



**PLANNING BOARD MEETING
CITY OF ST. PETE BEACH
COMMISSION CHAMBERS**

155 Corey Avenue
St. Pete Beach, FL 33706

Monday, August 18, 2025
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 18, 2025 agenda.

2. Audience Comments -

Public participation is encouraged. If you wish to address the City Commission, 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

4. Action Items -

5. Discussion Items

a. Town Center Zoning & Land Use Comprehensive Plan Evaluation

Discussing next steps for the Comprehensive Plan evaluation of the Town Center (TC-1 & TC-2) land use and zoning category.

b. 2025 Legislative Wrap-up

Discussing approved bills affecting planning and zoning in Florida from the 2025 legislative session.

c. Community Redevelopment Area Discussion

Discussing recent County-level direction provided on establishing new CRAs within Pinellas County.

6. Adjournment -

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

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

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

**PLANNING BOARD MEETING
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Agenda Report

Agenda Title Name: Town Center Zoning & Land Use Comprehensive Plan Evaluation

Action Request: None - seeking discussion and direction on scope and next steps.

Strategic Objective:

Date: August 18, 2025

Prepared By: Brandon Berry, Senior Planner

Through: Laura Canary, Community Development Director

Summary of Issue: At the July 22nd City Commission meeting, the Commission chose to pause the City's Comprehensive Plan evaluation with Calvin, Giordano & Associates due to the impact of Senate Bill 180 and directed staff to narrow focus to the Town Center zoning district. Staff has prepared a short presentation to discuss a potential scope for the narrowed focus and will discuss next steps.

Funding: N/A

Attachments:

1. Town Center Zoning & LU Presentation - August Planning Board
2. Downtown & TC District Standards
3. SPA-1 Map
4. 05-2015 Corey Avenue Vision Plan (PDF)

Town Center Comprehensive Plan Evaluation

August 18, 2025

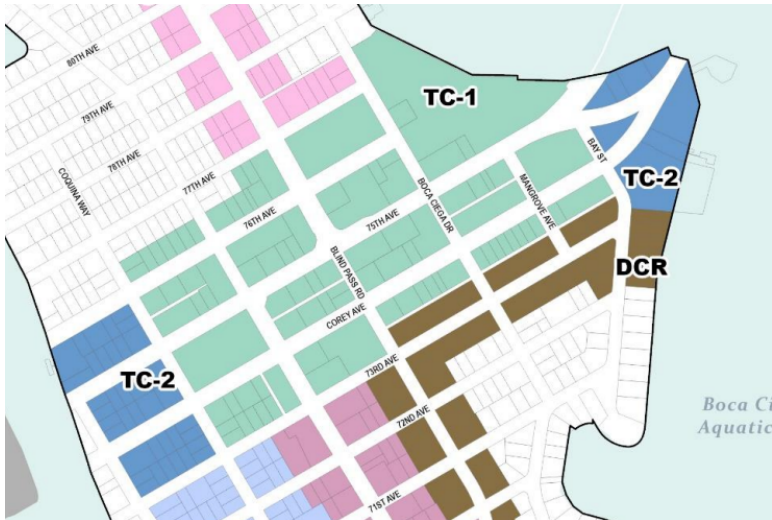


Background

- At the July 22nd City Commission meeting, Staff was directed to pause work with Calvin, Giordano & Associates on the Large Resort and Town Center (TC) zoning districts due to impacts from SB 180.
- Staff was also directed to move forward with evaluation but narrow the scope of focus to the TC zoning districts, to address unintended land use and zoning consequences made evident from recent storm impacts.

Town Center

- The Town Center zoning and land use area is comprised of two distinct districts and three defined areas:
 - TC-1: Town Center Corey Circle (32.5 acres)
 - TC-2 Town Center
 - Coquina West (6.1 acres)
 - Corey Circle (4.67 acres)
- These districts align with the same parcels possessing both Town Center land use and zoning.
- Guiding documents:
 - Special Area Plan
 - Comprehensive Plan
 - 2015 Corey Ave Vision Study
 - 2023 Complete Streets Study
 - (Forthcoming) Corey Area Historic Resources Survey



Guiding Document - Comprehensive Plan



- Downtown should:
 - Be a live/work/play environment with a sense of place;
 - Have safe multimodal linkages to reduce vehicle dependence;
 - Promote commercial revitalization, recreation expansion, and waterfront recreation;
 - Promote human-scale architecture.
- Significant focus on parcel assembly (density/intensity bonuses).
- Promotion of the west and east sides as anchors for catalytic redevelopment of Corey Avenue.

Guiding Document – Vision Study (2015)



- Focus on placemaking, public amenities, current policy challenges. Includes several zoning districts.
- Promoted amenities:
 - Sunset and sunrise parks
 - Public parking garage and on-street parking
 - Gateway elements and connectivity
 - Street design and on-street parking (see also 2023 study)

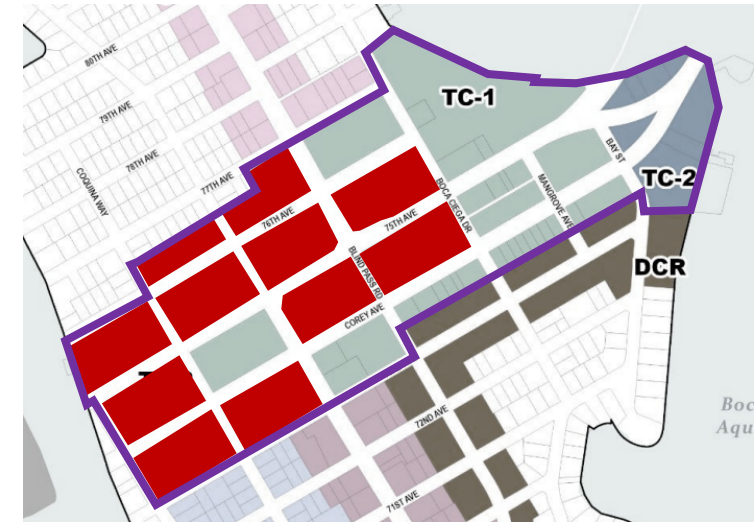


- Development-related challenges:
 - Parking requirements only waived for changes of use of existing buildings, not new development;
 - Inadequate residential density to promote redevelopment;
 - Land assembly requirements for mixed-use projects at east/west anchors are high (1.8-2 acres).



Zoning/land use challenge: Nonconforming Uses

- The Town Center area has some of the highest density of legal nonconforming uses in the City.
 - Single-use residential
 - Single-use temporary lodging
 - Storage
 - Adult entertainment establishments
 - Etc.
- Other are permitted only with a conditional use permit that would be required under redevelopment:
 - Gas stations
 - Existing uses with drive-thru service
 - Etc.
- The City's nonconforming use regulations, unlike density and dimensional nonconformities, are strict and prohibit redevelopment, major remodeling and additions.



Blocks in **red** have at least one parcel with a nonconforming use. **Note:** A full evaluation has not been completed. Map may not be comprehensive.

Zoning/land use challenge: Property Consolidation





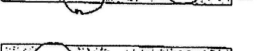
- The Town Center Corey Circle and Coquina West (TC-2) Zoning District promotes property consolidation by allowing new residential and lodging only with lots of 1.8+ acres.
 - Identified as challenge in 2015 Vision Study
- TC-2 Corey Circle has already been fully assembled and is vacant (Corey Landings).
- TC-2 Coquina West has many different unassembled parcels in varying uses, and appear to have many different owners.



Zoning/land use challenge: Use Compatibility

- Due to mid-century development that preceded many current zoning standards, St. Pete Beach has a mix of residential, lodging, and commercial in its TC-2 Coquina West District especially.
- Many moderate and higher-intensity uses can be located adjacent one another with sufficient buffers (10-15') under current code requirements:
 - Multi-family next to commercial
 - Mixed-use next to lodging or commercial
 - Etc.
- However, the City has very strict standards for most commercial and mixed-use next to detached single- and two-family residences.
 - 20-35' setbacks
 - Loading area limitations
 - Due to parking, drainage and other requirements, conventional lots of 100-110 feet in depth may be challenging to develop with commercial in this area.
- Challenges to commercial development need to be considered if the City is to allow standalone residential in this area.

Buffer Type B

Required Plant Units per 100 feet	Width	
4.8 trees 20 shrubs	10 feet*	
4.8 trees 19.2 shrubs	15 feet	
4 trees 16 shrubs	20 feet	
3.2 trees 12.8 shrubs	25 feet	
2.4 trees 9.6 shrubs	30 feet	

*Requires continuous hedge @ 5 feet O.C. maximum spacing; minimum installed height of 3.5 feet.

Next Steps

- Staff will be handling this round of amendments.
- Amendments will likely require updates to the Comprehensive Plan and Land Development Code, and potentially the Special Area Plan (subject to Countywide Rules).
- Staff is planning to present this content in a community meeting format and solicit feedback to understand challenges that residents and business-owners are facing, if any.
- Recommended focus: TC-2 Coquina West only.
 - TC-2 Corey Circle is currently pending development action.
 - TC-1 is undergoing a historic resources survey.
 - All districts under this scope may be part of a Community Redevelopment Area, if authorized.

Today's task:

Solicit Planning Board feedback on scope.



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 Core 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.

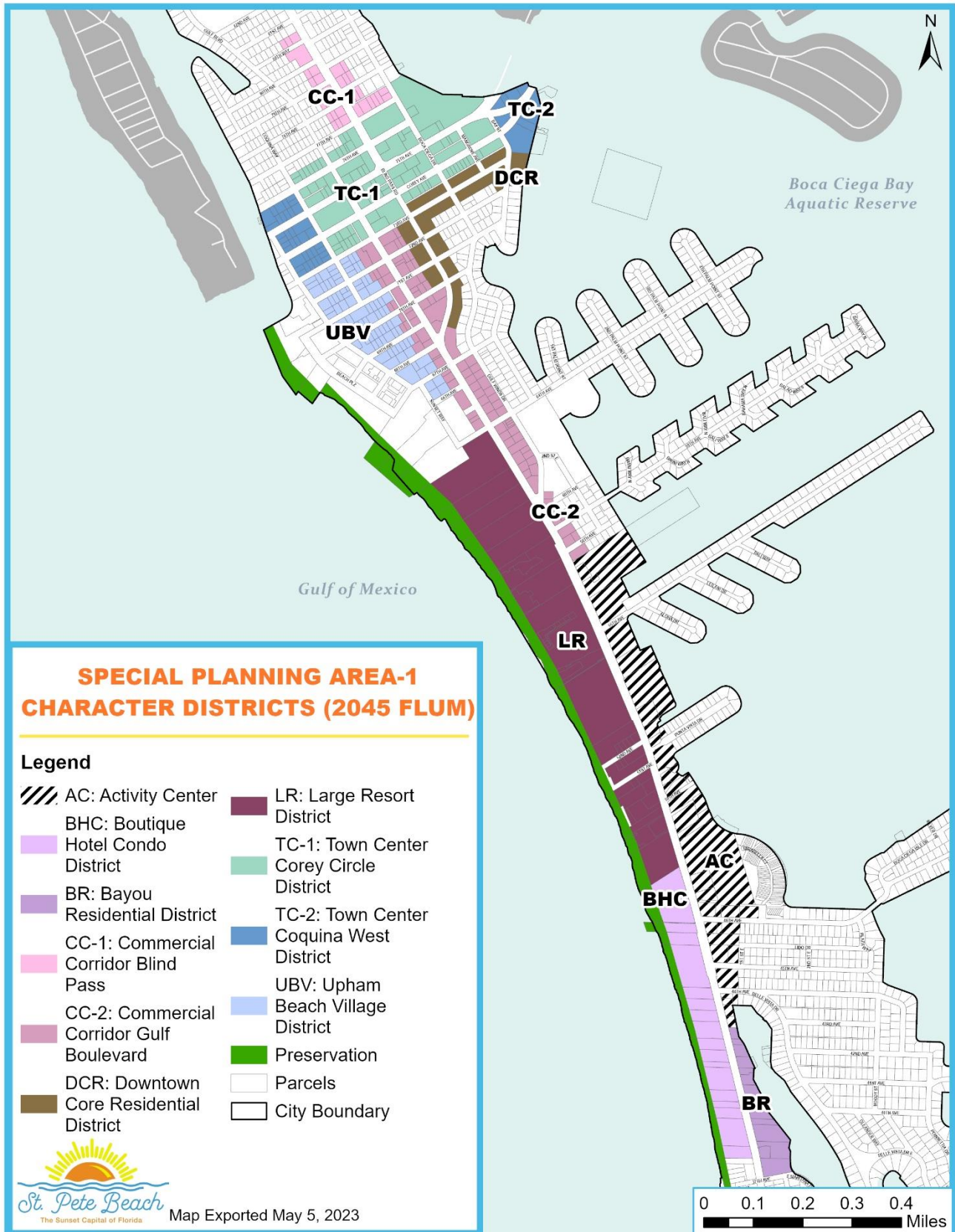


TC-2 Temporary Lodging Use

- (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.



Map 1. Special Planning Area 1 Character Districts



May 2015



a vision for the
Corey Avenue District

A Vision for the Corey Avenue District

FINAL DRAFT

May 2015

PREPARED FOR:
City of St. Pete Beach



PREPARED BY:
Michael Baker International

Michael Baker
INTERNATIONAL

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A Vision for the Corey Avenue District

01 INTRODUCTION

History

The City of St. Pete Beach is a barrier island community located just off the Pinellas County mainland of Saint Petersburg, south of Treasure Island and 20 miles from Clearwater Beach. The City of St. Pete Beach has a permanent population of about 10,000 residents, but also has a high volume of seasonal visitors due to its vibrant beach community and tourist attractions.

In 1957, the City was incorporated as the City of St. Petersburg Beach, consolidating of the Towns of Pass-a-Grille, Don CeSar, Belle Vista, St. Petersburg Beach and unincorporated Pinellas County. Citizens voted to shorten the City's name to "St. Pete Beach" in 1994 to lessen the confusion with the City of St. Petersburg, located on the mainland to the east.

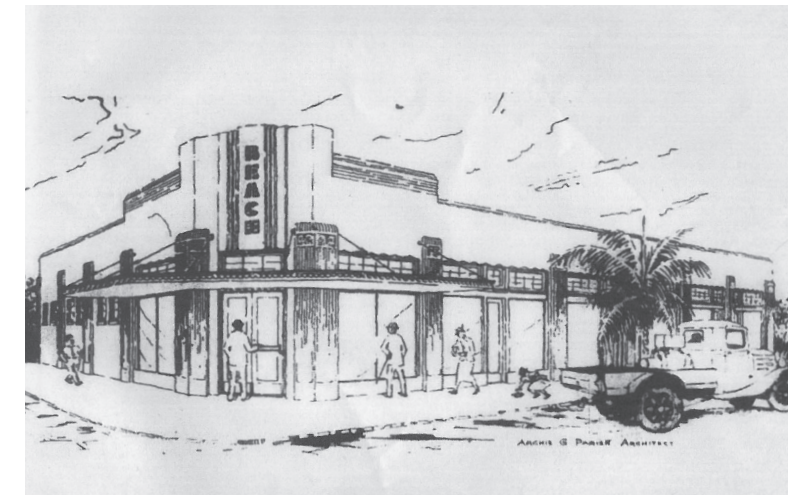
The historic Corey Avenue District saw its first store open in 1937. This event followed the opening of the Corey Avenue Bridge in 1923 which helped spur growth in the area.¹

Project Background and Purpose

Following more than a decade of planning efforts in the Corey Avenue District, the City of St. Pete Beach initiated the Corey Avenue District Enhancement Project in 2013. Building on past efforts, the enhancement project will guide physical improvements and development on Corey Avenue and in the downtown, through:

- Streetscape and gateway enhancements;
- Circulation improvements for bikes, pedestrians, automobiles, and transit;
- Redevelopment opportunities; and
- Recommendations for the City development code.

The purpose of this Vision Plan is to re-imagine the future of the Corey Avenue District by infusing the historic main street with new life through redevelopment. Concepts and recommendations for implementation are conveyed through illustrations and text in the Vision Plan. A separate large "vision poster" shows a summary of the vision for the Corey Avenue District, including a concept plan drawing that provides a bird's eye view of the envisioned future downtown area.



Major development of Corey Avenue occurred in 1937 when the Upham brothers filled in the mangrove swamp, paved Corey Avenue, and put up many of the still existing art deco style buildings.



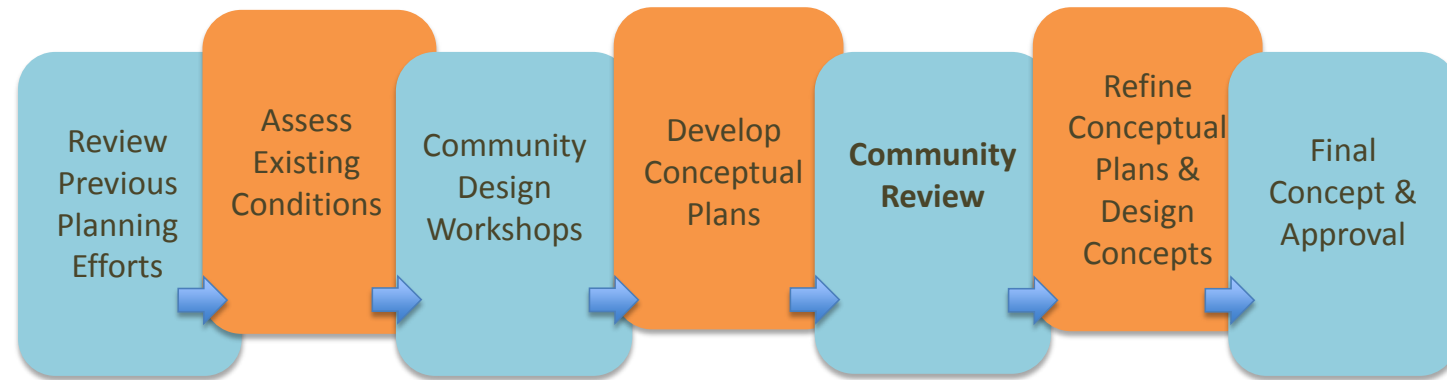
The Corey bridge built in the 1920's connected Corey Avenue with St. Petersburg. Historical images and plans from "Images of America St. Pete's Beach's Corey Avenue" by Roberta L. Whipple

¹ History information from the City of St. Pete Beach government website (www.stpetebeach.org) and St. Pete Beach Vacation Guide website (www.stpetebeachflorida.org).



Project Process and Timeline

The project used a multi-phased approach, centered on continuous engagement of the community. The project phases are shown in the graphic below.



Participants in Community Design Week and Community Review Week

Overview of Outreach Activities

The City of St. Pete Beach conducted outreach activities throughout the course of the project, including a Community Design Week in November 2013 and Community Review Week in March 2014.

Community Design Week provided three days of opportunities for property owners, business owners, and interested community members to provide ideas and feedback about Corey Avenue District enhancements. From Tuesday, November 19th through Friday, November 22nd, 2013, a team of community planners, landscape architects, and transportation engineers from Michael Baker worked in St. Pete Beach and engaged in the following activities:

- CRA Workshop
- Breakfast Meet & Greet with Local Merchants
- District Walks
- Couplet Discussion Group
- Design Workshop
- Stakeholder Interviews
- City Commission Workshop

All of the activities were open and advertised to the public as opportunities to participate in Community Design Week. A summary report of Community Design Week is provided in Appendix A.

Community Review Week provided two days of opportunities for property owners, business owners, and interested community members to provide feedback about the proposed Corey Avenue District enhancements. From Wednesday, March 26th through Thursday, March 27th, 2014, a team of community planners, landscape architects, and transportation engineers from Michael Baker worked in St. Pete Beach and engaged in the following activities:

- Community Review Workshop
- Stakeholder Interviews
- Community Open House
- City Commission Workshop

All of the activities were open and advertised to the public as opportunities to participate in Community Review Week. A summary report of Community Review Week is provided in Appendix B.



02 THE COREY AVENUE VISION PLAN

Vision Plan

This Vision Plan provides development and design concepts for the St. Pete Beach community to aspire to in the future. It provides a re-imagined future for the Corey Avenue District through the Vision poster and design guidance for elements such as streetscape amenities and building architectural styles. But it is important to remember a vision is never set in stone. It can and will change, as circumstances and priorities within the City evolve over time.

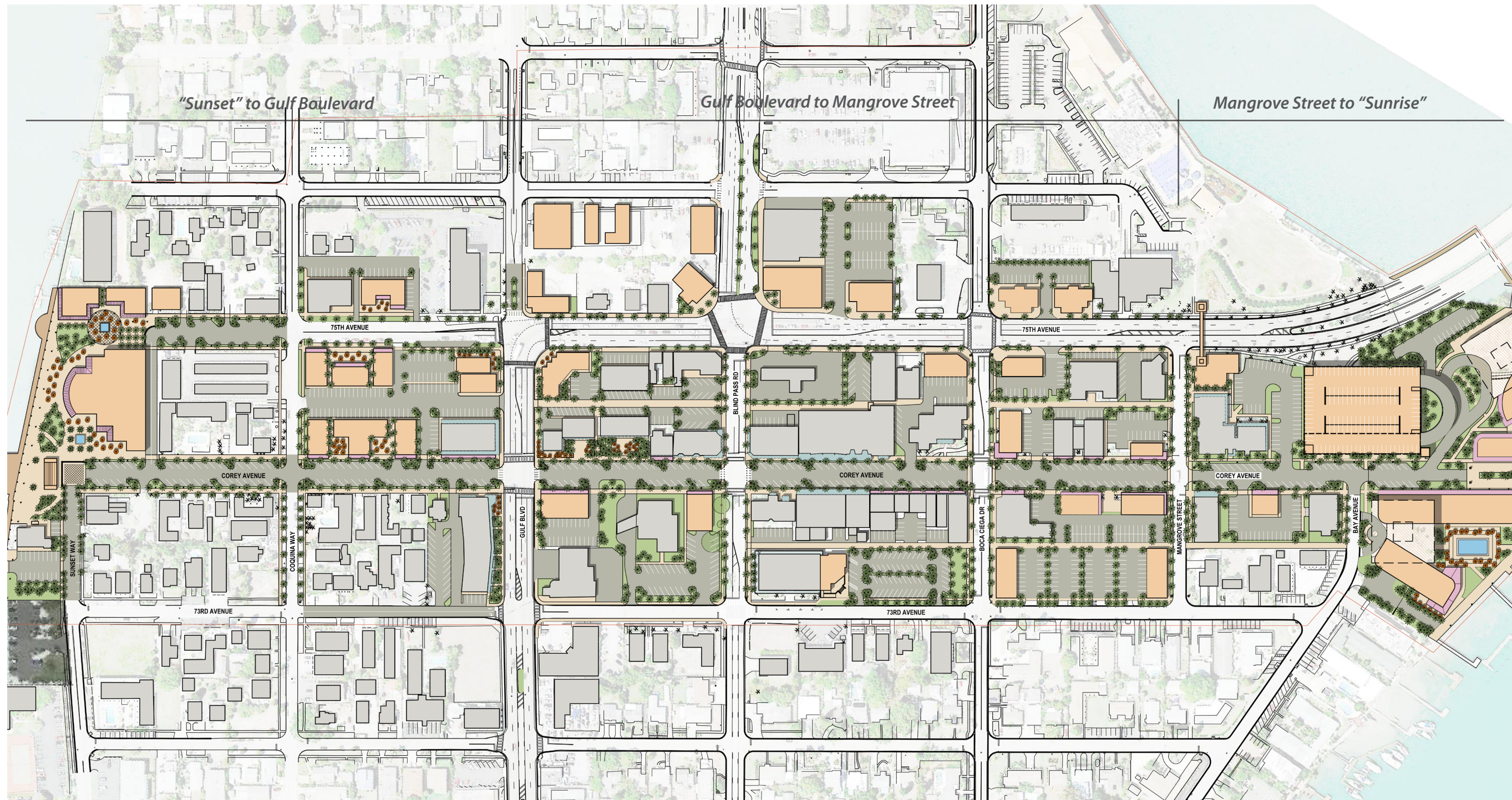
The following pages present the vision for the redesign of the Corey Avenue District through maps and detailed drawings and descriptions, as well as District-wide features that incorporate mobility, streetscape design, gateways, architecture and signage to enhance the vibrancy and beachy feel of St. Pete Beach.

Corey Avenue District Vision & Goals

The vision and goals for the Corey Avenue District are to :

- Enhance character, sense of place, and image
- Provide additional amenities
- Create gateways
- Capitalize on the "sunrise to sunset" features
- Take advantage of redevelopment opportunities
- Provide guidance for new architecture and land use
- Become more pedestrian and bicycle friendly
- Enhance mobility and connectivity
- Improve parking

A Vision for the Corey Avenue District



- DEVELOPMENT
- NEW CANOPY
- EXISTING CANOPY
- EXISTING BLDG.
- SIDEWALK
- BOARDWALK
- SPECIAL PAVING
- PLANTING - GROUND COVER AND SHRUBS
- UMBRELLA AND PICNIC TABLE
- PALM
- STREETLIGHT
- BOLLARD
- PALM IN PLANTER
- FOUNTAIN WITH SEAT WALL
- GATEWAY PIER

A Vision for the Corey Avenue District: "Sunrise to Sunset"



From "Sunset" to Gulf Boulevard

This section spans the west end of Corey Avenue ("Sunset") to Gulf Boulevard.

Enhancements in this area will:

- **Create public space and a west side anchor.** Create a much-needed public space and mixed-use development anchor on the west side of Corey Avenue and along waterfront, providing a destination for visitors.
- **Integrate streetscape elements to improve the user experience.** Fulfill the intent of the Comprehensive Plan and Land Development Code for sidewalks, landscaping, shade, visual interest, etc.
- **Encourage pedestrian activity along Corey Avenue.** Visitors will find a more pedestrian-friendly environment near the waterfront. Plus, visitors will find a more consistent streetscape and pedestrian-friendly environment along the west side of Corey Avenue.
- **Preserve vehicular access from 75th Avenue to Corey Avenue and Corey Avenue to Sunset Way.** A new two-lane alley preserves vehicular access from 75th Avenue to Corey Avenue, and a flexible pedestrian/vehicle plaza at Sunset Way and Corey Avenue preserves vehicular access to Sunset Way.
- **Provide additional on-street parking along Corey Avenue.** The proposal installs on-street parking along the west end of Corey Avenue.
- **Enhance Corey Avenue streetscape and hide on-site parking from public view through structured parking or strategic infill development.** Structured parking would be provided within the proposed mixed-use building, making it more visually appealing than an open surface lot. Incorporating infill development along Corey Avenue would enhance the main street character of Corey Avenue, create a more consistent building edge, and hide on-site surface parking lots from public view.



From "Sunset" looking toward Gulf Boulevard



Provide a major open space



Encourage new hotel, retail, and restaurants



Create an activated public gathering area

A Vision for the Corey Avenue District



A Closer Look: From "Sunset" to Gulf Boulevard



From Gulf Boulevard to Mangrove Street

This section extends from Gulf Boulevard to Mangrove Street.

Enhancements in this area will:

- **Integrate streetscape elements to improve the user experience.** Fulfill the intent of the Comprehensive Plan and Land Development Code for sidewalks, landscaping, shade, visual interest, etc.
- **Encourage pedestrian activity and preserve on-street vehicular parking.** Visitors will find a more pedestrian-friendly environment along Corey Avenue that also preserves and enhances on-street parking.
- **Enhance vitality of Corey Avenue through infill development.** Incorporating infill development along Corey Avenue enhances the main street character, creates a more consistent building edge, and hides on-site surface parking lots from public view.
- **Renovate the movie theatre and other historic buildings.** Maintain existing character and style through rehab and/or adaptive re-use of key buildings.
- **Increase pedestrian and bicycle safety through the implementation of bulb outs** at intersections to create refuges and reduce the distance that pedestrian/cyclists have to cross in front of vehicular traffic.



Parklet (a small scale park replacing a parking space) concept and new streetscape along Corey Avenue



Enhance downtown alleys

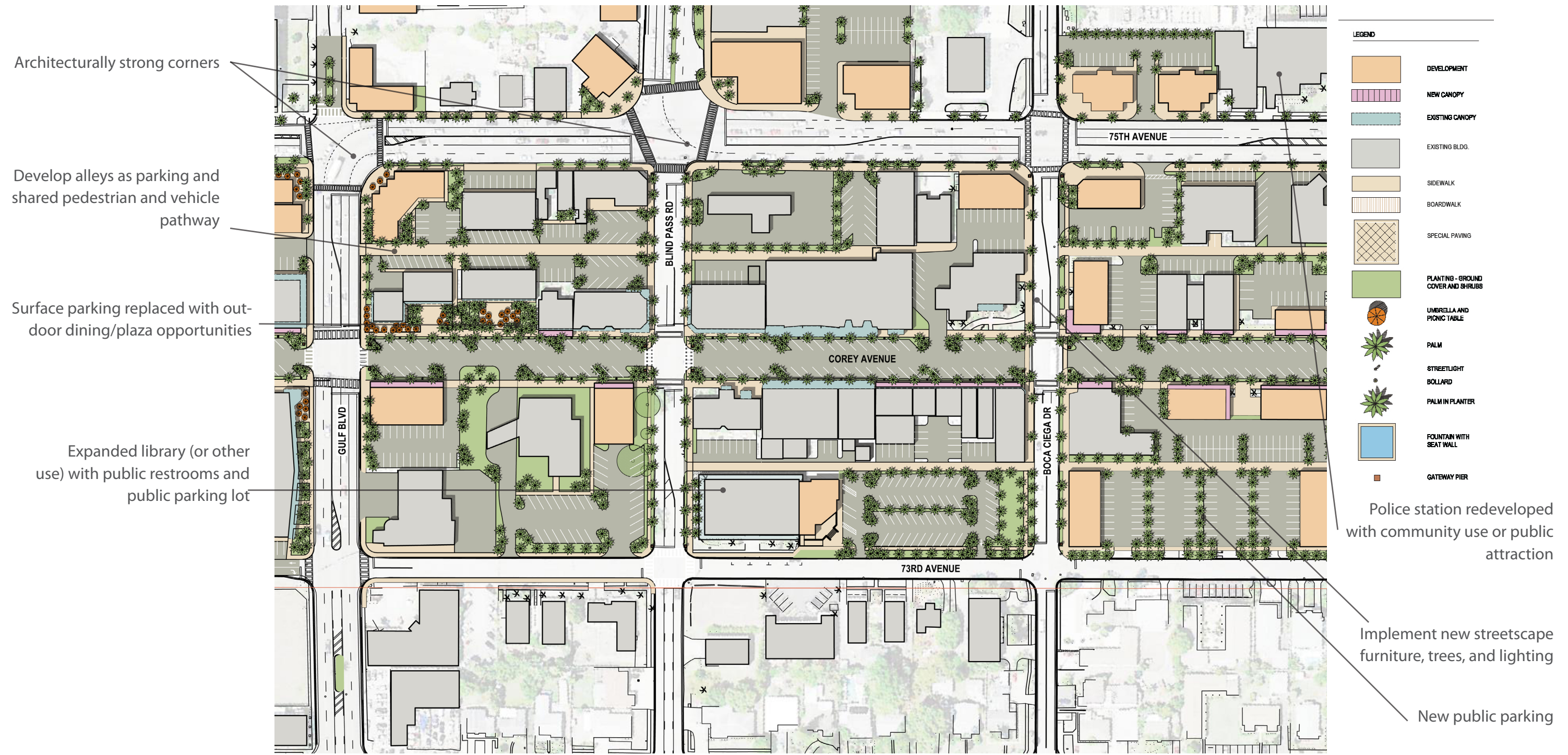


Encourage infill development



Provide outdoor dining

A Vision for the Corey Avenue District



LEGEND

	DEVELOPMENT
	NEW CANOPY
	EXISTING CANOPY
	EXISTING BLDG.
	SIDEWALK
	BOARDWALK
	SPECIAL PAVING
	PLANTING - GROUND COVER AND SHRUBS
	UMBRELLA AND PICNIC TABLE
	PALM
	STREETLIGHT
	BOLLARD
	PALM IN PLANTER
	FOUNTAIN WITH SEAT WALL
	GATEWAY PIER

A Closer Look: Gulf Boulevard to Mangrove Street



From Mangrove Street to “Sunrise”

This extends from Mangrove Street to the east end of Corey Avenue (“Sunrise”).

Enhancements in this area will:

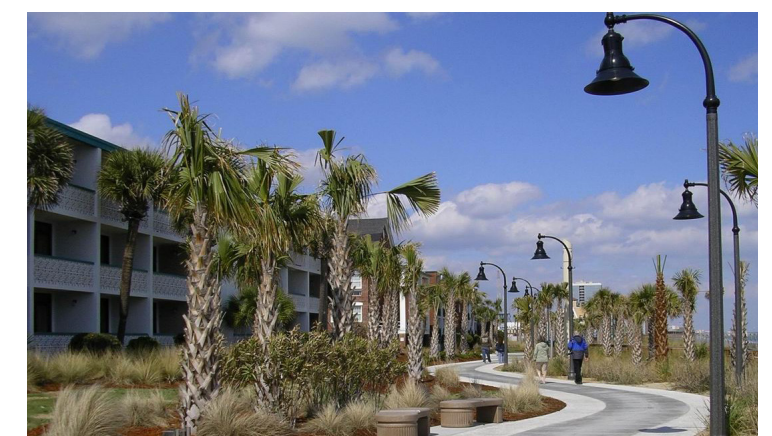
- **Create public space and an east side anchor.** Creates a much-needed public space and anchor on the east side of Corey Avenue, providing a destination for visitors. The promenade/boardwalk along the waterfront and pedestrian-only access to this area will provide a great amenity to the St. Pete Beach community. The transition from a traditional main street to the pedestrian-oriented boulevard at the end of Corey Avenue will provide a beautiful view of the water and access point to the waterfront public space.
- **Create housing on the east side of Corey Avenue, bringing residential activity to the area.** Providing housing in this area will infuse Corey Avenue with life outside of business hours. People will be able to live, work and play in the area.
- **Integrate streetscape elements to improve the user experience.** Easily fulfills the design intent of the Comprehensive Plan and Land Development Code for sidewalks, landscaping, shade, visual interest, etc.
- **Straighten Corey Avenue from Sunrise to Sunset.** By straightening Corey Avenue the city’s downtown grid is enhanced. This helps establish a true connection from Sunrise to Sunset along Corey Avenue, reinforces a sense of balance, and provides a better view from one end to the other.
- **Encourage pedestrian activity and preserves vehicular access.** Visitors will find a more pedestrian-friendly environment near the waterfront that also preserves vehicular access to the area and parking along the extended Corey Avenue.
- **Consolidate all parking in a central, context-sensitive parking structure.** Provides parking as growth occurs within one standalone, providing parking for commercial uses, residential uses, City Hall, and other required users. This structure would feature ground level retail and context-sensitive architectural detailing to make it blend in with the surrounding streetscape.
- **Provide new connectivity and a gateway.** In addition to the new pedestrian-only pathways to the promenade/boardwalk, and along the extended Corey Avenue, a pedestrian bridge and gateway element from the parking garage over 75th Avenue will better connect this part of St Pete Beach to areas north of 75th Avenue. A pedestrian bridge underneath 75th Avenue will also better connect this part of St Pete Beach to areas north of 75th Avenue.



A bird’s-eye view looking from Mangrove Street toward “Sunrise”



Mixed use with ground level shops and restaurants



Pedestrian pathways and connections to amenities

A Vision for the Corey Avenue District



A Closer Look: Mangrove Street to "Sunrise"



03 COREY AVENUE DISTRICT MOBILITY

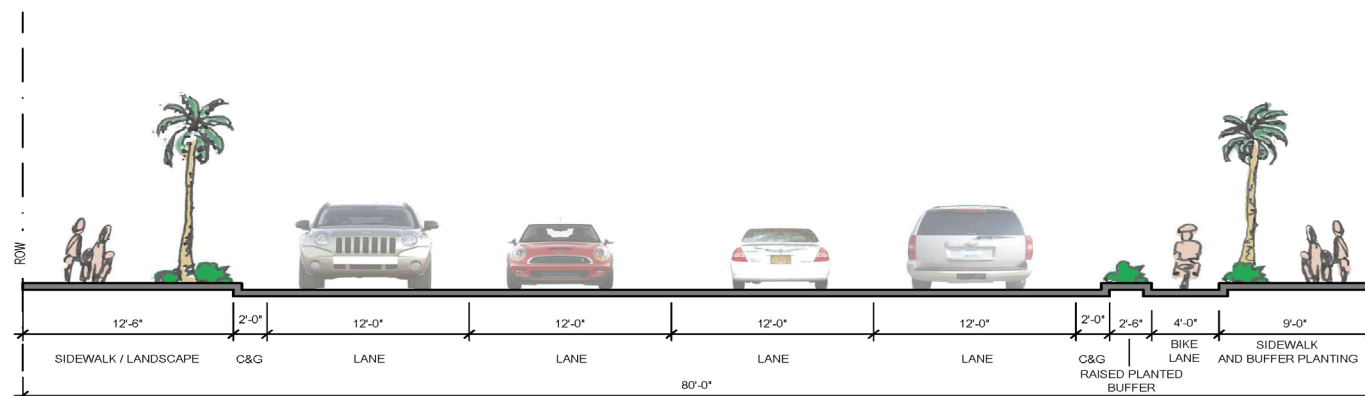
Community members express a desire to see a better pedestrian environment—with safer street crossings, landscaping that buffers sidewalks from vehicle traffic, more pedestrian connections, shade during the day, lighting at night, and shelter from rain. Fortunately the Corey Avenue District has a street grid that is highly supportive of pedestrian circulation.

Several opportunities for mobility improvements include enhancing bike and transit and improving the pedestrian experience:

- Install transit shelters at major stops including 73rd Avenue and the Library
- Add bike lanes on Blind Pass Road, Gulf Boulevard, and 75th Avenue
- Provide aesthetic enhancements for pedestrians, like attractive landscaping, public art, and wayfinding signs
- Install corner bulb-outs that support pedestrian mobility and safety



A bird's-eye view of the intersection of Corey Avenue at Coquina Way. Bulb-outs, buffered sidewalks, shade, lighting, and shelter from rain increase pedestrian safety and convenience.



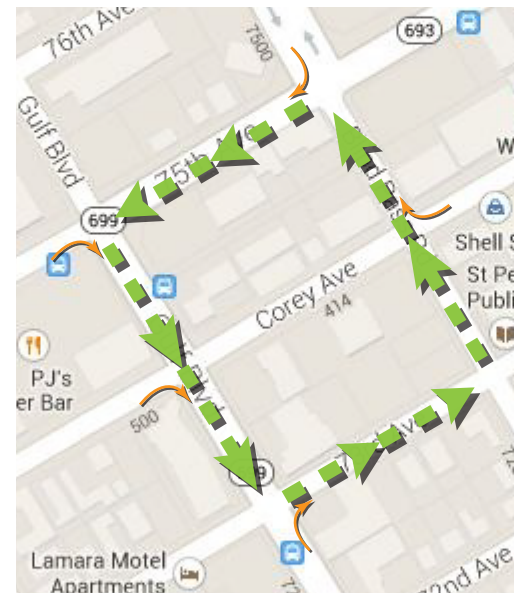
Typical cross-section (75th Avenue looking west) with dedicated bike lanes



Couplet Alternative

In an effort to achieve a multi-modal, attractive and highly functional circulation system, a an alternative focused on a one-way couplet that moves travelers in and around Downtown is envisioned.

The one way couplet would carry traffic west on 75th, south on Gulf Blvd, east on 73rd Ave, and north on Blind Pass Road. The proposed couplet would create areas for street beautification, on-street parking and protected bike lanes, while improving traffic flow and intersection operations. The ease and safety of getting around the Corey Avenue District on foot, bicycle, car, and transit is key to its success. Themed wayfinding signage would help direct visitors to attractions and parking while promoting a visual brand for the district.



The graphics provided on the next page depict a vision of couplet design, how it would accommodate motorists, pedestrians and bicyclists, and how it would aide with beautification of the area.



A bird's-eye view of the intersection of Gulf Boulevard and Corey Avenue looking toward the "Sunset" end of Corey Ave. with couplet alternative

A Vision for the Corey Avenue District



Planted divider separates "through" traffic

Shortened crossing

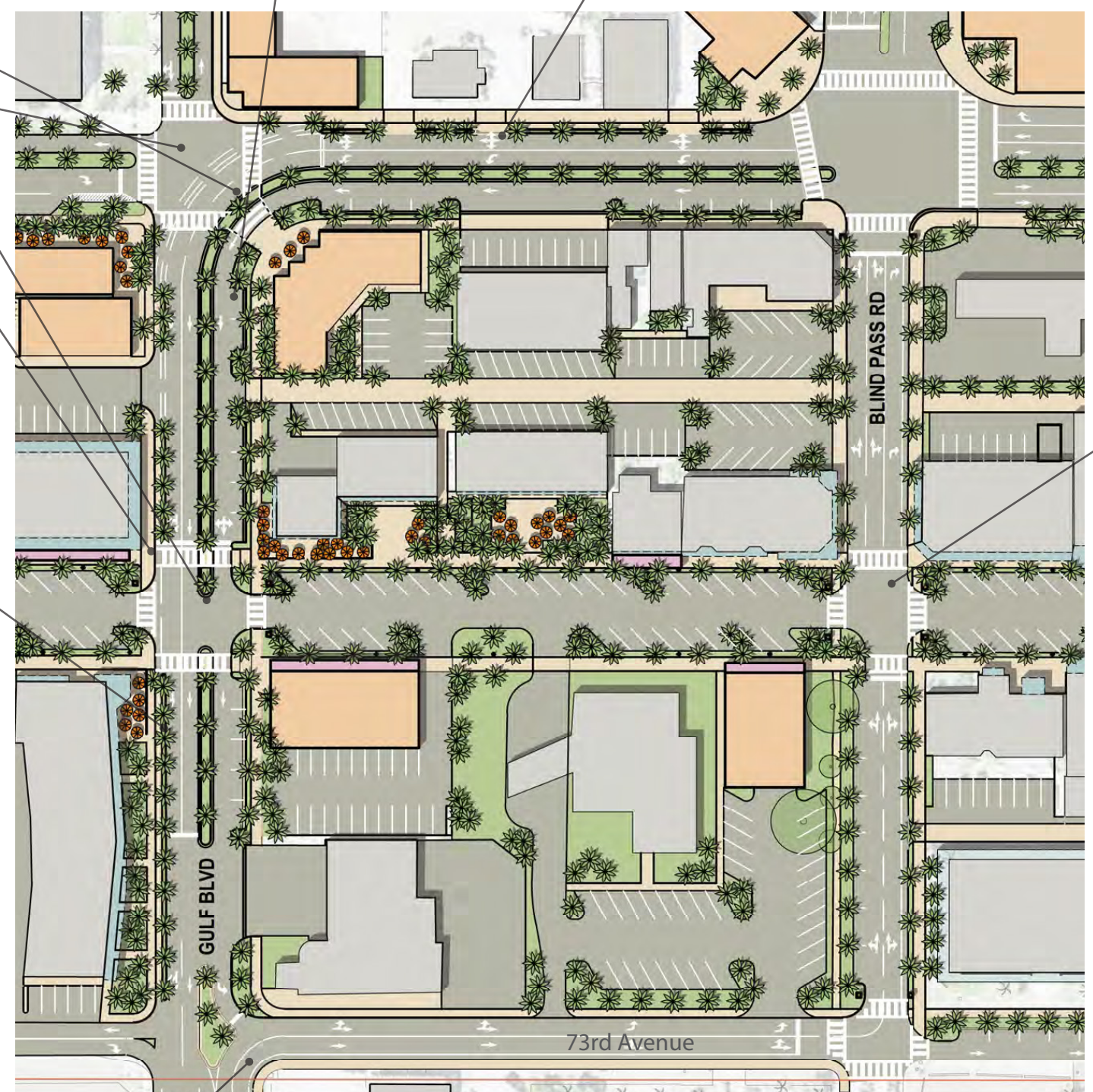
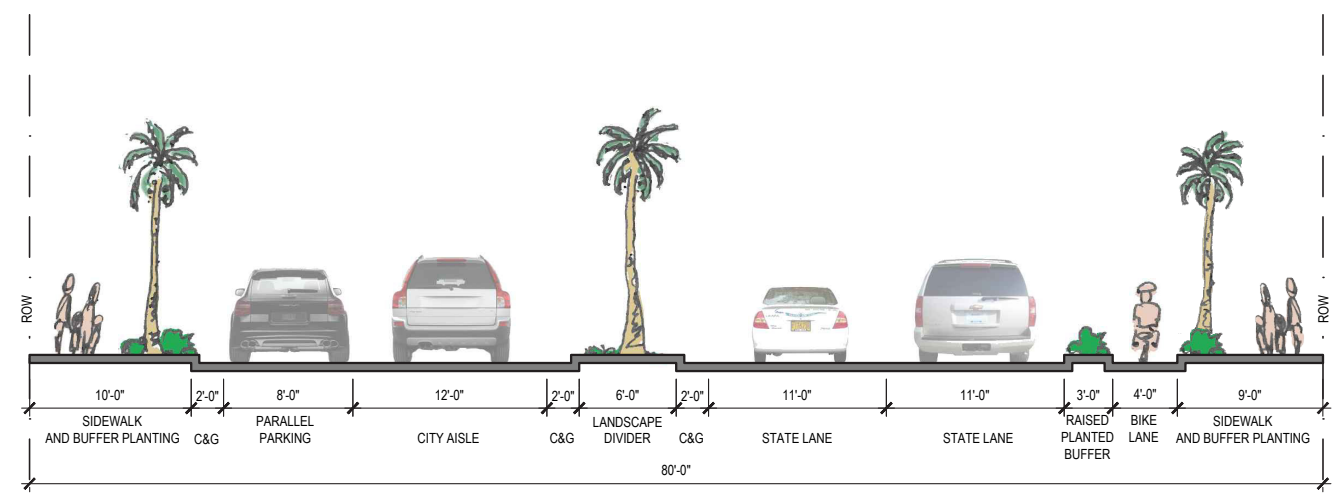
Wider sidewalk/buffer planting

Street trees and streetscape amenities

Parallel parking

Dedicated bike lane or cycle track

Bike lane couplet continues north



Typical couplet cross-section (75th Avenue looking west) with dedicated bike lanes

Plan of couplet with planted divider and cycle track

Couplet and bike lane continues



04 GATEWAYS & STREETScape DESIGN

Gateways

As part of their interest in creating a greater sense of place in the Corey Avenue District, community members desire a gateway or entrance improvements. Gateways communicate to people that they are entering a special place.

The entrance to the City on 75th Avenue could be marked by a pedestrian bridge or gateway arch. There are potential locations for major Corey Avenue District gateways around the “heart” of Corey Avenue between Gulf Boulevard and Blind Pass Road as well as at Sunset Way. Smaller, secondary gateway treatments could be created at any of the street corners between 75th and 73rd.

Gateways may be created in many ways:

- Monuments
- Arches
- Streetscape features
- Landscaping
- Signage
- Architecture
- Public art
- Special paving

The graphics provided on the next pages depict desired gateways and streetscape concepts for the Corey Avenue District.



Potential gateway locations

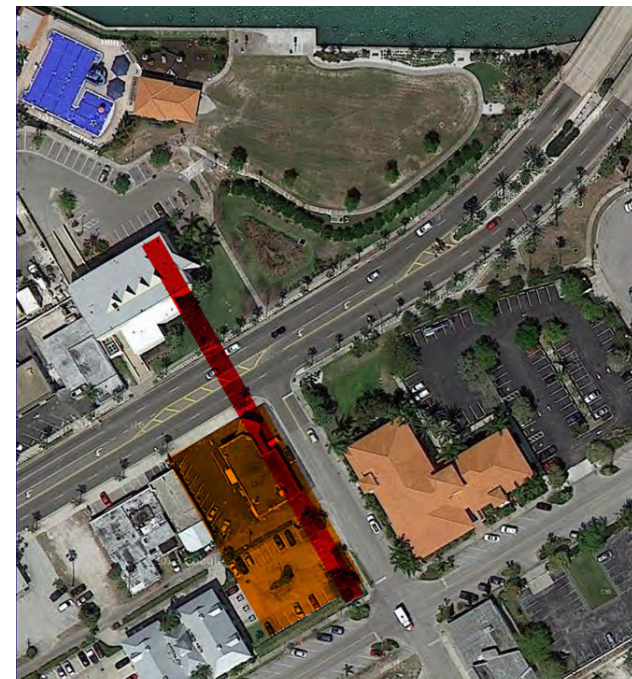
A Vision for the Corey Avenue District



City Gateway/ Pedestrian Bridge



Potential location of a Gateway/Pedestrian Bridge over 75th Avenue



Alternative locations for gateway/bridge



Pedestrian bridge variations

A Vision for the Corey Avenue District



District Gateways



Art-deco gateway inspiration

Gateway pier concepts for significant intersections

Piers also introduce wayfinding and creative lighting and color

Street Furniture

As part of their interest in creating a greater sense of place in the Corey Avenue District, community members asked for street furniture with an upscale, yet relaxed beach feel. Hosting a beach furniture design competition was discussed to engage people in the design of the District.

The images on this page show possible street furniture themes and conceptual designs for the District.



Transit shelter concept using historic "post cards" designs to create shade and integrate public art



Street furnishings design concept



EXISTING LIGHT POLE LOCATIONS AND TYPES

- EXISTING COBRA HEAD FIXTURES ON WOOD/ METAL POLES
- EXISTING GLOBE FIXTURES ON CONCRETE POLES
- POTENTIAL NEW GLOBE FIXTURES ON CONCRETE POLES



POTENTIAL CONTINUATION OF GLOBE LIGHT POLE LAYOUT



Contemporary fixtures evoke art-deco style used in initial Corey Avenue Development. (Selux Saturn Family) modern fixtures provide opportunities to use LED, cutoff, and dark skies compliant technologies.



Contemporary bollards could be used along boardwalks or to highlight special zones along the streetscape.



Lighting Details

Lighting is an important element in creating a sense of place in a downtown environment. If lighting is absent, a place can feel dark and unsafe at night, discouraging people from remaining in the area to explore local sites and businesses. If lighting is present but intended for vehicle visibility and safety, then it can feel sterile and uninviting to pedestrians. Human-scale lighting in a downtown environment has both safety and aesthetic benefits.

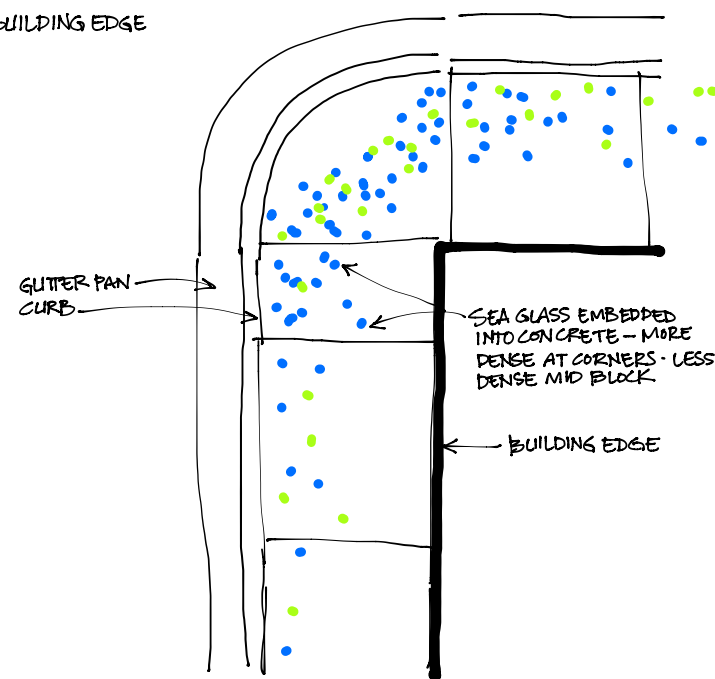
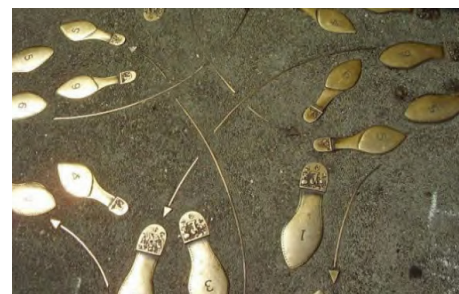
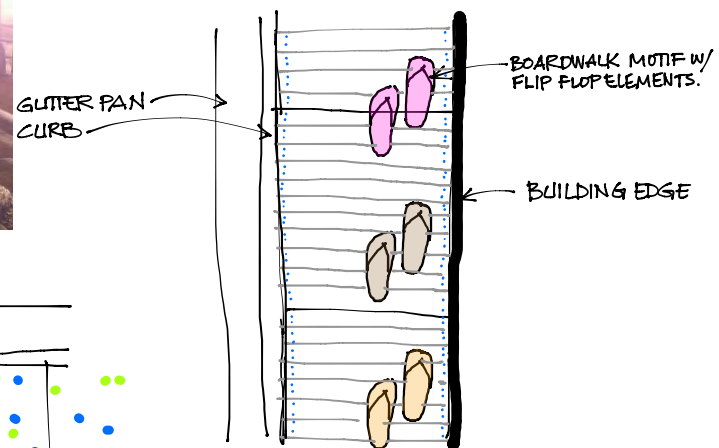
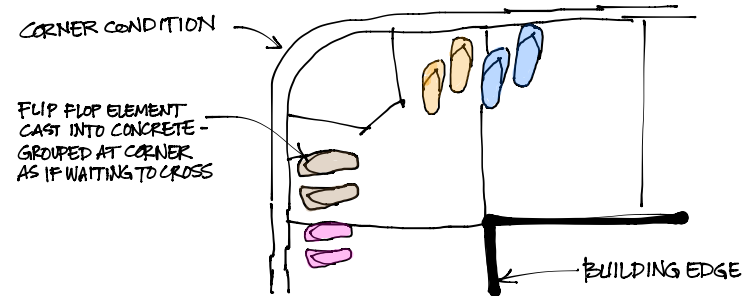
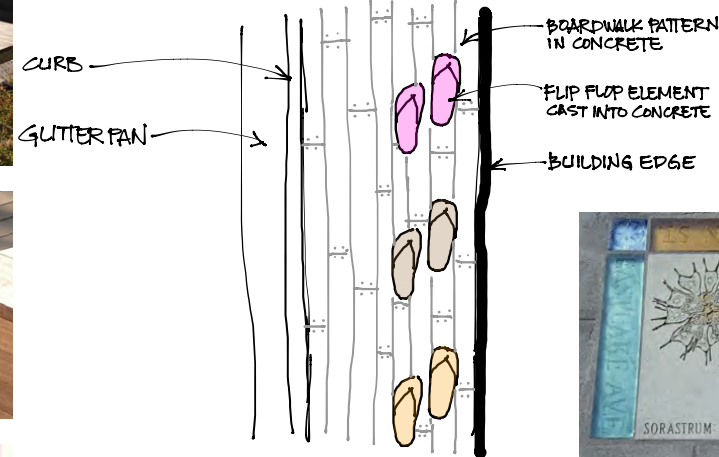
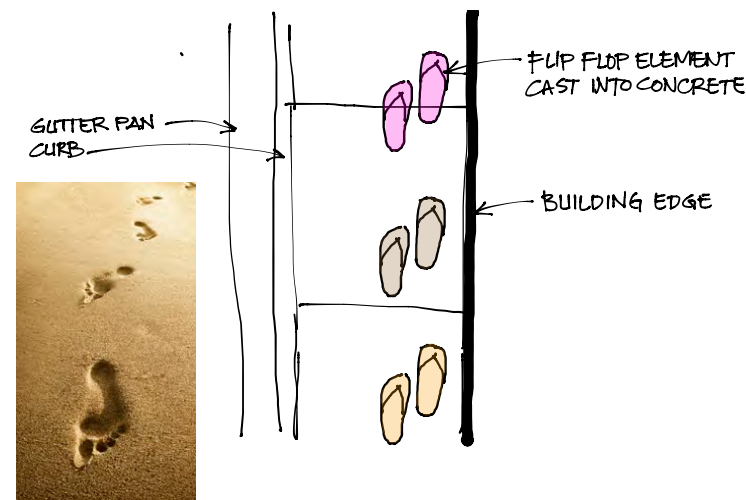
The design team conducted an analysis of existing lighting. The graphic to the left shows the existing locations and types of lighting along Corey Avenue. The images to the left show proposed locations for the installation of additional street lighting and conceptual designs.



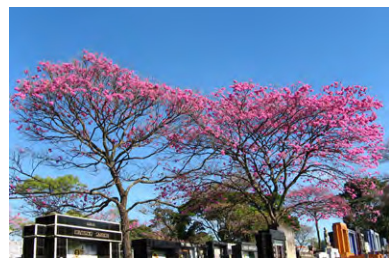
Sidewalk Details

Sidewalks are an important element of a streetscape and the user experience. The materials used to create the sidewalk can help define a sense of place. Community members were interested in a concept that acknowledged the City's roots as a beach community.

The images and drawings to the left show possible themes, sidewalk materials and conceptual designs for the districts that integrate art, storytelling, and "fun" through the use of creative boardwalk patterns, colored sea glass and flip-flops.



Sidewalk details design concept



Tabebuia impetiginosa



**Sabal-palmetto sp.*

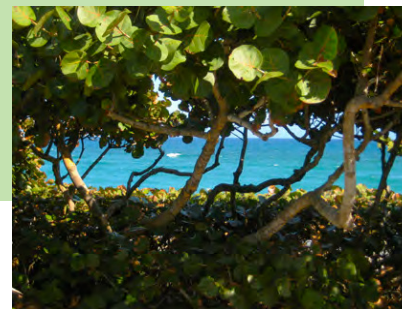


Arbutus unedo

UNDERSTORY TREES



**Conocarpus erectus*



**Cocoloba uvifera*

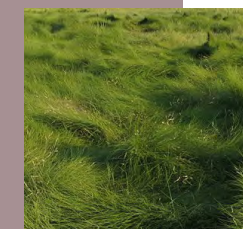


Ajuga reptans

LOW GROWERS



**Muhlenbergia sp.*



**Spartina patens*



**Scaevola plumieri*



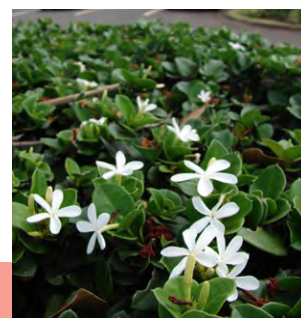
Archontophoenix alexandrae



Washingtonia robusta sp.



**Morella cerifera*



Carissa macrocarpa



Callistemon citrinus



Rhapsiolepis

SHRUBS



Phoenix roebelenii



Ixora coccinea sp.

*=native

Landscape Palette

A landscape palette helps reflect the character of a place and is a key element in any streetscape design.

The images of trees, shrubs and low groundcovers to the left show the proposed landscape palette for the Corey Avenue District that focuses on native and other plants that are both hardy and attractive.



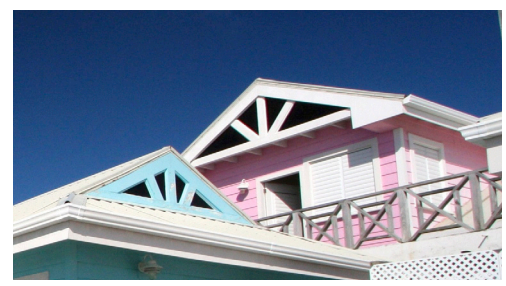
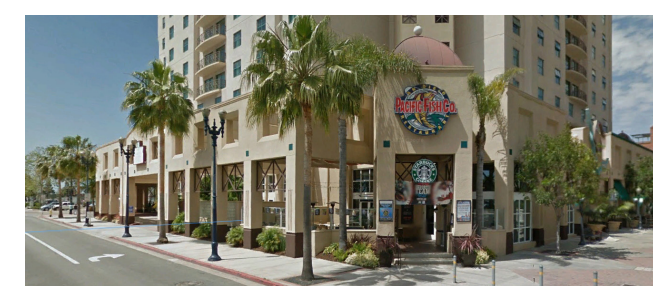
A Vision for the Corey Avenue District

05 ARCHITECTURE & COMMERCIAL SIGNAGE

Architectural Character

St. Pete Beach community members want to see a diverse mix of architectural styles, colors, and scales that retains the current character of the Corey Avenue District. As noted earlier, shade features such as awnings and balconies are important given the Florida summertime climate and should be incorporated into building architecture whenever possible. These architectural features also can provide continuity between these diverse building types.

These images show the proposed architectural styles and character for the Corey Avenue District. They represent examples appropriate for larger new development at the east and west ends of Corey, along with smaller scale infill and rehab.



A Vision for the Corey Avenue District



Commercial Signage

The use of attractive, high-quality commercial signage can also provide continuity among a diverse range of building types. Commercial signage contributes to the overall feel of a place.

The images are potential business signage types and conceptual examples for the district that showcase upscale retail and are oriented to the pedestrian.





A Vision for the Corey Avenue District

06 POLICY ANALYSIS

Baker conducted a review of St. Pete Beach's Comprehensive Plan and Land Development Code (LDC) in relation to the proposed Vision Plan for the Corey Avenue District (Vision Plan). The map to the right depicts the study area boundaries for the Vision Plan.

The Comprehensive Plan offers a general, long-range vision for the future development of St. Pete Beach in its entirety. It offers goals, objectives and policies to achieve the long-range vision for the City. Complimentarily, the LDC provides specific regulations for the development of land within the City such as principal uses permitted, conditional uses allowed, prohibited uses, minimum lot requirements, heights, densities and the parking required for the type of development. These requirements typically vary according to the district classification of the parcel of land.

This review explored how compatible St. Pete Beach's Comprehensive Plan and LDC are compatible with the future Vision Plan for the Corey Avenue District. Instances of incompatibility are noted in this section of the report and more detailed analysis is found in the Appendix. Baker recommends the City revisit any instances of incompatibility to determine if alterations to the Comprehensive Plan and LDC are required in order to effectively implement the Vision Plan for the Corey Avenue District.



Corey Avenue District study area



Comprehensive Plan Review

The St. Pete Beach Comprehensive Plan was adopted in October 2008 and last amended in 2012.

The Future Land Uses outlined in the Comprehensive Plan found within the study area include the following:

- Community Redevelopment District (CRD) which is subdivided into the Gulf Boulevard Redevelopment District and the Downtown Redevelopment District (DRD). The Downtown Redevelopment District contains character districts which represent the majority of the study area; and
- Commercial General District (CG) which contains a small amount of the study area.

A general review of the adopted Comprehensive Plan and its overall intent for the CRD, particularly within the DRD, reveals supportiveness of the key elements of this Vision Plan.

For instance, the Comprehensive Plan and Vision Plan both intend to encourage:

- Development that anchors the East and West ends of Corey Avenue
- A mix of uses in the downtown core area
- A variety of building forms and styles that respect the downtown character of Corey Avenue and enhances the quality of design found in the public realm
- Complete streets that encourage alternatives to driving and a different approach to parking
- More public spaces and access to the water for residents and visitors to enjoy while downtown

However, the Comprehensive Plan and Vision Plan differ in a few ways as well. In order to provide greater consistency between the plans, it is recommended that St. Pete Beach re-examine the following items in the Comprehensive Plan:

- **The exclusion of some land from the Town Center Coquina West District (TC-2) character district which is part of the Downtown Redevelopment District (DRD) which is a part of the Community Redevelopment District (CRD) in the Future Land Use Plan** (see p. 37; p. 190). There is a sliver of land on the west end of the Vision Plan study area that is classified as Commercial General rather than the adjacent Town Center Coquina West District (TC-2) character district which is a part of the DRD, and larger CRD. It is not clear in the Comprehensive Plan why the Commercial General parcels were left out of the TC-2 designation. The City should



A Vision for the Corey Avenue District



consider the consolidation of the Commercial General land into the TC-2 character district.

- **Support and pursuit of a pedestrian bridge over Gulf Boulevard connecting the east and west areas of Corey Avenue** (see p. 71, Policy 12; p. 95, Policy 12). Pedestrian bridges can improve pedestrian access, enhance pedestrian safety, and provide a unique opportunity for a city gateway if correctly placed. For that reason, the Vision Plan proposes the placement of a pedestrian bridge/gateway on 75th Avenue. A second pedestrian bridge/gateway would not be appropriate for the intersection of Gulf Boulevard and Corey Avenue. It would detract from the streetscape and safety improvements brought about by the Vision Plan. The City should consider eliminating these policies in its Comprehensive Plan.

More generally, when the City has the opportunity to update the Comprehensive Plan in the future, changes should:

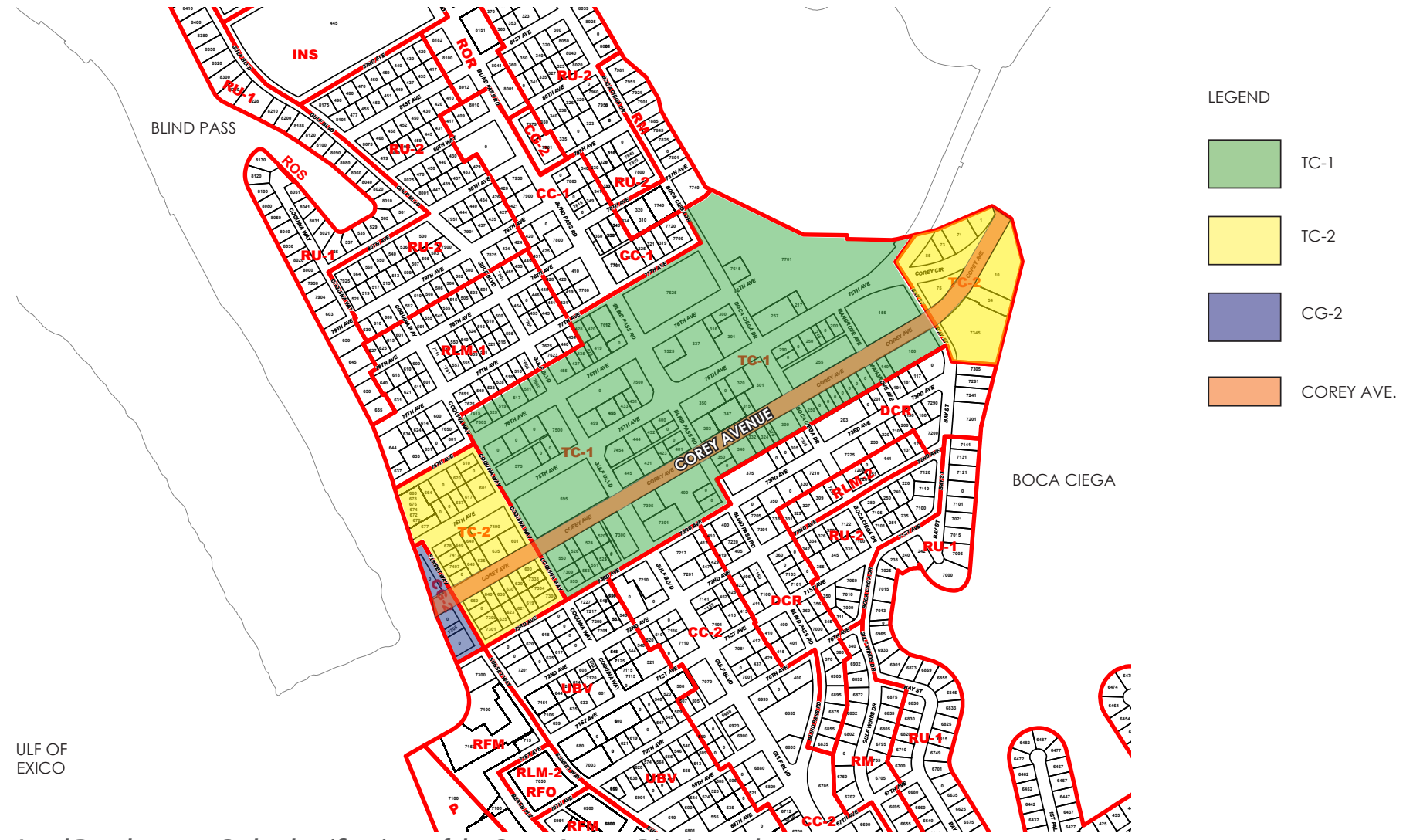
- Streamline the Comprehensive Plan's written text.
- Aid reader understanding of the complexity of the different land use districts, perhaps through the addition of more graphics such as tables and charts, matrices and maps.
- Ensure consistency between the permitted uses and standards in the Comprehensive Plan written text and the LDC.

Land Development Code Review

The districts in the LDC found within the Corey Avenue study area include the following:

- CG-2 Commercial District
- TC-1 Town Center Core District
- TC-2 Town Center Corey Circle District (aka "Sunrise" end of Corey Avenue)
- TC-2 Town Center Coquina West District (aka "Sunset" end of Corey Avenue)

Furthermore, there are other key sections of the LDC that also apply to development of the study area addressed by the Vision Plan such as 1) Division 23 Off-Street Parking and Loading and 2) Division 39: Community Redevelopment District General Standards. Those divisions must be considered in tandem with the TC-1, TC-2 and CG-2 district regulations.



Land Development Code classifications of the Corey Avenue District study area

A Vision for the Corey Avenue District



The LDC review compared the Vision Plan for the Corey Avenue District against the LDC regulations for each district in the study area. In general, some potential conflict areas between the two revolve around:

- Parking
- Density
- Land assembly

Parking Requirements – The LDC’s parking requirements challenge the redevelopment potential of the Corey Avenue District because they are not tailored enough to the downtown environment and the city’s desire to offer more alternatives to driving a vehicle. The regulations take a fairly inflexible approach to parking by requiring off-street spaces onsite (or within 300 - 600 feet of the building if the spaces cannot be accommodated on site), by requiring a certain number of spaces based on the building’s use and size, by not allowing existing on-street parking spaces to help count against the total off-street spaces required, and by not making it easier to share parking with other businesses or facilities. Many downtown property lots are small meaning onsite parking is difficult to accommodate without devoting a sizable amount of the lot to spaces. In turn, street-facing parking lots interrupt a consistent Corey Avenue streetscape and detract from the traditional main street environment. The LDC also is vague about the treatment of parking structures and does not provide enough meaningful design guidance. Parking structures can have significant visual impacts on the streetscape of a downtown area, thus it is beneficial to address parking structure design in more depth and greater detail.

- **Recommendation** - The Vision Plan presents a redevelopment concept that does not adhere to the parking requirements currently in place. The concept has not provided the number of parking spaces in the locations the LDC would currently require. The City should revisit its parking regulations and consider taking a more flexible, tailored approach to parking requirements in the Corey Avenue District. The City should also better define its design expectations for parking structures.

Density – The LDC’s mixed use density regulations may challenge the redevelopment potential of the Corey Avenue District because regulations may not allow enough residential density to make mixed use redevelopment attractive in the City’s TC-2 districts. Redevelopment in these areas may remain stalled unless greater density and thus value to a developer can be extracted from the land.

- **Recommendation** - The Vision Plan presents a redevelopment concept that adheres to the City’s current height regulations, but in some cases does not meet the current site and density requirements in place under the LDC for mixed use buildings with temporary lodging uses or residential uses incorporated into

them. For instance, the Sunset development concept on the east end of Corey Avenue depicts mixed use buildings that could yield a density of 30 residential units per acre, which exceeds the currently allowed 24 units per acre. It remains to be seen if a developer will pursue a redevelopment scheme in either TC-2 district. The City should revisit its regulations in the future if redevelopment remains stalled due to the density restrictions.

Land assembly – Smaller lots are found in the downtown area. However, redevelopment schemes require a minimum site size of 1.8 acres for mixed use residential, or a minimum site size of 2 acres for mixed use temporary lodging uses (hotel, motel, or resort condominium) in the City’s TC-2 districts. Redevelopment in these areas may remain stalled due to practical difficulties associated with the land assembly of small lots and multiple property owners. Successful redevelopment is dependent on land assembly and/or the cooperation of multiple property owners on a shared vision.

- **Recommendation** - The Vision Plan presents a redevelopment concept that imagines successful land assembly to produce anchor development on the east and west ends of Corey Avenue. However, the Sunset development concept may not ultimately meet the minimum site size requirements of the current LDC. The Sunset concept depicts a mixed use building with a hotel and expanded public space sitting on 1.75 acres—a site size that falls just short of the 2 acre minimum for development. It remains to be seen if a developer will pursue a redevelopment scheme in either TC-2 district. The City should revisit its regulations in the future if redevelopment remains stalled due to the difficulty of small lot land assembly and meeting minimum site sizes.

**PLANNING BOARD MEETING
CITY OF ST. PETE BEACH
COMMISSION CHAMBERS**

Agenda Report

Agenda Title Name: 2025 Legislative Wrap-up

Action Request: None - for discussion purposes.

Strategic Objective:

Date: August 18, 2025

Prepared By: Ralf Brookes, City Attorney

Through: Frances Robustelli, City Manager

Summary of Issue: The attached summary provides a broad overview of some of the most significant bills signed this legislative session. Staff will provide a presentation covering others.

Funding: N/A

Attachments: 1. 2025 Legislation affecting Land Development

M E M O R A N D U M

TO: City of St Pete Beach
FROM: City Attorney
DATE: July 23, 2025
SUBJECT: New Florida Legislation 2025 Impacting Local Land Development Review

This memorandum serves to provide overview and guidance regarding several recently enacted bills with a significant impact on local land development procedures and regulations: SB 180, SB 784, and SB 1080. SB 180 mandates new restrictions on land development regulations in connection with state disaster declarations; SB 784 addresses the plat and replat approval process; and SB1080 modifies procedural requirements for land use applications.

SB 180 – Emergencies

Although SB 180 also addresses numerous other aspects of emergency and natural disaster preparation and response, this summary will focus specifically on these impacts on land development regulations. SB 180 creates Section 252.422, Florida Statutes (entitled “Restrictions on county or municipal regulations after a hurricane”), which provides that any county—or municipality located within such county—listed in a federal disaster declaration located entirely or partially within 100 miles of the track of a storm declared by the National Hurricane Center while the storm was categorized as a hurricane may not, for 1 year after a hurricane makes landfall, propose or adopt:

- 1) a moratorium on construction, reconstruction, or redevelopment of any property;
- 2) a more restrictive or burdensome amendment to its comprehensive plan or land development regulations; or
- 3) a more restrictive or burdensome procedure concerning review, approval, or issuance of a site plan, development permit, or development order (with exceptions for applications initiated by a private party which owns the property subject to application *and* where the proposed comprehensive plan amendment was submitted before storm landfall and is approved by the state land planning agency).

This section also provides that *any person* may file suit against the impacted local government for declaratory and injunctive relief to enforce the above requirements.

Relatedly, SB 180 further prohibits each county listed in the Federal Disaster Declaration for Hurricane Debby, Helene, or Milton, and each municipality within one of those counties from:

- 1) proposing or adopting any moratorium on construction, reconstruction, or redevelopment of any property damaged by such hurricanes;

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- 2) proposing or adopting more restrictive or burdensome amendments to its comprehensive plan or land development regulations; or
- 3) proposing or adopting more restrictive or burdensome procedures concerning review, approval, or issuance of a site plan, development permit, or development order for one year after a hurricane makes landfall (with exception for applications initiated by a private party which owns the property subject to application).

Importantly, this section applies retroactively from August 1, 2024 and does not expire until October 1, 2027. In other words, any moratorium or restrictive or burdensome comprehensive plan amendment, land development regulation, or procedure proposed or enacted as of August 1, 2024 is considered by this legislation to be null and void. Further, any *resident of or owner of a business* in a county or municipality may bring civil action for declarative and injunctive relief for violations of the above; and such plaintiff will be entitled to attorneys' fees and costs if such civil action is successful.

For the avoidance of doubt, note that *all counties and municipalities in Florida* are in fact covered by the prohibitions outlined in this bill.

SB 784 – Platting –preempts public hearings

SB 784 addresses new procedural requirements for plat and replat approval. Specifically, SB 784 provides that the governing body of a county or municipality shall designate (via ordinance or resolution) an administrative authority to receive, review, and process plat or replat submittal, including designating an administrative official responsible for approving, approving with conditions, or denying proposed plats or replats. The bill further requires that a plat or replat *must* be administratively approved if it complies with the requirements of Sec. 177.091, Florida Statutes (addressing substantive requirements for plats offered for recording).

Procedurally, note that the administrative authority established by this section must provide written notice of receipt within 7 days of submittal by an applicant for a plat or replat. The notice must include (1) an identification of any missing documents or information necessary to process the submittal for compliance with Sec. 177.091; and (2) any information regarding the plat/replat approval process, including requirements regarding completeness of the process and applicable timeframes for reviewing, approving, and otherwise processing the submittal.

Finally, all existing procedures and regulations pertinent to submission and approval of *plats* now also applies to submission and approval of *replats*.

SB 1080 – Local Government Development Application Review and Impact Fees

SB 1080 takes effect October 1, 2025. This bill amends Section 125.022, Florida Statutes to require counties and also amends Section 166.033, Florida Statutes to require of municipalities to specify in writing the minimum information required in an application for zoning approval, rezoning approval, subdivision approval, certification, special exception, or variance. This information must

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be made available either (a) for inspection and copying at the location where the local government receives applications for development permits and orders; (b) at a preapplication meeting; or (c) posted on the local government's website.

The bill further establishes the following procedural requirements:

- 1) Counties and municipalities must confirm receipt of application for approval of a development permit or development order within 5 business days of such receipt.
- 2) Counties and municipalities must approve, approve with conditions, or deny an application for a development permit or development order within 120 days after completion if the application does not require final action through a quasi-judicial hearing or a public hearing. If the application does require such a hearing, approval or denial must be granted within 180 days after completion. These timeframes restart if any substantive changes (applicant-initiated change of 15 percent or more in the proposed density, intensity, or square footage of a parcel) are made to the application.
- 3) Refunds for application fees are required in the following amounts/circumstances:
 - Ten percent of the application fee if the county or municipality fails to issue written notification of completeness or written specification of areas of deficiency within 30 days after receiving the application.
 - Ten percent of the application fee if the county or municipality fails to issue a written notification of completeness or written specification of areas of deficiency within 30 days after receiving requested additional information to supplement an initial application.
 - Twenty percent of the application fee if the county or municipality fails to issue a written notification of completeness or written specification of areas of deficiency within 10 days after receiving additional information pursuant to a second supplemental request.
 - Fifty percent of the application fee if the county or municipality fails to approve, approves with conditions, or denies the application within 30 days after conclusion of the 120-day or 180-day timeframe specified in above parameters.
 - One hundred percent of the application fee if the county or municipality fails to approve, approves with conditions, to denies an application 31 or more days after conclusion of the 120-day or 180-day timeframe specified in above parameters.
 - No refund if parties agree to an extension of time, the delay is caused by the applicant, or the delay is attributable to a force majeure or other extraordinary circumstances.

The bill also addresses impact fees by prohibiting school districts from collecting, charging, or imposing any alternative fee in lieu of an impact fee to mitigate impact of development on educational facilities unless such fee meets the requirements of Sec. 163.31801(4)(f) and (g), Florida Statutes (dual rational nexus test—proportional and reasonably connected to the expenditure). In the event of litigation, the school board is given the burden of proving legality of the fee by a preponderance of the evidence.

Impact fee increase ordinances must be approved by a unanimous vote of the governing body, not a two-thirds majority, and such increase must be implemented in at least two but not more than

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four equal annual increments beginning on adoption date. A local government may not increase an impact fee rate beyond the phase-in limitations if it has not increased the impact fee within the past 5 years, not counting years in which a local government is prohibited from increasing an impact fee because it is in a hurricane disaster area jurisdiction.

Finally, the timeline within which comprehensive plan amendments adopted by a governing body must be transmitted to a state land planning agency or other relevant agency/local government has been increased from *ten* working days after final adoption hearing to *thirty* days after final adoption hearing.

**PLANNING BOARD MEETING
CITY OF ST. PETE BEACH
COMMISSION CHAMBERS**

Agenda Report

Agenda Title Name: Community Redevelopment Area Discussion

Action Request: None - for discussion purposes.

Strategic Objective:

Date: August 18, 2025

Prepared By: Gilbert Martinez, Senior Planner

Through: Laura Canary, Community Development Director

Summary of Issue: A presentation will be provided at the scheduled Planning Board meeting.

Funding: N/A

Attachments: