian pathways that link to adjacent properties and off-site sidewalks to reduce traffic impacts and Greenhouse gas emissions.
- i. provide trolley stops or improve existing trolley stops as a comfortable, safe, convenient, and attractive experience that encourages mass transit use.

Policy 1.1.1

Require minimum Green standards and encourage the use of Green redevelopment practices that exceed minimum standards for public and private development.

Policy 1.1.2

The City shall establish an incentive program for the implementation of Green standards, practices and technologies for new construction, major renovation and redevelopment within Special Planning Area 1 that exceed minimum requirements.

Policy 1.1.3

The City shall adopt and implement Green standards and an incentive program Citywide.

Policy 1.1.4

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 shall be maintained within the Land Development Code.

Policy 1.1.5

Encourage employer-sponsored ride-share programs, mass transit subsidies for employees, shuttle services for employees, patrons and guests for work travel, and airport and off-site recreational, parks, entertainment, and other tourist destinations.

Policy 1.1.6

Encourage temporary lodging uses to have bicycles available for guest use.

Policy 1.1.7

Encourage construction waste management and recycling.

Policy 1.1.8

Encourage the use of fountains and water features that promote water conservation.

Policy 1.1.9

Encourage the use of low flow fixtures and high energy efficient rating construction materials, equipment, and appliances.

Policy 1.1.10

Encourage the use of Florida-Friendly landscapes and drought tolerant plant material.

Policy 1.1.11

Encourage the use of reclaimed water and rain sensor irrigation systems.

Policy 1.1.12

Encourage the use of energy efficient and solar lighting.

Policy 1.1.13

Encourage the use of advanced storm water controls and waterfront considerations to minimize and eliminate pollutant run-off.

SPA-1 GOAL 2:

To meet the needs of residents and further the ideal of quality communities as a function of living, working, and recreation opportunities, the design and functionality of Special Planning Area 1 will have a renewed focus on livable community strategies that focus more on people and less on the auto with community improvements and site design that values connectivity, safe and attractive gathering places, functional and attractive design, and alternative safe mobility options.

Objective 2.1

Create livable, healthy streets that are designed and oriented towards safe pedestrian and bicycle movement.

Policy 2.1.1

Where appropriate, development and redevelopment should include the following pedestrian-friendly design features:

- a. continuous sidewalks with a minimum width of ten feet, buffered from traffic by on-street parking and/or landscaping, and that include pedestrian amenities such as benches, trash receptacles, trolley shelters, and pedestrian-scale street lighting.
- b. street trees to provide pedestrian-scale as well as shade and comfort to the pedestrian.
- c. buildings should be served by primary walkways that directly link the main building entrance to the street, parking structure and parking areas.
- d. pedestrian walkways should be visually distinct from parking lot and driveway surfaces and may include textured or colored materials.
- e. permanent structures such as utility poles and traffic control poles within the sidewalk that restrict pedestrian movement should be discouraged.
- f. direct routes between destinations, especially between adjacent parcels, to create walking and bicycling connections between neighborhoods and neighborhood (activity) centers.
- g. additional sidewalk width and distinctive interesting sidewalk patterns for outdoor cafe; seating.
- h. internal vehicular access between adjacent properties that allows vehicular movement between properties without returning to the street to reduce curb cuts and improve traffic flow on roadways.
- i. shared access driveways to reduce curb cuts and pedestrian-vehicular conflict.

Policy 2.1.2

The following livable roadway strategies and features shall be pursued wherever appropriate within Special Planning Area 1 and all features shall meet or exceed ADA requirements:

- a. sidewalks on both sides of the street.
- b. bike lanes.
- c. 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.

- d. use of mid-block crossings, for blocks more than 800 linear feet in length.
- e. 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.

Policy 2.1.3

Where feasible, provide trolley transit stops in conjunction with pedestrian crosswalks, bike lanes and pedestrian pathways in conjunction with amenities such as pedestrian-scale decorative lighting, landscaping, secured bicycle storage, benches, trash receptacles, public art, and other elements that provide comfort and weather protection for the waiting trolley passenger.

Policy 2.1.4

The provision of landscaping near the trolley stop in the form of shade or ornamental/palm trees is encouraged to maximize passenger comfort.

Policy 2.1.5

The City shall establish an off-site public improvements review and approval process for eligibility for community improvement impact fee credits.

Objective 2.2

Encourage parking lots and driveways to be designed to support pedestrian safety, connections and comfort by reducing the number of curb cuts and providing interconnectivity between and through sites.

Policy 2.2.1

The City shall allow a parking requirement reduction for properties that share both cross access and a common entrance drive that utilize shared-parking agreements and cross-access agreements.

Policy 2.2.2

New commercial, office, and retail buildings and centers should be planned to reduce the number of curb cuts and driveways. Where possible, projects should share driveways and parking access with adjacent sites to provide an interconnected system of auto and service access points.

Policy 2.2.3

The location and width of driveways should be reviewed through local site plan review processes to identify opportunities for shared driveways with neighboring properties and to reduce access points on the surrounding road network to the extent possible.

Policy 2.2.4

Parking lots and driveways should provide pedestrian connections to entrances. Dedicated walkways through parking lots should be included in the design.

Policy 2.2.5

Parking lots should include trees to provide shade and reduce temperature for pedestrians.

Policy 2.2.6

In furtherance of pedestrian safety, Pinellas County will coordinate with the Pinellas County Metropolitan Planning Organization and the FDOT to encourage the construction of traffic control/pedestrian crossings on Gulf Boulevard near beach access points.

Objective 2.3

The City will encourage and promote public art and design and seek ways to increase opportunities for public art and design throughout Special Planning Area 1 as part of a Public Art and Design Master Plan that identifies opportunities, locations and priorities for public art and establishes an implementation/funding strategy and schedule.

Policy 2.3.1

The City will integrate art into City project designs, as appropriate.

Policy 2.3.2

The City will investigate revising building and the Land Development Code to create incentives to encourage private development to integrate public art into project designs, where appropriate.

SPA-1 GOAL 3:

Rebuild the core commercial and resort areas of the City utilizing Green practices, strategies, and technologies.

Objective 3.1

Implement building and site design construction and operation practices that support long-term environmental sustainability by: protecting and conserving water resources; constructing energy efficient buildings; using Florida-Friendly landscape plant materials and design; recycling construction materials and debris; reducing urban heat through innovative building and site design; reducing pollutant run-off; protecting further degradation of the beach dune system and coastal wildlife species habitat and restoring or enhancing existing conditions through dune restoration measures, lighting, and refuse controls and other measures.

Policy 3.1.1

All development within Special Planning Area 1 shall comply with a minimum of two (2) environmental standards that will be established in Division 39 of the Land Development Code.

Policy 3.1.2

All development within Special Planning Area 1 shall be encouraged to exceed minimum Green standards and redevelop, renovate, or develop new projects that implement the "Green" objectives and policies contained in GOAL 2 of the Future Land Use Element relating to energy efficient and environmentally-sustainable practices.

Policy 3.1.3

All development within Special Planning Area 1 shall be encouraged to implement as many livable community design and operation strategies to promote safe and comfortable pedestrian, bicycle and mass transit mobility that will reduce the consumption of nonrenewable resources, reduce the need for parking and thus reduce urban heat and polluted run-off, and reduce greenhouse gas emissions.

Special Planning Area 1 General Redevelopment Guidelines, Standards, and Initiatives

- (a) *Designation of Densities and Intensities in General.* Densities and intensities shall be designated for each classification of use in each character district within Special Planning Area 1. The City shall amend the Land Development Code and adopt densities and intensities for each character district which shall be consistent with, and implement Special Planning Area 1 guidelines, standards, goals, objectives, and policies as established herein. Further, the City shall amend its Land Development Code to include densities and intensities for each character district that shall:
 - (1) Not exceed the overall density approved within Special Planning Area 1 and the City limits; and
 - (2) Ensure that a comprehensive redevelopment strategy can be and shall be implemented through a Land Development Code that maintains the City's heritage of quality residential living complemented by resort facilities and supported by a tourist-based economy that includes temporary lodging uses, local retail, restaurants and local pubs and bars; and
 - (3) Recognize that successful redevelopment of each character district is interdependent upon the implementation of successful redevelopment strategies in each of the other character districts; and
 - (4) Require the adoption and implementation of a Land Development Code by the City Commission for each character district that shall be consistent with and allow the implementation of an economically feasible strategy that promotes comprehensive redevelopment of consistent quality for Special Planning Area 1 as a whole and within each designated character district; and
 - (5) Not be exceeded by approval of variances.
- (b) *Temporary Lodging Unit Density Pools ("TLU Density Pools")*
 - (1) *General Purpose.* The TLU Density Pools are intended to provide adequate and available temporary lodging unit density to those existing temporary lodging use properties to redevelop as economically viable resort facilities in the areas of the City where they have traditionally existed for decades. The initial base density provided for the temporary lodging uses in the Gulf Boulevard Redevelopment District are intended to bring almost every existing resort hotel property back into conformity which will allow them to rebuild as a resort hotel in the event of a natural disaster or other catastrophic event. The density provided above the base level, including reserve or density pools, is intended to provide economic incentives to redevelop existing temporary lodging properties as resort projects rather than multi-family residential projects.
 - (2) *Limiting Overall Density.* Realistically, not all existing resort properties can or will be redeveloped as such. In some cases, the existing density is not only higher than the 30 units per acre allowed under the existing land use designation is higher than the density allowed in the character districts providing for increased density for temporary lodging uses within Special Planning Area 1. Therefore, rather than allowing every existing property the maximum potential density which would overestimate the need for density, and further, to ensure that almost every existing property first and foremost has the opportunity to become a conforming property in terms of use, TLU Density Pools shall be created to allow density to be utilized in meaningful ways in the areas of the City where temporary lodging uses currently exist. The goal and intent is to promote economic redevelopment but also provide an absolute overall maximum density cap to ensure that the overall approved density for Special Planning Area 1 is not exceeded and overdevelopment does not occur. Each TLU

Density Pool shall have a maximum cap on the allocation of density on a project by project basis to ensure the redevelopment occurs on an orderly basis over time throughout each character district. This is to avoid a potential overdevelopment scenario that could arise without a cap and a program that evaluates projects on a case-by-case basis.

- (3) *TLU Density Pools Established.* TLU Density Pools shall be established in the following seven specific character districts:

- a. Boutique Hotel/Condo*
- b. Town Center Core*
- c. Upham Beach Village*
- d. Town Center Core Corey Circle**
- e. Town Center Core Coquina West**
- f. Activity Center **
- g. Bayou Residential**

The total number of temporary lodging units approved in 2005 as part of transient unit density pools for the three character districts designated with one asterisk(*) was 350 units. That 350 unit total for those three designated character districts remains unchanged in this plan.

In the 2007 amendment, temporary lodging use density was reduced in the Large Resort District from 80 to 75 units per acre over 65.16 acres. The total temporary lodging unit decrease in the Large Resort District is 325 units. Therefore, these 325 units are available for redistribution to character districts with the potential for temporary lodging use redevelopment. These 325 available units are redistributed for potential use in the Town Center Core Corey Circle, Town Center Core Coquina West, Activity Center, and Bayou Residential Districts, as designated by two asterisks(**), upon approval of a conditional use request and on a case-by-case basis through evaluation of criteria specified in the Land Development Code. These two additional character districts are identified as having temporary lodging use redevelopment potential as a result of their location at either terminus of the Corey Avenue main street corridor and proximity to waterfront.

The TLU Density Pool for each character district was determined based upon the following factors:

- a. The existing number of temporary lodging units in each district.
 - b. The degree of existing non-conforming densities.
 - c. The base temporary lodging density allowed in the specific character district.
 - d. The realistic number of units that may be potentially utilized to promote temporary lodging use redevelopment balancing both acreage and the actual number of existing temporary lodging facilities.
 - e. The potential to maintain waterfront access and views for the public.
 - f. The potential to redevelop temporary lodging uses in close proximity to entertainment, shopping, dining and activity centers.
- (4) *TLU Density Pool Allocation.* Any units allocated under this provision shall be by conditional use approval and shall be specific to each character district's existing temporary lodging use classifications (i.e., hotel, boutique hotel, motel, resort condominium, and bed & breakfast inn). The allocation of TLU density shall only be by ordinance of the City Commission approving a conditional use on a project by project basis. Such allocations shall not exceed the maximum allocation cap per project and further, shall not exceed total

available remaining density in each TLU Density Pool for each of the character districts listed in subsection (b)(3) above. This limitation on density is absolute.

- (5) *Large Resort District Not Eligible.* Temporary lodging uses in the Large Resort District shall not be eligible for any TLU Density Pool allocations.
- (c) *Height Standards, Restrictions and Limitations.* Height standards, restrictions and limitations are:
 - (1) Established in response to the residents':
 - a. strong objection to the potential for overdevelopment of the community that could create a dense urban high-rise City;
 - b. strong desire to restrict height increases generally to the minimum necessary to implement the desired redevelopment goals, objectives and policies; and
 - c. strong desire to prohibit high-rise residential development throughout the City, particularly along the Gulf beaches.
 - (2) Intended to preserve the City's heritage of quality residential living complemented by resorts and supported by a tourist-based economy in acknowledgement of the following:
 - a. That a significant number of high-rise residential condominiums exceeding ten (10) stories in height exist from just north of 38th Avenue northward to the northernmost boundary of the City abutting Treasure Island; and
 - b. That a substantial majority of residents desire to prohibit more such high-rise residential condominiums that do not contribute to maintaining the diverse tourist-based economy of the City and will potentially "privatize" the City's local beaches and waterfronts by denying public access and views to the water; and
 - c. That socio-economic needs support:
 - (i) Increased building height for large-scale resort redevelopment only.
 - (ii) Limited height increases for small-scale resort redevelopment, boutique hotels, and Upham Beach Village motels.
 - (3) Defined and described in each character district to promote the preservation of the City's diverse residential resort community by allowing the redevelopment of existing temporary lodging uses throughout the areas of the City that have traditionally provided such resort and temporary lodging facilities because:
 - a. Socio-economic needs support limited height increases for mixed-use development projects in a few select core commercial areas within Special Planning Area 1 including the Dolphin Village Shopping Center and the east and west ends of Corey Avenue to anchor the Corey Avenue main street that will act as a catalyst for revitalization of the City's historic downtown area; and
 - b. Socio-economic reasons at this time support discouraging or strictly limiting height increases in the City's Land Development Code, including prohibiting variances for increased height for residential condominium development.
 - (4) Established in Special Planning Area 1 to:
 - a. Acknowledge the residents' objections and desires as well as existing conditions and the socio-economic needs of the community as set forth above to promote and support the future sustainability of a quality residential and resort community;
 - b. Provide that only certain height increases will be allowed and are limited both in actual height as well as select core areas within only 5 of the 11 character districts that represent approximately 8.5 % of the total land area of the City;

- c. Provide the necessary catalyst for quality reinvestment of these core areas that will enhance the overall value and opportunity for reinvestment by residents, local retail, hotel and motel owners, and investors alike;
 - d. Selectively target those limited areas that will minimize or avoid any encroachment upon existing residential neighborhoods and provide maximum protection and opportunity for compatibility with existing uses; and
 - e. Selectively targets only those uses that contribute significantly to the local economy and quality of life.
- (5) Specified in each character district and shall be:
 - a. Consistent with and allow the implementation of the redevelopment strategy for the respective types of uses provided for in each character district; and
 - b. Subject to the height limitations contained in the City's Land Development Code.
- (6) Established in each character district to set a mandatory maximum height for each type of use within each character district within Special Planning Area 1. These height standards are mandatory only for the purposes of establishing maximum permissible heights in both the Comprehensive Plan and the Land Development Code and shall not be construed as requiring that a developer build the maximum height allowed, only that they may build up to, but not exceed, the maximum height for each use as established in each character district.
- (7) Variances to increase the maximum height allowed for any use or structure shall be prohibited.
- (d) *Public Safety Standards.* Shall be required, implemented, and updated as necessary in the City Land Development and Building Codes to provide the maximum flood, hurricane and tropical cyclone protection and mitigation; and further, to proactively improve public safety and emergency procedures in the event of a natural disaster with particular emphasis on emergency evacuation plans and procedures. All new construction shall comply with Federal Emergency Management Agency and National Flood Insurance Program rules and regulations as may be further restricted by local rules, regulations, ordinances, building codes or other governing laws. All temporary lodging uses shall comply with closure and evacuation procedures in accordance with State, County, and local rules.
- (e) *Traffic Generation Characteristics.* The Comprehensive Plan standard for the purpose of calculating typical traffic impacts relative to a plan amendment for this land use category shall be based upon the actual mix and intensity of land use proposed in the Special Planning Area 1 plan map area and represents the maximum trip generation rate potential, calculated by using the appropriate traffic generation characteristics for each corresponding category of land use, adjusted to account for proposed density/intensity of said land use. Actual implementation of the comprehensive plan will not result in the maximum potential densities and intensities permitted herein. Actual implementation of land development regulations on a project by project basis will require transportation management plans and strategies. As a result, the maximum trip generation rate calculated under the maximum potential build out under this plan will further be reduced.
- (f) *Infrastructure Systems & Facilities Characteristics and Standards.*
 - (1) Major findings:
 - a. Generally, with few exceptions, the design and materials of existing potable water, sanitary sewer, and storm water within the designated Special Planning Area 1 are characteristic of 40-50 year old facilities.
 - b. That new development and redevelopment will create additional impacts on existing and future infrastructure systems and facilities.

- c. There is a need to continue to modernize and improve infrastructure, maintain or improve levels of service provided to residents and visitors, including safety and aesthetic improvements, where practical and feasible.
 - d. Physical constraints, as well as safety and aesthetic considerations affecting the feasibility and practicality of widening existing roads, require a greater emphasis on increasing mobility through strategies that do not involve road expansion and include alternative mobility strategies.
 - e. That used on its own, an established letter grade system for measuring levels of service on roadways which is based primarily on travel speed, can be misleading as an indicator of roadway performance. Roadway congestion and duration of congestion also need to be considered to more accurately assess roadway performance.
 - f. Escalating cost of right-of-way is cost-prohibitive.
- (2) Concurrency Management System and Transportation Management Plan Requirements:
- a. *Concurrency Management Statement.* All new development or redevelopment that increases density or intensity on a site shall be required to prepare and submit a Concurrency Management Statement to the City, at its sole expense, to determine the sufficiency of capacity and any potential adverse impacts or degradation of the levels of service below acceptable levels established by the City or County, as applicable, on existing or future infrastructure systems and facilities except transportation which shall be required to submit a Transportation Management Plan. At a minimum, Concurrency Management Statement(s) shall be submitted for the following:
 - (i) Potable water;
 - (ii) Sanitary sewer;
 - (iii) Solid waste;
 - (iv) Transportation facilities;
 - (v) Stormwater
 - (vi) Parks and recreation facilities (for residential development only); and
 - (vii) Educational facilities (for residential development only).
 - b. *Infrastructure Study.* An infrastructure study shall be required on one or more of the above-listed systems or facilities to determine the extent of any degradation of the infrastructure below the adopted levels of service unless determined to be unnecessary by the City's Technical Review Committee based on an evaluation of potential impact relative to the nature, size, type, and location of the proposed development project or land use amendment application. Mitigation fees and/or physical or operational improvements determined to be reasonably required and in proportion to the impacts caused by the increased density and intensity of new development, in consideration of the long-term concurrency management plan of the local government who owns and operates the facility or system, shall be stipulated as conditions of approval as part of the development order. The Technical Review Committee shall document its findings pertaining to its review.
 - c. *Transportation Management Plan.* All new development, excluding single-family and duplex residential, shall be required to prepare and submit a Transportation Management Plan (TMP) to the City, at its sole expense, to determine the extent of the impacts on existing transportation systems based upon adopted levels of service and concurrency management standards to address impacts caused by any increases to density or intensity on the development site. The TMP shall determine any necessary physical or operational improvements, alternatives and other mitigation strategies that can be implemented to maintain the adopted levels of service and address a long-term concurrency management program. A TMP that includes one or more strategies to

reduce external trip generation, improve traffic flow, reduce Greenhouse gas emissions, and/or emphasizes safe and comfortable pedestrian, bicycle and mass transit mobility, will be required. TMP strategies may include, but are not limited to:

- (i) Physical and operational improvements.
 - (ii) Expanding and improving mass transit and trolley stops with amenities that provide protection from sun and rain and are aesthetically pleasing to encourage increased mass transit/trolley rider-ship.
 - (iii) Employer-sponsored employee ridesharing and vanpooling programs.
 - (iv) Employer-subsidized mass transit passes for employees.
 - (v) Implementation of a temporary lodging shuttle service to the Tampa International and St. Petersburg/Clearwater Airports shall be mandatory for all Large-scale temporary lodging uses and encouraged for all other temporary lodging uses. Shuttle service to area attractions, parks and entertainment venues may be included as part of a TMP but shall not be required. Shuttle services for guests of temporary lodging facilities may be operated for one resort or as part of a shared shuttle service program with participating member resorts.
 - (vi) Bicycle and/or segway rental or complimentary programs for temporary lodging guests.
 - (vii) Provision of on-site pedestrian and bicycle linkages to external pathways to expand, improve and enhance a safe, continuous pedestrian, bicycle and segway network throughout the City.
 - (viii) Expansion, improvement or enhancement of off-site bike/segway lanes and sidewalks to form a continuous safe and comfortable network Citywide.
 - (ix) On-site secured bicycle storage areas.
 - (x) Additional tree canopy adjacent to sidewalks to provide shade and comfort to the pedestrian that will increase pedestrian mobility.
 - (xi) Pedestrian-scale decorative street lighting and street furniture along pedestrian pathways to create a safe and comfortable experience to encourage pedestrian mobility.
 - (xii) Monetary contributions towards a City-owned and operated Looper Trolley fleet operated solely within the City limits and fueled by alternative fuels or electrically-charged batteries.
 - (xiii) Construction of crosswalks and related crosswalk features that facilitate safe movement across roadways.
 - (xiv) Dedication of easements for pedestrian and non-motorized pathways.
 - (xv) Right-of-way donation for turn lanes and/or wider bike/segway lanes.
 - (xvi) Construction or monetary contributions towards a pedestrian bridge over Gulf Boulevard linking major activity areas.
- d. *Governing laws.* Mitigation or elimination of impacts shall comply with applicable State, County and City concurrency and proportionate share requirements, and shall also implement the goals, objectives and policies of the redevelopment and character district where the development is located.
- (g) *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 Special Planning Area 1 shall be consistent with Forward Pinellas's 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 Forward Pinellas;
 - (2) Identify LOS standards for state and county roads as established by Forward Pinellas;
 - (3) Utilize the proportionate fair share requirements consistent with Chapter 163, Florida Statutes, and the MPO model ordinance;
 - (4) Utilize Forward Pinellas's Traffic Impact Study Methodology; and
 - (5) Recognize Forward Pinellas's designation of "Constrained Facilities" as set forth in the most current Forward Pinellas Annual Level of Service Report.
- (h) *Environmental and Conservation Standards.* The City shall maintain within its Land Development Code minimum Green building and development standards. All development, redevelopment and major renovation projects shall be required to meet a minimum of two Green building and development standards that will be established by the City in the Land Development Code and shall be strongly encouraged to implement Green practices in building and site design that exceed the minimum standards. All development shall be encouraged to utilize fixtures, equipment and best practices in water, energy and waste efficiency standards during and after construction is completed to support the City goal of becoming a Coastal Green City in Pinellas County. In addition, the City shall amend its Land Development Code, Building Code, application procedures and processes, as applicable and appropriate, to implement a pilot Green practices incentive program in accordance with Goal 2 and Goal 3 above of this Future Land Use Element.
- (i) *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 Special Planning Area 1. Single family homes, duplexes and projects less than one-half ($\frac{1}{2}$) 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 Code, and are in the best interests of the public health, safety and welfare of the community.

Densities Reserved for Special Planning Area 1

- (a) *Coastal High Hazard Limitations.* State, County, and local laws discourage an increase to the overall density within the City limits as a result of the State designation of the City as a Coastal High Hazard community. The following reserves are restricted to ensure that the overall density in Special Planning Area 1 and the City is not increased.
- (b) *Residential Unit Reserves ("RU Reserve").* RU Reserves are established for the following three designated character districts in accordance with each district's specific redevelopment plan:
 - Downtown Core Residential District for two (2) units per acre for a total of 23 reserved residential units.
 - Commercial Corridor Blind Pass Road District for three (3) units per acre for a total of 22 reserved residential units.
 - Commercial Corridor Gulf Boulevard District for three (3) units per acre for a total of 64 reserved residential units.

- (1) *Purpose and Intent.* The purpose of the RU Reserve in any character district where such a reserve is established is to balance the need for redevelopment in certain diverse neighborhoods of the community against a strong desire to not overdevelop these same neighborhoods in acknowledgement of the conditions set forth in sections (b)2 and (b)3 below.
- (2) *Existing Physical & Economic Conditions.* There are two primarily commercial character districts and one mixed residential/temporary lodging use character districts where the RU Reserve will be established. The following describes their respective existing conditions:
 - a. The Downtown Core Residential is a very diverse neighborhood with residential and non-residential uses, including a mix of housing types ranging from single family to higher density aging multi-family apartment complexes and temporary lodging densities.
 - b. The two Commercial Corridor districts, one located on the south end of Blind Pass Road and the other located at the north end of Gulf Boulevard have narrow lot depths abutting residential neighborhoods that need redevelopment in a manner that will be more compatible with the residential neighborhoods located behind these character districts.
 - c. Several of the aging apartment complexes have already been or may be converted to condominium ownership at higher densities than allowed by current Land Development Code if the existing regulatory scheme is not updated to encourage redevelopment in lieu of remodeling that does not require compliance with current building, safety, FEMA, and Land Development Code regulations.
- (3) Consequences of Existing Built Densities that Exceed Densities Allowed under Current Land Development Code regulations are:
 - a. Maintenance and repair only. Aging properties are maintained, repaired and at best cosmetically remodeled and renovated instead of rebuilt to current site design, building code and FEMA regulations. This consequence impedes the City's ability to improve overall public safety through the implementation of current building codes and FEMA flood regulations, as well as improve the overall quality of life of its residents through the implementation of more stringent site and building design standards.
 - b. Decline in Material Reinvestment. If current safety, building, flood protection and design standards cannot be implemented because landowners find it more economically viable to remodel than to rebuild to current standards, these diverse neighborhoods will continue to see a decline in reinvestment, property value and overall quality of life from a public safety, building safety, aesthetic, and environmental perspective.
- (4) *Implementation of RU Reserves in Three Character Districts.*
 - a. *FLUE Implementation.* The maximum permitted residential density for land designated in Future Land Use Plan and Map is as follows:
 - (i) Commercial Corridor Gulf Boulevard District and the Commercial Corridor Blind Pass Road District shall be fifteen (15) residential units per acre without further need to amend this Future Land Use Plan and Map.
 - (ii) Downtown Core Residential District shall be twelve (12) residential units per acre without further need to amend this Future Land Use Plan and Map.
 - b. *Land Development Code Implementation.* Future City Commissions may increase the residential density permitted in each of the three character districts as established immediately above by amending the Land Development Code, but only if such increase is determined necessary by a future City Commission based upon available data and analysis.
- (c) General Residential Unit "RU" Density Pool Reserve is established for the entirety of Special Planning Area 1 by reducing the previously allowed maximum residential density of 18 dwelling units per acre in the Large Resort character district by three dwelling units per acre to a maximum

of 15 dwelling units per acre over the entire 65.16 acres. The total residential density reduction in the Large Resort district equals 195 residential dwelling units.

- (1) *Purpose and intent.* For the same purposes stated in Section 3 above relating to residential reserves for specific character districts, these 195 residential units previously permitted in the Large Resort character district shall be reserved for future use within Special Planning Area 1, as may be necessary and warranted.
- (2) *FLUE Implementation.* 195 residential dwelling units shall automatically become available as a residential density reserve for any property located within the boundaries of Special Planning Area 1 that permits residential use without further need to amend this Future Land Use Plan and Map.
- (3) *Land Development Code Implementation.* Future City Commissions may implement the residential density pool through the Land Development Code with proper allocation procedures and absolute density limitations to ensure that the cumulative total of allocations does not exceed the available reserve density.

Other Standards for Special Planning Area 1

- (a) *Countywide Amendment CRP Approval.* The utilization of this Comprehensive Plan Future Land Use Element land use plan category and corresponding Future Land Use Map change to provide for a Community Redevelopment District shall require the subject area to be formally designated as a community or neighborhood redevelopment area and a special area plan. Thereafter, the process for the Countywide Plan amendment to employ or alter this land use plan category shall require recommendation by Forward Pinellas and approval by the Countywide Planning Authority for the special area plan and any substantive amendments thereto. Minor plan changes that are not considered substantive shall not constitute an amendment to the Future Land Use Plan and shall be submitted to Forward Pinellas and the Countywide Planning Authority for receipt and acceptance. Where such comprehensive plan amendment is prepared pursuant to Chapter 163, Part III, Florida Statutes, all applicable provisions of that process will be complied with prior to or simultaneous with the review of the Community Redevelopment Plan under the Countywide Rules.
- (b) *Countywide Amendment Content/Criteria.* The Plan prepared in support of this land use plan category and amendment to the City's Comprehensive Plan Future Land Use Element and Future Land Use Map shall include at a minimum that information for such special area designation determined necessary by Forward Pinellas to evaluate the proposed amendment in relationship to the policies of the Countywide Plan, the assessment of infrastructure impacts and the adequacy of provision therefore and the relationship of the proposed special area plan to the Countywide Plan and affected local government plans.
- (c) *Review and Approval of Conditional Uses.* In order to ensure compatibility with adjoining existing uses, to fully evaluate impact on the City's infrastructure, and to ensure the entire development project meets City standards, the City shall amend its Land Development Code to require conditional use approval subject to quasi-judicial public hearings before the Planning Board and City Commission, for any temporary lodging use in Special Planning Area 1 proposed to have a building height greater than fifty (50) feet or a density greater than 30 temporary lodging units per acre as may be allowed by this plan and the City's Land Development Code. This review process shall include, but not be limited to, considerations of:
 - (1) Utility infrastructure, including sanitary sewer, reclaimed water, potable water electric, fire, law enforcement, and natural gas services, and data transmission and telecommunications services;
 - (2) Transportation infrastructure, including ingress and egress from public rights-of-way, traffic control devices and signalization, internal vehicle circulation of the site, design and function of parking areas, loading and unloading areas, pedestrian transit infrastructure and amenities, and public sidewalks and roadways;
 - (3) Hydrological features and storm water management infrastructure;

- (4) Aesthetic and architectural features of the development, including site layout, physical dimensions of structures such as height and massing, design and appearance of building facades, exterior building materials, advertising and directional signage and the provision and maintenance of Gulf and Bay views and vistas;
- (5) Site landscaping, open space provision and impervious surface limitations;
- (6) Operational and functional requirements of facilities, including hours of operation, provision of required services or amenities, lighting requirements, noise abatement requirements, residency limitations and facilities maintenance;
- (7) Fire suppression and facility security;
- (8) Emergency management and hurricane evacuation provisions.
- (9) The amount of separation provided between the proposed temporary lodging use and any existing buildings on adjoining properties and resulting impact on sunlight and views; and
- (10) The proximity of any adjacent residential building to the Florida Coastal Construction Control Line (CCCL) and the degree to which the proposed temporary lodging use and/or any accessory use or structure maintains an open view of the waterfront from neighboring properties.

I. Gulf Boulevard Redevelopment District

General Provisions

- (d) *Location and Character.* The Gulf Boulevard Redevelopment District contains approximately 148.20 acres of land shown on Map 2. This District represents approximately 11.5% of the total land area of the City.
- (e) *Purpose and Intent; Redevelopment Incentives & Deterrents.* This District is one of two core redevelopment districts and this District is designed to:
 - (11) Encourage revitalization and redevelopment of primarily:
 - a. Temporary lodging uses -resorts, hotels, resort condominiums and boutique hotels on the west side of Gulf Boulevard; and
 - b. Commercial and mixed-use retail/residential projects on the east side of Gulf Boulevard with an emphasis on the central core Activity Center character district.
 - (2) Discourage residential condominium development on the west side of Gulf Boulevard.
 - (3) Prohibit exclusive residential use projects exceeding current height and density restrictions contained within the City's Land Development Code.

Goals, Objectives, and Policies for the Gulf Boulevard Redevelopment District

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 Special Planning Area, this District, and each character district within which development occurs; and shall comply with the design guidelines and the applicable Land Development Code for the respective character district.

Objective 1.2

High-rise residential condominium projects in the Gulf Boulevard Redevelopment District are prohibited along the Gulf beaches and intracoastal waterways by prohibiting height and density increases for exclusively residential uses on Gulf Boulevard.

Objective 1.3

The Gulf Boulevard Redevelopment District shall maintain, and where practical, expand parks and recreational activities, including waterfront recreation that serves residents and visitors.

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.

Objective 1.6

Public beach access will be preserved and expanded through redevelopment of temporary lodging uses.

Objective 1.7

All new building construction shall comply with current Building and Safety Codes, 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. The City shall ensure compliance not only through the building permit process but through Code Enforcement and inspections as necessary to maintain the highest FEMA rating achievable for a coastal barrier island.

Objective 1.8

The City shall recognize the importance of temporary lodging uses and public beach access to its residents and visitors in preserving and maintaining its socio-economic quality of life; and further, the City recognizes that additional high-rise residential development along the Gulf beaches is not desirable and not in keeping with the City and its residents' desire to preserve and expand public beach access and temporary lodging uses that if lost, and replaced with high-rise residential uses, will adversely impact the City's tourism-based economy; and as a result, such high rise residential development shall be discouraged throughout the Gulf Boulevard Redevelopment District and shall not be allowed to exceed current height limitations of five stories over parking for exclusively multifamily residential use projects in the Gulf Boulevard Redevelopment District.

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 2.2

Temporary lodging redevelopment shall be required to file an enforceable mandatory closure and evacuation plan that complies with County Emergency evacuation and management procedures and local emergency management rules and procedures, which shall be updated and amended as may be required by the County and/or City, from time to time.

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 2.4

A variety of parking solutions for motorized and non-motorized vehicles shall be pursued to support redevelopment, while maintaining ease of access and adequate parking throughout the Gulf Boulevard Redevelopment District.

Objective 2.5

Large-scale temporary lodging redevelopment shall be required to develop and implement a Transportation Management Plan that includes shuttles to and from the airport and may include shuttles to off-site amenities and attractions, an employee ridesharing or vanpooling program and a guest bicycle program.

Objective 2.6

Public and private sector development shall create and contribute to pedestrian and bicycle linkages throughout the Gulf Boulevard Redevelopment District for safety, as part of the Green practices initiative to reduce Greenhouse gas emissions.

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.

Objective 3.1

The existing parks shall be improved to provide residents and visitors a memorable experience.

Objective 3.2

Public beach access points will 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.

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.

Policies:

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 2

The character of each district shall be reinforced through the site plan review and approval process. Projects shall be consistent with and contribute positively to the vision of the character district in which they are located.

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 4

On-site overhead utilities shall be placed underground as part of all development projects.

Policy 5

Utility and sidewalk easements along Gulf Boulevard may be required as part of all development projects if the existing site conditions and redevelopment plans permit the location of such easements that can be integrated into the redevelopment site plan without undue hardship to the property owner. The City may also require the construction of a sidewalk along Gulf Boulevard in a location that can be coordinated with existing off-site sidewalks and integrated with the proposed site plan to provide a continuous safe pedestrian pathways.

Policy 6

Property owners/developers are encouraged to meet with area neighborhood associations/business groups prior to submitting a major redevelopment project for City review.

Policy 7

Residential developments shall provide on-site recreational opportunities wherever possible.

Policy 8

Shared parking for commercial, office and mixed-uses shall be accomplished wherever possible.

Policy 9

All new development and redevelopment shall mitigate potential flood, hurricane, and tropical cyclone hazards.

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 12

Pedestrian bridges over Gulf Boulevard shall be pursued at critical intersections along Gulf Boulevard to ensure safe and continuous pedestrian linkages between major activity core areas such as Dolphin Village and the County Park/Resort Districts as well as East and West Corey Avenue shopping, business, and entertainment districts.

Policy 13

Increased setbacks from Gulf Boulevard for any building exceeding fifty (50) above based flood elevation.

Policy 14

The assembly of smaller parcels into larger development sites will be encouraged.

Policy 15

All new development or redevelopment shall be required to obtain administrative site plan approval prior to construction.

I.I Large Resort District (LR)

- (a) *Location and Character.* The Large Resort character district is a 0.9 mile strip of land, illustrated on the Special Planning Area 1 Character Districts Map (Map 1), containing 65.16 acres of land or approximately 5% of the total land area of the City. This District is devoted almost exclusively to larger resort temporary lodging uses that occupy approximately 84% of the land area within the District. There are five (5) existing high-rise multi-family residential condominiums in the District that likely will not be redeveloped in the foreseeable future. In addition, there are a very limited number of properties along this 0.9 mile strip of Gulf Boulevard that could potentially redevelop as Large-scale temporary lodging uses that may be eligible for increased height and density.
- (b) *Purpose and Intent; Redevelopment Incentives & Deterrents.* Hotel redevelopment is encouraged by increasing permitted density and height for temporary lodging use only. Exclusive residential use development is strongly discouraged by decreasing permitted density and prohibiting any increases to allowable height for this type of use. It is the goal and intent of the City to limit height and density in this District to the minimum that will provide comparatively equal market value between multi-family residential use and temporary lodging use for the reasons discussed below.

Pinellas County has lost 5,000 of its 40,000 hotel rooms and has lost thousands of tourism-related jobs from 2002 -2006. Hundreds of those rooms and jobs were lost here in St. Pete Beach with an imminent risk of losing more that would adversely impact the socio-economic quality of life the City has enjoyed for more than 50 years. Vacancy rates have remained stagnant for several years even with the loss of thousands of hotel rooms. This is a strong indicator that the resort community on St. Pete Beach is losing its market share as a result of aging properties and facilities that cannot compete with other regional, National and global resort destinations despite the fact our beaches are consistently listed within the Top 5 beaches in the Country. The purpose of the Large Resort character district redevelopment plan is to provide an economically feasible choice to pursue resort reinvestment and redevelopment as an alternative to high-rise residential development overtaking the City's Gulf beaches as it has in most other beach communities in the State.

Creating an economically viable commercial reinvestment opportunity instead of a residential redevelopment opportunity will not only stimulate the local economy, it will correct the disproportionate tax burden allocation between commercial and residential properties that exists in 2007. The disproportionate tax burden allocation is a direct result of the lack of commercial reinvestment. Substantial commercial reinvestment has not occurred in the past 25 to 30 years. By contrast, new residential construction and renovation has steadily increased residential property values for the past decade, slowing only recently due to temporary market conditions.

A decline in commercial reinvestment results in a decline in commercial property value. When combined with the increase in residential property values as a result of market conditions and new construction, the overall effect is a disproportionate tax burden shift from the commercial property tax base to the residential property tax base.

In 2007, that local tax revenue is allocated at approximately 88% residential and 12% commercial. As commercial property reinvestment remains stagnant, values will continue to decline and the tax burden shift will become increasingly progressive rather than lineal. This trend must be reversed to re-establish a sustainable and healthy economy or eventually, residents will shoulder nearly 100% of the City's operating and capital costs with no alternative revenue sources except property taxes, special assessments and user fees. Cuts in City services may also result if a shortfall in property tax revenue is not otherwise funded. To achieve a balanced and healthy local economy in a City of this size and population, a minimum of 25% of the local tax revenue should be derived from commercial properties. Ideally, for the healthiest economy, approximately 30% to 40% of local tax revenue should be generated by commercial properties while only occupying 15%-20% of the total land area or less. Increased commercial property tax revenue plus sales tax create a long-term stable economy that reduces the tax burden on residents.

To achieve this tax allocation correction and shift a greater tax burden back to commercial properties and away from residents, commercial reinvestment and redevelopment must be encouraged through regulatory means. As a result of the disparate regulatory density scheme between residential condominiums and temporary lodging uses that has existed in the community at least since 2001, there is a significant opportunity to accomplish a tax burden correction simply by adjusting the outdated land development regulations. By increasing density only for temporary lodging use, this will stimulate reinvestment and revitalization of tourist lodging uses and discourage or limit the redevelopment of residential uses. This regulatory correction should rebalance the current disproportionate tax burden on residents by increasing commercial property values, and as a result, increase the percentage share of local tax revenue collected from commercial properties.

This type of redevelopment has several additional advantages over residential condominium development. These advantages include: 1) reduced daily vehicular travel demand; 2) improved evacuation procedures; 3) decreased number of residents needing to evacuate in the event of a hurricane watch or warning; 4) reduced demands on public facilities and services by hotel guests as compared to residents since full service resorts provide most of the services and amenities otherwise needed by a resident; 5) increased assessed property valuations that are not subject to homesteading; 6) increased sales tax that helps fund Penny for Pinellas projects that has included several parks and a portion of the Community Center in St. Pete Beach; and 7) and bed tax revenue paid only by temporary lodging uses that currently is the only source of revenue to provide the local matching funds needed for beach renourishment projects within the City and County.

- (c) *Economic Disparity.* The only way to eliminate all or most of the existing economic disparity between the development of a residential condominium and a temporary lodging use is to level the economic playing field through increased density for hotels only. Many recent studies, including the Opportunities Assessment & Strategies Analysis dated May 2003 prepared by Owen Beitsch, a nationally renowned economist with Real Estate Research Consultants, Inc., found that in today's modern economy there is roughly a 5 or 6: 1 ratio of hotel rooms needed to equal the value of one Gulf front condominium. The existing Comprehensive Plan Resort Facilities Medium land use designation and zoning category provide only a 2:1 ratio of permitted temporary lodging units compared to permitted residential condominium unit density allowed.

For example, the current Resorts Facilities Medium (RFM) land use category permits up to 30 temporary lodging units per acre or up to 18 residential multi-family units per acre. The current zoning regulations allow up to 30 temporary lodging units per acre and up to 15 residential multi-family units per acre. This existing comparative ratio gives a landowner the choice of building only two (2) hotel units for every one (1) residential condo. The existing regulatory choice clearly favors the residential condominium market over the resort hotel market.

Thus, to encourage temporary lodging use redevelopment and simultaneously discouraging multi-family residential development along the Gulf beaches, the density standards approved in 1998 must be updated and modified to synchronize with current market conditions and remove the artificial regulatory barrier to normal cycles of reinvestment and redevelopment pattern experienced over time in any aging community. The regulatory correction needed is density modifications that includes a simultaneous decrease in permitted residential density with an increase in temporary lodging density to create a 5:1 ratio of hotels: residential condominiums.

This density readjustment needed to create economic equilibrium and balance is accomplished by increasing density for exclusive temporary lodging use from 30 units per acre to 50 - 75 units per acre at the same time as decreasing the multi-family residential density from 18 units per acre to 15 units per acre. The result will provide an economically feasible choice for hotel owners and operators to redevelop as a resort facility as an alternative to selling existing resort properties for redevelopment as a residential condominium project.

- (d) *Nonconforming Densities.* Further exacerbating the economic disparity described above, the existing temporary lodging properties located within the Large Resort District lost approximately 16.5 acres to the City's implementation of the Countywide Preservation designation in 2003. Prior

to 2003, those 16.5 acres were calculated by the City for density purposes at thirty (30) temporary lodging units per acre. As a result, 495 potential temporary lodging units were lost after November 2003.

In addition, the reduction of acreage by government regulation for every property abutting the Gulf beaches in 2003 created a significant disconnect between the number of units actually built on the ground as compared to the number of units that are potentially allowed under the current land development regulations. This circumstance is referred to as non-conforming density for a permitted land use.

The existing as-built density on the ground in the Large Resort district averages approximately 50 hotel units per acre, some properties are more, some just slightly less. One hotel property is already over 80 units per acre as it is built today. However, the current land use and zoning classifications only allow thirty (30) units per acre, or roughly 60% or less of the number of units actually built. The result is that every single existing hotel and motel along the west side of Gulf Boulevard has a non-conforming density.

Non-conforming density status prohibits the rebuilding of the existing number of units in the event of a natural disaster, and also precludes or severely limits financing or refinancing needed for reinvestment in these aging properties. Reinvestment into non-conforming properties is not practical or feasible unless a portion of the property is sold off as residential condominiums to raise capital for reinvestment. The non-conforming status of these temporary lodging properties as they continue to age and reach functional obsolescence, only serves to encourage redevelopment as residential condominiums, unless a regulatory remedy is adopted.

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.

Policy 2

At least one functional public beach access a minimum of ten (10) feet average width shall be provided on all temporary lodging use development projects if: (a) the buildable site is at least three gross acres in size; and (b) new construction exceeds 67% or more of the total aggregate floor area located on the buildable site; and (c) the buildable site has a westerly boundary abutting the Gulf beaches or is part of an overall unified development that has a westerly boundary abutting the Gulf beaches. Abutting resort owners will be encouraged to combine public beach access on adjacent boundaries in the site plan approval process to maximize the width and meaningful public access to the Gulf beaches wherever possible. Any combined public beach access shall be an average fifteen (15) feet in width. Further, wherever practical and feasible, public beach access will be encouraged and pursued in coordination with trolley stops, crosswalks, bike and pedestrian pathways.

Policy 3

A functional public beach access may be required that shall not exceed seven (7) feet average width for temporary lodging use redevelopment projects if: (a) new construction is 67% or less but exceeds 50% of the total aggregated floor area located on the buildable site; (b) the site has a westerly property boundary abutting the Gulf beaches; and (c) only if the conditions of site redevelopment permit its location without causing undue hardship on the property owner as a result of existing site conditions that may impede the reasonable location of an easement for the public that can be integrated with the overall site development. Abutting resort owners will be encouraged to combine public beach access on adjacent boundaries in the site plan approval process to maximize the width and meaningful public access to the Gulf beaches wherever possible. Further, wherever practical and feasible, public beach access will be encouraged and pursued in coordination with trolley stops, crosswalks, bike and pedestrian pathways.

Policy 4

Public beach access will be by foot traffic and wheelchair only and shall be directed to marked paths or dune walkovers in order to protect the dune system. Emergency police, fire rescue and lifeguard response vehicles, or bicycles will be allowed access in a manner that minimizes adverse impacts to the dune system to the maximum extent possible.

Policy 5

All large scale development and redevelopment projects approved under Scenario 2 as defined under Permitted Uses & Standards for this Large Resort character district category may be required to provide an easement to the City for unimproved public access landward of the mean high water line to provide a continuous, uninterrupted pedestrian beach system along the Gulf of Mexico prior to a building permit being issued.

Policy 6

Professional landscaping and design standards consistent with the standards contained in the Land Development Code shall be required on the entire building site where any large-scale development or development of an entire site occurs, with particular emphasis on the Gulf Boulevard frontage.

Policy 7

Professional landscaping and design standards consistent with the standards contained in the Land Development Code shall be the minimum required for all redevelopment projects that are not redeveloping the entire buildable site for those areas of the development site being redeveloped only; and may be required where practical and feasible on the remainder of the development site if new construction exceeds 50% of the total buildable site area; all with particular emphasis on the Gulf Boulevard frontage. All landscape design including the type and quantity of plant material as well as hardscape design, shall be of exceptional quality and consistent with the character and vision of a high quality tropical resort destination.

Policy 8

Temporary lodging facilities shall comply with all County and local hurricane closure and evacuation procedures that will ensure orderly evacuation of guests and visitors prior to evacuation orders being issued for residents in Zone A.

Policy 9

All temporary lodging uses shall comply with adopted City rules and regulations that ensure that projects approved as temporary lodging facilities are built, function, operate and are occupied exclusively as temporary lodging uses.

Permitted Uses & Standards

- (a) *Primary uses.* Temporary lodging uses - hotel, motel, resort condominium; medium density multifamily residential.
- (b) *Secondary uses.* Commercial and office; provided, however, any commercial and/or office use on property located within one-hundred and fifty (150) feet of the westerly right-of-way line of Gulf Boulevard may be under separate ownership from the primary use when approved by the City as part of an overall site plan incorporating the primary and secondary uses as an integrated project.
- (c) *Density/Intensity Standards.* Density and intensity shall be calculated on the basis of those portions of the site which are landward of the Florida Coastal Construction Control Line and shall be permitted as follows:

- (1) Scenario 1 - Existing development, and all development that does not qualify as Large-scale development under subsection (2) Scenario 2 below:
 - a. Density - shall not exceed the following:
 - (i) 50 temporary lodging units per acre; or
 - (ii) 15 residential dwelling units per acre; and
 - (iii) Variances to exceed the maximum density above as established in this Future Land Use Plan shall be prohibited.
 - b. Intensity Standards for Temporary Lodging Use - shall include indoor amenities and shall exclude structured parking, and outdoor amenities including but not limited to tennis courts, pools, and the like. The floor area ratio for Scenario 1 shall not exceed the following:
 - (i) 1.8 floor area ratio; and
 - (ii) Shall not include additional floor area for freestanding non-residential facilities; and
 - (iii) Variances to exceed the maximum floor area ratio above as established in this Future Land Use Plan shall be prohibited.
- (2) Scenario 2 Large-scale development - shall mean development of a parcel that is at least three gross acres in size or greater:
 - a. Density - shall not exceed the following:
 - (i) 75 temporary lodging units per acre; or
 - (ii) 15 residential units per acre; or
 - (iii) A combination of residential and temporary lodging units which shall be prorated on an acreage basis allocated to each use, provided that a minimum of 200 temporary lodging units are provided; and
 - (iv) Variances to exceed the maximum density above as established in this Future Land Use Plan shall be prohibited.
 - b. Intensity Standards for Temporary Lodging Use - shall include indoor amenities and shall exclude structured parking and outdoor amenities including but not limited to tennis courts, pools and the like. The maximum floor area ratio for Scenario 2 shall not exceed the following:
 - (i) 2.6 floor area ratio; and
 - (ii) As a bonus, street level retail and restaurant uses facing Gulf Boulevard that are accessible by pedestrians along Gulf Boulevard and serve the general public, may be constructed but shall not exceed an additional floor area ratio of 0.15 of the building site; and
 - (iii) The preceding intensities may include the normal ancillary residential for on-site security, maintenance and management, and normal ancillary non-residential guest facilities; and
 - (iv) Variances to exceed the maximum floor area ratio above as established in this Future Land Use Plan shall be prohibited.
- (3) Impervious Surface Ratio Standards - in both Scenarios 1 and 2, the maximum impervious surface ratio shall not exceed:
 - a. 0.85 for temporary lodging uses only;
 - b. 0.70 for residential use only; and
 - c. A combination of residential and temporary lodging units not to exceed the floor area ratio for each use set forth above, which shall be prorated on an acreage basis allocated to each use, and
 - d. Variances to exceed the maximum impervious surface ratios above as established in this Future Land Use Plan shall be prohibited.
- (d) **Height Standards.** The maximum building height for each use within the Large Resort (LR) District shall not exceed:
 - (1) Residential use only, any temporary lodging use mixed with residential in same building. Building height shall not exceed 50 feet.
 - (2) Any temporary lodging or commercial use building located within 200 feet of a property occupied by an existing residential use located outside Special Planning Area 1. Building

- height shall not exceed 50 feet or the height of the adjacent residential building located outside Special Planning Area 1, whichever is greater.
- (3) 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.
 - (4) Any variance to increase the maximum height for each type of use set forth above for this Large Resort character district shall be prohibited.
 - (5) Building height for the above uses shall be measured in accordance with the "height" definition as set forth under the definition section of this plan.
- (e) **Setback Standards.** Any new building construction or building addition within the Large Resort (LR) District shall comply with the following setbacks:
- (1) **Front Yard.** The minimum front yard setback for buildings 50 feet in height or lower shall be 25 feet. The minimum front yard setback for that portion of a building rising above 50 feet in height shall be equal to the height of the building unless a lesser setback is approved by the City through the conditional use process to provide for increased compatibility with adjoining properties.
 - (2) **Side Yards.** The minimum side yard setback shall equal ten (10) percent of the lot width of the subject property, or thirty (30) feet on one side, whichever is less, not to exceed sixty (60) feet combined for both setbacks. Provided, however, when the subject property is adjacent to an existing residential use located outside the Large Resort District, the minimum side yard setback shall equal twenty (20) percent of the lot width of the subject property or 60 feet, whichever is less, provided that in no event shall the setback be less than 30 feet, for that side yard abutting the existing residential use. The City Commission may increase the minimum side yard setback for that portion of a proposed building rising above 50 feet in height when determined to be in the public interest upon evaluating a conditional use permit request.
 - (3) **Rear Yard.** For non-waterfront parcels, the minimum rear yard setback shall be 20 feet. For waterfront parcels, the minimum rear yard setback shall be the Florida Coastal Construction Control Line, provided, however, when the subject property is adjacent to an existing residential use located outside the Large Resort District, the minimum rear yard setback shall be increased as follows:
 - a. 50 feet landward of the Florida Coastal Construction Control Line or in alignment with the existing rear yard setback of the adjacent residential use, whichever is less, for buildings 50 feet in height or lower.
 - b. 50 feet landward of the Florida Coastal Construction Control Line plus an additional one-half foot of rear yard setback for every one foot in building height for that portion of the building above 50 feet.
- (f) **Required Buffering.** New construction of a temporary lodging use that exceeds 50-feet in building height or adjoins an existing residential property located outside the Large Resort District shall provide a minimum 30-foot wide landscape buffer along the entire length of a required side yard with the specific landscape plan to be reviewed and approved as part of the conditional use permitting process. The landscape buffer may contain any required public access to the beach, but no accessory uses. New construction of a temporary lodging use adjoining an existing residential property located outside the Large Resort District shall include the same buffer for rear yard along the adjoining residential property line, if applicable. The City Commission may reduce the width of the required buffer by up to 50 percent based upon its design and compatibility review of the project and any superior alternatives presented unless it adjoins an existing residential use located outside the Large Resort District, in which case there shall be no reduction to the required buffer width.

I.II Boutique Hotel/Condo District (B-HC)

- (a) *Location and Character.* The Boutique Hotel/Condo District contains 22.5 acres and less than 2% of the total land area of the City. This District is illustrated on the Special Planning Area 1 Character Districts Map (Map 1). Several multifamily residential condominiums exist and several more are currently under construction or have been recently constructed in this District. It is anticipated that only approximately two or three boutique hotel projects potentially could be developed or redeveloped in the Boutique Hotel/Condo District that will qualify for increased height and density under this proposed plan and map amendment.
- (b) *Purpose and Intent; Redevelopment Incentives & Deterrents.* The following policies shall govern development and redevelopment in the Boutique Hotel/Condo District and are intended to preserve the remaining inventory of Boutique Hotels to the maximum extent possible within this District by increasing density for temporary lodging uses and prohibiting height and density increases for residential condominium development.

Policies:

Policy 1

Architectural design features that provide visual interest, are aesthetically pleasing and relate to the human scale at ground levels are equally important for both the street and waterside of buildings. Blank wall facades shall be prohibited.

Policy 2.1

At least one functional public beach access a minimum of seven (7) feet average width shall be provided on all new development projects that redevelop more than 75% of the buildable site unless a hardship exists resulting from a property width that is less than 150 feet.

Policy 2.2

Public beach access will be by foot traffic and wheelchair only and shall be directed to marked paths or dune walkovers in order to protect the dune system. Emergency police, fire rescue and lifeguard response vehicles, or bicycles will be allowed access in a manner that minimizes adverse impacts to the dune system to the maximum extent possible.

Policy 3

All development and redevelopment projects may be required to provide an easement to the City for unimproved public access landward of the mean high water line to provide a continuous, uninterrupted pedestrian beach system.

Policy 4

Professional landscaping and design standards consistent with the standards contained in the LDC shall be the minimum required on the entire building site for new development that exceeds 75% of the buildable site, with particular emphasis on the Gulf Boulevard frontage and screening from any adjacent low-rise residential use that may include landscaping and privacy walls. Landscape design, including the type and quantity of plant material as well as creative tropical hardscape designs, shall be consistent with the quality and character of a high quality tropical resort destination

Policy 5

Increased building setbacks from Gulf Boulevard shall be required for increases to building height allowed for temporary lodging uses.

Policy 6

Temporary lodging uses shall comply with all County and local hurricane closure and evacuation procedures that will ensure orderly evacuation of guests and visitors prior to evacuation orders being issued for residents in Zone A.

Policy 7

All temporary lodging uses shall comply with adopted City rules and regulations that ensure that projects approved as temporary lodging facilities are built, function, operate and are occupied exclusively as temporary lodging uses.

Permitted Uses and Standards

- (a) *Primary uses.* Temporary lodging use - hotel, motel, resort condominium; medium density residential.
- (b) *Secondary uses.* None.
- (c) *Density/Intensity and Height Standards.* Density, Intensity, and Height standards shall be calculated on the basis of those portions of the site which are landward of the Florida Coastal Construction Control Line and shall be permitted as follows:
 - (1) Density shall not exceed the following:
 - a. 50 temporary lodging units per acre unless approved by ordinance of the City Commission to provide additional temporary lodging units from the TLU Density Pool established below; or
 - b. 18 residential units per acre; and
 - c. Any increases to temporary lodging unit density is subject to the restrictions and limitations in Section (2) below - Temporary Lodging Unit Reserve; and
 - d. Variances to exceed the maximum residential density above as established in the Future Land Use Plan shall be prohibited.
 - (2) Temporary Lodging Unit Density Pool ("TLU Density Pool") - The City shall establish a TLU Density Pool not to exceed a total of 125 units for the entire Boutique Hotel/Condo district and the following shall govern the allocation of density from the TLU Density Pool:
 - a. The TLU Density Pool shall be allocated to individual projects by ordinance of the City Commission upon request of an individual property owner; and
 - b. Such allocation may be up to but shall not exceed twenty (20) temporary lodging units per acre and further, the cumulative allocation shall not exceed sixty (60) units per development project; and
 - c. The number of available temporary lodging units remaining after such project allocation shall be specified in each City Commission ordinance allocating such units and each such ordinance shall provide that no units beyond those TLU Density Pool units remaining available to the Boutique Hotel/ Condo District shall be allocated to any subsequent temporary lodging use project; and
 - d. This limitation shall be absolute and shall apply regardless of the proposed size or density of the project requesting such allocation. Such units shall be established exclusive of any other use provided for in the District.
 - (3) Intensity shall not exceed the following:
 - a. Temporary lodging use shall not exceed an aggregate floor area of 750 square feet per temporary lodging unit excluding indoor amenities, common areas and structured parking. Indoor amenities and common areas shall not exceed an additional 0.2 floor

area ratio combined. For example: 50 units x 750 square feet = 38,500 square feet plus 0.2 x total parcel square feet for common areas & indoor amenities = total building square footage, excluding structured parking.

- b. Variances to exceed the maximum floor area ratio above as established in the Future Land Use Plan shall be prohibited.
- (4) Impervious Surface Ratio shall not exceed:
- a. 0.85 impervious surface ratio for any exclusive temporary lodging uses; or
 - b. 0.70 impervious surface ratio for any residential use or combined residential and temporary lodging use; and
 - c. Variances to exceed the maximum impervious surface ratio above as established in the Future Land Use Plan shall be prohibited.
- (5) Height shall not exceed, but shall be permitted up to the following, subject to height limitations contained in the Land Development Code:
- a. Seventy-six (76) feet above base flood elevation for any building that exclusively contains only temporary lodging uses with a minimum setback of one hundred (100) feet from Gulf Boulevard; or
 - b. Sixty-five (65) feet above based flood elevation for any building that exclusively contains only temporary lodging uses with a minimum setback of seventy-five (75) feet from Gulf Boulevard; or
 - c. Fifty (50) feet above base flood elevation for any buildings containing multi-family residential dwelling units, or any temporary lodging facility that does not comply with the minimum setbacks required for additional height established in sections (e)(1), (e)2, and (e)(3) above, subject to a minimum setback of fifty (50) feet from Gulf Boulevard; and
 - d. Any increases to, including variances to increase, each of the maximum heights set forth above for this Boutique Hotel/Condo Resort character district shall be prohibited.

I.III Activity Center District (AC)

- (a) *Location and Character.* The Activity Center District contains 52.68 acres or approximately 4% of the total land area of the City. This District is illustrated on the Special Planning Area 1 Character Districts Map (Map 1). It includes the Dolphin Village Shopping Center which is the hub of commercial activity in the Gulf Boulevard area and is located across from the County Park to the west.
- (b) *Purpose and Intent; Redevelopment Incentives and Deterrents.* The following policies shall govern development in the Activity Center District and are intended to encourage commercial revitalization through reinvestment and redevelopment throughout the District. The primary focus of commercial redevelopment is Dolphin Village Shopping Center which is the most significant commercial hub on Gulf Boulevard.

The Activity Center is a primary commercial core of the City in need of revitalization, not a change of core character. Therefore, exclusive residential use is prohibited in this district. Commercial redevelopment will be encouraged in a manner that will serve the retail services needs of residents and visitors alike for several decades into the future.

As a result, a more comprehensive and unified approach to commercial redevelopment will be encouraged by allowing a secondary residential component if certain minimum standards are met. One important requirement is the assembly of land to reduce the existing number of smaller lots and provide opportunities for unified redevelopment that reduces curb cuts on Gulf Boulevard that will result in improved traffic flow and reduced vehicular-pedestrian conflict.

Parcel assembly combined with mixed-use redevelopment also enables other livable community strategies such as increased open space and buffering opportunities from residential neighborhoods to the east and increased opportunities for pedestrian linkages to neighborhood services that will reduce vehicular trip generation and greenhouse gas emissions.

These policies and development standards are also needed from a public safety standpoint to encourage and facilitate modern utilization of land along the east side of Gulf Boulevard that includes buildings that comply with current Building and Safety Codes, FEMA regulations, as well as architectural, landscaping and drainage standards.

In addition, encouraging commercial redevelopment through the use of regulatory tools and incentives will provide the best opportunity to implement Green building and site design standards and strategies that not only benefit the landowner but also patrons and the community-at-large.

Policies:

Policy 1

Architectural design features that provide visual interest, are aesthetically pleasing and relate to the human scale at ground levels 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 the pedestrian from weather elements shall be encouraged.

Policy 2

Parking shall be integrated into the principal building and hidden from public view to the maximum extent feasible and practical on all commercial redevelopment projects. The substantial majority of parking required for mixed-use development projects shall be integrated into the principal buildings and hidden from public view for projects that are four acres in size or greater. Surface parking for freestanding non-residential use shall be permitted for any development or redevelopment.

Policy 3

The first habitable floor of any principal building of any development or redevelopment project shall be retail uses only accessible from street level and connected to pedestrian walkways to provide easy public access.

Policy 4

Professional landscaping and design standards consistent with the standards contained in the Land Development Code shall be the minimum required on the entire building site where any development will occur, with particular emphasis on the Gulf Boulevard frontage, and screening and buffering from adjacent residential uses that may include landscaping and privacy walls.

Policy 5

Encourage commercial waterfront properties to have slips available for public use.

Permitted Uses and Standards

- (a) *Primary uses.* Commercial and office.
- (b) *Secondary uses.* Multi-family Residential or temporary lodging as part of a mixed-use retail I project only. Exclusive residential or tourist lodging uses shall be prohibited, however, the site may be horizontally mixed as long as pedestrian, bicycle, and vehicular accessibility is maintained within the site.
- (c) *Density/Intensity and Height Standards.*
 - (1) Intensity for Commercial and Office Uses shall not exceed:
 - a. A floor area ratio of 0.75; and
 - b. Variances to exceed the maximum floor area ratio above as established in this Future Land Use Plan shall be prohibited.
 - (2) Density & Intensity for a Mixed-Use Commercial, Office, Residential, Temporary Lodging Use project shall not exceed:
 - a. 15 dwelling units per acre combined or 40 temporary lodging uses per acre, not to exceed a total of 50 units per project nor the density pool allocated, with a maximum 1.0 floor area ratio on a minimum one (1) acre buildable site. To qualify for mixed-use densities and intensities, a minimum of four (4) residential units, or 10 temporary lodging units, mixed with a minimum of 0.35 floor area ratio for commercial or office uses shall be required; or
 - b. 18 dwelling residential units per acre combined with a maximum 1.0 floor area ratio on a minimum four (4) acre buildable site; and
 - c. The combination of commercial, office, temporary lodging, and/or residential uses shall not exceed the preceding density and intensity which shall be prorated on an acreage basis allocated to each use; and further, provided that the commercial and office uses are the primary use of the property and residential use is secondary; and
 - d. Variances to exceed the maximum density and intensity above as established in the Future Land Use Plan shall be prohibited.
 - (3) Temporary Lodging Unit Density Pool ("TLU Density Pool") - The City shall establish a TLU Density Pool not to exceed a total of 325 units for the entire TC-2, Bayou Residential, and Activity Center districts and the following shall govern the allocation of density from the TLU Density Pool:
 - a. The TLU Density Pool shall be allocated to individual projects by ordinance of the City Commission upon request of an individual property owner; and

- b. Such allocation may be up to but shall not exceed forty (40) temporary lodging units per acre and further, the cumulative allocation shall not exceed fifty(50) units per development project; and
 - c. The number of available temporary lodging units remaining after such project allocation shall be specified in each City Commission ordinance allocating such units and each such ordinance shall provide that no units beyond those TLU Density Pool units remaining available to the TC-2 and Activity Center districts shall be allocated to any subsequent temporary lodging use project; and
 - d. This limitation shall be absolute and shall apply regardless of the proposed size or density of the project requesting such allocation. Such units shall be established exclusive of any other use provided for in the District.
- (4) Impervious Surface Ratio shall not exceed:
- a. 0.85 impervious surface ratio for any exclusive commercial/office use; or
 - b. 0.70 impervious surface ratio for any residential use or combined residential or temporary lodging use mixed with a commercial or office use; and
 - c. Variances to exceed the maximum impervious surface ratio above as established in the Future Land Use Plan shall be prohibited.
- (5) Height shall not exceed, but shall be permitted up to the following, subject to any height limitations contained in the City's Land Development Code:
- a. Twenty-eight (28) feet for exclusively commercial or office development; or
 - b. Forty (40) feet for a building containing nonresidential uses on the first floor mixed with a secondary residential use above and located on a minimum one (1) acre parcel; or
 - c. Eighty-six (86) feet, inclusive of structured parking, for a building containing non-residential uses on the first floor mixed with a secondary residential use above and located on a minimum parcel size of four (4) acres or more; and
 - d. Commercial mixed with residential or temporary lodging uses may be mixed horizontally under the following conditions:
 - (i) Neither the commercial nor the residential/temporary lodging use may exceed 40 feet in height;
 - (ii) The development site is a minimum of one acre in size;
 - (iii) The commercial and residential uses shall have internal pedestrian, bicycle, and vehicular circulation.
 - e. Any increases to, including variances to increase, the maximum height for each type of use set forth above for this Activity Center character district shall be prohibited.

I.IV Bayou Residential District (BR)

- (a) *Location and Character.* The Bayou Residential District is a small narrow strip of land containing 7.86 acres or approximately six-tenths (6/10ths) of 1% of the total land area of the City. This District is illustrated on the Special Planning Area 1 Character Districts Map (Map 1). The lot depths are extremely narrow and preclude the potential of redeveloping prior existing temporary lodging uses that have long-since closed and have been demolished. Redevelopment options are limited to primarily multi-family residential as a result of the lot depths; however, to encourage parcel assembly and a more unified redevelopment opportunity because of and the District's direct access to Gulf Boulevard, a small bonus commercial component will be allowed on a limited basis. Several properties are currently vacant and demolished.
- (b) *Purpose and Intent; Redevelopment Incentives and Deterrents.* The following policies shall govern development in the Bayou Residential District to encourage redevelopment in a physically constrained area that is primarily vacant and is a transition area between higher intensity commercial uses along Gulf Boulevard and lower density residential neighborhoods to the east. High-rise residential development is prohibited. Height for exclusive residential use is decreased over existing permitted heights. Increased building setbacks are required from Gulf Boulevard. The maximum allowable density is permitted only for mixed-use projects located on parcels assembled that contain two or more acres to encourage more comprehensive and unified redevelopment, reduce trip generation, increase pedestrian linkages to neighborhood services and reduce curb cuts along Gulf Boulevard.

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.

Policy 2:

Increased setbacks from Gulf Boulevard will be required for increases in building height.

Policy 3:

Professional landscaping and design standards consistent with the standards contained in the LDC shall be the minimum required on the entire building site where any development will occur, with particular emphasis on the Gulf Boulevard frontage.

Permitted Uses and Standards

- (a) *Primary uses.* Residential and Temporary Lodging Uses.
- (b) *Secondary uses.* Commercial uses only as a component of a mixed-use residential or temporary lodging development.
- (c) *Density/Intensity and Height Standards.*
 - (1) Residential and Temporary Lodging use - shall not exceed:
 - a. 15 dwelling units per acre for an exclusively residential use.
 - b. 18 dwelling units per acre for multifamily residential mixed with a commercial use. The maximum floor area ratio for the commercial portion of the mixed-use project is 0.3; or
 - c. 40 temporary lodging units per acre not to exceed the density pool allocated. The temporary lodging use can be mixed with a commercial use. The maximum floor area ratio for the commercial portion of a mixed-use project is 0.3.

- d. Variances to exceed the maximum density or intensity above as established in this Future Land Use Plan shall be prohibited.
- (2) Temporary Lodging Unit Density Pool ("TLU Density Pool") - The City shall establish a TLU Density Pool not to exceed a total of 325 units for the entire TC-2, Bayou Residential, and Activity Center districts and the following shall govern the allocation of density from the TLU Density Pool:
 - a. The TLU Density Pool shall be allocated to individual projects by ordinance of the City Commission upon request of an individual property owner; and
 - b. The number of available temporary lodging units remaining after such project allocation shall be specified in each City Commission ordinance allocating such units and each such ordinance shall provide that no units beyond those TLU Density Pool units remaining.
- (3) The maximum impervious surface ratio shall not exceed:
 - a. 0.70 for exclusively residential uses. Maximum impervious surface ratio (ISR) for all other uses: 0.85; and
 - b. Variances to exceed the maximum impervious surface ratio above.
- (4) Height shall not exceed, and shall be permitted up to the following, subject to any height limitations contained in the City's Land Development Code:
 - a. Thirty-five (35) feet above base flood elevation for an exclusively residential use;
 - b. Fifty-four (54) feet above base flood elevation all other uses.
 - c. Any increases to, including variances to increase, any of the maximum heights set forth above for this Bayou Residential character district shall be prohibited.

II. Downtown Redevelopment District

General Provisions

- (a) *Location and Character.* The Downtown Redevelopment District contains approximately 100.05 acres in the Downtown Core area shown on Map 3 and represents approximately 8% of the total land area of the City. This District is comprised of 391 parcels, with approximately 40% developed as existing commercial and office uses, 11% temporary lodging uses, 33% supporting residential uses of a variety of densities and housing types, and the remaining 16% devoted to government uses. This District also contains the adjacent downtown core neighborhoods that contain a mix of residential and nonresidential uses including the smaller mom and pop motels located in the Upham Beach Village District.
- (b) *Purpose and Intent; Redevelopment Incentives & Deterrents.* This Downtown Core Redevelopment District is one of the two core areas within Special Planning Area 1 that emphasizes pedestrian mobility over vehicular mobility and is designed to recreate a more traditional main street core gathering area by encouraging revitalization that will provide:
 - (1) Quality neighborhood, government and commercial services in the City's traditional historic shopping district by creating a live, work, shop, dine and play main street;
 - (2) Quality residential neighborhoods surrounding the core commercial areas by reducing commercial encroachment into those residential neighborhoods and by establishing increased open space and buffering between residential and nonresidential uses;
 - (3) A traditional village community where the focus is on safe and comfortable pedestrian mobility and a "sense of place" or a "sense of community" where residents come together to live, play, work and share recreational activities; and
 - (4) Increased pedestrian linkages to neighborhood services that will reduce vehicular dependence, reduce trip generation and improve the overall traffic flow, pedestrian circulation, and safety throughout the downtown area.

Goals, Objectives, and Policies for the Downtown Redevelopment District

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 the 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 Special Planning Area 1 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 Code 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 1.4

The City shall use all existing incentives to encourage an affordable mix of housing types and varieties that are located within walking distance of the downtown Corey Avenue core area integrated with retail, commercial, office and entertainment uses at street level to create a live, shop, work and play environment in the Corey downtown area that will revitalize the traditional main street as a vibrant center of activity for residents and visitors.

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.

Objective 1.7

Downtown shall be a safe environment for both residents and visitors, and real and perceived public safety issues will be addressed.

Objective 1.8

The City shall recognize the unique features of Downtown neighborhoods and shall continue to expand neighborhood retail, business, and recreation services.

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.

Objective 1.10

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.

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 2.1

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.

Objective 2.2

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.

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 2.4

A variety of parking solutions for motorized and non-motorized transportation systems shall be pursued to support development and redevelopment while maintaining ease of access and parking throughout the Downtown Redevelopment District.

Objective 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.

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.

Objective 3.2

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.

Objective 3.3

Development and redevelopment are encouraged to create a vibrant Downtown environment containing a variety of building forms and styles that respect the Downtown 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.

Objective 3.4

All new building construction shall comply with current Building and Safety Codes, 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. The City shall ensure compliance not only through the building permit process but through Code Enforcement and inspections as necessary to maintain the highest FEMA rating achievable for a coastal barrier island.

Policies:

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.

Policy 2

The character of each district within Downtown shall be reinforced through the site plan review and approval process. Projects shall be consistent with and contribute positively to the vision of the character district in which it is located.

Policy 3

The design of all projects in the Downtown Redevelopment District shall make meaningful contributions to the pedestrian environment through site and building design.

Policy 4

New development and redevelopment shall be compatible with the human scale of the area and contribute to a pedestrian-friendly and safe environment.

Policy 5

On-site overhead utilities shall be placed underground as part of all development projects.

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 7

Property owners/developers are encouraged to meet with residents, area neighborhood associations/business groups prior to submitting major development and redevelopment projects for City review.

Policy 8

Shared parking for commercial, office and mixed-use developments should be accomplished wherever possible.

Policy 9

All new development and redevelopment shall mitigate potential flood, hurricane and tropical cyclone hazards.

Policy 10

Internal connectivity and shared driveway access points between adjoining properties of compatible uses should be pursued wherever practical and feasible to further reduce curb cuts to improve traffic flow on adjacent roadways as well as reduce vehicular conflict with pedestrians and bicyclists.

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.

Policy 14

All new development or redevelopment shall be required to obtain administrative site plan approval prior to construction.

II.I Town Center Core District (TC-1)

- (a) *Location and Character.* The Town Center Core District contains 32.54 acres or approximately 2.5% of the total land area of the City. This District is illustrated on the Special Planning Area 1 Character Districts Map (Map 1). Corey Avenue between Gulf Boulevard and Mangrove Avenue has served as the "downtown" shopping area for almost 50 years and is experiencing a high rate of vacancies.
- (b) *Purpose and Intent; Redevelopment Incentives and Deterrents.* The following policies shall govern development in the Town Center Core District and are intended to revitalize the historic "downtown" shopping area and expand the City's "Main street" from the waterfront edge of Corey Circle to the east, through downtown westward to Sunset Way and Blind Pass Channel on the west end of Corey Avenue, and includes 75th Avenue from the Corey Causeway westward to Blind Pass Channel. The primary focus shall be to encourage revitalization and redevelopment where the focus is on safe and comfortable pedestrian mobility and a "sense of place" or a "sense of community" where residents come together to live, play, work and share recreational activities.

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 the pedestrian from weather elements shall be encouraged.

Policy 2

Vehicular curb cuts and driveways shall be discouraged and minimized on Corey and 75th Avenues to ensure a pedestrian-friendly, comfortable, and safe environment as well as minimize pedestrian-vehicular conflict.

Policy 3

Non-residential uses only shall be allowed on the ground floor of any building fronting Corey Avenue or 75th Avenue and shall be the primary use component of every new development or redevelopment in the Downtown area.

Policy 4

Residential uses shall be permitted only as a secondary use to an overall mixed-use retail redevelopment project and shall be allowed only above the first floor.

Policy 6

On-site parking shall be located to the side or rear of properties. A portion of required parking may be on-street parking, off-site shared-use parking or located within an off-site public parking facility.

Policy 7

Temporary lodging facilities shall comply with all County and local hurricane closure and evacuation procedures that will ensure orderly evacuation of guests and visitors prior to evacuation orders being issued for residents in Zone A.

Policy 8

All temporary lodging uses shall comply with adopted City rules and regulations that ensure that projects approved as temporary lodging facilities are built, function, operate and are occupied exclusively as temporary lodging uses.

Policy 9

A centrally located public, private or joint public/private shared parking facility, including public restroom facilities, for the Town Center Core District shall be pursued to improve the accessibility, convenience and comfort of residents and visitors to the Downtown area.

Permitted Uses and Standards

- (a) *Primary uses.* Commercial and office.
- (b) *Secondary uses.* Residential use as a component of a mixed-use retail and/or office redevelopment project only; Temporary lodging use - bed and breakfast inns.
- (c) *Density/Intensity and Height Standards.*
 - (1) Commercial and office uses - shall not exceed:
 - a. A floor area ratio of 1.00 with no residential component; and
 - b. A floor area ratio bonus of 0.45 shall be permitted for a mixed-use retail/office/residential development project; and
 - c. Variances to exceed the maximum floor area ratios above as established in this Future Land Use Plan shall be prohibited.
 - (2) Residential use as part of a Mixed-Use project - shall only be allowed as a secondary component to a mixed-use retail/office/residential development project and shall not exceed 15 dwelling units per acre in addition to the preceding floor area allowed for commercial and office uses as part of the mixed-use project. Variances to exceed the maximum density established in the Future Land Use Plan shall be prohibited.
 - (3) Temporary Lodging Unit Density Pool ("TLU Density Pool"): In addition to any density and intensity which may be allowed in the Town Center Core District, the City shall also establish a TLU Density Pool, not to exceed a total of fifty (50) units for the entire Town Center Core District. The following shall govern the implementation of the TLU Density Pool:
 - a. The TLU Density Pool shall be allocated by Ordinance of the City Commission upon request of an individual property owner; and
 - b. Such allocation shall not exceed ten (10) temporary lodging units per acre or a cumulative total of ten (10) units per development project; and
 - c. The remaining number of available units shall be specified in each City Commission ordinance allocating such units and each such ordinance shall provide that no temporary lodging units beyond those remaining in the TLU Density Pool available for the Town Center Core District shall be allocated to any subsequent project; and
 - d. This limitation shall be absolute and shall apply regardless of the proposed size or density of the project requesting such allocation. Such units shall be established exclusive of any other use provided for in the District.
 - (4) Impervious Surface Ratio shall not exceed:
 - a. 0.90 for all development; and
 - b. Variances to exceed the maximum impervious surface ratio above as established in the Future Land Use Plan shall be prohibited.

- (5) Height shall not exceed, but shall be permitted up to the following, subject to any height limitations contained in the City's Land Development Code:
- a. Twenty-eight (28) feet for an exclusively nonresidential development; or
 - b. Forty (40) feet for a building containing nonresidential uses on the first floor mixed with a secondary residential use located above the first habitable floor; and
 - c. Any increases to, including variances to increase, the maximum height for each use set forth above for this Town Center Core character district shall be prohibited.

II.II Town Center Corey Circle District (TC-2)

- (a) *Location and Character.* The Town Center Corey Circle District contains 4.67 acres or less than fourth-tenths of 1% (0.4%) of the total land area of the City. This District is illustrated on the Special Planning Area 1 Character Districts Map (Map 1). The entire area has become vacant, unsafe and in disrepair except for one restaurant and an automotive service shop. Corey Circle is clearly visible from the Corey Causeway main entrance to the City.
- (b) *Purpose and Intent; Redevelopment Incentives & Deterrents.* The following policies shall govern development in the Town Center Corey Circle District and are intended to encourage redevelopment of the area as one or two comprehensive mixed-use residential/commercial projects to anchor the east terminus of the Corey Avenue Main street that will act as a catalyst for revitalizing the entire Corey Avenue area as well as create a safer environment and attractive entrance to the City.

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.

Policy 2

Parking shall be integrated into the principal building and hidden from public view to the maximum extent feasible and practical.

Policy 3

Retail/Restaurant uses shall be located on the first floor or accessible from street level and near the pedestrian walkways to provide easy public access.

Policy 4

Publicly or privately-owned small-scale marina facilities with transient boat slips will be encouraged in locations and quantities that attract visitors to the Downtown core and minimize adverse environmental impacts.

Policy 5

Professional landscaping and design standards consistent with the standards contained in the LDC shall be the minimum required on the entire building site where any new development will occur, with particular emphasis on screening and buffering from adjacent residential uses that may include landscaping and privacy walls.

Policy 6

Temporary lodging uses shall comply with all County and local hurricane closure and evacuation procedures that will ensure orderly evacuation of guests and visitors prior to evacuation orders being issued for residents in Zone A.

Policy 7

All temporary lodging uses shall comply with adopted City rules and regulations that ensure that projects approved as temporary lodging facilities are built, function, operate and are occupied exclusively as temporary lodging uses.

Permitted Uses and Standards

- (a) *Primary uses.* Commercial and office use; Temporary lodging use - hotel, motel, resort condominium; Residential use but only as part of a mixed-use development on a minimum 1.8 acre buildable site.
- (b) *Secondary uses.* Commercial and office as a component of a mixed-use project; Marina.
- (c) *Density/Intensity and Height Standards.*
 - (1) Residential use
 - a. Shall only be permitted as part of mixed-use residential development project located on a minimum 1.8 acre buildable site and shall not exceed 24 dwelling units per acre. Commercial, office or temporary lodging uses only shall be located on the first habitable floor accessible at street level; and
 - b. Exclusive residential development shall be prohibited; and
 - c. Variances to exceed the maximum density above as established in this Future Land Use Plan shall be prohibited.
 - (2) Commercial and office use only - shall not exceed:
 - a. A floor area ratio of 0.55; and
 - b. Variances to exceed the maximum floor area ratio above as established in this Future Land Use Plan shall be prohibited.
 - (3) Temporary Lodging Use. Density and Intensity shall be approved by Conditional use only and shall not exceed fifty (50) temporary lodging units per acre located on a minimum 1.8 acre buildable site and shall also not exceed a cumulative total of 150 units per project subject to the requirements, restrictions and limitations established below for the TLU Density Pool for the Town Center Core Corey Circle Coquina West, Activity Center, and Bayou Residential Districts.
 - (4) Impervious Surface Ratio shall not exceed:
 - a. 0.70 for all new development; and
 - b. Variances to exceed the maximum impervious surface ratio above as established in the Future Land Use Plan shall be prohibited.
 - (5) Height shall not exceed, but shall be permitted up to the following, subject to any height limitations contained in the City's Land Development Code:
 - a. Twenty-eight (28) feet for exclusively nonresidential uses; or
 - b. Seventy-six (76) feet above base flood elevation for buildings containing non-residential uses on the first habitable floor accessible at street level mixed with a primary residential and temporary lodging use; or
 - c. Seven Eighty-six (86) feet above base flood elevation 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; and
 - d. Any increases to, including variances to increase, the maximum height for each type of use set forth above for this Town Center Corey Circle character district shall be prohibited.

II.III Town Center Coquina West District (TC-2)

- (a) *Location and Character.* Town Center Coquina West contains 6.11 acres or less than one-half percent (0.5%) of the total land area of the City. This District is illustrated on the Special Planning Area 1 Character Districts Map (Map 1). This District consists of a three-block area that currently is a mix of existing residential, light industrial, small motel and commercial restaurant/bar uses.
- (b) *Purpose and Intent; Redevelopment Incentives and Deterrents.* The following policies shall govern development in the Town Center Coquina West District and are intended to encourage redevelopment of the area as one or two comprehensive mixed-use residential/commercial projects to anchor the west terminus of the Corey Avenue Main street and to act as a catalyst for revitalizing the entire Corey Avenue Main street.

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 the pedestrian from weather elements shall be encouraged.

Policy 2

Structured parking that can be integrated into the principal building and hidden from public view will be encouraged and pursued.

Policy 3

Retail/Restaurant uses shall be located on the first floor or accessible from street level and near the pedestrian walkways to provide easy public access.

Policy 4

Publicly or privately-owned small-scale marina facilities with transient boat slips will be encouraged in locations and quantities that attract visitors to the Downtown core and minimize adverse environmental impacts.

Policy 5

Professional landscaping and design standards consistent with the standards contained in the LDC shall be the minimum required on the entire building site where any new development will occur, with particular emphasis on screening and buffering from adjacent residential uses that may include landscaping and privacy walls.

Policy 6

Temporary lodging uses shall comply with all County and local hurricane closure and evacuation procedures that will ensure orderly evacuation of guests and visitors prior to evacuation orders being issued for residents in Zone A.

Policy 7

All temporary lodging uses shall comply with adopted City rules and regulations that ensure that projects approved as temporary lodging facilities are built, function, operate and are occupied exclusively as temporary lodging uses.

Permitted Uses and Standards

- (a) *Primary uses.* 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.
- (b) *Secondary uses.* Commercial and office as a secondary component of a mixed-use residential/commercial development project; Marina.
- (c) *Density/Intensity and Height Standards.*
 - (1) Residential use
 - a. Shall only be permitted as part of mixed-use development project located on a minimum two-acre buildable site and shall not exceed 24 dwelling units per acre. Commercial, office or temporary lodging uses only shall be located on the first habitable floor accessible at street level; and
 - b. Exclusive residential development shall be prohibited; and
 - c. Variances to exceed the maximum density above as established in this Future Land Use Plan shall be prohibited.
 - (2) Commercial and office use only - shall not exceed:
 - a. A floor area ratio of 0.55; and
 - b. Variances to exceed the maximum floor area ratio established in this Future Land Use Plan shall be prohibited.
 - (3) Temporary Lodging use. Density and Intensity shall be approved by Conditional use only and shall not exceed fifty (50) temporary lodging units per acre located on a minimum 1.8-acre buildable site and shall also not exceed a cumulative total of 150 units per project subject to the requirements, restrictions and limitations established below for the TLU Density Pool for the Town Center Core Corey Circle, Coquina West, Activity Center, and Bayou Residential Districts.
 - (4) Impervious Surface Ratio shall not exceed:
 - a. 0.70 for all new development; and
 - b. Variances to exceed the maximum impervious surface ratio established in the Future Land Use Plan shall be prohibited.
 - (5) Height shall not exceed, but shall be permitted up to the following, subject to any height limitations contained in the City's Land Development Code:
 - a. Twenty-eight (28) feet for an exclusively nonresidential use; or
 - b. Seventy-six (76) feet above base flood elevation for buildings containing non-residential uses on the first habitable floor accessible at street level mixed with a primary residential component above; or
 - c. Eighty-six (86) feet above base flood elevation 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; and
 - d. Any increases to, including variances to increase, the maximum height for each type of use set forth above for this Town Center Coquina West character district shall be prohibited.

TC-2 Temporary Lodging Use

- (a) *Density.* TC-2 Temporary Lodging Unit Density Pool ("TC-2 TLU Density Pool"): The City shall establish a TC-2 TLU Density Pool, not to exceed a total of three-hundred and twenty-five (325) units for the entire Town Center Corey Circle and Coquina West Districts (TC-2). These density pool units may also be allocated to the Activity Center and Bayou Residential Districts. The following shall govern the allocation of temporary lodging units from the TLU Density Pool:
 - (1) The TC-2 TLU Density Pool shall be allocated by Ordinance of the City Commission upon request of an individual property owner; and
 - (2) Such allocation shall not exceed fifty (50) temporary lodging units per acre; and
 - (3) Such allocation shall not exceed a cumulative total of one hundred fifty (150) temporary lodging units per development project; and
 - (4) The remaining number of available temporary lodging units in the TLU Density Pool shall be specified in each City Commission ordinance allocating such units and each such ordinance shall provide that no temporary lodging units beyond those remaining in the TC-2 TLU Density Pool for the TC-2 Districts shall be allocated to any subsequent project; and
 - (5) This limitation shall be absolute and shall apply regardless of the proposed size or density of the project requesting such allocation. Such units shall be established exclusive of any other use provided for in the District.
- (b) *Intensity Standards.*
 - (1) Temporary lodging use shall not exceed an aggregate floor area of 750 square feet per temporary lodging unit allocated by Ordinance, excluding indoor amenities, common areas and structured parking. Indoor amenities and common areas shall not exceed an additional 0.2 floor area ratio combined. For example: 50 units x 750 square feet = 38,500 square feet plus 0.2 x total parcel square feet for common areas & indoor amenities = total building square footage, excluding structured parking.
 - (2) Variances to exceed the maximum floor area ratio above as established in the Future Land Use Plan shall be prohibited.

II.IV Downtown Core Residential District (DCR)

- (a) *Location and Character.* Downtown Core Residential District contains 11.65 acres or less than one-percent (1%) of the total land area of the City. This District is illustrated on the This District is illustrated on the Special Planning Area 1 Character Districts Map (Map 1).
- (b) *Purpose and Intent; Redevelopment Incentives and Deterrents.* The following policies shall govern development in the Downtown Core Residential District to encourage quality residential redevelopment that supports the downtown core shopping and entertainment area and acts as a transition area from downtown core mixed commercial and residential uses to lower density residential neighborhoods to the south and west.

Policies:

Policy 1

Architectural design features that provide visual interest, are aesthetically pleasing and relate to the human scale at ground levels are equally important for both the street and water side of residential homes, town homes and multi-family structures. Blank wall facades shall be prohibited.

Policy 2

Development and redevelopment shall be compatible with the existing developments that remain in the neighborhood.

Permitted Uses and Standards

- (a) *Primary uses.* Residential.
- (b) *Secondary uses.* None.
- (c) *Density/Intensity and Height Standards.*
 - (1) Residential use - Shall not exceed:
 - a. Ten (10) dwelling units per acre; and
 - b. Variances to exceed the maximum density above as established in the Future Land Use Plan shall be prohibited.
 - (2) Impervious Surface Ratio shall not exceed:
 - a. 0.70 for all development; and
 - b. Variances to exceed the maximum impervious surface ratio above as established in the Future Land Use Plan shall be prohibited.
 - (3) Height for residential buildings shall not exceed:
 - a. Thirty-five (35) feet above base flood elevation inclusive of structured parking; and
 - b. Any increases to, including variances to increase, the maximum height set forth above for this Downtown Core Residential character district shall be prohibited.

II.V Upham Beach Village District (UBV)

- (a) *Location and Character.* The Upham Beach Village District contains 16.10 acres or approximately one and one-quarter percent (1.25%) of the total land area of the City. This District is illustrated on the Special Planning Area 1 Character Districts Map (Map 1).

The neighborhood is a mixture of residential and motel temporary lodging uses that are at or near functional obsolescence. There is a diverse mixture of densities and intensities of existing development in this neighborhood, ranging from single family homes to motels that have an existing density of 78 units per acre, and include aging apartment complexes that are being converted to residential condominiums that will preclude redevelopment anytime in the foreseeable future. This diversity of uses, densities, and intensities within this character district gives rise to unique compatibility issues that must be sensitively addressed.

- (b) *Purpose and Intent; Redevelopment Incentives and Deterrents.* The following policies shall govern development in the Upham Beach Village District and are intended to allow redevelopment of residential uses as well as allow existing motel temporary lodging uses that are part of the heritage of this Upham neighborhood to redevelop as temporary lodging uses at the same density as exists. Such redevelopment shall be subject to height limitations and design standards that protect existing and future neighborhood residential uses as well as improve safety, circulation, and drainage:

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 facades shall integrate architectural elements that provide protection to the pedestrian from weather elements shall be encouraged.

Policy 2

Only existing temporary lodging uses may be redeveloped and new temporary lodging uses shall be strictly prohibited.

Policy 3

A mixture of residential and temporary lodging uses throughout the district shall be encouraged to be preserved and redeveloped.

Policy 4

Redevelopment of existing temporary lodging uses shall provide the minimum necessary vehicular curb cuts and driveways to provide reasonable, adequate and safe ingress and egress to the development site and ensure a pedestrian-friendly and safe environment by minimizing pedestrian-vehicular conflict.

Policy 5

Structured parking that can be integrated into the principal building and hidden from public view will be encouraged and pursued.

Policy 6

Professional landscaping and design standards consistent with the standards contained in the LDC shall be the minimum required on the entire building site where any development will occur, with particular emphasis on screening and buffering from adjacent residential uses that may include landscaping and privacy walls.

Policy 7

Development and redevelopment shall be compatible with the existing neighboring residential uses that immediately surround the development site.

Policy 8

Temporary lodging uses shall comply with all County and local hurricane closure and evacuation procedures that will ensure orderly evacuation of guests and visitors prior to evacuation orders being issued for residents in Zone A.

Policy 9

All temporary lodging uses shall comply with adopted City rules and regulations that ensure that projects approved as temporary lodging facilities are built, function, operate and are occupied exclusively as temporary lodging uses.

Permitted Uses and Standards

- (a) *Primary uses.* Residential; Temporary lodging uses - hotel, motel, resort condominium, bed & breakfast inn.
- (b) *Secondary uses.* None.
- (c) *Density/Intensity and Height Standards.*
 - (1) Residential use shall not exceed:
 - a. 7.5 dwelling units per acre for single family homes and duplexes; or
 - b. 18 dwelling units per acre for multi-family residential use on a minimum 1/3 acre buildable site; or
 - c. 21 dwelling units per acre for multi-family residential use on a minimum 1/2 acre buildable site; or
 - d. 24 dwelling units per acre for multi-family residential use on a minimum 3/4 acre buildable site.
 - e. Variances to exceed the maximum density above as established in this Future Land Use Plan shall be prohibited.
 - (2) Temporary Lodging use - motel and bed & breakfast inn. Temporary lodging units shall be allocated on a first come first serve basis utilizing the Temporary Lodging Unit Density Pool established below.
 - (3) *Temporary Lodging Unit Density Pool ("TLU Density Pool").* Density for temporary lodging uses in the Upham Beach Village District shall be regulated as follows:
 - a. The City shall establish a TLU Density Pool not to exceed 175 total units for the entire Upham Beach Village District; and
 - b. The TLU Density Pool shall be allocated by ordinance of the City Commission upon request of an individual property owner; and
 - c. Any TLU Density Pool allocation by ordinance per project shall not exceed the number of existing licensed temporary lodging units located on the development site; and
 - d. The remaining number of available TLU Density Pool units shall be specified in each City Commission ordinance allocating such units and each such ordinance shall provide that no units beyond those remaining in the TLU Density Pool shall be allocated to any subsequent temporary lodging use project in the Upham Beach Village District; and

- e. This limitation shall be absolute and shall apply regardless of the proposed size or density of the project requesting such allocation. Such units shall be established exclusive of any other use provided for in the District.
- (4) Impervious Surface Ratio shall not exceed:
- a. 0.85 for temporary lodging use; or
 - b. 0.70 for residential use; and
 - c. Variances to exceed the maximum impervious surface ratio established in the Future Land Use Plan shall be prohibited.
- (5) Height shall not exceed, but shall be permitted up to the following, subject to any height limitations contained in the City's Land Development Code:
- a. Thirty-five (35) feet above base flood elevation, inclusive of structured parking, for single family homes, duplexes and multi-family uses 18 dwelling units per acre or less; or
 - b. Forty-five (45) feet above base flood elevation, inclusive of parking, for multi-family residential use exceeding 18 dwelling units per acre and all temporary lodging uses; and
 - c. Any increases to, including variances to increase, the maximum height for each type of use set forth above for this Upham Beach Village character district shall be prohibited.

II.VI Commercial Corridor Blind Pass Road District (CC-1)

- (a) *Location and Character.* The Commercial Corridor Blind Pass Road District contains 7.4 acres or approximately one-half percent (0.5%) of the total land area of the City. This District is illustrated on the Special Planning Area 1 Character Districts Map (Map 1). Nearly all of the parcels fronting Blind Pass Road lost frontage property during the widening of the Road in 2003 expanding it from 2 lanes to 5 lanes. As a result, many of the parcels lost parking and are too shallow to provide standard parking and buffers from the residential neighborhoods causing commercial encroachment into almost exclusively single-family residential neighborhoods.
- (b) *Purpose and Intent; Redevelopment Incentives and Deterrents.* The following policies shall govern development in the Commercial Corridor Blind Pass Road District and are intended to facilitate assembly and redevelopment of commercial frontage parcels to increase lot depth and reduce non-residential encroachment into the existing residential neighborhoods, increase buffering between residential and nonresidential uses, redevelop sites to current code design and safety standards, as well as reduce curb cuts to reduce pedestrian/bicyclist - vehicular conflict and improve traffic flow.

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 facade 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 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, regardless of whether the development site is expanded by assembling parcels of land.

Policy 5

Vehicular access from side streets shall be encouraged for residential development provided such access is not incompatible with the residential neighborhood abutting the redevelopment.

Policy 6

Professional landscaping and design standards consistent with the standards contained in the LDC Land Development Code shall be the minimum required on the entire building site where any new development will occur, with particular emphasis on screening and buffering from adjacent residential uses.

Permitted Uses and Standards

- (a) *Primary uses.* Commercial and office; Mixed-Use Residential/Commercial/Office; Residential.
- (b) *Secondary uses.* Commercial and office.
- (c) *Density/Intensity and Height Standards.*
 - (1) *Density.* Residential Use shall not exceed:
 - a. 7.5 dwelling units per acre for single family homes and duplexes for lots that do not access Blind pass Road; or
 - b. 12 dwelling units per acre for a multi-family residential use as part of a mixed-use residential/commercial/office project on a minimum half-acre buildable site with commercial or office on the first floor at street level and residential use permitted on the second and third floors only; and
 - c. Variances to increase the density above as established in the Future Land Use Plan shall be prohibited.
 - (2) *Intensity.* Commercial and office - shall not exceed a floor area ratio of:
 - a. 0.7 as an exclusive nonresidential use; or
 - b. 0.9. as part of a mixed-use residential/commercial/office project on a minimum half-acre buildable site with commercial or office on the first floor at street level and residential use permitted on the second and third floors only; and
 - c. Variances to exceed the maximum density or floor area ratio established in this Future Land Use Plan shall be prohibited.
 - (3) Impervious Surface Ratio shall not exceed:
 - a. 0.70 for all new development; and
 - b. Variances to exceed the maximum impervious surface ratio above as established in this Future Land Use Plan shall be prohibited.
 - (4) Height shall not exceed, but shall be permitted up to, the following, subject to any height limitations contained in of the City's Land Development Code:
 - a. Twenty-eight (28) feet for an exclusively nonresidential use only; or
 - b. Forty (40) feet for mixed-use development projects located on a minimum half-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; and
 - c. Any increases to, including variances to increase, the maximum height for each type of use set forth above for this Commercial Corridor Blind Pass Road character district shall be prohibited.

II.VII Commercial Corridor Gulf Boulevard District (CC-2)

- (a) *Location and Character.* Commercial Corridor Gulf Boulevard District contains 21.58 acres or less than two percent (2%) of the total land area of the City. This District is illustrated on the Special Planning Area 1 Character Districts Map (Map 1). This District also has substandard parking, narrow-depth lots that encroach into adjacent residential neighborhoods and too many curb cuts that create pedestrian-vehicular conflict and impede traffic flow on Gulf Boulevard.
- (b) *Purpose and Intent; Redevelopment Incentives and Deterrents.* The following policies shall govern development in the Commercial Corridor Gulf Boulevard District and are intended to allow for the assembly of land to increase lot depth and reduce nonresidential encroachment into adjacent residential neighborhoods, increase buffering between residential and non-residential uses, as well as redevelop to current code design and safety standards, reduce curb cuts that will improve traffic flow on Gulf Boulevard and reduce pedestrian/bicyclist-vehicular conflict:

Policies:

Policy 1

Architectural design features that provide visual interest, are aesthetically pleasing and relate to the human scale at street level for any facade 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

Utility Easements and sidewalks shall be required on all development projects if existing conditions permit the construction of a sidewalk and location of a utility easement that can be integrated into the redevelopment site plan without undue hardship to the property owner.

Policy 5

A physical buffer that may include landscaping and privacy walls adjacent to existing residential properties shall be required for all new nonresidential development and redevelopment or renovation, regardless of whether the development site is expanded by assembling parcels of land.

Policy 6

Vehicular access from side streets shall be encouraged for residential development provided such access is not incompatible with the residential neighborhood abutting the redevelopment.

Policy 7

Professional landscaping and design standards consistent with the standards contained in the Land Development Code shall be the minimum required on the entire building site where any development will occur, with particular emphasis on screening and buffering from adjacent residential uses and on Gulf Boulevard frontage.

Permitted Uses and Standards

- (a) *Primary uses.* Commercial and office; Mixed-Use Residential/Commercial/Office.
- (b) *Secondary uses.* Commercial and office.
- (c) *Density/Intensity and Height Standards.*
 - (1) *Density.* Residential Use shall not exceed:
 - a. 7.5 dwelling units per acre for single family homes and duplexes for lots that do not access Gulf Boulevard; or
 - b. 12 dwelling units per acre for a multi-family residential use as part of a mixed- use residential/commercial/office project located on a minimum half-acre buildable site with commercial or office on the first floor at street level and residential use permitted on the second and third floors only; and
 - c. Variances to increase the density above as established in the Future Land Use Plan shall be prohibited.
 - (2) *Intensity.* Commercial and office - shall not exceed a floor area ratio of:
 - a. 0.7 as an exclusive nonresidential use; or
 - b. 0.9. as part of a mixed-use residential/commercial/office project on a minimum half-acre buildable site with commercial or office on the first floor at street level and residential use permitted on the second and third floors only; and
 - c. Variances to exceed the maximum density or floor area ratio above as established in this Future Land Use Plan shall be prohibited.
 - (3) Impervious Surface Ratio shall not exceed:
 - a. 0.70 for all new development; and
 - b. Variances to exceed the maximum impervious surface ratio above as established in this Future Land Use Plan shall be prohibited.
 - (4) Height shall not exceed, but shall be permitted up to, the following, subject to any height limitations contained in the City's Land Development Code:
 - a. Twenty-eight (28) feet for an exclusively nonresidential use only; or
 - b. Forty (40) feet for a mixed-use development project located on a minimum half-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; and
 - c. Any increases to, including variances to increase, the maximum height for each type of use set forth above for this Commercial Corridor Gulf Boulevard character district shall be prohibited.

Section 3. Transportation

3.1. Introduction

This section provides the relevant data, inventory, and analysis of current transportation conditions in support of the City's Transportation Element of their Comprehensive Plan, as described in Section 163.3177(1)(f), Florida Statutes.

3.2. Existing Condition of Roadways

The existing condition of transportation infrastructure within the City of St. Pete Beach were identified in this section, including an inventory of sidewalks, trails, bicycle facilities, transit service, roadway characteristics, functional classification, ownership, and traffic counts. This information was used to identify existing levels of service for roadways and create an inventory of multimodal facilities within the City.

St. Pete Beach is served by a network of State and local roads which range from Gulf Blvd/Blind Pass Rd (SR 699) to local neighborhood streets. **Table 16** summarizes the jurisdiction, functional classification, and number of lanes of key roadways within the City. The information is also illustrated in **Map 9** and **Map 10**.

3.2.1. Jurisdiction

The jurisdiction refers to the "ownership" of the roadway. For example, the Florida Department of Transportation (FDOT) has the responsibility to maintain roadways within their jurisdiction. FDOT also controls the access to these roads. Pinellas County and the City have similar responsibilities for roads within their jurisdiction. As shown in **Map 9**, FDOT has jurisdiction over the Pinellas Bayway, Gulf Blvd, Blind Pass Rd, and Pasadena Ave S. The City of St Pete Beach has jurisdiction over all other roads.

3.2.2. Functional Classification

All roadways within St. Pete Beach are assigned a Functional Classification. Functional classification is the assignment of roadways into classes, or systems, according to the character of service they provide relative to the total roadway network. The designation of functional classification is made at least once every 10 years following the decennial census. Roadways in the City of St. Pete Beach fall under three functional classification categories: Minor Arterial, Collector, and Local.

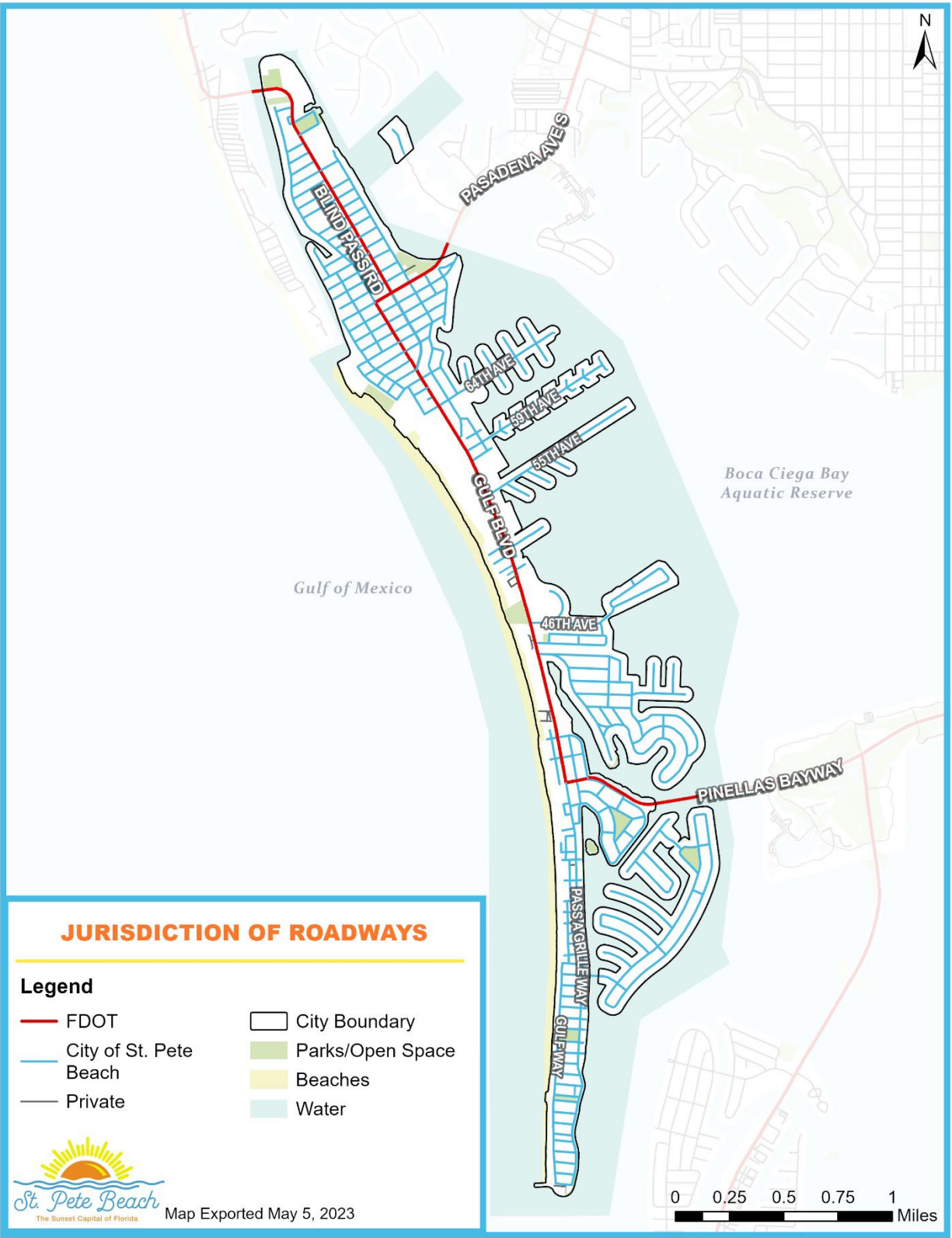
Table 16. Number of Lanes, Functional Classification, and Jurisdiction of Key Roadways

(Source: Pinellas County Public Works, Data Updated August 2022)

Roadway	From	To	No. Lanes	Functional Classification	Jurisdiction
Gulf Way	Pass-A-Grille Way	21 st Ave	2	Local	St. Pete Beach
Pass-A-Grille Way	1 st Ave	5 th Ave	2	Local	St. Pete Beach
Pass-A-Grille Way	5 th Ave	SR-682/Pinellas Bayway	2	Collector	St. Pete Beach
Gulf Blvd	SR-682/Pinellas Bayway	75 th Ave	4	Minor Arterial	FDOT
Pinellas Bayway	Gulf Blvd	SR-679/Pinellas Bayway	4	Minor Arterial	FDOT
Gulf Winds Dr	SR-699/Gulf Blvd	73 rd Ave	2	Collector	St. Pete Beach
Blind Pass Rd	Gulf Blvd	75 th Ave	2	Minor Arterial	St. Pete Beach

Roadway	From	To	No. Lanes	Functional Classification	Jurisdiction
Blind Pass Rd	75 th Ave	1 st St E (<i>Treasure Island</i>)	4	Minor Arterial	FDOT
75 th Ave	Blind Pass Road	Sailboat Key Rd (<i>South Pasadena</i>)	4	Minor Arterial	FDOT

Map 9. Jurisdiction of Roadways
(Source: Pinellas County Public Works, Data Updated August 2022)



3.2.3. Level of Service

Level of Service (LOS) is a quantitative stratification of quality of service, as established in the Highway Capacity Manual, published by the Transportation Research Board. FDOT defines quality of service as a traveler-based perception of how well a transportation service or facility operates. LOS measures a performance standard that represents quality of service on an A through F scale, with A being the best operating conditions and F being the worst operating conditions from a traveler's perspective. It is important to note that LOS for urban roadways, which are controlled by signals, is based on average travel speeds over a distance of 0.5 to 2 miles. **Table 17** summarizes the LOS for roadways based on the speed limit of the roadway.

Table 17. Roadway Level of Service Thresholds
(Source: FDOT 2013 Q/LOS Handbook)

Speed Limit	Average Travel Speed for 0.5 to 2 miles			
	LOS C	LOS D	LOS E	LOS F
40 MPH or Higher	>23 MPH	>18 MPH	>15 MPH	≤15 MPH
35 MPH or Slower	>17 MPH	>13 MPH	>10 MPH	≤10 MPH

Recognizing that it is costly to measure average travel speeds, traffic volumes are often used as a surrogate for the average travel speeds based on models that FDOT has developed to correlate traffic volumes with the projected travel speeds. **Table 18** summarizes the generalized peak hour directional volumes for level of service for signalized roadways, based on the speed limit in miles per hour (MPH) of the facility.

Currently the City has established a LOS Standard of D for all arterial and collector roads within the City.

Table 18. Generalized Peak Hour Directional Volumes for Signalized Roadways
(Source: FDOT 2020 Q/LOS Handbook)

Lanes	Median	LOS C	LOS D	LOS E
Speed Limit ≥ 40 MPH				
1	Undivided	830	880	n/a
2	Divided	1,910	2,000	n/a
3	Divided	2,940	3,020	n/a
Speed Limit ≤ 35 MPH				
1	Undivided	370	750	800
2	Divided	730	1,630	1,700
3	Divided	1,170	2,520	2,560
Non-State Signalized Roadway Adjustments				
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
1	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
Any	n/a	n/a	Yes	+5%

It should be noted that FDOT does not identify service volumes for LOS A or B and that LOS E is not applicable for roadways with a speed limit greater than or equal to 40 MPH.

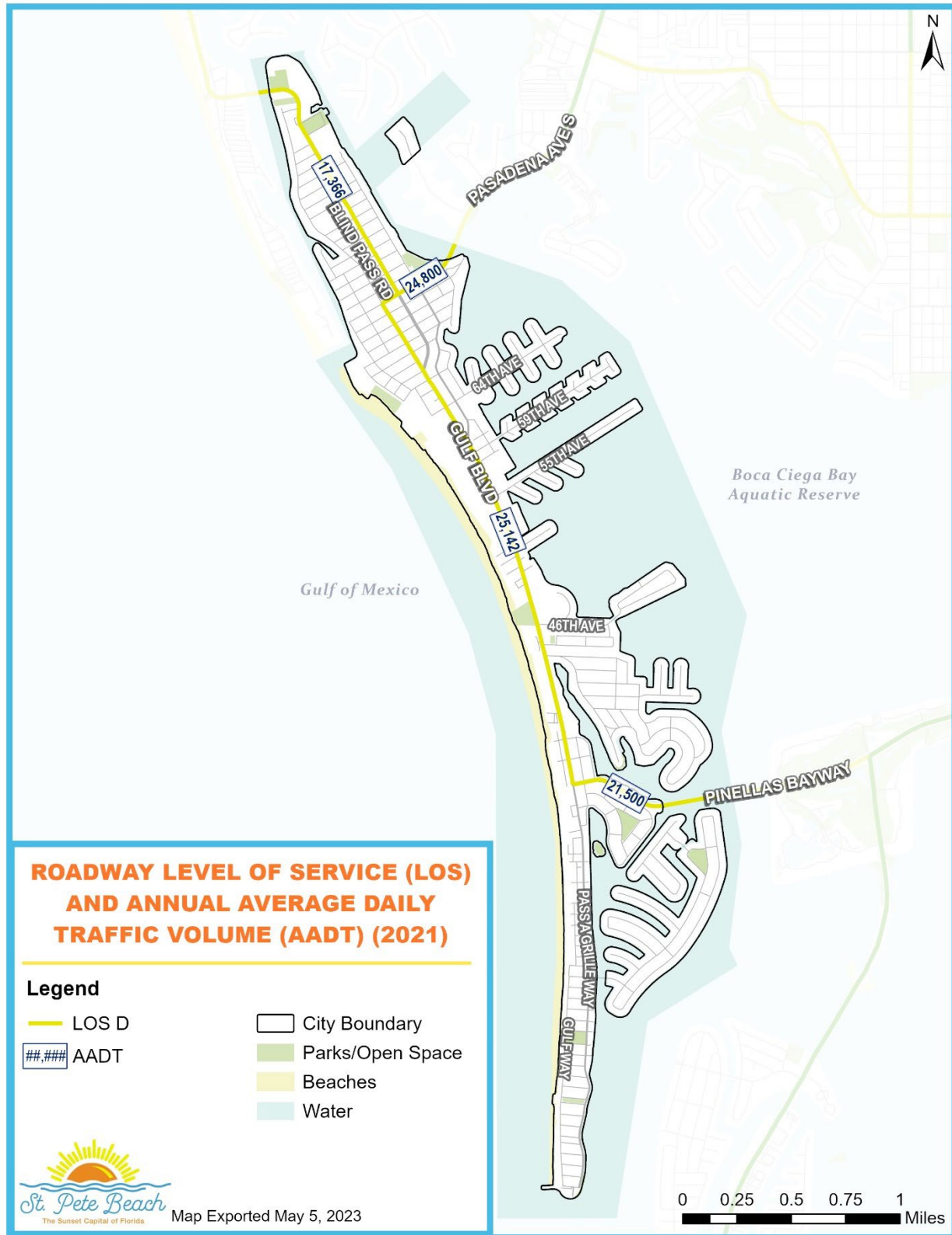
The existing LOS for roadways within St. Pete Beach, along with the number of lanes, annual average daily traffic volume (AADT), and peak hour peak direction (PHPD) traffic volume, are identified in **Table 19** and illustrated in **Map 11**.

Table 19. 2021 Roadway Levels of Service

(Source: FDOT Florida Traffic Online GIS Database, Forward Pinellas 2022 Annual Level of Service Report)

Roadway	From	To	No. Lanes	AADT	PHPD	Road LOS
Gulf Blvd	SR 682 / Pinellas Bayway	75 th Ave	4D	25,142	1,201	D
Pinellas Bayway	Gulf Blvd	S679/Pinellas Bayway	4D	21,500	1,123	D
Blind Pass Rd / SR 699	75 th Ave / Corey Ave	W Gulf Blvd (Treasure Island)	4D	17,366	867	D
Corey Causeway/ 75th Ave	Gulf Blvd	Shore Dr (South Pasadena)	4D	24,800	1,123	D

Map 11. Roadway Level of Service and Traffic Volume
(Source: Forward Pinellas, 2021)



3.3. Existing Pedestrian and Bicycle Facilities

3.3.1. Pedestrian Facilities

Forward Pinellas and the City of St. Pete Beach maintain inventories of sidewalks and trails within the City. Most of the roads classified as minor arterials have sidewalks on both sides of the road. There is currently one trail within the City along the Pinellas Bayway, and Forward Pinellas is proposing an additional trail along the Gulf Coast, additional detail can be found in Section 3.6.1.2 of this report. **Map 12** shows the existing sidewalks and crossings within the City.

As shown on **Map 12** sidewalks are provided along all arterial and most collector roadways. Additionally, a large number of local streets also provide sidewalks. In total, there are 30.6 miles of sidewalk within the City of St. Pete Beach. Most of the mid-block crossings and signalized intersections in the City are located along Pass-a-Grille Way, Gulf Boulevard, and Blind Pass Road. These crossing improvements provide pedestrians a safe way to access the beaches and other amenities on either side of the City.

Currently, the City does not have a LOS Standard for pedestrian facilities.

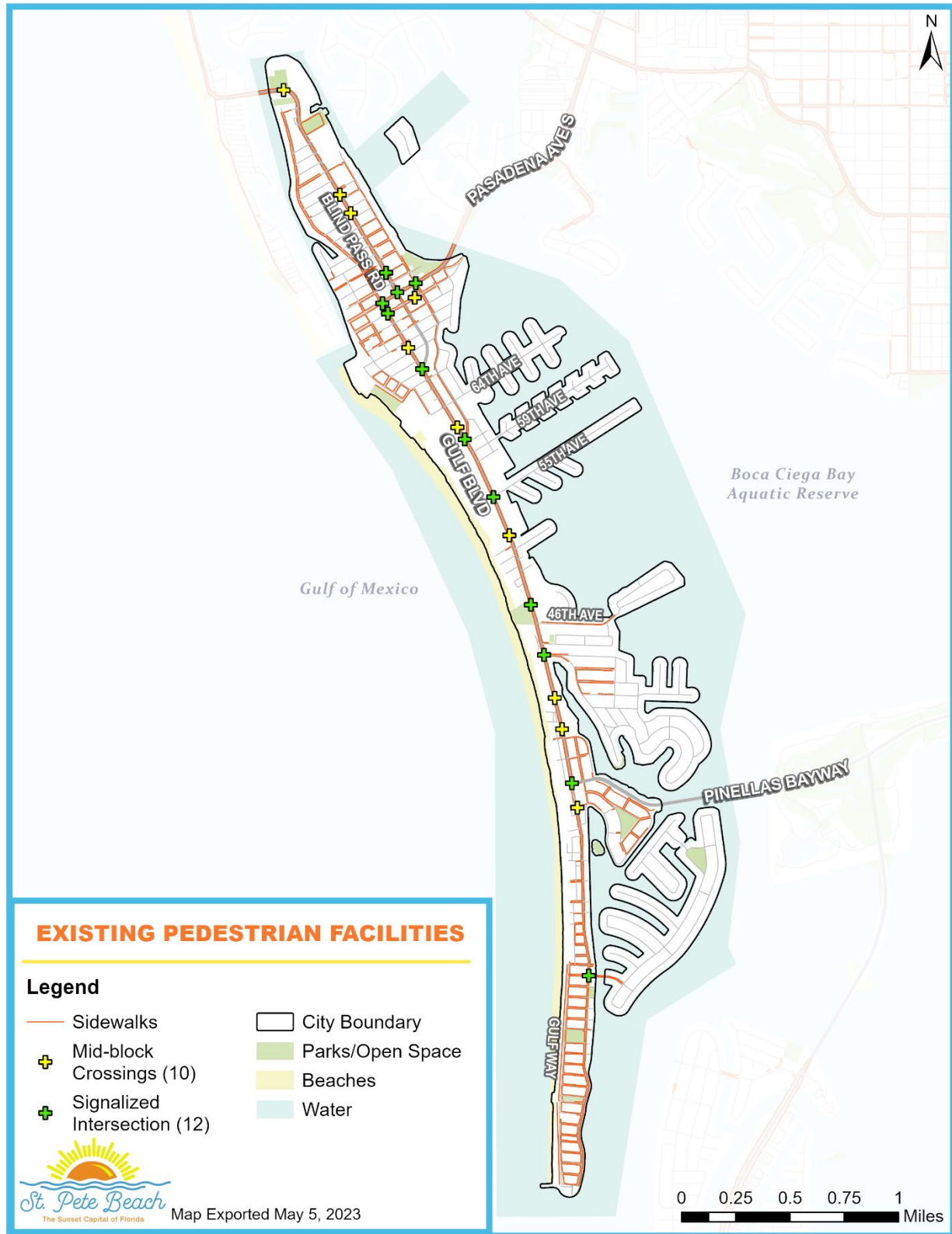
3.3.2. Bicycle Facilities

Forward Pinellas and the City of St. Pete Beach maintain an inventory of bicycle facilities and bicycle routes within the City. **Map 13** shows the existing bicycle facilities within the City. In total, the City has 7.7 miles of bicycle and trail facilities. The City's bicycle network is comprised of 6.5 miles of separated 4-foot on-street bike lanes, which are provided primarily along Gulf Boulevard and Blind Pass Road, 0.3 miles of shared lane markings (also known as "sharrows"), and 0.9 miles of 12-foot multi-use path, which is the portion of the Bayway Trail that crosses into the City's boundaries.

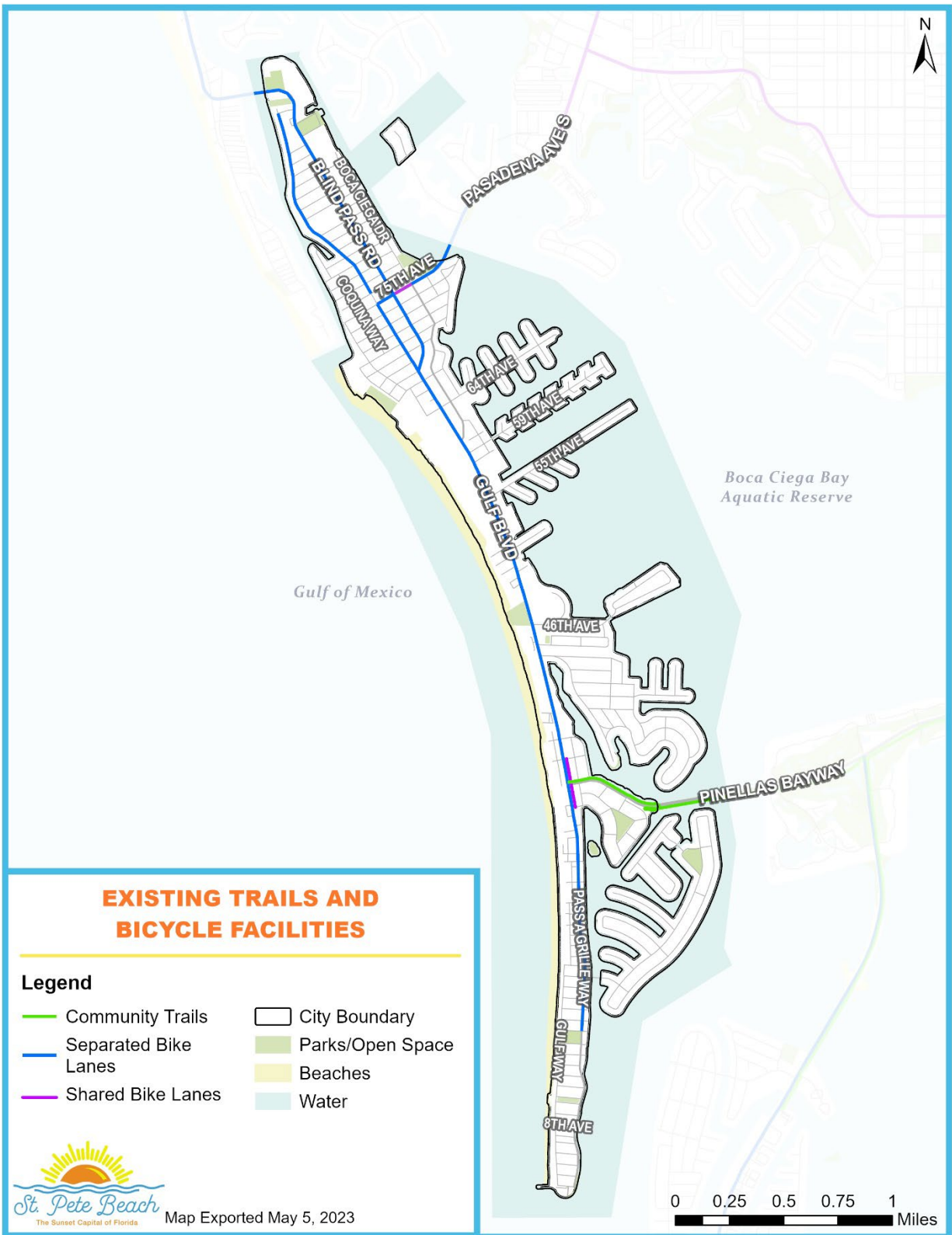
Currently, the City does not have a LOS Standard for bicycle facilities.

Map 12. Existing Pedestrian Facilities

(Source: Pinellas County and City of St. Pete Beach, Data Updated February 2021 and April 2023, respectively)



Map 13. Existing Trails and Bicycle Facilities
(Source: Forward Pinellas and City of St. Pete Beach, Data Updated May 2023)



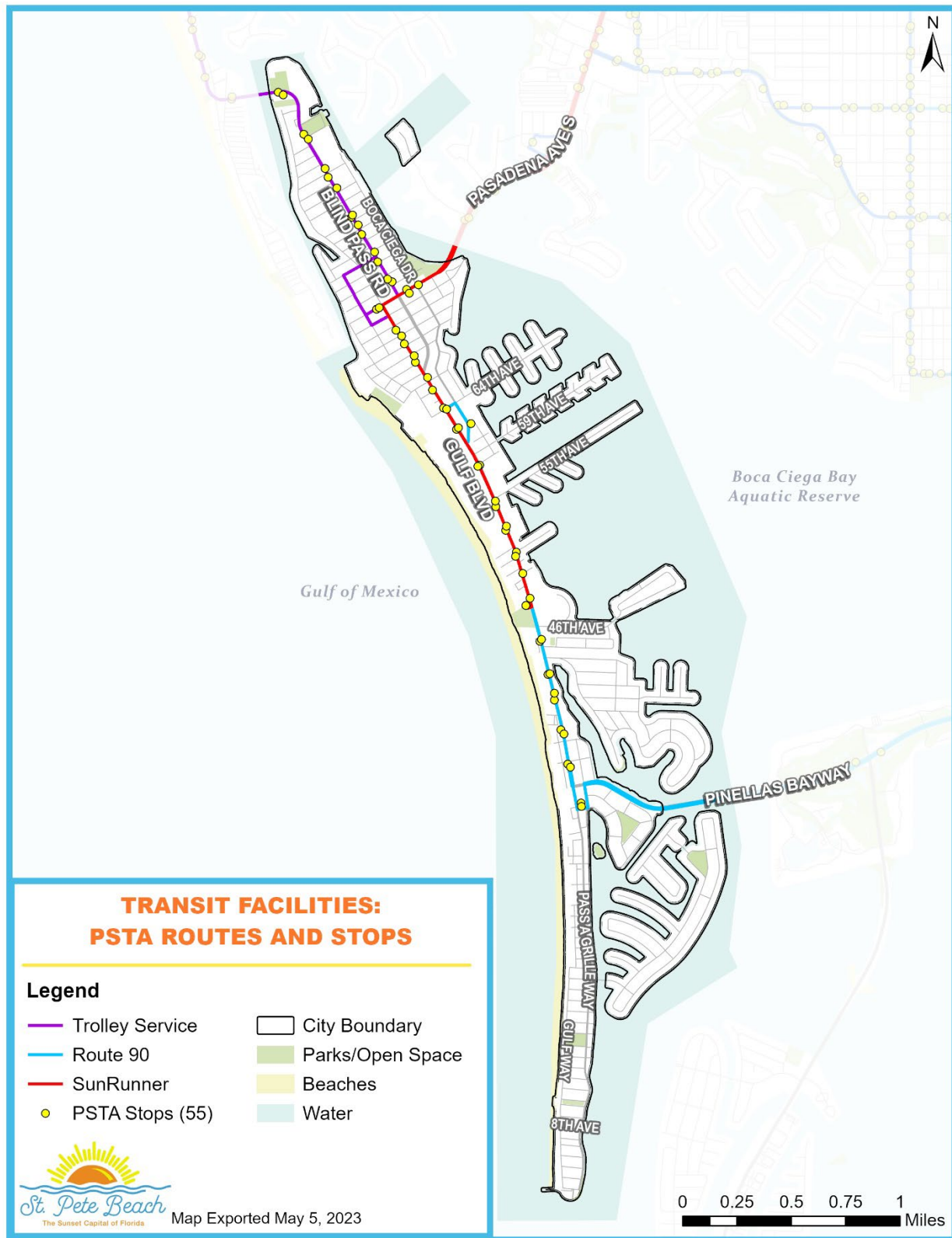
3.4. Existing Transit Facilities

The Pinellas Suncoast Transit Authority (PSTA) provides bus service to the City. There are currently four routes that operate in the City: two routes are trolley service, one is commuter service (meaning the route only operates in one direction during morning and afternoon peak hours), and one is Pinellas County's first-ever bus rapid transit (BRT) service, the SunRunner BRT which opened in October 2022. As of October 2022, PSTA reported that it maintains 55 bus stops in the City of St. Pete Beach, five of which include level-boarding, elevated platforms and digital kiosks to support the SunRunner BRT service. **Table 20** shows the route schedule for each route that operates in the City, and **Map 14** shows the route and location of bus stops.

Table 20. PSTA Bus Route Schedule and Headways
(Source: PSTA, May 2023)

Route	Hours	Headway
Central Avenue Trolley (CAT) (St. Pete Beach Access to St. Pete Pier in Downtown St. Petersburg)	7:05AM – 6:05PM 7:10AM – 9:40PM from 75 th Ave & Gulf Blvd* <i>*Runs until 12:05AM on Friday and Saturday</i>	30 minutes
Route 90 – Commuter Service (Timepoints at 55 th Ave & Gulf Blvd [Tradewinds Resort] and Maritana Dr & Gulf Blvd [DonCesar Beach Resort] in St. Pete Beach to Grand Central Terminal in St. Petersburg)	AM Service – to Grand Central Terminal (GCT), Mon-Sun • Depart Maritana Dr at 7:35 AM, arrive at GCT at 8:05AM • -OR- Depart 55 th Ave at 9:01, arrive at GCT at 9:35AM PM Service – from Grand Central Terminal (GCT), Mon-Fri • 55 th Ave: arrive from GCT at 4:20PM or 5:30PM • Maritana Dr: arrive from GCT at 4:25PM or 5:35PM	N/A
Suncoast Beach Trolley (SCBT) (75 th Ave & Gulf Blvd in St. Pete Beach to Park Street Terminal in Downtown Clearwater)	5:25AM – 9:45PM* <i>*Runs until 11:45PM on Friday and Saturday</i>	30 minutes
SunRunner BRT (St. Pete Beach to Downtown St. Petersburg)	6AM – 12AM	15 minutes until 8PM, 30 minutes after 8PM

Map 14. Transit Facilities: PSTA Routes and Stops
(Source: Pinellas Suncoast Transit Authority, Data Updated October 2022)



3.5 Other Modes of Transportation

In 2019, the City of St. Pete Beach opened a Request for Proposal (RFP) to acquire micro-transit services in response to PSTA bus service no longer serving the Pass-a-Grille area. The City selected Freebee, a micro-transit provider, to serve the City for three years, with the options to renew the contract for additional years. Freebee was initially contracted to only serve the area between Pass-a-Grille and St. Pete Beach Access (47th Avenue and Gulf Boulevard), but as its popularity grew it expanded service to cover the entire City, from Blind Pass Bridge to Pass-a-Grille, in October 2022. The service does not bring riders to locations outside of the City's limits.

The Freebee is a free, on-demand micro-transit service, meaning that riders use an app (the Freebee app) to request a ride and a Freebee car comes to pick them up and drop them off at their requested locations. Riders can also flag down a Freebee to ride, like a taxi. Freebee vehicles have a six-person capacity, meaning they can pick up a maximum of five riders at a time. The Freebee operates Monday through Sunday from 6:00AM to 12:00AM and is free of charge to riders.

As of May 2023, it is undetermined if the City will continue to utilize, change or extend Freebee's contract.

3.6. Future Condition of Transportation Facilities

3.6.1. Planned Improvements

The City has recently completed several transportation planning projects to support the goals and objectives of both its Comprehensive Plan and *Vision 2030* Strategic Plan. In 2021, the City completed its city-wide multimodal plan, the *St. Pete Beach Multimodal Plan*, which recommended improvements for multimodal transportation projects within the City in five improvement categories: bike, corridor, crossings, intersection, and accessibility. Recommendations included adding shared lane markings and protected bike lanes, midblock crossings, and leading pedestrian intervals (LPIs) in appropriate locations identified within the plan, reducing signal wait times and curb radii, and constructing a trail/boardwalk along the coast from Boca Ciega Drive and 78th Avenue to Corey Avenue and Boca Ciega Bay. In addition, in 2022 the City completed its *ADA Improvements Assessment*, in which all ADA deficiencies throughout the City's roadway network were mapped and used to generate a list of improvements and estimated costs to correct ADA deficiencies. As of May 2023, the City also has two other planning efforts in progress: the *Downtown Core Complete Streets Study* and the *Gulf Boulevard Safety Study*. The *Downtown Core Complete Streets Study*, led by the City, will provide recommendations for Complete Streets improvements for roadways within the City's Downtown Core (comprised of the TC-1, TC-2, and CC-1 zoning districts) to improve safety, connectivity, and accessibility in the area. The *Gulf Boulevard Safety Study*, led by Forward Pinellas in partnership with the City of St. Pete Beach and City of Treasure Island, is part of the City- and County-wide Vision Zero initiative to eliminate traffic-related fatalities and serious injuries. The *Gulf Boulevard Safety Study* is focused on Gulf Boulevard and will also recommend improvements to improve safety for all roadway users (i.e., motorists, pedestrians, bicyclists, transit riders, etc.) along Gulf Boulevard.

Sections 3.6.1.1 through 3.6.1.4, below, list improvements that were identified in either FDOT's Five-Year Work Program for FY 2023 – FY 2027, Forward Pinellas's *Advantage Pinellas Long Range Transportation Plan (2045 LRTP)*, or in the City of St. Pete Beach's Capital Improvements Plan (CIP).

3.6.1.1. Planned Roadway Improvements

Forward Pinellas has not identified any roadway improvements within the City of St. Pete Beach.

The following street improvements are identified in the City's FY 2023 – FY 2027 CIP. Several street improvements are inclusive of vehicle, bicycle, and pedestrian improvements.

- Gulf Winds Drive – reconstruct Gulf Winds Drive from Gulf Blvd to 75th Ave to include multi-modal surface modifications (e.g., pedestrian scale lighting, enhanced landscaping, traffic calming, wider sidewalks, and bicycle lanes) and replacement of reclaimed water service lines and sanitary sewer laterals. Construction will occur during FY 2023.

- Street Rehabilitation Program – citywide street reconstruction, mill and fill, overlay, and various level of seal coating for designated areas and specified concrete and brick locations. Streets are selected using the Pavement Condition Index, previously updated in FY 2019. Construction will occur between FY 2023 and FY 2027.
- Asphalt Replacement Program – Continue the program introduced in FY 2022 that seeks to improve the aesthetics and safety on neighborhood streets with excessive asphalt. Construction will occur in FY 2024.
- Gulf Boulevard Improvements – Focus on beautification and safety improvements for cyclists and pedestrians by lengthening landscape medians, widening sidewalks, adding green bike lane treatments, etc. Construction will occur in FY 2023.
- Sunset Way Mobility Improvements – Provide pedestrian safety and traffic improvements along Sunset Way, and the north-end of Upham Beach. Construction will occur in FY 2023.
- Mangrove/73rd Avenue Mobility Improvements – Install sidewalks and additional parking opportunities on Mangrove and 73rd Ave. Construction will occur in FY 2023.

The following projects are located within the City of St. Pete Beach's jurisdictional boundaries and are funded in FDOT's Five-Year Work Program for FY 2023 – FY 2027:

- Bridge Repair/Rehabilitation on the Corey Causeway (also known as Pasadena Avenue S or 75th Avenue). Preliminary Engineering is scheduled and funded for FY 2024 and Construction is scheduled and funded in FY 2025.
- Roadway Resurfacing on Blind Pass Road/Gulf Boulevard (SR 699) from 98th Avenue in the City of Treasure Island to north of 75th Avenue in the City of St. Pete Beach. Preliminary Engineering is scheduled and funded for FY 2024 and Construction is scheduled and funded in FY 2025.

3.5.1.2. Planned Pedestrian Improvements

Forward Pinellas identifies a proposed Community Trail, named the South Beaches Trail, in the *Advantage Pinellas Active Transportation Plan*, a component of the 2045 LRTP. While this proposed trail is not included in the top ten priority list, it is still included in the Countywide vision plan.

The following pedestrian improvements are identified in the City's FY 2023 – FY 2027 CIP:

- Dune Crossover Replacement – the dune crossovers on 51st and 52nd Avenue are currently under evaluation for materials selection to replace the existing crossovers. Construction will occur in FY 2024.

3.5.1.3. Planned Bicycle Improvements

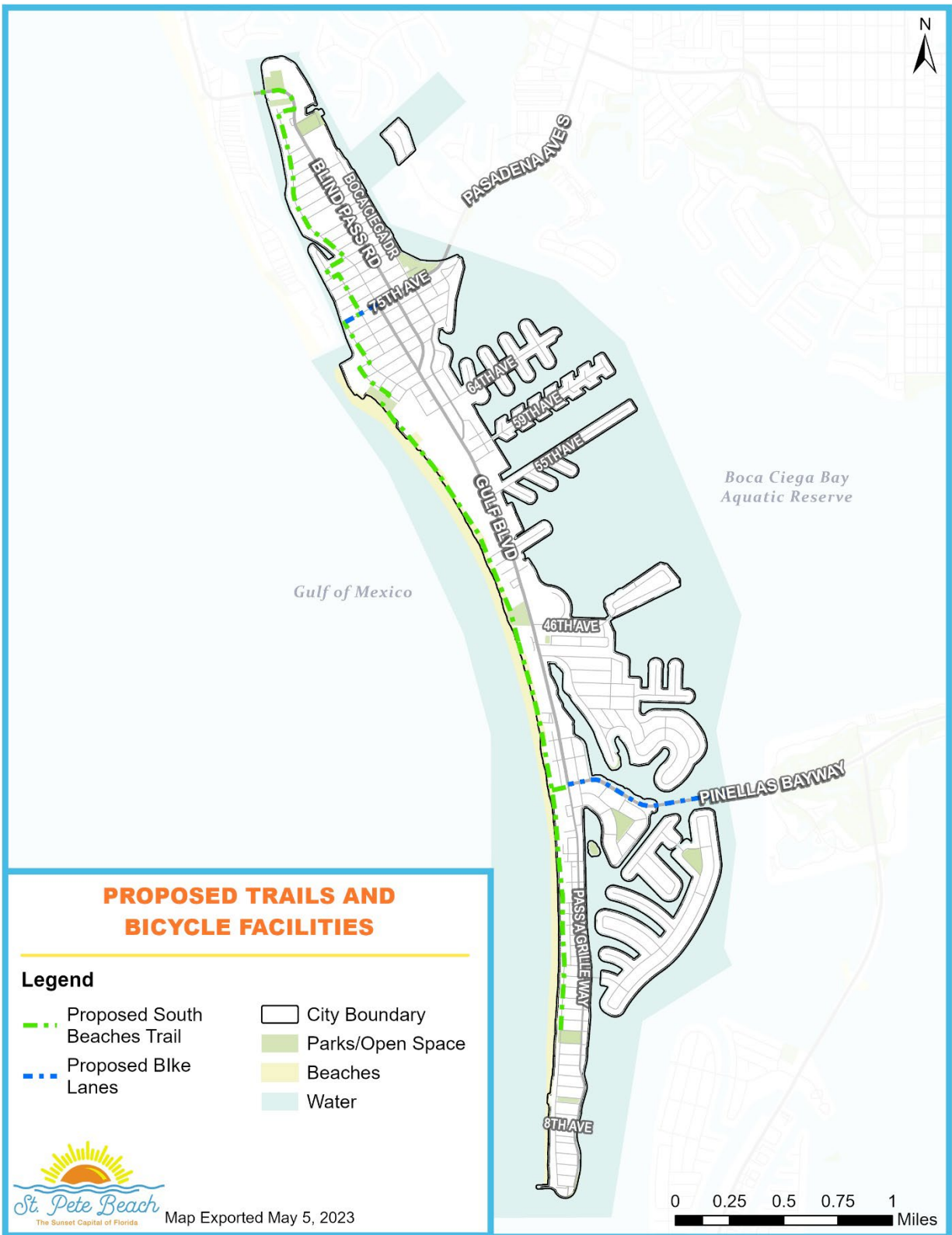
Forward Pinellas identifies a proposed Community Trail named South Beaches Trail in the *Advantage Pinellas Active Transportation Plan*. While this proposed trail is not included in the top ten priority list, it is still included in the Countywide vision plan.

Additionally, Bike Lanes are proposed for Pinellas Bayway and on 75th Ave from the Gulf Coast to Gulf Blvd (see **Map 15**).

3.5.1.4. Planned Transit Improvements

PSTA has not listed any priorities related to expanding service in the City of St. Pete Beach as of its FY 2021 – 2030 Transit Development Plan (TDP). Priorities listed in the TDP that may lead to improvements along existing service routes in the City include systemwide night and weekend service expansion, increased frequency of non-core routes (Route 90 is a non-core route), expansion of mobility programs, and capital upgrades related to technology, transit facilities, and electric bus infrastructure.

Map 15. Planned Pedestrian and Bicycle Facilities
(Source: Forward Pinellas, Data Updated January 2023)



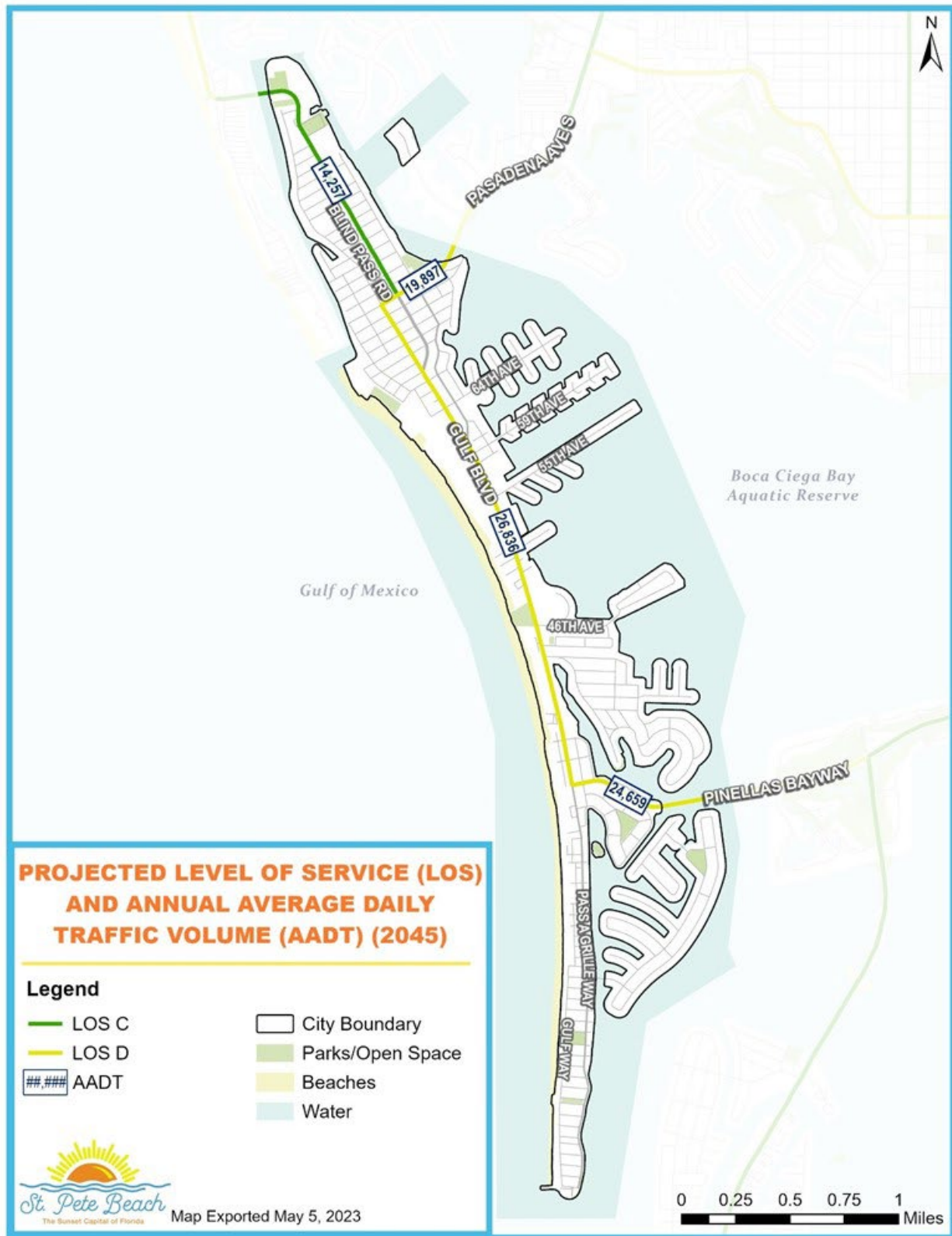
3.6.2. Future Level of Service

Future Level of Service and traffic volume through year 2045 was sourced from Forward Pinellas. These conditions are summarized on **Map 16** and compared to 2021 annual average daily traffic volume (AADT), peak hour peak direction traffic volume (PHPD), and LOS in **Table 21**. All roadways are projected to operate at LOS D or better in 2045.

Table 21. Comparison of Existing (2021) and Future (2045) Roadway LOS and Traffic Volume
(Source: Forward Pinellas 2022 Annual Level of Service Report and 2045 Socioeconomic Data Forecasts for the 2045 Advantage Pinellas Long Range Transportation Plan)

Roadway	From	To	Existing Condition (2021)			Projected Future Condition (2045)		
			AADT	PHPD	Road LOS	AADT	PHPD	Road LOS
Gulf Blvd	SR-682/ Pinellas Bayway	75 th Ave	25,142	1,201	D	26,836	1,282	D
Pinellas Bayway	Gulf Blvd	SR 679/ Pinellas Bayway	21,500	1,123	D	24,659	1,288	D
Blind Pass Road/ SR 699	75 th Ave/ Corey Ave	W Gulf Blvd (Treasure Island)	17,366	867	D	14,257	685	C
Corey Causeway/ 75th Ave	Gulf Blvd	Shore Dr (South Pasadena)	24,800	1,123	D	19,897	1,004	D

Map 16. Future Projected Level of Service and Traffic Volume (2045)
(Source: Forward Pinellas, Projections Produced in 2021 for Year 2045)



Section 4. Housing

4.1. Introduction

Pursuant to the requirements in Section 163.3177(6)(f), Florida Statutes, the Housing Element consists of a data inventory and analysis (DIA) that will inform housing decision making in the City of St. Pete Beach. The City's housing trends and needs are evaluated in this analysis to ensure a proper mix of housing types are available to accommodate the diverse housing needs necessary to achieve a livable community.

4.2. Existing Housing Characteristics

This section provides an inventory and comparison of housing characteristics and conditions for the City of St. Pete Beach. Several data sources were used to compile this analysis. The principal sources of data include the 2020 U.S. Census and the 2021 American Community Survey (ACS) 5-Year Estimates. These specific resources comprise the most current and accurate information available. The Pinellas County data in **Table 22** though **Table 34** is presented as a point of comparison and represents the entire County, including all incorporated and unincorporated areas.

4.2.1. Dwelling Units by Structure Type

A comparison of dwelling units by structure type for the City of St. Pete Beach and Pinellas County is displayed in **Table 22**. Multi-family homes make up most of the inventoried housing within St. Pete Beach. This is opposite the County, where most of the inventoried housing is Single Family homes.

Table 22. Dwelling Unit by Structure
(Source: 2021 ACS 5-Year Estimates)

Dwelling Units	St. Pete Beach		Pinellas County	
	Units	Percent	Units	Percent
Single Family	3,230	40.4%	277,165	53.9%
Multifamily	4,712	59.0%	190,561	37.0%
Mobile Home	47	0.6%	46,520	9.0%
Other (Boat, RV, Van, Etc.)	0	-	420	0.1%
Total	7,989	-	514,666	-

4.2.2. Housing Occupancy

Table 23 shows the housing occupancy status for the City and County. Out of the City's 7,989 housing units, 42.0% are vacant and 58.0% are occupied. Compared to the County, the City has a larger proportion of vacant housing units (42.0% vacancy rate in the City compared to 19.2% in the County). Like the County, the majority of the City's 4,630 occupied units are owner-occupied (76.3%). Just under one-quarter of the City's occupied housing units are renter-occupied (23.7%).

Table 23. Dwelling Unit Occupancy Status
(Source: 2021 ACS 5-Year Estimates)

Occupancy Status	St. Pete Beach		Pinellas County	
	Units	Percent	Units	Percent
Vacant Housing Units	3,359	42.0%	98,936	19.2%
Occupied Housing Units	4,630	58.0%	415,730	80.8%
Owner-occupied	3,533	76.3%	285,397	68.6%
Renter-occupied	1,097	23.7%	130,333	31.4%
Total (Vacant + Occupied)	7,989	-	514,666	-

4.2.3. Housing Vacancy

Table 24 shows the types, or uses, of vacant units in the City and the County. Most of the City's 3,359 vacant housing units are being used for Seasonal, Recreational, or Occasional Use, comprising 73.5% of vacant units and 30.9% of the City's total housing stock. Most of the County's vacant housing units are also used for Seasonal, Recreational, or Occasional Use, although they comprise a smaller proportion of the overall housing stock when compared to the City.

Table 24. Vacant Units by Type
(Source: 2021 ACS 5-Year Estimates)

Vacant Unit Type	St. Pete Beach			Pinellas County		
	Units	Percent of Vacant Units	Percent of Total Housing Units	Units	Percent of Vacant Units	Percent of Total Housing Units
Vacant Units for Rent	248	7.4%	3.1%	13,369	13.5%	2.6%
Vacant Units for Sale Only	110	3.3%	1.4%	5,306	5.4%	1.0%
Vacant Units Rented or Sold, Not Occupied	139	4.1%	1.7%	5,315	5.4%	1.0%
Vacant Units for Seasonal, Recreational, or Occasional Use	2,470	73.5%	30.9%	50,503	51.0%	9.8%
Vacant Units for Migrant Workers	0	0.0%	-	92	0.1%	0.02%
Other Vacant Units	392	11.7%	4.9%	24,351	24.6%	4.7%
Total Vacant Housing Units	3,359	-	42.0%	98,936	-	19.2%
Total Housing Units	7,989	-	-	514,666	-	-

4.2.4. Dwelling Units by Age of Construction

Table 25 compares the age of housing units in the City of St Pete Beach and Pinellas County. The highest percentage of housing unit construction in both the City and the County occurred between 1950 and 1989. As shown below, most of the City's housing stock (77.5%) was constructed between 1950 and 1989, with 30.9% constructed between 1970 and 1979.

Table 25. Dwelling Unit by Age
(Source: 2021 ACS 5-Year Estimates)

Year Structure Built	St. Pete Beach		Pinellas County	
	Units	Percent	Units	Percent
2010 or Later	-	-	18,467	3.6%
2000-2009	409	5.1%	32,648	6.3%
1990-1999	606	7.6%	50,408	9.8%
1980-1989	957	12.0%	101,462	19.7%
1970-1979	2,469	30.9%	134,431	26.1%
1960-1969	997	12.5%	70,337	13.7%
1950-1959	1,766	22.1%	73,941	14.4%
1940-1949	442	5.5%	14,485	2.8%
1939 or Earlier	292	3.7%	18,487	3.6%
Total	7,989	-	514,666	-

4.2.5. Monthly Housing Rent

Table 26 compares the monthly gross rents for specified renter-occupied housing units in the City with Pinellas County totals for the year 2021. The median gross rent is 18.0% higher in the City when compared to the County, with the City's 2021 median rent equal to \$1,460 and the County's equal to \$1,237.

Table 26. Gross Rent
(Source: 2021 ACS 5-Year Estimates)

Gross Rent	St. Pete Beach		Pinellas County	
	Units	Percent	Units	Percent
Less than \$200	-	-	364	0.3%
\$200 to \$299	-	-	1,815	1.4%
\$300 to \$499	-	-	3,051	2.3%
\$500 to \$749	-	-	8,496	6.5%
\$750 to \$999	257	23.4%	20,637	15.8%
\$1,000 to \$1,499	242	22.1%	54,148	41.5%
\$1,500 to \$1,999	205	18.7%	24,333	18.7%
\$2,000 to \$2,499	-	-	7,411	5.7%
\$2,500 to \$2,999	-	-	2,649	2.0%
\$3,000 to \$3,499	-	-	1,479	1.1%
\$3,500 or More	43	3.9%	1,231	0.9%
No Cash Rent	79	7.2%	4,719	3.6%
Total	1,097	-	130,333	-
Median Rent (2021 dollars)	\$1,460	-	\$1,237	-

4.2.6. Monthly Cost of Owner-Occupied Units

The monthly owner costs with a mortgage are shown in **Table 27**. Monthly homeowner costs are 40.6% higher in the City than the County, with the median monthly cost for homeowners who carry a mortgage totaling \$1,457 in the City and \$1,038 in the County. This analysis coupled with the gross rent analysis in **Table 26** shows that renters and homeowners in the City are spending a similar amount on monthly housing costs (median cost of \$1,457 for owners with a mortgage and \$1,460 for renters).

Table 27. Owner Costs
(Source: 2021 ACS 5-Year Estimates)

Owner Costs (with a mortgage)	St. Pete Beach		Pinellas County	
	Units	Percent	Units	Percent
Less than \$200	-	-	95	0.1%
\$200 to \$299	-	-	158	0.1%
\$300 to \$399	-	-	472	0.3%
\$400 to \$499	-	-	1,138	7.6%
\$500 to \$599	-	-	1,362	9.0%
\$600 to \$699	-	-	2,734	1.8%
\$700 to \$799	-	-	4,377	2.9%
\$800 to \$899	-	-	5,769	3.8%
\$900 to \$999	41	2.8%	7,399	4.9%
\$1,000 to \$1,249	40	2.7%	21,456	14.2%
\$1,250 to \$1,499	-	-	21,546	14.3%
\$1,500 to \$1,999	363	25.0%	35,607	23.6%
\$2,000 to \$2,499	176	12.1%	20,049	13.3%
\$2,500 to \$2,999	184	12.7%	11,606	7.7%
\$3,000 to \$3,499	124	8.6%	6,502	4.3%
\$3,500 to \$3,999	127	8.8%	3,330	2.2%
\$4,000 or more	351	24.2%	6,992	4.6%
Total	1,450	-	150,592	-
Median Cost (2021 dollars)	\$1,457	-	\$1,038	-

4.2.7. Value of Owner-Occupied Housing Units

The value of owner-occupied housing units is shown in **Table 28**. The median home value in the City is more than double that of the County, with the median owner-occupied home value of \$531,400 in the City compared to \$238,400 in the County.

Table 28. Owner-Occupied Units by Value
(Source: 2021 ACS 5-Year Estimates)

Owner-Occupied Units by Value	St. Pete Beach		Pinellas County	
	Units	Percent	Units	Percent
Less than \$50,000	73	2.1%	23,230	8.1%
\$50,000 to \$99,000	68	1.9%	24,416	8.6%
\$100,000 to \$149,999	35	1.0%	27,499	9.6%
\$150,000 to \$199,999	319	9.0%	40,347	14.1%
\$200,000 to \$299,999	301	8.5%	67,395	23.6%
\$300,000 to \$499,999	849	24.0%	65,146	22.8%
\$500,000 to \$999,999	1,444	40.9%	29,065	10.2%
\$1,000,000 to \$1,499,999	257	7.3%	4,803	1.7%
\$1,500,000 to \$1,999,999	133	3.8%	1,539	0.5%
More than \$2,000,000	54	1.5%	1,957	0.7%
Total Owner-Occupied Units	3,533	-	285,397	-
Median Value (2021 dollars)	\$531,400	-	\$238,400	-

4.2.8. Household Characteristics

Table 29 compares selected household and income characteristics for the City and the County. The City has a higher median household and per capita income, less people in poverty, and slightly less households without access to a vehicle when compared to the County.

Table 29. Selected Household Characteristics and Income
(Source: 2021 ACS 5-Year Estimates)

	St. Pete Beach	Pinellas County	City Data Compared to County
Total Households	4,630	415,730	1.1% of County total
Average Household Size	1.93	2.95	34.6% lower than County
Median Household Income in past 12 months (2021 dollars)	\$95,448	\$60,451	57.9% higher than County
Per Capita Income (2021 dollars)	\$75,388	\$40,998	83.9% higher than County
Persons in Poverty, in percent	3.8%	7.2%	3.4% lower than County
Households with no Vehicle Available, in percent	7.1%	7.4%	0.3% lower than County

4.2.9. Ratio of Income to Housing Costs

The ratio between housing costs and income within St Pete Beach and Pinellas County are shown in **Table 30** through **Table 33**. Housing affordability is determined by comparing the cost of housing to household income. Florida Statutes define housing affordability as monthly rents or monthly mortgage payments, including taxes, insurance, and utilities, that do not exceed 30% of the median adjusted gross annual income for households.

4.2.9.1. Rent-to-Income Ratio

Rent as a percentage of income for St. Pete Beach compared to Pinellas County is shown in **Table 30**. According to Census data 49.8% of renters in St. Pete Beach are paying less than 30% of household income in rent. In Pinellas County, 52.1% of renters are paying more than 30% of their income for housing.

Table 30. Rent-to-Income Ratio
(Source: 2020 US Census, 2021 ACS Survey)

Gross Rent as a Percentage of Household Income	St. Pete Beach		Pinellas County	
	Renter-Occupied Units	Percent	Renter-Occupied Units	Percent
Less than 30%	546	49.8%	55,363	42.5%
30% to 49.9%	219	20.0%	34,893	26.8%
50% or More	233	21.2%	32,911	25.3%
Not computed	99	9.0%	7,166	5.5%
Total Renter-Occupied Units	1,097	-	130,333	-

4.2.9.2. Owner Costs to Income Ratio

The monthly owner costs-to-income ratio for both St. Pete Beach and Pinellas County are shown in **Table 31**. Most homeowners, with or without a mortgage, are paying less than 30% of their income for housing.

Table 31. Owner Costs-to-Income Ratio
(Source: 2020 US Census, 2021 ACS Survey)

Owner Costs as a Percentage of Household Income	St. Pete Beach		Pinellas County	
	Owner-Occupied Units	Percent	Owner-Occupied Units	Percent
Less than 30%, with mortgage	752	21.3%	103,398	36.2%
More than 30%, with mortgage	688	19.5%	46,506	16.3%
Less than 30%, without mortgage	1,578	44.7%	107,149	37.5%
More than 30%, without mortgage	412	11.7%	24,703	8.7%
Total Owner-Occupied Units	3,533	-	285,397	-

4.2.9.3. Cost Burdened Households

Table 32 depicts cost burden by income for renter-occupied households, while **Table 33** depicts cost burden by income for owner-occupied households. Cost-burdened households pay more than 30% of income for rent or mortgage costs. Data for this section has been supplied by the Florida Housing Data Clearinghouse. Based on the 2020 estimates, 1,640 households (34.4%) within the City, owner- and renter-occupied, paid more than 30% of income for housing. This is about equal to the County average, which shows that the 33.5% of County households that paid more than 30% of income for housing.

Table 32. Renter Households, Cost Burden by Income
(Source: Florida Housing Data Clearinghouse – Shimberg Center for Housing Studies)

Renter Occupied Households, 2020 Estimates		Housing Cost Burden		
Geography	Household Income	30% or Less	30.1% to 50%	More than 50%
St. Pete Beach	30% AMI or Less	13	-	129
St. Pete Beach	30.1% to 50% AMI	13	38	155
St. Pete Beach	50.1% to 80% AMI	65	42	43
St. Pete Beach	80.1% to 120% AMI	64	16	17
St. Pete Beach	More than 120% AMI	483	43	52
Pinellas County	30% AMI or Less	2,158	1,316	14,778
Pinellas County	30.1% to 50% AMI	2,492	6,460	11,696
Pinellas County	50.1% to 80% AMI	7,931	16,511	4,854
Pinellas County	80.1% to 120% AMI	9,046	5,138	588
Pinellas County	More than 120% AMI	46,896	4,876	610

Table 33. Owner-Occupied Households, Cost Burden by Income
(Source: Florida Housing Data Clearinghouse – Shimberg Center for Housing Studies)

Owner Occupied Households, 2020 Estimates		Housing Cost Burden		
Geography	Household Income	30% or Less	30.1% to 50%	More than 50%
St. Pete Beach	30% AMI or Less	-	21	175
St. Pete Beach	30.1% to 50% AMI	31	10	98
St. Pete Beach	50.1% to 80% AMI	124	118	128
St. Pete Beach	80.1% to 120% AMI	50	72	15
St. Pete Beach	More than 120% AMI	2,279	319	149
Pinellas County	30% AMI or Less	2,054	2,388	12,638
Pinellas County	30.1% to 50% AMI	8,946	7,825	8,616
Pinellas County	50.1% to 80% AMI	24,317	11,170	6,605
Pinellas County	80.1% to 120% AMI	18,471	5,743	1,768
Pinellas County	More than 120% AMI	153,958	13,562	2,201

4.2.10. Inventory of Standard/Substandard Units

The Census provides indicators for substandard housing by measuring overcrowding and the lack of complete plumbing, kitchen, or heating equipment. The City has identified, in their Comprehensive Plan, an ongoing objective to eliminate any substandard housing that may exist through code enforcement and housing improvement and replacement projects. Substandard housing makes up a very small percentage of the overall occupied units in both the City and the County, as shown in **Table 34**.

Table 34. Substandard Housing
(Source: 2020 US Census, 2021 ACS Survey)

Substandard Housing	St. Pete Beach		Pinellas County	
	Units	Percent	Units	Percent
Overcrowded (1.01 or more persons per room)	-		8,173	2%
No Fuel Used	41	0.9%	5,807	1.4%
Lacking Complete Kitchen Facilities	149	1.9%	11,125	2.2%
Lacking Complete Plumbing Facilities	150	1.9%	6,207	1.2%

4.2.11. Government Subsidized Housing

The following are government subsidized housing resources that can be utilized by the City of St. Pete Beach. These resources are available to be utilized by both the City and County governments, residents, developers, and multifamily owners.

- **Florida Housing Finance Corporation:** a public corporation of the State of Florida that offers homeownership programs, multifamily development programs, predevelopment and demonstration project loans, and technical assistance for local governments.
- **Pinellas County (SHIP) Program:** Pinellas County administers funds from the State Housing Initiatives Partnership to extremely low-, very low-, low-, and moderate- income households. The purpose of the program is to leverage the SHIP funding to increase the availability of affordable residential units by combining local resources and cost saving measures to reduce the cost of housing. In Pinellas County, the SHIP funds can be utilized for down payment assistance; owner occupied rehabilitation; acquisition, rehabilitation, and new construction of affordable homeownership housing; disaster mitigation; rental development; and rental assistance.
- **Community Development Block Grant:** provides funds through the Small Cities Program for capital improvements.
- **Section 8:** provides rental subsidies to very low, low, and moderate-income households. The rental limits are set each year by the U.S. Department of Housing and Urban Development (HUD).

4.2.12. Housing for Special Needs

Special housing needs are necessary for the elderly, children and those who have physical or emotional needs that require special residential accommodations. Such residential accommodations may or may not demand on-site professional medical assistance, twenty-four-hour assistance, or other special facilities. In some cases, special housing situations can involve a group of unrelated residents that share living accommodations because their physical or emotional needs require special services or assistance from other group members.

The State of Florida has adopted laws that control local government regulation of certain residential facilities serving special needs groups. These laws ensure that there are adequate sites for group homes in every community throughout the State (Chapter 419, F.S.). Special housing accommodations for St. Pete Beach's residents can include nursing homes and group homes. Group homes can be further defined as a community residential home, adult family care homes, assisted living facilities, and family foster homes. These special housing facilities are generally defined as follows:

Nursing Homes: Any institution, building residence, private home or other place, whether operated for profit or not, which provides 24-hour nursing care, personal care, or custodial care for persons not related to the owner or manager by blood or marriage. The person under such care resides overnight at the home. See Section 400.021(12), F.S.

Assisted Living Facilities: A facility designed to provide personal care services in the least restrictive and most home-like environment. These facilities can range in size from one resident to several hundred and may offer a wide variety of personal and nursing services designed specifically to meet an individual's personal needs. See Section 400.402, F.S.

Adult Family Care Homes: A full-time, family-type living arrangement, in a private home, under which a person who owns or rents the home provides room, board, and personal care, on a 24-hour basis, for no more than five disable adults or frail elders who are not relatives. See Section 400.618, F.S.

Community Residential Home: A dwelling unit licensed to serve clients of the Department of Children and Family Services, which provides a living environment for seven to fourteen unrelated residents who operate as the functional equivalent of a family, including such supervision and care by supportive staff as may be necessary to meet the physical, emotional, and social needs of the residents. See Section 419.001, F.S.

Family Foster Home: A private residence in which children who are unattended by a parent or legal guardian are provided 24-hour care. Such homes include emergency shelter family homes, family foster group homes, and specialized foster homes for children with special needs. A person who cares for a child of a friend for a period not to exceed 90 days, a relative who cares for a child and does not receive reimbursement for such care from the state or federal government, or an adoptive home which has been approved by the department or by a licensed child-placing agency for children placed for adoption is not considered a family foster home. See Section 409.175, F.S.

4.2.13. Assisted Housing Inventory

Based on data from the Florida Housing Data Clearinghouse, there are no assisted housing facilities within the City of St. Pete Beach.

4.2.14 Affordable and Workforce Housing

As part of the 2023 update to the Comprehensive Plan, the City promotes several policies to support the creation and/or preservation of affordable and workforce housing. Due to the built-out nature of the City, policies for affordable/workforce housing include preserving and rehabilitating existing housing and promoting connectivity to neighboring communities in coordination with the public transportation system. The City continues to maintain policies to assist the private sector in providing a suitable mix of housing types, encourages the location of affordable/workforce housing in proximity to transit and bicycle facilities and centers of employment, and pursues state and federal funding sources to assist in the creation/preservation of affordable/workforce housing upon request by the private sector.

Section 5. Infrastructure Element

5.1. Introduction

The Infrastructure Element addresses the physical capacity, level of service, and general condition of the City's hard infrastructure systems, including potable water, sanitary sewer, reclaimed water, solid waste, stormwater and drainage, pavement, and seawalls. To maintain the condition, functionality, and capacity required within infrastructure systems, the City of St. Pete Beach has adopted Level of Service (LOS) standards in the Comprehensive Plan and Land Development Code. The City ensures that these standards are met through concurrency Management, (which requires that the infrastructure needed to serve new development and redevelopment is in place prior to or at the time of development), capital improvement projects, and coordination with others service providers, such as Pinellas County and the City of St. Petersburg.

5.2. Potable Water

The City of St. Pete Beach ensures that citizens have access to safe and abundant water sources through an established agreement with Pinellas County to provide potable water service to City residents. Pinellas County owns and maintains all potable water infrastructure within the City and is responsible for billing for water use.

The City and the County work together to reduce the City's potable water demand by promoting the use of reclaimed water and sharing conservation strategies with residents. To conserve water, the city requires the installation of water conservation devices for new construction or replacement of existing plumbing fixtures. The City also restricts the unnecessary consumption of potable water, particularly as it relates to irrigation, lawn, watering, and car washing during periods of drought, supply reduction, and other emergencies.

The 2012 Comprehensive Plan included a Level of Service (LOS) for potable water established by Pinellas County of 120 gallons per capita per day, which shall be maintained. Changes to this LOS would be dependent on Pinellas County.

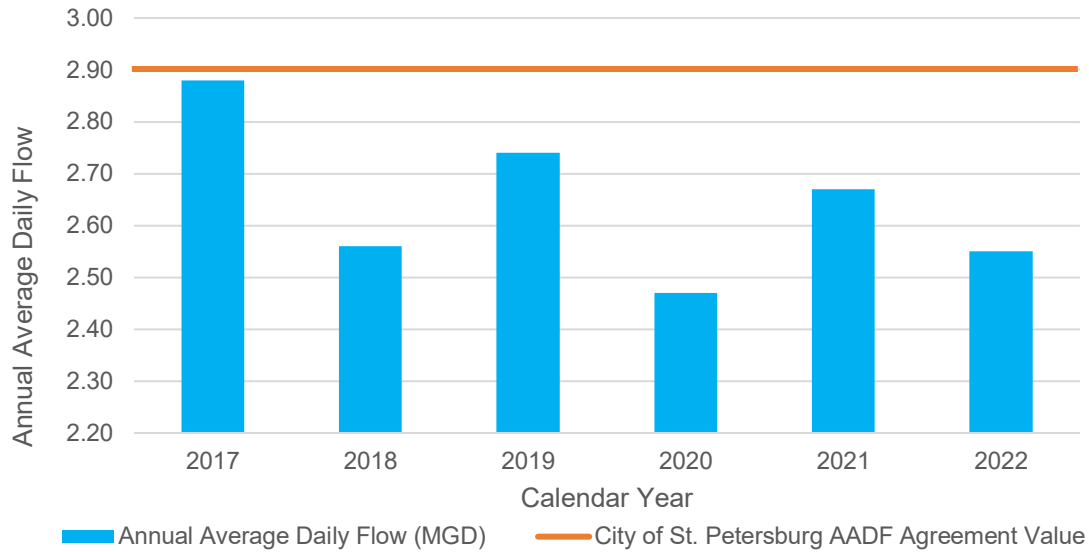
5.3. Sanitary Sewer

The City of St. Pete Beach has a sanitary sewer collection system that encompasses 2.2 square miles and serves a population of approximately 9,000 residents. The City's wastewater system consists of three master pump stations (Pump Station 1, Pump Station 2, and Pump Station 3) and 18 duplex lift stations, all with corresponding force mains. The City's gravity collection system includes 21 sewer shed basins that correlate with each pump/lift station.

Wastewater from the City is discharged from Pump Station 1 through a master force main that is owned and operated by the City to the point of manifold with the City of Treasure Island. Following the manifold with Treasure Island, the master force main is cooperatively owned by both cities. The combined force main discharges to the City of St. Petersburg Pump Station No. 61 which ultimately discharges to the City of St. Petersburg's Northwest Water Reclamation Facility for treatment.

The City maintains a wholesale wastewater agreement with the City of St. Petersburg to receive and treat the City's wastewater. The agreement currently establishes the City's wastewater flow rate at 2.90 MGD Annual Average Daily Flow (AADF). The City's flow projections are communicated with the City of St. Petersburg to ensure infrastructure improvements can be implemented if required. As shown in **Figure 1** below, the City's historical AADF is within the receiving treatment capacity established in the agreement. No updates to the agreement are recommended at this time.

Figure 1. St. Pete Beach Annual Average Daily Flow versus St. Petersburg AADF Agreement



As established in the 2012 Comprehensive Plan, the sanitary sewer LOS is 149.4 gallons per day per capita. Projected needs were based on a “functional population” which included residential and seasonal populations, but not daily visitors and commuters to the City. This update of the Comprehensive Plan included an analysis of a “functional population” that includes daily visitors and commuters. It was determined that many people in the “functional population” have little or no impact on the water demand. For example, someone who enters the city limits, shops, and then leaves is considered as part of the “functional population”, yet will use little or no water during the shopping visit. Another example would be someone who lives outside the city limits and works inside the city limits. In aggregate, such individuals have an impact on the wastewater service but individually do not have the same impact as a full-time or seasonal resident of the City, therefore, the previously established LOS of 149.4 gallons per day (GPD) per capita shall be maintained as it pertains to wastewater treatment and the wholesale wastewater agreement with the City of St. Petersburg.

Utility planners have come to recognize the sometimes-arbitrary nature of the derivation of a “functional population” that accurately describes patterns of water use for different segments of the population. The term “equivalent residential unit” (ERU) has been developed to more accurately define an amount of water or wastewater demand that is equivalent to that used by a typical single-family residence. ERUs within the City were based on the assigned property use, living units, and living square footage for each parcel as recorded by the Pinellas County Property Appraiser. Property uses were categorized and assigned a weight factor to determine the number of ERUs per parcel. Weight factors used within this analysis were based on similar analyses conducted by neighboring communities. Refer to the table below for the assigned weight factors per property use:

Property Use	Weight
Residential	1 ERU
Condominium	1 ERU
Hotel	0.7
Office	0.2
School	0.2
Restaurant	2.0
Commercial	0.3

The ERU is specific to the utility system being described factoring the differences among users into the calculation. The ERU becomes the common denominator in facility needs planning and utility rate sufficiency analysis. Therefore, the units of LOS have been changed from gallons per capita per day to gallons per day per ERU for the City's collection system.

An ERU analysis was completed by the City which utilized the City's 2020 Land Development Code density/intensity for the Community Redevelopment District (CRD). The highest possible density per Future Land Use category was assumed to be conservative and the parcels outside of the CRD were considered to be built out in the existing condition, therefore, the existing condition ERUs were used to calculate the maximum build-out ERUs for these parcels. Vacant parcels were assigned ERUs according to their property use as listed in the Pinellas County Property Appraiser (2020). Using historical flow data and the existing ERU density, a LOS flow was established per ERU. The LOS was determined to be 248 GPD/ERU.

Based on Pinellas County water billing data, I&I is anticipated to range from 15% to 40% in the collection system. To account for Inflow and Infiltration (I&I) contributing to the cumulative wastewater flow received and treated by the City of St. Petersburg, the LOS of 248 GPD/ERU was reduced by 20%, resulting in a LOS for the collection system of 200 GPD/ERU. This LOS shall be used for utility and capacity planning within the barrier island limits, while the LOS of 149.4 gallons per day per capita shall be used for wastewater treatment with the City of St. Petersburg.

The City's original 14 duplex lift stations and 2 of the 3 master pump stations have been rehabilitated within the past 10 years and are in good working condition. As part of the sanitary sewer expansion projects funded by SRF funding, 4 additional lift stations were added to the City's system to provide capacity in the commercial hotel district of the City. These lift stations were placed into service in 2021. The City has plans to rehabilitate Pump Station 1 in 2024 which will include the replacement of the pumps, mechanical piping, electrical panels and equipment, odor control system, and emergency generator.

As part of the I&I reduction initiative, the City has completed manhole rehabilitation, pipe lining, and point repairs based on a complete system inspection completed in 2016. The City has plans to complete a subsequent inspection of the entire system and establish new prioritization of gravity segments to continue the rehabilitation efforts within the collection system.

The City conducted an Air Release Valve (ARV) Assessment in 2022 to ensure all ARVs were properly installed and to determine if the additional ARVs are required along existing force mains. As a result of this assessment, the City has plans to make improvements on 7 ARVs and install 5 additional ARVs along existing force mains in 2024.

5.3. Reclaimed Water

The City of St. Pete Beach owns the existing reclaimed water system; however, ongoing maintenance of the system and billing is provided by Pinellas County Utilities. Reclaimed water is available to all City residents and the City recommends the use of reclaimed water to conserve potable water sources.

The City considers reclaimed water to be a valuable, limited natural resource. During the dry season, there is a greater demand on the reclaimed water system, and the City encourages residents to use the water wisely so that all users can benefit from the limited system. To encourage the wise use of reclaimed water, the City established a Reclaimed Water Conservation Plan that limits the reclaimed water use to certain times of day within certain regions of the City.

5.4. Solid Waste

The City of St. Pete Beach contracts out the collection and disposal of solid waste material within the City to Waste Connections. Collection is provided twice per week for residential municipal solid waste accounts. Curbside recycling collections and commercial dumpster collections are provided by Waste Connections. Solid Waste services are funded solely by commercial franchise fee revenue and monthly customer user fees.

Should extensive redevelopment or future annexations cause a significant increase in the City's solid waste production, new service and collection equipment may be required. The previously established LOS of 1.3 tons per resident per year should be maintained.

5.5. Stormwater

The overarching mission of the City of St. Pete Beach Stormwater Division of the Public Works Department is to provide reliable exceptional public services. In this pursuit, they intend to retain and treat stormwater runoff to improve the water quality of the bay, groundwater, and intercoastal systems.

The City oversees the maintenance of over 740 catch basins, 220 tidal discharge structures, 23 drop inlets, and approximately 16 miles of pipe. This includes mowing of ponds and swales, desilting pipes, vacuuming structures, and de-fouling outfall structures among other responsibilities. Furthermore, they are stewards for a growing number of baffle box systems, tide flex valves, and rock gardens that augment the current stormwater infrastructure. The City enforces and implements local stormwater regulations, conducts City-wide stormwater planning assessments, and constructs ensuing projects within the Capital Improvement Plan (CIP).

The majority of runoff generated within the City limits either flows seaward over coastal boundaries or into catch basins via curb and gutter systems. Sea level rise has added a degree of complexity to the City's historically gravity-based stormwater conveyance systems. In response to this threat, the City has implemented stormwater pump stations capable of discharging under adverse tailwater conditions. Additionally, the City recently conducted several projects to modify tidal discharge structures with check valves, thus preventing flooding from severe rainfall events exacerbated from simultaneous high-tides. These outfall retrofits were performed for Boca Ciega Isle Drive, the Casablanca neighborhood, and the Don Cesar/Maritana neighborhood.

The City currently has tidal check valves at 42 of the 220 outfall structures and intends on installing one at each location in the future. This will reduce the threat of combined flooding due to severe rainfall coinciding with high tide while allowing the existing stormwater management facilities to function as intended. Furthermore, the City has plans to improve the general stormwater infrastructure wholly which will include design, repairs, replacement, and improvement projects. Budgets for these proposed projects are included in the CIP.

The City is acutely aware of the threats that sea level rise poses to its citizens and infrastructure. To develop a sound adaptation plan, the City has allocated budget included in the CIP to complete a Watershed Management Master Plan (WMMP) to replace the existing Stormwater Master Plan. The WMMP will identify locations at risk to current and future flooding conditions and determine suitable resiliency measures to mitigate the impacts. It is the intent of the City to apply for a SWFWMD grant to complete this work as funding becomes available. While no funding exists as of May 2023, the City intends to use the St. Pete Beach Water Threats Analysis completed in October 2021, the St. Pete Beach Phase 2 Vulnerability Assessment completed in February 2020, and the updates being made the Phase 2 Vulnerability Assessment (updates underway as of May 2023) to identify areas for long-term resiliency improvements. This includes stormwater pump stations, terrain elevation, and other interventions.

5.6. Pavement

The City strives to maintain streets to a condition that provides safe and comfortable vehicular and pedestrian travel by evaluating its streets using a Pavement Condition Index (PCI) roadway rating system. The PCI system rates streets on a scale of 1 (very poor) to 100 (brand new) by utilizing highly specialized vehicle-mounted sensors and visual observations that generate an algorithmic rating of each street in the City. The City's goal is to maintain roadways to a minimum rating of at least 70. To do this, the City prioritized streets based on a PCI study completed in 2019. The City selects the streets with lower ratings for the annual paving program by utilizing the PCI values and other construction compatibility criteria. Based on the study completed in 2019 (**Map 17**), the average PCI of all City roads was 76.79. The City has been working diligently on improving roadways with PCIs below 70 and raising the overall City average.

The City requires new developments to construct roadways that meet City and/or FDOT standards and ensure that maintenance, rehabilitation, and reconstruction projects meet the standards established for new developments.

5.7. Seawalls

The City recognizes the threat of sea level rise and in addition to improving the stormwater infrastructure, has been implementing changes to public and private seawalls to maintain a LOS of 5.0 feet (NAVD88) above sea level on the bay side and 6.0 feet (NAVD88) above sea level on the Gulf side. To meet this goal, the City completed an analysis in 2020 to identify public seawalls within the City that need improvement and will make a large impact on the reduction of nuisance/tidal flooding. Two areas were identified as part of the 2020 analysis to have the potential for a large impact on sea level rise and were constructable, therefore, the City has plans to move towards improvements at Don Jose Street/South Maritana Drive/37th Avenue, and Alhambra Street/Alfonso Street.

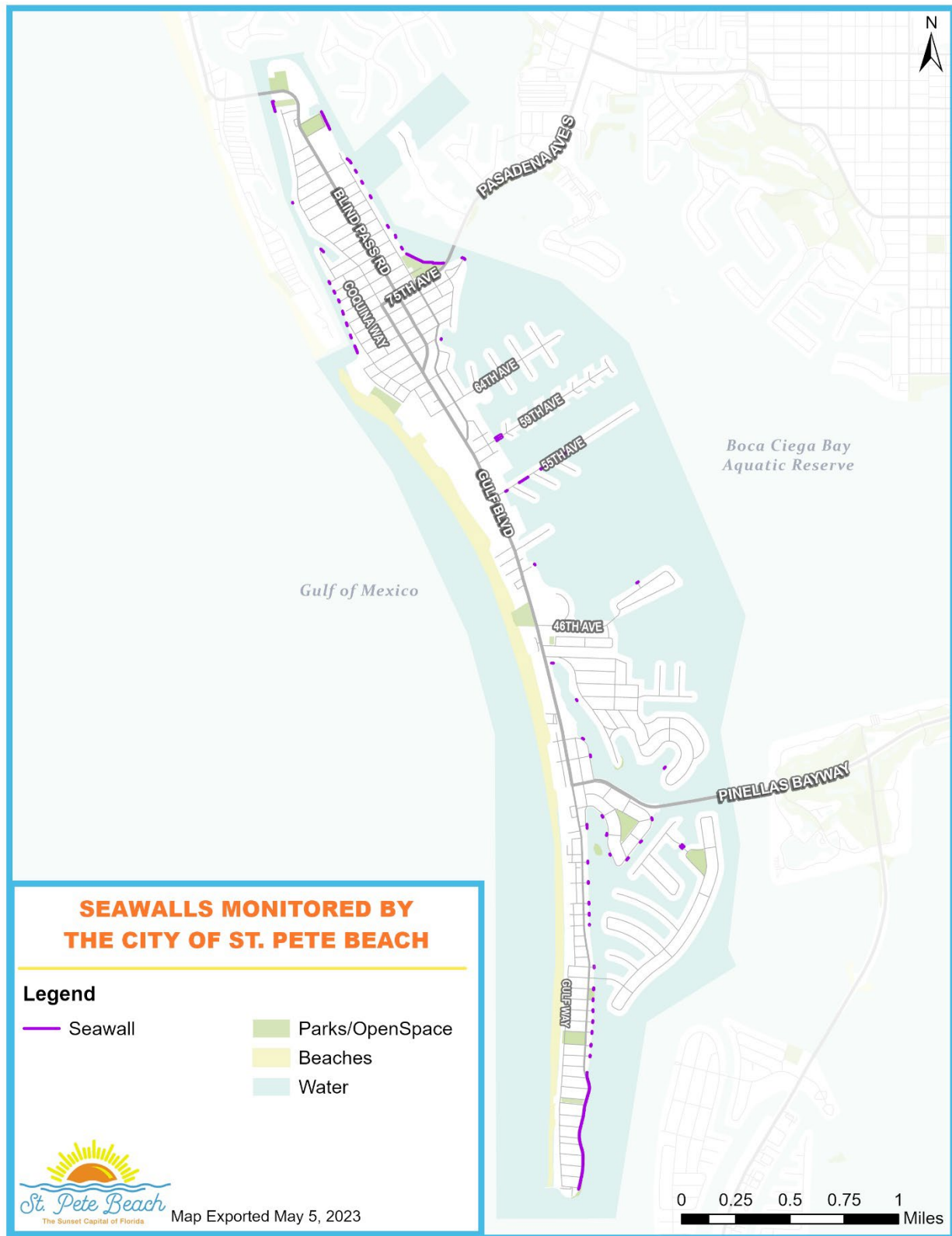
Furthermore, the City has taken steps to implement seawall permitting requirements for existing and proposed private seawalls within the City and maintain the LOS of 5.0 feet above sea level (NAVD88). The City requires that all properties be elevated to the appropriate height as required by the City Code at such time as the lowest living level is elevated to comply with the City of St. Pete Beach's Code of Ordinance requirement in Section 2021-01. Section 2021-01 requires that all seawalls, bulkheads, and retaining walls shall be equal to or greater than elevation 5.0 feet above sea level (NAVD88) for properties facing the bay and 6.0 feet above the mean sea level (NAVD88) for properties fronting the Gulf of Mexico.

As of March 2023, the City maintains an inventory of 58 seawalls and records wall type, wall material, cap material, height above sea level, and deficiencies for each seawall at 50-foot station intervals. The seawalls monitored by the City in this inventory are displayed on **Map 18**. The City is assessing the criticality of seawalls through its Vulnerability Assessment.

Map 17. Pavement Condition Index Rating
(Source: Pavement Condition Analysis, December 2019)



Map 18. Seawalls Monitored by the City
(Source: City of St. Pete Beach, Inventory Updated March 2023)



Section 6. Coastal and Conservation Element

6.1. Introduction

The purpose of this element is to promote the conservation and protection of natural resources in the City of St. Pete Beach. The protection, conservation and promotion of these resources are important for public health, safety, and welfare now and as the population increases in the City throughout the planning period. The City's natural resources provide important functions for the environmental well-being of the community and provide economic benefit as many people visit the City to enjoy its rich natural environment. This being so, the City's natural resources are to be protected and conserved to the greatest extent possible.

In 2015, the Florida Legislature passed "Peril of Flood" community planning requirements (Sec. 163.7138(2)(f)1-6, F.S.), which directed jurisdictions that have a Coastal Management Element as part of their comprehensive plan to include a redevelopment component with principles that must be used to eliminate inappropriate and unsafe development in the coastal areas when opportunities arise. The component must include development and redevelopment principles, strategies, and engineering solutions that reduce the flood risk in coastal areas resulting from high-tide events, storm surge, flash floods, stormwater runoff, and other related impacts of sea-level rise. Sec. 163-7138 requires that local governments identify their existing coastal resources, historic preservation areas, and areas that are vulnerable to coastal flooding.

The City's Coastal and Conservation Element provides goals, objectives, and policies for the management, protection, and enhancement of the City's natural resources, and establishes requirements for development and redevelopment in vulnerable areas to reduce the risk of peril of flood. This Data, Inventory, and Analysis supports the Coastal and Conservation Element by inventorying and evaluating the City's natural resources, with an emphasis on the City's coastal resources. The natural resources examined by this element include wetlands, wildlife, vegetation, minerals, air, soil, and coastal resources, such as the shoreline and dune system. This analysis also identifies areas within the City that are vulnerable to flooding, storm surge, and sea-level rise, as required by Sec. 163.3178, F.S., and discusses the City's hazard mitigation and post-disaster recovery strategies.

6.2. Natural Resources Inventory

6.2.1. Wetlands

Wetlands are areas where land is either saturated by or completely covered by water. Wetlands are typically transitional areas between upland and aquatic systems and may be only seasonally wet. According to the Southwest Florida Water Management District (SWFWMD), wetlands serve many beneficial functions, such as water quality enhancement, water quantity management, aquifer recharge, climatic stability, wildlife/vegetation habitat and propagation, and human enjoyment through various outdoor activities, educational opportunities, and aesthetic pleasures. The Florida Statutes recognize the importance of wetlands by requiring jurisdictions to establish principles to eliminate or mitigate adverse impacts on coastal wetlands. As a barrier island community, the City of St. Pete Beach recognizes the importance of its wetlands and other marine resources by establishing preservation areas within the Future Land Use Element (see **Map 6**), requiring mitigation plans to ensure no net loss of wetlands and trees, requiring the City's drainage system preserves natural drainage characteristics (such as wetlands) to the greatest extent possible, and encouraging cooperation with the Tampa Bay Estuary Program, Tampa Bay Water, Pinellas County, and SWFWMD to coordinate efforts for the protection and conservation of marine wetlands and other aquatic resources.

The U.S. Fish and Wildlife Service (FWS) maintains a national inventory of wetland, presented in **Map 19**. The following descriptions for deepwater habitats and wetlands are sourced from the Federal Geographic Data Committee's Wetlands Subcommittee and are biological in nature (i.e., they do not reflect any jurisdictional or regulatory definitions that may exist for wetlands at the federal, state, or local level).

As a barrier island, the City is surrounded by estuarine and marine deepwater, subtidal, saltwater habitats. Deepwater habitats are *permanently flooded lands* where surface water is permanent and deep, such as

with an ocean or bay. The deepwater habitats surrounding the City are further classified as either aquatic bed or unconsolidated bottom. The aquatic bed class includes habitats with diverse aquatic plant communities that require surface water for optimum growth and reproduction. Examples include submergent mosses, rooted or free-floating vascular plants, and algae. The unconsolidated bottom class are areas characterized by a lack of stable surfaces for plants and animals to attach themselves to. They are areas predominantly covered by particles smaller than stones, such as sand, cobble-gravel, mud, and dead plant tissue.

The City also has three classes of estuarine and marine wetlands: aquatic bed, scrub-shrub, and unconsolidated bottom. The primary distinction between deepwater and wetland habitats is that while deepwater habitats are usually saturated or covered by deep water year-round, wetland habitats may be covered or saturated by shallow or deep water on a seasonal basis. Therefore, aquatic bed wetlands are like aquatic bed deepwater habitats, except that plants in aquatic bed wetlands may be exposed to air for certain periods of the year (i.e., they are not solely saturated by water).

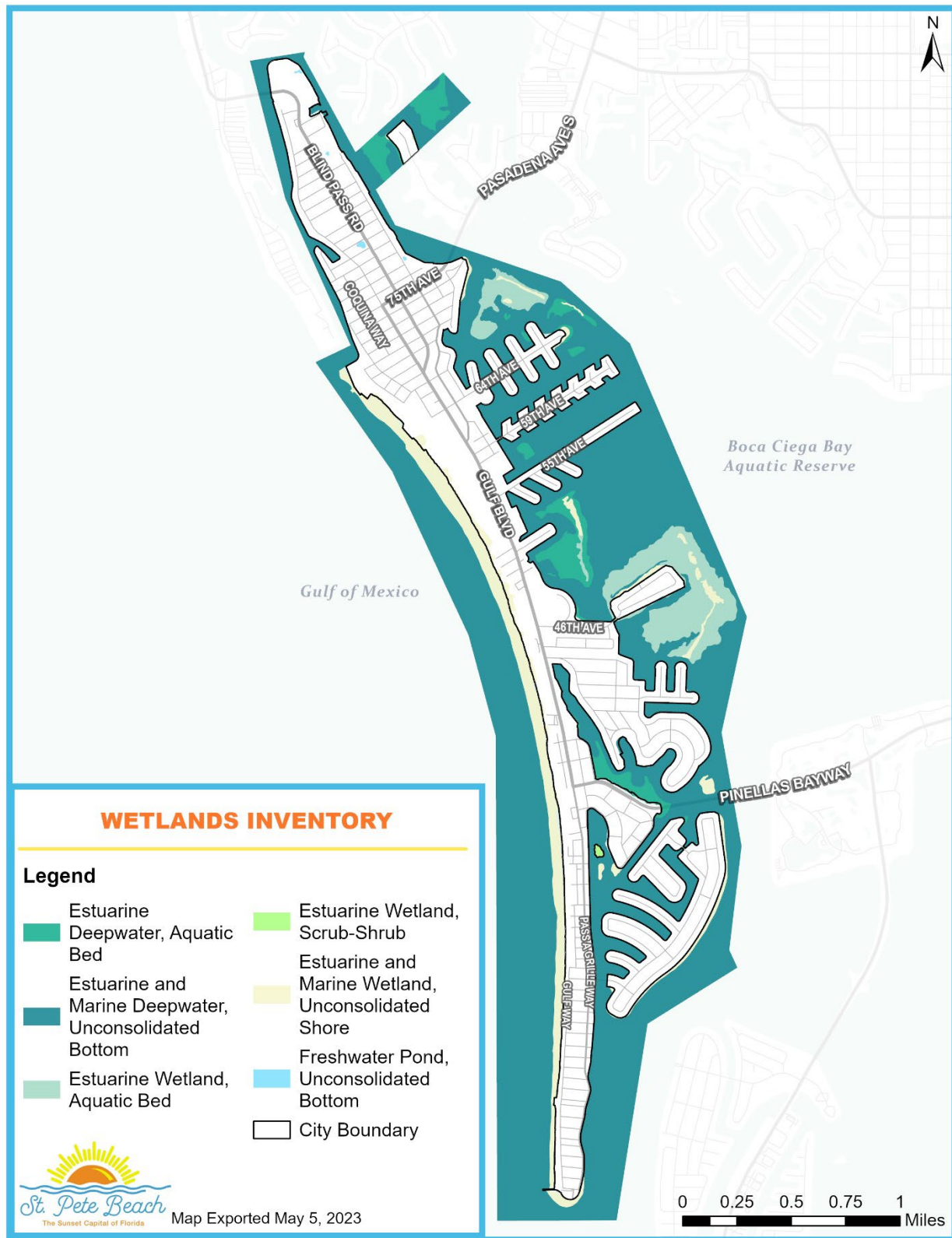
The City's scrub-shrub wetlands are wholly concentrated on Fuller Island. Scrub-shrub wetlands are characterized by woody plants, typically less than 20 feet tall, that grow in saturated soil conditions. These wetlands provide multiple benefits, including intercepting air and nutrient pollution, carbon storage, and providing fish and animal habitat. Fuller Island has been designated for preservation since the 1998 Comprehensive Plan.

Unconsolidated shore wetlands are areas covered by particles smaller than stones, such as sand, cobble-gravel, and mud that are seasonally or irregularly covered by water. The City's unconsolidated bottom wetlands occur along the coast of the Gulf of the Mexico and can be considered areas of the beach that are intermittently saturated by water. The unconsolidated bottom wetlands off the coast, such as those east of Boca Ciega Isle, are areas that people commonly refer to as "sand bars."

Finally, the City has just over one acre of freshwater ponds (the largest of which is 0.6 acres, located between 80th Way and 80th Avenue west of Blind Pass Road), all of which have an unconsolidated bottom classification. The City's Freshwater ponds are not connected to the ocean (non-tidal) and are bound by upland on all sides. The City's freshwater ponds are permanently flooded vegetated wetland habitats with shallow water and mineral soils, commonly referred to as marshes. These wetlands provide flood protection, water quality improvement, breeding and feeding areas for freshwater fish species and animals, and aesthetic value.

Map 19. Wetlands Inventory

(Source: U.S. Fish and Wildlife Service National Wetlands Inventory, Data Updated 2019)



6.2.2. Coastal Resources

6.2.2.1. Seagrasses

The City has several seagrass habitats off its coast, which includes continuous and patchy seagrass meadows (**Map 20**). In addition, there is an oyster bar just south of Maritana Drive in Little McPherson Bayou and submerged aquatic vegetation other than seagrass surrounding the seagrass habitats.

According to the Florida Department of Environmental Protection (FDEP) and the National Oceanic and Atmospheric Administration (NOAA), seagrasses are essential marine habitats that serve as food and protective cover for fish and other small marine animals. Seagrasses also maintain water clarity, reduce nutrient pollution, and stabilize the ocean floor with their roots. According to one of SWFWMD's water quality scientists, approximately 70% of commercial and recreationally important fish spend at least part of their lifecycle within seagrass meadows. Therefore, seagrasses not only play essential role in the marine ecosystem, but they are also vital to the City's and State's economic health given the prevalence of fishing related activities.

6.2.2.2. State-Designated Manatee Protection Areas

Pursuant Chapter 68C-22, Florida Administrative Code, also known as the "Florida Manatee Sanctuary Act," the State of Florida requires the establishment of manatee protection zones restrictions to protect manatees from harmful collisions with motorboats and from harassment, to protect manatee habitat, such as seagrass beds, from destruction by boats or other human activity, and to provide limited safe havens where manatees can rest, feed, reproduce, give birth or nurse undisturbed by human activity. **Map 21** depicts the general boundaries of Manatee Protection Zones, as established by the Florida Fish and Wildlife Conservation Commission. The City of St. Pete Beach has four Manatee Protection Zones off the east coast of the island in the waters of Boca Ciega Bay, each of which requires vessels to abide by "slow speeds" (refer to Sec. 68C-22.002, F.A.C. for definition). One of these areas is designated for slow speeds year-round (from approximately 55th Avenue to 41st Avenue), while the other three areas are designated for slow speeds from April 1 – October 1.

6.2.2.3. Beach Access

As of January 2023, the City has 46 public beach access points (**Map 22**), which span from Upham Beach Park to the southernmost tip of the island in Pass-a-Grille. Many of these access points come in the form of boardwalks that bring people over the dune system to the beach from a paved, public sidewalk. These boardwalks are fitted with ramps, making them ADA-accessible.

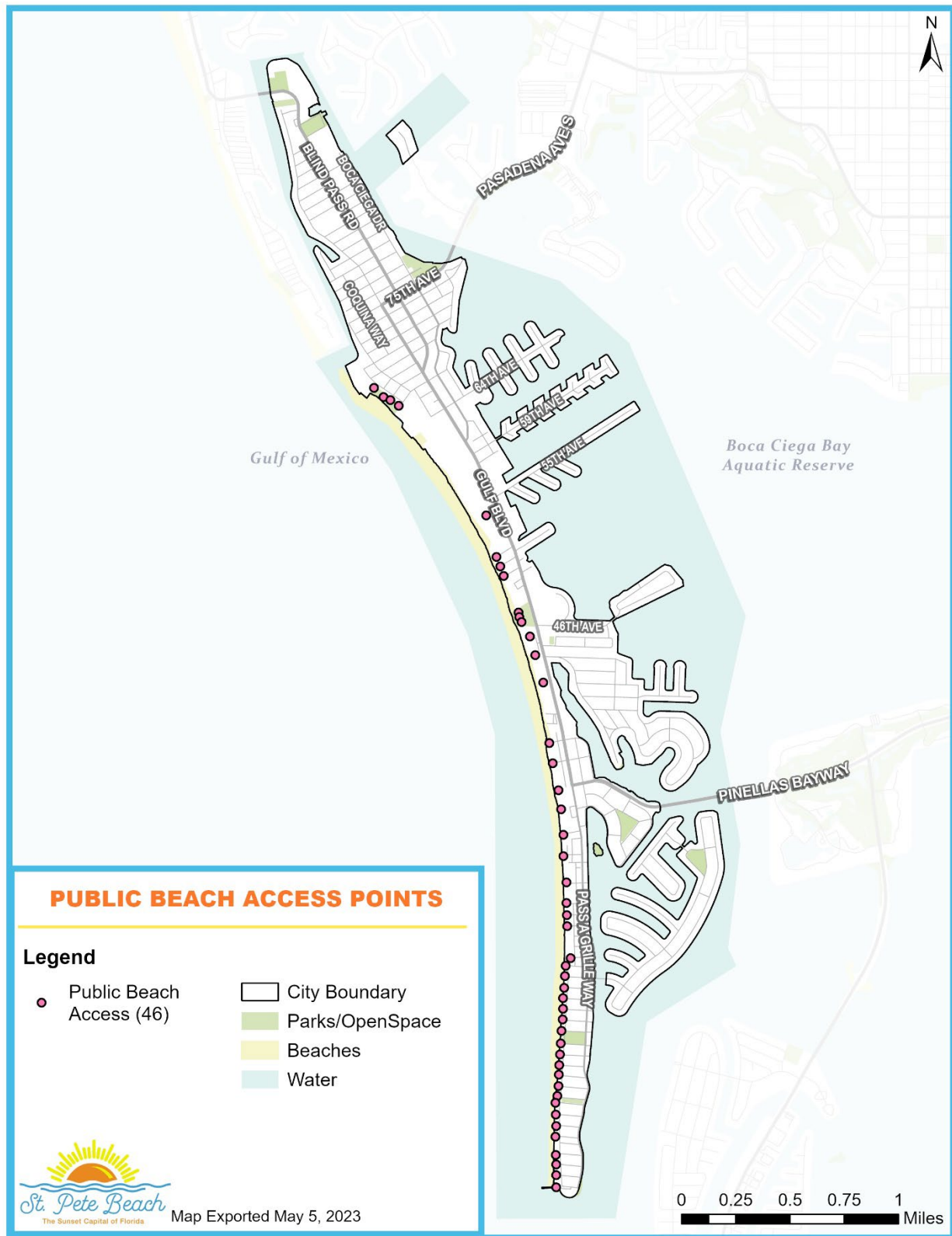
6.2.2.4. Dune System

According to the Cooperative Land Cover database, as prepared by the Florida Natural Areas Inventory and Florida Fish and Wildlife Conservation Commission, the City has approximately 122.8 acres of dry sand beach and 33.8 acres of beach dunes, which act as a natural protective barrier between the sand beaches along the Gulf of Mexico shoreline and the upland areas landward of the primary frontal dune line, as depicted on **Map 23**. Beach dunes are located at Upham Beach (south of Beach Plaza), between 37th Avenue and Pinellas Bayway, between 33rd Road to 10th Avenue, and between 9th Avenue to the island southernmost shoreline. Beach dunes are one of the City's most valuable natural resources—providing habitat for coastal species such as sea turtles and shore birds, storm protection for upland communities, and mitigating coastal erosion. The City's dunes also provide habitat for vegetation, particularly sea oats, which help to keep the dunes in place. The City strives to protect its dune system by providing beach access boardwalks over the dunes and posting signage that informs the public of the fragility of the dune system to prevent people from trampling over the dunes.

Map 20. Seagrass Habitats
(Source: Southwest Florida Water Management District, January 2022)

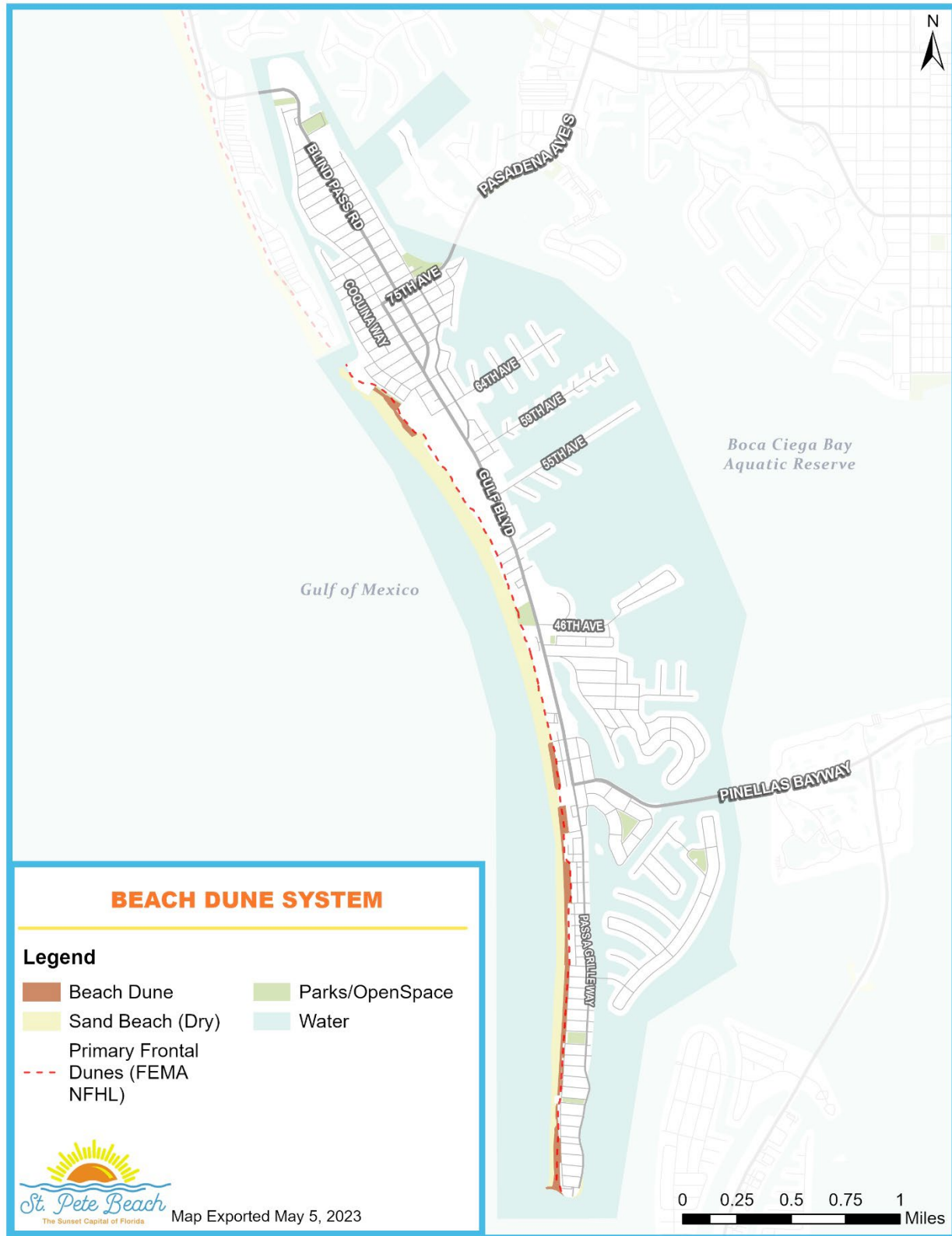


Map 22. Public Beach Access Points
(Source: City of St. Pete Beach, January 2023)



Map 23. Beach Dune System

(Source: Florida Natural Areas Inventory, Data Updated December 2020 and FEMA National Flood Hazard Layer [NFHL])



6.2.3. Soils and Mineral Resources

Soil types found in the City are shown on **Map 24**. The City's land is primarily comprised of sandy soils in an urban environment. The most common soil types are Matlacha and St. Augustine soils and urban land and Palm Beach fine sand, comprising 49.6% and 38.7% of all soils, respectively. The St. Augustine and Palm Beach soils are in Hydraulic Soil Group A, meaning that these soils have high capacity to infiltrate water, which mitigates flooding and provides natural treatment of runoff. The City continues to encourage policies that limit additional impervious areas and/or encourage green infrastructure and low impact development solutions so that the natural benefits of these soil types can be reaped.

There are no commercially significant mineral resources on the island. However, the City's soils, particularly its beach sands, are commercially significant in that they support the City's tourism industry. Therefore, mitigating soil erosion, particularly along the shoreline, is important to strengthen both the City's resiliency and economy. Wave action and wind are the primary contributing factors to soil erosion. The City continuously assesses beach sand erosion so they can coordinate beach renourishment activities with the U.S. Army Corps of Engineers. In addition, SWFWMD requires that municipalities maintain and implement best practices within a Stormwater Pollution Prevention Plan (SWPPP) to prevent excess soil erosion during construction activities and secure soils in place post-construction. The City maintains regulations in accordance with SWFWMD's requirements within its Drainage Manual, which is currently being updated as of May 2023.

Map 24. Soil Resource Map

(Source: U.S. Department of Agriculture Natural Resources Conservation Service, May 2023)



6.2.4 Air Quality

Ambient air quality in St. Pete Beach currently meets the minimum standards of the Department of Environmental Protection (DEP). The DEP rates the quality of air in the City of St. Pete Beach as good.

Pinellas County has eight air quality monitoring stations. The air quality monitoring station closest to the City of St. Pete Beach is located at Azalea Park in the City of St. Petersburg, approximately 3 miles north of St. Pete Beach city limits. The Azalea Park station measures Ozone (O₃), Fine Particulate Matter Pollution (PM_{2.5}), Particulate Matter Pollution (PM₁₀), and Nitrogen Dioxide (NO₂). The federal air quality standards for the listed air quality categories are as follows:

- Ozone, 70 parts per billion (ppb) 8-hour average concentration
- Fine Particulate Matter Pollution, 12.0 microgram per cubic meter (µg/m³) annual average concentration and 35 µg/m³ 24-hour average concentration
- Particulate Matter Pollution, 150 µg/m³ 24-hour average concentration
- Nitrogen Dioxide, 53 ppb annual average concentration and 100 ppb 1-hour average concentration
- Overall Air Quality Index (AQI), 0 to 50 is considered “good,” meaning no health impacts are expected in this range

The Azalea Park air quality monitoring station data is provided in **Table 35**. Overall, air quality in the St. Pete Beach area has consistently met and exceeded federal standards. Over the past ten years, air quality has improved, with a 12.3% decrease in O₃ and 24.6% decrease in NO₂ on average. The Azalea Park station began recording PM_{2.5} and PM₁₀ in 2018, and since then, a 19.6% decrease in PM₁₀ and 4.2% decrease in PM_{2.5} has been recorded. The overall Air Quality Index is not available as a historic average, but on May 9, 2023, the AQI at the Azalea Park air monitoring station was 44 (considered “good” by federal standard).

Table 35. Air Quality (2013 to 2023)

(Source: Florida Department of Environmental Protection Office of Air Monitoring, Data Accessed May 9, 2023)

Air Quality Category	2023 Average Reading (January 1 – May 9)	2018 Average of 10 Highest Readings	2013 Average of 10 Highest Readings	Federal Standard
Ozone (O ₃)	57.3 ppb	62.9 ppb	65.3 ppb	70 ppb
Fine Particulate Matter Pollution (PM _{2.5})	16.1 µg/m ³	16.8 µg/m ³	N/A	35 µg/m ³
Particulate Matter Pollution (PM ₁₀)	28.7 µg/m ³	35.7 µg/m ³	N/A	150 µg/m ³
Nitrogen Dioxide (NO ₂)	25.7 ppb	29.4 ppb	34.1 ppb	100 ppb

The City has established policies to continuously improve air quality through innovative measures. These policies include requiring vegetative buffer strips between roadways and residential development where feasible, reducing dependence on single-occupant vehicle trips by encouraging multimodal transportation, encouraging the use of electric vehicles by providing adequate infrastructure, and requiring compliance with Pinellas County requirements for vapor control systems for all new and reconstructed gasoline stations.

6.3. Coastal Management

6.3.1. Flood Hazard Areas

The Flood Hazard Areas identified on **Map 25** are derived from the Federal Emergency Management Agency (FEMA)'s Flood Insurance Rate Map. Most of the City is located Zone AE or Zone VE, which are considered Special Flood Hazard Areas (SFHAs). SFHAs are defined by FEMA as areas that will be inundated by a 1% annual flood event, also known as the 100-year flood or base flood. There are several small areas of the City that are classified as moderate flood hazard areas (Zone X), which are defined by FEMA as areas between the limits of the base flood and the 0.2% annual chance flood event (also known as the 500-year flood). Moderate flood hazard areas are located between Blind Pass Road and Gulf Boulevard south of 70th Avenue, on Vina Del Mar Island near the 21st Avenue bridge, and at the Pinellas Bayway Bridge.

6.3.2. Storm Surge Zones

The Storm Surge Zones depicted on **Map 26** are sourced from the Surge Modeling application created for the Florida Department of Emergency Management (FDEM)'s *Florida Statewide Regional Evacuation Study* update in August 2021. The data is derived from the National Hurricane Center's Sea, Lake, Overland Surges from Hurricanes (SLOSH) computerized storm surge model and shows the areas that are most vulnerable to storm surge inundation for each category of hurricane. **Map 26** shows that most of the City is at-risk of storm surge inundation if a Category 1 hurricane were to hit.

6.3.3. Coastal High Hazard Area

Section 163.3178(2)(h), Florida Statutes, requires that the coastal management element of comprehensive plans include the designation of coastal high hazard areas (CHHAs) and criteria for mitigation. **Map 27** shows Pinellas County's CHHA, which covers almost all the City's land area. The Florida Department of Economic Opportunity (DEO) defines the CHHA as an area particularly vulnerable to the effects of coastal flooding from tropical storm events, and Sec. 163.3178(2)(h)9, Florida Statutes, defines the CHHA as the area below the elevation of the category 1 storm surge line as established by a SLOSH computerized storm surge model. Pinellas County developed the CHHA through a countywide sea level rise and storm surge vulnerability assessment in 2022. The City of St. Pete Beach is in the process of updating the Phase 2 Vulnerability Assessment completed in February 2020.

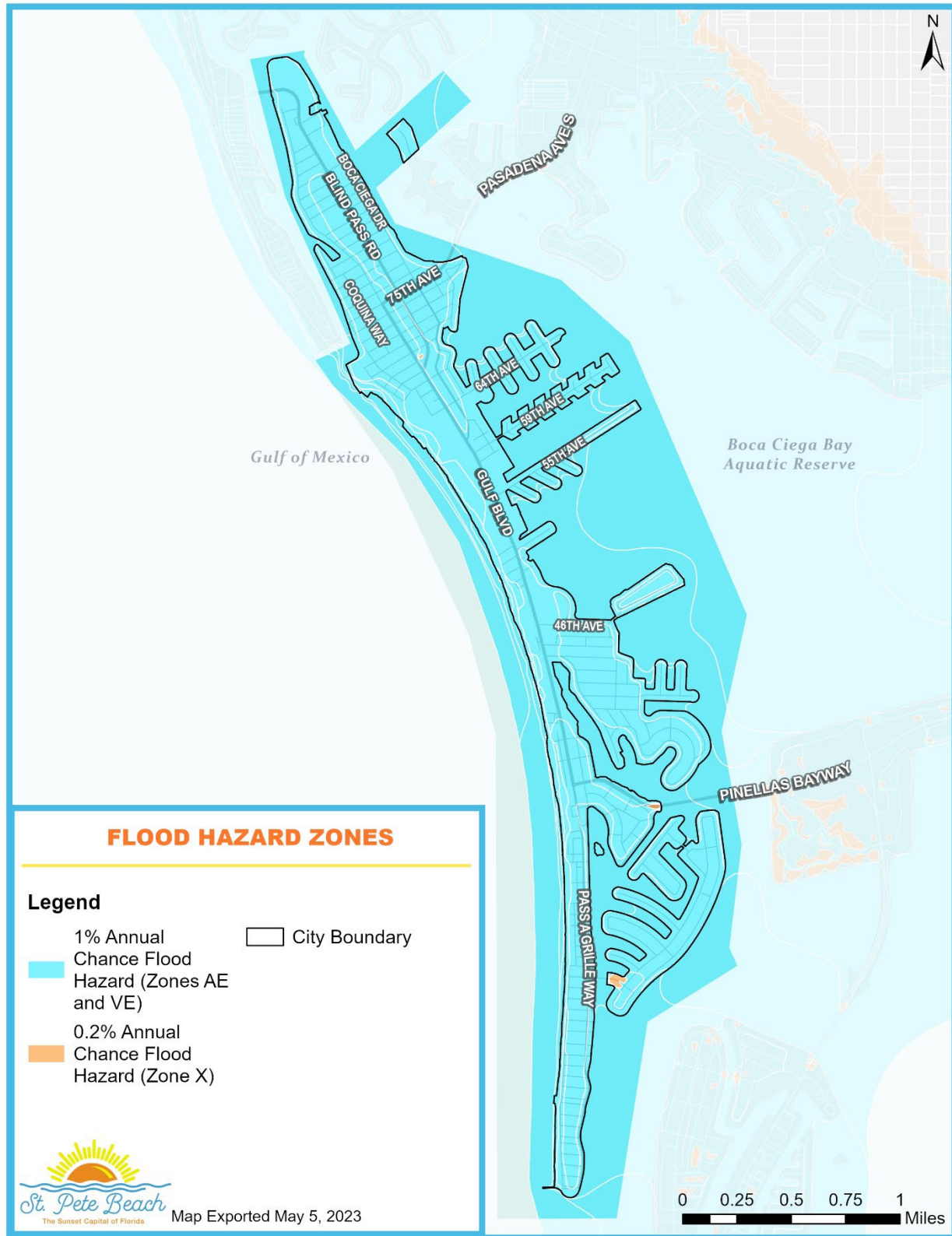
6.3.4. Coastal Resources and Shoreline Protection Strategies

The City protects its coastal resources and shorelines by requiring that all development seaward of the Coastal Construction Control Line (CCCL), as administered by the FDEP (**Map 28**), follows the permitting procedures established by Chapter 161, Part 1, Florida Statutes. Article V of the City's LDC, Flood Hazard Mitigation Regulations, also requires that all development within a flood hazard area follow the flood load and flood resistant construction requirements, as established by American Society of Civil Engineers (ASCE) 24-14 Flood Resistant Design and Construction standards and referenced by the Florida Building Code.

Furthermore, the City's Water Threats Analysis (October 2021) provides recommendations related to shoreline protection measures, including dune renourishment, living shorelines, and seawalls. The update currently underway for the Phase 2 Vulnerability Assessment (February 2020) will prioritize the City's critical and regionally significant assets with the greatest risk to flood exposure, which can be used by the City to program improvements in areas with the most immediate need.

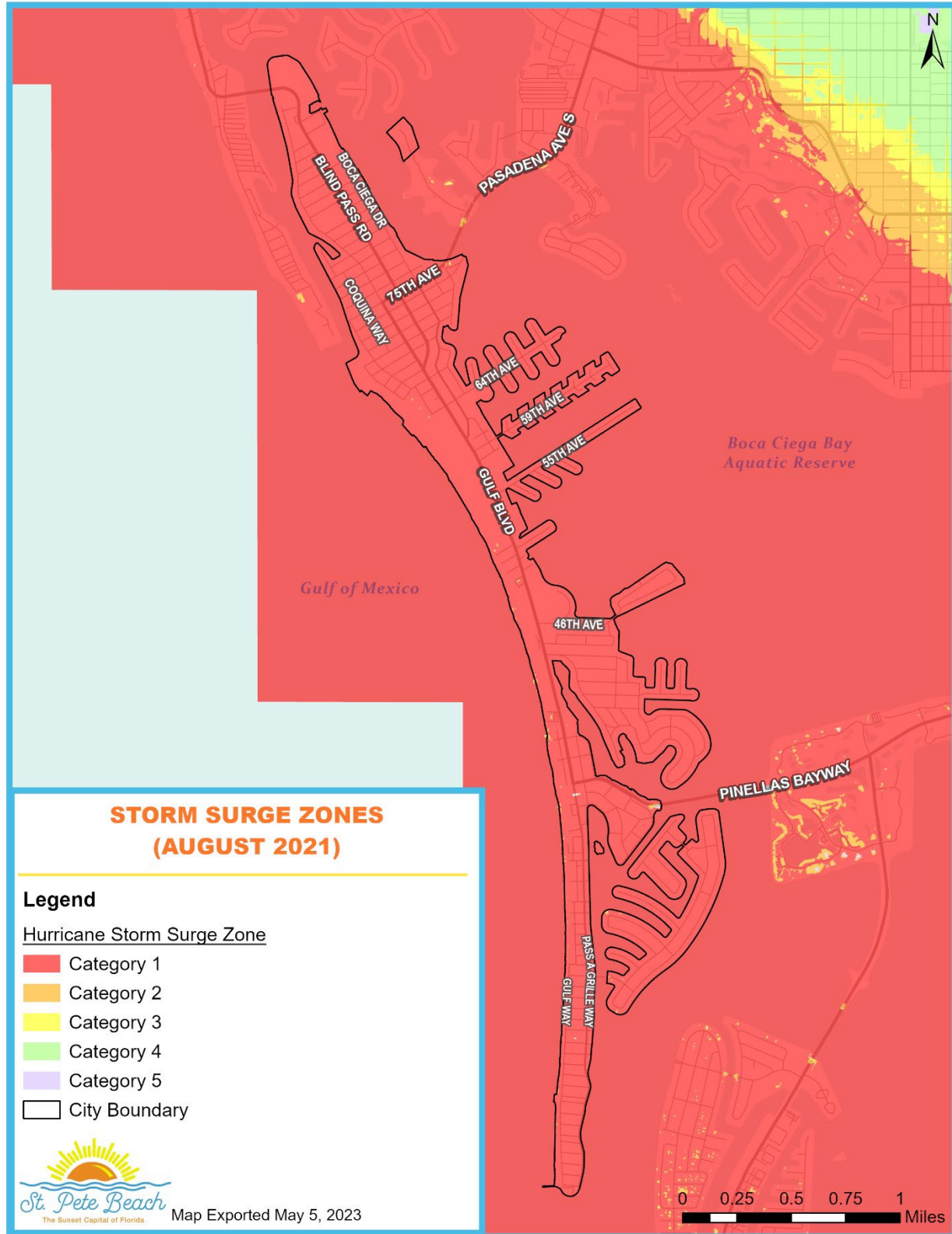
As mentioned in the Stormwater section of the Data, Inventory, and Analysis for the Infrastructure Element (on **page 122**), the City has allocated budget included in the CIP to complete a Watershed Management Master Plan (WMMP) to replace the existing Stormwater Master Plan. The WMMP will identify locations at risk to current and future flooding conditions and determine suitable resiliency measures to mitigate the impacts. It is the intent of the City to apply for a SWFWMD grant to complete this work as funding becomes available. While no funding exists as of May 2023, the City intends to use the St. Pete Beach Water Threats Analysis and the Phase 2 Vulnerability Assessment update to identify areas for long-term resiliency improvements. This includes stormwater pump stations, terrain elevation, and other interventions.

Map 25. FEMA Flood Hazard Areas
(Source: FEMA, May 2023)

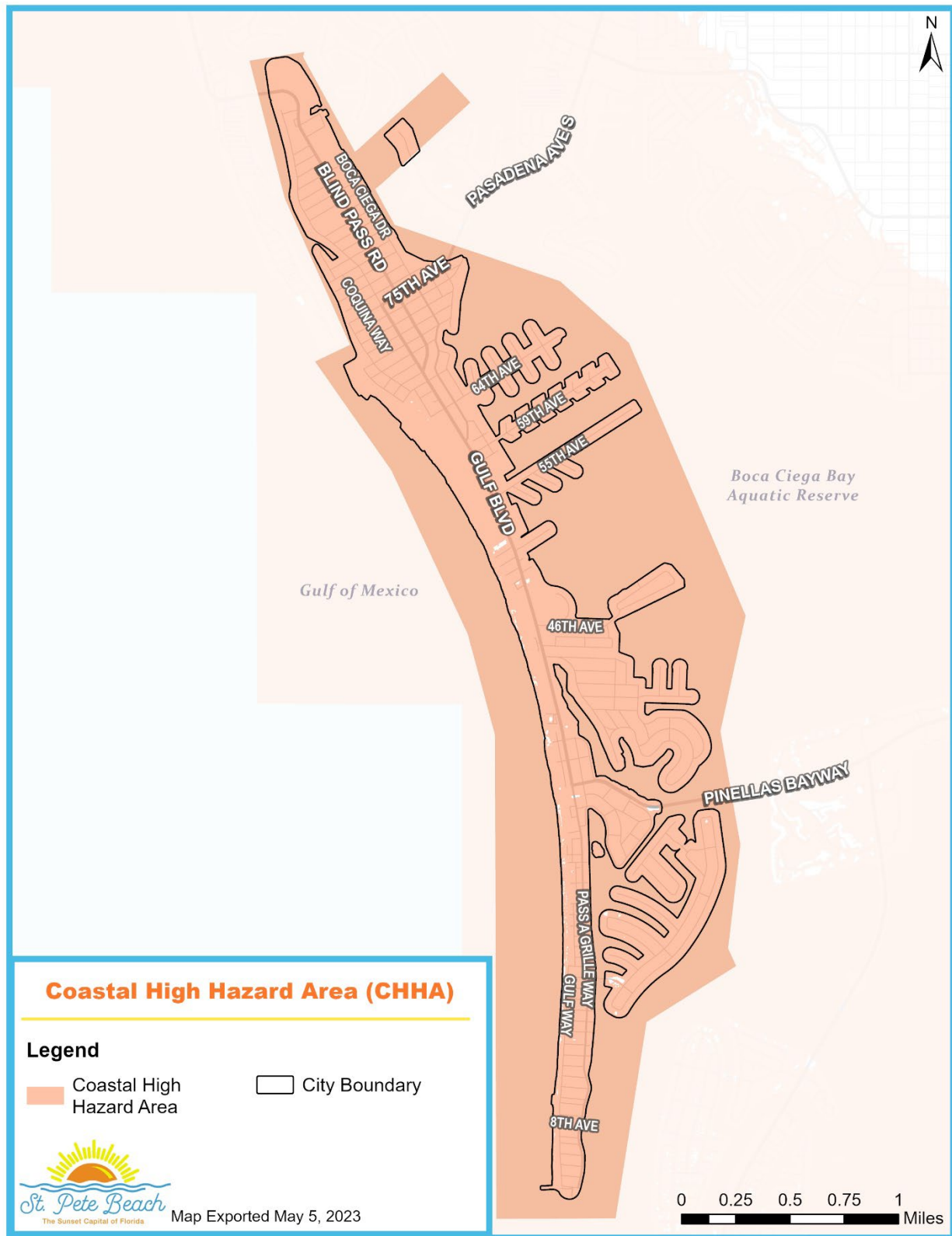


Map 26. Storm Surge Zones

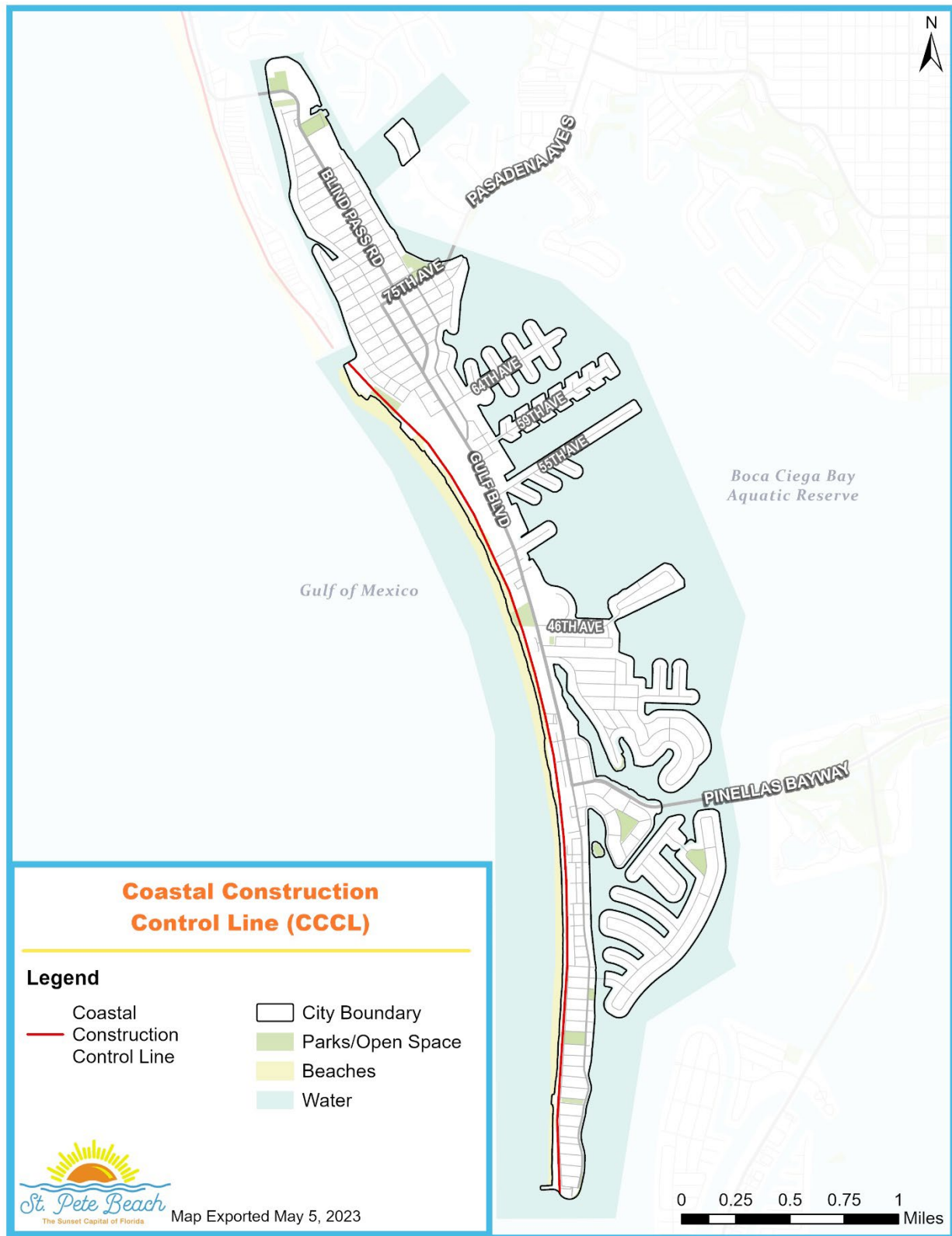
(Source: Florida Department of Emergency Management, August 2021)



Map 27. Coastal High Hazard Area (CHHA)
(Source: Forward Pinellas, December 2022)



Map 28. Coastal Construction Control Line
(Source: Florida Department of Environmental Protection, Data Updated November 2022)



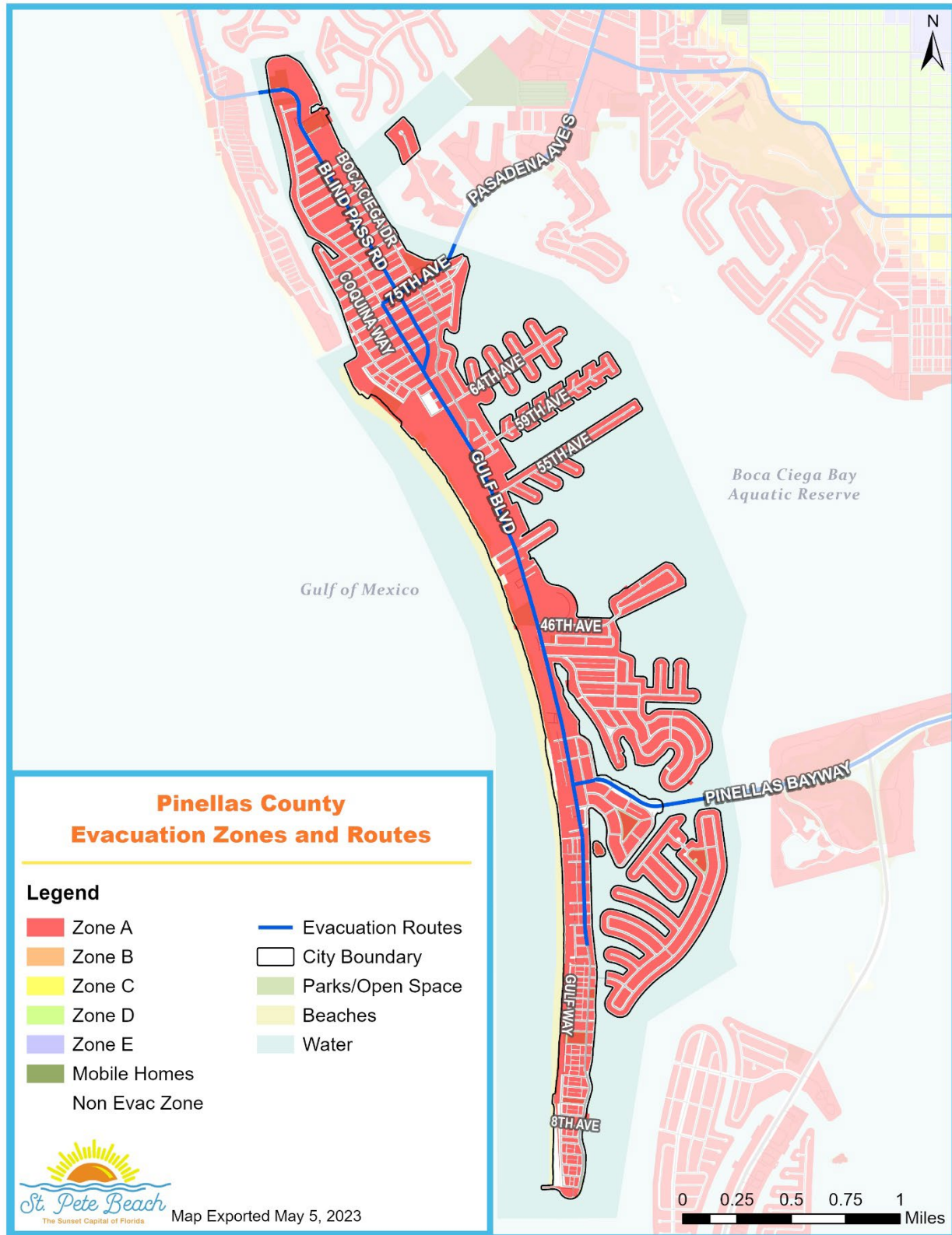
6.4. Emergency Management and Hazard Mitigation

The entirety of the City of St. Pete Beach is in Evacuation Zone A (**Map 29**). Evacuation zones are based on hurricane storm surge maps determined by the National Hurricane Center. Evacuation Zone A covers areas up to 11 feet above ground level and is the first zone to experience mandatory evacuation orders when a storm surge event (such as a hurricane) is likely to occur.

Gulf Boulevard, Blind Pass Road, 75th Avenue/Pasadena Avenue, and Pinellas Bayway serve as the primary evacuation routes out of the City. Given that the entirety of the City is vulnerable to storm surge, there are no evacuation shelters within the city limits. The closest evacuation shelters are located at Boca Ciega High School (~3 miles from intersection of Blind Pass Road and 75th Avenue), Gulfport Elementary School (~4 miles from intersection of Blind Pass Road and 75th Avenue), James B. Sanderlin K-8 School (~6.6 miles from intersection of Gulf Boulevard and Pinellas Bayway), and Thurgood Marshall Middle School (~5 miles from intersection of Blind Pass Road and 75th Avenue and ~6.8 miles from intersection of Gulf Boulevard and Pinellas Bayway). The closest evacuation shelter available to people with special needs or pets is at John Hopkins Middle School (~7.6 miles from intersection of Blind Pass Road and 75th Avenue and ~8.7 miles from intersection of Gulf Boulevard and Pinellas Bayway).

The City collaborates and coordinates with Pinellas County and surrounding municipalities to maintain and annually update the local Hurricane Preparedness Plan. The City posts hurricane preparedness and flood information on their website for public knowledge, provides physical copies at City Hall, and also works with local community leaders and business owners to disseminate information about hurricane preparedness and safety during storm events. The updates to the Phase 2 Vulnerability Assessment will include an inventory of the City's critical assets, which will support the City's efforts to maintain and improve its infrastructure and community facilities most critical to post-disaster recovery efforts.

Map 29. Pinellas County Evacuation Zones and Routes
(Source: Pinellas County Emergency Management Department, Data Updated May 2022)



Section 7. Recreation and Open Space Element

7.1. Introduction

The purpose of the Recreation and Open Space Element is to plan for a comprehensive system of public and private sites for recreation, including, but not limited to, natural reservations, parks and playgrounds, parkways, beaches and public access to beaches, open spaces, waterways, and other recreational facilities.

7.2. Existing Recreation and Open Space Inventory

Table 36 below provides an inventory of the parks and recreation facilities in the City of St. Pete Beach and **Map 30** shows the location of those facilities.

Table 36. Existing Recreation and Open Space Facilities
(Source: City of St. Pete Beach and Pinellas County Property Appraiser, May 2023)

Facility/Park Name	Acres	Amenities	Beach/Water Access
Egan Park 9101 Blind Pass Road, St. Pete Beach, FL 33706	5.7 acres	• Paid Parking • 2 Ball Fields • Boat Ramp • Fishing Pier • 2 Lighted Tennis Courts • 2 Lighted Pickleball Courts (blended lines) • Restrooms	Yes
Horan Park and Community Center 7701 Boca Ciega Drive, St. Pete Beach, FL 33706	6.4 acres	<u>Horan Park Facilities</u> • Boundless Playground • Free Parking • Large Open Green Space • Picnic Pavilion and Water Fountain • 8 Picnic Tables • Restrooms • Water View <u>Family Aquatic Center Facilities</u> • Heated/chilled Olympic swimming pool with children's play area and 2 slides • Tables • Lounge chairs • Showers and dressing rooms • Classes and programs <u>Community Center Facilities</u> • Boca Ciega Ballroom (rentable event space) • Fitness Facility (daily or monthly fee) • Indoor Basketball Court • Meeting/Event Rooms • Classes and Programming	No

Facility/Park Name	Acres	Amenities	Beach/Water Access
Hurley Park 1501 Gulf Way, St. Pete Beach, FL 33706	2.6 acres	• Free and Paid Parking • 4 BBQ Grills • Dog Park • Picnic Pavilion and Water Fountain • 6 Picnic Tables (1 Youth Table) • Lighted Tennis Court • Lighted Basketball Court • 3 Lighted Pickleball Courts (1 Standalone, 2 Blended Lines) • Baseball/Softball Field • Restrooms	No
Lazarillo Park 224 DeBazen Avenue, St. Pete Beach, FL 33706	3.3 acres	• Free Parking • 4 Lighted Tennis Courts • 1 Lighted Pickleball Court (Blended Lines) • Picnic Pavilion and Water Fountain • Playground	No
Lido Park 4503 Gulf Boulevard, St. Pete Beach, FL 33706	0.5 acres	• Free Parking • Picnic Shelter • Playground	No
McKenney Park 9300 Blind Pass Road, St. Pete Beach, FL 33706	4.6 acres	• Free Parking • BBQ Grills • Boundless Playground • Dog Park • Fishing Pier • Picnic Pavilion and Water Fountain • 7 Picnic Tables • Restrooms	Yes
Pass-a-Grille Park 1000 Pass-a-Grille Way, St. Pete Beach, FL 33706	1.2 acres	• Paid Parking • 8 Lighted Shuffleboard Courts • Picnic Table	No
St. Pete Beach Access* 4700 Gulf Boulevard, St. Pete Beach, FL 33706 <i>*Owned and maintained by Pinellas County</i>	5.2 acres	• Paid Parking • Restrooms • Showers • Water Fountain • 3 Boardwalks • Beach Access	Yes

Facility/Park Name	Acres	Amenities	Beach/Water Access
Upham Beach Park 6850 Beach Plaza, St. Pete Beach, FL 33706	4.1 acres	• 8 Picnic Tables • Restrooms • Paradise Food & Grill • Paid Parking	Yes
Vina del Mar Park 302 S Isle Drive, St. Pete Beach, FL 33706	3.1 acres	• Free Parking • BBQ Grill • Dog Park • Lighted Basketball Court (2 Regular Goals, 1 Youth Height) • 2 Lighted Tennis Courts • 3 Lighted Pickleball Courts (1 Standalone, 2 Blended Lines) • Picnic Pavilion and Water Fountain • 5 Picnic Tables • Playground • Restrooms	No
1st Ave Pier 300 1st Avenue, St. Pete Beach, FL 33706	8.6 acres	• Jetty • Beach Access • Paid Parking (On-Street, Gulf Way)	Yes
11th Ave Pier 100 11th Avenue, St. Pete Beach, FL 33706	0.1 acres	• Fishing Pier • Paid Parking (On-Street, Pass-a-Grille Way)	Yes
Merry Pier 801 Pass a Grille Way, St. Pete Beach, FL 33706	0.2 acres	• Bait shop • 3 Picnic Tables • Fishing Pier • Paid Parking (On-Street, Pass-a-Grille Way)	Yes
Don CeSar Boat Ramp 3398-3364 W Maritana Drive, St. Pete Beach, FL 33706	N/A	• Public Access Boat Ramp	Yes
Other Open Space	0.2 acres	• Thomas Rowe Parklet – Benches, Public Art • 70th Avenue & Boca Ciega Drive Lookout – Bench and Water View • 86th Avenue & Gulf Blvd Lookout – Bench and Water View	No

Facility/Park Name	Acres	Amenities	Beach/Water Access
Bicycle Trails	7.7 miles	0.9 miles of community trail (12' paved path) 6.5 miles of on-street bicycle lanes 0.3 miles of shared-use lanes	N/A

In total, the City of St. Pete Beach has nine (9) tennis courts, nine (9) pickleball courts (seven with blended lines on other courts and two standalone), eight (8) shuffleboard courts, five (5) playgrounds, three (3) basketball courts (two outdoor, one indoor), three (3) Baseball/Softball fields, three (3) fishing piers and one (1) jetty, three (3) public access boat docks, two (2) public access boat ramps, and 5.9 acres of picnic areas. In addition, there are 7.7 miles of bicycle facilities, predominantly comprised of on-street bike lanes (typically 4-foot wide).

7.3. Analysis of Need for Facilities

Using the City's inventory of parks and recreation facilities, along with population projections (**Table 1**), the City's level of service for recreation and open spaces can be projected through 2045. The LOS standards for publicly owned recreation and open facilities are shown in the table below+. As **Table 37** shows, the Recreation/Open Space LOS standards are currently being met and it is anticipated that the standard will be met through 2045, even if the City does not add any new recreation/open space facilities during this time. It should be noted that several recreation facilities, such as pickleball courts and playgrounds, do not currently have an established LOS standard but are still provided by the City. The City may consider updating its LOS standards in the *2045 Comprehensive Plan* to recognize the growing popularity of racket sports other than tennis, such as pickleball, and other recreational facilities requested by the community.

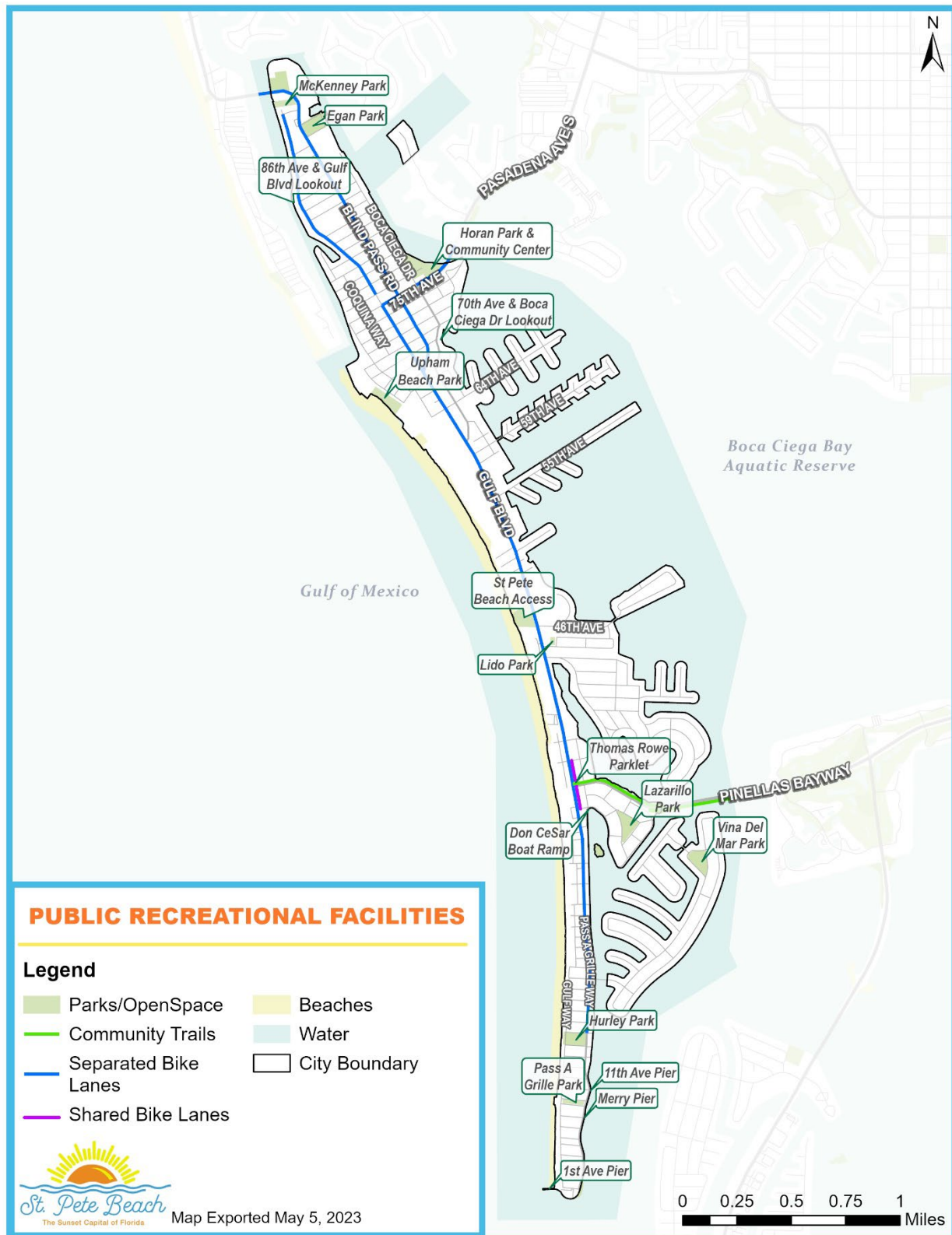
Table 37. Recreation and Open Space Facilities Inventory and Needs Analysis
(Source: City of St. Pete Beach and Forward Pinellas, May 2023)

Facility	LOS Standard	Existing Inventory	Need based on 2021 Existing Population – 8,963 people		Need based on 2045 Projected Population – 9,243 people	
			Facilities Needed	Surplus/ Deficiency	Facilities Needed	Surplus/ Deficiency
Tennis Courts	1 court per 2,000 population	9 courts	5 courts	+4 courts	5 courts	+4 courts
Basketball	1 court per 5,000 population	3 courts	2 courts	+1 court	2 courts	+1 court
Baseball/Softball	1 field per 6,000 population	3 fields	2 fields	+1 field	2 fields	+1 field
Boat Ramps/ Docks	1 ramp/dock per 5,000 population	5 ramps / docks	2 ramps / docks	+3 ramps/ docks	2 ramps/ docks	+3 ramps/ docks
Bicycle Trails	1 mile per 5,000 population	7.74 miles	1.79 miles	+5.95 miles	1.85 miles	+5.89 miles
Fishing	1 site per 5,000 population	3 sites	2 sites	+1 site	2 sites	+1 site
Picnic Area	1 acre per 6,000 population	5.9 acres	1.5 acres	+4.4 acres	1.5 acres	+4.4 acres
Shuffleboard	1 court per 5,000 population	8 courts	2 courts	+6 courts	2 courts	+6 courts

7.4. Recreation and Open Space Connectivity Master Plan

The City of St. Pete Beach is considering maintaining a *Recreation and Open Space Connectivity Master Plan* to support its continued development, maintenance, and improvement of its recreational system. If establishing this plan is deemed economically feasible, the City is considering maintaining and updating its Recreation and Open Space LOS Standards, as needed, as part of the *Recreation and Open Space Connectivity Master Plan*. This plan may also identify improvements to meet evolving community needs and may include an impact fee schedule to ensure that any new development that may occur pays a proportionate share for new recreation and open space facilities, as deemed necessary.

Map 30. Public Recreational Facilities



Section 8. Capital Improvements Element

8.1. Introduction

The purpose of the Capital Improvements Element is to consider the need for and the location of public facilities as identified in other elements of the comprehensive plan, to estimate the cost of improvements for which the local government has fiscal responsibility, to analyze the fiscal capability of the local government to finance and construct improvements, to adopt financial policies to guide the funding of improvements, and to schedule the funding and construction of improvements in a manner necessary to ensure that capital improvements are provided when required based on needs identified in the other comprehensive plan elements. This element also includes the requirements to ensure that the City implements an adequate concurrency management system.

Needed capital improvements are those that are necessary to meet the City's adopted LOS standards. LOS standards are used to indicate whether public facilities are adequate to meet the needs of the City's future population. LOS is a standardized measure of infrastructure operating conditions and is generally defined with reference to a benchmark, a measure of effectiveness. The City of St. Pete Beach public facilities that require identification and funding are transportation, sanitary sewer, solid waste, drainage, potable water, and recreation.

The City of St. Pete Beach utilizes numerous revenue sources to fund operational and capital expenses in the City. The City utilizes its standard annual budgeting procedures to allocate funds for specific purposes. The funding of all capital improvements includes, but may not be limited to, impact fees, property taxes, sales taxes, interlocal agreements, grants, tax increment financing (TIF) revenue, and other taxes and fees.

8.2. Capital Improvement Program (CIP) Schedule

The following table lists, and provides a brief description of, capital improvements identified for FY 2023 – FY 2027. Unfunded Capital Improvements are not included in the table below.

Table 38. City of St. Pete Beach Capital Improvement Program Schedule for FY 2023 - FY 2027

(Source: City of St. Pete Beach)

Project	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total	Funding Source
Transportation							
Gulf Winds Drive	\$1,600,000					\$1,600,000	Capital Funds
Gulf Boulevard Improvements	\$100,000					\$100,000	Multimodal Impact Fee Fund
Sunset Way Mobility Improvements	\$310,000					\$310,000	Multimodal Impact Fee Fund
Mangrove/73 rd Avenue Mobility Improvements	\$50,000					\$50,000	Multimodal Impact Fee Fund
Parking Sensor Expansion	\$35,400	\$25,000	\$25,000	\$25,000	\$25,000	\$135,400	General Fund, Capital Funds
Street Rehabilitation Program	\$1,000,000	\$900,000	\$500,000	\$500,000	\$500,000	\$3,400,000	Capital Funds
Public Works / Infrastructure							
Wastewater – Inflow & Infiltration Repairs Program	\$250,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,250,000	Wastewater Fund
Seawall Rehabilitation Program	\$220,000	\$1,400,000	\$100,000	\$1,530,000	\$190,000	\$3,440,000	Resiliency Fund
Wastewater – Air Release Valves	\$50,000	\$50,000				\$100,000	Wastewater Fund

Project	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total	Funding Source
Public Works / Infrastructure (continued from previous page)							
Wastewater – Force Main Repair and Replacement	\$550,000	600,000			\$15,000,000	\$16,150,000	Capital Funds, Wastewater Fund, Debt Proceeds
Don CeSar Boat Ramp	\$130,000	\$75,000	\$400,000			\$605,000	Grant
1 st Avenue Jetty Rehabilitation	\$200,000					\$200,000	Capital Funds
Stormwater – Drainage Improvements	\$300,000	\$3,000,000				\$3,300,000	Debt Proceeds
Reclaimed Water – System Repair & Replacement	\$510,000	\$1,100,000	\$200,000	\$200,000	\$200,000	\$2,210,000	Reclaimed Water Fund
Dune Crossover Replacement Program		\$250,000				\$250,000	Capital Funds
Generator Power for City Facilities		\$144,000	\$110,000	\$138,000		\$392,000	Capital Funds
Gulf Boulevard Electrical Undergrounding			\$1,000,000			\$1,000,000	Capital Funds
Electric Hardening Conversion	\$340,000	\$340,000	\$340,000	\$340,000	\$340,000	\$1,700,000	Capital Funds
HVAC Equipment Replacement	\$50,000	\$400,000	\$600,000			\$1,050,000	Capital Funds
Shell Alley Improvements	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000	Capital Funds
Stormwater – Watershed Management Master Plan		\$250,000				\$250,000	Grant
Stormwater							
Tidal Check Valve Installation Program	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$750,000	Stormwater Fund
Facilities							
Facility Renovations		\$115,000	\$190,000			\$305,000	Capital Funds
Fire Station 22 Reconstruction		\$2,000,000	\$2,000,000			\$4,000,000	Capital Funds, Grant
Decorative Facility Signage	\$10,000					\$10,000	Capital Funds
Parks							
Asphalt Replacement Program		\$250,000				\$250,000	Capital Funds
Horan Park Playground Equipment	\$125,000					\$125,000	Capital Funds
Egan Park Improvements				\$100,000		\$100,000	Capital Funds
Pass-a-Grille Park Gulf to Bay Improvements	\$150,000					\$150,000	Capital Funds
Recreation							
Community Center Pool Resurfacing			\$200,000			\$200,000	Capital Funds
St John's Partnership	\$300,000	\$25,000	\$25,000	\$25,000	\$25,000	\$400,000	Capital Funds, General Fund

Project	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total	Funding Source
Recreation (continued from previous page)							
Community Center/ Horan Park Docs			\$500,000			\$500,000	Capital Funds, Park Impact Fee Fund, Grant
Lazarillo Park Improvements				\$200,000		\$200,000	Capital Funds
Administration							
Asset Management Portfolio Development	\$50,000	\$50,000				\$100,000	Capital Fund, Reclaimed Water Fund
Phone System Replacement	\$50,000	\$15,000	\$15,000	\$15,000	\$15,000	\$110,000	General Fund, Capital Funds
Building Administration Software	\$300,000	\$75,000	\$75,000	\$75,000	\$75,000	\$600,000	Building Fund
A/V Room Upgrade	\$50,000					\$50,000	Capital Funds
Fire/EMS							
Apparatus Replacements	\$334,077	\$554,077	\$334,077	\$407,247	\$627,247	\$2,256,725	Capital Funds, Interlocal Agreement
Library							
Library Improvements	\$55,000	\$42,000	\$91,000	\$5,000	\$5,000	\$198,000	General Fund, Capital Funds
Total	\$8,149,477	\$12,410,077	\$7,455,077	\$4,310,247	\$17,752,247	\$50,077,125	

Section 9. Intergovernmental Coordination Element

9.1. Introduction

The purpose of the Intergovernmental Coordination Element is to provide guidelines and mechanisms for coordination with other governmental agencies in the preparation and revision of comprehensive plans, in the review and approval of new development, and in the provision of services. While the City acknowledges that coordination with other entities is often done through informal processes, it is necessary to have formal mechanisms in place to address specific intergovernmental coordination issues.

The City of St. Pete Beach is surrounded by the jurisdictions of the City of Treasure Island, the City of South Pasadena, the City of St. Petersburg, and Pinellas County. The continued cooperation and coordination between the City and these jurisdictions will be required as the demands of growth impact the City and the region.

Goals, objectives, and policies within the City's Comprehensive Plan have been included to reflect necessary coordination with other local, state, and federal agencies, as well as to acknowledge and be consistent with the provisions of the formalized agreements presented in **Table 38**. These goals, objectives, and policies are found both within the Intergovernmental Coordination Element, as well as within other respective elements in the Comprehensive Plan, where applicable.

9.2. Existing Contracts, Agreements, and Coordination Efforts

Table 39 lists the existing contracts, agreements, and coordination efforts the City of St. Pete is party to or involved with as of May 2023.

Table 39. Existing Contracts, Agreements, and Coordination Efforts

Relevant Comprehensive Plan Element	Name of Agreement or Coordination Effort	Coordinating Parties (in addition to the City of St. Pete Beach)	Effective/ Publication Date
Future Land Use	Countywide Planning Process as outlined in the Countywide Rules	Forward Pinellas and the Board of County Commissioners in their capacity as the Countywide Planning Authority	August 7, 2015
	Population Projections	Forward Pinellas, Pinellas County, the Pinellas County School Board (PCSB), and the University of Florida Bureau of Economic and Business Research (BEBR)	N/A
Transportation	Transportation needs related to State roadways	Florida Department of Transportation (FDOT) and Forward Pinellas	N/A
	Transportation needs related to local roadways	Forward Pinellas	N/A
	Transportation needs related to multimodal and public transit facilities	FDOT, Forward Pinellas, Pinellas Suncoast Transit Authority (PSTA), and the Tampa Bay Area Regional Transit Authority (TBARTA)	N/A
Infrastructure	Potable and Reclaimed Water Agreement	Pinellas County	
	Agreement for Wholesale Wastewater Service	City of St. Petersburg	November 29, 2001
	Solid Waste Services Agreement	Private Company	

Relevant Comprehensive Plan Element	Name of Agreement or Coordination Effort	Coordinating Parties (in addition to the City of St. Pete Beach)	Effective/ Publication Date
Infrastructure	Regional Water Supply Plan*	Southwest Florida Water Management District (SWFWMD)	November 15, 2015
Coastal and Conservation	General coordination on coastal management efforts	Pinellas County, City of St. Petersburg, City of Treasure Island, other appropriate neighboring communities, and the Tampa Bay Regional Planning Council (TBRPC)	N/A
	Coordination of water conservation programs	Pinellas County, SWFWMD, and Tampa Bay Water (TBW)	N/A
	TBW's Water Shortage Mitigation Plan*	Pinellas County, SWFWMD, and TBW	April 17, 2017
	Pinellas County and Boca Ciega Bay Aquatic Preserves Management Plan*	Florida Department of Environmental Protection (FDEP) Florida Coastal Office	November 2018
	Coordination related to hurricane shelters, evacuation routes, and emergency response	Forward Pinellas, Pinellas County Emergency Management Department, and TBRPC	N/A
Public Schools	Pinellas County Public Schools Interlocal Agreement	Pinellas County, the municipalities of Clearwater, Dunedin, Gulfport, Largo, Madeira Beach, Oldsmar, Pinellas Park, Safety Harbor, Seminole, St. Petersburg, St. Pete Beach, and Tarpon Springs, and the PCSB	June 20, 2012
	Annual staff report on the effectiveness of school concurrency	Pinellas County School District, Pinellas Schools Collaborative, and the School Planning Workgroup	As established by the Pinellas County Public Schools Interlocal Agreement
Intergovernmental Coordination	Dispute Resolution	Forward Pinellas and TBRPC in its role as a mediator and conciliator as outlined in Rule 29H-13, Florida Administrative Code	N/A

*The City of the St. Pete Beach is not a signatory, party, or committee member but has committed to supporting coordination efforts related to the plan or document.

Section 10. Public School Facilities Element

10.1. Introduction

The Public Schools Facilities Element provides a fundamental part of the City of St. Pete Beach's Comprehensive Plan because it recognizes schools as the cornerstones of community planning and design. Policies contained within the Element seek to promote and optimize intergovernmental cooperation for effective operation of the public school system in a multi-jurisdictional environment. This effort involves collaboration with the Pinellas County School Board (PCSB) and other local governments to ensure that adequate capital facilities and technology resources, such as computer facilities and support infrastructure, are available to support system goals.

10.2. Public Schools Interlocal Agreement

10.2.1. 2012 Interlocal Agreement

In 2012, local governments adopted the "Public Schools Interlocal Agreement" consistent with the requirements in Section 163.3177, F.S. The agreement is currently implemented through the following:

- **Student Enrollment and Population Projections** – Forward Pinellas will provide the PCSB with population growth projections to establish preliminary enrollment projections. These projections will be provided to Forward Pinellas and the local governments to review and comment before the enrollment projections are finalized.
- **Coordinating and Sharing of Information** – the PCSB will notify the local governments of all proposed school facility changes, the initiation of the Five-Year Plant Survey, and the initiation of the annual update of the Five-Year Facilities Work Program. The local governments may provide comments and recommendations for the PCSB to consider in the development of the survey and work program.

The local governments will inform the PCSB in advance of the final approval of land use plan amendments or rezonings that change residential densities and major infrastructure projects that may impact public schools, with sufficient time for the PCSB to review and comment.

- **Land Use and School Capacity** – the City of St. Pete Beach includes a representative designated by the PCSB to serve as a nonvoting member of the Planning Board meetings. The representative can participate in any deliberations regarding comprehensive plan amendments and rezonings that would, if approved, increase residential density. Through these processes, adequate school capacity is verified in conjunction with review of development projects.
- **Co-Location and Shared Use of Facilities** – Co-location and shared use of facilities are important for both the PCSB and the City of St. Pete Beach. The City will continue to look for opportunities to share resources with the PCSB including libraries, parks, recreational facilities, community centers, etc. as may be determined appropriate.

10.2.2. School Concurrency Process

In 2011, the Florida Legislature adopted the Community Planning Act, which changed school concurrency from mandatory to optional. If implemented, the statutes provide standards for adopting an interlocal agreement and comprehensive plans. The 2012 Interlocal Agreement between the PCSB and local governments rescinded school concurrency, based on declining student enrollment and existing extensive collaboration between the PCSB and local governments.

10.2.3. Prior Interlocal Agreements

Pinellas County, and the Pinellas County School Board (PCSB), has demonstrated a long-standing commitment and history of coordinating and planning public education facilities with local governments. Beginning in 1996, the County entered an interlocal agreement with the PCSB and adopted comprehensive

plan amendments in line with the Florida Legislature's adoption of the Educational Facilities Siting Act of 1995.

In 2003, a new Interlocal Agreement was signed by Pinellas County, the PCSB, and participating local governments. This Agreement solidified the framework for sharing of information relating to school site selection, student population enrollment, the School District's Five-Year Facilities Work Program and Plant Survey, co-location and shared use of facilities, conflict resolution, and School Board participation on the St. Pete Beach Planning Board.

Between 2005 and 2011, the Florida Legislature adopted, then rescinded mandatory school concurrency. The Interlocal Agreement between Pinellas County, PCSB, and the participating local governments was amended accordingly in 2007 and 2012. The 2012 Interlocal Agreement, referenced in Section 10.2.1, removed the school concurrency requirement, essentially restoring the 2003 Interlocal Agreement.

10.3. Public Schools Inventory

10.3.1. Existing Public School Facilities

The City of St. Pete Beach's students are currently served by four total School Service Areas (SSA) including one Elementary SSA, two Middle School SSAs, and one High School SSA. The four SSAs currently serving St. Pete Beach comprise only a portion of the entire Pinellas County School District.

All schools serving St. Pete Beach students are located outside of the City limits. **Table 40** identifies the four public schools serving St. Pete Beach.

Table 40. Existing Public School Facilities Servicing St. Pete Beach

Source: Pinellas County School Board, 2023

Type	Education Facility	Facility located within St. Pete Beach	Service Area Includes Other Jurisdictions	Location	Phone Number
Elementary School Facility	Azalea Elementary School	No	Yes	1680 74 th St N, St. Petersburg, FL	(727) 893-2187
Middle School Facility	Azalea Middle School	No	Yes	7855 22 nd Ave N, St Petersburg, FL	(727) 893-2606
	Bay Point Middle School	No	Yes	2151 62 nd Ave S, St. Petersburg, FL	(727) 893-1153
High School Facility	Boca Ciega High School	No	Yes	924 58 th St S, Gulfport, FL 33707	(727) 893-2780

10.3.2. Existing Charter and Adult/Other Schools

Charter schools in Pinellas County have been established with various learning objectives and instructional delivery methods under individual charters approved by the School Board. Charter schools are monitored by both the School Board and State of Florida for compliance with the charter and student achievement goals. **Table 41** identifies the charter schools and adult schools located in the County.

Table 41. Charter Schools and Adult/Other Schools

Source: Pinellas County School Board, 2023

Facility Name	Type
Academie Da Vinci	Charter
Alfred Adler	Charter
Athenian Academy	Charter
Discover Academy of Science – North/South	Charter
Enterprise High School	Charter
MYcroSchool Pinellas	Charter
Pinellas Academy of Math and Science	Charter
Pinellas Prep Academy	Charter
Plato Academy Clearwater	Charter
Plato Academy Largo	Charter
Plato Academy Palm Harbor	Charter
Plato Academy Pinellas Park	Charter
Plato Academy Seminole	Charter
Plato Academy St. Petersburg	Charter
Plato Academy Tarpon Springs	Charter
St. Petersburg Collegiate High School	Charter
St. Petersburg Collegiate High School North Pinellas	Charter
St. Petersburg Collegiate Stem High School	Charter

Section 11. Private Property Rights Element

11.1. Overview

The purpose of the Private Property Rights Element is to respect judicially acknowledged and constitutionally protected private property rights. The Private Property Rights Element was added to the 2045 Comprehensive Plan to meet the requirements as outlined in Subsection 163.3177(6)(i), Florida Statutes.

On June 29, 2021, House Bill 59 was passed and signed into law, which requires local governments to adopt and include a property rights element in their comprehensive plan for any proposed plan amendment initiated after July 1, 2021 to ensure that private property rights are considered in local decision-making. The Bill provides a model statement of property rights a local government may adopt to satisfy the requirement, provided below. This model statement has been adopted in the Private Property Rights Element of the City of St. Pete Beach's 2045 Comprehensive Plan.

Statement of private property rights, as provided in Section 163.3177(6)(i)1, Florida Statutes:

The following rights shall be considered in local decision-making:

- 1. The right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.*
- 2. The right of a property owner to use, maintain, develop, and improve his or her property for personal use or for the use of any other person, subject to state law and local ordinances.*
- 3. The right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.*
- 4. The right of a property owner to dispose of his or her property through sale or gift.*

Exhibit B:
Proposed Amendments to the Comprehensive Plan

I. PREFACE

A. GENERAL PROVISIONS

This document constitutes a publication of the Comprehensive Plan of the City of St. Pete Beach, Florida. The original plan was prepared in November 1989, adopted in October 1998, and amended through 2012~~2023~~.

Style and Format

The editor has matched the original style and format of the Comprehensive Plan as closely as possible, while maintaining the ability to incorporate future amendments in an efficient manner.

Numbering System

The numbering system used in this publication is the same system used in the original publication.

Tables

~~The reader may wish to use the Comprehensive Plan Comparative Table following the Comprehensive Plan, which lists the disposition of amendments to the Comprehensive Plan.~~

Looseleaf Supplements

~~A special feature of this Comprehensive Plan to which the attention of the user is especially directed is the looseleaf system of binding and supplemental servicing for the Comprehensive Plan. With this system, the Comprehensive Plan will be kept up-to-date periodically. Upon the final passage of amendatory ordinances, they will be properly edited and the appropriate page or pages affected will be reprinted. These new pages will be distributed to holders of copies of the Comprehensive Plan, with instructions for the manner of inserting the new pages and deleting the obsolete pages. Each such amendment, when incorporated into this Comprehensive Plan, may be cited as a part hereof.~~

~~The successful maintenance of this Comprehensive Plan will depend largely upon the holder of the volume. As revised sheets are received, it will then become the responsibility of the holder to have the amendments inserted according to the attached instructions. It is strongly recommended by the publishers that all such amendments be inserted immediately upon receipt to avoid misplacing them and, in addition, that all deleted pages be saved and filed for historical reference purposes.~~

~~The publication of this Comprehensive Plan was under direct supervision of Katherine Gray, Supplement Editor, and Denise Thompson, Accuracy Management Coordinator, of the Municipal Code Corporation, Tallahassee, Florida. Credit is gratefully given to Rebecca C. Haynes, City Clerk of St. Pete Beach, Florida for her sincere interest and able assistance throughout the project.~~

SUPPLEMENT HISTORY TABLE

~~The table below allows users of this Comprehensive Plan to quickly and accurately determine what ordinances/amendments have been considered for codification in each supplement as of 2021. Ordinances and amendments that are of a general and permanent nature are codified in the Comprehensive Plan and are considered "Includes." Ordinances and amendments that are not of a general and permanent nature are not codified in the Comprehensive Plan and are considered "Omits."~~

~~In addition, by adding to this table with each supplement, users of this Comprehensive Plan will be able to gain a more complete picture of the plan's historical evolution.~~

Ord./Amd. No.	Date Adopted	Include/Omit	Supp. No.
2014-06	7 8-2014	Omit	4

2015-05	-3-9-2015	Include	4
2016-11	-6-28-2016	Include	2
2016-23	-2-28-2017	Omit	2
2017-03	-2-28-2017	Include	2

IB. - Citizen Input on Community Redevelopment^[4]

The following text was included in the Comprehensive Plan, as amended through 2012, and refers to the public participation process that occurred from December 2001 to May 2007, which marks the date in which the St. Pete Beach Evaluation and Appraisal Report was adopted to support the 2010 update to the Comprehensive Plan. The Citizen Input on Community Redevelopment presented below reflects the views of residents who engaged in the visioning process during that time.

The following are ten (10) important factors that reflect existing conditions within the City along with resident suggestions and input during a nearly six year process beginning in December 2001. These principles have guided residents of the City in their preparation of this (2010) amendment to the City's Comprehensive Plan Future Land Use Plan and Map, and the Housing Element.

- (1) The City is essentially a "built-out" community. Of the 1,286.10 acres that comprise the community, approximately 13.40 acres, or 1.04 percent, are vacant and undeveloped.
- (2) There is strong community objection to high density unmanaged overdevelopment of our coastal Gulf community that will further degrade infrastructure and public services.
- (3) There is a strong desire to protect the quiet character of existing residential neighborhoods from encroachment and overdevelopment of non-residential uses.
- (4) There is a strong desire by both residents and multi-generational local hotel and motel owners to preserve the heritage of our City as a tourist destination because it is the foundation of our local economy and it offers the residents a diversity of services and amenities as well as public access to our beaches.
- (5) Residents and local shop owners have also expressed a strong desire to revitalize the Downtown Corey area and create a vibrant main street that invites residents and visitors alike to shop, dine, play, work and live in a pedestrian-friendly and safe environment.
- (6) Residents have demanded that policies and strategies be adopted and implemented that maintain and improve existing infrastructure systems and facilities that ensure adequate capacity for new development that will maintain and improve the quality of life for residents and visitors alike.
- (7) Residents have expressed a need and desire to create a more environmentally friendly sustainable community that will improve the quality of life for residents and visitors by requiring the City to initiate an application with the Florida Green Building Coalition for certification as a Florida Green City and establishing goals, objectives and policies promoting Green practices and strategies for redevelopment that will be implemented through the City's land development and building regulations. The ultimate objective of certification and implementation is to rebuild a sustainable quality livable community that will:
 - (a) Conserve water and other natural resources;

- (b) Lower energy consumption and operating costs both for private development as well as public improvements and public amenities;
 - (c) Reduce traffic congestion and impacts on our roads by designing a "walkable" community that provides safe and comfortable pedestrian, bicycle, trolley and other environmentally-friendly modes of community mobility that also will reduce Greenhouse gas emissions, improve air quality, and encourage outdoor fitness initiatives to promote a healthier City and healthier residents;
 - (d) Reduce waste sent to landfills and increase utilization of recycling programs;
 - (e) Provide for disaster mitigation strategies;
 - (f) Maintain public access to our beaches and waterfronts using environmentally sensitive design;
 - (g) Implement land development regulations that protect our waterways, Gulf beaches and Gulf waters from pollutants and debris that can harm natural resources including plant and species habitats;
 - (h) Continue efforts to protect the sea turtle and preserve its habitat by maintaining and improving sea turtle protection regulations;
 - (i) Demonstrate the community's commitment to environmental stewardship and social responsibility.
- (8) Residents have expressed a need and desire for a safer community through redevelopment of aging, functionally obsolete and vacant properties to:
- (a) Reduce crime and vagrancy; and
 - (b) Replace older structures and buildings with new construction that meets current Building Code standards and FEMA flood protection regulations to maximize protection from both wind and flood damage caused by hurricanes and tropical cyclones.
- (9) Residents have expressed a need and desire to improve the safety, traffic flow and appearance of Gulf Boulevard that is the primary and most visible corridor through our community by:
- (a) Improving pedestrian and bicycle safety;
 - (b) Improving the appearance as well as protecting the community from storm damage by placing overhead utilities underground;
 - (c) Improving traffic flow by reducing curb cuts and installing intelligent traffic flow devices; and
 - (d) Creating a visually appealing boulevard worthy of a quality residential and resort community.
- (10) Residents strongly object to more high-rise residential development throughout the City, that if permitted to continue will replace most, if not all, temporary lodging facilities, adversely impact our economy, commercial diversity, as well as diminish public beach and waterfront access. The impact, if permitted to continue under the City's 1998 Comprehensive Plan, will forever change the character and heritage of our City. Historically, the City has been a quality residential community complemented by resorts and supported by a tourist-based economy where residents and visitors for more than 50 years have lived and played in harmony with one another, but many realize that legacy is in jeopardy if corrective regulatory action is not taken.

It is the intent of this Comprehensive Plan amendment, prepared by residents, community leaders, and business as well as hotel owners in an extensive collaborative effort, to address these desires, concerns and objections as expressed by the residents.

This Comprehensive Plan amendment establishes a Community Vision based upon four major Initiatives, a Green Mission Statement, and a Community Redevelopment District that forms the basis of a long-range redevelopment plan for the City's core commercial and resort areas.

This redevelopment plan has several additional components necessary to effectuate the overall redevelopment effort including a Countywide Future Land Use Plan amendment, a Ch. 163 Community Redevelopment Plan and implementing land development regulations that will pursue the stated redevelopment goals with tightly controlled density and design standards.

The City and its residents will benefit from a Redevelopment Trust Fund established pursuant to F.S. § 163.387 as may be authorized by Pinellas County that will provide capital infrastructure, public improvements and amenities that will improve the safety, services to, and beauty of the City.

(Ord. No. 2015-05, § 1(Exh. A), 3-9-2015)

Footnotes:

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Editor's note— Ord. No. 2015-05, § 1(Exh. A), adopted March 9, 2015, amended Part I, in effect, repealing and replacing Part I as set out herein. Former Part I pertained to similar subject matter.

C. Definitions

The definitions set forth below are terms used in the this Comprehensive Plan. Community Redevelopment Plan and this Future Land Use Plan amendment that establishes Community Redevelopment District containing two major redevelopment districts and eleven character districts.

- 1) **Affordable and Workforce Housing** means monthly rents or monthly mortgage payments including taxes and insurance do not exceed 30% of that amount which represents the percentage of the median annual gross income for households as indicated in Section 420.9071, Florida Statutes, not to exceed 120% of median adjusted gross income for households within the metropolitan statistical area (MSA).
- 2) **American Association of Retired Persons (AARP) Age-Friendly Community Initiative** means an initiative to help foster policies and programs that make neighborhoods walkable, feature transportation options, enable access to key services, provide opportunities to participate in community activities, and support housing that's affordable and adaptable for aging populations.
- 3) **Americans with Disabilities Act of 1990 (ADA)** is a civil rights law that prohibits discrimination against individuals with disabilities in all areas of public life, including jobs, schools, transportation, and all public and private places that are open to the general public. The purpose of the law is to make sure that people with disabilities have the same rights and opportunities as everyone else. It guarantees equal opportunity for individuals with disabilities in public accommodations, employment, transportation, state and local government services, and telecommunications.
- 4) **Base Flood Elevation** as used herein means that elevation above grade level established by the Federal Emergency Management Agency and implemented by State, County, and local laws, codes and ordinances, above which height for a building is measured.
- 5) **Basis of Review (BOR)** refers to the procedures and criteria used by the Southwest Florida Water Management District in the review of environmental resource permit applications, as defined in the District's *Environmental Resource Permitting Information Manual Part B – Basis of Review* (Effective 12-29-11) and pursuant Chapter 40D-4, 40, and 400, F.A.C., as amended.

- 6) **Beach Management Regulations** refer to the City's standards and regulations regarding coastal protection and conservation, pursuant Division 25 of the Land Development Code, as amended.
- 7) **Capital Improvements Element** means one element out of eleven (11) elements that comprise the City's Comprehensive Plan. It establishes the goals, objectives, and policies designed to guide the City in considering the need for and location of public facilities in order to encourage the efficient use of facilities.
- 8) **Character District** within the context of this Community Redevelopment Plan means one of eleven (11) sub-districts or sub-areas that together form the Special Planning Areas Community Redevelopment District as a whole. Each of these sub-districts is called a "character district" because each of these areas share a common character that needs to be revitalized, enhanced or modified to achieve the community goals of quality residential living complemented by resorts and supported by a tourist-based economy. Each character district has its own unique mini-master plan that will fit into the larger framework established within one of two ~~core~~ Redevelopment Districts - either the Downtown ~~Core~~ Redevelopment District or the Gulf Boulevard Redevelopment District - and ultimately support the overall goals and objectives of the Special Planning Areas Community Redevelopment District as a whole. For example, the character of the Town Center Core District emphasizes pedestrian mobility over vehicular mobility and provides neighborhood and government services in a smaller-scale village-like atmosphere. This "character" is a re-creation of historical main streets that provided a core area where people gathered in a community to go to City Hall or the Post office, work, shop, dine, play, and live.
- 9) **City** means the municipality of St. Pete Beach.
- 10) **City Commission** means the duly elected governing municipal body of officials for the City of St. Pete Beach.
- 11) **Clean Industry(ies)**, also referred to as green industries, are industries that seek to minimize their negative impact on the environment by reducing greenhouse gas emissions and providing products or services involving renewable energy production, increased energy efficiency, resource conservation and/or protection, clean transportation, and fuels, and pollution prevention or environmental cleanup.
- 12) **Coastal and Conservation Element** means one element out of eleven (11) elements that comprise the City's Comprehensive Plan. It establishes the goals, objectives, and policies that strive to maintain, restore, enhance, and management the City's coastal environment and resources.
- 13) **Coastal Construction Control Line (CCCL)** means a line of jurisdiction, defining the landward limit of the Florida Department of Environmental Protection (FDEP)'s authority to regulate construction.
- 14) **Coastal High Hazard Area (CHHA)** means an area particularly vulnerable to the effects of coastal flooding from storm events and is defined by Section 163.3178(2)(h)9, Florida Statutes, as the area below the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model.
- 15) **Community Development Block Grant (CDBG)** means funding from the U.S. Department Housing and Urban Development that provides annual grants to support community development activities to building stronger and more resilient communities by providing decent housing and a

suitable living environment, and by expanding economic opportunities, principally for low- and moderate-income persons.

- 16) **Comprehensive Plan** means the plan required by Chapter 163, Florida Statutes, to manage development and redevelopment within the City limits in a manner that is consistent with County and State policies, provides for intergovernmental coordination, provides for the uses of land, coordinates the timing and provision of adequate infrastructure systems and facilities, establishes environmental, conservation, recreation and open space policies, and establishes housing policies that ensures among other things safety, density varieties, historic preservation, and affordable housing mitigation. The St. Pete Beach Comprehensive Plan contains eighteleven (4011) elements that must be consistent with each other in achieving the overall goals, policies and objectives of the Comprehensive Plan, including the following elements: (1) Preface, (2) Future Land Use; (3) Transportation; (4) Housing; (5) Infrastructure; (6) Coastal and Conservation; (7) Recreation & Open Space; (8) Capital Improvements Plan; (9) Intergovernmental Coordination; (10) Public School Facilities; and (11) Private Property Statement of Rights.
- ~~6) **Community Redevelopment District** – within the context of this Community Redevelopment Plan is a 248.25 acre core area of the City representing about 20% of the City's total land area that shares a common goal of revitalizing primarily resort and commercial areas of the City that have seen little or no reinvestment in the past 30 years and contain a substantial number of properties that are not designed to current public safety, environmental, aesthetic or market standards. It is divided into two core sub-areas that share the overall need and goal of revitalization but also have distinct character and district objectives as a result. For example, the Downtown Redevelopment District focuses on creating a traditional downtown core area that provides traditional community services provided on a smaller scale that emphasize a safe and comfortable pedestrian environment where people live, play and work which is surrounded by residential neighborhoods that are within walking distance and buffered from commercial intrusion. In comparison, the Gulf Boulevard Redevelopment District is a core resort and shopping destination for both residents and visitors that is more reliant on vehicular mobility with a focus on preserving and revitalizing the heritage of St. Pete Beach as a resort destination with Gulf beach access for residents and visitors alike that respects the quality residential living located primarily to the east on the intracoastal waterways.~~
- 17) **Concurrency Management Statement** means the impact statement which is a report or study that identifies, resolves, and eliminates negative or adverse impacts on existing and future city systems and facilities. These impacts can include the effect a proposed development may have on solid waste; police, fire and emergency medical services; wastewater and water; traffic; and the municipal tax base.
- 18) **Countywide Plan or The Countywide Plan for Pinellas County** is a document created with input from the 25 local governments (cities, towns, and the unincorporated County) within Pinellas County. It establishes general rules for land use and includes a Countywide Plan Map designating where certain types of development can occur within the county. Local governments are required to maintain Comprehensive Plans that are consistent with the Countywide Plan.
- 19) **Crime Prevention Through Environmental Design (CPTED)** is a multi-disciplinary approach of crime prevention that uses urban and architectural design and the management of built and natural environments. CPTED strategies aim to reduce victimization, deter offender decisions that precede criminal acts, and build a sense of community among inhabitants so they can gain territorial control of areas, reduce crime, and minimize fear of crime.

- 20) **Density** means the number of residential or temporary lodging units allowed per acre of developable land. For example: If 15 units per acre is the density allowed on a two-acre parcel of land, a total of 30 units are permitted. Pursuant Division 2 of the St. Pete Beach Land Development Code, the calculation of density does not include land devoted to public rights-of-way, submerged lands and lands seaward of the State of Florida Coastal Construction Control Line.
- 21) **Density Pool** means a finite quantity of temporary lodging or residential units allocated for specified districts in the Comprehensive Plan that may allow a property to be developed with additional units than would be otherwise permitted or conditionally permitted under the property's district regulations.
- 22) **Development** means the carrying out of any building activity having the effect of the development of land.
- 23) **Development Site/Building Site** means an area of land or contiguous areas of land assembled or combined for a unified development, for the purposes of calculating density and intensity.
- 24) **Federal Emergency Management Agency (FEMA)** means the Federal agency that coordinates the Federal government's role in preparing for, preventing, mitigating the effects of, responding to, and recovering from all domestic disasters, whether natural or man-made, including acts of terror.
- 25) **Floor Area Ratio (FAR)** means the total amount of gross building square footage on a building site in relation to the total square footage of the building site, expressed as a ratio. For example: a one acre parcel with a 1.0 floor area ratio equals 43,560 square feet of building space.
- 26) **Florida-Friendly Landscaping™ (FFL)** means quality landscapes that conserve water, protect the environment, are adaptable to local conditions, and are drought tolerant. The principles of such landscaping include planting the right plant in the right place, efficient watering, appropriate fertilization, mulching, attraction of wildlife, responsible management of yard pests, recycling yard waste, reduction of stormwater runoff, and waterfront protection. Additional components include practices such as landscape planning and design, soil analysis, the appropriate use of solid waste compost, minimizing the use of irrigation, and proper maintenance.
- 27) **Florida Green Building Coalition (FGBC)** is a nonprofit Florida corporation that administers the statewide Green Building Program, provides green building standards, provides educational resources on sustainable development and green building practices, and certifies qualified buildings, developments, and local government policies.
- 28) **Forward Pinellas** is Pinellas County's land use and transportation planning agency. The agency serves as both the Pinellas Planning Council and the Pinellas County Metropolitan Planning Organization (MPO). In its role as the Pinellas Planning Council, the agency acts as the Countywide Planning Authority and provides policy advice and recommendations to the Board of County Commissions. In its role as the Pinellas County MPO, the agency develops plans, policies, and priorities that guide local decision-making on land use and transportation issues. The agency's principal responsibilities include maintaining the Countywide Plan and Countywide Rules Map and developing a 20-year Long-Range Transportation Plan (LRTP), a five-year Transportation Improvement Program (TIP), and a two-year Unified Work Program.
- 29) **Future Land Use Element (FLUE)** means is one element out of eighteleven (11) elements that comprise the City's Comprehensive Plan. It establishes the goals, objectives, and policies for the use of land to manage future growth and redevelopment in accordance with the City's vision for its

future. The ~~Future Land Use Element~~FLUE establishes both the Future Land Use Plan and the Future Land Use Map (FLUM).

- a. The Future Land Use Plan defines and describes the land use plan categories, establishes the goals, objectives and policies, designates primary and secondary uses permitted in each land use plan category, and establishes density and intensity standards. In addition in this plan amendment, height and density standards are established that shall not be exceeded.
 - b. The Future Land Use Map (FLUM) is a graphic depiction of the location and boundaries of each of the land use designations including the Special Planning Areas Community Redevelopment District (CRD) and each character district within the Special Planning Areas.
- 30) **Goal** means the long-term end toward which programs or activities are ultimately directed. (F.S. § 163.3164(19))
- 31) **Green Building**, as defined by the Florida Green Building Coalition, means a building that incorporates multiple environmental, ecological, and sustainability features to reduce environmental degradation throughout its life cycle considerably more than a building that minimally meets state and local building standards.
- 32) **Green Business(es)**, also referred to as sustainable businesses, are businesses that seek to minimize their negative effect on the environment through the implementation of sustainable operating procedures, product and material sourcing, labor practices, resource consumption.
- 33) **Green Infrastructure** is means a stormwater management approach defined as the range of measures that use plant or soil systems, permeable pavement or other permeable surfaces or substrates, stormwater harvest and reuse, or landscaping to store, infiltrate, or evapotranspire stormwater and reduce flows to sewer systems or to surface waters. Green infrastructure reduces and treats stormwater at its source while delivering environmental, social, and economic benefits.
- 34) **Green Practices** refers to procedures, strategies, and technologies that support long-term environmental sustainability, including but not limited to: protecting and conserving water resources, protecting, conserving, and restoring the beach dune system and coastal habitat, constructing energy efficient buildings, using Florida-Friendly landscaping materials and design, recycling construction materials and debris, reducing waste and pollutant run-off, reducing the urban heat island effect, and reducing greenhouse gas emissions.
- 35) **Green Practices Program** refers to the City's pilot program that provides requirements and incentives for new construction, major renovation, land development or redevelopment to become certified by the FGBC, FDEP Green Lodging Program, and/or achieve LEED™ certification or Energy Star certification.
- 36) **Hazardous Waste** means materials which are identified by federal and state agencies as posing a substantial health or safety threat.
- 37) **Height** means the vertical distance measured from the minimum base flood elevation to the highest point of a flat roof, to the deck of a mansard roof or to the average height between the plate and the ridge of gable or hipped roofs, not including spires, belfries, cupolas, personal television antennae, water tanks, ventilators, chimneys, antennas, elevator shafts, mechanical rooms or other non-habitable areas. Such non-habitable architectural or mechanical features shall not extend more than ten feet above the eave line of a gable, mansard or hipped roof or the highest point of a flat roof, not including a parapet.

- 38) **HOME Investment Partnerships Program (HOME)** means the program administered through the U.S. Department of Housing and Development that provides grants to states and localities to fund a wide range of activities including building, buying, and/or rehabilitating affordable housing for rent or homeownership or providing direct rental assistance to low-income people. It is the largest federal block grant to state and local governments designed exclusively to create affordable housing for low-income households.
- 39) **Housing Element** means one element out of eighteleven (11) elements that comprise the City's Comprehensive Plan. It establishes the goals, objectives, and policies that strive to provide a variety of housing types to serve permanent and seasonal residents.
- 40) **Hurricane Preparedness Plan** is a written document maintained by the City that outlines principles for hazard mitigation and protection of human life against the effects of a hurricane. The plan provides hurricane response related information to both City staff and the public, which includes evacuation information and procedures, evacuation shelter and pick-up locations, preparedness information, procedures for boat and marina owners, and other resources.
- 41) **Impact Fee(s)** means a monetary exaction, adopted by the City at a specified rate, as a condition of or in connection with approval of a development project for the purpose of defraying all or some of the City's cost or repaying costs previously expended from other City funds to finance capital facilities and improvements and maintain levels of service.
- 42) **Impervious Surface Ratio (ISR)** means the measurement in square footage of a building site covered by hard-surfaced area that prevents the absorption of water into the ground divided by the gross square footage of the building site, excluding land Gulfward of the Florida Coastal Construction Control Line, expressed as a ratio. For example: if the plan requires a maximum 0.70 ISR that means that at least 30% of the parcel must be landscaped or otherwise maintained as open space that allows water to penetrate the ground surface (i.e., grass, sand, gravel). ISR shall be calculated on the basis of those portions of the site which are landward of the Florida Coastal Construction Control Line.
- 43) **Infrastructure Element** means one element out of eleven (11) elements that comprise the City's Comprehensive Plan. It establishes the goals, objectives, and policies that address the provision of and acceptable Level of Service (LOS) standards for urban services such as potable water, sanitary sewer (wastewater), and solid waste.
- 44) **Infrastructure Study** as used herein refers to the evaluation of potential impact relative to the nature, size, type, and location of the proposed development project or land use amendment application.
- 45) **Infrastructure Systems and/or Facilities** as used herein means sanitary sewer, solid waste, potable water, reclaimed water, storm water drainage road systems, recreation, and school facilities.
- 46) **Intensity** means the amount or magnitude of use allowed on a site. It is typically measured by floor area ratio and/or impervious surface ratio.
- 47) **Intergovernmental Coordination Element** means one element out of eleven (11) elements that comprise the City's Comprehensive Plan. It establishes the goals, objectives, and policies that guide the City in coordinating its Comprehensive Plan with the plans of neighboring municipalities, Pinellas County, the Pinellas County School Board, the Southwest Florida Water Management District, and other relevant local, regional, and state agencies.

- 48) **Land Development Code (LDC)** means ordinances and regulations enacted by the City of St. Pete Beach City Commission that regulate any aspect of development.
- 49) **Large-Scale Temporary Lodging Development** as used herein means a development or redevelopment of a buildable site that is: (1) three acres or larger in size or greater; and (2) may also include secondary commercial uses as permitted in the Land Development Code.
- 50) **Leading Pedestrian Intervals (LPI)** are a 3-7 second head start given to pedestrians when entering an intersection with a corresponding green signal in the same direction of travel. LPIs enhance visibility of pedestrians and reinforce their right-of-way overturning vehicles, especially in locations with a history of conflict.
- 51) **Leadership in Energy and Environmental Design (LEED™)** is a third-party certification program operated by the United States Green Building Council (USGBC). LEED™ is a voluntary, consensus-based standard in the United States to develop high-performance, sustainable buildings. LEED™ provides a complete framework for assessing building performance and meeting sustainability goals.
- 52) **Level of Service (LOS)** means an indicator of the extent or degree of service provided by, or proposed to be provided by, a facility based on and related to the operational characteristics of the facility. Level of service shall indicate the capacity per unit of demand for each public facility.
- 53) **Mixed Use Development** as used herein means a development on a building site that may combine residential, temporary lodging commercial, and/or office uses and may contain one or more buildings. Specific limitations regarding the combination of the types of uses, minimum parcel sizes, as well as density and intensity of mixed use development is established in each character district where permitted.
- 54) **Multi-Family Residential Use** means development that contains a single building with three or more residential dwelling units that may be eligible for homestead status, shall not be occupied on a temporary basis and is intended to be occupied as a permanent residential home. Multifamily residential uses may have a fee-simple ownership scheme such as a townhome or may have a residential condominium ownership scheme.
- 55) **Multimodal Transportation System** means a well-connected network of transportation modes reflecting a high level of accessibility between modes, including pedestrian, bicycle, and transit, if available, and proximity to supportive land use patterns. (F.S. § 163.3177(6)(a), 343.91(1)(i))
- 56) **Neighborhood Stabilization Program (NSP)** means the grant program administered by the U.S. Department of Housing and Development that provides emergency assistance to stabilize communities with high rates of abandoned and foreclosed homes, and to assist households whose annual incomes are up to 120 percent of the area median income. As of April 2021, no additional funds have been appropriated by the U.S. Congress for this program.
- 57) **Non-point Source (NPS)** means any source of water pollution that does not meet the legal definition of "point source" in section 502(14) of the Clean Water Act. NPS pollution generally results from land runoff, precipitation, atmospheric deposition, drainage, seepage, or hydrologic modification. Unlike pollution from industrial and sewage treatment plants, NPS pollution comes from many diffuse sources and is caused by rainfall or snowmelt moving over and through the ground.

- 58) **Objective** means a specific, measurable, intermediate end that is achievable and marks progress toward a goal. (F.S. § 163.3164(34))
- 59) **Open Space** means any open piece of land that is largely undeveloped and is accessible to the public or that is reserved for passive use. Passive, as applied to open space, means low-impact activities such as walking, jogging, sitting, picnicking, or similar activities that typically require no organization, specialized facilities, and/or team sporting equipment. Open space can include but is not limited to:
- Beaches and shores;
 - Green space (land that is partly or completely covered with grass, trees, shrubs, or other vegetation). Green space includes parks, community gardens, and cemeteries;
 - Playgrounds;
 - Public seating areas;
 - Public plazas;
 - Vacant lots;
 - Street ends.
- 60) **Outstanding Florida Waters** means waters designated by the Environmental Regulation Commission that are of such exceptional recreational or ecological significance that water quality should be maintained and protected under all circumstances, other than temporary lowering and the lowering allowed under Section 316 of the Federal Clean Water Act (Sec. 62-302.200(26), Florida Administrative Code).
- 61) **Pavement Condition Index (PCI)** is a numerical index between 0 and 100, which is used to indicate the general condition of a pavement section as standardized by ASTM D6433-11.
- 62) **Peril of Flood** refers to flood risks related to high-tide events, storm surge, flash floods, stormwater runoff, and sea-level rise.
- 63) **Pinellas County and Boca Ciega Bay Aquatic Preserves Management Plan (FDEP, 2018)** means the aquatic preserve management plan published by the Florida Coastal Office of the Florida Department of Environmental Protection for the Pinellas County and Boca Ciega Bay aquatic preserves, as required by Section 18-20.013 of the Florida Administrative Code. The Pinellas County and Boca Ciega Bay Aquatic Preserves Management Plan identifies local and regional issues affecting the resource protection of aquatic preserves and contains goals, objectives, integrated strategies, and performance measures to address those issues.
- 64) **Pinellas County Public Schools Interlocal Agreement** means the agreement made and entered into between Pinellas County, the municipalities of Clearwater, Dunedin, Gulfport, Largo, Madeira Beach, Oldsmar, Pinellas Park, Safety Harbor, Seminole, St. Petersburg, St. Pete Beach, and Tarpon Springs, and the Pinellas County School Board, that jointly establishes the specific ways in which the plans and processes of the district school board and local governments are to be coordinated, as required by Part II of Chapter 163, Florida Statutes. The Public Schools Interlocal Agreement must address, at minimum, the issues outlined by F.S. § 163.31777(2).
- 65) **Pinellas County School Board (PCSB)** is the governing body of the Pinellas County School District, responsible for the control, operation, organization, management, and administration of all free public schools in the school district (F.S. § 1001.32(2)).

- 66) **Pinellas County School District (PCSD)**, also known as Pinellas County Schools, is the district school system for Pinellas County that includes all public schools, classes, and courses of instruction within Pinellas County, including magnets, career academies, and adult education centers.
- 67) **Pinellas Suncoast Transit Authority (PSTA)** is Pinellas County's public transit provider.
- 68) **Pinellas Schools Collaborative** is a group created by the Pinellas County Public School Interlocal Agreement to oversee the implementation of the Interlocal Agreement. The Collaborative consists of two appointed School Board members and one elected representative from each of the other parties entered into the Agreement.
- 69) **Point Source** means any discernible, confined, and discrete conveyance, including but not limited to any pipe, ditch, channel, tunnel, conduit, well, discrete fissure, container, rolling stock, concentrated animal feeding operation, or vessel or other floating craft, from which pollutants are or may be discharged. This term does not include agricultural stormwater discharges and return flows from irrigated agriculture as defined by the Environmental Protection Agency (EPA).
- 70) **Policy** means the way in which programs and activities are conducted to achieve an identified goal. (F.S. § 163.3164(37))
- 71) **Primary Uses** means a principal use identified under the use characteristics of each land use category. ~~These categories of~~ Primary uses are those which the category is primarily designed to accommodate.
- 72) **Private Property Rights Element** means one element out of eleven (11) elements that comprise the City's Comprehensive Plan. It establishes the goals, objectives, and policies that strive to ensure judicially acknowledged and constitutionally protected private property rights are considered in local decision-making pursuant F.S. § 163.3177(3)(i).
- 73) **Public Facility(ies)** means major capital improvements, including transportation, sanitary sewer, solid waste, drainage, potable water, educational, emergency medical, fire, law enforcement, parks and recreational facilities. (F.S. § 163.3164(39), 163.31801(3)(b))
- 74) **Public School Facilities Element** means one element out of eleven (11) elements that comprise the City's Comprehensive Plan. It establishes the goals, objectives, and policies that guide the City in collaborating and coordinating with the Pinellas County School District, Pinellas County School Board, and its partner local governments in regard to the siting, improvement, and Level of Service standards for public school facilities.
- 75) **Racket Sports**, as used herein, shall refer to any sport in which players use a racket or paddle to hit a ball or other object, such as tennis or pickleball.
- 76) **Recovery Task Force** is a group consisting of the City Emergency Management Coordination, the Building and Inspection Department, and other members as appointed by the City Commission, to provide preliminary damage assessments and direct post-disaster recovery and redevelopment activities.
- 77) **Recreation and Open Space Element** means one element out of eleven (11) elements that comprise the City's Comprehensive Plan. It establishes the goals, objectives, and policies that

strive to promote the provision, protection, and maintenance of public and private recreation and open space.

- 78) **Recreation Space** means land that is dedicated to leisure and active infrastructure and activities. Active, as applied to recreation or parks, means high-impact activities or team sports such as football, softball, baseball, basketball, soccer, disc golf, lawn bowling, and swimming, or similar activities that typically require organization, specialized facilities, and/or team sporting equipment. This can include but is not limited to:
- Tennis, basketball, pickleball, and shuffleboard courts;
 - Fitness playground;
 - Public pool;
 - Baseball, softball, and soccer fields.
- 79) **Recreational and commercial working waterfront** means a parcel or parcels of real property that provide access for water-dependent commercial activities or provide access for the public to the navigable waters of the State. Recreational and commercial working waterfronts require direct access to or a location on, over, or adjacent to a navigable body of water. The term includes water-dependent facilities that are open to the public and offer public access by vessels to the waters of the State or that are support facilities for recreational, commercial, research, or governmental vessels. These facilities include docks, wharfs, lifts, wet and dry marinas, boat ramps, boat hauling and repair facilities, commercial fishing facilities, boat construction facilities, and other support structures over the water.
- 80) **Redevelopment** means the conversion, relocation, reconstruction, structural alteration, or enlargement of any existing building and/or use.
- 81) **Residential Dwelling Unit** means any building or portion thereof designed, occupied or intended for occupancy as a complete, independent living facility, including permanent full provisions for sleeping, eating, cooking and sanitation.
- 82) **Resort Condominium** ~~– also more recently referred in the market and media as aor~~ **Condominium Hotel** ~~shall~~ means any unit or group of units in a condominium, cooperative, or vacation ownership, that is designed, operated, and used for temporary lodging use and is used for temporary occupancy.
- 83) **Road Classification** means the categories of roads as defined by the United States Federal Highway Administration. These categories include arterial, collector, and local roads.
- a. Arterial road classifications are given to roadways with the greatest capacity and regional connectivity.
 - b. Collector road classifications are given to roadways that connect arterial roadways to local roadways and smaller neighborhoods.
 - c. Local road classifications are given to roadways ~~are that~~ have lower capacity and slower speeds ~~roads~~ that serve residential and local commercial uses.
- 84) **Safe Streets Pinellas** is a resolution developed and adopted by Forward Pinellas, and signed by 21 of the 25 local governments within Pinellas County, documenting a shared commitment to reduce the number of fatalities and serious injuries resulting from traffic accidents in Pinellas County. Safe Streets Pinellas includes a Strategic Action Plan, which presents recommendations for improving safety along the County's roadways and helps inform Forward Pinellas's transportation project prioritization process.

- 85) **Secondary Uses** means an auxiliarysecondary use, identified under the use characteristics of each land use category. ~~These categories of~~Secondary uses are those which the category is secondarily designed to accommodate ~~as a secondary priority~~.
- 86) **State Housing Initiatives Partnership (SHIP)** means the program administered by Florida Housing that provides funding to eligible local governments as an incentive to create partnerships that produce and preserve affordable homeownership and multifamily housing. The program was designed to serve very low-, low-, and moderate-income families.
- 87) **Southwest Florida Water Management District (SWFWMD)** is the regional water supply authority for Citrus, DeSoto, Hardee, Hernando, Hillsborough, Manatee, Pasco, Pinellas, Sarasota and Sumter Counties, as well as portions of Charlotte, Highlands, Lake, Levy, Marion and Polk Counties, enabled by Part VII of Chapter 373, Florida Statutes. SWFWMD manages the water resources for west-central Florida with the goal of meeting the water needs of current and future water users while protecting and preserving the water resources within the district.
- 88) **Species of Special Status** means flora and fauna species that are classified as endangered, rare, Species of Special Concern, or threatened.
- 89) **Statewide Regional Evacuation Study for Tampa Bay (2020)** provides a series of technical reports, analyses, and information related to the region's evacuation population estimates, evacuation clearance times, public shelter demand, and emergency management procedures. The study is produced by the Florida Division of Emergency Management, Department of Economic Opportunity, and the Department of Transportation in coordination with the Tampa Bay Regional Planning Council.
- 90) **Sustainable Street Design** means incorporating criteria into the design of streets that responds to the social, physical, and natural environment surrounding the street to create a more accessible, resilient, efficient, and safe transportation network. Sustainable street design principles may include (but are not limited to) providing infrastructure to accommodate less-polluting and non-polluting transportation modes, Florida-friendly landscaping, stormwater management solutions, or maximizing pavement reflectivity to reduce the urban heat island effect.
- 91) **Tampa Bay Area Regional Transit Authority (TBARTA)** refers to the body politic and corporate, and agency of the State of Florida created by Part V of Chapter 343, Florida Statutes, covering the five-county area comprised of Hernando, Hillsborough, Manatee, Pasco, and Pinellas Counties, and any other county that is party to an agreement of participation (F.S. § 343.91(1)(a)). TBARTA works to advance regional transportation needs for the aforementioned counties and develops and maintains a regional transit development plan.
- 92) **Tampa Bay Estuary Program Comprehensive Conservation and Management Plan (CCMP)** is a community blueprint for action to sustain progress in the restoration of Tampa Bay over a 10-year planning horizon. The CCMP outlines 39 strategic actions to address historical challenges facing the Bay, such as reducing nutrient pollution and habitat restoration, as well as new or emerging concerns such as the impacts of climate change.
- 93) **Tampa Bay Regional Planning Council (TBRPC)** is an association of local governments and gubernatorial representatives from the Tampa Bay region's six counties, Citrus, Hernando, Hillsborough, Manatee, Pasco, and Pinellas, and twenty-one municipalities created by Chapter 186 of the Florida Statutes. The TBRPC is legally required to develop, maintain, and adopt a Strategic Regional Policy Plan that addresses affordable housing, economic development, emergency

preparedness, natural resources of regional significance, and regional transportation (F.S. § 186.507). The TBRPC also reviews local government comprehensive plans for consistency with the State Comprehensive Plan and strategic regional policy plan (F.S. § 186.505).

- 94) **The Tampa Bay Catastrophic Plan** is a plan produced by the Tampa Bay Regional Planning Council in coordination with the Florida Department of Emergency Management and regional County Emergency Management Agencies that addresses the challenges of response and recovery during a catastrophic event in the Tampa Bay area. The plan focuses on the procedures, communication channels, and coordination strategies necessary to rapidly request, receive, and administer critical resources post-event.
- 95) **Tampa Bay Water (TBW)** is a non-profit, special district of the State of Florida created to plan, develop, and deliver a high-quality drinking water supply to Hillsborough, Pasco, and Pinellas Counties and protect regional water supply sources.
- 96) **Temporary Lodging Facility** means a building, development, or facility wholly made up of temporary lodging units.
- 97) **Temporary Lodging Unit** means an individual unit or suite of rooms with a temporary lodging use designed and offered for temporary occupancy. These temporary lodging units shall not be eligible for homestead status and shall not be occupied or function as a permanent residential dwelling, and Temporary lodging units shall not qualify or be used for home occupational licensing.
- 98) **Temporary Lodging Use** means a property that has an existing or permitted structure containing one or more temporary lodging units. A temporary lodging use shall be further classified herein as required by the LDC as a hotel, motel, bed & breakfast inn, or resort condominium. In determining whether a property is developed as a temporary lodging use containing temporary lodging units intended for temporary occupancy, such determination shall be made without regard to form of ownership of the property or unit. A temporary lodging use may include accessory uses such as recreational facilities, restaurants, bars, personal service uses, retail uses, meeting spaces, fitness centers, spa facilities, parking structures, workforce living accommodations, and other ancillary uses commonly associated with temporary lodging uses.
- 99) **Temporary Occupancy** for purposes of temporary lodging use as used in the Special Planning Areas Community Redevelopment District means occupancy of a temporary lodging unit that is offered, advertised, or occupied on a temporary basis for thirty (30) consecutive days or less for temporary lodging guests and no more than thirty (30) days cumulatively on an annual basis for a resort condominium unit owner. These occupancy and operational limitations shall apply to all temporary lodging uses permitted within the Special Planning Areas Community Redevelopment District.
- 100) **Transportation Demand Management (TDM)** the implementation of low-cost strategies to help reduce the demand for transportation facilities by encouraging alternatives to the single-occupant vehicle and by altering local peak hour travel demand. TDM strategies focus on behavioral changes rather than facility improvement and may include ridesharing programs, public transportation, flexible work hours, telecommuting, shuttle services and parking management.
- 101) **Transportation Element** means one element out of eleven (11) elements that comprise the City's Comprehensive Plan. It establishes the goals, objectives, and policies that guide the City in creating a safe, convenient multimodal transportation system that is coordinated with the Future Land Use Map and designed to support all elements of the Comprehensive Plan.

- 102) **Transportation Management Plan (TMP)** a transportation management plan (TMP) is required for development projects that add a significant number of new vehicular trips to roads with high levels of traffic congestion. A TMP can include strategies such as trail, sidewalk, bus stop and intersection improvements, trip reduction programs such as vanpooling or telecommuting, and provision of traditional design features.
- 103) **U.S. Green Building Council (USGBC)** refers to the national non-profit organization that promotes sustainable building design and administers the LEED™ program.
- 104) **V-Zone(s)**, also known as Coastal High Hazard Areas, are parts of the coastal special flood hazard area that have a 1% or greater chance of flooding and can receive wave heights larger than 3 feet during a base flood event. Structures in V-Zones are subject to stricter building requirement because of the higher risk of damage from strong waves.
- 105) **Vacation of Right-of-Way** means the transfer of all or a portion of public right-of-way to private ownership of a contiguous parcel of land.
- 106) **Vision Zero** is an international initiative that seeks to eliminate all traffic fatalities and injuries while increasing safety, healthy, and equitable mobility for all road users. *Safe Streets Pinellas* is Pinellas County's implementation plan for the Vision Zero effort.
- 107) **Water Shortage Mitigation Plan** refers to Tampa Bay Water's plan for identifying and responding to water supply shortages caused by hydrologic drought conditions.
- 108) **Watershed Management Master Plan (WMMP)** refers to the plan developed and maintained by the City that analyzes the combined effects of existing and new development and redevelopment on the City's drainage system, outlines a plan of action to address current and expected deficiencies, and incorporates strategies and principles for resiliency efforts that consider the risk of peril of flood.
- 109) **Wholesale Wastewater Agreement** refers to the City's agreement for wholesale wastewater service with City of St. Petersburg to receive and treat the City's wastewater, effective November 29, 2001.
- 110) **Zoning Map** means the map showing the allowed uses of real property in certain areas, as established by the City of St. Pete Beach Land Development Code.

II. Future Land Use Plan Element

GOAL 1:

~~The City shall~~ Ensure that the residential character of the City is maintained and protected while:

- a. Maximizing the potential for economic benefit resulting from the tourist trade and the enjoyment of natural and man-made resources by residents and visitors alike;
- b. Minimizing the threat to health, safety, and welfare posed by hazards, nuisances, incompatible land uses, and environmental degradation; and
- c. Maintaining the community's recreational resources, open spaces, and beaches.

Objective 1.1

The integrity and quality of life throughout the City, including existing residential neighborhoods, as well as core commercial and resort areas, will be maintained and encouraged to be improved or redeveloped to enhance neighborhood character through the enforcement of the ~~land development regulations~~ Land Development Code and shall be encouraged to be improved, and for those properties experiencing blighting conditions such as deterioration, degradation, and distress shall be encouraged to redevelop through the use of land development regulations and other incentives, in accordance with the Future Land Use Element and the Countywide Plan.

Policy 1.1.1

The following land use categories, including the stated residential densities and non-residential intensities of use standards, as administered through the ~~land development regulations~~ Land Development Code, shall be adopted for the City:

Table 1. Future Land Use Categories, Maximum Density and Intensity, and Corresponding Countywide Plan Map Category

<u>FUTURE LAND USE CATEGORY¹</u>	<u>MAXIMUM DENSITY (PER ACRE)</u>		<u>MAXIMUM INTENSITY</u>		<u>COUNTYWIDE MAP CATEGORY</u>
	<u>RESIDENTIAL UNITS</u>	<u>TEMPORARY LODGING UNITS</u>	<u>FAR</u>	<u>ISR</u>	<u>Category/ Symbol</u>
<u>Residential Urban (RU)</u>	<u>7.5</u>	<u>0</u>	<u>N/A</u>	<u>N/A</u>	<u>RLM</u>
<u>Residential Low Medium (RLM)</u>	<u>10.0</u>	<u>0</u>	<u>N/A</u>	<u>N/A</u>	<u>RLM</u>
<u>Residential Medium (RM)</u>	<u>15.0</u>	<u>0</u>	<u>N/A</u>	<u>N/A</u>	<u>RM</u>
<u>Residential High (RH)</u>	<u>30.0</u>	<u>0</u>	<u>N/A</u>	<u>N/A</u>	<u>RH</u>
<u>Resort Facilities Medium (RFM)</u>	<u>18.0</u>	<u>30.0</u>	<u>0.65</u>	<u>0.85</u>	<u>R</u>
<u>Residential/Office/Retail (R/O/R)</u>	<u>18.0</u>	<u>15.0</u>	<u>0.40</u>	<u>0.85</u>	<u>R&S</u>
<u>Residential/Office General (R/OG)</u>	<u>15.0</u>	<u>0.0</u>	<u>0.50</u>	<u>0.75</u>	<u>O</u>
<u>Resort Facilities Overlay (RFO)</u>	<u>See Underlying Category</u>	<u>167% of Residential Units</u>	<u>See Underlying Category</u>		<u>R</u>
<u>Commercial General (CG)</u>	<u>24.0</u>	<u>40.0</u>	<u>0.55</u>	<u>0.90</u>	<u>R&S</u>
<u>Community Redevelopment District (CRD) Special Planning Area 1 (SPA-1)</u>	<u>See Attachment 2</u>				<u>AC</u>
<u>Community Redevelopment District-Eighth Avenue (CRD-EA) Special Planning Area Eighth Avenue (SPA-EA)</u>	<u>24.0</u>	<u>50.0</u>	<u>1.0 (Single Use)/ 1.5 (Mixed-Use)</u>	<u>0.90</u>	<u>AC</u>
<u>Preservation (P)</u>	<u>0.0</u>	<u>0.0</u>	<u>0.10</u>	<u>0.20</u>	<u>P</u>
<u>Recreation/Open Space (R/OS)</u>	<u>0.0</u>	<u>0.0</u>	<u>0.25</u>	<u>0.60</u>	<u>R/OS</u>
<u>Institutional (I)</u>	<u>12.5</u>	<u>0.0</u>	<u>0.65</u>	<u>0.85</u>	<u>P/SP</u>
<u>Transportation/Utility (T/U)</u>	<u>0.0</u>	<u>0.0</u>	<u>0.70</u>	<u>0.90</u>	<u>P/SP</u>

¹ See Attachment 1 for Additional Information regarding the City's Future Land Use Categories

Policy 1.1.2

The City shall, through the ~~land development regulations~~ Land Development Code, encourage a balanced land use mix providing a variety of housing styles, densities, and open space.

Policy 1.1.3

The City shall, whenever possible, ensure that opportunities are available for all citizens to purchase or rent decent, safe, and sanitary housing which they can afford, free from arbitrary discrimination because of race, ~~sex~~ gender, ~~handicap~~ ability, ethnic background, marital status, or household composition.

Policy 1.1.4

Through the enforcement of the ~~land development regulations~~ Land Development Code, existing residential areas shall be protected from the encroachment of incompatible uses; likewise, other land use areas shall be protected from the encroachment of incompatible residential uses.

Policy 1.1.5

The conservation, maintenance, and rehabilitation of existing residential areas shall be encouraged through provisions ~~contained~~ maintained in the ~~land development regulations~~ Land Development Code and other applicable City codes.

Policy 1.1.6

Existing, as of the effective date of this Comprehensive Plan, permanent residential dwellings and existing temporary lodging units shall be exempt from the density requirements.

Policy 1.1.7

All temporary lodging units shall be prohibited from conversion to permanent residential dwelling units that exceed the maximum permitted density and intensity standards applicable to the property.

Policy 1.1.8

No temporary lodging unit shall be occupied as a residential dwelling unit. Temporary lodging uses within Special Planning Area 1 ~~Community Redevelopment District~~ shall not be occupied for more than 30) consecutive days by the same temporary lodging unit guest or more than ~~thirty~~ 30 days cumulatively on an annual basis for a resort condominium unit owner. ~~In other words, (~~The thirty30 days is measured beginning on the first day of any occupancy until 365 days from that date. The City of St. Pete Beach may require affidavits of compliance with this policy from each temporary lodging use and/or unit owner. Seller of temporary lodging unit shall be responsible for advising the purchaser of this requirement. In addition, any seller of a resort condominium project or temporary lodging unit shall be required to record a covenant in the public records of Pinellas County agreeing to said restriction prior to conveyance.

Policy 1.1.9

The ~~land development regulations~~ Land Development Code shall ~~contain~~ maintain provisions which ensure that new residential areas are located and designed to protect life and property, as much as possible, from natural and man-made hazards such as flooding, excessive traffic, noxious odors, noise, and deterioration of structures.

Policy 1.1.10

~~The land development regulations~~ Land Development Code shall require buffering and open space within and/or adjacent to residential areas, as appropriate.

Policy 1.1.11

~~The land development regulations~~ Land Development Code shall contain minimum buffering standards which will protect single-family residential uses from new abutting residential projects developed in excess of 15 units per acre and any new abutting non-residential projects. Such buffering regulations shall contain the following minimum standards:

- a. ~~Construction of an ornamental wall sufficient in height according to the provisions of the land development regulations to provide for sound and aesthetic buffering;~~
- b. ~~Minimum setback requirements; and~~
- c. ~~Minimum landscaping requirements sufficient to provide visually-aesthetic shielding.~~

Policy 1.1.12

~~The City shall adopt land development regulations~~ Land Development Code 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.

Objective 1.2

All developments, other than construction of one (1) single-family or one (1) two-family residence on a single lot, shall require site plan review and approval.

Policy 1.2.1

~~As maintained in administered through the land development regulations~~ Land Development Code, multifamily residential and non-residential developments shall ~~be required to undergo a site plan review and approval process.~~

Policy 1.2.2

The site plan review provisions, as maintained in the Land Development Code contained in the LDG shall, at a minimum, address the following:

- a. Allowance for a creative approach for development or redevelopment;
- b. A requirement that more open space, if practical, be provided than that called for by the strict application of the minimum requirements of the land development regulations Land Development Code;
- c. A harmonious development of the site with consideration given to the surrounding areas and community facilities, while providing for safe and efficient traffic circulation;
- d. The establishment of procedures for the granting of increased structure height not to exceed 50 feet in all areas of the City excluding Special Planning Area 1 Community Redevelopment District which establishes specific height standards by use within each character district; in exchange for increased open space and decreased amounts of impervious surfaces;

- e. Procedures that would allow increased height or density above the maximum established in each character district located within Special Planning Area 1 ~~the Special Area Designation—Community Redevelopment District~~ shall be prohibited; and
- f. Other provisions as deemed appropriate by the City in keeping with the intent of the ~~eComprehensive pPlan and land development regulations~~ Land Development Code.

Objective 1.3

New commercial development shall be required to be compatible with environmental and economic resources through the enforcement of the ~~land development regulations~~ Land Development Code.

Policy 1.3.1

Within any mixed-use development, as appropriate, proper separation and buffering between residential and non-residential land uses shall be maintained through the administration of the ~~LDC~~ Land Development Code.

Policy 1.3.2

Neighborhood commercial facilities shall be located so as to serve residential areas without disrupting the residential quality of the area.

Policy 1.3.3

In order to minimize incompatibilities when residential and non-residential land uses share a common boundary, buffering shall be required, as appropriate.

Policy 1.3.4

The ~~land development regulations~~ Land Development Code shall ensure that commercial land uses are located in a manner which ensures their compatibility with the type and scale of surrounding land uses and where existing or programmed public facilities shall not be overburdened.

Policy 1.3.5

The City shall encourage the maintenance of ~~tourist~~ temporary lodging facilities in keeping with the character of the community.

Policy 1.3.6

The conversion or development of temporary lodging units for use as permanent residential dwellings shall be prohibited within the Resort Facilities Medium and ~~Resort Facilities Highland~~ use categories.

Policy 1.3.7

The City shall, through the ~~LDC~~ Land Development Code, ~~ensure that commercial areas are located and designed so as to enhance safety by providing adequate off-street parking and loading areas and by separating pedestrian and vehicular traffic in commercial areas.~~

Policy 1.3.8

Through administration of the ~~LDC~~ Land Development Code, strip commercial development that compounds traffic and land use conflicts shall be strongly discouraged.

Policy 1.3.9

The City, through administration of the LDC-Land Development Code and in cooperation with the Florida Department of Transportation (FDOT) and Pinellas County, shall minimize the amount of direct access onto major roads by controlling the number and location of curb cuts.

Objective 1.4

Consistent with this eComprehensive pPlan, as amended, the City of St. Pete Beach shall enhance and protect the City's character through the encouragement of redevelopment which ensuresupports an orderly and aesthetic mixture of land uses.

Policy 1.4.1

The City shall, through administration of the LDC-Land Development Code, encourage the redevelopment or rehabilitation of existing non-residential areas and uses.

Policy 1.4.2

The City shall, through administration of the LDC-Land Development Code, encourage the adaptive re-use or mixed-use redevelopment incentives of ~~no longer viable~~ commercial properties that are no longer financially-viable, including the implementation of Community Redevelopment Districts, where appropriate.

Policy 1.4.3

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 1.4.4

In order to ensure the continued maintenance of its ~~beach~~ residential character, the City, through administration of its LDC-Land Development Code shall encourage the rehabilitation and/or revitalization of existing residential structures.

Objective 1.5

Existing land uses or structures which are either incompatible or inconsistent with the adopted Future Land Use Element shall be deemed non-conforming as of the effective date of this eComprehensive pPlan and be encouraged to be eliminated through redevelopment of such uses or structures; however, existing residential and temporary lodging use densities and intensities shall be grandfathered except when abandoned voluntarily as defined by the LDC-Land Development Code.

Policy 1.5.1

Those residential uses and structures existing as of the effective date of this eComprehensive pPlan, as amended, which were built and were conforming prior to such adoption, and which are hereby rendered non-conforming, shall be considered to be grandfathered, as defined in the LDC Land Development Code.

Policy 1.5.2

Those temporary lodging uses and structures existing as of the effective date of this Comprehensive Plan, as amended, which were built prior to such adoption, and which are hereby rendered non-conforming, shall be considered to be grandfathered, as defined in the LDC-Land Development Code.

Objective 1.6

The City shall promote the preservation and redevelopment of temporary lodging uses/facilities.

Policy 1.6.1

The City shall implement an on-going process of assessing the status of the City's temporary lodging unit inventory through review of zoning and permitting activities.

Policy 1.6.2

The City shall, where appropriate, establish a Community Redevelopment District Special Planning Areas with standards that facilitate re-investment. in a specific area 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 1.6.3

The City shall ~~adopt~~ maintain provisions within the in its LDC Land Development Code which are designed to ensure the continued operation of all temporary lodging units/ temporary lodging uses facilities with mandated operational characteristics as temporary lodging facilities principally serving tourists and business travelers, and providing for guest amenities, without regard to ownership scheme as in accordance with State law. Such operational provisions shall include limitations on the continuous duration of guest stays, and if owned as a resort condominium, an additional limitation on the annual cumulative duration of owner stays.

Policy 1.6.4

The definition of transient occupancy contained in Division 2 of the LDC Land Development Code shall be renamed to "Temporary Occupancy" consistent with Countywide Future Land Use Plan and Rules recently adopted and redefined for temporary lodging uses and temporary lodging units located in the Community Redevelopment District in support of Objective 1.6 and Policy 1.6.3 above:

In addition, consistent with the recent adoption of revised terminology by Pinellas County, the City shall amend its LDC Land Development Code to rename the following terms defined in the LDC Land Development Code:

"Transient Accommodation Use" shall be renamed "Temporary Lodging Use."

"Transient Accommodation Unit" shall be renamed "Temporary Lodging Unit."

Objective 1.7

Consistent with this eComprehensive pPlan, as amended, lLevel of sService (LOS) standards set forth in this pPlan will shall not be degraded.

Policy 1.7.1

As administered by the Land Development Code, the City of St. Pete Beach shall not issue any development order (excluding fFuture lLand uUse Map or zZoning mMap amendments) or building permit for any project that results in a reduction of the level of service-LOS requirements for public facilities established and adopted in this eComprehensive pPlan.

Policy 1.7.2

Recognizing the limitations of the potable water supply available to serve this community, the City shall adopt by reference those applicable provisions of water conservation ordinances which may be adopted by Pinellas County or recommended by the Southwest Florida Water Management District and in accordance with Florida Green Local Government standards.

Policy 1.7.3

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 1.7.4

The City shall work with the appropriate governmental agencies in an attempt to avoid any unnecessary conflicts between highway traffic and Intracoastal Waterway traffic.

Policy 1.7.5

Public facilities and utilities shall be located so as to maximize the efficiency of services provided; to minimize their cost; and to minimize their adverse impacts on the natural environment.

Policy 1.7.6

Consistent with this eComprehensive pPlan, 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 adopted LOS standards adopted pursuant to this comprehensive plan are available concurrent with the impacts of the development.

GOAL 2:

The City shall sSupport 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 enhance the overall environmental quality of our City.

Objective 2.1

The City shall strive to become a the first certified Coastal Green City in Pinellas County by the Florida Green Local Government following the leadership and example of Pinellas County as Florida's first Green County.

Policy 2.1.1.

The City shall initiate an application seeking certification as a Green Local Government to the Florida Green Building Coalition, Inc. as an initial step in formalizing and bringing recognition to this commitment.

Policy 2.1.2

The City shall establish a pilot Green pPractices pProgram with requirements and incentives for new construction, major renovation, land development or redevelopment that is certified by the Florida Green Building Coalition Inc. (FGBC), Florida Department of Environmental Protection

(FDEP) Florida Green Lodge, or Leadership in Energy and Environmental Design (LEED); and/or achieve an Energy Star rating.

Policy 2.1.3

The City shall pursue incentives for location of Green bBusinesses within the community.

Policy 2.1.4

The City shall promote and encourage through redevelopment of land development regulations clean industries, such as tourism-related businesses.

Policy 2.1.5

The City shall develop a Green Building, Green Lodge, and Green Development awards and promotions program. This awards and promotions program should include a "Green" page on the City website and partnership with the local Chamber, Tourist Development Council, Convention and Visitors Bureau, and Pinellas County to be part of the County's Sustainable Quality Communities Initiative, a Countywide Green Lodging Tourism Campaign as well as promote a "Rebuilding to be a Coastal Green City" local Campaign.

Policy 2.1.6

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 2.1.7

The City shall pursue a partnership with local businesses in the Downtown Redevelopment District, ~~Corey Area~~ Special Planning Area 1 to initiate a Florida Main Street designation process and provide business grant assistance for facade improvements.

Policy 1.1.8

~~The City shall pursue the development of a disaster waste management and debris recycling plan.~~

Policy 2.1.8

~~The City shall implement a pilot incentive maintain a program to fast-track Green bBuilding construction by December 2008.~~

Objective 2.2

~~The City shall transform the City's development and permitting regulations into a Smart Growth and Quality Development Code, promoteing flexibility, and mixed-use, by incorporating economic and environmentally sustainable standards and pilot Green practices program incentives and the principles of Smart Growth, in the Land Development Code.~~

Policy 2.2.1

By 2012, determine The City shall maintain a threshold and criteria for requiring a LEED certification standard, or an equivalent standard, in private design to be implemented through the LDC-Land Development Code.

Policy 2.2.2

The City shall promote mixed-use developments that reduce impacts on infrastructure and the environment.

Policy 2.2.3

The City shall identify and promote the use of native and drought tolerant landscape with particular emphasis on Florida-friendly landscaping techniques including use of reclaimed water, and rain sensor irrigation systems to conserve water resources.

Policy 2.2.4

RThe City shall regulate, maintain, and reduce net impervious surfaces, with an emphasis on reducing large expanses of paved parking surfaces, wherever possible, to reduce urban heat and pollution and improve drainage.

Policy 2.2.5

RThe City shall require energy efficient or solar lighting for all public improvements, including LED traffic lights and pedestrian street lighting within the Community Redevelopment District; and strongly encourage energy efficient or solar lighting throughout the City for both the private and public sectors.

Policy 2.2.6

AThe City shall encourage advanced stormwater controls and waterfront considerations to minimize and eliminate pollutant run-off into the intracoastal waterways shall be a priority.

Policy 2.2.7

FtThe City shall encourage fountains and water features that promote water conservation methods and technologies shall be encouraged.

Policy 2.2.8

The City shall encourage entrance design features and art in public places that does not consume water. Entrance design features and art in public places that do not consume water shall be encouraged.

Policy 2.2.9

The City shall encourage low flow fixtures and high energy efficient rating construction materials, equipment, and appliances Low flow fixtures and high energy efficient rating construction materials, equipment, and appliances shall be strongly encouraged, and minimum standards shall be adopted in the LDC-Land Development Code.

Policy 2.2.10

The City shall identify and encourage environmentally integrated pest management practices that will contribute to the overall improvement of the environment. Environmentally integrated pest

~~management practices that will contribute to the overall improvement of the environment shall be identified and encouraged.~~

Objective 2.3

~~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 reduce the consumption of non-renewable energy sources.~~

Policy 2.3.1

~~The City shall support and encourage public and private sector ride-share, vanpooling, and shuttle service programs.~~

Policy 2.3.2

~~The City shall encourage and facilitate mass transit ridership subsidies for employees.~~

Policy 2.3.3

~~The City shall 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 2.3.4

~~The City shall develop and implement Land Development Standards which preserve and promote the continuance of the existing development pattern and architectural aesthetic of the Eighth Avenue Special Planning Area - Eighth Avenue commercial district in the Pass-a-Grille area of St. Pete Beach. Such standards may include Special Area Plans consistent with the requirements of the Pinellas County Wide Plan as administered by Forward Pinellas the Pinellas Planning Council.~~

GOAL 3:

~~The promoting of sound Encourage Pprofessionally acceptable coastal management techniques shall be encouraged to ensure that maximum long-term benefits are attained in the use of the coastal zone by the residents of and visitors to the City of St. Pete Beach.~~

Objective 3.1

~~The City shall continue to participate with the City of Treasure Island and Pinellas County, and appropriate state and federal agencies in the implementation of a coastal management plan.~~

Policy 3.1.1

~~Through the on-going enforcement of the City's Beach Management Regulations, beach areas shall be protected and restored to their natural state to the fullest extent possible, while only encouraging beach re-nourishment projects that are in the overall public interest.~~

Policy 3.1.2

~~The land development regulations Land Development Code shall ensure that all development along the coastline is in accordance with the Coastal Construction Control Line (CCCL) as established by the State of Florida.~~

Policy 3.1.3

The Beach Management Regulations shall ensure that all development or any other activities which disturb the coastal dune system are prohibited except when a proper permit has been issued that will include provisions to ensure that the dune system is maintained through restoration and enhancement.

Policy 3.1.3

The Beach Management Regulations shall be enforced to ensure the restoration and maintenance of the coastal dune system on new developments or redevelopment projects.

Policy 3.1.4

Sensitive coastal resources shall be protected, through provisions contained in the land development regulations Land Development Code, from degradation and erosion resulting from improper development practices and recreational misuse through provisions contained in the land development regulations Land Development Code.

Policy 3.1.5

Beach stabilization projects, using appropriate vegetation as the stabilizing medium, shall be incorporated into development plans, where appropriate.

Policy 3.1.6

The land development regulations Land Development Code shall include provisions whereby sand dunes are protected and enhanced, and native vegetation shall be planted to stabilize shorelines and protect upland areas from flooding hazards.

Policy 3.1.7

The City shall protect the public health, safety and welfare by requiring that development in high-risk areas, such as V-zones, meets all current construction standards and by fully supporting Coastal Construction Zone limitations.

Objective 3.2

Recognizing its location within a Coastal High Hazard Area (CHHA), the City shall ensure that future development and redevelopment projects are built in accordance with the most recent hazard mitigation techniques and building materials.

Policy 3.2.1

All future development proposals shall be analyzed based upon existing and future interagency hazard mitigation reports.

Policy 3.2.2

In as much as is practical, the City of St. Pete Beach shall encourage property owners to retrofit hazard mitigation techniques and building materials into existing structures and shall require such techniques and materials for all major renovation construction projects.

Policy 3.2.3

All new temporary lodging facilities units within the City shall be planned, designed, and constructed to meet or exceed the minimum wind-loading and structural requirements of the Florida and Local Building Code in effect at the time of permitting. All new construction shall

comply with ~~FEMA~~ Federal Emergency Management Agency (FEMA) and National Flood Insurance Program requirements for protection from and mitigation of flood hazards.

Objective 3.3

The City shall assure that future developments are compatible with ~~the~~ topography, soil conditions, and the availability of facilities and services.

Policy 3.3.1

The City shall require elevation certificates for all new development proposals.

Policy 3.3.2

The City shall require that building foundations be designed appropriately for the soil conditions of the building site.

Policy 3.3.3

The City shall permit no new developments where ~~the facilities and services~~ public facilities are not available or planned to be available in accordance with the Concurrency Management System as set forth under Division 29 of the ~~City of St. Pete Beach~~ Land Development Code, as amended.

Objective 3.4

The City may consider increases in density or intensity via Future Land Use Map (FLUM) Aamendments, within the ~~Coastal High Hazard Area (CHHA)~~, consistent with the Countywide Plan.

Policy 3.4.1

The City shall deny an amendment to the ~~Future Land Use Map~~FLUM within the ~~Coastal High Hazard Area (CHHA)~~ CHHA which results in an increase of density or intensity; except that they may, consider approving such amendment based upon a balancing of the following criteria, as are determined applicable and significant to the subject amendment:

- a. Access to Emergency Shelter Space and Evacuation Routes – The uses associated with the requested amendment will have access to adequate emergency shelter space as well as evacuation routes with adequate capacities and evacuation clearance times.
- b. Utilization of Existing and Planned Infrastructure – The requested amendment will result in the utilization of existing infrastructure, as opposed to requiring the expenditure of public funds for the construction of new, unplanned infrastructure with the potential to be damaged by coastal storms.
- c. Utilization of Existing Disturbed Areas – The requested amendment will result in the utilization of existing disturbed areas as opposed to natural areas that buffer existing development from coastal storms.
- d. Maintenance of Scenic Qualities and Improvement of Public Access to Water – The requested amendment will result in the maintenance of scenic qualities, and the improvement of public access, to the Gulf of Mexico, inland waterways (such as Boca Ciega Bay), and Tampa Bay.
- e. Water Dependent Use – The requested amendment is for uses which are water dependent.
- f. Part of a Community Redevelopment Plan – The requested amendment is included in a Community Redevelopment Plan, as defined by Florida Statutes for a downtown or other designated redevelopment areas.
- g. Overall Reduction of Density or Intensity –The requested amendment would result in an increase in density or intensity on a single parcel, in concert with corollary amendments which result in the overall reduction of development density or intensity in the surrounding CHHA.

- h. Clustering of Uses – The requested amendment within the CHHA provides for the clustering of uses on a portion of the site outside the CHHA.

GOAL 4:

~~The City, in cooperation with Pinellas County and neighboring communities, shall establish an effective and workable hurricane evacuation plan.~~

Objective 4.1

~~Recognizing its vulnerability to the effects of tropical storms, the City shall maintain an up-to-date hurricane evacuation plan.~~

Policy 4.1.1

~~Publicly funded infrastructure inside the coastal high hazard area shall be limited to the following:~~

- ~~• The expenditure for the maintenance, repair or replacement of existing facilities.~~
- ~~• The expenditure for restoration or enhancement of natural resources or public access.~~
- ~~• The expenditure needed to address an existing deficiency identified in the Capital Improvements Element of this plan.~~
- ~~• The expenditure for the retrofitting of storm water management facilities for water quality enhancement of storm water runoff.~~
- ~~• The expenditure for the development or improvement of public roads and bridges identified in the Transportation Element or Capital Improvements Element of this plan.~~
- ~~• The expenditure for a public facility necessary to ensure public health and safety.~~

Policy 4.1.2

~~The Hurricane Evacuation Plan will set forth hurricane clearance times which will either be maintained or reduced. The City should adopt levels of service for both evacuation times to shelter and out-of-county for a Category 5 storm event.~~

Policy 4.1.3

~~The risk of exposure of human life and public and private property to natural disasters shall be reduced through preparedness planning and implementation of hazard mitigation measures. The City should coordinate with Pinellas County and the TBRPC to develop mitigation strategies including possibly the adoption of a Mitigation Fee.~~

Policy 4.1.4

~~The City shall coordinate plans for evacuation of coastal area populations with appropriate local or regional hurricane evacuation plans. The City should adopt levels of service for both evacuation times to shelter and out-of-county for a Category 5 storm event.~~

Policy 4.1.5

~~All new temporary lodging uses developed within the City shall prepare and file a Hurricane Closure and Evacuation Plan with the City and with the County's Director of Emergency Management at the time of building permit that complies with all applicable local and County emergency management procedures and requirements.~~

Policy 4.1.6

~~The City should determine how to address areas within its boundaries that are now no longer part of the CHHA in order to provide protection for these isolated areas as well.~~

GOAL 4:

The LDC-Land Development Code shall be amended and adopted to implement the goals, objectives, and policies of this comprehensive plan, as amended.

Objective 4.1

Recognizing that the City of ~~St. Pete Beach~~ is located on a barrier island, future growth and development shall be managed through the preparation, adoption, implementation, and enforcement of ~~land development regulations~~ the Land Development Code consistent with this adopted Comprehensive Plan, as amended, in accordance with applicable timeframes established herein or State law, whichever is more restrictive.

Policy 4.1.1

The City shall adopt and implement ~~land development regulations~~ a Land Development Code which recognize the limitations of development on a barrier island, including its location in the 100-year flood plain, its vulnerability to tropical storms, and its topography and soil conditions.

Policy 4.1.2

The City shall adopt and implement ~~land development regulations~~ a Land Development Code that contain specific and detailed provisions required to implement this comprehensive plan, as amended, which, at a minimum shall:

- a. Regulate the subdivision of land;
- b. Protect the limited amount of marine wetlands, including sea grass and turtle nesting grounds remaining in the community, and those lands designated as Preservation on the Future Land Use Map;
- c. Regulate signs;
- d. ~~Ensure~~Require that all future development is consistent with ~~Federal Emergency Management Agency~~ FEMA and National Flood Insurance Program regulations;
- e. ~~Ensure~~Require that all future development is consistent with any coastal construction control regulations as may be adopted and/or amended by the State of Florida;
- f. ~~Ensure~~Require the compatibility of adjacent land uses by requiring adequate and appropriate buffering between potentially incompatible uses, temporary lodging uses and existing residential uses in particular when located in separate but adjoining character districts or Special ~~p~~Planning Area categories;
- g. ~~Ensure~~Require that development permits are issued only when it has been documented that such development is consistent with the ~~level of service~~ LOS standards for the affected public facilities adopted by this comprehensive plan;
- h. Provide for improved drainage and storm water management by requiring compliance with the minimum criteria established by the Southwest Florida Water Management District, City drainage ordinances ~~the City of St. Pete Beach Drainage Ordinance~~, the regulations of other appropriate governmental agencies and the Pinellas County Master Drainage Plan;
- i. Provide requirements for the provision of open space safe and convenient on-site traffic flow and parking requirements and encourage share access driveways, internal

connectivity between compatible adjacent parcels to reduce curb cuts to reduce vehicular conflict with pedestrians and bicycles;

- j. Encourage the use of Florida Friendly ~~Waterwise~~ Florida Landscapes and drought-tolerant vegetation, reclaimed water and rain sensor irrigation systems in the landscaping of all development projects;
- k. Provide regulations requiring the control of erosion and storm water or pollutant runoff from construction sites;
- l. Encourage land development which highlights scenic amenities and ensures public access to the waterfront;
- m. Adopt Green ~~h~~Building and site design standards;
- n. Provide regulations and design standards that require internal and external pedestrian and bicycle pathway linkages to create a safe alternative mobility network throughout the City; and
- o. Provide regulations that promote mass transit use.

Policy 4.1.3

The City shall adopt ~~land development regulations~~ a Land Development Code that shall prohibit the re-platting of existing recorded platted lots for the purpose of increasing the development density within existing single-family residential areas.

Policy 4.1.4

~~land development regulations~~ A Land Development Code shall be adopted which implement the provisions of the Future Land Use Element policies within the mandatory timeframes specified herein or pursuant to State law, whichever is more restrictive.

GOAL 5:

Maintain ~~F~~full compliance with Chapter ~~88-464~~2012-245, Laws of Florida, as amended, by participating in the Countywide planning process through representation on and coordination with ~~the~~ Forward Pinellas ~~Pinellas Planning Council~~ and by ensuring consistency between the City and Countywide ~~e~~Comprehensive ~~p~~Plans.

Objective 5.1

The Future Land Use Element of this ~~City of St. Pete Beach~~ Comprehensive Plan shall be consistent with the Countywide ~~Future Land Use Plan and Rules.~~

Policy 5.1.1

Through continued maintenance of the Future Land Use Element, the City shall maintain consistency with the Countywide ~~Future Land Use Plan and Rules~~ by:

- a. Identifying any inconsistencies between the ~~f~~Future ~~l~~and ~~u~~se ~~e~~Element and ~~p~~Plan maps of the City of ~~St. Pete Beach~~ and the Countywide ~~Future Land Use Plan and Rules.~~
- b. Processing for action by Forward Pinellas ~~the Pinellas Planning Council~~ and the Board of County Commissioners, acting in their capacity as the Countywide Planning Authority, all land use plan amendments required to reconcile outstanding inconsistencies between the respective land use plans.

ATTACHMENT 1

THE FUTURE LAND USE CATEGORIES

SUMMARY OF FUTURE LAND USE CLASSIFICATIONS

More detailed statements describing each classification follow this summary.

Attachment 1, Table 1. Summary of Future Land Use Classifications.

<u>FUTURE LAND USE CATEGORY</u>	<u>MAXIMUM DENSITY (PER ACRE)</u>		<u>MAXIMUM INTENSITY</u>		<u>COUNTYWIDE MAP CATEGORY</u>
	<u>RESIDENTIAL UNITS</u>	<u>TEMPORARY LODGING UNITS</u>	<u>FAR</u>	<u>ISR</u>	<u>Category/ Symbol</u>
<u>Residential Urban (RU)</u>	<u>7.5</u>	<u>0</u>	<u>N/A</u>	<u>N/A</u>	<u>RLM</u>
<u>Residential Low Medium (RLM)</u>	<u>10.0</u>	<u>0</u>	<u>N/A</u>	<u>N/A</u>	<u>RLM</u>
<u>Residential Medium (RM)</u>	<u>15.0</u>	<u>0</u>	<u>N/A</u>	<u>N/A</u>	<u>RM</u>
<u>Residential High (RH)</u>	<u>30.0</u>	<u>0</u>	<u>N/A</u>	<u>N/A</u>	<u>RH</u>
<u>Resort Facilities Medium (RFM)</u>	<u>18.0</u>	<u>30.0</u>	<u>0.65</u>	<u>0.85</u>	<u>R</u>
<u>Residential/Office/Retail (R/O/R)</u>	<u>18.0</u>	<u>15.0</u>	<u>0.40</u>	<u>0.85</u>	<u>R&S</u>
<u>Residential/Office General (R/OG)</u>	<u>15.0</u>	<u>0.0</u>	<u>0.50</u>	<u>0.75</u>	<u>O</u>
<u>Resort Facilities Overlay (RFO)</u>	<u>See Underlying Category</u>	<u>167% of Residential Units</u>	<u>See Underlying Category</u>		<u>R</u>
<u>Commercial General (CG)</u>	<u>24.0</u>	<u>40.0</u>	<u>0.55</u>	<u>0.90</u>	<u>R&S</u>
<u>Community Redevelopment District (CRD) Special Planning Area 1 (SPA-1)</u>	<u>See Attachment 2</u>				<u>AC</u>
<u>Community Redevelopment District-Eighth Avenue (CRD-EA) Special Planning Area Eighth Avenue (SPA-EA)</u>	<u>24.0</u>	<u>50.0</u>	<u>1.0 (Single Use)/ 1.5 (Mixed-Use)</u>	<u>0.90</u>	<u>AC</u>
<u>Preservation (P)</u>	<u>0.0</u>	<u>0.0</u>	<u>0.10</u>	<u>0.20</u>	<u>P</u>
<u>Recreation/Open Space (R/OS)</u>	<u>0.0</u>	<u>0.0</u>	<u>0.25</u>	<u>0.60</u>	<u>R/OS</u>
<u>Institutional (I)</u>	<u>12.5</u>	<u>0.0</u>	<u>0.65</u>	<u>0.85</u>	<u>P/SP</u>
<u>Transportation/Utility (T/U)</u>	<u>0.0</u>	<u>0.0</u>	<u>0.70</u>	<u>0.90</u>	<u>P/SP</u>

Future Land Use Classification Descriptions

- A. Residential Urban (RU), with a maximum residential density of 7.5 residential units per acre.
- B. Residential Low Medium (RLM), with a maximum residential density of 10.0 residential units per acre.
- C. Residential Medium (RM), with a maximum residential density of 15.0 residential units per acre.
- D. Residential High (RH), with a maximum residential density of 30.0 residential units per acre.
- E. Resort Facilities Medium (RFM), with a maximum residential density of 18.0 units per acre or 30.0 temporary lodging units per acre; non-residential uses shall not exceed neither a floor area ratio (FAR) of 0.45 to 0.65 nor an impervious surface ratio (ISR) of 0.65 to 0.85.
- F. Residential/Office/Retail (R/O/R), with a maximum residential density of 18.0 units per acre or 30 temporary lodging units per acre; non-residential uses shall not exceed neither a floor area ratio (FAR) of 0.20 to 0.40 nor an impervious surface ratio (ISR) of .65 to .85.
- G. Residential/Office General (R/OG), with a maximum residential density of 15 units per acre; non-residential uses shall not exceed neither a floor area ratio (FAR) of 0.30 to 0.50 nor an impervious surface ratio (ISR) of 0.55 to 0.75.
- H. Resort Facilities Overlay (RFO), where the density of residential units shall not exceed the maximum number of dwelling units per acre determined by the underlying residential plan category temporary lodging units shall not exceed a ratio of 1.67 temporary lodging units to the permitted number of underlying residential units; and non-residential uses shall not exceed neither the floor area ratio (FAR) nor the impervious surface ratio (ISR) of the underlying plan category.
- I. Commercial General (CG), where the density of residential units shall not exceed 24 units per acre; temporary lodging units shall not exceed 40 units per acre; non-residential units shall not exceed neither a floor area ratio (FAR) of 0.35 to 0.55 nor an impervious surface ratio (ISR) of 0.70 to 0.85 0.90.
- J. ~~Community Redevelopment District (CRD) Special Planning Area 1 (SPA-1), where the densities and intensities shall be as determined within Special Planning Area 1 Community Redevelopment District as specified in each designated character district pursuant to the provisions set forth in the Special Planning Area 1 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 SPA-1 CRD, with a particular emphasis on commercial, temporary lodging and mixed uses along the City's main transportation corridors, adjacent to waterfront or located within major community activity centers.~~
- K. ~~Community Redevelopment District – Eighth Avenue (CRD-EA) Special Planning Area Eighth Avenue (SPA-EA), the following uses are proposed for the new Community Redevelopment District – Eighth Avenue (CRD-EA) SPA-EA land use classification:~~
Primary Uses - Residential; Office; Retail Commercial; Personal/Business Service; Commercial/Business Service; Temporary Lodging.
Secondary Uses - Residential equivalent; public/semi-public; ancillary non-residential; recreation/open space.

Density/Intensity Standards shall include the following:

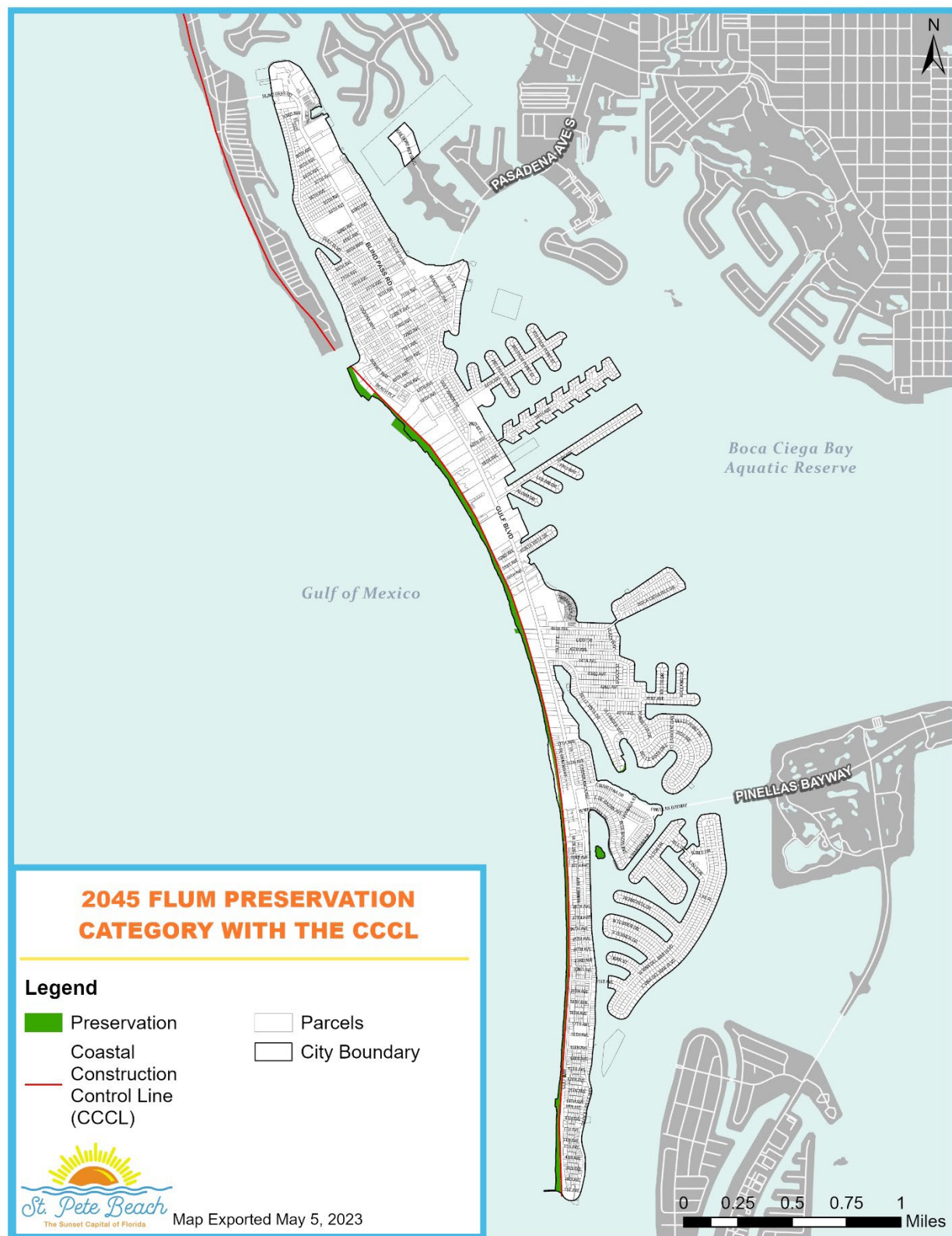
- a. Density and intensity of use for commercial and residential components shall be inclusive, i.e., the same land area may be used to support both use types without proration.
 - b. Residential use - Shall not exceed 24 dwelling units per acre.
 - c. Residential equivalent use - Shall not exceed an equivalent of 2.0 to 3.0 beds per permitted dwelling unit at 24 dwelling units per acre.
 - d. Non-residential use - Shall not exceed a floor area ratio (FAR) of 1.0 for single-use commercial structures or 1.5 for mixed-use development, nor an impervious surface ratio (ISR) of .90. The standard for the purpose of establishing relative intensity and potential impacts shall be an FAR of .75 and an ISR of .75.
 - e. Transient accommodation use - Shall not exceed 50 temporary lodging units per acre.
 - f. Other standards shall include the following: Public/semi-public; ancillary non-residential use - shall not exceed a maximum area of three (3) acres. Any such use, alone or when added to existing contiguous like uses, which exceeds this threshold shall require a plan amendment which shall include such use and all contiguous like uses.
- L. Preservation (P), applied to the beaches seaward of the Florida-Pinellas County Coastal Construction Control Line (CCCL), Fuller Island and other environmentally significant natural resource areas; such designated areas shall not be developed except to provide beach access dune walkovers from adjacent developed properties under the provisions of the City's Beach Management Regulations.
- M. Recreation/Open Space (R/OS), uses permitted in this category are limited to public and private open spaces, public/private parks, public recreation facilities and public beach or water access points; no use shall exceed neither a floor area ratio (FAR) of 0.05 to 0.25 nor an impervious surface ratio (ISR) of 0.40 to 0.60.
- N. Institutional (I), density of residential units shall not exceed 12.5 units per acre; non-residential uses shall exceed neither a floor area ratio (FAR) of 0.45 to 0.65 nor an impervious surface ratio (ISR) of 0.65 to 0.85; uses within this category are limited to the following:
- Primary Uses - Public/private schools; Hospital; Medical clinic; Church, other religious institution; Social/public service agency; Child day care; Fraternal or civic organization; Municipal offices/public buildings; Public safety facility; Emergency medical service building.
- Secondary Uses - Residential; Residential equivalent; Recreation/open space; Public/semi-public; Ancillary non-residential.
- O. Transportation/Utility (T/U), residential uses not permitted; non-residential uses shall not exceed neither a floor area ratio (FAR) of 0.50 to 0.70 nor an impervious surface ratio of 0.70 to 0.90; uses within this category shall be limited to the following:
- Primary Uses - Marina; Municipal water/wastewater facility; Public works garage/storage; Electric power substation; Telephone switching station.
- Secondary Uses - Storage/warehouse; Recreation/open space; Public/semi-public; Ancillary non-residential.

Map 2-1. City of St. Pete Beach 2045 Future Land Use Map (FLUM)



Map 2-2. Preservation Future Land Use Category with the State of Florida Coastal Construction Control Line (CCCL)

Source: CCCL sourced from the Florida Department of Environmental Protection, updated November 2022



Map 2-3. Countywide Plan Map for the City of St. Pete Beach

Source: Forward Pinellas, as amended through October 2022



ATTACHMENT 2

SPECIAL PLANNING AREA 1 (SPA-1)

General Provisions and Maps

- (a) Geographic Location. This Future Land Use Plan and Map Amendment contains a Special Designation named Special Planning Area 1 ~~Community Redevelopment District (CRD)~~ that is an ~~area containing approximately 248.25 acres or approximately 20% of the total land area of the City.~~ Special Planning Area 1 ~~Community Redevelopment District~~ is shown on Map 1 and includes two major redevelopment areas (shown on Maps 2 and 3) as follows:

- I. Gulf Boulevard Redevelopment District; and
- II. Downtown Redevelopment District.

There are a combined total of eleven designated character districts within Special Planning Area 1 ~~Community Redevelopment District~~ as a whole, including: four (4) character districts in the Gulf Boulevard Redevelopment District; and seven (7) character districts in the Downtown Redevelopment District as follows:

- (1) The ~~overall~~ Gulf Boulevard Redevelopment District boundary is shown on Map 2, the following character districts within this Redevelopment District are shown:
 - a. Large Resort District
 - b. Boutique Hotel/Condo District
 - c. Activity Center District
 - d. Bayou Residential District
- (2) The ~~overall~~ Downtown Redevelopment District boundary is shown on Map 3, the following character districts within this Redevelopment District are shown:
 - a. Town Center Core District
 - b. Town Center Corey Circle District
 - c. Town Center Coquina West District
 - d. Downtown Core Residential District
 - e. Upham Beach Village District
 - f. Commercial Corridor Blind Pass Road District
 - g. Commercial Corridor Gulf Boulevard District

The above designated character districts are intended to replace the conventional land use plan categories adopted in 1989 and 1998 that provided for medium and high density and intensity uses ranging up to forty (40) units per acre for temporary Lodging uses (Commercial General land use category) and up to thirty (30) units per acre for residential use (High Density Residential land use category) within the boundaries of Special Planning Area 1 ~~Community Redevelopment District.~~

- (b) Locational Characteristics. This Special Planning Area ~~CRD~~ land use plan category:

- (1) Is generally appropriate to those community areas designed to serve as local retail, office, temporary lodging uses, financial, governmental, and multi-family residential focal points for a community.
- (2) Shall target those neighborhoods and core areas of the community in a manner that is designed to encourage development and redevelopment in one or more combinations of uses as identified above and set forth in each specific character district plan.

- (c) Purpose. It is the purpose of this ~~CRD~~ land use plan category to:

- (1) Depict those areas of the City that are now designated, or appropriate to be designated, as community core areas and certain defined and limited neighborhoods adjacent to these core areas that contain non-residential and residential uses, for development and redevelopment

in accordance with the specific plan for each character district within the overall Special Planning Area ~~Community Redevelopment District~~.

- (2) To encourage and promote quality sustainable development and redevelopment throughout each character district and the Special Planning Area ~~Community Redevelopment District~~ as a whole, that provides quality of life, economic and aesthetic benefits to the residents throughout the City as well as its visitors.

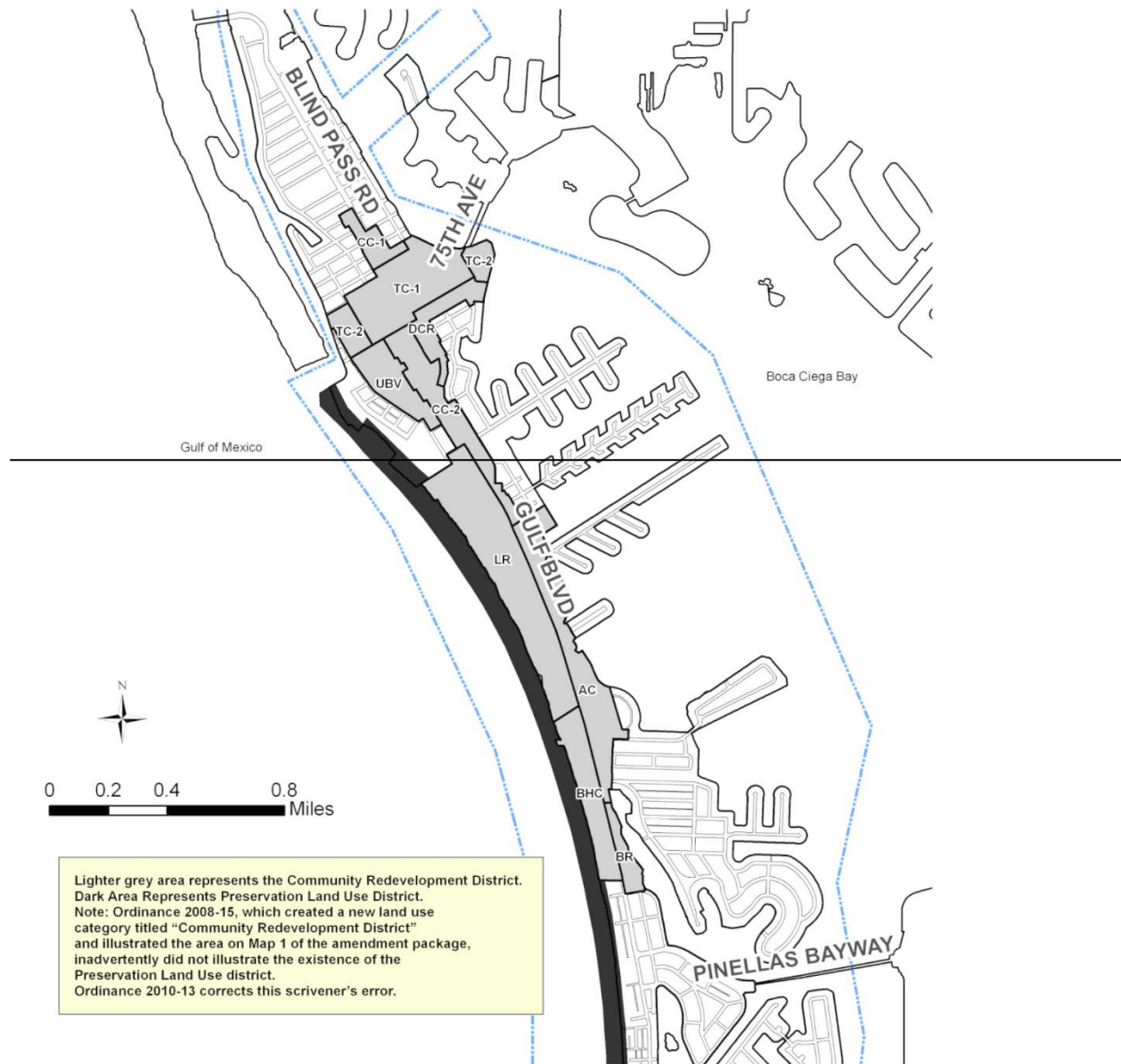
- (d) *Use Characteristics.* Those uses appropriate to and consistent with this ~~CRD~~ land use plan category include:

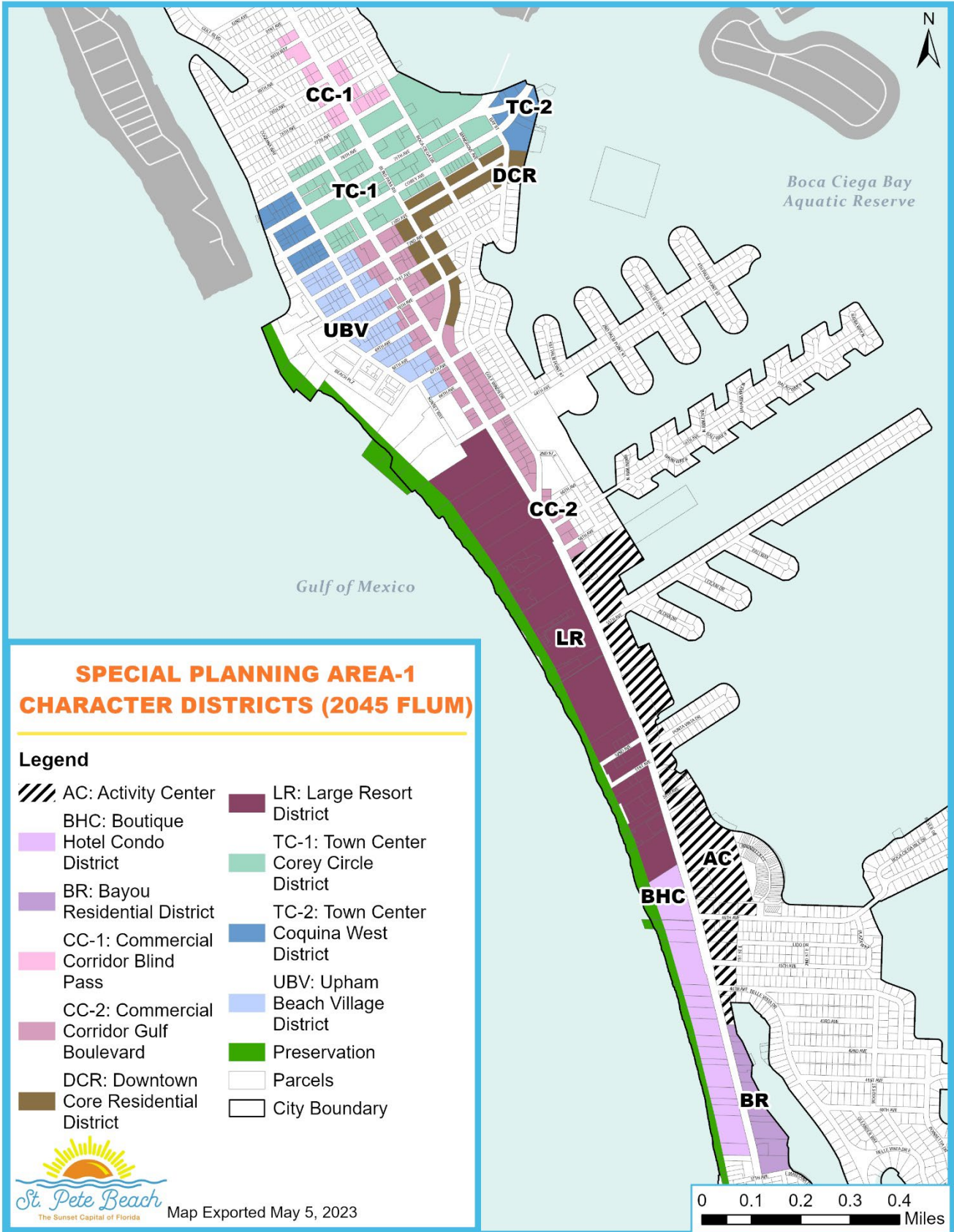
Primary Uses : Temporary lodging uses, including large resorts, boutique hotels, motels, resort condominiums and bed & breakfast inns; Residential; Commercial; Office; Institutional; Marina; and Transportation/ Utility uses as specifically designated for each character district ~~within the Community Redevelopment District~~.

Secondary Uses : Commercial; Office; Residential; Temporary lodging uses - bed & breakfast inns as specifically designated for each character district ~~within the Community Redevelopment District~~; Marina.

Map 1. Community Redevelopment Districts Special Planning Area 1 Character Districts

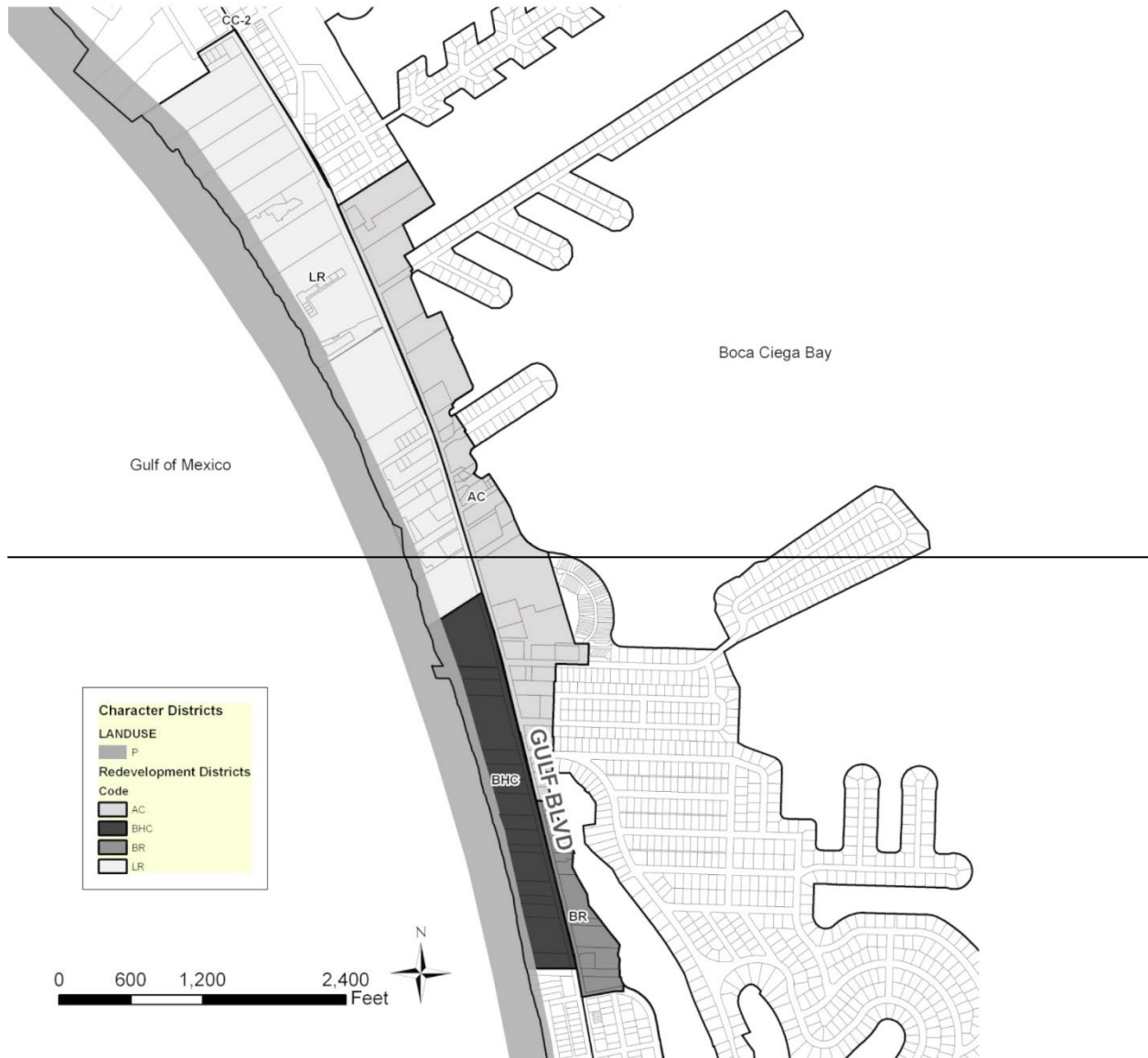
Ordinance 2010-13
Map 1
Community Redevelopment District

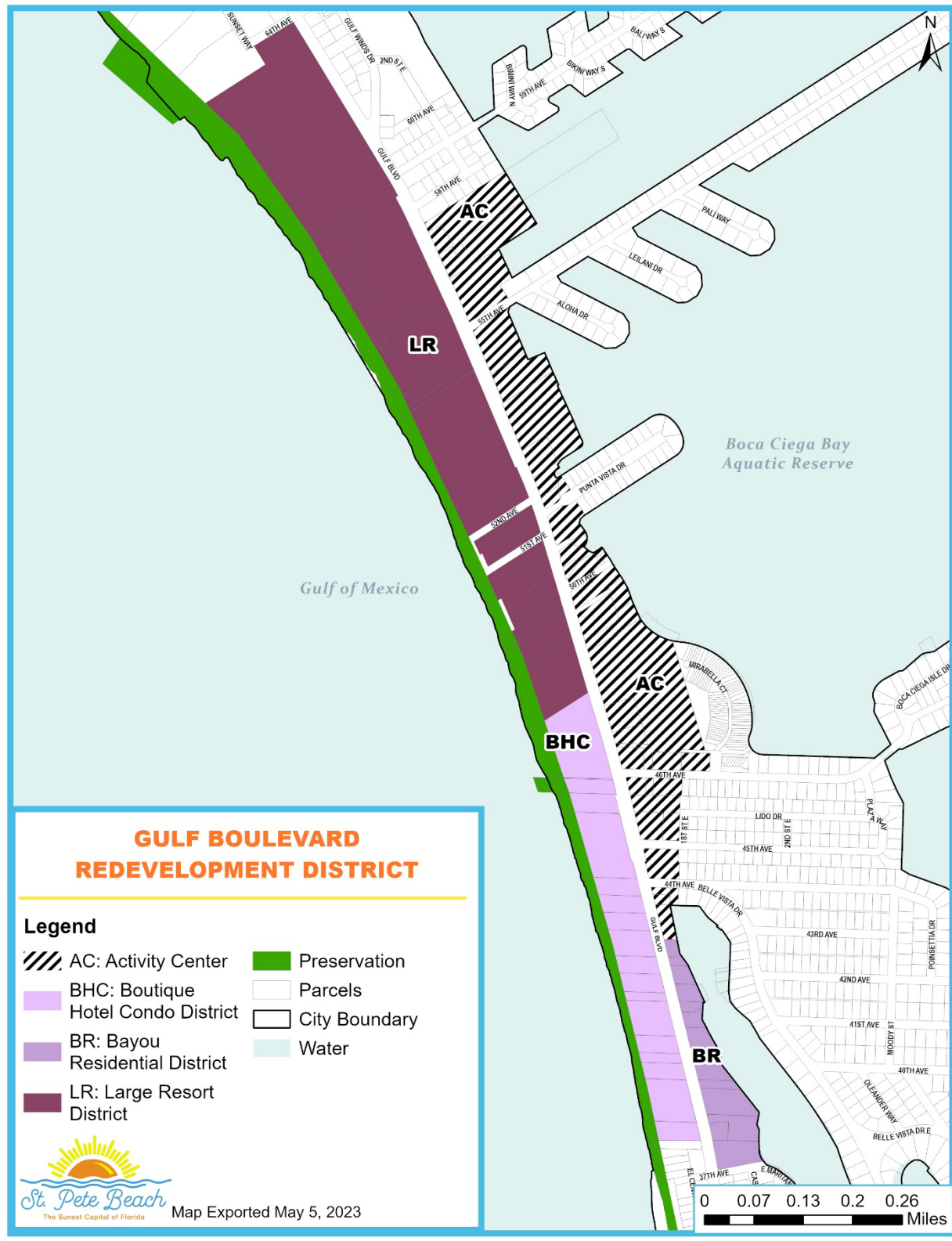




Map 2. Gulf Boulevard Redevelopment District Character Districts

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





Map 3. Downtown Redevelopment District Character Districts

Ordinance 2010-13
Map 3
Downtown Redevelopment District
Character Districts





Goals, Objectives, and Policies for Special Planning Area 1 Community Redevelopment District

SPA-1 GOAL 1:

To support achieving a quality sustainable community through livable community design standards as well as Green building, site design and operation strategies.

Objective 1.1

Promote a sustainable community by requiring the use of Green standards and practices for all development and redevelopment within the Community Redevelopment District by establishing minimum Green building and site design standards; and establishing incentive programs such as expedited site plan review and building permitting, and credits against impact fees in exchange for utilizing Green design standards and practices that benefit the quality and sustainability of the environment and:

- a. Conserve water and other natural resources.
- b. Reduce energy consumption.
- c. Improve air quality by reducing Greenhouse gas emissions.
- d. Reduce impacts on infrastructure by participating in ride sharing and shuttle service programs.
- e. Reduce urban heat by reducing paved surfaces, reduce the need for parking by participating in shared parking plans, employer ride-share and shuttle service programs.
- f. Reduce urban heat and encourage pedestrian mobility by planting additional shade trees.
- g. Reduce waste through efficient design and recycling programs.
- h. Promote a walkable environment by providing on-site pedestrian pathways that link to adjacent properties and off-site sidewalks to reduce traffic impacts and Greenhouse gas emissions.
- i. Provide trolley stops or improve existing trolley stops as a comfortable, safe, convenient and attractive experience that encourages mass transit use.

Policy 1.1.1

Require minimum Green standards and encourage the use of Green redevelopment practices that exceed minimum standards for public and private development.

Policy 1.1.2

The City shall establish an incentive program for the implementation of Green standards, practices and technologies for new construction, major renovation and redevelopment within Special Planning Area 1 Community Redevelopment District that exceed minimum requirements.

Policy 1.1.3

The City shall adopt and implement Green standards and an incentive program Citywide.

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 shall be maintained within the Land Development Code.

Policy 1.1.5

Encourage employer-sponsored ride-share programs, mass transit subsidies for employees, shuttle services for employees, patrons and guests for work travel, and airport and off-site recreational, parks, entertainment and other tourist destinations.

Policy 1.1.6

Encourage temporary lodging facilities to have bicycles available for guest use.

Policy 1.1.7

Encourage construction waste management and recycling.

Policy 1.1.8

Encourage the use of fountains and water features that promote water conservation.

Policy 1.1.9

Encourage the use of low flow fixtures and high energy efficient rating construction materials, equipment and appliances.

Policy 1.1.10

Encourage the use of ~~Waterwise Florida~~ Florida-Friendly landscapes and drought tolerant plant material.

Policy 1.1.11

Encourage the use of reclaimed water and rain sensor irrigation systems.

Policy 1.1.12

Encourage the use of energy efficient and solar lighting.

Policy 1.1.13

Encourage the use of advanced storm water controls and waterfront considerations to minimize and eliminate pollutant run-off.

SPA-1 GOAL 2:

To meet the needs of residents and further the ideal of quality communities as a function of living, working, and recreation opportunities, the design and functionality of Special Planning Area 1 Community Redevelopment District will have a renewed focus on livable community strategies that focus more on people and less on the auto with community improvements and site design that values connectivity, safe and attractive gathering places, functional and attractive design, and alternative safe mobility options.

Objective 2.1

Create livable, healthy streets that are designed and oriented towards safe pedestrian and bicycle movement.

Policy 2.1.1

Where appropriate, development and redevelopment should include the following pedestrian-friendly design features:

- a. continuous sidewalks with a minimum width of ten feet, buffered from traffic by on-street parking and/or landscaping, and that include pedestrian amenities such as benches, trash receptacles, trolley shelters, and pedestrian-scale street lighting.
- b. street trees to provide pedestrian-scale as well as shade and comfort to the pedestrian.
- c. buildings should be served by primary walkways that directly link the main building entrance to the street, parking structure and parking areas.
- d. pedestrian walkways should be visually distinct from parking lot and driveway surfaces and may include textured or colored materials.
- e. permanent structures such as utility poles and traffic control poles within the sidewalk that restrict pedestrian movement should be discouraged.
- f. direct routes between destinations, especially between adjacent parcels, to create walking and bicycling connections between neighborhoods and neighborhood (activity) centers.
- g. additional sidewalk width and distinctive interesting sidewalk patterns for outdoor cafe; seating.
- h. internal vehicular access between adjacent properties that allows vehicular movement between properties without returning to the street to reduce curb cuts and improve traffic flow on roadways.
- i. shared access driveways to reduce curb cuts and pedestrian-vehicular conflict.

Policy 2.1.2

The following livable roadway strategies and features shall be pursued wherever appropriate within Special Planning Area 1 ~~Community Redevelopment District~~ and all features shall meet or exceed ADA requirements:

- a. sidewalks on both sides of the street.
- b. bike lanes.
- c. 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.
- d. use of mid-block crossings, for blocks more than 800 linear feet in length.
- e. 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.

Policy 2.1.3

Where feasible, provide trolley transit stops in conjunction with pedestrian crosswalks, bike lanes and pedestrian pathways in conjunction with amenities such as pedestrian-scale decorative lighting, landscaping, secured bicycle storage, benches, trash receptacles, public art, and other elements that provide comfort and weather protection for the waiting trolley passenger.

Policy 2.1.4

The provision of landscaping near the trolley stop in the form of shade or ornamental/palm trees is encouraged to maximize passenger comfort.

Policy 2.1.5

The City shall establish an off-site public improvements review and approval process for eligibility for community improvement impact fee credits.

Objective 2.2

Encourage parking lots and driveways should be to be designed to support pedestrian safety, connections and comfort by reducing the number of curb cuts and providing interconnectivity between and through sites.

Policy 2.2.1

AThe City shall allow a parking requirement reduction for properties that share both cross access and a common entrance drive that utilize shared-parking agreements and cross-access agreements.

Policy 2.2.2

New commercial, office, and retail buildings and centers should be planned to reduce the number of curb cuts and driveways. Where possible, projects should share driveways and parking access with adjacent sites to provide an interconnected system of auto and service access points.

Policy 2.2.3

The location and width of driveways should be reviewed through local site plan review processes to identify opportunities for shared driveways with neighboring properties and to reduce access points on the surrounding road network to the extent possible.

Policy 2.2.4

Parking lots and driveways should provide pedestrian connections to entrances. Dedicated walkways through parking lots should be included in the design.

Policy 2.2.5

Parking lots should include trees to provide shade and reduce temperature for pedestrians.

Policy 2.2.6

In furtherance of pedestrian safety, Pinellas County will coordinate with the Pinellas County Metropolitan Planning Organization and the FDOT to encourage the construction of traffic control/pedestrian crossings on Gulf Boulevard near beach access points.

Objective 2.3

The City will encourage and promote public art and design and seek ways to increase opportunities for public art and design throughout Special Planning Area 1 ~~Community Redevelopment District~~ as part of a Public Art and Design Master Plan that identifies opportunities, locations and priorities for public art and establishes an implementation/funding strategy and schedule.

Policy 2.3.1

The City will integrate art into City project designs, as appropriate.

Policy 2.3.2

The City will investigate revising building and land development regulations the Land Development Code to create incentives to encourage private development to integrate public art into project designs, where appropriate.

SPA-1 GOAL 3:

To rRebuild the core commercial and resort areas of the City utilizing Green practices, strategies and technologies.

Objective 3.1

Implement building and site design construction and operation practices that support long-term environmental sustainability by: protecting and conserving water resources; constructing energy efficient buildings; using Florida waterwise-Florida-Friendly and native landscape plant materials and design; recycling construction materials and debris; reducing urban heat through innovative building and site design; reducing pollutant run-off; protecting further degradation of the beach dune system and coastal wildlife species habitat and restoring or enhancing existing conditions through dune restoration measures, lighting, and refuse controls and other measures.

Policy 3.1.1

All development within Special Planning Area 1 Community Redevelopment District shall comply with a minimum of two (2) environmental standards that will be established in Division 39 of the Land Development Code, as amended.

Policy 3.1.2

All development within Special Planning Area 1 Community Redevelopment District shall be encouraged to exceed minimum Green standards and redevelop, renovate or develop new projects that implement the "Green" objectives and policies contained in GOAL 42 of the Future Land Use Element relating to energy efficient and environmentally-sustainable practices.

Policy 3.1.3

All development within Special Planning Area 1 Community Redevelopment District shall be encouraged to implement as many livable community design and operation strategies to promote safe and comfortable pedestrian, bicycle and mass transit mobility that will reduce the consumption of nonrenewable resources, reduce the need for parking and thus reduce urban heat and polluted run-off, and reduce greenhouse gas emissions.

Community Redevelopment District Special Planning Area 1 General Redevelopment Guidelines, Standards, and Initiatives

- (a) *Designation of Densities and Intensities in General.* Densities and intensities shall be designated for each classification of use in each character district within Special Planning Area 1 Community Redevelopment District. The City Commission shall amend it'sthe LDC-Land Development Code and adopt densities and intensities for each character district which shall be consistent with, and implement Special Planning Area 1 Community Redevelopment District guidelines, standards, goals, objectives and policies as established herein. Further, the City shall amend its LDC-Land Development Code to include densities and intensities for each character district that shall:
 - (1) 1.—Not exceed the overall density approved within Special Planning Area 1 Community Redevelopment District and the City limits; and

- (2) 2.—Ensure that a comprehensive redevelopment strategy can be and shall be implemented through ~~land development regulations~~ a Land Development Code that maintains the City's heritage of quality residential living complemented by resort facilities and supported by a tourist-based economy that includes temporary lodging uses, local retail, restaurants and local pubs and bars; and
- (3) 3.—Recognize that successful redevelopment of each character district is interdependent upon the implementation of successful redevelopment strategies in each of the other character districts; and
- (4) Require the adoption and implementation of ~~land development regulations~~ a Land Development Code by the City Commission ~~or the registered voters of St. Pete Beach, as may be required by the City Charter and Code of Ordinances,~~ for each character district that shall be consistent with and allow the implementation of an economically feasible strategy that promotes comprehensive redevelopment of consistent quality for Special Planning Area 1 ~~Community Redevelopment District~~ as a whole and within each designated character district; and
- (5) Not be exceeded by approval of variances.

(b) Temporary Lodging Unit Density Pools ("TLU Density Pools")—Generally:

- (1) General Purpose. The TLU Density Pools are intended to provide adequate and available temporary lodging unit density to those existing temporary lodging use properties to redevelop as economically viable resort facilities in the areas of the City where they have traditionally existed for decades. The initial base density provided for the temporary lodging uses in the Gulf Boulevard Redevelopment District are intended to bring almost every existing resort hotel property back into conformity which will allow them to rebuild as a resort hotel in the event of a natural disaster or other catastrophic event. The density provided above the base level, including reserve or density pools, is intended to provide economic incentives to redevelop existing temporary lodging properties as resort projects rather than multi-family residential projects.
- (2) Limiting Overall Density. Realistically, not all existing resort properties can or will be redeveloped as such. In some cases, the existing density is not only higher than the 30 units per acre allowed under the existing land use designation is higher than the density allowed in the character districts providing for increased density for temporary lodging uses within Special Planning Area 1 ~~Community Redevelopment District~~. Therefore, rather than allowing every existing property the maximum potential density which would overestimate the need for density, and further, to ensure that almost every existing property first and foremost has the opportunity to become a conforming property in terms of use, TLU Density Pools shall be created to allow density to be utilized in meaningful ways in the areas of the City where temporary lodging uses currently exist. The goal and intent is to promote economic redevelopment but also provide an absolute overall maximum density cap to ensure that the overall approved density for Special Planning Area 1 ~~Community Redevelopment District~~ is not exceeded and overdevelopment does not occur. Each TLU Density Pool shall have a maximum cap on the allocation of density on a project by project basis to ensure the redevelopment occurs on an orderly basis over time throughout each character district. This is to avoid a potential overdevelopment scenario that could arise without a cap and a program that evaluates projects on a case-by-case basis.
- (3) TLU Density Pools Established. TLU Density Pools shall be established in the following seven specific character districts:
 - a. Boutique Hotel/Condo*
 - b. Town Center Core*
 - c. Upham Beach Village*

- d. Town Center Core Corey Circle**
- e. Town Center Core Coquina West**
- f. Activity Center **
- g. Bayou Residential**

The total number of temporary lodging units approved in 2005 as part of transient unit density pools for the three character districts designated with one asterisk(*) was 350 units. That 350 unit total for those three designated character districts remains unchanged in this plan.

In the 2007 amendment, temporary lodging use density was reduced in the Large Resort District from 80 to 75 units per acre over 65.16 acres. The total temporary lodging unit decrease in the Large Resort District is 325 units. Therefore, these 325 units are available for redistribution to character districts with the potential for temporary lodging use redevelopment. These 325 available units are redistributed for potential use in the Town Center Core Corey Circle, Town Center Core Coquina West, Activity Center, and Bayou Residential Districts, as designated by two asterisks(**), upon approval of a conditional use request and on a case-by-case basis through evaluation of criteria specified in the Land Development Code. These two additional character districts are identified as having temporary lodging use redevelopment potential as a result of their location at either terminus of the Corey Avenue main street corridor and proximity to waterfront.

The TLU Density Pool for each character district was determined based upon the following factors:

- a. The existing number of temporary lodging units in each district.
 - b. The degree of existing non-conforming densities.
 - c. The base temporary lodging density allowed in the specific character district.
 - d. The realistic number of units that may be potentially utilized to promote temporary lodging use redevelopment balancing both acreage and the actual number of existing temporary lodging facilities.
 - e. The potential to maintain waterfront access and views for the public.
 - f. The potential to redevelop temporary lodging uses in close proximity to entertainment, shopping, dining and activity centers.
- (4) *TLU Density Pool Allocation.* Any units allocated under this provision shall be by conditional use approval and shall be specific to each character district's existing temporary lodging use classifications (i.e., hotel, boutique hotel, motel, resort condominium, and bed & breakfast inn). The allocation of TLU density shall only be by ordinance of the City Commission approving a conditional use on a project-by-project basis. Such allocations shall not exceed the maximum allocation cap per project and further, shall not exceed total available remaining density in each TLU Density Pool for each of the character districts listed in subsection (b)(3) above. This limitation on density is absolute.
- (5) *Large Resort District Not Eligible.* Temporary lodging uses in the Large Resort District shall not be eligible for any TLU Density Pool allocations.
- (c) *Height Standards, Restrictions and Limitations.* Height standards, restrictions and limitations are:
- (1) Established in response to the residents':
 - a. strong objection to the potential for overdevelopment of the community that could create a dense urban high-rise City;

- b. strong desire to restrict height increases generally to the minimum necessary to implement the desired redevelopment goals, objectives, and policies; and
 - c. strong desire to prohibit high-rise residential development throughout the City, particularly along the Gulf beaches.
- (2) Intended to preserve the City's heritage of quality residential living complemented by resorts and supported by a tourist-based economy in acknowledgement of the following:
- a. That a significant number of high-rise residential condominiums exceeding ten (10) stories in height exist from just north of 38th Avenue northward to the northernmost boundary of the City abutting Treasure Island; and
 - b. That a substantial majority of residents desire to prohibit more such high-rise residential condominiums that do not contribute to maintaining the diverse tourist-based economy of the City and will potentially "privatize" the City's ~~our~~ local beaches and waterfronts by denying public access and views to the water; and
 - c. That socio-economic needs support:
 - (i) Increased building height for large-scale resort redevelopment only.
 - (ii) Limited height increases for small-scale resort redevelopment, boutique hotels, and Upham Beach Village motels.
- (3) Defined and described in each character district to promote the preservation of the City's diverse residential resort community by allowing the redevelopment of existing temporary lodging uses throughout the areas of the City that have traditionally provided such resort and temporary lodging facilities because:
- a. Socio-economic needs support limited height increases for mixed-use development projects in a few select core commercial areas within Special Planning Area 1 ~~Community Redevelopment District~~ including the Dolphin Village Shopping Center and the east and west ends of Corey Avenue to anchor the Corey Avenue main street that will act as a catalyst for revitalization of the City's historic downtown area; and
 - b. Socio-economic reasons at this time support discouraging or strictly limiting height increases in the City's ~~land development regulations~~ Land Development Code, including prohibiting variances for increased height for residential condominium development.
- (4) Established in Special Planning Area 1 ~~Community Redevelopment District~~ to:
- a. Acknowledge the residents' objections and desires as well as existing conditions and the socio-economic needs of the community as set forth above to promote and support the future sustainability of a quality residential and resort community;
 - b. Provide that only certain height increases will be allowed and are limited both in actual height as well as select core areas within only 5 of the 11 character districts that represent approximately 8.5 % of the total land area of the City;
 - c. Provide the necessary catalyst for quality reinvestment of these core areas that will enhance the overall value and opportunity for reinvestment by residents, local retail, hotel and motel owners, and investors alike;
 - d. Selectively target those limited areas that will minimize or avoid any encroachment upon existing residential neighborhoods and provide maximum protection and opportunity for compatibility with existing uses; and
 - e. Selectively targets only those uses that contribute significantly to the ~~our~~ local economy and quality of life.
- (5) Specified in each character district ~~within the Community Redevelopment District~~ and shall be:

- a. Consistent with and allow the implementation of the redevelopment strategy for the respective types of uses provided for in each character district; and
 - b. Subject to the height limitations contained in the City's LDC-Land Development Code.
- (6) Established in each character district to set a mandatory maximum height for each type of use within each character district within Special Planning Area 1. ~~Community Redevelopment District~~. These height standards are mandatory only for the purposes of establishing maximum permissible heights in both the Comprehensive Plan and the LDC Land Development Code and shall not be construed as requiring that a developer build the maximum height allowed, only that they may build up to, but not exceed, the maximum height for each use as established in each character district.
- (7) Variances to increase the maximum height allowed for any use or structure shall be prohibited.
- (d) *Public Safety Standards.* Shall be required, implemented and updated as necessary in the City Land Development and Building Codes to provide the maximum flood, hurricane and tropical cyclone protection and mitigation; and further, to proactively improve public safety and emergency procedures in the event of a natural disaster with particular emphasis on emergency evacuation plans and procedures. All new construction shall comply with Federal Emergency Management Agency and National Flood Insurance Program rules and regulations as may be further restricted by local rules, regulations, ordinances, building codes or other governing laws. All temporary lodging uses shall comply with closure and evacuation procedures in accordance with State, County and local rules.
- (e) *Traffic Generation Characteristics.* The Comprehensive Plan standard for the purpose of calculating typical traffic impacts relative to a plan amendment for this land use category shall be based upon the actual mix and intensity of land use proposed in the Special Planning Area 1 ~~Community Redevelopment District~~ plan map area and represents the maximum trip generation rate potential, calculated by using the appropriate traffic generation characteristics for each corresponding category of land use, adjusted to account for proposed density/intensity of said land use. Actual implementation of the comprehensive plan will not result in the maximum potential densities and intensities permitted herein. Actual implementation of land development regulations on a project by project basis will require transportation management plans and strategies. As a result, the maximum trip generation rate calculated under the maximum potential build out under this plan will further be reduced.
- (f) *Infrastructure Systems & Facilities Characteristics and Standards.*
 - (1) Major findings:
 - a. Generally, with few exceptions, the design and materials of existing potable water, sanitary sewer, and storm water within the designated Special Planning Area 1 CRD are characteristic of 40-50 year old facilities.
 - b. That new development and redevelopment will create additional impacts on existing and future infrastructure systems and facilities.
 - c. There is a need to continue to modernize and improve infrastructure, maintain or improve levels of service provided to residents and visitors, including safety and aesthetic improvements, where practical and feasible.
 - d. Physical constraints, as well as safety and aesthetic considerations affecting the feasibility and practicality of widening existing roads, require a greater emphasis on increasing mobility through strategies that do not involve road expansion and include alternative mobility strategies.
 - e. That used on its own, an established letter grade system for measuring levels of service on roadways which is based primarily on travel speed, can be misleading as an indicator of roadway performance. Roadway congestion and duration of congestion also need to be considered to more accurately assess roadway performance.

- f. Escalating cost of right-of-way is cost-prohibitive.

(2) Concurrency Management System and Transportation Management Plan Requirements:

- a. Concurrency Management Statement. All new development or redevelopment that increases density or intensity on a site shall be required to prepare and submit a Concurrency Management Statement to the City, at its sole expense, to determine the sufficiency of capacity and any potential adverse impacts or degradation of the levels of service below acceptable levels established by the City or County, as applicable, on existing or future infrastructure systems and facilities except transportation which shall be required to submit a Transportation Management Plan. At a minimum, Concurrency Management Statement(s) shall be submitted for the following:
 - (i) Potable water;
 - (ii) Sanitary sewer;
 - (iii) Solid waste;
 - (iv) Transportation facilities;
 - (v) Stormwater
 - (vi) Parks and recreation facilities (for residential development only); and
 - (vii) Educational facilities (for residential development only).
- b. Infrastructure Study. An infrastructure study shall be required on one or more of the above-listed systems or facilities to determine the extent of any degradation of the infrastructure below the adopted levels of service unless determined to be unnecessary by the City's Technical Review Committee based on an evaluation of potential impact relative to the nature, size, type, and location of the proposed development project or land use amendment application. Mitigation fees and/or physical or operational improvements determined to be reasonably required and in proportion to the impacts caused by the increased density and intensity of new development, in consideration of the long-term concurrency management plan of the local government who owns and operates the facility or system, shall be stipulated as conditions of approval as part of the development order. The Technical Review Committee shall document its findings pertaining to its review.
- c. Transportation Management Plan. All new development, excluding single-family and duplex residential, shall be required to prepare and submit a Transportation Management Plan (TMP) to the City, at its sole expense, to determine the extent of the impacts on existing transportation systems based upon adopted levels of service and concurrency management standards to address impacts caused by any increases to density or intensity on the development site. The TMP shall determine any necessary physical or operational improvements, alternatives and other mitigation strategies that can be implemented to maintain the adopted levels of service and address a long-term concurrency management program. A TMP that includes one or more strategies to reduce external trip generation, improve traffic flow, reduce Greenhouse gas emissions, and/or emphasizes safe and comfortable pedestrian, bicycle and mass transit mobility, will be required. TMP strategies may include, but are not limited to:
 - (i) Physical and operational improvements.
 - (ii) Expanding and improving mass transit and trolley stops with amenities that provide protection from sun and rain and are aesthetically pleasing to encourage increased mass transit/trolley rider-ship.
 - (iii) Employer-sponsored employee ridesharing and vanpooling programs.
 - (iv) Employer-subsidized mass transit passes for employees.

- (v) Implementation of a temporary lodging shuttle service to the Tampa International and St. Petersburg/Clearwater Airports shall be mandatory for all Large-scale temporary lodging uses and encouraged for all other temporary lodging uses. Shuttle service to area attractions, parks and entertainment venues may be included as part of a TMP but shall not be required. Shuttle services for guests of temporary lodging facilities may be operated for one resort or as part of a shared shuttle service program with participating member resorts.
- (vi) Bicycle and/or segway rental or complimentary programs for temporary lodging guests.
- (vii) Provision of on-site pedestrian and bicycle linkages to external pathways to expand, improve and enhance a safe, continuous pedestrian, bicycle and segway network throughout the City.
- (viii) Expansion, improvement, or enhancement of off-site bike/segway lanes and sidewalks to form a continuous safe and comfortable network Citywide.
- (ix) On-site secured bicycle storage areas.
- (x) Additional tree canopy adjacent to sidewalks to provide shade and comfort to the pedestrian that will increase pedestrian mobility.
- (xi) Pedestrian-scale decorative street lighting and street furniture along pedestrian pathways to create a safe and comfortable experience to encourage pedestrian mobility.
- (xii) Monetary contributions towards a City-owned and operated Looper Trolley fleet operated solely within the City limits and fueled by alternative fuels or electrically-charged batteries.
- (xiii) Construction of crosswalks and related crosswalk features that facilitate safe movement across roadways.
- (xiv) Dedication of easements for pedestrian and non-motorized pathways.
- (xv) Right-of-way donation for turn lanes and/or wider bike/segway lanes.
- (xvi) Construction or monetary contributions towards a pedestrian bridge over Gulf Boulevard linking major activity areas.
- d. Governing laws. Mitigation or elimination of impacts shall comply with applicable State, County and City concurrency and proportionate share requirements, and shall also implement the goals, objectives and policies of the redevelopment and character district where the development is located.
- (g) 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 Special Planning Area 1 Community Redevelopment District shall be consistent with the Metropolitan Planning Organization's (MPO) Forward Pinellas's 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 Forward Pinellas;
 - (2) Identify LOS standards for state and county roads as established by the MPO Forward Pinellas;
 - (3) Utilize the proportionate fair share requirements consistent with Chapter 163, F.S. Florida Statutes, and the MPO model ordinance;
 - (4) Utilize the MPO Forward Pinellas's Traffic Impact Study Methodology; and

- (5) Recognize the MPO Forward Pinellas's designation of "Constrained Facilities" as set forth in the most current MPO Forward Pinellas Annual Level of Service Report.
- (h) *Environmental and Conservation Standards.* The City shall ~~amend~~ maintain within its LDC-Land Development Code to ~~provide~~ minimum Green building and development standards. All development, redevelopment and major renovation projects shall be required to meet a minimum of two Green building and development standards that will be established by the City in the LDC Land Development Code and shall be strongly encouraged to implement Green practices in building and site design that exceed the minimum standards. All development shall be encouraged to utilize fixtures, equipment and best practices in water, energy and waste efficiency standards during and after construction is completed to support the City goal of becoming the first a Coastal Green City in Pinellas County. In addition, the City shall amend its LDC-Land Development Code, Building Code, application procedures and processes, as applicable and appropriate, to implement a pilot Green practices incentive program in accordance with Goal 42 of the overall Future Land Use Element and Goal 3 above and Section (j)3 below of this Community Redevelopment District Future Land Use Element.
- (i) *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 Special Planning Area 1 Community Redevelopment District. Single family homes, duplexes, and projects less than one-half (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~~ Land Development Code and are in the best interests of the public health, safety and welfare of the community.

Densities Reserved for Special Planning Area 1 Community Redevelopment District

- (a) *Coastal High Hazard Limitations.* State, County, and local laws discourage an increase to the overall density within the City limits as a result of the State designation of the City as a Coastal High Hazard community. The following reserves are restricted to ensure that the overall density in Special Planning Area 1 Community Redevelopment District and the City is not increased.
- (b) *Residential Unit Reserves ("RU Reserve").* RU Reserves are established for the following three designated character districts in accordance with each district's specific redevelopment plan:
- Downtown Core Residential District for two (2) units per acre for a total of 23 reserved residential units.
 - Commercial Corridor Blind Pass Road District for three (3) units per acre for a total of 22 reserved residential units.
 - Commercial Corridor Gulf Boulevard District for three (3) units per acre for a total of 64 reserved residential units.
- (1) *Purpose and Intent.* The purpose of the RU Reserve in any character district where such a reserve is established is to balance the need for redevelopment in certain diverse neighborhoods of the community against a strong desire to not overdevelop these same neighborhoods in acknowledgement of the conditions set forth in sections (b)2 and (b)3 below.

- (2) Existing Physical & Economic Conditions. There are two primarily commercial character districts and one mixed residential/temporary lodging use character districts where the RU Reserve will be established. The following describes their respective existing conditions:
 - a. The Downtown Core Residential is a very diverse neighborhood with residential and non-residential uses, including a mix of housing types ranging from single family to higher density aging multi-family apartment complexes and temporary lodging densities.
 - b. The two Commercial Corridor districts, one located on the south end of Blind Pass Road and the other located at the north end of Gulf Boulevard have narrow lot depths abutting residential neighborhoods that need redevelopment in a manner that will be more compatible with the residential neighborhoods located behind these character districts.
 - c. Several of the aging apartment complexes have already been or may be converted to condominium ownership at higher densities than allowed by current Land Development Code if the existing regulatory scheme is not updated to encourage redevelopment in lieu of remodeling that does not require compliance with current building, safety, FEMA, and ~~LDCs and regulations~~ Land Development Code regulations.
- (3) Consequences of Existing Built Densities that Exceed Densities Allowed under Current LDC Land Development Code regulations are:
 - a. Maintenance and repair only. Aging properties are maintained, repaired and at best cosmetically remodeled and renovated instead of rebuilt to current site design, building code and FEMA regulations. This consequence impedes the City's ability to improve overall public safety through the implementation of current building codes and FEMA flood regulations, as well as improve the overall quality of life of its residents through the implementation of more stringent site and building design standards.
 - b. Decline in Material Reinvestment. If current safety, building, flood protection and design standards cannot be implemented because landowners find it more economically viable to remodel than to rebuild to current standards, these diverse neighborhoods will continue to see a decline in reinvestment, property value and overall quality of life from a public safety, building safety, aesthetic, and environmental perspective.
- (4) Implementation of RU Reserves in Three Character Districts.
 - a. FLUE Implementation. The maximum permitted residential density for land designated in Future Land Use Plan and Map is as follows:
 - (i) Commercial Corridor Gulf Boulevard District and the Commercial Corridor Blind Pass Road District shall be fifteen (15) residential units per acre without further need to amend this Future Land Use Plan and Map.
 - (ii) Downtown Core Residential District shall be twelve (12) residential units per acre without further need to amend this Future Land Use Plan and Map.
 - b. ~~LDC~~ Land Development Code Implementation. Future City Commissions may increase the residential density permitted in each of the three (3) character districts as established immediately above by amending the ~~land development regulations~~ Land Development Code, but only if such increase is determined necessary by a future City Commission based upon available data and analysis.
- (c) General Residential Unit "RU" Density Pool Reserve is established for the entirety of Special Planning Area 1 ~~Community Redevelopment District~~ by reducing the previously allowed maximum residential density of 18 dwelling units per acre in the Large Resort character district by three dwelling units per acre to a maximum of 15 dwelling units per acre over the entire 65.16 acres. The total residential density reduction in the Large Resort district equals 195 residential dwelling units.
 - (1) Purpose and intent. For the same purposes stated in Section 3 above relating to residential reserves for specific character districts, these 195 residential units previously permitted in

the Large Resort character district shall be reserved for future use within Special Planning Area 1 CRD, as may be necessary and warranted.

- (2) FLUE Implementation. 195 residential dwelling units shall automatically become available as a residential density reserve for any property located within the boundaries of Special Planning Area 1 ~~Community Redevelopment District~~ that permits residential use without further need to amend this Future Land Use Plan and Map.
- (3) LDC-Land Development Code Implementation. Future City Commissions may implement the residential density pool through the LDC-Land Development Code with proper allocation procedures and absolute density limitations to ensure that the cumulative total of allocations does not exceed the available reserve density.

Other Standards for Special Planning Area 1 Community Redevelopment District (CRD)

Shall include the following:

- (a) Countywide Amendment GRP Approval. ~~The utilization of this Comprehensive Plan Future Land Use Element land use plan category and corresponding Future Land Use Map change to provide for a Community Redevelopment District shall require the subject area to be formally designated as a community or neighborhood redevelopment area and a special area plan. Thereafter, t~~The process for the Countywide Future Land Use Plan amendment to employ or alter this land use plan category shall require recommendation by Forward Pinellas ~~the Pinellas Planning Council~~ and approval by the Countywide Planning Authority for the special area plan and any substantive amendments thereto. Minor plan changes that are not considered substantive shall not constitute an amendment to the Future Land Use Plan and shall be submitted to Forward Pinellas ~~the Pinellas Planning Council~~ and the Countywide Planning Authority for receipt and acceptance. Where such comprehensive plan amendment is prepared pursuant to Chapter 163, Part III, F.S. Florida Statutes, all applicable provisions of that process will be complied with prior to or simultaneous with the review of the ~~Community Redevelopment Plan~~ under the Countywide Rules.
- (b) Countywide Amendment GRP Content/Criteria. The ~~Community Redevelopment Plan~~ prepared in support of this land use plan category and amendment to the City's Comprehensive Plan Future Land Use Element and Future Land Use Map shall include at a minimum that information for such special area designation determined necessary by Forward Pinellas ~~the Pinellas Planning Council~~ to evaluate the proposed amendment in relationship to the policies of the Countywide Future Land Use Plan, the assessment of infrastructure impacts and the adequacy of provision therefore and the relationship of the proposed special area plan to the Countywide Future Land Use Plan and affected local government plans.
- (c) Review and Approval of Conditional Uses. In order to ensure compatibility with adjoining existing uses, to fully evaluate impact on the City's infrastructure, and to ensure the entire development project meets City standards, the City shall amend its Land Development Code to require conditional use approval subject to quasi-judicial public hearings before the Planning Board and City Commission, for any temporary lodging use in Special Planning Area 1 ~~Community Redevelopment District~~ proposed to have a building height greater than fifty (50) feet or a density greater than 30 temporary lodging units per acre as may be allowed by this plan and the City's Land Development Code. This review process shall include, but not be limited to, considerations of:
 - a- (1) Utility infrastructure, including sanitary sewer, reclaimed water, potable water electric, fire, law enforcement, and natural gas services, and data transmission and telecommunications services;
 - b- (2) Transportation infrastructure, including ingress and egress from public rights-of-way, traffic control devices and signalization, internal vehicle circulation of the site, design and function of

parking areas, loading and unloading areas, pedestrian transit infrastructure and amenities, and public sidewalks and roadways;

- ~~e-~~ (3) Hydrological features and storm water management infrastructure;
- ~~d-~~ (4) Aesthetic and architectural features of the development, including site layout, physical dimensions of structures such as height and massing, design and appearance of building facades, exterior building materials, advertising and directional signage and the provision and maintenance of Gulf and Bay views and vistas;
- ~~e-~~ (5) Site landscaping, open space provision and impervious surface limitations;
- ~~f-~~ (6) Operational and functional requirements of facilities, including hours of operation, provision of required services or amenities, lighting requirements, noise abatement requirements, residency limitations and facilities maintenance;
- ~~g-~~ (7) Fire suppression and facility security;
- ~~h-~~ (8) Emergency management and hurricane evacuation provisions.
- ~~i-~~ (9)The amount of separation provided between the proposed temporary lodging use and any existing buildings on adjoining properties and resulting impact on sunlight and views; and
- ~~j-~~ (10) The proximity of any adjacent residential building to the Florida Coastal Construction Control Line (CCCL) and the degree to which the proposed temporary lodging use and/or any accessory use or structure maintains an open view of the waterfront from neighboring properties.

Cl. Gulf Boulevard Redevelopment District

General Provisions

- (a) Location and Character. The Gulf Boulevard Redevelopment District contains approximately 148.20 acres of land shown on Map 2. This District represents approximately 11.5% of the total land area of the City.
- (b) Purpose and Intent; Redevelopment Incentives & Deterrents. This District is one of two core redevelopment districts and this District is designed to:
 - (1) Encourage revitalization and redevelopment of primarily:
 - a. (i)—Temporary lodging uses -resorts, hotels, resort condominiums and boutique hotels on the west side of Gulf Boulevard; and
 - b. (ii)—Commercial and mixed-use retail/residential projects on the east side of Gulf Boulevard with an emphasis on the central core Activity Center character district.
 - (2) Discourage residential condominium development on the west side of Gulf Boulevard.
 - (3) Prohibit exclusive residential use projects exceeding current height and density restrictions contained within the City's LDC-Land Development Code.

Goals, Objectives, and Policies for the Gulf Boulevard Redevelopment District

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 Special Planning Area ~~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~~ Land Development Code for the respective character district.

Objective 1.2

High-rise residential condominium projects in the Gulf Boulevard Redevelopment District are prohibited along the Gulf beaches and intracoastal waterways by prohibiting height and density increases for exclusively residential uses on Gulf Boulevard.

Objective 1.3

The Gulf Boulevard Redevelopment District shall maintain, and where practical, expand parks and recreational activities, including waterfront recreation that serves residents and visitors.

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.

Objective 1.6

Public beach access will be preserved and expanded through redevelopment of temporary lodging uses.

Objective 1.7

All new building construction shall comply with current Building and Safety Codes, 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. The City shall ensure compliance not only through the building permit process but through Code Enforcement and inspections as necessary to maintain the highest FEMA rating achievable for a coastal barrier island.

Objective 1.8

The City shall recognize the importance of temporary lodging uses and public beach access to its residents and visitors in preserving and maintaining its socio-economic quality of life; and further, the City recognizes that additional high-rise residential development along the Gulf beaches is not desirable and not in keeping with the City and its residents' desire to preserve and expand public beach access and temporary lodging uses that if lost, and replaced with high-rise residential uses, will adversely impact the City's tourism-based economy; and as a result, such high rise residential development shall be discouraged throughout the Gulf Boulevard Redevelopment District and shall not be allowed to exceed current height limitations of five stories over parking for exclusively multifamily residential use projects in the Gulf Boulevard Redevelopment District.

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 2.2

Temporary lodging redevelopment shall be required to file an enforceable mandatory closure and evacuation plan that complies with County Emergency evacuation and management procedures and local emergency management rules and procedures, which shall be updated and amended as may be required by the County and/or City, from time to time.

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 2.4

A variety of parking solutions for motorized and non-motorized vehicles shall be pursued to support redevelopment, while maintaining ease of access and adequate parking throughout the Gulf Boulevard Redevelopment District.

Objective 2.5

Large-scale temporary lodging redevelopment shall be required to develop and implement a Transportation Management Plan that includes shuttles to and from the airport and may include shuttles to off-site amenities and attractions, an employee ridesharing or vanpooling program and a guest bicycle program.

Objective 2.6

Public and private sector development shall create and contribute to pedestrian and bicycle linkages throughout the Gulf Boulevard Redevelopment District for safety, as part of the Green practices initiative to reduce Greenhouse gas emissions.

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.

Objective 3.1

The existing parks shall be improved to provide residents and visitors a memorable experience.

Objective 3.2

Public beach access points will 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.

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.

Policies:

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 2

The character of each district shall be reinforced through the site plan review and approval process. Projects shall be consistent with and contribute positively to the vision of the character district in which they are located.

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 4

On-site overhead utilities shall be placed underground as part of all development projects.

Policy 5

Utility and sidewalk easements along Gulf Boulevard may be required as part of all development projects if the existing site conditions and redevelopment plans permit the location of such easements that can be integrated into the redevelopment site plan without undue hardship to the property owner. The City may also require the construction of a sidewalk along Gulf Boulevard in a location that can be coordinated with existing off-site sidewalks and integrated with the proposed site plan to provide a continuous safe pedestrian pathways.

Policy 6

Property owners/developers are encouraged to meet with area neighborhood associations/business groups prior to submitting a major redevelopment project for City review.

Policy 7

Residential developments shall provide on-site recreational opportunities wherever possible.

Policy 8

Shared parking for commercial, office and mixed-uses shall be accomplished wherever possible.

Policy 9

All new development and redevelopment shall mitigate potential flood, hurricane and tropical cyclone hazards.

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 12

Pedestrian bridges over Gulf Boulevard shall be pursued at critical intersections along Gulf Boulevard to ensure safe and continuous pedestrian linkages between major activity core areas such as Dolphin Village and the County Park/Resort Districts as well as East and West Corey Avenue shopping, business and entertainment districts.

Policy 13

Increased setbacks from Gulf Boulevard for any building exceeding fifty (50) above based flood elevation.

Policy 14

The assembly of smaller parcels into larger development sites will be encouraged.

Policy 15

All new development or redevelopment shall be required to obtain administrative site plan approval prior to construction.

I-41.I Large Resort District (LR)

- (a) *Location and Character.* The Large Resort character district is a 0.9 mile strip of land, illustrated on the ~~Future Land Use Map~~ Special Planning Area 1 Character Districts Map (Map 1), containing 65.16 acres of land or approximately 5% of the total land area of the City. This District is devoted almost exclusively to larger resort temporary lodging uses that occupy approximately 84% of the land area within the District. There are five (5) existing high-rise multi-family residential condominiums in the District that likely will not be redeveloped in the foreseeable future. In addition, there are a very limited number of properties along this 0.9 mile strip of Gulf Boulevard that could potentially redevelop as Large-scale temporary lodging uses that may be eligible for increased height and density.
- (b) *Purpose and Intent; Redevelopment Incentives & Deterrents.* Hotel redevelopment is encouraged by increasing permitted density and height for temporary lodging use only. Exclusive residential use development is strongly discouraged by decreasing permitted density and prohibiting any increases to allowable height for this type of use. It is the goal and intent of the City to limit height and density in this District to the minimum that will provide comparatively equal market value between multi-family residential use and temporary lodging use for the reasons discussed below.

Pinellas County has lost 5,000 of its 40,000 hotel rooms and has lost thousands of tourism-related jobs from 2002 -2006. Hundreds of those rooms and jobs were lost here in St. Pete Beach with an imminent risk of losing more that would adversely impact the socio-economic quality of life the City has enjoyed for more than 50 years. Vacancy rates have remained stagnant for several years even with the loss of thousands of hotel rooms. This is a strong indicator that the resort community on St. Pete Beach is losing its market share as a result of aging properties and facilities that cannot compete with other regional, National and global resort destinations despite the fact our beaches are consistently listed within the Top 5 beaches in the Country. The purpose of the Large Resort character district redevelopment plan is to provide an economically feasible choice to pursue resort reinvestment and redevelopment as an alternative to high-rise residential development overtaking the City's Gulf beaches as it has in most other beach communities in the State.

Creating an economically viable commercial reinvestment opportunity instead of a residential redevelopment opportunity will not only stimulate the local economy, it will correct the disproportionate tax burden allocation between commercial and residential properties that exists in 2007. The disproportionate tax burden allocation is a direct result of the lack of commercial reinvestment. Substantial commercial reinvestment has not occurred in the past 25 to 30 years. By contrast, new residential construction and renovation has steadily increased residential property values for the past decade, slowing only recently due to temporary market conditions.

A decline in commercial reinvestment results in a decline in commercial property value. When combined with the increase in residential property values as a result of market conditions and new construction, the overall effect is a disproportionate tax burden shift from the commercial property tax base to the residential property tax base.

In 2007, that local tax revenue is allocated at approximately 88% residential and 12% commercial. As commercial property reinvestment remains stagnant, values will continue to decline and the tax burden shift will become increasingly progressive rather than lineal. This trend must be reversed to re-establish a sustainable and healthy economy or eventually, residents will shoulder nearly 100% of the City's operating and capital costs with no alternative revenue sources except property taxes, special assessments, and user fees. Cuts in City services may also result if a shortfall in property tax revenue is not otherwise funded. To achieve a balanced and healthy local economy in a City of this size and population, a minimum of 25% of the local tax revenue should be derived from commercial properties. Ideally, for the healthiest economy, approximately 30% to 40% of local tax revenue should be generated by commercial properties while only occupying 15%-20% of the total land area or less. Increased commercial property tax revenue plus sales tax create a long-term stable economy that reduces the tax burden on residents.

To achieve this tax allocation correction and shift a greater tax burden back to commercial properties and away from residents, commercial reinvestment and redevelopment must be encouraged through regulatory means. As a result of the disparate regulatory density scheme between residential condominiums and temporary lodging uses that has existed in the community at least since 2001, there is a significant opportunity to accomplish a tax burden correction simply by adjusting the outdated land development regulations. By increasing density only for temporary lodging use, this will stimulate reinvestment and revitalization of tourist lodging uses and discourage or limit the redevelopment of residential uses. This regulatory correction should rebalance the current disproportionate tax burden on residents by increasing commercial property values, and as a result, increase the percentage share of local tax revenue collected from commercial properties.

This type of redevelopment has several additional advantages over residential condominium development. These advantages include: 1) reduced daily vehicular travel demand; 2) improved evacuation procedures; 3) decreased number of residents needing to evacuate in the event of a hurricane watch or warning; 4) reduced demands on public facilities and services by hotel guests as compared to residents since full service resorts provide most of the services and amenities otherwise needed by a resident; 5) increased assessed property valuations that are not subject to homesteading; 6) increased sales tax that helps fund Penny for Pinellas projects that has included several parks and a portion of the Community Center in St. Pete Beach; and 7) and bed tax revenue paid only by temporary lodging uses that currently is the only source of revenue to provide the local matching funds needed for beach renourishment projects within the City and County.

- (c) *Economic Disparity.* The only way to eliminate all or most of the existing economic disparity between the development of a residential condominium and a temporary lodging use is to level the economic playing field through increased density for hotels only. Many recent studies, including the Opportunities Assessment & Strategies Analysis dated May 2003 prepared by Owen Beitsch, a nationally renowned economist with Real Estate Research Consultants, Inc., found that in today's modern economy there is roughly a 5 or 6: 1 ratio of hotel rooms needed to equal the value of one Gulf front condominium. The existing Comprehensive Plan Resort Facilities Medium land use designation and zoning category provide only a 2:1 ratio of permitted temporary lodging units compared to permitted residential condominium unit density allowed.

For example, the current Resorts Facilities Medium (RFM) land use category permits up to 30 temporary lodging units per acre or up to 18 residential multi-family units per acre. The current zoning regulations allow up to 30 temporary lodging units per acre and up to 15 residential multi-family units per acre. This existing comparative ratio gives a landowner the choice of building only two (2) hotel units for every one (1) residential condo. The existing regulatory choice clearly favors the residential condominium market over the resort hotel market.

Thus, to encourage temporary lodging use redevelopment and simultaneously discouraging multi-family residential development along the Gulf beaches, the density standards approved in 1998 must be updated and modified to synchronize with current market conditions and remove the artificial regulatory barrier to normal cycles of reinvestment and redevelopment pattern experienced over time in any aging community. The regulatory correction needed is density modifications that includes a simultaneous decrease in permitted residential density with an increase in temporary lodging density to create a 5:1 ratio of hotels: residential condominiums.

This density readjustment needed to create economic equilibrium and balance is accomplished by increasing density for exclusive temporary lodging use from 30 units per acre to 50 - 75 units per acre at the same time as decreasing the multi-family residential density from 18 units per acre to 15 units per acre. The result will provide an economically feasible choice for hotel owners and operators to redevelop as a resort facility as an alternative to selling existing resort properties for redevelopment as a residential condominium project.

- (d) *Nonconforming Densities.* Further exacerbating the economic disparity described above, the existing temporary lodging properties located within the Large Resort District lost approximately 16.5 acres to the City's implementation of the Countywide Preservation designation in 2003. Prior

to 2003, those 16.5 acres were calculated by the City for density purposes at thirty (30) temporary lodging units per acre. As a result, 495 potential temporary lodging units were lost after November 2003.

In addition, the reduction of acreage by government regulation for every property abutting the Gulf beaches in 2003 created a significant disconnect between the number of units actually built on the ground as compared to the number of units that are potentially allowed under the current land development regulations. This circumstance is referred to as non-conforming density for a permitted land use.

The existing as-built density on the ground in the Large Resort district averages approximately 50 hotel units per acre, some properties are more, some just slightly less. One hotel property is already over 80 units per acre as it is built today. However, the current land use and zoning classifications only allow thirty (30) units per acre, or roughly 60% or less of the number of units actually built. The result is that every single existing hotel and motel along the west side of Gulf Boulevard has a non-conforming density.

Non-conforming density status prohibits the rebuilding of the existing number of units in the event of a natural disaster, and also precludes or severely limits financing or refinancing needed for reinvestment in these aging properties. Reinvestment into non-conforming properties is not practical or feasible unless a portion of the property is sold off as residential condominiums to raise capital for reinvestment. The non-conforming status of these temporary lodging properties as they continue to age and reach functional obsolescence, only serves to encourage redevelopment as residential condominiums, unless a regulatory remedy is adopted.

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.

Policy 2

At least one functional public beach access a minimum of ten (10) feet average width shall be provided on all temporary lodging use development projects if: (a) the buildable site is at least three gross acres in size; and (b) new construction exceeds 67% or more of the total aggregate floor area located on the buildable site; and (c) the buildable site has a westerly boundary abutting the Gulf beaches or is part of an overall unified development that has a westerly boundary abutting the Gulf beaches. Abutting resort owners will be encouraged to combine public beach access on adjacent boundaries in the site plan approval process to maximize the width and meaningful public access to the Gulf beaches wherever possible. Any combined public beach access shall be an average fifteen (15) feet in width. Further, wherever practical and feasible, public beach access will be encouraged and pursued in coordination with trolley stops, crosswalks, bike and pedestrian pathways.

Policy 3

A functional public beach access may be required that shall not exceed seven (7) feet average width for temporary lodging use redevelopment projects if: (a) new construction is 67% or less but exceeds 50% of the total aggregated floor area located on the buildable site; (b) the site has a westerly property boundary abutting the Gulf beaches; and (c) only if the conditions of site redevelopment permit its location without causing undue hardship on the property owner as a result of existing site conditions that may impede the reasonable location of an easement for the public that can be integrated with the overall site development. Abutting resort owners will be encouraged to combine public beach access on adjacent boundaries in the site plan approval process to maximize the width and meaningful public access to the Gulf beaches wherever possible. Further, wherever practical and feasible, public beach access will be encouraged and pursued in coordination with trolley stops, crosswalks, bike and pedestrian pathways.

Policy 4

Public beach access will be by foot traffic and wheelchair only and shall be directed to marked paths or dune walkovers in order to protect the dune system. Emergency police, fire rescue and lifeguard response vehicles, or bicycles will be allowed access in a manner that minimizes adverse impacts to the dune system to the maximum extent possible.

Policy 5

All large scale development and redevelopment projects approved under Scenario 2 as defined under Permitted Uses & Standards for this Large Resort character district category may be required to provide an easement to the City for unimproved public access landward of the mean high water line to provide a continuous, uninterrupted pedestrian beach system along the Gulf of Mexico prior to a building permit being issued.

Policy 6

Professional landscaping and design standards consistent with the standards contained in the LDC Land Development Code shall be required on the entire building site where any large-scale development or development of an entire site occurs, with particular emphasis on the Gulf Boulevard frontage.

Policy 7

Professional landscaping and design standards consistent with the standards contained in the LDC Land Development Code shall be the minimum required for all redevelopment projects that are not redeveloping the entire buildable site for those areas of the development site being redeveloped only; and may be required where practical and feasible on the remainder of the development site if new construction exceeds 50% of the total buildable site area; all with particular emphasis on the Gulf Boulevard frontage. All landscape design including the type and quantity of plant material as well as hardscape design, shall be of exceptional quality and consistent with the character and vision of a high quality tropical resort destination.

Policy 8

Temporary lodging facilities shall comply with all County and local hurricane closure and evacuation procedures that will ensure orderly evacuation of guests and visitors prior to evacuation orders being issued for residents in Zone A.

Policy 9

All temporary lodging uses shall comply with adopted City rules and regulations that ensure that projects approved as temporary lodging facilities are built, function, operate and are occupied exclusively as temporary lodging uses.

Permitted Uses & Standards in the Large Resort District

- (a) Primary uses. Temporary lodging uses - hotel, motel, resort condominium; medium density multifamily residential.
- (b) Secondary uses. Commercial and office; provided, however, any commercial and/or office use on property located within one-hundred and fifty (150) feet of the westerly right-of-way line of Gulf Boulevard may be under separate ownership from the primary use when approved by the City as part of an overall site plan incorporating the primary and secondary uses as an integrated project.
- (c) Density/Intensity Standards. Density and intensity shall be calculated on the basis of those portions of the site which are landward of the Florida Coastal Construction Control Line and shall be permitted as follows:

- (1) A.—Scenario 1 - Existing development, and all development that does not qualify as Large-scale development under subsection B-(2) Scenario 2 below:
- a. 1.—Density - shall not exceed the following:
- (i) a.—50 temporary lodging units per acre; or
 - (ii) b.—15 residential dwelling units per acre; and
 - (iii) c.—Variances to exceed the maximum density above as established in this Future Land Use Plan shall be prohibited.
- b. 2.—Intensity Standards for Temporary Lodging Use - shall include indoor amenities and shall exclude structured parking, and outdoor amenities including but not limited to tennis courts, pools, and the like. The floor area ratio for Scenario 1 shall not exceed the following:
- (i) a.—1.8 floor area ratio; and
 - (ii) b.—Shall not include additional floor area for freestanding non-residential facilities; and
 - (iii) c.—Variances to exceed the maximum floor area ratio above as established in this Future Land Use Plan shall be prohibited.
- (2) B.—Scenario 2 Large-scale development: shall mean development of a parcel that is at least three gross acres in size or greater.
- a. 1.—Density - shall not exceed the following:
- (i) a.—75 temporary lodging units per acre; or
 - (ii) b.—15 residential units per acre; or
 - (iii) c.—A combination of residential and temporary lodging units which shall be prorated on an acreage basis allocated to each use, provided that a minimum of 200 temporary lodging units are provided; and
 - (iv) d.—Variances to exceed the maximum density above as established in this Future Land Use Plan shall be prohibited.
- b. 2.—Intensity Standards for Temporary Lodging Use - shall include indoor amenities and shall exclude structured parking and outdoor amenities including but not limited to tennis courts, pools and the like. The maximum floor area ratio for Scenario 2 shall not exceed the following:
- (i) a.—2.6 floor area ratio; and
 - (ii) b.—As a bonus, street level retail and restaurant uses facing Gulf Boulevard that are accessible by pedestrians along Gulf Boulevard and serve the general public, may be constructed but shall not exceed an additional floor area ratio of 0.15 of the building site; and
 - (iii) c.—The preceding intensities may include the normal ancillary residential for on-site security, maintenance and management, and normal ancillary non-residential guest facilities; and
 - (iv) d.—Variances to exceed the maximum floor area ratio above as established in this Future Land Use Plan shall be prohibited.
- (3) 4.—Impervious Surface Ratio Standards - in both Scenarios 1 and 2, the maximum impervious surface ratio shall not exceed:
- a. 0.85 for temporary lodging uses only;
 - b. 0.70 for residential use only; and

- c. A combination of residential and temporary lodging units not to exceed the floor area ratio for each use set forth above, which shall be prorated on an acreage basis allocated to each use, and
 - d. Variances to exceed the maximum impervious surface ratios above as established in this Future Land Use Plan shall be prohibited.
- (d) Height Standards. The maximum building height for each use within the Large Resort (LR) District shall not exceed:
 - (1) A.—Residential use only, any temporary lodging use mixed with residential in same building. Building height shall not exceed 50 feet.
 - (2) B.—Any temporary lodging or commercial use building located within 200 feet of a property occupied by an existing residential use located outside Special Planning Area 1the Community Redevelopment District. Building height shall not exceed 50 feet or the height of the adjacent residential building located outside Special Planning Area 1the Community Redevelopment District, whichever is greater.
 - (3) C.—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.
 - (4) D.—Any variance to increase the maximum height for each type of use set forth above for this Large Resort character district shall be prohibited.
 - (5) E.—Building height for the above uses shall be measured in accordance with the "height" definition as set forth under the definition section of the Special Designation — Community Redevelopment District in this plan.
- (e) Setback Standards. Any new building construction or building addition within the Large Resort (LR) District shall comply with the following setbacks:
 - (1) A.—Front Yard. The minimum front yard setback for buildings 50 feet in height or lower shall be 25 feet. The minimum front yard setback for that portion of a building rising above 50 feet in height shall be equal to the height of the building unless a lesser setback is approved by the City through the conditional use process to provide for increased compatibility with adjoining properties.
 - (2) B.—Side Yards. The minimum side yard setback shall equal ten (10) percent of the lot width of the subject property, or thirty (30) feet on one side, whichever is less, not to exceed sixty (60) feet combined for both setbacks. Provided, however, when the subject property is adjacent to an existing residential use located outside the Large Resort District, the minimum side yard setback shall equal twenty (20) percent of the lot width of the subject property or 60 feet, whichever is less, provided that in no event shall the setback be less than 30 feet, for that side yard abutting the existing residential use. The City Commission may increase the minimum side yard setback for that portion of a proposed building rising above 50 feet in height when determined to be in the public interest upon evaluating a conditional use permit request.
 - (3) C.—Rear Yard. For non-waterfront parcels, the minimum rear yard setback shall be 20 feet. For waterfront parcels, the minimum rear yard setback shall be the Florida Coastal Construction Control Line, provided, however, when the subject property is adjacent to an existing residential use located outside the Large Resort District, the minimum rear yard setback shall be increased as follows:
 - a. 4.—50 feet landward of the Florida Coastal Construction Control Line or in alignment with the existing rear yard setback of the adjacent residential use, whichever is less, for buildings 50 feet in height or lower.

- b. 2.—50 feet landward of the Florida Coastal Construction Control Line plus an additional one-half foot of rear yard setback for every one foot in building height for that portion of the building above 50 feet.
- (f) Required Buffering. New construction of a temporary lodging use that exceeds 50-feet in building height or adjoins an existing residential property located outside the Large Resort District shall provide a minimum 30-foot wide landscape buffer along the entire length of a required side yard with the specific landscape plan to be reviewed and approved as part of the conditional use permitting process. The landscape buffer may contain any required public access to the beach, but no accessory uses. New construction of a temporary lodging use adjoining an existing residential property located outside the Large Resort District shall include the same buffer for rear yard along the adjoining residential property line, if applicable. The City Commission may reduce the width of the required buffer by up to 50 percent based upon its design and compatibility review of the project and any superior alternatives presented unless it adjoins an existing residential use located outside the Large Resort District, in which case there shall be no reduction to the required buffer width.

I.II Boutique Hotel/Condo District (B-HC)

- (a) Location and Character. The Boutique Hotel/Condo character district contains 22.5 acres and less than 2% of the total land area of the City. This District is illustrated on the Future Land Use Map Special Planning Area 1 Character Districts Map (Map 1). Several multifamily residential condominiums exist and several more are currently under construction or have been recently constructed in this District. It is anticipated that only approximately two or three boutique hotel projects potentially could be developed or redeveloped in the Boutique Hotel/Condo District that will qualify for increased height and density under this proposed plan and map amendment.
- (b) Purpose and Intent; Redevelopment Incentives & Deterrents. The following policies shall govern development and redevelopment in the Boutique Hotel/Condo District and are intended to preserve the remaining inventory of Boutique Hotels to the maximum extent possible within this District by increasing density for temporary lodging uses and prohibiting height and density increases for residential condominium development.

Policies:

Policy 1

Architectural design features that provide visual interest, are aesthetically pleasing and relate to the human scale at ground levels are equally important for both the street and waterside of buildings. Blank wall facades shall be prohibited.

Policy 2.1

At least one functional public beach access a minimum of seven (7) feet average width shall be provided on all new development projects that redevelop more than 75% of the buildable site unless a hardship exists resulting from a property width that is less than 150 feet.

Policy 2.2

Public beach access will be by foot traffic and wheelchair only and shall be directed to marked paths or dune walkovers in order to protect the dune system. Emergency police, fire rescue and lifeguard response vehicles, or bicycles will be allowed access in a manner that minimizes adverse impacts to the dune system to the maximum extent possible.

Policy 3

All development and redevelopment projects may be required to provide an easement to the City for unimproved public access landward of the mean high water line to provide a continuous, uninterrupted pedestrian beach system.

Policy 4

Professional landscaping and design standards consistent with the standards contained in the LDC shall be the minimum required on the entire building site for new development that exceeds 75% of the buildable site, with particular emphasis on the Gulf Boulevard frontage and screening from any adjacent low-rise residential use that may include landscaping and privacy walls. Landscape design, including the type and quantity of plant material as well as creative tropical hardscape designs, shall be consistent with the quality and character of a high quality tropical resort destination

Policy 5

Increased building setbacks from Gulf Boulevard shall be required for increases to building height allowed for temporary lodging uses.

Policy 6

Temporary lodging uses shall comply with all County and local hurricane closure and evacuation procedures that will ensure orderly evacuation of guests and visitors prior to evacuation orders being issued for residents in Zone A.

Policy 7

All temporary lodging uses shall comply with adopted City rules and regulations that ensure that projects approved as temporary lodging facilities are built, function, operate and are occupied exclusively as temporary lodging uses.

Permitted Uses and Standards in the Boutique Hotel/Condo District

- (a) Primary uses. Temporary lodging use - hotel, motel, resort condominium; medium density residential.
- (b) Secondary uses. None.
- (c) Density/Intensity and Height Standards. Density, Intensity, and Height standards shall be calculated on the basis of those portions of the site which are landward of the Florida Coastal Construction Control Line and shall be permitted as follows:
 - (1) Density shall not exceed the following:
 - a. 50 temporary lodging units per acre unless approved by ordinance of the City Commission to provide additional temporary lodging units from the TLU Density Pool established below; or
 - b. 18 residential units per acre; and
 - c. Any increases to temporary lodging unit density is subject to the restrictions and limitations in Section (2) below - Temporary Lodging Unit Reserve; and
 - d. Variances to exceed the maximum residential density above as established in the Future Land Use Plan shall be prohibited.
 - (2) Temporary Lodging Unit Density Pool ("TLU Density Pool") - The City shall establish a TLU Density Pool not to exceed a total of 125 units for the entire Boutique Hotel/Condo district and the following shall govern the allocation of density from the TLU Density Pool:
 - a. The TLU Density Pool shall be allocated to individual projects by ordinance of the City Commission upon request of an individual property owner; and
 - b. Such allocation may be up to but shall not exceed twenty (20) temporary lodging units per acre and further, the cumulative allocation shall not exceed sixty (60) units per development project; and
 - c. The number of available temporary lodging units remaining after such project allocation shall be specified in each City Commission ordinance allocating such units and each such ordinance shall provide that no units beyond those TLU Density Pool units remaining available to the Boutique Hotel/ Condo District shall be allocated to any subsequent temporary lodging use project; and
 - d. This limitation shall be absolute and shall apply regardless of the proposed size or density of the project requesting such allocation. Such units shall be established exclusive of any other use provided for in the District.
 - (3) (d) —Intensity shall not exceed the following:
 - a. 4. —Temporary lodging use shall not exceed an aggregate floor area of 750 square feet per temporary lodging unit excluding indoor amenities, common areas and structured parking. Indoor amenities and common areas shall not exceed an additional 0.2 floor

area ratio combined. For example: 50 units x 750 square feet = 38,500 square feet plus 0.2 x total parcel square feet for common areas & indoor amenities = total building square footage, excluding structured parking.

- b. 2.—Variances to exceed the maximum floor area ratio above as established in the Future Land Use Plan shall be prohibited.

(4) Impervious Surface Ratio Standards—Sshall not exceed:

- a. 0.85 impervious surface ratio for any exclusive temporary lodging uses; or
- b. 0.70 impervious surface ratio for any residential use or combined residential and temporary lodging use; and
- c. Variances to exceed the maximum impervious surface ratio above as established in the Future Land Use Plan shall be prohibited.

(5) (e)—Height shall not exceed, but shall be permitted up to the following, subject to height limitations contained in the LDC Land Development Code:

- a. 1.—Seventy-six (76) feet above base flood elevation for any building that exclusively contains only temporary lodging uses with a minimum setback of one hundred (100) feet from Gulf Boulevard; or
- b. 2.—Sixty-five (65) feet above based flood elevation for any building that exclusively contains only temporary lodging uses with a minimum setback of seventy-five (75) feet from Gulf Boulevard; or
- c. 3.—Fifty (50) feet above base flood elevation for any buildings containing multi-family residential dwelling units, or any temporary lodging facility that does not comply with the minimum setbacks required for additional height established in sections (e)(1)-and, (e)2, and (e)(3) above, subject to a minimum setback of fifty (50) feet from Gulf Boulevard; and
- d. 4.—Any increases to, including variances to increase, each of the maximum heights set forth above for this Boutique Hotel/Condo Resort character district shall be prohibited.

(f) Impervious Surface Ratio Standards—shall not exceed:

- 1.—0.85 impervious surface ratio for any exclusive temporary lodging uses; or
- 2.—0.70 impervious surface ratio for any residential use or combined residential and temporary lodging use; and
- 3.— Variances to exceed the maximum impervious surface ratio above as established in the Future Land Use Plan shall be prohibited.

I.III Activity Center District (AC)

- (a) Location and Character. The Activity Center character district contains 52.68 acres or approximately 4% of the total land area of the City. This District is illustrated on the ~~Future Land Use Map~~ Special Planning Area 1 Character Districts Map (Map 1). It includes the Dolphin Village Shopping Center which is the hub of commercial activity in the Gulf Boulevard area and is located across from the County Park to the west.
- (b) Purpose and Intent; Redevelopment Incentives and Deterrents. The following policies shall govern development in the Activity Center District and are intended to encourage commercial revitalization through reinvestment and redevelopment throughout the District. The primary focus of commercial redevelopment is Dolphin Village Shopping Center which is the most significant commercial hub on Gulf Boulevard.

The Activity Center is a primary commercial core of the City in need of revitalization, not a change of core character. Therefore, exclusive residential use is prohibited in this district. Commercial redevelopment will be encouraged in a manner that will serve the retail services needs of residents and visitors alike for several decades into the future.

As a result, a more comprehensive and unified approach to commercial redevelopment will be encouraged by allowing a secondary residential component if certain minimum standards are met. One important requirement is the assembly of land to reduce the existing number of smaller lots and provide opportunities for unified redevelopment that reduces curb cuts on Gulf Boulevard that will result in improved traffic flow and reduced vehicular-pedestrian conflict.

Parcel assembly combined with mixed-use redevelopment also enables other livable community strategies such as increased open space and buffering opportunities from residential neighborhoods to the east and increased opportunities for pedestrian linkages to neighborhood services that will reduce vehicular trip generation and greenhouse gas emissions.

These policies and development standards are also needed from a public safety standpoint to encourage and facilitate modern utilization of land along the east side of Gulf Boulevard that includes buildings that comply with current Building and Safety Codes, FEMA regulations, as well as architectural, landscaping and drainage standards.

In addition, encouraging commercial redevelopment through the use of regulatory tools and incentives will provide the best opportunity to implement Green building and site design standards and strategies that not only benefit the landowner but also patrons and the community-at-large.

Policies:

Policy 1

Architectural design features that provide visual interest, are aesthetically pleasing and relate to the human scale at ground levels 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 the pedestrian from weather elements shall be encouraged.

Policy 2

Parking shall be integrated into the principal building and hidden from public view to the maximum extent feasible and practical on all commercial redevelopment projects. The substantial majority of parking required for mixed-use development projects shall be integrated into the principal buildings and hidden from public view for projects that are four acres in size or greater. Surface parking for freestanding non-residential use shall be permitted for any development or redevelopment.

Policy 3

The first habitable floor of any principal building of any development or redevelopment project shall be retail uses only accessible from street level and connected to pedestrian walkways to provide easy public access.

Policy 4

Professional landscaping and design standards consistent with the standards contained in the LDC Land Development Code shall be the minimum required on the entire building site where any development will occur, with particular emphasis on the Gulf Boulevard frontage, and screening and buffering from adjacent residential uses that may include landscaping and privacy walls.

Policy 5

Encourage commercial waterfront properties to have slips available for public use.

Permitted Uses and Standards in the Activity Center District

- (a) Primary uses. Commercial and office.
- (b) Secondary uses. Multi-family Residential or temporary lodging as part of a mixed-use retail I project only. Exclusive residential or tourist lodging uses shall be prohibited, however, the site may be horizontally mixed as long as pedestrian, bicycle, and vehicular accessibility is maintained within the site.
- (c) Density/Intensity and Height Standards.
 - (1) Intensity for Commercial and Office Uses shall not exceed:
 - a. A floor area ratio of 0.75; and
 - b. Variances to exceed the maximum floor area ratio above as established in this Future Land Use Plan shall be prohibited.
 - (2) Density & Intensity for a Mixed-Use Commercial, Office, Residential, Temporary Lodging Use project shall not exceed:
 - a. 15 dwelling units per acre combined or 40 temporary lodging uses per acre, not to exceed a total of 50 units per project nor the density pool allocated, with a maximum 1.0 floor area ratio on a minimum one (1) acre buildable site. To qualify for mixed-use densities and intensities, a minimum of four (4) residential units, or 10 temporary lodging units, mixed with a minimum of 0.35 floor area ratio for commercial or office uses shall be required; or
 - b. 18 dwelling residential units per acre combined with a maximum 1.0 floor area ratio on a minimum four (4) acre buildable site; and
 - c. The combination of commercial, office, temporary lodging, and/or residential uses shall not exceed the preceding density and intensity which shall be prorated on an acreage basis allocated to each use; and further, provided that the commercial and office uses are the primary use of the property and residential use is secondary; and
 - d. Variances to exceed the maximum density and intensity above as established in the Future Land Use Plan shall be prohibited.
 - (3) Temporary Lodging Unit Density Pool ("TLU Density Pool") - The City shall establish a TLU Density Pool not to exceed a total of 325 units for the entire TC-2, Bayou Residential, and Activity Center districts and the following shall govern the allocation of density from the TLU Density Pool:

- a. The TLU Density Pool shall be allocated to individual projects by ordinance of the City Commission upon request of an individual property owner; and
 - b. Such allocation may be up to but shall not exceed forty (40) temporary lodging units per acre and further, the cumulative allocation shall not exceed fifty(50) units per development project; and
 - c. The number of available temporary lodging units remaining after such project allocation shall be specified in each City Commission ordinance allocating such units and each such ordinance shall provide that no units beyond those TLU Density Pool units remaining available to the TC-2 and Activity Center districts shall be allocated to any subsequent temporary lodging use project; and
 - d. This limitation shall be absolute and shall apply regardless of the proposed size or density of the project requesting such allocation. Such units shall be established exclusive of any other use provided for in the District.
- (4) ~~3.~~ Impervious Surface Ratio shall not exceed:
- a. 0.85 impervious surface ratio for any exclusive commercial/office use; or
 - b. 0.70 impervious surface ratio for any residential use or combined residential or temporary lodging use mixed with a commercial or office use; and
 - c. Variances to exceed the maximum impervious surface ratio above as established in the Future Land Use Plan shall be prohibited.
- (5) ~~4.~~ Height shall not exceed, but shall be permitted up to the following, subject to any height limitations contained in the City's LDC Land Development Code:
- a. Twenty-eight (28) feet for exclusively commercial or office development; or
 - b. Forty (40) feet for a building containing nonresidential uses on the first floor mixed with a secondary residential use above and located on a minimum one (1) acre parcel; or
 - c. Eighty-six (86) feet, inclusive of structured parking, for a building containing non-residential uses on the first floor mixed with a secondary residential use above and located on a minimum parcel size of four (4) acres or more; and
 - d. Commercial mixed with residential or temporary lodging uses may be mixed horizontally under the following conditions:
 - (i) ~~•~~ Neither the commercial nor the residential/temporary lodging use may exceed 40 feet in height;
 - (ii) ~~•~~ The development site is a minimum of one acre in size;
 - (iii) ~~•~~ The commercial and residential uses shall have internal pedestrian, bicycle, and vehicular circulation.
 - e. Any increases to, including variances to increase, the maximum height for each type of use set forth above for this Activity Center character district shall be prohibited.
- ~~5. Temporary Lodging Unit Density Pool ("TLU Density Pool") – The City shall establish a TLU Density Pool not to exceed a total of 325 units for the entire TC-2, Bayou Residential, and Activity Center districts and the following shall govern the allocation of density from the TLU Density Pool:~~
- ~~a. The TLU Density Pool shall be allocated to individual projects by ordinance of the City Commission upon request of an individual property owner; and~~
 - ~~b. Such allocation may be up to but shall not exceed forty (40) temporary lodging units per acre and further, the cumulative allocation shall not exceed fifty(50) units per development project; and~~

~~c. The number of available temporary lodging units remaining after such project allocation shall be specified in each City Commission ordinance allocating such units and each such ordinance shall provide that no units beyond those TLU Density Pool units remaining available to the TC-2 and Activity Center districts shall be allocated to any subsequent temporary lodging use project; and~~

~~d. This limitation shall be absolute and shall apply regardless of the proposed size or density of the project requesting such allocation. Such units shall be established exclusive of any other use provided for in the District.~~

I.IV Bayou Residential District (BR)

- (a) Location and Character. The Bayou Residential character district is a small narrow strip of land containing 7.86 acres or approximately ~~6/10th~~ six-tenths of 1% (0.6%) of the total land area of the City. This District is illustrated on the ~~Future Land Use Map~~ Special Planning Area 1 Character Districts Map (Map 1). The lot depths are extremely narrow and preclude the potential of redeveloping prior existing temporary lodging uses that have long-since closed and have been demolished. Redevelopment options are limited to primarily multi-family residential as a result of the lot depths; however, to encourage parcel assembly and a more unified redevelopment opportunity because of and the District's direct access to Gulf Boulevard, a small bonus commercial component will be allowed on a limited basis. Several properties are currently vacant and demolished.
- (b) Purpose and Intent; Redevelopment Incentives and Deterrents. The following policies shall govern development in the Bayou Residential District to encourage redevelopment in a physically constrained area that is primarily vacant and is a transition area between higher intensity commercial uses along Gulf Boulevard and lower density residential neighborhoods to the east. High-rise residential development is prohibited. Height for exclusive residential use is decreased over existing permitted heights. Increased building setbacks are required from Gulf Boulevard. The maximum allowable density is permitted only for mixed-use projects located on parcels assembled that contain two or more acres to encourage more comprehensive and unified redevelopment, reduce trip generation, increase pedestrian linkages to neighborhood services and reduce curb cuts along Gulf Boulevard.

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.

Policy 2

Increased setbacks from Gulf Boulevard will be required for increases in building height.

Policy 3

Professional landscaping and design standards consistent with the standards contained in the LDC shall be the minimum required on the entire building site where any development will occur, with particular emphasis on the Gulf Boulevard frontage.

Permitted Uses and Standards in the Bayou Residential District

- (a) Primary uses. Residential and Temporary Lodging Uses.
- (b) Secondary uses. Commercial uses only as a component of a mixed-use residential or temporary lodging development.
- (c) Density/Intensity and Height Standards.
 - (1) Residential and Temporary Lodging use - shall not exceed:
 - a. 15 dwelling units per acre for an exclusively residential use.
 - b. 18 dwelling units per acre for multifamily residential mixed with a commercial use. The maximum floor area ratio for the commercial portion of the mixed-use project is 0.3; or

- c. 40 temporary lodging units per acre not to exceed the density pool allocated. The temporary lodging use can be mixed with a commercial use. The maximum floor area ratio for the commercial portion of a mixed-use project is 0.3.
 - d. Variances to exceed the maximum density or intensity above as established in this Future Land Use Plan shall be prohibited.
- (2) Temporary Lodging Unit Density Pool ("TLU Density Pool") - The City shall establish a TLU Density Pool not to exceed a total of 325 units for the entire TC-2, Bayou Residential, and Activity Center districts and the following shall govern the allocation of density from the TLU Density Pool:
- a. The TLU Density Pool shall be allocated to individual projects by ordinance of the City Commission upon request of an individual property owner; and
 - b. The number of available temporary lodging units remaining after such project allocation shall be specified in each City Commission ordinance allocating such units and each such ordinance shall provide that no units beyond those TLU Density Pool units remaining.
- (3) The maximum impervious surface ratio shall not exceed:
- a. 0.70 for exclusively residential uses. Maximum impervious surface ratio (ISR) for all other uses: 0.85; and
 - b. Variances to exceed the maximum impervious surface ratio above.
- (4) 2.—Height shall not exceed, and shall be permitted up to the following, subject to any height limitations contained in the City's LDC Land Development Code:
- a. Thirty-five (35) feet above base flood elevation for an exclusively residential use;
 - b. Fifty-four (54) feet above base flood elevation all other uses.
 - c. Any increases to, including variances to increase, any of the maximum heights set forth above for this Bayou Residential character district shall be prohibited.
- ~~3.—The maximum impervious surface ratio shall not exceed:~~
- ~~a.—0.70 for exclusively residential uses. Maximum impervious surface ratio (ISR) for all other uses: 0.85; and~~
 - ~~b.—Variances to exceed the maximum impervious surface ratio above.~~
- ~~4.—Temporary Lodging Unit Density Pool ("TLU Density Pool") - The City shall establish a TLU Density Pool not to exceed a total of 325 units for the entire TC-2, Bayou Residential, and Activity Center districts and the following shall govern the allocation of density from the TLU Density Pool:~~
- ~~a.—The TLU Density Pool shall be allocated to individual projects by ordinance of the City Commission upon request of an individual property owner; and~~
 - ~~b.—The number of available temporary lodging units remaining after such project allocation shall be specified in each City Commission ordinance allocating such units and each such ordinance shall provide that no units beyond those TLU Density Pool units remaining;~~

D- II. Downtown Redevelopment District

General Provisions

- (a) Location and Character. The Downtown Redevelopment District contains approximately 100.05 acres in the Downtown Core area shown on Map 3 and represents approximately 8% of the total land area of the City. This District is comprised of 391 parcels, with approximately 40% developed as existing commercial and office uses, 11% temporary lodging uses, 33% supporting residential uses of a variety of densities and housing types, and the remaining 16% devoted to government uses. This District also contains the adjacent downtown core neighborhoods that contain a mix of residential and nonresidential uses including the smaller mom and pop motels located in the Upham Beach Village District.
- (b) Purpose and Intent; Redevelopment Incentives & Deterrents. This Downtown Core Redevelopment District is one of the two core areas within Special Planning Area 1 ~~Community Redevelopment District~~ that emphasizes pedestrian mobility over vehicular mobility and is designed to recreate a more traditional main street core gathering area by encouraging revitalization that will provide:
 - (1) Quality neighborhood, government and commercial services in the City's traditional historic shopping district by creating a live, work, shop, dine and play main street;
 - (2) Quality residential neighborhoods surrounding the core commercial areas by reducing commercial encroachment into those residential neighborhoods and by establishing increased open space and buffering between residential and nonresidential uses;
 - (3) A traditional village community where the focus is on safe and comfortable pedestrian mobility and a "sense of place" or a "sense of community" where residents come together to live, play, work and share recreational activities; and
 - (4) Increased pedestrian linkages to neighborhood services that will reduce vehicular dependence, reduce trip generation and improve the overall traffic flow, pedestrian circulation, and safety throughout the downtown area.

Goals, Objectives, and Policies for the Downtown Redevelopment District

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 the 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 Special Planning Area 1 ~~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~~ Land Development Code 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 1.4

The City shall use all existing incentives to encourage an affordable mix of housing types and varieties that are located within walking distance of the downtown Corey Avenue core area integrated with retail, commercial, office and entertainment uses at street level to create a live, shop, work and play environment in the Corey downtown area that will revitalize the traditional main street as a vibrant center of activity for residents and visitors.

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.

Objective 1.7

Downtown shall be a safe environment for both residents and visitors, and real and perceived public safety issues will be addressed.

Objective 1.8

The City shall recognize the unique features of Downtown neighborhoods and shall continue to expand neighborhood retail, business, and recreation services.

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.

Objective 1.10

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.

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 2.1

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.

Objective 2.2

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.

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 2.4

A variety of parking solutions for motorized and non-motorized transportation systems shall be pursued to support development and redevelopment while maintaining ease of access and parking throughout the Downtown Redevelopment District.

Objective 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.

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.

Objective 3.2

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.

Objective 3.3

Development and redevelopment are encouraged to create a vibrant Downtown environment containing a variety of building forms and styles that respect the Downtown 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.

Objective 3.4

All new building construction shall comply with current Building and Safety Codes, 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. The City shall ensure compliance not only through the building permit process but through Code Enforcement and inspections as necessary to maintain the highest FEMA rating achievable for a coastal barrier island.

Policies

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.

Policy 2

The character of each district within Downtown shall be reinforced through the site plan review and approval process. Projects shall be consistent with and contribute positively to the vision of the character district in which it is located.

Policy 3

The design of all projects in the Downtown Redevelopment District shall make meaningful contributions to the pedestrian environment through site and building design.

Policy 4

New development and redevelopment shall be compatible with the human scale of the area and contribute to a pedestrian-friendly and safe environment.

Policy 5

On-site overhead utilities shall be placed underground as part of all development projects.

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 7

Property owners/developers are encouraged to meet with residents, area neighborhood associations/business groups prior to submitting major development and redevelopment projects for City review.

Policy 8

Shared parking for commercial, office and mixed-use developments should be accomplished wherever possible.

Policy 9

All new development and redevelopment shall mitigate potential flood, hurricane and tropical cyclone hazards.

Policy 10

Internal connectivity and shared driveway access points between adjoining properties of compatible uses should be pursued wherever practical and feasible to further reduce curb cuts to improve traffic flow on adjacent roadways as well as reduce vehicular conflict with pedestrians and bicyclists.

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.

Policy 14

All new development or redevelopment shall be required to obtain administrative site plan approval prior to construction.

II.I Town Center Core District (TC-1)

- (a) *Location and Character.* The Town Center Core character district contains 32.54 acres or approximately 2.5% of the total land area of the City. This District is illustrated on the ~~Future Land Use Map~~ Special Planning Area 1 Character Districts Map (Map 1). Corey Avenue between Gulf Boulevard and Mangrove Avenue has served as the "downtown" shopping area for almost 50 years and is experiencing a high rate of vacancies.
- (b) *Purpose and Intent; Redevelopment Incentives and Deterrents.* The following policies shall govern development in the Town Center Core District and are intended to revitalize the historic "downtown" shopping area and expand the City's "Main Street" from the waterfront edge of Corey Circle to the east, through downtown westward to Sunset Way and Blind Pass Channel on the west end of Corey Avenue and includes 75th Avenue from the Corey Causeway westward to Blind Pass Channel. The primary focus shall be to encourage revitalization and redevelopment where the focus is on safe and comfortable pedestrian mobility and a "sense of place" or a "sense of community" where residents come together to live, play, work and share recreational activities.

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 the pedestrian from weather elements shall be encouraged.

Policy 2

Vehicular curb cuts and driveways shall be discouraged and minimized on Corey and 75th Avenues to ensure a pedestrian-friendly, comfortable, and safe environment as well as minimize pedestrian-vehicular conflict.

Policy 3

Non-residential uses only shall be allowed on the ground floor of any building fronting Corey Avenue or 75th Avenue and shall be the primary use component of every new development or redevelopment in the Downtown area.

Policy 4

Residential uses shall be permitted only as a secondary use to an overall mixed-use retail redevelopment project and shall be allowed only above the first floor.

Policy 6

On-site parking shall be located to the side or rear of properties. A portion of required parking may be on-street parking, off-site shared-use parking or located within an off-site public parking facility.

Policy 7

Temporary lodging facilities shall comply with all County and local hurricane closure and evacuation procedures that will ensure orderly evacuation of guests and visitors prior to evacuation orders being issued for residents in Zone A.

Policy 8

All temporary lodging uses shall comply with adopted City rules and regulations that ensure that projects approved as temporary lodging facilities are built, function, operate and are occupied exclusively as temporary lodging uses.

Policy 9

A centrally located public, private, or joint public/private shared parking facility, including public restroom facilities, for the Town Center Core District shall be pursued to improve the accessibility, convenience and comfort of residents and visitors to the Downtown area.

Permitted Uses and Standards in the Town Center Core District

- (a) Primary uses. Commercial and office.
- (b) Secondary uses. Residential use as a component of a mixed-use retail and/or office redevelopment project only; Temporary lodging use - bed and breakfast inns.
- (c) Density/Intensity and Height Standards.
 - (1) Commercial and office uses - shall not exceed:
 - a. A floor area ratio of 1.00 with no residential component; and
 - b. A floor area ratio bonus of 0.45 shall be permitted for a mixed-use retail/office/residential development project; and
 - c. Variances to exceed the maximum floor area ratios above as established in this Future Land Use Plan shall be prohibited.
 - (2) Residential use as part of a Mixed-Use project - shall only be allowed as a secondary component to a mixed-use retail/office/residential development project and shall not exceed 15 dwelling units per acre in addition to the preceding floor area allowed for commercial and office uses as part of the mixed-use project. Variances to exceed the maximum density established in the Future Land Use Plan shall be prohibited.
 - (3) Temporary Lodging Unit Density Pool ("TLU Density Pool"): In addition to any density and intensity which may be allowed in the Town Center Core District, the City shall also establish a TLU Density Pool, not to exceed a total of fifty (50) units for the entire Town Center Core District. The following shall govern the implementation of the TLU Density Pool:
 - a. The TLU Density Pool shall be allocated by Ordinance of the City Commission upon request of an individual property owner; and
 - b. Such allocation shall not exceed ten (10) temporary lodging units per acre or a cumulative total of ten (10) units per development project; and
 - c. The remaining number of available units shall be specified in each City Commission ordinance allocating such units and each such ordinance shall provide that no temporary lodging units beyond those remaining in the TLU Density Pool available for the Town Center Core District shall be allocated to any subsequent project; and
 - d. This limitation shall be absolute and shall apply regardless of the proposed size or density of the project requesting such allocation. Such units shall be established exclusive of any other use provided for in the District.
 - (4) Impervious Surface Ratio shall not exceed:
 - a. 0.90 for all development; and
 - b. Variances to exceed the maximum impervious surface ratio above as established in the Future Land Use Plan shall be prohibited.

- (5) ~~4.—Height shall not exceed, but shall be permitted up to the following, subject to any height limitations contained in the City's LDC-Land Development Code:~~
- ~~a. Twenty-eight (28) feet for an exclusively nonresidential development; or~~
 - ~~b. Forty (40) feet for a building containing nonresidential uses on the first floor mixed with a secondary residential use located above the first habitable floor; and~~
 - ~~c. Any increases to, including variances to increase, the maximum height for each use set forth above for this Town Center Core character district shall be prohibited.~~
- ~~5.—Impervious Surface Ratio shall not exceed:~~
- ~~a. 0.90 for all development; and~~
 - ~~b. Variances to exceed the maximum impervious surface ratio above as established in the Future Land Use Plan shall be prohibited.~~

II.II Town Center Corey Circle District (TC-2)

- (a) Location and Character. The Town Center Corey Circle character district contains 4.67 acres or less than four-tenths ~~4/10ths~~ of 1% (0.4%) of the total land area of the City. This District is illustrated on the ~~Future Land Use Map~~ Special Planning Area 1 Character Districts Map (Map 1). The entire area has become vacant, unsafe and in disrepair except for one restaurant and an automotive service shop. Corey Circle is clearly visible from the Corey Causeway main entrance to the City.
- (b) Purpose and Intent; Redevelopment Incentives & Deterrents. The following policies shall govern development in the Town Center Corey Circle District and are intended to encourage redevelopment of the area as one or two comprehensive mixed-use residential/commercial projects to anchor the east terminus of the Corey Avenue "Main Street" that will act as a catalyst for revitalizing the entire Corey Avenue area as well as create a safer environment and attractive entrance to the City.

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.

Policy 2

Parking shall be integrated into the principal building and hidden from public view to the maximum extent feasible and practical.

Policy 3

Retail/Restaurant uses shall be located on the first floor or accessible from street level and near the pedestrian walkways to provide easy public access.

Policy 4

Publicly or privately-owned small-scale marina facilities with transient boat slips will be encouraged in locations and quantities that attract visitors to the Downtown core and minimize adverse environmental impacts.

Policy 5

Professional landscaping and design standards consistent with the standards contained in the LDC shall be the minimum required on the entire building site where any new development will occur, with particular emphasis on screening and buffering from adjacent residential uses that may include landscaping and privacy walls.

Policy 6

Temporary lodging uses shall comply with all County and local hurricane closure and evacuation procedures that will ensure orderly evacuation of guests and visitors prior to evacuation orders being issued for residents in Zone A.

Policy 7

All temporary lodging uses shall comply with adopted City rules and regulations that ensure that projects approved as temporary lodging facilities are built, function, operate and are occupied exclusively as temporary lodging uses.

Permitted Uses and Standards

- (a) Primary uses. Commercial and office use; Temporary lodging use - hotel, motel, resort condominium; Residential use but only as part of a mixed-use development on a minimum 1.8 acre buildable site.
- (b) Secondary uses. Commercial and office as a component of a mixed-use project; Marina.
- (c) Density/Intensity and Height Standards.
 - (1) Residential use
 - a. Shall only be permitted as part of mixed-use residential development project located on a minimum 1.8 acre buildable site and shall not exceed 24 dwelling units per acre. Commercial, office or temporary lodging uses only shall be located on the first habitable floor accessible at street level; and
 - b. Exclusive residential development shall be prohibited; and
 - c. Variances to exceed the maximum density above as established in this Future Land Use Plan shall be prohibited.
 - (2) Commercial and office use only - shall not exceed:
 - a. A floor area ratio of 0.55; and
 - b. Variances to exceed the maximum floor area ratio above as established in this Future Land Use Plan shall be prohibited.
 - (3) Temporary Lodging Use. Density and Intensity shall be approved by Conditional use only and shall not exceed fifty (50) temporary lodging units per acre located on a minimum 1.8 acre buildable site and shall also not exceed a cumulative total of 150 units per project subject to the requirements, restrictions and limitations established below for the TLU Density Pool for the Town Center Core Corey Circle Coquina West, Activity Center, and Bayou Residential Districts.
 - (4) Impervious Surface Ratio shall not exceed:
 - a. 0.70 for all new development; and
 - b. Variances to exceed the maximum impervious surface ratio above as established in the Future Land Use Plan shall be prohibited.
 - (5) 4.—Height shall not exceed, but shall be permitted up to the following, subject to any height limitations contained in the City's LDC Land Development Code:
 - a. Twenty-eight (28) feet for exclusively nonresidential uses; or
 - b. Seventy-six (76) feet above base flood elevation for buildings containing non-residential uses on the first habitable floor accessible at street level mixed with a primary residential and temporary lodging use; or
 - c. Seven Eighty-six (86) feet above base flood elevation 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; and

- d. Any increases to, including variances to increase, the maximum height for each type of use set forth above for this Town Center Corey Circle character district shall be prohibited.

5. ~~Impervious Surface Ratio shall not exceed:~~

a. ~~0.70 for all new development; and~~

b. ~~Variances to exceed the maximum impervious surface ratio above as established in the Future Land Use Plan shall be prohibited.~~

II.III Town Center Coquina West District (TC-2)

- (a) Location and Character. The Town Center Coquina West character district contains 6.11 acres or less than one-half percent (0.5%) of the total land area of the City. This District is illustrated on the Special Planning Area 1 Character Districts Map (Map 1). This District ~~is~~ consists of a three-block area that currently is a mix of existing residential, light industrial, small motel and commercial restaurant/bar uses.
- (b) Purpose and Intent; Redevelopment Incentives and Deterrents. The following policies shall govern development in the Town Center Coquina West District and are intended to encourage redevelopment of the area as one or two comprehensive mixed-use residential/commercial projects to anchor the west terminus of the Corey Avenue "Main Street" and to act as a catalyst for revitalizing the entire Corey Avenue "Main Street".

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 the pedestrian from weather elements shall be encouraged.

Policy 2

Structured parking that can be integrated into the principal building and hidden from public view will be encouraged and pursued.

Policy 3

Retail/Restaurant uses shall be located on the first floor or accessible from street level and near the pedestrian walkways to provide easy public access.

Policy 4

Publicly or privately-owned small-scale marina facilities with transient boat slips will be encouraged in locations and quantities that attract visitors to the Downtown core and minimize adverse environmental impacts.

Policy 5

Professional landscaping and design standards consistent with the standards contained in the LDC shall be the minimum required on the entire building site where any new development will occur, with particular emphasis on screening and buffering from adjacent residential uses that may include landscaping and privacy walls.

Policy 6

Temporary lodging uses shall comply with all County and local hurricane closure and evacuation procedures that will ensure orderly evacuation of guests and visitors prior to evacuation orders being issued for residents in Zone A.

Policy 7

All temporary lodging uses shall comply with adopted City rules and regulations that ensure that projects approved as temporary lodging facilities are built, function, operate and are occupied exclusively as temporary lodging uses.

Permitted Uses and Standards in the Town Center Coquina West District

- (a) Primary uses. 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.
- (b) Secondary uses. Commercial and office as a secondary component of a mixed-use residential/commercial development project; Marina.
- (c) Density/Intensity and Height Standards.
 - (1) Residential use
 - a. Shall only be permitted as part of mixed-use development project located on a minimum two-acre buildable site and shall not exceed 24 dwelling units per acre. Commercial, office or temporary lodging uses only shall be located on the first habitable floor accessible at street level; and
 - b. Exclusive residential development shall be prohibited; and
 - c. Variances to exceed the maximum density above as established in this Future Land Use Plan shall be prohibited.
 - (2) Commercial and office use only - shall not exceed:
 - a. A floor area ratio of 0.55; and
 - b. Variances to exceed the maximum floor area ratio established in this Future Land Use Plan shall be prohibited.
 - (3) Temporary Lodging use Density and Intensity shall be approved by Conditional use only and shall not exceed fifty (50) temporary lodging units per acre located on a minimum 1.8-acre buildable site and shall also not exceed a cumulative total of 150 units per project subject to the requirements, restrictions and limitations established below for the TLU Density Pool for the Town Center Core Corey Circle, Coquina West, Activity Center, and Bayou Residential Districts.
 - (4) Impervious Surface Ratio shall not exceed:
 - a. 0.70 for all new development; and
 - b. Variances to exceed the maximum impervious surface ratio established in the Future Land Use Plan shall be prohibited.
 - (5) Height shall not exceed, but shall be permitted up to the following, subject to any height limitations contained in the City's LDC-Land Development Code:
 - a. Twenty-eight (28) feet for an exclusively nonresidential use; or
 - b. Seventy-six (76) feet above base flood elevation for buildings containing non-residential uses on the first habitable floor accessible at street level mixed with a primary residential component above; or
 - c. Eighty-six (86) feet above base flood elevation 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; and
 - d. Any increases to, including variances to increase, the maximum height for each type of use set forth above for this Town Center Coquina West character district shall be prohibited.
 - ~~5. Impervious Surface Ratio shall not exceed:~~
 - ~~a. 0.70 for all new development; and~~

~~b. Variances to exceed the maximum impervious surface ratio established in the Future Land Use Plan shall be prohibited.~~

TC-2 Temporary Lodging Use

(a) Density. TC-2 Temporary Lodging Unit Density Pool ("TC-2 TLU Density Pool"): The City shall establish a TC-2 TLU Density Pool, not to exceed a total of three-hundred and twenty-five (325) units for the entire Town Center Corey Circle and Coquina West Districts (TC-2). These density pool units may also be allocated to the Activity Center and Bayou Residential Districts. The following shall govern the allocation of temporary lodging units from the TLU Density Pool:

- (1) The TC-2 TLU Density Pool shall be allocated by Ordinance of the City Commission upon request of an individual property owner; and
- (2) Such allocation shall not exceed fifty (50) temporary lodging units per acre; and
- (3) Such allocation shall not exceed a cumulative total of one hundred fifty (150) temporary lodging units per development project; and
- (4) The remaining number of available temporary lodging units in the TLU Density Pool shall be specified in each City Commission ordinance allocating such units and each such ordinance shall provide that no temporary lodging units beyond those remaining in the TC-2 TLU Density Pool for the TC-2 Districts shall be allocated to any subsequent project; and
- (5) This limitation shall be absolute and shall apply regardless of the proposed size or density of the project requesting such allocation. Such units shall be established exclusive of any other use provided for in the District.

(b) Intensity Standards.

- (1) Temporary lodging use shall not exceed an aggregate floor area of 750 square feet per temporary lodging unit allocated by Ordinance, excluding indoor amenities, common areas and structured parking. Indoor amenities and common areas shall not exceed an additional 0.2 floor area ratio combined. For example: 50 units x 750 square feet = 38,500 square feet plus 0.2 x total parcel square feet for common areas & indoor amenities = total building square footage, excluding structured parking.
- (2) Variances to exceed the maximum floor area ratio above as established in the Future Land Use Plan shall be prohibited.

II.IV Downtown Core Residential District (DCR)

- (a) Location and Character. The Downtown Core Residential character district contains 11.65 acres or less than one percent (1%) of the total land area of the City. This District is illustrated on the Future Land Use Map Special Planning Area 1 Character Districts Map (Map 1).
- (b) Purpose and Intent; Redevelopment Incentives and Deterrents. The following policies shall govern development in the Downtown Core Residential District to encourage quality residential redevelopment that supports the downtown core shopping and entertainment area and acts as a transition area from downtown core mixed commercial and residential uses to lower density residential neighborhoods to the south and west.

Policies:

Policy 1

Architectural design features that provide visual interest, are aesthetically pleasing and relate to the human scale at ground levels are equally important for both the street and water side of residential homes, town homes and multi-family structures. Blank wall facades shall be prohibited.

Policy 2

Development and redevelopment shall be compatible with the existing developments that remain in the neighborhood.

Permitted Uses and Standards in the Downtown Core Residential District

- (a) Primary uses. Residential.
- (b) Secondary uses. None.
- (c) Density/Intensity and Height Standards.
 - (1) Residential use - Shall not exceed:
 - a. Ten (10) dwelling units per acre; and
 - b. Variances to exceed the maximum density above as established in the Future Land Use Plan shall be prohibited.
 - (2) Impervious Surface Ratio shall not exceed:
 - a. 0.70 for all development; and
 - b. Variances to exceed the maximum impervious surface ratio above as established in the Future Land Use Plan shall be prohibited.
 - (3) 2.—Height for residential buildings shall not exceed:
 - a. Thirty-five (35) feet above base flood elevation inclusive of structured parking; and
 - b. Any increases to, including variances to increase, the maximum height set forth above for this Downtown Core Residential character district shall be prohibited.
 - 3.—Impervious Surface Ratio shall not exceed:
 - a. 0.70 for all development; and
 - b. Variances to exceed the maximum impervious surface ratio above as established in the Future Land Use Plan shall be prohibited.

II.V Upham Beach Village District (UBV)

- (a) Location and Character. The Upham Beach Village character district contains 16.10 acres or approximately one and one-quarter percent (1.25%) of the total land area of the City. This District is illustrated on the Future Land Use map Special Planning Area 1 Character Districts Map (Map 1).

The neighborhood is a mixture of residential and motel temporary lodging uses that are at or near functional obsolescence. There is a diverse mixture of densities and intensities of existing development in this neighborhood, ranging from single family homes to motels that have an existing density of 78 units per acre, and include aging apartment complexes that are being converted to residential condominiums that will preclude redevelopment anytime in the foreseeable future. This diversity of uses, densities, and intensities within this character district gives rise to unique compatibility issues that must be sensitively addressed.

- (b) Purpose and Intent; Redevelopment Incentives and Deterrents. The following policies shall govern development in the Upham Beach Village District and are intended to allow redevelopment of residential uses as well as allow existing motel temporary lodging uses that are part of the heritage of this Upham neighborhood to redevelop as temporary lodging uses at the same density as exists. Such redevelopment shall be subject to height limitations and design standards that protect existing and future neighborhood residential uses as well as improve safety, circulation, and drainage:

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 facades shall integrate architectural elements that provide protection to the pedestrian from weather elements shall be encouraged.

Policy 2

Only existing temporary lodging uses may be redeveloped and new temporary lodging uses shall be strictly prohibited.

Policy 3

A mixture of residential and temporary lodging uses throughout the district shall be encouraged to be preserved and redeveloped.

Policy 4

Redevelopment of existing temporary lodging uses shall provide the minimum necessary vehicular curb cuts and driveways to provide reasonable, adequate and safe ingress and egress to the development site and ensure a pedestrian-friendly and safe environment by minimizing pedestrian-vehicular conflict.

Policy 5

Structured parking that can be integrated into the principal building and hidden from public view will be encouraged and pursued.

Policy 6

Professional landscaping and design standards consistent with the standards contained in the LDC shall be the minimum required on the entire building site where any development will occur, with

particular emphasis on screening and buffering from adjacent residential uses that may include landscaping and privacy walls.

Policy 7

Development and redevelopment shall be compatible with the existing neighboring residential uses that immediately surround the development site.

Policy 8

Temporary lodging uses shall comply with all County and local hurricane closure and evacuation procedures that will ensure orderly evacuation of guests and visitors prior to evacuation orders being issued for residents in Zone A.

Policy 9

All temporary lodging uses shall comply with adopted City rules and regulations that ensure that projects approved as temporary lodging facilities are built, function, operate and are occupied exclusively as temporary lodging uses.

Permitted Uses and Standards in the Upham Beach Village District

- (a) Primary uses. Residential; Temporary lodging uses - hotel, motel, resort condominium, bed & breakfast inn.
- (b) Secondary uses. None.
- (c) Density/Intensity and Height Standards.
 - (1) Residential use shall not exceed:
 - a. 7.5 dwelling units per acre for single family homes and duplexes; or
 - b. 18 dwelling units per acre for multi-family residential use on a minimum 1/3 acre buildable site; or
 - c. 21 dwelling units per acre for multi-family residential use on a minimum 1/2 acre buildable site; or
 - d. 24 dwelling units per acre for multi-family residential use on a minimum 3/4 acre buildable site.
 - e. Variances to exceed the maximum density above as established in this Future Land Use Plan shall be prohibited.
 - (2) Temporary Lodging use - motel and bed & breakfast inn. Temporary lodging units shall be allocated on a first come first serve basis utilizing the Temporary Lodging Unit Density Pool established below.
 - (3) Temporary Lodging Unit Density Pool ("TLU Density Pool"). Density for temporary lodging uses in the Upham Beach Village District shall be regulated as follows:
 - a. The City shall establish a TLU Density Pool not to exceed 175 total units for the entire Upham Beach Village District; and
 - b. The TLU Density Pool shall be allocated by ordinance of the City Commission upon request of an individual property owner; and
 - c. Any TLU Density Pool allocation by ordinance per project shall not exceed the number of existing licensed temporary lodging units located on the development site; and

- d. The remaining number of available TLU Density Pool units shall be specified in each City Commission ordinance allocating such units and each such ordinance shall provide that no units beyond those remaining in the TLU Density Pool shall be allocated to any subsequent temporary lodging use project in the Upham Beach Village District; and
 - e. This limitation shall be absolute and shall apply regardless of the proposed size or density of the project requesting such allocation. Such units shall be established exclusive of any other use provided for in the District.
- (4) Impervious Surface Ratio shall not exceed:
- a. 0.85 for temporary lodging use; or
 - b. 0.70 for residential use; and
 - c. Variances to exceed the maximum impervious surface ratio established in the Future Land Use Plan shall be prohibited.
- (5) 4.—Height shall not exceed, but shall be permitted up to the following, subject to any height limitations contained in the City's LDC Land Development Code:
- a. Thirty-five (35) feet above base flood elevation, inclusive of structured parking, for single family homes, duplexes and multi-family uses 18 dwelling units per acre or less; or
 - b. Forty-five (45) feet above base flood elevation, inclusive of parking, for multi-family residential use exceeding 18 dwelling units per acre and all temporary lodging uses; and
 - c. Any increases to, including variances to increase, the maximum height for each type of use set forth above for this Upham Beach Village character district shall be prohibited.
- ~~5.—Impervious Surface Ratio shall not exceed:~~
- ~~a.—0.85 for temporary lodging use; or~~
 - ~~b.—0.70 for residential use; and~~
 - ~~c.—Variances to exceed the maximum impervious surface ratio established in the Future Land Use Plan shall be prohibited.~~

II.VI Commercial Corridor Blind Pass Road District (CC-1)

- (a) *Location and Character.* The Commercial Corridor Blind Pass Road character district contains 7.4 acres or approximately one-half percent (0.5%) of the total land area of the City. This District is illustrated on the ~~Future Land Use Map~~ Special Planning Area 1 Character Districts Map (Map 1). Nearly all of the parcels fronting Blind Pass Road lost frontage property during the widening of the Road in 2003 expanding it from 2 lanes to 5 lanes. As a result, many of the parcels lost parking and are too shallow to provide standard parking and buffers from the residential neighborhoods causing commercial encroachment into almost exclusively single-family residential neighborhoods.
- (b) *Purpose and Intent; Redevelopment Incentives and Deterrents.* The following policies shall govern development in the Commercial Corridor Blind Pass Road District and are intended to facilitate assembly and redevelopment of commercial frontage parcels to increase lot depth and reduce non-residential encroachment into the existing residential neighborhoods, increase buffering between residential and nonresidential uses, redevelop sites to current code design and safety standards, as well as reduce curb cuts to reduce pedestrian/bicyclist - vehicular conflict and improve traffic flow.

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 facade 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 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~~ regardless of whether the development site is expanded by assembling parcels of land.

Policy 5

Vehicular access from side streets shall be encouraged for residential development provided such access is not incompatible with the residential neighborhood abutting the redevelopment.

Policy 6

Professional landscaping and design standards consistent with the standards contained in the ~~LDC~~ Land Development Code shall be the minimum required on the entire building site where any new development will occur, with particular emphasis on screening and buffering from adjacent residential uses.

Permitted Uses and Standards in the Commercial Corridor Blind Pass Road District

(a) Primary uses. Commercial and office; Mixed-Use Residential/Commercial/Office; Residential.

(b) Secondary uses. Commercial and office.

(c) Density/Intensity and Height Standards.

(1) Density. Residential Use shall not exceed:

- a. 7.5 dwelling units per acre for single family homes and duplexes for lots that do not access Blind pass Road; or
- b. 12 dwelling units per acre for a multi-family residential use as part of a mixed-use residential/commercial/office project on a minimum ½ acre buildable site with commercial or office on the first floor at street level and residential use permitted on the second and third floors only; and
- c. Variances to increase the density above as established in the Future Land Use Plan shall be prohibited.

(2) Intensity. Commercial and office - shall not exceed a floor area ratio of:

- a. 0.7 as an exclusive nonresidential use; or
- b. 0.9. as part of a mixed-use residential/commercial/office project on a minimum ½-half-acre buildable site with commercial or office on the first floor at street level and residential use permitted on the second and third floors only; and
- c. Variances to exceed the maximum density or floor area ratio established in this Future Land Use Plan shall be prohibited.

(3) Impervious Surface Ratio shall not exceed:

- a. 0.70 for all new development; and
- b. Variances to exceed the maximum impervious surface ratio above as established in this Future Land Use Plan shall be prohibited.

(4) 3.—Height shall not exceed, but shall be permitted up to, the following, subject to any height limitations contained in of the City's LDGLand Development Code:

- a. Twenty-eight (28) feet for an exclusively nonresidential use only; or
- b. Forty (40) feet for mixed-use development projects located on a minimum ½-half-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; and
- c. Any increases to, including variances to increase, the maximum height for each type of use set forth above for this Commercial Corridor Blind Pass Road character district shall be prohibited.

4.—Impervious Surface Ratio shall not exceed:

a.—0.70 for all new development; and

b.—Variances to exceed the maximum impervious surface ratio above as established in this Future Land Use Plan shall be prohibited.

II.VII Commercial Corridor Gulf Boulevard District (CC-2)

- (a) *Location and Character.* The Commercial Corridor Gulf Boulevard character district contains 21.58 acres or less than two percent (2%) of the total land area of the City. This District is illustrated on the ~~Future Land Use Map~~ Special Planning Area 1 Character Districts Map (Map 1). This District also has substandard parking, narrow-depth lots that encroach into adjacent residential neighborhoods and too many curb cuts that create pedestrian-vehicular conflict and impede traffic flow on Gulf Boulevard.
- (b) *Purpose and Intent; Redevelopment Incentives and Deterrents.* The following policies shall govern development in the Commercial Corridor Gulf Boulevard District and are intended to allow for the assembly of land to increase lot depth and reduce nonresidential encroachment into adjacent residential neighborhoods, increase buffering between residential and non-residential uses, as well as redevelop to current code design and safety standards, reduce curb cuts that will improve traffic flow on Gulf Boulevard and reduce pedestrian/bicyclist-vehicular conflict:

Policies:

Policy 1

Architectural design features that provide visual interest, are aesthetically pleasing and relate to the human scale at street level for any facade 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

Utility Easements and sidewalks shall be required on all development projects if existing conditions permit the construction of a sidewalk and location of a utility easement that can be integrated into the redevelopment site plan without undue hardship to the property owner.

Policy 5

A physical buffer that may include landscaping and privacy walls adjacent to existing residential properties shall be required for all new nonresidential development and redevelopment or renovation, ~~whether or not~~ regardless of whether the development site is expanded by assembling parcels of land.

Policy 6

Vehicular access from side streets shall be encouraged for residential development provided such access is not incompatible with the residential neighborhood abutting the redevelopment.

Policy 7

Professional landscaping and design standards consistent with the standards contained in the ~~LDC~~ Land Development Code shall be the minimum required on the entire building site where any

development will occur, with particular emphasis on screening and buffering from adjacent residential uses and on Gulf Boulevard frontage.

Permitted Uses and Standards in the Commercial Corridor Gulf Boulevard District

(a) Primary uses. Commercial and office; Mixed-Use Residential/Commercial/Office.

(b) Secondary uses. Commercial and office.

(c) Density/Intensity and Height Standards.

(1) Density. Residential Use shall not exceed:

- a. 7.5 dwelling units per acre for single family homes and duplexes for lots that do not access Gulf Boulevard; or
- b. 12 dwelling units per acre for a multi-family residential use as part of a mixed- use residential/commercial/office project located on a minimum ½-half-acre buildable site with commercial or office on the first floor at street level and residential use permitted on the second and third floors only; and
- c. Variances to increase the density above as established in the Future Land Use Plan shall be prohibited.

(2) Intensity. Commercial and office - shall not exceed a floor area ratio of:

- a. 0.7 as an exclusive nonresidential use; or
- b. 0.9. as part of a mixed-use residential/commercial/office project on a minimum ½ half-acre buildable site with commercial or office on the first floor at street level and residential use permitted on the second and third floors only; and
- c. Variances to exceed the maximum density or floor area ratio above as established in this Future Land Use Plan shall be prohibited.

(3) Impervious Surface Ratio shall not exceed:

- a. 0.70 for all new development; and
- b. Variances to exceed the maximum impervious surface ratio above as established in this Future Land Use Plan shall be prohibited.

(4) ~~3.~~ Height shall not exceed, but shall be permitted up to, the following, subject to any height limitations contained in the City's LDCLand Development Code:

- a. Twenty-eight (28) feet for an exclusively nonresidential use only; or
- b. Forty (40) feet for a mixed-use development project located on a minimum ½half-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; and
- c. Any increases to, including variances to increase, the maximum height for each type of use set forth above for this Commercial Corridor Gulf Boulevard character district shall be prohibited.

~~4. Impervious Surface Ratio shall not exceed:~~

- a. ~~0.70 for all new development; and~~
- b. ~~Variances to exceed the maximum impervious surface ratio above as established in this Future Land Use Plan shall be prohibited.~~

(Ord. No. 2015-05, § 1(Exh. A), 3-9-2015)

III. Transportation Plan Element

GOAL 1:

Provide for a safe, convenient and energy efficient multimodal transportation system ~~that~~ shall be available for all residents and visitors to the ~~city~~ City, that serves to increase mobility, reduce the incidence of single-occupant vehicles, and efficiently utilize roadway capacity.

Objective 1.1

~~In accordance with this Comprehensive Plan, as amended, the~~ The operational Level of Service (LOS) D peak hour shall be the minimum standard for all arterial ~~and collector~~ roads within the City.

Policy 1.1.1.

The City shall review all proposed development or redevelopment for consistency with this ~~e~~Element and any potential impacts upon the adopted LOS standards.

Policy 1.1.2

All new development and redevelopment proposals shall be reviewed per the standards maintained within the Land Development Code.

~~under the City's Mobility Management System through the application of Transportation Element policies and site plan review processes. Such policies are listed below:~~

~~All development projects generating new trips shall be subject to payment of a multimodal impact fee.~~

- ~~a. Development projects that generate between 51 and 300 new peak hour trips are designated as Tier 1.~~
 - ~~i. Developers of Tier 1 projects located within deficient road corridors are required to submit a transportation management plan designed to address their impacts while increasing mobility and reducing the demand for single occupant vehicle travel.~~
 - ~~ii. The cost of transportation management strategies implemented for Tier 1 projects are creditable toward their multimodal impact fee assessment. If the cost of the improvement exceeds the assessment, the development project would not be subject to the payment of a multimodal impact fee.~~
- ~~b. Development projects that generate more than 300 new peak hour trips are designated as Tier 2.~~
 - ~~i. Developers of Tier 2 projects within deficient road corridors are required to conduct a traffic study and submit an accompanying report. The report shall include the results of the traffic study and a transportation management plan identifying improvements necessary to address the impacts of the project.~~
 - ~~ii. The cost of transportation management strategies implemented for Tier 2 projects may be applied as credit toward the project's multimodal impact fee assessment or payment of the fee could be included as part of a transportation management plan.~~

Policy 1.1.3

The City shall assess new development or redevelopment an equitable pro rata share of the costs to provide ~~road-way~~ multimodal improvements to serve the development or redevelopment, as established by the Pinellas County impact fee schedule.

Policy 1.1.4

The City shall address and plan for the capability to evacuate the vulnerable population before an impending natural disaster.

Objective 1.2

Roadway rights-of-way shall be identified, reserved, and/or acquired to provide multimodal transportation, sustainable street design, and green infrastructure.

Policy 1.2.1

The minimum setback requirements identified for all roadways shall be enforced through the Land Development Code ~~land development regulations~~.

Policy 1.2.2

When acquisition of rights-of-way for all roadways is necessary, all attempts will be made by the City to acquire such properties prior to exercising the power of eminent domain.

Policy 1.2.3

The City shall encourage low impact development and green infrastructure alternatives as part of public and private roadway design and construction that enhance transportation and stormwater management facilities.

Objective 1.3

~~Through land development code regulations the~~ The City will maintain standards to provide ~~strive to provide for safe~~ convenient and efficient multimodal facilities, parking, and access ways.

Policy 1.3.1

The City shall enforce parking standards which provide for safe and convenient on-site traffic flow as maintained within the Land Development Code ~~Regulations~~.

Policy 1.3.2

~~When feasible, the~~ The City shall require ~~provide~~ bicycle and pedestrian ~~ways~~ facilities for connecting residential areas to recreation and open space areas, schools, and ~~shopping commercial areas~~ when economically feasible.

Policy 1.3.3

Bicycle parking areas at ~~shopping commercial~~ and recreational and open space areas shall meet the minimum parking standards maintained within ~~in the encouraged~~ Land Development Code ~~land development regulations~~.

Policy 1.3.4

~~The City shall require crosswalks and sidewalks on roadways of high pedestrian usage.~~

Policy 1.3.4

The City shall monitor parking availability and utilize parking management strategies to maximize City parking assets.

Objective 1.4

The City's transportation system shall emphasize, accessibility, sustainability, and aesthetics for all transportation users.

Policy 1.4.1

The City shall encourage the implementation and maintenance and of landscaping of the existing within the rights-of-way along its roadway system.

Policy 1.4.2

The City shall enforce the requirements of the Sign Ordinance along roadways in order to reduce visual confusion and safety hazards.

Policy 1.4.3-1.4.2

The City, in cooperation with the County and State, shall control access points of driveways and roadways to the roadway system. The City shall consider access management techniques and driveway consolidation or elimination for new developments.

Policy 1.4.4

The City, in cooperation with the County and State, shall control access points of driveways and roadways to the roadway system.

Policy 1.4.3

The City shall utilize developer agreements to ensure new development and redevelopment projects provide safe and adequate access to the development. Agreements shall be utilized to acquire and expand existing and new transportation facilities. These facilities may include sidewalks, street lighting, right-of-way needs, roadways and bridges, intersection or roadway improvements, traffic signal improvements, bus shelters, and bicycle facilities.

Policy 1.4.4

The City shall plan and encourage transit facilities based upon existing and proposed major trip generators and attractors, safe and convenient public transit stations, land uses, and accommodation of the needs of the transportation disadvantaged.

Policy 1.4.5

The City shall consider the needs of its aging and disabled populations to enable the mobility of residents of all abilities and encourage aging-in-place, consistent with the AARP Network of Age-Friendly Communities initiative. Mobility improvements may include longer pedestrian crossing times, leading pedestrian intervals (LPI), wider sidewalks, ADA compliant curb ramps, and seating and shelters at transit stops.

Policy 1.4.6

The City shall consider landscaping elements that provide traffic calming measures as well as shade to increase pedestrian safety and comfort. When feasible, Crime Prevention Through Environmental Design (CPTED) standards shall be used to ensure pedestrian safety.

Policy 1.4.7

The City shall actively support electric vehicle adoption as a clean transportation alternative through the installation of charging infrastructure, public education, and coordination with regional efforts.

Objective 1.5

~~As an ongoing objective, the~~ The City shall encourage and promote the utilization of a multimodal transportation system as needed.

Policy 1.5.1

~~The City shall re-evaluate the need for public transportation from time to time. In coordination with Pinellas Suncoast Transit Authority (PSTA), the County, and Forward Pinellas, the City shall evaluate public transportation needs as required.~~

Policy 1.5.2

The City shall continue to ~~identify and~~ encourage the use of bicycle and pedestrian modes of transportation by identifying facility improvements for these modes.

Policy 1.5.3

The City shall review all proposed development and redevelopment site plans for the accommodation of bicycle, and pedestrian, and transit traffic needs when applicable, ~~when appropriate.~~

Policy 1.5.4

The City shall consider Future Land Uses that support multimodal transportation options.

Policy 1.5.5

The City shall coordinate transportation facilities to create an interconnected system of roadways, pathways, waterways, greenways, and trails with access to public and private facilities.

Policy 1.5.6

The City shall consider implementing Transportation Demand Management (TDM) strategies, intended to reduce the dependence on single-occupant vehicle trips, and the encouragement of the use of bicycle, pedestrian, and transit modes as a means of commuting and recreational mobility. Strategies may include transit passes, rideshare, or carpooling programs to reduce single occupancy vehicle trips.

Objective 1.6

~~In accordance with this Comprehensive Plan, as amended, transportation planning~~ Transportation improvements shall be coordinated with the congruent all City's Future Land Use Plan plans, and those of the state, regional, and surrounding local agencies. the FDOT 5 Year Transportation Plan and the 2060 Florida Transportation Plan, the County's Transportation policies, the Pinellas Area

~~Transportation Study (PATS) Metropolitan Planning Organization (MPO) 5-Year Transportation Improvement Program (TIP), and the plans of the neighboring jurisdictions.~~

Policy 1.6.1

The City shall ~~periodically~~ review the Florida Department of Transportation (FDOT) 5-Year Work Program and the PATS MPO Forward Pinellas 5-Year Transportation Improvement Program~~5-Year Transportation Plans~~ in order to update or modify this Element, as necessary.

Policy 1.6.2

The City shall review ~~for compatibility with this Element,~~ the transportation plans and programs of the neighboring municipalities, Forward Pinellas, and Pinellas County as they ~~may be~~ are amended.

Policy 1.6.3

Amendments to this Transportation Element shall be supported by an appropriate transportation analysis.

Policy 1.6.4

The City shall continue efforts to work with FDOT, Forward Pinellas, and all appropriate agencies to ~~alleviate traffic circulation problems~~ improve safety and improve functionality of multimodal transportation networks.

Policy 1.6.5

City officials shall review the Future Land Use Map when planning roadway construction and improvements to ensure that roadways are designed to serve the needs of the ~~appropriate adjacent future land uses and assigned street typology from the Multimodal Plan.~~

Policy 1.6.6

The City shall ensure multimodal transportation plans and improvements are consistent with the Comprehensive Plan and Capital Improvement Plan of the City, and are coordinated with other local agencies, FDOT, PSTA, Pinellas County School Board (PCSB), Tampa Bay Area Regional Transit Authority (TBARTA), Tampa Bay Regional Planning Council (TBRPC), Pinellas County, and Forward Pinellas.

Objective 1.7

The City's transportation system shall prioritize safety and shall strive to eliminate traffic/transportation-related deaths and serious injuries.

Policy 1.7.1

The City commits to working towards its goal of zero transportation-related deaths and serious injuries through Safe Streets Pinellas and Vision Zero as outlined and maintained by Forward Pinellas.

Policy 1.7.2

The City recognizes that safety requires a collaborative approach to eliminate transportation-related deaths and serious injuries. This includes a multidisciplinary approach, including but not limited to public health, law enforcement, land use planning, and engineering.

Policy 1.7.3

The City shall use a Safe Systems approach to implement Vision Zero as outlined and maintained by Forward Pinellas.

Policy 1.7.4

The City recognizes that that death and serious injury is preventable on the transportation network and is therefore unacceptable. A will take a balanced approach to minimizing and preventing death and serious injury from the transportation network that includes education, engineering, equity, emergency response and enforcement is necessary.

Policy 1.7.5

The City will strive to minimize and prevent the transportation-related deaths and serious injuries that impact all of the City, particularly vulnerable roadway users and the low-income and minority communities. E by keeping equity is a key component in achieving the goal of zero deaths and serious injuries.

Policy 1.7.6

The City will work with partners to ensure Vision Zero/Safe Streets considerations in a range of disciplines, including land use planning, roadway design, access management, transportation system maintenance, emergency response and law enforcement.

Policy 1.4.2 1.7.7

The City shall enforce the requirements maintained within the Land Development Code for of the Sign Ordinance signage along roadways in order to reduce visual confusion and safety hazards.

Policy 1.4.4 1.7.8

The City shall provide and maintain crosswalks and sidewalks on roadways of high pedestrian usage. The City shall consider signalized crossings and mid-block crossings on corridors with high pedestrian and high vehicular usage.

(Ord. No. 2016-11, § 1(Exh. A), 6-28-2016)

IV. Housing Plan Element

GOAL 1:

~~The City shall provide~~ Promote decent, safe, and sanitary housing in suitable neighborhoods at affordable costs to meet the needs of the present and future residents of the City, free from arbitrary discrimination because of race, gender sex, handicap disabilities abilities, ethnic background, age, marital status, or household composition.

Objective 1.1

~~In accordance with this Comprehensive Plan the~~ Recognizing the built-out environment and the limited opportunity for implementation of affordable and workforce housing, the City shall continue to maintain policies to assist provide technical assistance to the private sector so that they will be able to provide in providing a suitable mix of housing types, including housing sites for very low-, low- and moderate-income families, and numbers to meet the City's housing needs as feasible. as well as making all housing sites in the City available to low and moderate income families.

Policy 1.1.1

~~The City shall provide technical information for use by the private sector.~~

Due to the built-out environment, the City shall continue to emphasize policies designed to preserve and/or rehabilitate existing housing, promote connectivity to neighboring communities, and continue its support of the public transportation system, recognizing the relationship between transportation costs and affordable and workforce housing.

Policy 1.1.2

The City shall ~~periodically~~ review ordinances, codes, regulations and permitting processes, as required, in order to increase the efficiency and economy of meeting the housing needs of the City, while continuing to ensure the health, welfare and safety of the residents.

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

The City shall encourage affordable and workforce housing to be located near transit and bicycle facilities, and centers of employment.

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 systems 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.~~

~~Measure: The availability of housing suitable for the needs of the residents~~

Objective 1.2

~~In accordance with this Comprehensive Plan the~~ The City shall attempt to increase endorse the opportunity for all citizens to purchase or rent decent, safe, and sanitary housing which they can afford, free from arbitrary discrimination because of race, gender sex, handicap disabilities abilities, ethnic background, age, marital status or household composition.

Policy 1.2.1

The City shall continue to support and enforce Fair Housing legislation, as may be enacted or amended periodically, to include age, handicap disabilities abilities, and household composition in addition to race, sex gender, national origin, and religion.

Policy 1.2.2

The City shall facilitate the notification of enforcement agencies whenever housing discrimination is encountered.

~~Measure: Continuing availability of suitable housing opportunities for all residents~~

Policy 1.2.43

Upon request by the private sector, the City shall pursue and utilize state and federal sources of funding to assist in creating and/or preserving affordable and workforce housing, including State Housing Initiatives Partnership (SHIP), Community Development Block Grant (CDBG), HOME, and Neighborhood Stabilization Program (NSP) funds.

Objective 1.3

Group homes shall continue to be permitted within suitable locations to ~~insure~~ ensure that the needs of the City residents requiring such housing are met.

Policy 1.3.1

The City shall establish non-discriminatory standards and criteria addressing the location of group homes and foster care facilities where appropriate in accordance with Chapter 419 of the Florida Statutes.

Policy 1.3.2

The City shall continue to permit group homes ~~review, and amend if warranted, the zoning codes so that different classes of group homes will be permitted~~ in appropriate residential neighborhoods where the class of group homes is necessary to meet the needs of the City residents.

~~Measure: The continued permitting of group homes~~

Objective 1.4

~~In accordance with this comprehensive plan the City shall work to extend the useful life of the existing housing stock while maintaining the neighborhood quality through land development regulations.~~

Policy 1.4.1

~~The City shall periodically review and amend, where necessary, the housing and health codes and other standards relating to care and maintenance of residential and neighborhood environments and facilities.~~

Policy 1.4.2

~~The City shall encourage individual homeowners to increase private reinvestment in housing by providing information and technical assistance programs.~~

Policy 1.4.3

~~The City shall, in as much as FEMA regulations permit, allow for older, traditionally non-conforming, residential structures to be rebuilt and maintained as domiciles at their existing densities.~~

~~Measure: The number of housing units improved or maintained~~

Objective 4.51.4

The City shall continue to provide uniform and equitable treatment for persons and businesses displaced by state and local government programs consistent with Sec. 421.55, F.S.

Policy 4.5.11.4.1

The City shall ~~insure~~ ensure that reasonably located, standard housing at affordable costs is available to persons displaced through public action prior to their displacement.

Policy 4.5.21.4.2

Before approving the taking of private residential property, the City Commission shall review the current housing market to assure that standard housing, at affordable cost is available to displaced persons.

~~Measure: The implementation, as necessary, of procedures to deal with displacement~~

Objective 4.61.5

As an ongoing objective, the City shall eliminate any substandard housing that may exist.

Policy 4.6.11.5.1

The City shall maintain ~~or increase~~ code enforcement activities, through ~~regular~~ inspections of the housing stock as required.

Policy 4.6.21.5.2

The City shall encourage housing improvement and replacement projects as maintained in the Land Development Code.

~~Measure: The absence of substandard housing~~

Objective ~~4.7.1.6~~

The City shall assist property owners in the identification, preservation, and protection of ~~historical historically-~~ and architecturally-significant housing, ~~with the adoption of this Comprehensive Plan.~~

Policy ~~4.7.41.6.1~~

By providing referral to the appropriate governmental and other agencies, the City shall assist property owners in the identification of ~~historically-~~significant structures.

Policy ~~4.7.21.6.2~~

The City shall assist property owners of ~~historically-~~ or architecturally-significant housing in applying for and utilizing state and federal assistance programs.

~~Measure: The identification, preservation, and protection of historically significant or architecturally significant housing~~

Objective ~~1.8~~

~~Encourage, and provide incentives, when appropriate for design and construction techniques and building materials capable of significantly reducing the cost of maintenance and energy consumption of housing while providing for a more healthy and durable home environment.~~

Policy ~~1.8.1~~

~~Promote sustainable communities by encouraging Green housing that conserves natural resources and reduces monthly operating costs.~~

Policy ~~1.8.2~~

~~The City will encourage housing construction that uses the U.S. Green Building Council or the Florida Green Building Coalition land development, new construction and major renovation building standards.~~

Policy ~~1.8.3~~

~~By 2012, determine a threshold and criteria for requiring LEED standards and FGBC and USGBC certification of development and redevelopment projects, and implement those standards and criteria in the LDC. In addition, consider pilot incentive programs to encourage Green building and development Citywide, including the Community Redevelopment District.~~

Policy ~~1.8.4~~

~~Implement the requirements of the latest Florida Energy Efficiency Code for Building Construction that assures a conscious effort toward energy efficiency so that proper equipment, building orientation on site, adequate insulation, and appliance selection will be considered by developers.~~

Policy ~~1.8.5~~

~~By 2012, The City shall require all new construction and major renovations to meet Green Building and site design minimum standards and encourage development to exceed minimum standards with various incentive and promotion programs.~~

GOAL 2:

~~E~~The City shall Encourage the establishment and ~~maintain~~maintenance of a sustainable housing stock that is resilient to a changing climate while maintaining a strong neighborhood and cultural identity.

Objective 2.1-1.8

The City shall encourage and develop incentives, when appropriate, for design and construction techniques and building materials capable of significantly reducing the cost of maintenance and energy consumption of housing while providing for a more healthy and durable home environment.

Policy 2.1.14-8.1

~~P~~The City shall promote sustainable communities by encouraging sustainable and resilient Green housing that conserves natural resources and reduces monthly operating costs.

Policy 2.1.24-8.2

The City will encourage housing construction that uses the U.S. Green Building Council (USGBC) or the Florida Green Building Coalition (FGBC) land development, new construction and major renovation building standards.

Policy 2.1.34-8.3

~~By 2012, determine a threshold and criteria for requiring LEED standards and FGBC and USGBC certification of development and redevelopment projects, and implement those standards and criteria in the LDC. In addition, consider pilot incentive programs to encourage Green building and development Citywide, including the Community Redevelopment District.~~

The City shall encourage utilization of LEED standards or similar best practices for development and redevelopment, as maintained in the Land Development Code.

Policy 2.1.44-8.4

~~Implement the requirements of the latest Florida Energy Efficiency Code for Building Construction that assures a conscious effort toward energy efficiency so that proper equipment, building orientation on site, adequate insulation, and appliance selection will be considered by developers. The City shall continue to promote energy conservation techniques that follow the most current version of the Florida Building Code (FBC), Energy Conservation Standards. Periodic reviews of development regulations and building codes shall be conducted to determine if there are modifications needed to incorporate energy conservation measures in addition to the requirements of the FBC. -POLICY 2.2~~

Policy 2.1.54-8.5

~~By 2012, The City shall require encourage or incentivize all new development and redevelopment to meet Green bBuilding and site design minimum standards as maintained within the Land Development Code. all new construction and major renovations to meet Green Building and site design minimum standards and encourage development to exceed minimum standards with various incentive and promotion programs.~~

Policy 2.1.6

The City shall collaborate with local builders and community development corporations to determine ways builders may incorporate “sSustainable bBuilding” technologies in the construction of housing, through the following means:

- a) Water (e.g., indoor water conservation, low-flow/low-flush fixtures, pervious materials, xeriscaping, reclaimed water irrigation, harvested rainwater, water budget);-
- b) Energy (e.g. Energy Star ratings, traditional, local vernacular techniques of climate sensitive design, passive solar design, landscaping for energy conservation, site development) and unit orientation (e.g. north/south rather than east/west windows) that takes advantage of the natural shade and lighting available, radiant barrier and ridge venting, solar heating and cooling systems, gas heating/cooling systems and appliances, photovoltaic systems, ductwork, fans, energy recovery ventilators programmable thermostats, energy efficient appliances;-
- c) Building materials (e.g., dimensional lumber, wood treatment, engineered structural materials, engineered siding and trim, non-toxic termite control, floor coverings, wood flooring, roofing structural wall panels, insulation, windows and doors, cabinets, finishes and adhesives);- and
- d) Solid Waste Management (e.g., home recycling, construction waste recycling).

Objective 2.21.4

~~In accordance with this comprehensive plan the City shall work to extend the useful life of the existing housing stock. The City shall promote the preservation or rehabilitation of existing housing, including identification of historically- or culturally--significant housing and the re-use of those structures as housing while maintaining the neighborhood quality as maintained in the Land Development Code, through land development regulations.~~

Policy 2.2.1

The City shall encourage the rehabilitation of residential structures to prevent the unintended loss of housing units due to deteriorated conditions.

Policy 2.2.21.4.1

The City shall periodically review and amend, where necessary, the housing and health codes and other standards relating to care and maintenance of residential and neighborhood environments and facilities.

Policy 2.2.31.4.2

The City shall encourage individual homeowners to increase private reinvestment in housing by providing information and technical assistance programs.

Policy 2.2.41.4.3

~~The City shall comply with, in as much as FEMA regulations permit, allow to allow for the rehabilitation of for older, traditionally non-conforming, residential structures to be rebuilt and maintained as domiciles at their existing densities.~~

Measure: ~~The number of housing units improved or maintained~~

V. Infrastructure Plan Element

GOAL 1:

~~The City shall ensure that needed~~ Provide ~~n~~Necessary sanitary sewer, solid waste, and potable water services ~~shall be provided by a safe, and efficient, and cost-effective~~ 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 sanitary sewersewage, solid waste, and potable water system providers ~~to ensure~~such that development permits are issued only when adequate facility capacity is available to serve the development.

Policy 1.1.1

In accordance with Pinellas County, the ~~The~~ Level of sService standards provided by the City for solid waste and potable water shall be:

Facility	Level of Service Standard
Sanitary Sewer	149.4 gallons per day per capita
Solid Waste	1.3 tons per person per year
Potable Water	120 gallons per day per capita

Policy 1.1.2

The Level of Service standard for Sanitary Sewer (wastewater) shall be:

- In accordance with the City of St. Petersburg Northwest Water Reclamation Facility service area and the wholesale wastewater agreement between the City of St. Pete Beach and the City of St. Petersburg, the Level of Service standards for wastewater treatment shall be a minimum of 149.9 gallons per day per capita.
- In accordance with the Land Development Code (LDC), the City shall provide a minimum average daily flow capacity of 200 gallons per day per Equivalent Residential Unit (ERU) for Sanitary Sewer collection and conveyance.

Policy 1.1.23

The replacement or modification of infrastructure facilities shall be compatible with the City's Level of sService ~~level of service~~ standards.

Policy 1.1.34

The City shall maintain formal agreements with Pinellas County to provide potable and reclaimed water, with the City of St. Petersburg to provide ~~sewage~~wastewater treatment, and with a qualified private company to provide solid waste services consistent with the City's adopted levels of service.

Policy 1.1.45

Prior to the issuance of a building permit for future development and/or redevelopment activities, the City shall evaluate and confirm ~~ensure consult with Pinellas County Utilities to ensure~~ that adequate potable water supplies and facilities, as well as sanitary sewer treatment capacity, will be available by the anticipated issuance date of the certificate of occupancy.

Policy 1.1.56

~~The City shall maintain standards within the LDC. The land development regulations and development review procedures shall be used to ensure~~ confirm that all adopted levels of service are maintained. All new development and redevelopment proposals shall be reviewed under the ~~City's Concurrency Management System Ordinance to ensure~~ for compliance with the ~~Level of~~ sService level of service standards as established in this eElement are ~~shall be maintained.~~

Policy 1.1.67

~~In accordance with this Comprehensive Plan, proposed~~ Proposed infrastructure improvements shall be evaluated and ranked in order of priority as defined in the Capital Improvements Element, according to the following guidelines:

- ~~• Project is needed to eliminate a proven or obvious hazard to public health and safety;~~
- ~~• Project is needed to fulfill a legal commitment by the City;~~
- ~~• Project is needed to preserve, maintain, refurbish, achieve full use, or replace existing facilities;~~
- ~~• Project will provide or bring an existing facility up to an adopted level of service;~~
- ~~• Project will increase efficiency or use of existing facilities, prevents or reduces future improvement cost, or provides service to all residents equitably;~~
- ~~• Project furthers policies adopted in other elements of this plan;~~
- ~~• Budget impact of the project, both capital and operating, will be considered, and the Capital Improvements Advisory Committee will consider the financial feasibility of the project; and~~
- ~~• Project will be reviewed for consistency with plans of other agencies having responsibility for public facilities within the jurisdiction.~~

Measures: Achievement of adopted level of service standards

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 when feasible.

Policy 1.2.1

The City shall require the installation of water conservation devices for new construction or the replacements of existing plumbing fixtures.

Policy 1.2.2

The City shall restrict the unnecessary consumption of potable water and reclaimed water, particularly as it relates to irrigation, lawn watering and car washing during periods of drought, supply reduction and other emergencies.

Policy 1.2.3

The City and the County shall continue to provide reclaimed water for use in irrigation and landscaping.

~~Measure: Continued pursuit of reduction in potable water demand and wastewater generation~~

Policy 1.2.4

The City shall follow and enforce the watering schedule and rules outlined by Pinellas County for irrigation using potable water or reclaimed water.

Policy 1.2.5

The City shall encourage efficient use of reclaimed water and limit reclaimed water discharge to drainage systems or surrounding water bodies.

Objective 1.3

The City shall continue to encourage strategies to reduce its per capita generation of solid waste.

Policy 1.3.1

The City shall maintain a resource recovery plan that encourages residents to recycle glass, plastic, aluminum, and newsprint waste products.

~~Measures: No increase in solid waste generation; Participation in resource recovery program~~

Objective 1.4

~~In accordance with this plan, the~~ The City shall enforce the hazardous waste management procedures and applicable ordinances of Pinellas County and the Florida Department of Environmental Protection (FDEP).

Policy 1.4.1

The City, in conjunction with Pinellas County and the neighboring local governments, shall continue an educational program to inform the City's residents of effective methods to safely store and dispose of household and commercial hazardous material and of procedures to follow in emergencies.

~~Measure: Implement hazardous waste and disposal procedures~~

GOAL 2:

The City shall provide an efficient stormwater management and drainage system which protects human life, minimizes property damage, improves stormwater discharge quality, and addresses the risk of peril of flood from sea level rise. An efficient Master Drainage system which protects human life, minimizes property damage, and improves storm water quality and on-site retention shall be provided.

Objective 2.1

In accordance with this plan, St. Pete Beach's land development regulations shall include provisions for requiring compliance with the master drainage plan. The City shall develop and maintain a comprehensive Watershed Management Master Plan (WMMP). The WMMP shall be updated as necessary and as economically feasible.

Policy 2.1.1

The St. Pete Beach's master plan drainage shall require new developments to meet the design requirements (level of service) of the 25-year frequency. Post development runoff shall not exceed pre-development drainage peak discharge rates.

The WMMP shall analyze the combined effects of existing and new development and redevelopment on the City's drainage system and shall outline a plan of action to address current and expected deficiencies.

Policy 2.1.2

The master drainage plan shall maintain standards which, at a minimum, address the following:

- An inventory and evaluation of those areas which currently have flooding problems.
- A hydrological survey of St. Pete Beach, showing the natural and man-made systems.
- The analysis of storm water outfalls for filtering suitability.
- A water quality analysis of storm water runoff and its impact on receiving water bodies and groundwater.
- Corrective measures to improve the drainage system to mitigate known problem areas, with such costs of improvements being proportionally shared by the agencies with drainage infrastructure located within the City boundaries.

The WMMP shall consider the risk of peril of flood from sea-level rise, storm intensification, and tidal conditions in accordance with Sec. 163.3178(2)(f)1, F.S., and incorporate adaptation strategies and principles to allow for consistent implementation of resiliency efforts.

Policy 2.1.3

The master drainage plan 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;
- Implementation activities for establishing priorities for replacement, correcting existing drainage facility deficiencies, and providing for future drainage facility needs

Policy 2.1.4 2.1.3

The WMMP shall include a water quality analysis of stormwater runoff and the impact to receiving water bodies and ground water. The City shall ensure that the master drainage plan the WMMP

contains provisions which maintain the standards established by the ~~Florida Department of Environmental Protection~~ FDEP for Outstanding Florida Waters and Aquatic Preserve designations of Boca Ciega Bay.

Policy ~~2.1.5~~ 2.1.4

The City shall ensure that ~~the master drainage plan~~ the WMMP contains provisions which maintain the standards/programs established by any other agency having jurisdiction.

Policy 2.1.6

~~In support of the master drainage plan the land development regulations shall contain provisions which, at a minimum, protect natural drainage features, found within the City as follows:~~

- ~~• The flood-carrying and flood storage capacity of the 100-year flood plain shall be maintained;~~
- ~~• The prevention of erosion, retardation of runoff and protection of natural functions and values of the flood plain be considered while promoting public usage;~~
- ~~• The City shall require development or development proposals to be consistent with the performance standards regulating development within the designated flood plain;~~

Policy ~~2.1.7~~ 2.1.5

~~Under the master drainage plan~~ the WMMP, the City shall advise its citizens of best practices for stormwater management and the dangers associated with non-point source pollution addressing, at a minimum, the following:

- a. Proper pesticide and fertilizer application practices;
- b. Uses of turf blocks for patios, sidewalks, driveways, etc., to prevent increasing impervious surface area;
- c. The importance to maintaining motor vehicles to prevent the accumulations of oils, grease, transmission fluid, etc., on driveways; and
- d. The importance of regularly collecting and properly composting yard debris to prevent their accumulation ~~of other debris~~ which can adversely affect surface water quality.

Policy ~~2.1.8~~ 2.1.6

In accordance with ~~the master drainage plan~~ the WMMP, the City shall continue to fund drainage improvements through its Capital Improvements Program.

~~Measure: Continued implementation of the master drainage plan~~

Objective 2.2

The City shall establish a Level of Service level of service for drainage in the WMMP and shall outline sStormwater mManagement rRegulations to be maintained within the LDC for new development and redevelopment. Establishment of a level of service for drainage.

Policy 2.2.1

Drainage Level of Service: Minimum drainage requirements for development or re-development shall comply with the requirements maintained in the LDC, the Southwest Florida Water Management District (SWFWMD) Basis of Review (BOR), and all applicable local, State and Federal water quality standards. Drainage facilities shall accommodate the twenty-five (25) year,

~~twenty-four (24)-hour storm event. Unless the City provides a community-wide stormwater facility or utility, retention must be on-site and accommodate the greater of: (a) the first one-half (1/2) inch of stormwater within the boundaries of the project, or (b) the first one (1) inch of storm flow from all roofs, sidewalks, paved surfaces and parking areas. The project must also provide detention for all storm flows. Detention must prevent peak flows after development from exceeding the peak flow prior to development. All drainage facilities shall meet all applicable local, State and federal water quality standards.~~

Policy 2.2.2

~~All new development and redevelopment proposals shall be reviewed by the City under the City's Concurrency Management System Ordinance to ensure confirm the level of service standards established in this element shall be maintained. requirements maintained within the LDC are met.~~

Policy 2.2.3

The City shall utilize best management practices to regularly maintain stormwater facilities and protect stormwater facilities and receiving waterbodies from impacts during construction. The following stormwater management techniques shall be used:

- a. Regular maintenance of retention swales adjacent to City roadways;:-
- b. Use of front, rear and side lot line swales in new development;:-
- c. Use of erosion and runoff control devices during construction;
- d. Where necessary, the City shall consider construction of drainage retention areas in the public right-a-way; and
- e. Where existing waterways are not sea-walled, native marine vegetation shall be used for shoreline stabilization where technically feasible.

Policy 2.2.4

~~Those provisions continued in Policy 2.1.5, which protect natural drainage features, shall be implemented as part of the drainage requirements.~~

Policy 2.2.5 2.2.4

In accordance with the water quality standards established by Sections 62-302 and 62-4, Florida Administrative Code, and other applicable State law, the City shall regulate storm water discharge.

GOAL 3:

~~Land development regulations shall be used to implement this Infrastructure Element.~~

Objective 3.1

~~Land development regulations, consistent with the Comprehensive Plan, shall be maintained and implemented.~~

Policy 3.1.1

~~Land Development regulations shall be adopted which address the requirements of the Infrastructure Element Goals, Objectives, and Policies~~

~~Measure: Achievement and maintenance of standards expressed in the Infrastructure Element~~

GOAL 3:

The City shall maintain streets to a condition that provides safe and comfortable vehicular and pedestrian travel that is efficient and cost effective.

Objective 3.1

The City shall establish a Pavement Condition Index (PCI) rating system to evaluate the condition of the roadway network biannually. The City shall maintain roadways to a minimum rating of at least 70, as economically feasible.

Policy 3.1.1

New development shall be required to construct roadways which meet City or State-Florida Department of Transportation (FDOT) standards.

Policy 3.1.2

The City shall ensure that maintenance, rehabilitation, and reconstruction projects meet the standards established for new construction.

VI. Coastal and Conservation

GOAL 1:

~~To ensure the highest environmental quality possible, the City of St. Pete Beach shall c~~Conserve, protect, and appropriately manage, ~~and, where appropriate, restore, or enhance its~~the City's the natural resources (aquatic, wetland, air, and terrestrial) to ensure the highest environmental quality possible.

Objective 1.1

~~In accordance with this Comprehensive Plan the City shall continue to protect the quality and quantity of surface and groundwater. The City shall continue to conserve, appropriately use, and protect the quality and quantity of current waters that flow into estuarine waters or oceanic waters and protect from activities and land uses known to adversely affect the quality and quantity of identified water sources.~~

Policy 1.1.1

The City shall promote water conservation as an integral part of water management programs, rules, and plans and promote the use of reclaimed water for irrigation. Reclaimed water for irrigation shall not be utilized in excess and shall be implemented to prevent runoff into stormwater systems and ultimately surrounding water bodies. Reclaimed water availability shall be coordinated with Pinellas County and conservation efforts shall be utilized as necessary.

Policy 1.1.2

The City shall continue to cooperate with the Southwest Florida Water Management District (SWFWMD), Pinellas County, and Tampa Bay Water (TBW) to conduct water conservation programs. In the event a water shortage is declared, the City shall support the SWFWMD, Pinellas County, and TBW's, Pinellas County and the SWFWMD's Water Shortage Mitigation Plan in accordance with Chapter 40D-21, Florida Administrative Code (F.A.C.). ~~and develop an emergency water conservation plan.~~

Policy 1.1.3

The City shall continue to support and implement the standards and regulations set forth in the Pinellas Aquatic Preserve Management Plan Pinellas County and Boca Ciega Bay Aquatic Preserve Management Plan (FDEP, 2018) or most current management plan to protect and enhance the water quality of Boca Ciega Bay.

Policy 1.1.4

The City shall require all new development and redevelopment comply with the requirements maintained within the Land Development Code to maintain or improve water quality within Boca Ciega Bay and the Gulf of Mexico. The City shall require all new development and redevelopment to provide onsite retention of storm water runoff to assist in the upgrading of water quality within Boca Ciega Bay and the Gulf of Mexico.

Policy 1.1.5

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

~~Measure: Surface and groundwater quality and quantity~~

Objective 1.2

Regulations for development within the 100-year flood plain, as defined by the Federal Emergency Management Agency (FEMA), shall be strictly enforced and maintained within the Land Development Code.

Policy 1.2.1

New development or redevelopment approvals shall require that post-development run-off rates, volumes and pollutant loads do not exceed predevelopment conditions, as maintained within the Land Development Code.

Policy 1.2.2

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

Policy 1.2.3

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

Policy 1.2.4

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

Policy 1.2.5

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

~~Measure: Continued implementation of flood plain management regulations~~

Policy 1.2.6

The City will cooperate with FEMA to regularly update the 100-year flood plain and continue to enforce FEMA regulations.

Policy 1.2.7

Development is encouraged to design structures to minimize damage from coastal erosion, 100-year flood events, tidal surges from hurricanes and coastal storms and projected sea level rise. An analysis is encouraged for development projects located on a shoreline in order to demonstrate that the development will remain fully functional for its intended use based on the most current and credible sea level rise projections and expected lifespan of the project. Businesses are encouraged to take sea level rise into consideration in their investment decisions and to take mitigation steps to future vulnerabilities.

Objective 1.3

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

Policy 1.3.1

~~In accordance with this Comprehensive Plan, upon identification in the City, areas such as mangroves and marsh areas shall be identified on the Future Land Use Map as conservation areas. The City shall identify conservation preservation areas within the Future Land Use Element map series.~~

Policy 1.3.2

~~Conservation Preservation areas, including mangrove and marsh areas, shall be maintained in accordance with Pinellas County and State regulatory requirements.~~

Policy 1.3.2 1.3.3

~~Projects (e.g., marinas, causeways and dredging) which could inhibit tidal circulation shall include measures to maintain or improve tidal circulation and flushing, as required and maintained by regulatory agencies.~~

Policy 1.3.3 1.3.4

~~Any project which produces changes in could impact tidal circulation patterns shall be approved require review and approval by the City and regulatory agencies only after sufficient hydrographic information is available to allow an accurate evaluation on the net environmental impacts of the project.~~

Policy 1.3.4 1.3.5

~~The City shall preserve the mangrove island, known as 'Fuller Island,' located in Little McPherson Bayou in its natural state.~~

~~Measure: Implementation of land regulations which protect environmental systems~~

Objective 1.4

The City shall conserve, appropriately use and protect native vegetation.

Policy 1.4.1

~~The City shall require that all new development preserve at a minimum 25 percent of the native vegetation on site when applicable, as maintained in the Land Development Code. This should not be interpreted to allow development in wetland, or protected areas.~~

Policy 1.4.2

~~Native vegetation shall receive priority in the landscaping.~~

~~All new development and redevelopment shall incorporate Florida-Friendly Landscaping (FFL) principles.~~

Policy 1.4.3

~~The City shall encourage shorelines lacking wetland vegetation to be planted with native vegetation in order to minimize potential flood damage, stabilize the shoreline and trap sediments and other non-point source pollutants, and provide additional habitat for fish and wildlife.~~

Policy 1.4.4

~~The City shall encourage the removal of exotic invasive plants, as listed by Florida's Exotic Pest Plants Council, including, but not limited to the Australian Pine (Casaurina spp.), Chinese Tallow (Aleurites spp.), Carrotwood (Cupianopsis anacardioides), Punk (cajeput) tree (Malaleuca~~

~~leucodendron), and Brazilian Pepper (also known as the Florida Holly) (Schinus terebinthifolius), requiring removal at the time of development or redevelopment of a property having such vegetation.~~

Policy 1.4.5

The City shall consider soil conditions and vegetation classifications when designating land use categories in order to measure their suitability.

Policy 1.4.6

Fill shall not be used to elevate structures in ~~native vegetation conservation~~ preservation areas, as identified in the Future Land Use Element.

Policy 1.4.7

~~Although limited natural resources remain in the City of St. Pete Beach, every effort shall be taken to protect these resources as follows: The City shall protect natural resources as follows:~~

- a. ~~▲~~ Recreational development shall be compatible with the surrounding environment;
- b. ~~▲~~ The clearing of trees and wetland vegetation shall be prohibited, unless a mitigation plan is submitted and approved by the City, the objective being no net loss of wetlands and trees; and
- c. ~~▲~~ All applications for site development approval shall be subject to site plan review in accordance with the Land Development Code ~~and development regulations.~~

~~Measure: Greater use of native vegetation within new projects and the continued protection of existing shorelines~~

Objective 1.5

~~In accordance with this Comprehensive Plan, the~~ The City shall protect, to the maximum extent possible, species with special status from adverse impacts due to loss of natural foraging, feeding, nesting, and brooding habitats.

Policy 1.5.1

The City shall assist in the application of and compliance with all state and federal regulations pertaining to species of special status, ~~(e.g., endangered, rare, species of special concern and threatened).~~

Policy 1.5.2

By working with agencies following state and federal guidelines, beach ~~Beach~~ re-nourishment projects shall protect sea turtle nesting areas by limiting construction in such areas to winter and spring months, ~~or by working with agencies following state and federal guidelines.~~

Policy 1.5.3

~~The City shall establish a public information program calling for the protection of those sea turtle nesting areas located within the community.~~

Policy 1.5.4

~~All spoil islands shall be designated bird sanctuaries.~~

Policy ~~1.5.5~~ 1.5.3

The City shall work in cooperation with the Florida Department of Environmental Protection (FDEP), U. S Fish and Wildlife Service, Pinellas County Coastal Management and other state and federal agencies to develop and enforce an area-specific sea turtle and manatee protection plan in order to ensure long-range sea turtle, manatee, and habitat protection.

Policy ~~1.5.6~~ 1.5.4

Manatees shall be protected from injury and disturbance resulting from aquatic commercial and recreational activities. Habitat of special significance to manatees, including additions to publicly owned preserves and refuges, shall be protected.

Policy ~~1.5.7~~

~~Habitat of special significance to manatees, including additions to publicly owned preserves and refuges, shall be protected.~~

~~Measure: Implementation of protective measures~~

Objective 1.6

The City of ~~St. Pete Beach~~ shall ~~increase~~ maintain its involvement in monitoring and enforcing the proper handling, treatment and disposal of hazardous waste within its jurisdiction.

Policy 1.6.1

The City shall work with the ~~Florida Department of Environmental Protection~~ FDEP, the Tampa Bay Regional Planning Council, and Pinellas County in developing an emergency response plan to handle accidents involving hazardous waste.

Policy 1.6.2

A program shall be developed to regulate and monitor small generators of hazardous wastes to protect natural resources and public health.

Policy 1.6.3

Recycling of hazardous waste products such as oils, solvents and paints shall be promoted by the City.

Policy 1.6.4

The City of ~~St. Pete Beach~~, in conjunction with the Tampa Bay Regional Planning Council, Pinellas County and neighboring municipalities, shall support an ongoing educational program to inform the City's residents of effective methods to safely store and dispose of household and commercial hazardous material.

~~Measure: Continued participation in hazardous waste management efforts~~

Policy 1.6.5

The City shall support the monitoring of hazardous waste-producing sites for potential environmental impacts by the appropriate regulatory agency or the owner/operator of the site.

Objective 1.7

The City shall continue efforts to ~~comply with~~ meet or exceed all state and federal standards for air quality.

Policy 1.7.1

The City shall work, in cooperation with other agencies, to reduce the potential for automobile emissions pollution by the following measures:

- a. ~~Require vegetative buffer strips between roadways and residential development; when feasible~~
- b. ~~Promote efficient alternative transportation modes such as car pooling, pedestrian and bicycle paths; Reduce the dependence on single-occupant vehicle trips, and encourage the use of bicycle, pedestrian and transit modes as a means of commuting and recreational mobility~~
- c. ~~Assure continued operation of roadways at acceptable levels of service. Encourage the use of electric vehicles by providing charging stations when feasible~~

~~Measure: Improved air quality~~

Policy 1.7.2

The City shall require compliance with Pinellas County requirements for vapor control systems for all new and reconstructed gasoline stations.

Objective 1.8

As an ongoing objective, the City shall make efforts to ~~assure~~ ensure that Boca Ciega Bay maintains the Outstanding Florida Waters designation as outlined in Chapter 62-302.700, F.A.C.

Policy 1.8.1

No new point sources shall be permitted to discharge from the City of St. Pete Beach into Boca Ciega Bay or into ditches or canals that flow into the bay.

Policy 1.8.2

In order to reduce non-point source pollutant loading, ~~a stormwater management plan~~ the Watershed Management Master Plan (WMMP) shall follow the regulations set out in ~~Chapter 17-25, FAC~~ Chapter 62-330, F.A.C.

Policy 1.8.3

In order to reduce non-point source pollutant loading and improve the functioning of the City's drainage system, dumping of debris of any kind (e.g., yard clippings and trimmings), into drainage ditches, canals and storm water control structures shall be prohibited.

Policy 1.8.4

~~Through the~~ The City shall coordinate with neighboring municipalities, Pinellas County, Planning Council and the Tampa Bay Regional Planning Council, the City shall coordinate with neighboring municipalities and the County to protect estuaries which are within the jurisdiction of more than one local government; This may include including methods for coordinating with other local governments to ensure adequate sites for water-dependent uses, preventing estuarine pollution, controlling surface water runoff, protecting living marine resources, reducing exposure to natural hazards, and ensuring public access.

Policy 1.8.5

The City shall, ~~and require others to, utilize~~ require that construction and maintenance methods ~~that~~ do not adversely affect water quality or water flow.

Policy 1.8.6

No dredging will be allowed ~~within the corporate limits~~ without consent of the City and all other applicable regulatory agencies.

~~Measure: Continued designation of Boca Ciega Bay as Outstanding Florida Waters~~

Policy 1.8.7

Alterations and improvements to the drainage system shall preserve, to the maximum extent possible, natural drainage characteristics (such as wetlands), existing vegetation and trees, and natural topography.

Objective 1.9

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

Policy 1.9.1

Construction seaward of the Coastal Construction Control Line shall be subject to the permitting procedures pursuant to Chapter 161, Part 1 of the Florida Statutes.

Policy 1.9.2

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

Policy 1.9.3

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

Policy 1.9.4

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

- a. ~~1.~~ Stabilization projects utilizing native vegetation;
- b. ~~2.~~ Develop an educational program emphasizing the need to protect the coastline; and
- c. ~~3.~~ Construction of dune walkover structures.

Policy 1.9.56

The City shall limit shoreline development that will adversely impact marine fisheries habitats.

Policy 1.9.7

~~Recreational and commercial working waterfronts are defined as a parcel or parcels of real property that provide access for water dependent commercial activities or provide access for the public to the navigable waters of the state. Recreational and commercial working waterfronts require direct access to or a location on, over, or adjacent to a navigable body of water. The term includes water dependent facilities that are open to the public and offer public access by vessels to the waters of the state or that are support facilities for recreational, commercial, research, or~~

~~governmental vessels. These facilities include docks, wharfs, lifts, wet and dry marinas, boat ramps, boat hauling and repair facilities, commercial fishing facilities, boat construction facilities, and other support structures over the water.~~

Policy 1.9.68

~~The City shall protect and encourage the development of recreational and commercial working waterfronts as feasible. The City shall protect its recreational and commercial working waterfronts by considering the following strategies:~~

- ~~• Investigating the feasibility of investing directly in property preservation through land acquisition;~~
 - ~~• Applying for grants to improve or develop City-owned waterfront recreational facilities, including parks, boat ramps, boardwalks, and marinas;~~
 - ~~• Amending the Land Development Code to provide design standards for marinas;~~
 - ~~• Coordinating with Pinellas County to implement the Working Waterfront Tax Deferral Program.~~
- ~~Measure: Continued enforcement of beach management and coastal construction regulations~~

Objective 1.10

~~The City shall participate in an intergovernmental coordination process to protect coastal resources which shall address natural systems on a system-wide basis, in accordance with the Intergovernmental Coordination Element, regardless of political boundaries.~~

Policy 1.10.1

~~The City shall participate with the U. S. Army Corps of Engineers and the Pinellas County in addressing the environmental issues associated with the maintenance of navigational channels.~~

Policy 1.10.2

~~The City shall participate with the City of Treasure Island, Pinellas County and appropriate neighboring communities, state and federal agencies in the implementation of coastal management efforts.~~

~~Measure: Establishment of intergovernmental coordination mechanism to manage coastal resources~~

Objective 1.11

~~In accordance with this Comprehensive Plan the City will periodically assess its public beach access needs.~~

Policy 1.11.1

~~The City shall continue providing adequate public access to beaches and shorelines.~~

~~Measure: Assurance of adequate beach access~~

GOAL 2:

~~The City shall maintain provisions in the Land Development Code provide a set of guidelines for development that strive to protect the lives and property of its residents from the effects of natural disasters and sea level rise.~~

Objective 2.1

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

Policy 2.1.1

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

Policy 2.1.2

The City shall not support or finance sewer ~~and water~~ line extensions or expansions within the ~~Coastal High Hazard Area~~CHHA ~~which will encourage solely to accommodate future growth beyond the density identified within the Future Land Use Element. /higher densities in these vulnerable areas.~~

Policy 2.1.3

The City shall continue to plan and fund infrastructure and services consistent with the level of service adopted herein and shall ensure that permits for development and redevelopment activities are issued only if public facilities necessary to meet the level of service standards adopted pursuant to this Comprehensive Plan are available concurrent with the impacts of the development.

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

Objective 2.2

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

Policy 2.2.1

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

Policy 2.2.2

The City shall maintain allowable densities in the ~~Coastal High Hazard Area~~CHHA consistent with the Future Land Use Map ~~of this Comprehensive Plan.~~

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

Objective 2.3

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

Policy 2.3.1

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

Policy 2.3.2

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

Policy 2.3.3

City emergency response personnel ~~and volunteers~~ shall coordinate with county and state emergency response agencies in emergency planning, including communications, traffic control and warning operations, to ~~conduct effect~~ a safe and efficient evacuation of the City, in compliance with a Hurricane Preparedness Plan.

- ~~• The adopted level of service standard for out-of-county hurricane evacuation clearance time for a category five storm event as measured on the Saffir-Simpson Scale shall be 16 hours.~~

~~Measure: Maintenance of adequate hurricane evacuation clearance times~~

Policy 2.3.4

The City, in coordination with other agencies, shall continue to maintain a Hurricane Preparedness Plan that identifies evacuation routes and the level of service standard for out-of-county hurricane evacuation clearance times.

Objective 2.4

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

Policy 2.4.1

The City, in coordination with other agencies, shall continue to maintain and update its local Hurricane Preparedness Plan and identify hazard mitigation efforts.

Policy 2.4.2

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

Policy 2.4.3

The City shall periodically review ~~existing~~ coastal construction ~~building codes~~ best practices and implement changes to the ~~standards~~ Land Development Code as are found to be appropriate and useful.

Policy 2.4.4

Recognizing the ~~entire~~ majority of the community is located within the ~~Coastal High Hazard Area~~ CHHA and the 100-year flood plain, the City shall adopt and strictly enforce all appropriate

federal, state, and local coastal construction codes, and coastal setback requirements, ~~as amended.~~

Policy 2.4.5

~~Special care facilities shall be permitted with the City provided that verification is provided that~~
The City will continue to coordinate with local and state agencies to maintain adequate provisions for safe and efficient evacuation for vulnerable populations, and sheltering are assured.

Policy 2.4.6

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

~~Measure: Improved hazard mitigation and community preparedness~~

Objective 2.5:

The City shall incorporate adaptation strategies and principles into City processes and plans to allow for consistent implementation of resiliency efforts in all City functions.

Policy 2.5.1

The City shall integrate adaptation and resiliency goals, principles and strategies into existing and future City processes and city-wide plans and documents.

Policy 2.5.2

The City shall collaborate and coordinate with appropriate local, regional, state, and national governmental agencies, to the extent possible, toward the implementation of adaptation strategies and to identify risks, vulnerabilities and opportunities associated with coastal hazards and the impacts from sea level rise.

Policy 2.5.3

The City shall collaborate with neighborhood associations, civic groups, and local service providers to identify and address neighborhood-specific needs within neighborhood and commercial areas.

Policy 2.5.4

The City shall continue routinely review and update resiliency information as available.

GOAL 3:

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

Objective 3.1

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

Policy 3.1.1

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

Policy 3.1.2

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

- a. ➤ Post-disaster building construction;
- b. ➤ Repair and replacement of infrastructure ~~elements~~;
- c. ➤ Repair and replacement of storm water management systems and facilities; and
- d. ➤ Beach and dune restoration.

Policy 3.1.3

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

Policy 3.1.4

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

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

Policy 3.1.4

The City shall establish a set of reconstruction permitting procedures to be maintained in the post-disaster redevelopment plan.

Objective 3.2

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

Policy 3.2.1

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

Policy 3.2.2

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

- a. ➤ Assess preliminary damage reports;
- b. ➤ Take necessary steps to seek financial assistance from the appropriate state and federal agencies;
- c. ➤ Authorize immediate clean-up and repairs necessary to protect the public health, safety and welfare;
- d. ➤ Identify areas within the community where minor, moderate and major damage has occurred;
- e. ➤ Recommend to the City Commission appropriate hazard mitigation policies that should be implemented in response to the disaster; and

- ~~Measure: Having a workable disaster recovery plan~~

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

~~Policy 3.3.2~~

~~Measure: Establishment of reconstruction permitting procedures~~

The City shall enact key reconstruction and redevelopment strategies which will promote hazard mitigation in the event of storm events or sea level rise, applicable to St. Pete Beach.

~~Policy 3.4.2~~

- ~~• Reconstruction according to more stringent building and construction standards.~~

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

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- e. • Enhancement of the long-term economic vitality of the local commercial base.

Policy ~~3.4.4~~ 3.3.2

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

Policy ~~3.4.5~~ 3.3.3

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

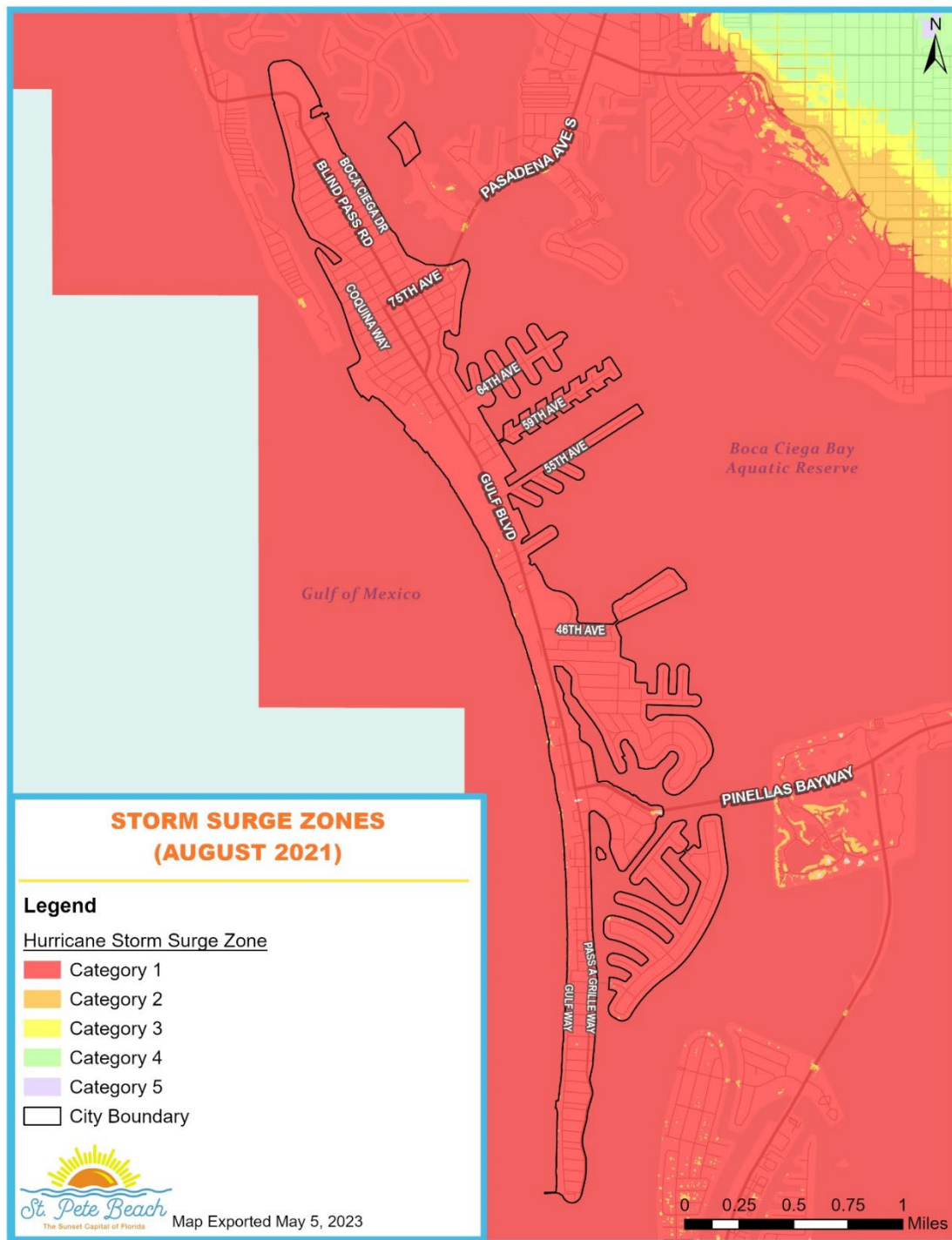
~~Measure: Implementation of hazard mitigation policies during reconstruction recovery plan~~

~~Map 10. Coastal High Hazard Area - Storm Surge for Category 1 (2007), St. Pete Beach, FL~~

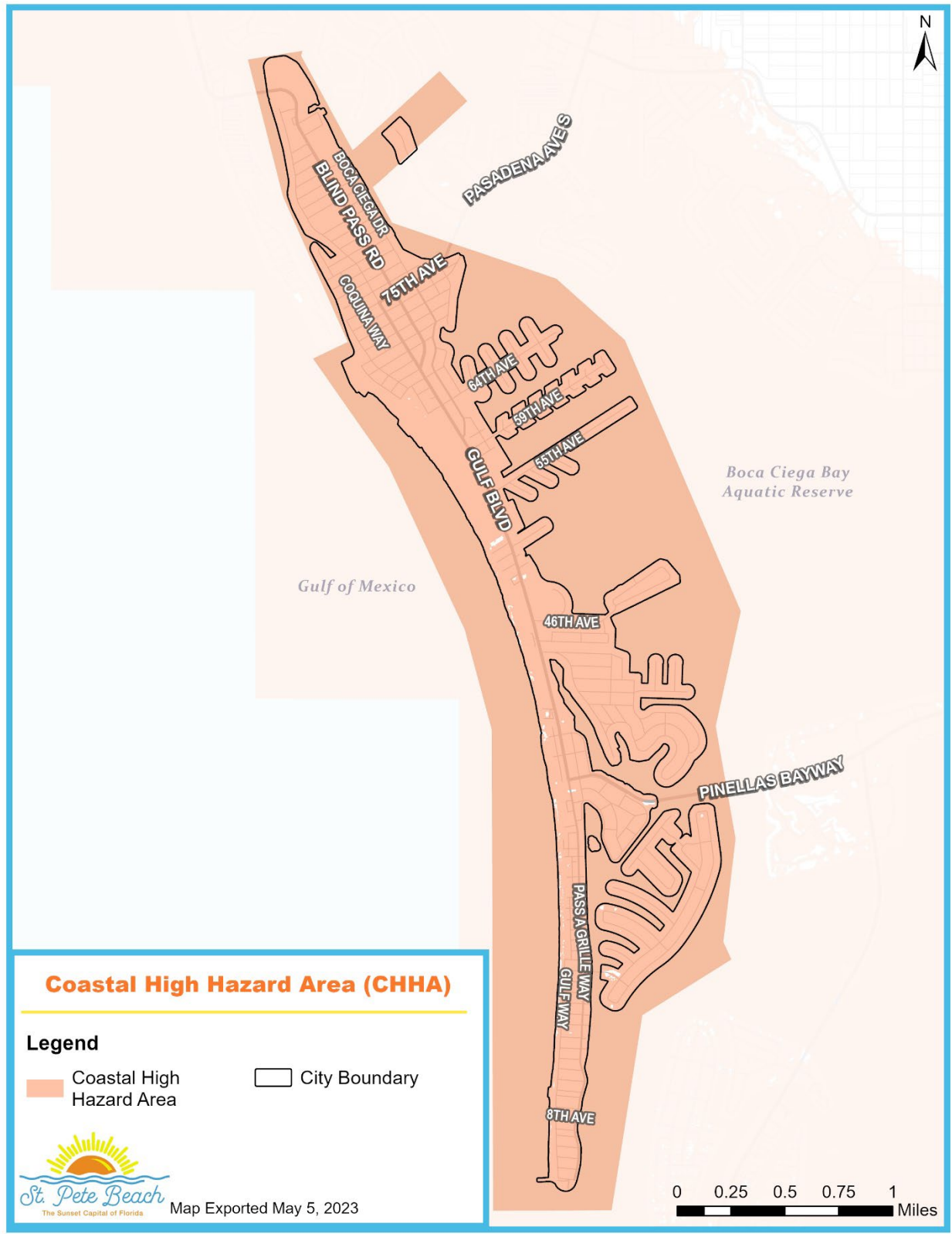
~~Source: Pinellas County Planning Department, March 6, 2007~~



Map 6-1. Hurricane Storm Surge Zones (2021), St. Pete Beach, FL
Source: *Florida Department of Emergency Management, August 2021*



Map 6-2. Coastal High Hazard Area (CHHA), St. Pete Beach, FL
Source: Forward Pinellas, December 2022



VII. Recreation and Open Space

GOAL 1:

~~The City shall ensure~~ Promote the provision, protection, and maintenance of a coordinated, efficient and accessible system of public and private recreation ~~recreational parks and facilities~~ open spaces which shall meet the needs of the City's current and future residents, visitors, and tourists without compromising existing habitats and preservations.

Objective 1.1

The City shall, in cooperation with other governmental agencies, ~~provide, and maintain, and expand~~ a system of ~~parks recreation and recreation facilities~~ open spaces (including beaches and shores) and access to the same, meeting the needs of current and future residents, visitors, and tourists.

Policy 1.1.1

In accordance with the generally recognized standards for ~~recreational recreation and open spaces facilities~~, the City of ~~St. Pete Beach~~ shall ~~work to achieve and maintain~~ the following ~~Levels of sService:~~

Tennis Racket Sports	4 3 Courts per 2,000 population
Basketball	1 Court per 5,000 population
Baseball/Softball	1 Field per 6,000 population
Boat Ramps/Docks	1 Ramp/Dock per 5,000 population
Bicycle Trails	4 Mile per 5,000 population
Fishing	1 Site per 5,000 population
Picnic Area	1 Acre per 6,000 population
Shuffleboard	1 Court per 5,000 population

Policy 1.1.2

The City shall encourage the use of bicycles for recreational purposes and/or as an alternative means of local transportation consistent with the Transportation eElement. ~~and shall provide infrastructure and signs along appropriate designated roadways to alert motorists to share the road with bicycles.~~

Policy 1.1.3

~~Park and recreation~~ Recreation and open space lands will be planned for multiple uses and located in areas most accessible and suitable to satisfy the needs of the permanent and seasonal population, visitors, and tourists.

Policy 1.1.4

Land set aside by new development for recreational purposes shall be determined suitable for that purpose during the site planning process and should not be land which is remaining after development.

Policy 1.1.5

~~The designation and acquisition of recreation and park sites shall be in accordance with long-range comprehensive plans for city development and redevelopment.~~

Policy 1.1.6

~~The City shall ensure that recreation and historic park sites be held inviolate against diversion to other uses.~~

Policy ~~1.1.7~~ 1.1.5

The City shall encourage a variety of versatile and resilient recreation and open spaces for activities, including the utilization of unique natural features, green infrastructure and scenic areas.

Policy ~~1.1.8~~ 1.1.6

The City shall maintain adequate public access points to all recreation ~~sites~~ and open spaces including beaches, waterways, and shores.

Policy ~~1.1.9~~ 1.1.7

~~The City shall maintain standards within the Land Development Code for 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.~~

~~Measure: Parks and recreation facility standards and access requirements met~~

Objective 1.2

~~In accordance with this Comprehensive Plan the~~ The City shall attempt to coordinate public and private recreation resources.

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. The City shall encourage public art to be incorporated into all private development through incentives outlined in the Land Development Code.

~~Measure: Continued accomplishment of this objective through the ongoing support of the Parks, Beautification and Leisure Services Committee~~

Policy 1.2.2

The City shall coordinate with the Pinellas County School Board and Private Schools where possible to provide additional recreational services or shared recreation and open space opportunities.

Objective 1.3

~~In accordance with this Comprehensive Plan, lands~~ Lands designated as Recreation and Open Space or Preservation ~~on the Future Land Use Map will~~shall be protected from incompatible land uses.

Policy 1.3.1

~~The City shall implement land development regulations which include~~ maintain specific recreation and 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 and integration of green infrastructure within the Land Development Code.

Policy 1.3.2

The City shall encourage the provision of recreation and open space areas within private developments.

Policy 1.3.3

~~Open space in parks shall be maintained to protect and preserve native habitats and provide passive recreation opportunities.~~

Policy ~~1.3.4~~ 1.3.3

Open space shall be used to buffer incompatible recreational activities or land uses.

Policy 1.3.5

~~The City shall protect and maintain natural reservations.~~

~~Measure: The continued provision, protection and maintenance of open spaces, beaches and recreational opportunities~~

Policy 1.3.4

Recreation and open spaces shall be designed so as to minimize the impact of human activities on natural systems, consistent with the ~~g~~Goals, ~~e~~Objectives, and ~~p~~Policies of the Coastal and Conservation Element.

Objective 1.4

~~In accordance with this Comprehensive Plan, the~~ The City shall continue to be ~~responsive~~ sensitive to the needs of both the permanent and seasonal population.

Policy 1.4.1

~~In accordance with this Comprehensive Plan, access to park and recreation facilities and services shall be provided for the elderly, handicapped and economically disadvantaged.~~

The City shall ~~ensure~~ require public accessibility to recreation and open space areas that are age-friendly and accessible for people of all ages and abilities, consistent with the AARP Age-Friendly Community Initiative.

Policy 1.4.2

Parking facilities for ~~the handicapped~~ persons with a mobility or physical disability and cyclists shall be provided at parks and other ~~recreation facilities~~ recreation and open spaces.

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 and open space sites shall be maintained and shall be designed to protect the integrity of natural features including, where present, beaches and shores.

~~Measure: The lack of complaints on accessibility to parks and recreation facilities~~

Policy 1.4.4

Recreation and open space connectivity shall be encouraged through multimodal transportation networks.

Policy 1.4.5

Recreation and open spaces shall adhere to Crime Prevention Through Environmental Design (CPTED) principles to ensure public safety.

Objective 1.5

~~In accordance with this Comprehensive Plan, the~~ The City shall provide park and recreation and open space facilities in an economically efficient manner.

Policy 1.5.1

The City shall actively pursue funding for ~~park and recreation~~ and open space facilities, including County, State, ~~and Federal,~~ and third-party assistance funds.

Policy 1.5.2

The City shall preserve, maintain, and enhance existing ~~parks and recreation~~ and open space facilities through the use of adequate operating budgets, user fees, and proper management techniques.

Policy 1.5.3

Methods such as tax incentives, impact fees, and density transfers, shall be considered where appropriate ~~encouraged~~ for the improvement of ~~city~~ recreation and open space sites.

Policy 1.5.4

The City shall include funds for the maintenance and improvement of its recreation and open space sites in its Capital Improvements Program.

~~Measure: The continued availability of attractive and user-friendly recreational opportunities~~

Objective 1.6

The City shall continue to encourage social and cultural celebrations or activities as part of the City's annual budget process.

Policy 1.6.1

The City will communicate the impact of special events with neighbors, local businesses, and residents that are impacted by these events.

Objective 1.7

The City shall continue to develop, maintain, and improve upon its recreational system of parks, trails, and open spaces and shall consider maintaining a Recreation and Open Space Connectivity Master Plan when economically feasible.

Policy 1.7.1

The City shall consider updating the Level of Service (LOS) standards as part of the Recreation and Open Space Connectivity Master Plan.

Policy 1.7.2

The City shall consider standardizing identification signs for its park facilities and improve the wayfinding system by including entrance signs into the City and developing a standard system for directing drivers, cyclists, and pedestrians to parks and other points of interest.

Policy 1.7.3

The City shall assess recreation and open space facilities and identify needs or improvements to meet the needs of the ever-evolving community as economically feasible.

Policy 1.7.4

The City shall maintain an impact fee schedule to ensure that new development pays a proportionate share for new recreation and open space facilities.

Park Impact Fees for new Impact Fee Schedule

VIII. Capital Improvements⁴⁴

GOAL 1:

~~The City shall undertake~~ Undertake fiscal actions necessary to provide and maintain public facilities for all residents, within its jurisdiction, at or exceeding the adopted levels of service standards.

Objective 1.1

Capital improvements will be provided to correct existing deficiencies, to accommodate desired future growth, and to replace ~~worn-out~~ dilapidated or obsolete facilities, as indicated in the five-year schedule of improvements which are designed to correct existing deficiencies identified in this Element. ~~element~~.

Policy 1.1.1

The City shall evaluate and establish priorities for projects proposed for inclusion in the five-year schedule of improvements.

Policy 1.1.2

The City shall ~~annually~~ develop and update a multi-year Capital Improvement Plan (CIP) on an annual basis.

Policy 1.1.3

The City shall adopt a Capital Improvements budget and amend its Five-Year Capital Improvements Schedule on an annual basis.

Policy 1.1.4

The City shall use clear guidelines when evaluating and prioritizing proposed ~~Proposed~~ capital improvement projects, including but not limited to the following: ~~shall be evaluated and priorities established according to the following guidelines:~~

- a. ~~Project~~ The project is needed to eliminate a proven or obvious hazard to public health and safety;
- b. ~~Project~~ The project is needed to fulfill a legal commitment by the City;
- c. ~~Project~~ The project is needed to preserve, maintain, refurbish, achieve full use, or replace existing facilities;
- d. ~~Project~~ The project will provide or bring an existing facility up to an adopted ~~Level of~~ Service;
- e. ~~Project~~ The project will increase efficiency or use of existing facilities, prevents or reduces future improvement cost, or provides service to all residents equitably;
- f. ~~Project~~ The project furthers policies adopted in other ~~e~~ Elements of this Comprehensive Plan plan;
- g. ~~Project~~ The project is needed to accommodate facility demands resulting from new development or re-development;
- h. ~~Project~~ The project will increase the economic base or quality of life of the residents;
- i. The project's impact on the City's budget ~~Budget impact of project~~, both capital and operating, will be considered and the City's designated committee will consider the financial feasibility of the project; and

- j. ~~Project~~ The project will be reviewed for consistency with relevant plans of other agencies having responsibility for public facilities within the City jurisdiction.

Policy 1.1.5

As appropriate, efforts shall be made to secure grants ~~or~~, private funds, and public-private partnerships on a continuing basis whenever available to finance capital improvements and infrastructure improvements.

Policy 1.1.6

It is the policy of the City to set a capital improvements cost threshold of \$25,000 for ~~proposed capital improvements~~ projects to be included in the Capital Improvements Element of the City's adopted Comprehensive Plan.

Policy 1.1.7

Existing and anticipated capacity deficiencies identified in other ~~e~~Elements of this Plan may be corrected according to the Capital Improvements adopted via Ordinance, subject to the annual review of the CIE (Capital Improvements Element) by the City Commission.

Objective 1.2

The City shall manage its debt in a manner to maintain ~~retain~~ the integrity of its fiscal resources.

Policy 1.2.1

The City shall not incur any form of debt ~~indebtedness~~ that would result in reducing its ability to be rated for a bond issue.

Policy 1.2.2

The City shall confine long-term borrowing to capital improvements too large to be financed from current revenues.

Policy 1.2.3

The City Commission will only approve bond issues structured to be paid back within a period not to exceed the expected useful life of the capital project.

Policy 1.2.4

Where possible, special assessment, revenue, or other self-supporting bonds will be used instead of general obligation bonds.

Policy 1.2.5

Total debt service for general obligation debt shall not exceed 10 percent of net operating revenues.

Objective 1.3

The City shall utilize its fiscal resources to eliminate any identified existing deficiencies and ensure the provision of needed capital improvements at adopted levels of service as specified in the ~~e~~Elements of ~~this e~~Comprehensive ~~p~~Plan.

Policy 1.3.1

The City, ~~through its representative on the Pinellas Planning Council,~~ shall work with other governmental jurisdictions to establish a strategy to ensure that the entire cost of providing necessary capital facilities, at adopted levels of service, for any ~~future~~ new development or redevelopment within the jurisdiction shall not be borne by existing residents.

Policy 1.3.2

The City shall coordinate with ~~the~~ Pinellas County, other state agencies, water management district, and other municipalities that provide public facilities within the City's jurisdiction to ensure projects are funded in a fiscally equitable manner, apportioning the costs of growth among those who are responsible for it.

Policy 1.3.3

The City shall, when appropriate, collect impact fees in cooperation with other levels of government. The City shall review the impact fees, or similar mechanisms, as necessary to ensure new development pays a proportionate share of the capital facility and capacity improvements costs needed to address the demands generated by new development.

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 sService ~~level of service~~ standards established in this ~~eElement~~ will ~~shall~~ be maintained.

Policy 1.3.5

Land use decisions and available or projected fiscal resources shall be coordinated with the Capital Improvements Plan Schedule to ensure that Level of sService ~~level of service~~ standards will be met.

Policy 1.3.6

The adopted Level of sService ~~levels of service~~ for public facilities within the jurisdiction of the City shall be those adopted in the other ~~eElements~~ of this Comprehensive Plan.

Objective 1.4

In recognition of the fact the community is located within the identified Coastal High Hazard Area (CHHA), as redefined by Chapter 163.3178(2)(h), Florida Statutes, public expenditures that subsidize development in Coastal High Hazard Areas shall be limited, to the extent practical, to those improvements necessary to existing development or new development that is consistent with the adopted Future Land Use Map (FLUM) and latest Florida Building Code.

Policy 1.4.1

The City shall expend funds in CHHA ~~Coastal High Hazard Areas~~ only for existing development or new development that is consistent with the adopted FLUM ~~Future Land Use Map~~.

Objective 1.5

~~Concurrency Management~~– The City shall use ~~Level of sServicelevel of service~~ standards to measure the adequacy of existing public facilities and to ensure that future development will be served with adequate public facilities.

Policy 1.5.1

~~Pursuant to Chapter 163, F.S. the City shall require that the~~ The City shall not issue any development permits ~~for development~~ unless the applicant or developer submits an application for concurrency, utilizing best available data and professionally accepted methodologies, as well as documentation from the facility provider, that demonstrates to the City's satisfaction that public facilities required by the subject development will be in place concurrent with the impacts of development. Furthermore, the applicant shall assure the City that the subject development will not reduce the ~~Level of sServicelevel of service~~ associated with public facilities serving the development below the adopted ~~Level of sServicelevel of service~~ standards. Public facilities for the purpose of concurrency shall mean facilities related to roads ~~traffic~~, drainage, solid waste, potable water, and wastewater.

Policy 1.5.2

A concurrency certificate shall be required prior to the issuance of any final development permit. Final development permits shall contain a specific site plan for development including the densities and intensities of development.

Policy 1.5.23

The following criteria shall be used to determine when concurrency has been satisfied for potable water, sanitary sewer, solid waste, and drainage:

- a. The necessary facilities and services are in place at the time the development order is issued;
- b. A development order is issued subject to the conditions that the necessary facilities and services will be in place when the impacts of development occur; or
- c. At the time the development order is issued, the necessary facilities and services are guaranteed in an enforceable development agreement.

Policy 1.5.34

The following criteria shall be used to determine when concurrency has been satisfied for roads:

- a. The necessary facilities and services are in place or under construction at the time the development permit is issued;
- b. A development permit is issued subject to the condition that the necessary facilities and services needed to serve the new development are scheduled to be in place or under construction not more than three (3) years after the issuance of the development order, and the facilities and services are included in the City's five (5)-year schedule of capital improvements. The schedule of capital improvements may recognize and include transportation projects included in the first three (3) years of the Florida DOT five (5)-year work program; or
- c. At the time a development permit is issued, the necessary facilities and services are guaranteed in an enforceable development agreement to be available or under construction not more than three (3) years after the development permit is issued.

Policy ~~1.5.4~~1.5.5

As part of the preparation of the five (5)-year schedule of capital improvements, the City shall prepare an annual report that details the capacity or deficiency of the following public facilities: roads, sanitary sewer, solid waste, drainage, potable water, based on best available data from the service provider. The annual report shall, at a minimum, include the following information for each facility:

- a. Adopted ~~Level of sService~~level of service standard;
- b. Existing deficiency or capacity;
- c. Reserved capacity for approved, but un-built, development;
- d. Improvements to be made by all approved developments; and
- e. Improvements to be made by the City or any other governmental agency.

Policy 1.5.~~56~~

The City shall not issue a development permit within those areas of the City where public facilities do not meet the adopted ~~Level of sService~~level of service standards. ~~The areas to be evaluated to determine whether public facilities meet the adopted level of service standard are described for each type of public facility, as follows:~~

- ~~a. Roads City-wide~~
- ~~b. Sanitary sewer City-wide;~~
- ~~c. Solid waste City-wide;~~
- ~~d. Drainage City-wide;~~
- ~~e. Potable water City-wide.~~

Policy ~~1.5.6~~

~~The City shall establish a monitoring system to monitor the remaining capacity and deficiencies of the public facilities addressed in the Capital Improvements Element and to determine whether concurrency certificates shall be issued.~~

Policy ~~1.5.7~~

~~A concurrency certificate shall be required prior to the issuance of any final development permit. Final development permits shall contain a specific site plan for development including the densities and intensities of development.~~

~~(Ord. No. 2017-03, § 2(Exh. A), 2-28-2017)~~

Footnotes:

~~—(1)—~~

~~**Editor's note**—Ord. No. 2017-03, § 2(Exh. A), adopted Feb. 28, 2017, amended Part VIII, in effect, repealing and replacing Part VIII as set out herein. Former Part VIII pertained to similar subject matter.~~

IX. Intergovernmental Coordination

GOAL 1:

Establish a regular means of communication among officials of two or more political or other jurisdictions for the purpose of addressing and resolving issues of mutual interest that arise from the City's local government's eComprehensive pPlan and plans of others.

Objective 1.1

The City shall coordinate the eComprehensive pPlan in consideration of neighboring municipalities, jurisdictions, and local, state, and federal regulations. identify and coordinate the affects of special districts in Pinellas County with the comprehensive plan.

Policy 1.1.1

The City will review the plans and independent special district facility reports of the Southwest Florida Water Management District (SWFWMD), Pinellas County, the Florida Department of Environmental Protection (FDEP), and Tampa Bay Water (TBW) to ~~and~~ identify ~~and resolve~~ conflicts with the City's eComprehensive pPlan, including concurrency related items.

Policy 1.1.2

The City will coordinate with the SWFWMD, Pinellas County, FDEP, and TBW staffs and governing boards in order to resolve issues identified in Policy 1.1.1.

Policy 1.1.3

The City will consider amending its eComprehensive pPlan based upon the review of plans and discussions identified in Policy 1.1.1 and 1.1.2.

Policy 1.1.4

The City shall participate with the City of Treasure Island, Pinellas County, City of St. Petersburg and appropriate neighboring communities, state and federal agencies in the implementation of coastal management efforts.

Policy 1.1.5

The City shall continue to cooperate with the Southwest Florida Water Management District (SWFWMD) and Pinellas County to conduct water conservation programs. In the event a water shortage is declared, the City shall support Pinellas County and the SWFWMD's the SWFWMD, Pinellas County, and TBW's Water Shortage Mitigation Plan in accordance with Chapter 40D-21, Florida Administrative Code (F.A.C.).

Policy 1.1.6

The City shall continue to support and implement the standards and regulations set forth in the Pinellas County and Boca Ciega Bay Aquatic Preserve Management Plan (FDEP, 2018) or most current management plan to protect and enhance the water quality of Boca Ciega Bay.

Policy 1.1.7

The City shall participate in an intergovernmental coordination process to protect coastal resources which shall address natural systems on a system-wide basis, including the threat of sea level rise, in accordance with the Coastal and Conservation Element.

Objective 1.2

The City shall identify and describe joint processes for collaborative planning on population projections.

Policy 1.2.1

The City will coordinate with ~~the Pinellas County Planning Department in order to~~ develop countywide population projections that include expected changes ~~growth shown in the comprehensive plan~~ for the community.

Policy 1.2.2

The City will continue using data from the University of Florida Bureau of Economic and Business Research, and/or other professionally-acceptable and reputable sources, when considering population projections, in its comprehensive plan.

Policy 1.2.3

The City will communicate forward its the population projections data used in its comprehensive plan to the Pinellas County School Board (PCSB) for so they can consider projected changes ~~growth~~ and development as it relates to the future need for schools in the ~~School Board~~ PCSB's 5, 10, and 20-year facility plans.

Policy 1.2.4

The City will coordinate ~~amend~~ its existing interlocal agreement with the ~~Pinellas County School Board~~ PCSB to include the joint utilization of consistent and coordinated population projections.

Objective 1.3

The City of ~~St. Pete Beach~~ shall continue to coordinate ~~its Comprehensive Plan~~ with ~~plans of the surrounding School Board of Pinellas County and other~~ local governments through participation in joint planning processes and procedures.

Policy 1.3.1

The City of ~~St. Pete Beach~~ shall implement the Pinellas County Public Schools Interlocal Agreement in coordination with the Pinellas County School District (PCSD) and the other local governments that are signatories to the Agreement (the partner local governments).

Policy 1.3.2

In fulfillment of the Pinellas County Public Schools Interlocal Agreement, the City of ~~St. Pete Beach~~ shall continue its participation on the Pinellas Schools Collaborative, which shall meet at least once a year to evaluate implementation of the Pinellas County Public Schools Interlocal Agreement and school concurrency, and propose amendments for improvement if deemed necessary.

Policy 1.3.3

The City of ~~St. Pete Beach~~, the ~~School District~~ PCSD, and the partner local governments shall coordinate annually in preparing a staff report on the effectiveness of school concurrency that will be presented at the annual meeting of the Pinellas Schools Collaborative, with the annual School Capacity and Level of Service Report forming the basis for the staff report.

Policy 1.3.4

The City of ~~St. Pete Beach~~, the ~~School District~~PCSD, and the partner local governments shall coordinate in amending the Public School Facilities Element according to the procedures in the Pinellas County Public Schools Interlocal Agreement, to ensure that the Public School Facilities Element within the local government comprehensive plans remains coordinated and consistent with one another and with the plans of the ~~School Board~~PCSB.

Policy 1.3.5

The City of ~~St. Pete Beach~~, through the implementation of its concurrency management system and the Pinellas County Public Schools Interlocal Agreement, shall coordinate and share information with the ~~School District~~PCSD and the ~~Pinellas County Planning Department~~ to determine whether there is available public school capacity to support the anticipated students from residential site plans and final residential subdivision approvals.

Policy 1.3.6

The City of ~~St. Pete Beach~~, its partner local governments, and the ~~School District~~PCSD shall cooperate in establishing a procedural manual for implementation of school concurrency. This manual and any subsequent changes to the manual will be developed by the School Planning Workgroup and approved by the Pinellas Schools Collaborative.

Policy 1.3.7

The City of ~~St. Pete Beach~~ shall coordinate with the ~~School Board of Pinellas County~~PCSB to implement the public educational facilities siting requirements of Chapter 163 and Chapter 1013, Florida Statutes, by adopting an Interlocal Agreement for Public Educational Facilities Siting between the City of ~~St. Pete Beach~~ and the ~~School Board~~PCSB.

Policy 1.3.8

The City shall coordinate with the ~~Pinellas County School Board~~PCSB and ~~P~~private ~~S~~schools where possible to provide additional recreational services or shared recreation and open space opportunities.

Objective 1.4

The City shall identify and describe joint processes for collaborative planning facilities subject to concurrency.

Policy 1.4.1

The City shall review and coordinate with Pinellas County's "Potable Water Supply, Wastewater and Reuse Element" and SWFWMD's Regional Water Supply Plan ~~2006~~2015 and their respective updates.

Policy 1.4.2

~~The City's Water Supply Facilities Work Plan shall be updated, at a minimum, every 5 years within 18 months after the SWFWMD approves an updated regional water supply plan.~~

Policy 1.4.2

The City shall continue to maintain formal agreements with Pinellas County to provide potable and reclaimed water, with the City of St. Petersburg to provide sanitary sewer treatment, and with

a qualified private company to provide solid waste services consistent with adopted levels of service as referenced in the Infrastructure Element.

Policy 1.4.34

The City will coordinate, through ~~the Metropolitan Planning Organization (MPO)~~ Forward Pinellas, the transportation needs of the City with the needs of the remainder of ~~the Pinellas eCounty~~ and the Florida Department of Transportation (FDOT).

Policy 1.4.45

The City will forward requests for access to county or state-maintained roadways to the each respective agency for comment concerning their respective plans and policies.

Policy 1.4.56

The City will coordinate with service providers that have no regulatory authority over the use of land in the city to develop recommendations that address ways to improve coordination of the City's concurrency management methodologies and systems, and levels of service.

Objective 1.5

The City shall identify and describe joint processes for collaborative planning for facilities with countywide significance.

Policy 1.5.1

The City will continue to coordinate with ~~the Pinellas County Board of County Commissioners~~ staff for the provision of countywide facilities, including but not limited to, solid waste disposal, the St. Petersburg/Clearwater International Airport, and the Pinellas County Emergency Operations Center.

Policy 1.5.2

The City will continue to coordinate with ~~the MPO~~ Forward Pinellas, PSTA, FDOT, and TBARTA staff for the provision of bridges, major transportation facilities, and mass transit to improve safety and functionality of multimodal transportation networks.

Policy 1.5.3

The City will forward notice of proposed ~~fFuture lLand uUse plan eElement~~ policies related to hurricane shelters and evacuation routes, as well as map amendments resulting in an increase in population within coastal high hazard areas, to Forward Pinellas, to the Tampa Bay Regional Planning Council (TBRPC), and the Pinellas County Emergency Management Department to determine hurricane shelter space availability and the effect of increased evacuating populations on evacuation clearance times and routes.

Objective 1.6

The City shall continue to identify and describe joint processes for collaborative planning for problematic land uses as referenced within the eElements of this eComprehensive pPlan, and consistent with the Countywide Plan.

Policy 1.6.1

The City will conduct a review of ~~its locational standards~~ regulations maintained in the Comprehensive Plan and Land Development Code to determine whether conflicts exist between its regulations and neighboring jurisdiction regulations, what can be done to resolve any conflicts found, and any improvement in the effectiveness or efficiency to be gained through a countywide approach to standards that would be more uniform in their application.

Policy 1.6.2

~~The City will coordinate with the PPC, or the appropriate ad hoc committees, in the development, review, and recommendation of efficient countywide guidelines to coordinate the location of problematic land uses.~~

Objective 1.7

The City shall work to bring intergovernmental disputes to closure in a timely manner through the use of voluntary dispute resolution processes.

Policy 1.7.1

The City will pursue the resolution of conflicts that may arise from the coordination of these intergovernmental coordination goals, objectives, and policies using the appropriate voluntary dispute resolution processes.

Policy 1.7.2

The City will utilize the existing countywide planning process, as appropriate, to resolve local government future land use plan disputes, as well as other planning related intergovernmental disputes.

Policy 1.7.3

The City will utilize the TBRPC's role as a mediator and conciliator as outlined in Rule 29H-13, FAC, to reconcile differences on planning and growth management issues as outlined in the Rule.

X. Public School Facilities

GOAL 1:

Through partnerships and effective collaboration among local governments and the Pinellas County School District (PCSD), and because of a shared commitment to educational excellence, all students of the ~~Pinellas County School District~~ PCSD shall be provided the opportunity for high student achievement through the availability of high quality public educational facilities.

Objective 1.1

The City of ~~St. Pete Beach~~, its partner local governments, and the ~~School District~~ PCSD agree to coordinate and base their plans upon consistent projections of population growth and student enrollment, and will coordinate in sharing of information on proposed school facility changes, certain planned infrastructure improvements, and proposed land use plan amendments and/or rezonings that increase or decrease residential densities.

Policy 1.1.1

The City of ~~St. Pete Beach~~, its partner local governments, and the ~~School District~~ PCSD, will utilize population growth projections prepared by the ~~Pinellas County Metropolitan Planning Organization's~~ the Forward Pinellas Technical Coordinating Committee, when developing their plans and student enrollment projections, consistent with the Public Schools Interlocal Agreement.

Policy 1.1.2

To ensure that land use and zoning decisions are adequately coordinated with public school facility planning, the City of ~~St. Pete Beach~~ shall continue to notify the ~~School District~~ PCSD of all Local Planning Agency hearings where land use plan amendments and/or rezonings will be considered that increase or decrease residential densities.

Policy 1.1.3

The City of ~~St. Pete Beach~~ shall inform the ~~School District~~ PCSD in advance of infrastructure projects that will restrict vehicular or pedestrian accessibility to public schools with sufficient time for ~~School District~~ the PCSD review and comment, in compliance with the Public Schools Interlocal Agreement. An example would be infrastructure projects that would disrupt the use of sidewalks that are utilized by students accessing public school facilities.

Policy 1.1.4

The ~~School District~~ PCSD shall notify the City of ~~St. Pete Beach~~ of the need for on site or off-site improvements to support new, proposed expansion, or redevelopment of existing schools within the jurisdiction of the City of ~~St. Pete Beach~~. Thereafter, representatives of the ~~School District~~ PCSD and the City of ~~St. Pete Beach~~ will meet and determine the responsibility for making such improvements and identify other agencies that should be involved. The ~~School District~~ PCSD and the City of ~~St. Pete Beach~~ will then meet with the other agencies to coordinate the completion of the on-site and off-site improvements, in accordance with the Public Schools Interlocal Agreement.

Objective 1.2

The City of ~~St. Pete Beach~~, through implementation of its concurrency management system for public school facilities, and in coordination with the ~~School District~~ PCSD, shall ensure that there is available public school capacity to support the anticipated students from residential site plans and final residential subdivision approvals ("Residential Approvals") consistent with the adopted ~~Level of~~ Service standard for public school concurrency throughout the five years covered by the Five-Year

Work Program, as amended, and the period of the long-range planning program contained in the Public School Facilities Element.

Policy 1.2.1

The City of ~~St. Pete Beach~~ hereby adopts, consistent with the Public Schools Interlocal Agreement, the following ~~Level of s~~Service standard, which shall be applied consistently district-wide by all partner local governments within Pinellas County and by the ~~School District~~ PCSD.

District-wide Level of Service Standard: Student enrollment plus vested students divided by Florida Inventory of School Houses (FISH) School Capacity plus additional capacity does not exceed 100 percent. This Level of Service standard shall apply to each type of public school facility.

Policy 1.2.2

If the utilization rate established by the State Requirements for Educational Facilities (SREF) is changed and it will impact how the ~~School District~~ PCSD determines school capacity, the ~~School District~~ PCSD will notify all partner local governments of the change.

Policy 1.2.3

Amendments to the adopted ~~Level of s~~Service standard shall be accomplished using the procedure contained in the Public Schools Interlocal Agreement.

Policy 1.2.4

School concurrency shall be measured and applied on the basis of Concurrency Service Areas, as established by the Pinellas County School Board (PCSB) and as documented in the data and analysis support section of the Public School Facilities Element.

Policy 1.2.5

The ~~School Board~~ PCSB shall maximize school capacity through program adjustments and/or through adjustments to Concurrency Service Area boundaries, consistent with the Public Schools Interlocal Agreement, to ensure that each Concurrency Service Area will, in the aggregate, operate at the adopted ~~Level of s~~Service standard throughout the five-year period covered by the Five-Year Work Program, as amended.

Policy 1.2.6

When adjusting Concurrency Service Area boundaries, the ~~School Board~~ PCSB shall take into consideration the factors identified in the Public Schools Interlocal Agreement.

Policy 1.2.7

Consistent with Sections 1002.33(1) and 1002.33(2), Florida Statutes, the City of ~~St. Pete Beach~~ and the ~~School District~~ PCSD shall recognize charter schools as public school facilities. Such facilities shall serve to expand the school capacity of the ~~School District~~ PCSD and are a potential option for mitigating the impact that new Residential Approvals may have on public school facilities.

Policy 1.2.8

The City of ~~St. Pete Beach~~, its partner local governments, and the ~~School District~~ PCSD shall utilize the uniform, district-wide procedure in the Public Schools Interlocal Agreement to implement school concurrency within their respective jurisdictions.

Policy 1.2.9

The City of ~~St. Pete Beach~~ and the School District PCSD shall utilize the School Capacity and Level of Service Report, prepared by the ~~School District PCSD~~, approved by the ~~School Board PCSB~~, and delivered to the City of ~~St. Pete Beach~~, no later than November 30th of each year, and as adjusted throughout the year based on the official student enrollment count of the fall semester and the estimated number of vested students, as the basis for assessing the existing ~~Level of Service~~ conditions and the available capacity within each Concurrency Service Area.

Policy 1.2.10

In order to facilitate the accurate annual assessment of projected public school facility capacity, the City of ~~St. Pete Beach~~ shall, throughout the year, notify the Pinellas County Planning Department of development permits, including certificates of occupancy issued for new dwelling units and expired school concurrency Residential Approvals, that affect the availability of school capacity, consistent with the Public Schools Interlocal Agreement, so that an estimate of the number of vested students can be maintained for school concurrency purposes.

Policy 1.2.11

A school concurrency Residential Approval shall be valid for purposes of the issuance of development orders or permits 24 months from the date of issuance.

Policy 1.2.12

In accordance with the Public Schools Interlocal Agreement, if the ~~School District PCSD~~ determines that there is not Available Capacity within an affected Concurrency Service Area to accommodate the estimated number of students that would be generated by a proposed Residential Approval and maintain the adopted ~~Level of Service~~ standard, then the ~~School District PCSD~~ shall consider whether there is Available Capacity in the contiguous Concurrency Service Area(s).

Policy 1.2.13

If the ~~School District PCSD~~ determines that, in the aggregate, there is Available Capacity in the affected Concurrency Service Area and in the contiguous Concurrency Service Area(s) to accommodate the estimated number of students from the proposed Residential Approval, then an adequate ~~Level of Service~~ would be provided and the Residential Approval shall be issued a School Concurrency Approval by the City of ~~St. Pete Beach~~.

Policy 1.2.14

If the ~~School District PCSD~~ determines that, in the aggregate, there is not Available Capacity within an affected Concurrency Service Area and the adjacent Concurrency Service Area(s) to accommodate the estimated number of students from the proposed Residential Approval, a proposed Residential Approval will not proceed without execution of a legally binding development mitigation agreement between the applicant, the ~~School Board PCSB~~, and the City of ~~St. Pete Beach~~ designed to mitigate the impacts anticipated to be caused by the proposed Residential Approval on public school facilities, consistent with Section 163.3180, Florida Statutes, and the Public Schools Interlocal Agreement. The applicant and the ~~School Board PCSB~~ shall attempt to negotiate a development mitigation agreement. If the applicant and the ~~School Board PCSB~~ are unable to agree on an acceptable form of mitigation, the City of ~~St. Pete Beach~~ may utilize the conflict resolution provision in the Public Schools Interlocal Agreement to attempt to resolve the impasse.

Policy 1.2.15

A development mitigation agreement shall include the applicant's commitment to continue to renew the development agreement until the mitigation is completed as determined by the ~~School Board~~ PCSB or as determined through the conflict resolution procedures provided for in the Public Schools Interlocal Agreement, if applicable.

Policy 1.2.16

Acceptable forms of proportionate share mitigation that may be allowed by the ~~School Board~~ PCSB and the standards that determine the appropriate use of any mitigation funds required by the ~~School District~~ PCSD are identified in the Public Schools Interlocal Agreement.

Policy 1.2.17

The City of ~~St. Pete Beach~~ and the ~~School District~~ PCSD shall utilize student generation rates developed by the ~~School District~~ PCSD for purposes of calculating the anticipated number of public school students that would be generated by Residential Approvals and for developing student enrollment projections.

Policy 1.2.18

Prior to the utilization of new student generation rates, the City of ~~St. Pete Beach~~, through its participation on the School Planning Workgroup, will have the opportunity to review and comment on the proposed student generation rates developed by the ~~School District~~ PCSD before they are finalized by the ~~District~~ PCSD.

Objective 1.3

The City of ~~St. Pete Beach~~ five-year schedule of capital improvements shall include those projects necessary to address any existing public school facility deficiencies and future public school facility needs consistent with the adopted ~~Level of~~ Service standard.

Policy 1.3.1

~~By December 1st of each year, the~~ The City of ~~St. Pete Beach~~ shall ~~amend~~ annually update its Capital Improvements Element to incorporate, by reference, the updated ~~School District~~ PCSD Five-Year Work Program adding a new fifth year to maintain a financially feasible capital improvements program and to ensure the ~~Level of~~ Service standard will continue to be achieved and maintained throughout the subsequent five-year planning period.

Objective 1.4

The City of ~~St. Pete Beach~~ shall practice effective intergovernmental coordination with its partner local governments and the ~~School District~~ PCSD to ensure that land use plans, development approvals, and capital facilities planning are coordinated with the availability of public school facilities.

Policy 1.4.1

The City of ~~St. Pete Beach~~ shall appoint one elected official to represent the ~~City's~~ City of St. Pete Beach's interest to the Pinellas Schools Collaborative, to provide for collaborative oversight and to provide coordination and direction regarding the conduct of the school concurrency process and implementation of the Public Schools Interlocal Agreement.

Policy 1.4.2

The City of ~~St. Pete Beach~~, the ~~School District~~ PCSD, and partner local governments shall coordinate annually in preparing a staff report on the effectiveness of school concurrency that will

be presented at the annual meeting of the Collaborative, with the annual School Capacity and Level of Service Report forming the basis for the staff report.

Policy 1.4.3

The City of ~~St. Pete Beach~~ shall coordinate with the Pinellas County Planning Department in the maintenance of a countywide residential development tracking system, by providing necessary and timely development data, including demolitions and vested development data, required to accurately assess the impact of Residential Approvals on available school capacity.

Policy 1.4.4

Amendment of the Public Schools Facilities Element shall occur according to the procedure in the Public Schools Interlocal Agreement to ensure that the Element within the local government comprehensive plans remains coordinated and consistent with one another and with the plans of the ~~School Board~~ PCSB.

Policy 1.4.5

The City of ~~St. Pete Beach~~, its partner local governments, and the ~~School District~~ PCSD shall coordinate in establishing a procedural manual for implementation of school concurrency. This manual and any subsequent changes to the manual will be developed by the School Planning Workgroup and approved by the Pinellas Schools Collaborative.

GOAL 2:

~~The City of St. Pete Beach shall c~~Coordinate with its partner local governments and the ~~School District~~ PCSD on projects that encourage cohesive neighborhoods, that contribute to community building, and that provide for long-term sustainability.

Objective 2.1

The City of ~~St. Pete Beach~~ shall support efforts that facilitate coordination of planning between the City of ~~St. Pete Beach~~ and the ~~School District~~ PCSD for the location and development of public educational facilities.

Policy 2.1.1

The City of ~~St. Pete Beach~~ shall participate with the ~~School District~~ PCSD in the process of evaluating potential school closures, significant renovations to existing schools, and school site selection before land acquisition in accordance with Section 4 of the existing Public Schools Interlocal Agreement filed on ~~April 24, 2007~~ June 20, 2012, or as it may subsequently be amended.

Policy 2.1.2

For purposes of Objective 2.1, public educational facilities are defined as elementary schools, special education facilities, alternative education facilities, middle schools, high schools, and area vocational-technical schools of the ~~Pinellas County School District~~ PCSD .

Policy 2.1.3

Public educational facilities of the ~~School District~~ PCSD are an allowable use within the following future land use categories:

Residential Urban

Residential Low Medium

Residential Medium

Residential High

Residential/Office General

Institutional

Policy 2.1.4

The location and construction of new public educational facilities, or the expansion of an existing site, within one of the future land use categories listed in Policy 2.1.3 shall only be allowed upon a determination by the City of ~~St. Pete Beach~~ that the proposed site is consistent with the City of St. Pete Beach Comprehensive Plan.

Policy 2.1.5

In addition to consistency with the City of St. Pete Beach Comprehensive Plan, the proposed location of a new or expanded public educational facility of the ~~School Board~~ PCSB within one of the land use categories listed in Policy 2.1.3 shall be reviewed and considered with the following general criteria:

1. The proposed location is compatible with present and projected uses of adjacent property.
2. The site area of the proposed location is adequate for its intended use based on the State Requirements for Educational Facilities and provides sufficient area to accommodate all needed utilities and support facilities and allow for adequate buffering of surrounding land uses.
3. Based on the Five-Year Work Program of the ~~School Board~~ PCSB and the City of St. Pete Beach Comprehensive Plan, there will be adequate public services and facilities to support the public educational facility.
4. There are no significant environmental constraints that would preclude development of a public educational facility on the site.
5. There will be no adverse impact on archaeological or historic sites listed in the National Register of Historic Places or designated by a local government as locally significant historic or archaeological resources.
6. The proposed location is well drained and soils are suitable for development or are adaptable for development and outdoor educational purposes with drainage improvements.
7. The proposed location is not in conflict with the City of St. Pete Beach ~~Stormwater Watershed Management Master Plan and any watershed management plans~~ adopted by the City of ~~St. Pete Beach~~, if applicable.
8. The proposed location is not in a velocity flood zone or a floodway.
9. The proposed location can accommodate the required parking and anticipated queuing of vehicles onsite.
10. The proposed location lies outside the area regulated by Section 333.03(3), Florida Statutes, regarding the construction of public educational facilities in the vicinity of an airport.

Policy 2.1.6

The following criteria shall also be used to evaluate whether proposed locations of specific types of schools are consistent with the City of St. Pete Beach Comprehensive Plan:

Elementary Schools, Special Education Facilities, and Alternative Education Facilities

1. The proposed location shall have direct access to at least a collector road or as otherwise approved by the local government after determination of acceptable traffic impacts on adjacent roads of lesser classification.

Middle Schools

1. The proposed location shall have direct access to at least a collector road or as otherwise approved by the local government after determination of acceptable traffic impacts on adjacent roads of lesser classification.
2. Outdoor recreational facilities and similar support facilities shall be located and buffered on the proposed site to minimize impacts on adjacent properties.

High Schools

1. The proposed location shall have direct access to at least a collector road, or as otherwise approved by the local government after determination of acceptable traffic impacts on adjacent roads of lesser classification.
2. Stadiums, outdoor recreational facilities, and similar support facilities shall be located and buffered on the proposed site to minimize impacts on adjacent properties.

Vocational-Technical Schools

1. The proposed location shall have direct access to at least a collector road, or as otherwise approved by the local government after determination of acceptable traffic impacts on adjacent roads of lesser classification.
2. Industrial education facilities shall be located and buffered on the proposed site to minimize impacts on adjacent properties.

Policy 2.1.7

Proposed locations that are less than the standard site acreage as prescribed in the Florida Department of Education State Requirements of Educational Facilities may be determined to be consistent with the City of St. Pete Beach Comprehensive Plan provided the requirements of Section 1013.36, Florida Statutes, are met and off-site impacts can be adequately mitigated.

Policy 2.1.8

A consistency determination for a proposed new site or additional property with the City of St. Pete Beach Comprehensive Plan may be conditioned with references to specific types of public educational facilities.

Policy 2.1.9

At the time of consistency determination, ~~City of St. Pete Beach~~ may impose reasonable conditions for development of the site as it relates to any of the criteria in Policies 2.1.5 and 2.1.6. Conditions may not be imposed which conflict with those established in Chapter 1013 of the Florida Statutes or the ~~State Uniform~~ Florida Building Code, unless mutually agreed to by City of ~~St. Pete Beach~~ and the ~~School District~~ PCSD.

Policy 2.1.10

Before a significant change of program at a public educational facility is implemented, the ~~School District~~ PCSD and City of ~~St. Pete Beach~~ shall require a review of the facility's onsite and offsite impacts. The ~~School District~~ PCSD and the City of ~~St. Pete Beach~~ will work cooperatively to mitigate onsite and offsite impacts, including impacts to public facilities, identified through the review.

Policy 2.1.11

The policies in Objective 2.1 are intended to be consistent with, and not conflict with, the provisions in Chapter 1013, Florida Statutes.

Objective 2.2

Consistent with Section 163.3177(6)(a), Florida Statutes, and consistent with the City of ~~St. Pete Beach~~ future land use policies, the City of ~~St. Pete Beach~~ shall explore those opportunities where co-location of public facilities and public schools provides a mutual benefit, serves a desirable community purpose, or represents an efficient use of finances and staff resources.

Policy 2.2.1

As the opportunity arises, the City of ~~St. Pete Beach~~ and the ~~School Board~~ PCSB, shall evaluate the ability to enter into an agreement to co-locate existing or planned school sites with other public facilities, including but not limited to: bike and pedestrian pathways, transit facilities, libraries, parks, community and recreational centers and facilities, museums, performing arts centers, auditoriums, stadiums, healthcare and social services and other uses as may be determined appropriate.

Policy 2.2.2

Should the City of ~~St. Pete Beach~~ and the ~~School Board~~ PCSB determine that the co-location of public facilities is mutually advantageous and desirable, the appropriate method of agreement will be decided upon, and could include such options as, but not be limited to, interlocal agreement, the City of ~~St. Pete Beach~~ resolution, or memorandum of understanding.

Objective 2.3

The City of ~~St. Pete Beach~~ will support the ~~School District~~ PCSD's commitment to sustainable design and operations, as public schools are integral contributors to the quality of the surrounding community.

Policy 2.3.1

The City of ~~St. Pete Beach~~ and the ~~School District~~ PCSD will share information on sustainable design and green building practices, encourage multimodal transportation connection to schools, and take advantage of opportunities to incorporate ~~demonstration projects~~ sustainable practices and technologies onsite, so that local schools can serve as community models of environmental efficiency.

GOAL 3:

~~The City of St. Pete Beach will~~ Coordinate with the School District PCSD and other local governments to improve the safety of students as they access public school facilities.

Objective 3.1

The City of ~~St. Pete Beach~~ shall collaborate with the ~~School District~~ PCSD and other local governments to promote safe access for students to public school facilities.

Policy 3.1.1

The City of ~~St. Pete Beach~~ shall participate on the Forward Pinellas School Transportation Safety Committee (STSC) of the Pinellas County Metropolitan Planning Organization (MPO) to identify locations within the County where student safety is a concern, and to develop recommendations in response to student safety issues raised by the ~~School District~~ PCSD, local governments, ~~the~~

~~School Transportation and Enhanced Pedestrian Safety (STEPS) Committee~~, or the community to enhance the safety of students accessing public school facilities.

Policy 3.1.2

The City of ~~St. Pete Beach~~ shall consider implementation of recommendations from the STSC that affect its jurisdiction, in coordination with the ~~School District~~ PCSD and any agencies that have some involvement in the identified action, to support student access to public schools in a manner that both improves student safety and is compatible with the surrounding community.

Policy 3.1.3

The City of ~~St. Pete Beach~~ shall cooperate with ~~School District~~ PCSD initiatives that implement STSC recommendations for modifications to a school campus.

Policy 3.1.4

The City of ~~St. Pete Beach~~ shall, in its capital improvement program, ~~give~~determine priority to the construction of those sidewalks, crosswalks, bicycle paths, and other improvements that help to provide continuous access to public schools for pedestrians and bicyclists.

Policy 3.1.5

The City of ~~St. Pete Beach~~ shall annually update its Capital Improvements Element to identify the ~~School District~~ PCSD's capital needs in the Comprehensive Plan, enabling the coordination of existing and planned public school facilities with the required local capital projects needed to provide support services for the safety of public school students.

Policy 3.1.6

For new development or redevelopment within a two-mile radius of any existing or planned public school facility, the City of ~~St. Pete Beach~~ shall require the developer to construct sidewalks along the corridor contiguous to the property being developed that directly serves the public school facility, in support of Section 1013.36 (5), Florida Statutes and the Forward Pinellas MPO-2025 2045 Long-Range Transportation Plan.

GOAL 4:

Opportunities are maximized for public schools to be designed such that they can serve a vital emergency management purpose in times of disaster.

Objective 4.1

The safety of the public shall be a high priority when designing future public school facilities and renovating existing facilities.

Policy 4.1.1

The City of ~~St. Pete Beach~~ shall coordinate with the ~~School District~~ PCSD and Pinellas County on emergency preparedness issues, including the use of public school facilities for emergency shelters.

Policy 4.1.2

Future public school facilities that are not located within category 1, 2 or 3 evacuation zones, shall be designed to serve the public as emergency shelters, consistent with Section 1013.372, Florida Statutes. These public school facilities shall be designed according to the public shelter criteria outlined in the Florida Building Code.

Policy 4.1.3

The City of ~~St. Pete Beach~~ shall annually update its Capital Improvements Element to ensure that the ~~School District~~ PCSD's capital needs are reflected in the Comprehensive Plan, enabling the coordination of existing and planned public school facilities with the required local capital projects needed to provide emergency shelter spaces, as identified by the ~~Tampa Bay Regional Hurricane Evacuation Study 2010-2020~~ Statewide Regional Evacuation Study for Tampa Bay and The Tampa Bay Catastrophic Plan, developed by the Tampa Bay Regional Planning Council.

XI. Private Property Statement of Rights

GOAL 1:

Ensure that property owner rights are considered in local decision-making, in accordance with Section 163.3177, Florida Statutes.

Objective 1.1

The following property owner rights shall be considered:

- a. The right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.
- b. The right of a property owner to use, maintain, develop, and improve his or her property for personal use or for the use of any other person, subject to state law and local ordinances.
- c. The right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.
- d. The right of a property owner to dispose of his or her property through sale or gift.