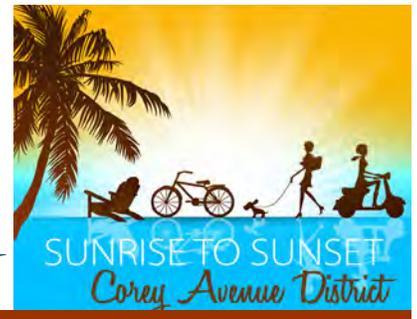


APPENDICES



APPENDIX

November 19 - 22, 2013
Community Design Week Summary

Corey Avenue District

Community Design Week
November 19 - 22, 2013



Summary



TABLE OF CONTENTS

1. Introduction.....	1
Corey Avenue District Enhancement Project	1
About this Summary	1
Next Steps	1
2. Community Design Week.....	2
Overview.....	2
Activities	2
Findings & Direction	4
3. Appendix – Notes from Activities	10
Where You Live & Work Map.....	10
Post-It Visions	11
Design Workshop.....	13
Couplet Discussion Group	26
Additional Participant Comments.....	27

Sunrise to Sunset - Corey Avenue District



1. INTRODUCTION

Corey Avenue District Enhancement Project

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 these past efforts, the enhancement project will develop tools to guide physical improvements and development on Corey Avenue and the downtown, through:

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

These concepts and recommendations for implementation will be conveyed through illustrations and text. A large “vision poster” will show 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.

About this Summary

This report summarizes three days of community engagement activities that were held during Community Visioning Week in November 2013. It begins with a description of the activities, then provides the major themes that were heard in community comments. These community ideas and comments will play a primary role in shaping the project concepts and recommendations.



We heard you!

Next Steps

The development of conceptual plans and design concepts for Corey Avenue and downtown will continue into 2014, and presented to the community for additional feedback in the early spring. Based on this feedback, the plans and concepts will be refined for final community review and approval by the Planning Board and Commission, which is anticipated to occur in summer 2014.



2. COMMUNITY DESIGN WEEK

Overview

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 19 through Friday, November 22nd, 2013, a team of community planners, landscape architects, and transportation engineers from Michael Baker Jr., Inc. 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

Each activity is described below.



Activities

All of the following activities were open and advertised to the public as opportunities to participate in Community Design Week. Notes from these activities are provided in the Appendix.

CRA Workshop | Tuesday, Nov. 19

The first event of the week was a workshop about the update of the Community Redevelopment Area which had the largest attendance of all the week's activities, indicating a high level of community interest in the Corey Avenue District Enhancement Project. This meeting provided an overview of what the CRA is, and its connection to the downtown project, before engaging participants in identifying specific outcomes that the community would like to accomplish through the CRA.

Breakfast Meet & Greet with Local Merchants | Wednesday, Nov.20

Downtown business owners and employees attended this breakfast in the City Commission Chambers and informally exchanged ideas with the project team about the Corey Avenue District.



Sunrise to Sunset - Corey Avenue District

District Walks | Wednesday, Nov. 20 & Thursday, Nov. 21

Community members joined project team members on two daytime walks and an evening walk along different routes through the Corey Avenue District, making observations along the way and discussing ideas for improvements.

Couplet Discussion Group | Wednesday, Nov. 20

A session was held at City Hall to discuss the idea of creating a set of one-way segments that would circle around Corey Avenue on Blind Pass, 75th Avenue, Gulf Boulevard, and 73rd Avenue. This idea has been discussed in previous public forums but no definitive decision has been made to proceed.

Design Workshop | Wednesday, Nov. 20

A hands-on workshop was held at the Community Center that asked participants to provide feedback on, and improve upon, the major ideas from previous planning efforts in the Corey Avenue District. Participants then took a visual preference survey, using electronic polling devices to provide instant feedback on a series of images shown on screen. The images portrayed different types of city streetscapes, landscaping, public spaces, pathways, signage, and other elements of urban design that would define the “look” and function of the Corey Avenue District.

Stakeholder Interviews | Wednesday, Nov. 20 & Thursday, Nov. 21

Project team members met with over a dozen community stakeholders to hear their perspectives on downtown, in a series of half-hour individual and small-group interviews. Interviewees included City Commissioners, Planning Board members, downtown property and business owners, Chamber representatives, the Corey Avenue Business Association, and representatives of Secrets of the Sea Marine Exploration Center and Aquarium.

City Commission Workshop | Thursday, Nov. 21

Ideas from the week’s activities were presented to the City Commission for feedback from Commissioners and members of the public in attendance.



Sunrise to Sunset - Corey Avenue District





Findings & Direction

Throughout the various activities of Community Visioning Week, some major topics emerged in community comments which are described below.

CHARACTER, SENSE OF PLACE & IMAGE

Improvements such as landscaping, signage, gateways, and public art will help establish a “look” for the Corey Avenue District. Community members want a look that is uniquely St. Pete Beach—colorful and alive, an “upscale beach” style that avoids overly whimsical or garish use of icons that can make a beach feel more like a theme park. It should be accessible and comfortable: “everyone’s downtown”, “relaxed, but not lazy.”



Design Workshop participants responded positively to the image of this streetscape.

AMENITIES

Community members made it clear that making the Corey Avenue District a more pedestrian friendly area should be a priority. This can be partly achieved through amenities that make it comfortable to walk, sit, and enjoy the area. Participants felt that public restrooms and lighting are needed. They liked the idea of outdoor dining, including temporary “parklets” that convert some parking spaces into seating or dining areas. Amenities should be changeable rather than static—movable and usable for more than one purpose.



Example of a “parklet”.

GATEWAYS

As part of their interest in creating a greater sense of place in the Corey Avenue District, community members asked for 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 demarcated by a pedestrian bridge or gateway arch. There are potential locations for 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



Sunrise to Sunset – Corey Avenue District

- Arches
- Streetscape features
- Landscaping
- Signage
- Architecture
- Public art



Potential gateway locations and example of a pedestrian bridge/city gateway arch.

SUNRISE – SUNSET

“Sunrise to sunset” activity in the Corey Avenue District continues to be an important goal—extending the district physically from the eastern shore to the western shore, and extending activity throughout the day and evening. Community members had many different suggestions for increasing activity, including:

- **Signature projects** – New development or redevelopment to provide significant new activity nodes.
- **Public space** – Creating places to enjoy and hold events.
- **Views/vistas** – Taking advantage of the location and ocean views.
- **Pedestrian connections** – Encouraging people to “park once” and walk between different activities.





Sunrise to Sunset - Corey Avenue District

- **Fishing pier and boat docks/marina** – Promoting more active use of the ocean. *Design Workshop participants liked these images of green public spaces.*
- **Festivals, events, and performing arts** – Whether in the street or in a theatre, creating more opportunities for enjoying culture and community.
- **Hotel and residential uses** – Building a captive audience of downtown patrons.
- **Businesses** – Supporting a strong business mix consistent with the desired district image.
- **Safety** – Enhancing the sense of safety to encourage walking and evening activity.

REDEVELOPMENT OPPORTUNITIES

Vacant land and buildings provide key opportunities for redevelopment and re-use. Most obvious is the large parcel at the “sunrise” end of Corey Avenue, but other sites are scattered throughout the district. Community members are excited about the possibility of the Secrets of the Sea aquarium locating in the former police station building. They also hope to revive the Beach Theatre.



Potential redevelopment locations along with two potential anchor uses, the aquarium and Beach Theatre.



ARCHITECTURE & USE

Community members want to see a diverse mix of architectural styles, colors, and scales that retains the current character. Shade features such as awnings and balconies can provide continuity between these diverse building types, as can the use of attractive, high-quality signage. As noted in “Sunrise to Sunset” above, community members hoped to see more hotel uses and mixed use buildings that include residential units.



Many Design Workshop participants felt this image reflected their vision for architecture and landscaping in the Corey Avenue District.

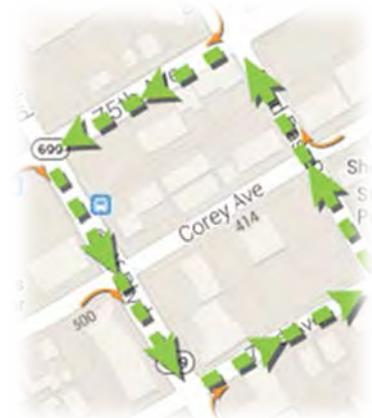


COUPLET

Based on community input during Community Design Week, the City Commission gave the project team direction to move forward with designing options for a couplet of one-way streets that would encircle the heart of the Corey Avenue District on 75th Avenue, Gulf Boulevard, 73rd Avenue, and Blind Pass Road.

There are still concerns about the couplet which should be addressed in the design. These include the potential to make businesses less visible to drivers, possible driver confusion, creating issues on other streets from diverted/shortcut traffic, and disruption to businesses during construction.

However, there is much that could be gained, as the couplet would create areas for street beautification and on-street parking while improving traffic flow and intersection safety.



Couplet concept.

As the Corey Avenue District Enhancement Project continues, the community will continue to be engaged in exploring couplet design options.

MOBILITY & CONNECTIVITY

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.

As mentioned above in “Amenities”, community members want to see a better pedestrian environment—with safe 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 suitable for pedestrian circulation. This network can become even more interesting and convenient for walking if alleys are improved to function as attractive, narrow pedestrian-oriented streets.



Example of an alley turned into a small pedestrian-oriented street.

Community members also suggested accommodating bicycles in the district, having a water taxi service, and improving trolley stops.



PARKING

Parking is important to downtown businesses and visitors, who want spaces to be easy to find and inexpensive. Ideally visitors will be able to park once, and walk or take transit to make multiple stops throughout the district.

A study of the existing parking supply and utilization would illuminate opportunities to better manage the available parking spaces. Parking management strategies include shared parking, relaxed parking requirements for businesses/properties, installing signage to direct people to nearby spaces, and valets.

There are opportunities to create more spaces through the couplet design described above and the new library parking lot. Ultimately, as downtown develops, there may be enough parking demand to make structured parking a feasible option.

IMPLEMENTATION

Community members had many thoughts about how to implement improvements in the Corey Avenue District, including the following:

- Identify funding needs and potential sources
- Leverage the Community Redevelopment Area as a tool for implementation (ASAP!)
- Remove obstructions in the City development code
- Foster a desirable mix of business types
- Create a comprehensive plan
- Leverage FEMA funding
- Allow transitional uses
- Focus economic development efforts
- Use marketing and promotion to boost the visibility of the Corey Avenue District

As described in the Introduction, the next step in the Corey Avenue Enhancement Project will be to develop draft concepts and bring them back to the community for further input.



3. APPENDIX – NOTES FROM ACTIVITIES

Where You Live & Work Map | Nov. 20 – Dec. 16

The map below was used to get a sense of whether the people who live and work in and around the Corey Avenue District were providing input for the enhancement project. Community members put stickers on a map to show where they lived or worked within or near the district. The map was used at multiple events during Community Design Week and was then set up in the City Hall lobby.





Post-It Visions | Nov. 20 – Dec. 16

POST-IT NOTE COMMENTS

A board was used to collect short suggestions for enhancing the Corey Avenue District. The board was first used at the Design Workshop and was then displayed in the City Hall lobby. Participants responded to a question posed on the board by writing ideas on Post-It notes. Comments have been arranged into themes, and may appear under more than one theme.

What do you think are the best ideas for enhancing the Corey Avenue District?

Walking

- Wide multi-use sidewalks with trees separating from road
- Boardwalk connecting east Corey & community center
- Board walk connecting Rec Center to Corey Ave
- Sunrise -> sunset, water-to-water, walk w/multi-use, beautiful buildings/mall
- Buffer between sidewalks & curbs
- Would love to see downtown ped friendly

Placemaking/design

- Corner stones to identify downtown area
- Consistent architecture
- Signage
- Sunrise -> sunset, water-to-water, walk w/multi-use, beautiful buildings/mall
- We are all about the beach + keep it quaint

Parking

- Free parking
- Free parking
- Public parking garage & restrooms

Traffic

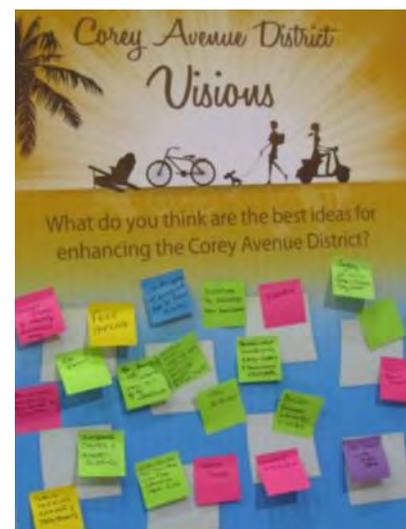
- Can Corey business district be closed to traffic?
- Fix Corey no couplet
- Be aware of where cars will go to shortcuts

Beach Theatre

- Save Beach Theatre
- Work on getting the Beach Theater open
- Incentives to get vacant stores + theater open

Businesses

- Incentives to encourage new businesses
- Incentives to get vacant stores & theater open
- Get rid of Mamma's toy store! Same for Mermaids





Sunrise to Sunset - Corey Avenue District

West Corey

- Safety incl. get rid of drug rehab Corey west
- Fix West Corey

Public restrooms

- Public bathrooms
- Public parking garage & restrooms

Outdoor dining

- Outdoor cafes & streetscaping
- Landscaping w/bumpouts for 'al fresco' dining

Green space & trees

- Less business, more green space
- Shade trees



Design Workshop | Wednesday, Nov. 20

NOTES FROM GROUP DISCUSSION

These notes are transcribed from worksheets that were completed by small groups as they discussed the questions below. They have been arranged into themes, and comments may appear under more than one theme.

1. What three ideas/visions presented for the Corey Avenue District do you think are most important?

Pedestrian friendly / walkable / pedestrian amenities

- Pedestrian friendly
- Walkability – upgrading pedestrian safety & comfort
- Pedestrian friendly & public restrooms
- Adding public restrooms
- Pedestrian friendly boardwalk to + parking

Uses

- Re-use of existing civic buildings
- Increased residential on east/west
- Add hotels + residential
- Theatre!!
- Outdoor dining
- Secrets of the Sea

Parking

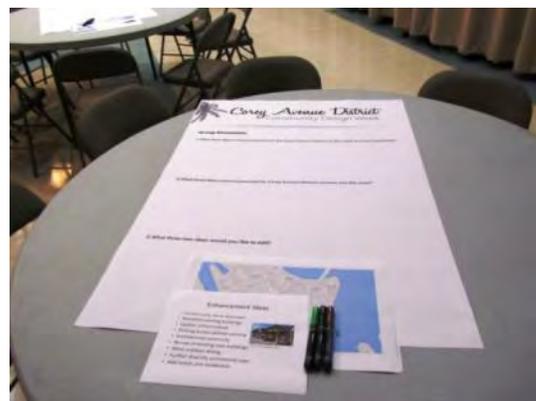
- Parking upgrades
- Free parking
- Parking
- Parking: parking garage, couplet, walkability
- Pedestrian friendly boardwalk to + parking

Connections

- Connect Corey Ave to downtown
- Water-to-water / water taxi
- Building a bike lane network

Placemaking/design

- Architectural continuity
- Unique streetscaping
- Small, neighbor friendly





2. What three ideas/visions presented for the Corey Avenue District concern you the most?

[Note: Some participants seemed to interpret this question as asking what issues concern them the most.]

Street circulation

- Couplet logistics (have angled parking possibly w/o 1-way option)
- Couplet concerns
- Couplet – clarification
- Narrowing lanes on Corey Avenue (poor visibility when coming and going – parking)
- 73rd Coquina shortcut

East and west ends

- How is the west end of Corey blended with the “District”?
- Clean up West Corey
- Do something with East Corey
- Vacant bookends

Businesses

- Incentives for new businesses
- Types of business

Other

- Sidewalks on curbs
- Crime
- Ensure infrastructure can support demand
- Marketing
- None

3. What three new ideas would you like to add?

Water connections

- Water taxi
- Water taxi!!
- Fishing pier
- Look for opportunities to tie-in (somehow) with future super-cruise ships
- Kayak trails – destination

Walkways

- Covered walk in shopping district
- Walk over from Corey over Gulf Blvd.
- Walk over from 75th to Mangrove
- Sidewalks along Sunset Way / connect to Upham Beach

Attractions

- Theatre connected old hardware
- Performing arts venue + supper club



Sunrise to Sunset - Corey Avenue District

- Attraction: boutique hotel – Leverock’s

Placemaking/design

- Make sure street lighting is adequate
- Signage nice + visible
- Entrance features – Corey Downtown
- Mural on the Design Center wall on Boca Ciega side.
- Gulf winds like BPR [Blind Pass Road] improvements

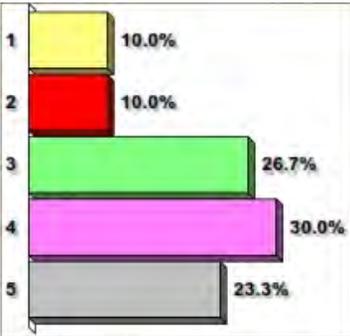
Funding opportunities

- Leverage CRA funds to do things ASAP
- Underground utilities using Pinellas County Gulf Blvd beautification monies

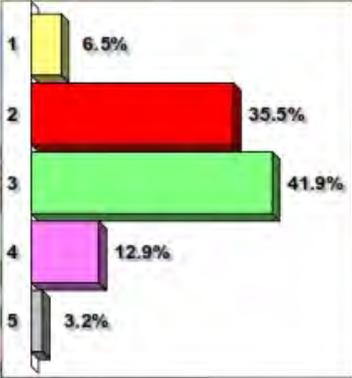
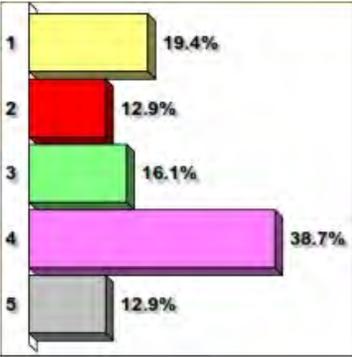


NOTES FROM TOWNSCAN™ SURVEY

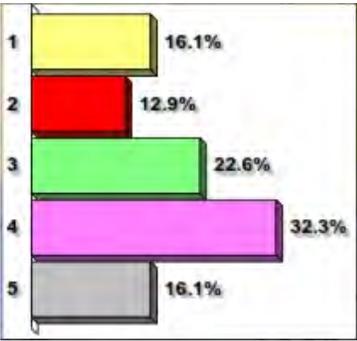
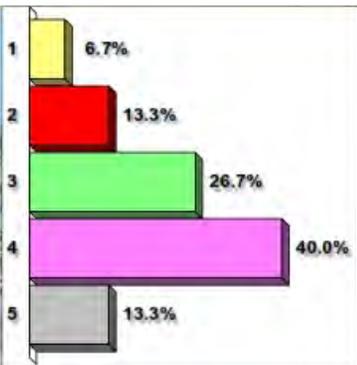
In the TownScan™ survey, workshop participants reviewed scenes of city streetscapes, landscaping, public spaces, pathways, signage, and other elements of urban design. Using electronic polling devices, they indicated whether they felt the subjects of the images were consistent with their vision for the Corey Avenue District, rating them from 1 (Not My Vision!) to 3 (Indifferent) to 5 (Yes, My Vision!). While showing the results to the room, the facilitator asked for volunteers to say what they liked and didn't like about the images. Results and comments are provided below next to each slide image.

Slide Image	Results (Yes, My Vision! = bottom bar)	Comments – LIKES	Comments - DISLIKES										
 <p>1 2 3 4 5</p> <p>NOT MY VISION! ← INDIFFERENT → YES, MY VISION!</p>	 <table border="1"> <tr><td>1</td><td>10.0%</td></tr> <tr><td>2</td><td>10.0%</td></tr> <tr><td>3</td><td>26.7%</td></tr> <tr><td>4</td><td>30.0%</td></tr> <tr><td>5</td><td>23.3%</td></tr> </table>	1	10.0%	2	10.0%	3	26.7%	4	30.0%	5	23.3%	<ul style="list-style-type: none"> ▪ Architecture – tile ▪ Mixed use ▪ Welcoming ▪ Color, awnings, consistency 	<ul style="list-style-type: none"> ▪ Too consistent ▪ Too “matchy”
1	10.0%												
2	10.0%												
3	26.7%												
4	30.0%												
5	23.3%												

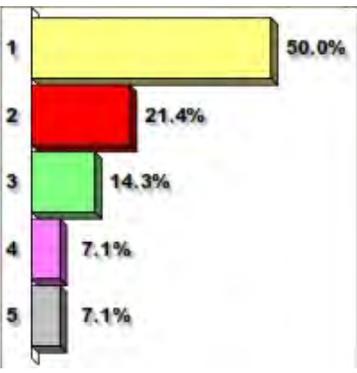
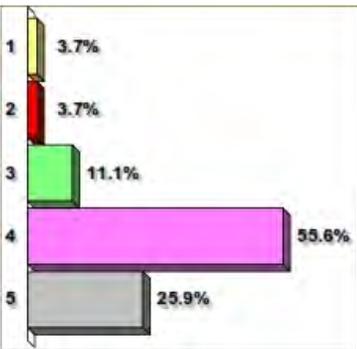


Slide Image	Results (Yes, My Vision! = bottom bar)	Comments - LIKES	Comments - DISLIKES										
 <p>1 2 3 4 5</p> <p>NOT MY VISION! ← INDIFFERENT → YES, MY VISION!</p>	 <table border="1"> <tr><td>1</td><td>6.5%</td></tr> <tr><td>2</td><td>35.5%</td></tr> <tr><td>3</td><td>41.9%</td></tr> <tr><td>4</td><td>12.9%</td></tr> <tr><td>5</td><td>3.2%</td></tr> </table>	1	6.5%	2	35.5%	3	41.9%	4	12.9%	5	3.2%	<ul style="list-style-type: none"> Safe sidewalks Signage attractive 	<ul style="list-style-type: none"> Dull Narrow sidewalk No unique characteristics
1	6.5%												
2	35.5%												
3	41.9%												
4	12.9%												
5	3.2%												
 <p>1 2 3 4 5</p> <p>NOT MY VISION! ← INDIFFERENT → YES, MY VISION!</p>	 <table border="1"> <tr><td>1</td><td>19.4%</td></tr> <tr><td>2</td><td>12.9%</td></tr> <tr><td>3</td><td>16.1%</td></tr> <tr><td>4</td><td>38.7%</td></tr> <tr><td>5</td><td>12.9%</td></tr> </table>	1	19.4%	2	12.9%	3	16.1%	4	38.7%	5	12.9%	<ul style="list-style-type: none"> Colors (chairs) 	<ul style="list-style-type: none"> Adirondack does not = beach Looks lazy
1	19.4%												
2	12.9%												
3	16.1%												
4	38.7%												
5	12.9%												



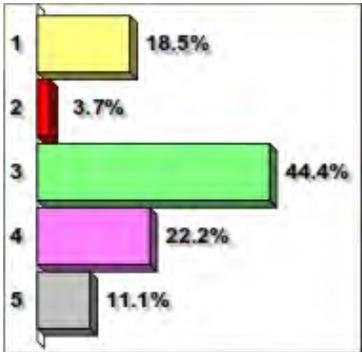
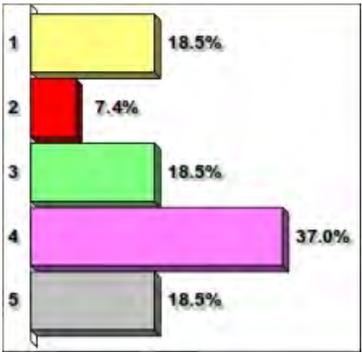
Slide Image	Results (Yes, My Vision! = bottom bar)	Comments – LIKES	Comments - DISLIKES										
 <p>1 2 3 4 5</p> <p>NOT MY VISION! ← INDIFFERENT → YES, MY VISION!</p>	 <table border="1"> <tr><td>1</td><td>16.1%</td></tr> <tr><td>2</td><td>12.9%</td></tr> <tr><td>3</td><td>22.6%</td></tr> <tr><td>4</td><td>32.3%</td></tr> <tr><td>5</td><td>16.1%</td></tr> </table>	1	16.1%	2	12.9%	3	22.6%	4	32.3%	5	16.1%	<ul style="list-style-type: none"> Contemporary – refreshing Upscale feel Comfortable Visual interest Lighting (lower) Looks alive Natural landscaping + functional Tie sidewalk design with surrounding buildings & uses 	<ul style="list-style-type: none"> Lack of visual interest
1	16.1%												
2	12.9%												
3	22.6%												
4	32.3%												
5	16.1%												
 <p>1 2 3 4 5</p> <p>NOT MY VISION! ← INDIFFERENT → YES, MY VISION!</p>	 <table border="1"> <tr><td>1</td><td>6.7%</td></tr> <tr><td>2</td><td>13.3%</td></tr> <tr><td>3</td><td>26.7%</td></tr> <tr><td>4</td><td>40.0%</td></tr> <tr><td>5</td><td>13.3%</td></tr> </table>	1	6.7%	2	13.3%	3	26.7%	4	40.0%	5	13.3%	<ul style="list-style-type: none"> Trees in middle of street – pedestrian, safety zone Storefronts visible 	<ul style="list-style-type: none"> Trees dominate
1	6.7%												
2	13.3%												
3	26.7%												
4	40.0%												
5	13.3%												

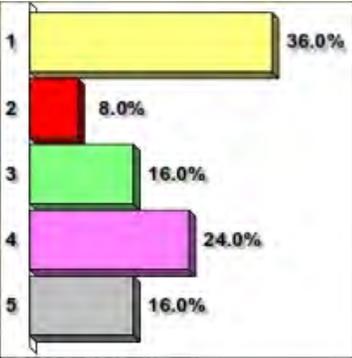
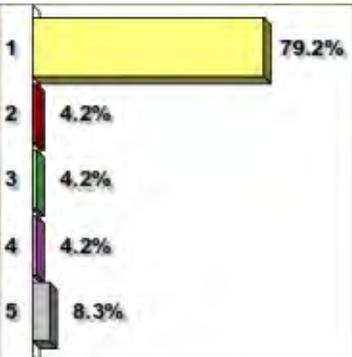


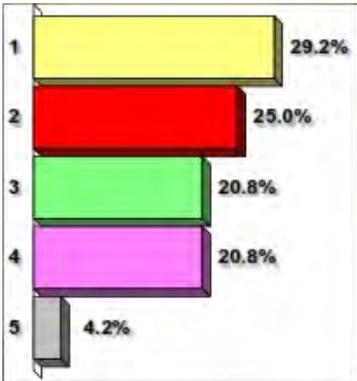
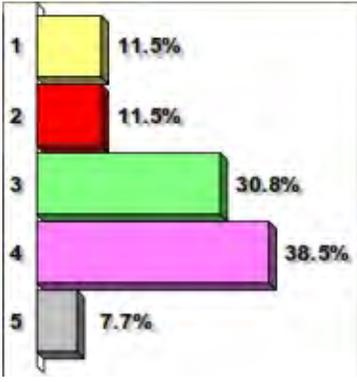
Slide Image	Results (Yes, My Vision! = bottom bar)	Comments – LIKES	Comments - DISLIKES										
 <p>1 2 3 4 5</p> <p>NOT MY VISION! ← INDIFFERENT → YES, MY VISION!</p>	 <table border="1"> <tr><td>1</td><td>50.0%</td></tr> <tr><td>2</td><td>21.4%</td></tr> <tr><td>3</td><td>14.3%</td></tr> <tr><td>4</td><td>7.1%</td></tr> <tr><td>5</td><td>7.1%</td></tr> </table>	1	50.0%	2	21.4%	3	14.3%	4	7.1%	5	7.1%	<ul style="list-style-type: none"> Planted bulb outs Embed thing in sidewalk Plaza on either end of Corey Seaglass mosaics Coquina (faux) 	<ul style="list-style-type: none"> Busy/trendy design
1	50.0%												
2	21.4%												
3	14.3%												
4	7.1%												
5	7.1%												
 <p>1 2 3 4 5</p> <p>NOT MY VISION! ← INDIFFERENT → YES, MY VISION!</p>	 <table border="1"> <tr><td>1</td><td>3.7%</td></tr> <tr><td>2</td><td>3.7%</td></tr> <tr><td>3</td><td>11.1%</td></tr> <tr><td>4</td><td>55.6%</td></tr> <tr><td>5</td><td>25.9%</td></tr> </table>	1	3.7%	2	3.7%	3	11.1%	4	55.6%	5	25.9%	<ul style="list-style-type: none"> Diversity – architectural style and scale Arcades/awnings Curb appeal Diverse plantings 	
1	3.7%												
2	3.7%												
3	11.1%												
4	55.6%												
5	25.9%												

Slide Image	Results (Yes, My Vision! = bottom bar)	Comments – LIKES	Comments - DISLIKES										
	<table border="1"> <tr><td>1</td><td>14.8%</td></tr> <tr><td>2</td><td>33.3%</td></tr> <tr><td>3</td><td>25.9%</td></tr> <tr><td>4</td><td>3.7%</td></tr> <tr><td>5</td><td>22.2%</td></tr> </table>	1	14.8%	2	33.3%	3	25.9%	4	3.7%	5	22.2%	<ul style="list-style-type: none"> Boardwalk connection / idea of connection 	<ul style="list-style-type: none"> Concrete benches Sameness
1	14.8%												
2	33.3%												
3	25.9%												
4	3.7%												
5	22.2%												
	<table border="1"> <tr><td>1</td><td>40.0%</td></tr> <tr><td>2</td><td>33.3%</td></tr> <tr><td>3</td><td>13.3%</td></tr> <tr><td>4</td><td>13.3%</td></tr> <tr><td>5</td><td>0.0%</td></tr> </table>	1	40.0%	2	33.3%	3	13.3%	4	13.3%	5	0.0%	<ul style="list-style-type: none"> Use signs as bench 	<ul style="list-style-type: none"> Theme park aesthetic
1	40.0%												
2	33.3%												
3	13.3%												
4	13.3%												
5	0.0%												

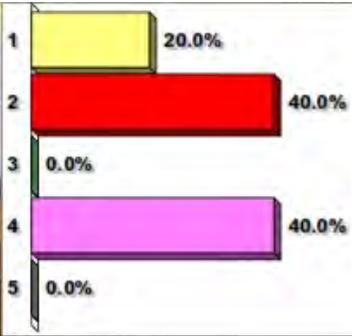
Slide Image	Results (Yes, My Vision! = bottom bar)	Comments – LIKES	Comments - DISLIKES										
	<table border="1"> <tr><td>1</td><td>13.8%</td></tr> <tr><td>2</td><td>6.9%</td></tr> <tr><td>3</td><td>24.1%</td></tr> <tr><td>4</td><td>48.3%</td></tr> <tr><td>5</td><td>6.9%</td></tr> </table>	1	13.8%	2	6.9%	3	24.1%	4	48.3%	5	6.9%	<ul style="list-style-type: none"> Active public space which has natural beauty Circle patterns Piazza 	
1	13.8%												
2	6.9%												
3	24.1%												
4	48.3%												
5	6.9%												
	<table border="1"> <tr><td>1</td><td>29.6%</td></tr> <tr><td>2</td><td>7.4%</td></tr> <tr><td>3</td><td>33.3%</td></tr> <tr><td>4</td><td>14.8%</td></tr> <tr><td>5</td><td>14.8%</td></tr> </table>	1	29.6%	2	7.4%	3	33.3%	4	14.8%	5	14.8%	<ul style="list-style-type: none"> Gateway with presence 	<ul style="list-style-type: none"> "Cute" design
1	29.6%												
2	7.4%												
3	33.3%												
4	14.8%												
5	14.8%												

Slide Image	Results (Yes, My Vision! = bottom bar)	Comments - LIKES	Comments - DISLIKES										
 <p>1 2 3 4 5</p> <p>NOT MY VISION! ← INDIFFERENT → YES, MY VISION!</p>	 <table border="1"> <tr><td>1</td><td>18.5%</td></tr> <tr><td>2</td><td>3.7%</td></tr> <tr><td>3</td><td>44.4%</td></tr> <tr><td>4</td><td>22.2%</td></tr> <tr><td>5</td><td>11.1%</td></tr> </table>	1	18.5%	2	3.7%	3	44.4%	4	22.2%	5	11.1%	<ul style="list-style-type: none"> Monuments around district 	<ul style="list-style-type: none"> Over scaled elements
1	18.5%												
2	3.7%												
3	44.4%												
4	22.2%												
5	11.1%												
 <p>1 2 3 4 5</p> <p>NOT MY VISION! ← INDIFFERENT → YES, MY VISION!</p>	 <table border="1"> <tr><td>1</td><td>18.5%</td></tr> <tr><td>2</td><td>7.4%</td></tr> <tr><td>3</td><td>18.5%</td></tr> <tr><td>4</td><td>37.0%</td></tr> <tr><td>5</td><td>18.5%</td></tr> </table>	1	18.5%	2	7.4%	3	18.5%	4	37.0%	5	18.5%	<ul style="list-style-type: none"> Parklet easy to change 	
1	18.5%												
2	7.4%												
3	18.5%												
4	37.0%												
5	18.5%												

Slide Image	Results (Yes, My Vision! = bottom bar)	Comments - LIKES	Comments - DISLIKES										
 <p>1 2 3 4 5</p> <p>NOT MY VISION! ← INDIFFERENT → YES, MY VISION!</p>	 <table border="1"> <tr><td>1</td><td>36.0%</td></tr> <tr><td>2</td><td>8.0%</td></tr> <tr><td>3</td><td>16.0%</td></tr> <tr><td>4</td><td>24.0%</td></tr> <tr><td>5</td><td>16.0%</td></tr> </table>	1	36.0%	2	8.0%	3	16.0%	4	24.0%	5	16.0%	<ul style="list-style-type: none"> Elegance Wide sidewalk 	<ul style="list-style-type: none"> Magnet for trouble
1	36.0%												
2	8.0%												
3	16.0%												
4	24.0%												
5	16.0%												
 <p>1 2 3 4 5</p> <p>NOT MY VISION! ← INDIFFERENT → YES, MY VISION!</p>	 <table border="1"> <tr><td>1</td><td>79.2%</td></tr> <tr><td>2</td><td>4.2%</td></tr> <tr><td>3</td><td>4.2%</td></tr> <tr><td>4</td><td>4.2%</td></tr> <tr><td>5</td><td>8.3%</td></tr> </table>	1	79.2%	2	4.2%	3	4.2%	4	4.2%	5	8.3%		<ul style="list-style-type: none"> Riot of color
1	79.2%												
2	4.2%												
3	4.2%												
4	4.2%												
5	8.3%												

Slide Image	Results (Yes, My Vision! = bottom bar)	Comments – LIKES	Comments - DISLIKES										
 <p>1 2 3 4 5</p> <p>NOT MY VISION! ← INDIFFERENT → YES, MY VISION!</p>	 <table border="1"> <tr><td>1</td><td>29.2%</td></tr> <tr><td>2</td><td>25.0%</td></tr> <tr><td>3</td><td>20.8%</td></tr> <tr><td>4</td><td>20.8%</td></tr> <tr><td>5</td><td>4.2%</td></tr> </table>	1	29.2%	2	25.0%	3	20.8%	4	20.8%	5	4.2%		<ul style="list-style-type: none"> ▪ Parking garage not integrated into overall design
1	29.2%												
2	25.0%												
3	20.8%												
4	20.8%												
5	4.2%												
 <p>1 2 3 4 5</p> <p>NOT MY VISION! ← INDIFFERENT → YES, MY VISION!</p>	 <table border="1"> <tr><td>1</td><td>11.5%</td></tr> <tr><td>2</td><td>11.5%</td></tr> <tr><td>3</td><td>30.8%</td></tr> <tr><td>4</td><td>38.5%</td></tr> <tr><td>5</td><td>7.7%</td></tr> </table>	1	11.5%	2	11.5%	3	30.8%	4	38.5%	5	7.7%	<ul style="list-style-type: none"> ▪ Balconies for outdoor activity 	<ul style="list-style-type: none"> ▪ Cluttered or messy look
1	11.5%												
2	11.5%												
3	30.8%												
4	38.5%												
5	7.7%												



Slide Image	Results (Yes, My Vision! = bottom bar)	Comments - LIKES	Comments - DISLIKES												
 <p>1 2 3 4 5</p> <p>NOT MY VISION! ← INDIFFERENT → YES, MY VISION!</p>	 <table border="1"><thead><tr><th>Rating</th><th>Percentage</th></tr></thead><tbody><tr><td>1</td><td>20.0%</td></tr><tr><td>2</td><td>40.0%</td></tr><tr><td>3</td><td>0.0%</td></tr><tr><td>4</td><td>40.0%</td></tr><tr><td>5</td><td>0.0%</td></tr></tbody></table>	Rating	Percentage	1	20.0%	2	40.0%	3	0.0%	4	40.0%	5	0.0%		<ul style="list-style-type: none">Barren landscape
Rating	Percentage														
1	20.0%														
2	40.0%														
3	0.0%														
4	40.0%														
5	0.0%														



Couplet Discussion Group | Wednesday, Nov. 20

NOTES FROM DISCUSSION

These notes are transcribed from notes taken by a project team member during the room-wide discussion.

Concerns

- Concern re: diverting too much traffic to 73rd and Coquina
- Current location of transit stop blocks traffic
- Curb cuts with sidewalks are an issue (buffer zone needed; encourage alternative design feature)
- Pedestrian conflicts at Blind Pass?
- Tourists traveling one direction only will miss businesses
 - How will tourists “see” Corey?
 - What will make tourists stop & park on Corey?
- Adding complexity to driving movements
- Decrease in 75th traffic?? (3 movements)
 - LOS at 75th and Blind Pass today?
 - Pedestrian crossings will force more cars to wait

Opportunities / Suggestions

- Design should improve Coquina
- Opportunity to expand concept north (pedestrian improvements)
- Opportunity to add parking on Blind Pass
- Advertising & marketing of “new” Corey Ave District!
- Bike facilities?
- Behind Corey is private right-of-way, not alley

Questions

- Why consider change?
- Speed limit on Corey?
- Timeline for completion?
- Cost? Where will funds come from?



Additional Participant Comments

DISTRICT WALK COMMENT CARD

District Walk participants were provided with comment cards for recording notes during the walks. Most participants preferred to engage in discussion with the facilitator instead, but one comment card was returned, transcribed below.

Concerns or Issues

- Sidewalks on curbs
- Blind Pass Corey intersection
- Chain link fences
- Too many lanes (signage)
- Do not close Gulf Blvd
- Fix Corey forget Couplet

Ideas or Opportunities

- LID Stormwater solutions
- Extend pedestrian design attributes north on BPR [Blind Pass Road] to 80th Avenue
- Wide sidewalks with trees for walk/bike

Comments

- Not liking the couplet and don't see how it will help the businesses. Don't spend \$ where we don't have to
- Provide pedestrian overpass from Corey to new aquarium and recreation complex.
- Make it a beautiful "Gateway" to the city.
- Corey needs to be "foot friendly" (see Beach Dr in direction St Peterburg) with multiple dining, retail and entertainment options
- Make parking easy, reliable - tourist transportation to beach hotels
- Can become the next destination to see and be seen
- Fishing Pier on east/west end of Corey
- Continuity should be put in plan. If each store front is different may clash - not all shop owners have good taste. Turquoise and yellow and purple may look tacky, at least limit to a few approved colors.
- Maybe cover for shopping in the event of rain - you can leave beach and shop store to store without the inconvenience or discomfort from the elements otherwise it's home or back to hotel.
- If arch placed at entrance needs water feature such as water trickling down sides maybe into small pool, colored lights
- Small park at west n east ends.

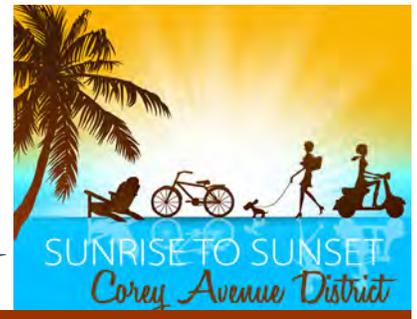


Additional Participant Comments

EMAILS

City staff received two emails regarding the project before this summary was written, duplicated below.

1. Since the stripper club & the momma won't tell businesses are legal operations, why can't the Corey improvement project include putting them both on the stripper club side of the street. It would make for more tourism on the Corey side & keep the sex stuff contained on the other side of the street.
2. I am deeply distressed I missed this week. It has been unavoidable. I imagine my opinion means little to nothing but it would have been nice to be heard. Our family has our entire financial savings and security invested in Chill – certainly in the center if the construction/destruction zone. I will pray that the concerns I have shared in the past will at least be considered. Simply – the always longer than anticipated period of road destruction – work be done at night and off season. Second regarding the concept of the one way couplet/it makes little sense to me with the ultimate goal of increased pedestrian traffic to take ONE traffic problem at Gulf and divide it into two problems. As years go by and as residential units are proposed to increase in the targeted areas – traffic will indeed grow. The problem will just be multiplies. Not solved. Also, the amount of traffic among locals intending to avoid the one way couplet will dramatically increase traffic in surrounding streets which are in no way capable nor desirous of massive increase traffic in all residential currently quiet streets.



APPENDIX

March 26 - 27, 2014
Community Review Week Summary

Corey Avenue District

Community Review Week
March 26-27, 2014



Summary

TABLE OF CONTENTS

- 1. Introduction.....1**
 - Corey Avenue District Enhancement Project..... 1**
 - About this Summary 1**
 - Next Steps 1**

- 2. Community Review Week.....2**
 - Overview 2**
 - Activities..... 2**
 - Community Review Workshop Feedback..... 4**
 - Community Open House Feedback 18**
 - City Commission Workshop Feedback..... 18**



1. INTRODUCTION

Corey Avenue District Enhancement Project

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 these past efforts, the enhancement project will develop tools to guide physical improvements and development on Corey Avenue and the downtown, through:

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

These concepts and recommendations for implementation will be conveyed through illustrations and text. A large “vision poster” will show 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.

About this Summary

This report summarizes two days of community review activities that were held during Community Review Week in March 2014. It begins with a description of the activities, then provides the major themes that were heard in community comments. These community ideas and comments will play a primary role in shaping the project concepts and recommendations.



Next Steps

Based on the feedback received on conceptual plans and design concepts for Corey Avenue presented in March 2014, the plans and concepts will be refined for final community review and approval by the Planning Board and Commission, which is anticipated to occur in summer 2014.



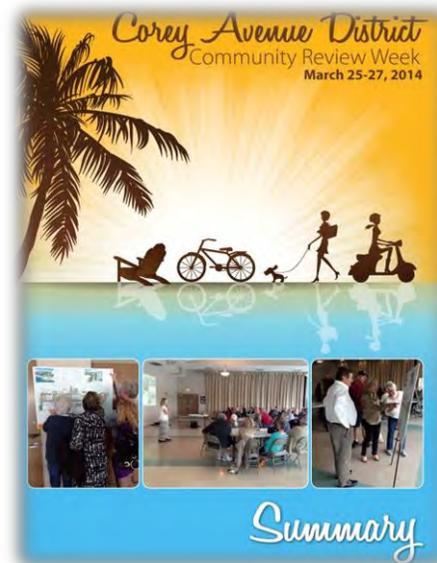
2. COMMUNITY REVIEW WEEK

Overview

Community Review Week provided two days of opportunities for property owners, business owners, and interested community members to provide feedback about 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 Jr., Inc. worked in St. Pete Beach and engaged in the following activities:

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

Each activity is described below.



Activities

All of the following activities were open and advertised to the public as opportunities to participate in Community Review Week. Notes from these activities are provided later in the document.

Community Review Workshop | Wednesday, March 26

The first event of the week was a workshop to review proposed conceptual plans and design concepts developed for Corey Avenue based on community input from November 2013. This event had the largest attendance of all the planned activities, indicating a high level of community interest in the Corey Avenue District Enhancement Project. This meeting provided an overview of the vision, and design concepts for the downtown such as gateways, shade structures, signage types, building architectural character, landscaping, sidewalks, and street furniture. After the presentation, citizens had the opportunity to discuss the vision and concepts in small groups and provide verbal and written feedback to the design team for further revision and incorporation into the final version.

Stakeholder Interviews | Wednesday, March 26 & Thursday, March 27

Project team members met with several community stakeholders to hear their perspectives on the proposed vision and design concepts in a series of one hour individual and small-group interviews. Interviewees included City Commissioners, downtown property owners and business owners.



Community Open House | Thursday, March 27

A Community Open House was held directly prior to the City Commission Workshop. Citizens were invited to review the graphic boards depicting the vision and design concepts for the Corey Avenue District Enhancement Project. Citizens were encouraged to ask questions and provide verbal or written comments for the design team.

City Commission Workshop | Thursday, March 27

The design team presented the proposed vision and design concepts developed for Corey Avenue to the City Commission for feedback from Commissioners and members of the public in attendance. The design team also incorporated the initial public feedback on the vision and design concepts received from the Community Review Workshop into the City Commission Workshop presentation. This event had the second largest attendance of the planned activities.



Photos from community review events





Community Review Workshop Feedback - March 26

Throughout the Community Review Workshop, some major topics emerged in community comments which are described below.

GATEWAYS

As part of their interest in creating a greater sense of place gateway or entrance improvements were considered. Gateways communicate to people that they are entering a special place. The design team proposed possible locations for the gateways and provided conceptual designs.



Potential gateway locations and example of a pedestrian bridge/city gateway arch



Conceptual design of art deco-inspired gateway pier



The public had the following written comments on the gateways during the Community Review Workshop:

Like/Want	Dislike/Don't Want
Loves the City Gateway over 75 th	Dislikes City Gateway (Pedestrian Bridge) over 75 th
Likes City Gateway (Pedestrian Bridge) over 75 th other gateway locations are also popular	Thinks City Gateway (Pedestrian Bridge) over 75 th would not needed if the boardwalk connection under bridge is made and that is a con
Likes City Gateway (Pedestrian Bridge) over 75 th and thinks it should be all glass for the view	Dislikes design of the Spanning Gateway
Thinks City Gateway (Pedestrian Bridge) over 75 th would have visual impact and that is a pro	Dislikes design of the Gateway Piers
Thinks City Gateway (Pedestrian Bridge) over 75 th should combine the pedestrian bridge with a big sign	Thinks design of the Gateway Piers is "so so"
Likes design of the Gateway Piers	
Likes the design of the Gateway Piers	
Likes design of the Gateway Piers better than the Spanning Gateway	
Likes the idea of gateway monuments rather than a City Gateway (Pedestrian Bridge) over 75 th ; Have art deco-feeling cornerstones; Place a central monument at Gulf & Corey that matches the architecture/design of art deco cornerstones; Have monument signage where current brick monument exists on Corey like a clock tower to walk through, and coordinate with streetscape elements and colors	
Thinks a single main signature monument such as a solar/wind/water driven clock tower/fountain would be interesting	
Thinks boardwalk connection under the bridge is a good idea	
Prefers boardwalk connection under the bridge rather than City Gateway (Pedestrian Bridge) over 75 th	



ARCHITECTURAL CHARACTER

Community members want to see a diverse mix of architectural styles, colors, and scales that retains the current character. Shade features such as awnings and balconies can provide continuity between these diverse building types. The design team proposed possible architectural types in the conceptual designs.



Example of architectural character proposed

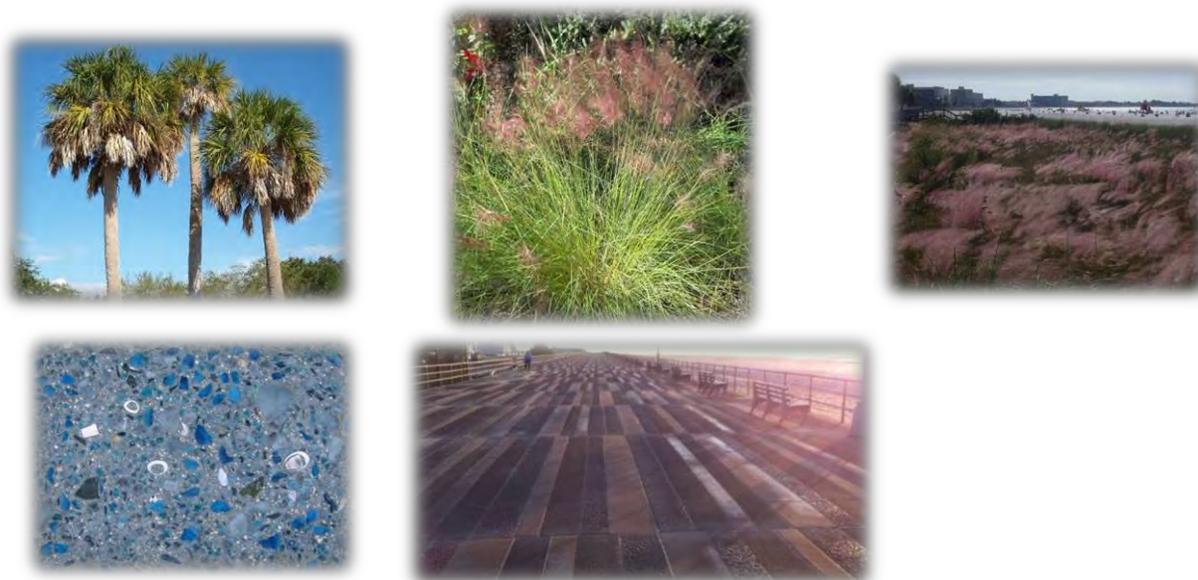
The public had the following written comments on architectural character during the Community Review Workshop:

Like/Want	Dislike/Don't Want
Likes arches in design	No box buildings, they're uninteresting
Likes incorporation of awnings	No red and orange art deco style
Wants approachable buildings	
Thinks "Del Coronado" in San Diego	
Likes Key West or French Quarter stylistically, wants balconies, mixed stories	



PLANT PALETTE AND SIDEWALK MATERIALS

Landscaping and sidewalk materials are important elements of a streetscape. Part of the conceptual designs included proposing a plant palette of trees, shrubs and low groundcovers, plus concepts for sidewalk materials.



Example of plant palette selections and sidewalk materials

The public had the following written comments on plantings and sidewalk materials during the Community Review Workshop:

Like/Want	Dislike/Don't Want
Find and use native trees and shrubs as much as possible	Don't use IxoraCoccinea sp. shrub, it's too dated
Use native cord grass	Don't use Phoenix roebelenii shrub
Likes blue colored sea glass in sidewalks	Use small amount of flip flops in design
Use Muhlenbergia sp. shrub	
Use Washingtonia robusta sp. palm tree	
Use Sabal-palmetto sp. palm tree	
Think hummingbirds and bringing other bird and butterfly life	
Use local artists for sidewalk materials	
Use concrete boardwalk along Gulf Blvd., it's classy	
Enjoy art and broken glass design, muted tones	
Make sidewalks a block by block local look	
Coordinate greens, blues with monuments & Coquina	
Likes flip flop design	

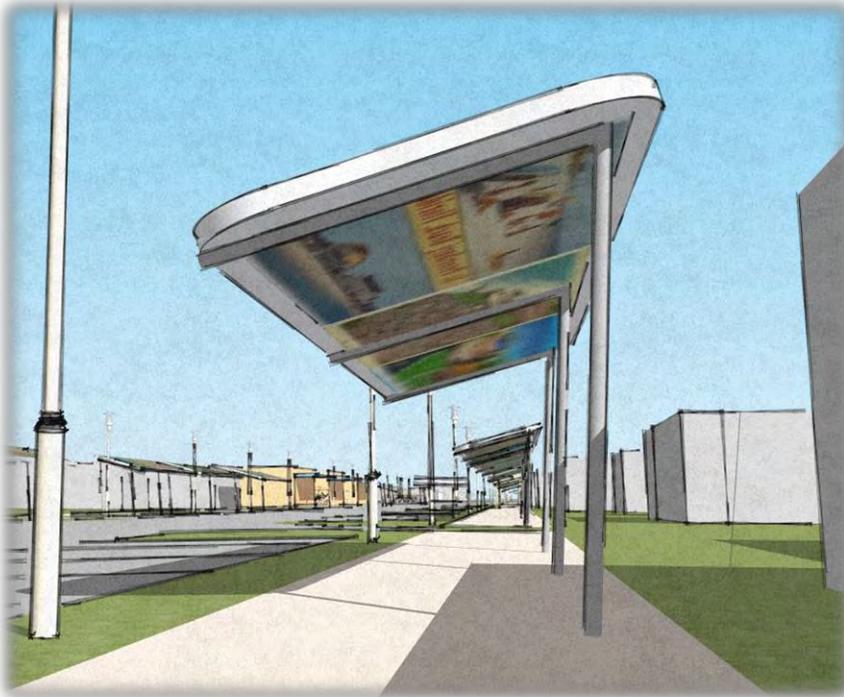


STREET FURNITURE AND SHADE STRUCTURES

As part of their interest in creating a greater sense of place in the Corey Avenue District, community members asked for street furniture and shading concepts. The design team proposed possible street furniture themes for the district and provided conceptual designs.



Example of street furniture selections



Conceptual rendering of postcard shade structure



The public had the following written comments on street furniture and shade structures during the Community Review Workshop:

Like/Want	Dislike/Don't Want
Likes fish design of bike rack	No shade structures, use trees instead
Likes branding of benches for city	No shade structures, only use for shelters
Likes design of lighting	Concerned about wind being a factor for umbrellas
Likes design of trashcan	Dislikes fish design of bike rack, too modern
Likes historic postcard shade structures at bus stops only, allows rain protection	No modern or shiny, less metropolitan
Likes shade structure in general, but not this design	Need nicer, prettier benches than depicted design
Likes incorporating more shade into the streetscape	Need less modern shade shelters
Likes the bike rack designs	
Likes themed bike rack designs, but what about cup of coffee outside coffee shop or scissors for hair salon?	
Likes design depicted of more modern linear shade structures used for inspiration	



BUSINESS SIGNAGE TYPES

Business signage also contributes to the overall feel of a place. The design team identified possible business signage types for the district and provided conceptual examples.

The public had the following written comments on business signage types during the Community Review Workshop:



Example of signage type

Like/Want	Dislike/Don't Want
Likes muted, "beachy" tones	
Likes Caribbean colors	
Wants signs to represent the business (i.e. dog on sign for Gone to the Dogs)	
Likes projecting signage	
Wants lighting on signs	
Likes Fly'N Fish and Fish Art signage examples	

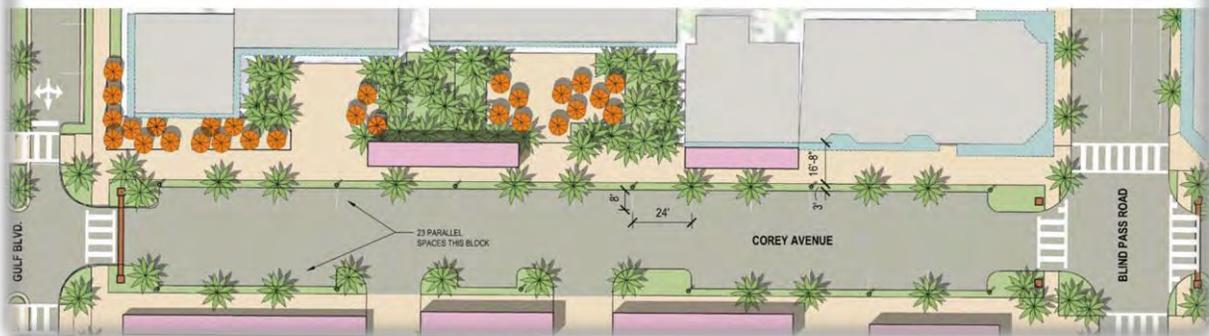


PARKING

Parking is important to downtown businesses and visitors, who want spaces to be easy to find and inexpensive. Ideally visitors will be able to park once, and walk or take transit to make multiple stops throughout the district. The presentation highlighted parking management strategies to help maximize efficiency downtown such as shared parking, relaxed parking requirements for businesses/properties, installing signage to direct people to nearby spaces, and valets. The design team also examined parallel parking vs. diagonal parking along Corey Avenue and presented the pros and cons of each option to the community.



COREY AVENUE - DIAGONAL PARKING



Parallel vs. Diagonal Parking Pros and Cons



The public had the following written comments on parking during the Community Review Workshop:

Like/Want	Dislike/Don't Want
Wants to keep diagonal parking because parallel parking is too time-consuming and nobody does it anymore	Why not make all of Corey Avenue a pedestrian mall and build a parking garage instead?
Wants to keep diagonal parking, does not want parallel parking along Corey	What about parking for aquarium?
Wants any parking garage built to blend in with the surrounding buildings and look good, it should not look like a prison	
Thinks downtown should have a parking garage	
Likes the large sidewalks associated with parallel parking because it is very desirable for things like cafes, but thinks in general parallel parking is a con	
Likes large, wide sidewalks in general	
Thinks the library should be raised and have parking put underneath it	



OVERALL VISION AND ALTERNATIVES

An overall vision for the Corey Avenue District was proposed to the community with anchor development concepts at both the Sunrise and Sunset ends. Four alternatives for the Sunrise anchor development were presented with varying street layouts, architectural styles, densities and heights—but only one alternative is depicted in the vision below.



Vision of Corey Avenue Enhancement District



Sunrise to Sunset - Corey Avenue District



Sunset Concept



Sunrise Concept



The public had the following written comments on the overall vision and alternatives during the Community Review Workshop:

Like/Want	Dislike/Don't Want
Thinks the library needs to be relocated	Where is the parking at west end?
Thinks Corey Ave needs a dedicated parking lot	Who is paying for all of this?
Thinks should get rid of Wells Fargo Bank and use it for parking	Thinks boardwalk safety on east and west ends at night could be a concern
Asks to save the movie theater	Thinks boardwalk width on east and west ends (how wide will it be?) and high tides could possibly be a concern
Asks to get the movie theater up and running	Thinks more needs to be done to attract new, interesting businesses to Corey Avenue
Thinks entire area needs to be bicycle friendly with safe paths and good bike racks available	Does not want more condo residential in area because it attracts drugs and having empty units is bad
Thinks should have a public bath with reasonable hours, not 24 hours a day	Does not want more retail, reflect supply and demand
Thinks should have a large or small marina near the hotel	Thinks buildings on east end are too tall, make smaller
Thinks should have day docks for local visitors	Wants boutique hotel shown on west end to not be as dense or tall as shown
Thinks should depict a street where alley is shown in east end concept	Wants smaller hotels, four stories with human scale
Thinks the City needs to get its Code right first so it helps make the investment not so cost prohibitive	Wants one/two stories over commercial
	Wants small "human scale" buildings, three stories or less



COUPLET

Based on community input during Community Design Week, the City Commission gave the project team direction to move forward with designing options for a couplet of one-way streets that would encircle the heart of the Corey Avenue District on 75th Avenue, Gulf Boulevard, 73rd Avenue, and Blind Pass Road.

During the November 2013 visit community members expressed a desire to see a better pedestrian environment—with safe 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 suitable for pedestrian circulation.

The couplet proposed would create areas for street beautification and on-street parking while improving traffic flow and intersection safety. 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.



Couplet design of 75th, Gulf Blvd, 73rd and Blind Pass Rd.



The public had the following written comments on the couplet during the Community Review Workshop:

Like/Want	Dislike/Don't Want
	Thinks couplet will tie Gulf Blvd., 75 th and Blind Pass Road in knots during season Thinks pedestrian and bicycle lanes should be protected from the road with cars – switch order of buffer shown in couplet
	Thinks there is a potential bottleneck in couplet southbound on Gulf Blvd. – how will slow lane to fast lane be managed?
	Thinks a test run on one-way street should be done before enacted.
	Strongly opposed to couplet and plan of changing Blind Pass Rd to a one-way street



Community Open House Feedback –March 27

A Community Open House was held directly prior to the City Commission Workshop. Citizens were invited to review the graphic boards depicting the vision and design concepts for the Corey Avenue District Enhancement Project. Citizens were encouraged to ask questions and provide verbal or written comments for the design team.

Post-It-Note Comments:

- Can we access the water? Would be great to get into the water (i.e., kayak launch)
- Please clean up west Corey!
- No large high-rise or high density
- Keep us a quaint beach city
- Show hotel as a residential concept
- Incorporate/wrap parking garage with commercial in east end so it is not unattractive
- Go up with library expansion rather than out – utilize space/density

City Commission Workshop Feedback –March 27

The design team presented the proposed vision and design concepts developed for Corey Avenue to the City Commission for feedback from Commissioners and members of the public in attendance.

The design team also incorporated the initial public feedback on the vision and design concepts received from the Community Review Workshop into the City Commission Workshop presentation.



Left to right – Finnerty, Parent, Mayor Lowe, Premer and Pletcher

COMMISSION QUESTIONS AND RESPONSES

1. Will fire and rescue response increase or decrease as a result of the couplet implementation?
Fire chief says no (as communicated by Jerry).
2. Will there be more parking on the west end of the site?
Yes – we are adding parking (we need to better articulate the parking that is currently on the site).
3. Will private property be taken to widen the road on 73rd?



R.O.W. is 60' wide – road currently measures 30'. There will be two 12ft. lanes, a 4ft bike lane, 2ft of curb and gutter each side, a grass strip and sidewalks within the R.O.W. so no private property taken.

4. Does the plan eliminate traffic lights on Corey?
Traffic lights at Gulf and Blind Pass stay, but other signalization could go.
5. Alternatives for the use of the former Police Station – non- Aquarium?
Keep it a community use – art incubator. The building helps frame the entrance to the city.
6. Why is the pedestrian overpass over 75th instead of over Gulf where Corey crosses Gulf?
It is a gateway to the city, not just to the Corey District, also connects the Recreation Center and Park to the Corey Avenue district.
7. If a couplet is not used, then how can we increase safety?
Several options were explored, and the couplet allows for the greatest safety gains and is the most efficient.
8. What will the couplet cost?
Between 1 million (bare bones) and 3 million (new paving, planting, traffic lights, lighting, etc.).

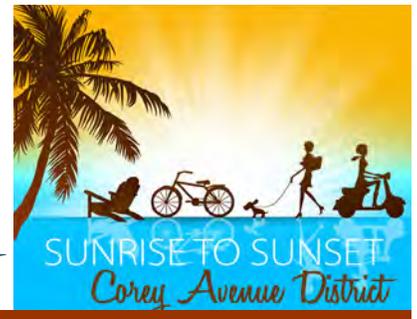
COMMUNITY INPUT

- Saturdays are really bad on Gulf Blvd
- Weekend traffic is awful – need to add weekend traffic counts
- Underground utilities
- West side of Corey – keep it 3 stories, 5 stories on east.
- “Vision” is a responsibility to the future – trust the specialists
- Thought that East would be a Hotel
- Need is to clean up West Corey to improve the whole city
- Trial run of couplet?
- Afraid of too much development.
- Don't like infill across from city hall.
- Need more sidewalks (in other areas of the city)
- Need more public restrooms
- Need couplet for all plans to work – it creates a place/ a connection
 - It's one of the only things that the city can control.
- Library needs attention NOW – it cannot be overlooked
- Have been talking a long time about this – bring in schools – brings up property values.



SUMMARY OF COMMISSIONER COMMENTS

- Melinda Pletcher **District 4** – now gets the couplet – is encouraged that DOT may participate.
- Gregory Premer (new) **District 3** – excited – couplet is logical. He’s excited, and looking forward to progress.
- Terri Finnerty (new) **District 1** – Good planned vision. A plan to start – couplet is good for safety.
- Mike Bonfield (*City Manager*) – Good job – vision has good components – it will change with time and opportunities.
- Steve Hallock (*Public Services*) – Feeling positive, making progress.
- Jim Parent **District 2** – not at meeting, but positive about vision from comments to design team.
- **Mayor** Maria Lowe (new) – Impressed with Baker’s Engineering capacity – this is a vision.
 - o Public safety has been addressed.
 - o Drugs on West Corey – how to bring in what we want and get rid of drugs?
 - o Love of SPB – Make public spaces.
 - o Vision is an attitude of SPB.
 - o Investment in property brings value to the whole city.



APPENDIX

Policy Analysis

ST PETE BEACH FINAL VISION PLAN CONCEPTS: PROS AND CONS

From Sunset Concept to Gulf Boulevard

Pros

- **Creates public space and a west side anchor.** Creates a much-needed public space and mixed-use development anchor on the west side of Corey Avenue, providing a destination for visitors.
- **Integrates streetscape elements to improve the user experience.** Easily fulfills the intent of the Comprehensive Plan and Land Development Code for sidewalks, landscaping, shade, visual interest, etc.
- **Encourages 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.
- **Preserves 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.
- **Provides additional on-street parking along Corey Avenue.** The proposal installs on-street parking along the west end of Corey Avenue.
- **Enhances Corey Avenue streetscape and hides 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 in places such the shopping center containing PJ's Oyster Bar 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.

Cons

- **Requires change(s) to land development code language or a rezoning of land to another district.**
 - Main building proposed spans two LDC districts (TC-2 and CG-2), meaning there are different primary and conditional uses, subject to different requirements, allowed in the building based on LDC classification.
 - The CG-2 district is more limited in terms of development maximization (uses allowed, building heights, etc.) than the TC-2 district. To execute this design, an adjustment of CG-2 uses would be required, or it may be more expedient to rezone the land from CG-2 to TC-2 district.
 - If all CG-2 parcels shown in the Vision to be a part of the new development (see table below) were re-zoned to TC-2 and consolidated, assembly would only reach 1.75 acres (this number excludes land occupied by existing roadways) and would not meet the minimum buildable lot size for mixed uses with temporary

lodging (such as the hotel proposed) – a 2 acre site is required. A code change to a lower acreage threshold would be required to implement this vision.

- If do not rezone parcels from CG-2 district to TC-2 district, may have to update code to specifically list “boardwalk/promenade” and “outdoor stage” in allowed uses under CG-2 district.
- May need to adjust code to address setbacks when a building “faces” the water. Unclear how to treat building setbacks under current regulations.
- **Requires abandonment of existing Sunset Way public ROW.** Main building proposed also spans the public ROW between 75th Avenue and Corey Avenue along Sunset Way, meaning the development would have to meet any state and local requirements for road abandonment and transfer of land to a private entity.
- **Requires land assembly and cooperation between multiple property owners.** Property assembly may be challenging given multiple owners of effected parcels of land.
- **Eliminates existing on-site parking through infill development on X site.** Such an action is currently contrary to the LDC requirements.

Assumption Calculations:

New Sunset Anchor Development - Assumptions				
Proposed Mixed-use Buildings	TLU or Residential SF	Commercial SF	# of Units	Parking Requirement
6-story, 23,000 SF (Approx. 100 unit) hotel with amenities, commercial ground floor	23,000 SF x 5 stories = 115,000 SF total for hotel and amenities	23,000 SF	Approx. 100	<ul style="list-style-type: none"> ● Assume 20 units per floor (@ 750 SF each) x 5 stories x 1 space per unit = 100 spaces ● Plus 1 additional space per 10 units of temporary lodging = 10 spaces ● Assume 1 space needed per 200 SF of commercial = 115 spaces
1-story, 3,800 SF commercial building		3,800 SF		<ul style="list-style-type: none"> ● Assume 1 space needed per 200 SF of commercial = 19 spaces
1-story, 3,400 SF commercial building		3,400 SF		<ul style="list-style-type: none"> ● Assume 1 space needed per 200 SF of commercial = 17 spaces
1-story, 2,400 SF commercial building		2,400 SF		<ul style="list-style-type: none"> ● Assume 1 space needed per 200 SF of commercial = 12 spaces
Total SF	115,000 SF	21,500 SF	100	273 parking spaces required

Existing Property Consolidation for New Sunset Anchor Development – Assumptions & Minimum Site Size/Density Calculations			
Current CG-2 Properties	SF	Current TC-2 Properties	SF
ROW vacant land @ end of 75 th , City of St Pete Beach	Approx. 3,000 SF	Restaurant, Florida Inc. (75 th Ave)	8,736 SF
Vacant/Parking, Florida Inc.	9,245 SF	Vacant, Florida Inc. (75 th Ave)	5,378 SF
ROW vacant land @ end of Corey, City of St Pete Beach	Approx. 6,000 SF	Vacant, Florida Inc. (75 th Ave)	5,375 SF
Vacant/Parking, Marlene George	6,623 SF	Restaurant, Florida Inc.	5,374 SF
*Bar/Restaurant, Marlene George	3,976 SF	Multifamily Housing, Vince Volpe etc.	5,350 SF
*Vacant/Parking, Marlene George	10,600 SF	Bar, Florida Inc.	5,300 SF
		Vacant/Parking, Florida Inc.	5,375 SF
		Vacant/Parking, Florida Inc.	5,375 SF
		Store or Office/Apt, Beren LLC	5,400 SF
Total SF/Acreage	Non *CG-2 parcels = 24,868 SF / .57 acres OR All CG-2 parcels = 39,444 SF / .91 acres	Total SF/Acreage	51,663 SF / 1.18 acres
Density Requirement & Minimum Site Size = No more than 50 TLU per acre on a minimum 2 acre lot			
Non *CG-2 parcels + TC-2 Properties = .57 acres + 1.18 acres = 1.75 acres total All CG-2 parcels + TC-2 Properties = .91 acres + 1.18 acres = 2.09 acres total (Note: Calculations do not include ceded Sunset Way ROW)			
100 / 1.75 = 57 units/acre 100-unit hotel on 1.75 acres would not meet minimum site size & not meet density of 50 TLU/acre 100 / 2.09 = 47.84 units/acre 100-unit hotel on 2.09 acres would meet minimum site size & would meet density of 50 TLU/acre			

From Gulf Boulevard to Mangrove Avenue

Pros

- **Integrates streetscape elements to improve the user experience.** Easily fulfills the intent of the Comprehensive Plan and Land Development Code for sidewalks, landscaping, shade, visual interest, etc.
- **Encourages pedestrian activity and preserves on-street vehicular parking.** Visitors will find a more pedestrian-friendly environment along Corey Avenue that also preserves and enhances on-street parking.
- **Enhances Corey Avenue streetscape and hides on-site parking from public view 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.

Cons

- **Eliminates existing on-site parking.** Such an action is contrary to the current LDC requirements.

From Mangrove Avenue to Preferred Sunset Concept (Originally Concept 4c)

Pros

- **Creates 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.
- **Creates 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.
- **Integrates 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.
- **Straightens 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.
- **Encourages 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.
- **Consolidates all parking in a central, context-sensitive parking structure.** Provides parking within one standalone four-story, 44,000 SF structure (543 spaces). It will provide 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. This structure is within 300 feet of all proposed buildings.
- **Provides 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.

Cons

- **Requires land assembly and cooperation between multiple property owners.** Property assembly may be challenging given three owners of eight parcels of land.
- **Requires abandonment of existing Corey Avenue public ROW.** Buildings proposed would eliminate the existing Corey Avenue public ROW, meaning the development would have to meet any state and local requirements for road abandonment and transfer of land to a private entity, and vica versa for public ROW for new Corey Avenue carved from privately-owned parcels.

- **Requires additional scrutiny and approval of a gateway element over 75th Avenue.** If a pedestrian bridge/gateway is allowed over 75th Avenue (FDOT roadway), it may require additional time and resources to ensure it meets all transportation and safety requirements of the [state](#).
- **Requires change(s) to land development code language.**
 - The central parking garage is essential to the development concept. However, the parking structure proposed spans two LDC districts. A standalone parking garage is not allowed in the TC-2 district, but is allowed in the TC-1 district. The code would have to be modified to allow standalone parking (possibly, as a conditional use) in TC-2. Otherwise, the size of the structure would need to be reduced significantly (likely making it obsolete) or the location of the structure would have to be moved entirely to TC-1, increasing its distance from the proposed buildings.
 - May need to adjust code regarding parking:
 - Parking regulations for shared off-site parking (Sec. 23.9c) would have to be modified to allow parking in shared off-site parking structure for residential uses.
 - Height limits for a stand-alone parking structure are not specifically addressed in the code. If they are attached to an adjacent to a building, they can only be as tall as the adjacent building. This would have to be addressed since the proposed concept is four stories tall.
 - Amount of parking spaces required for uses. Combination of new commercial and residential uses would require approx. 700 parking spaces (Sec. 23.5); whereas 543 are proposed in concept, including covering parking for City Hall and potential other users.
 - On-street parking does not count toward total parking spaces required by development. Should allow on-street spaces to count toward total.
 - May have to update code to specifically list “boardwalk/promenade” in allowed uses under TC-2 LDC. Not currently listed as allowable use.
 - May need to adjust code to address setbacks when a building “faces” the water and in general since proposing a unique configuration of buildings, not laid out on traditional streets. Unclear how to treat building setbacks under current regulations.
 - Does not meet current LDC regulations regarding density using a rough calculation for mixed use development. This proposal is approximately 30 units per acre spread out over 4.49 acres which is higher than the 24 units/acre, minimum 1.8 acres code requirement. A code change would be required to achieve this density.

Assumption Calculations:

New Sunrise Anchor Development - Assumptions				
Proposed Mixed-use Buildings	Residential SF	Commercial SF	# of Units	Parking Requirement
6-story, 15,000 SF (approx. 50 unit) residential bldg. with amenities, commercial ground floor	15,000 SF x 5 stories = 75,000 SF	15,000 SF	50	<ul style="list-style-type: none"> Assume 10 units per floor (@ 1,500 SF each) x 5 stories x 2 spaces per unit = 100 spaces Assume 1 space needed per 200 SF of commercial = 75 spaces
2-story, 12,000 SF commercial below, residential above	12,000 SF	12,000 SF	8	<ul style="list-style-type: none"> Assume 1,500 SF per unit so 8 units per story x 1 story x 2 spaces per unit = 16 spaces Assume 1 space needed per 200 SF of commercial = 60 spaces
2-story, 6,000 SF commercial below, residential above	6,000 SF	6,000 SF	4	<ul style="list-style-type: none"> Assume 1,500 SF per unit so 4 units per story x 1 story x 2 spaces per unit = 8 spaces Assume 1 space needed per 200 SF of commercial = 30 spaces
2-story, 10,000 SF commercial below, residential above	10,000 SF	10,000 SF	6	<ul style="list-style-type: none"> Assume 1,500 SF per unit so approx. 6 units per story x 1 story x 2 spaces per unit = 12 spaces Assume 1 space needed per 200 SF of commercial = 50 spaces
2-story, 19,000 SF commercial below, residential above	19,000 SF	19,000 SF	12	<ul style="list-style-type: none"> Assume 1,500 SF per unit so approx. 12 units per story x 1 story x 2 spaces per unit = 24 spaces Assume 1 space needed per 200 SF of commercial = 95 spaces
6-story, 15,000 SF (approx. 50 unit) residential bldg. with amenities, commercial	15,000 SF x 5 stories = 75,000 SF	15,000 SF	50	<ul style="list-style-type: none"> Assume 1,500 SF units so 10 units per story x 5 stories x 2 spaces per unit = 100 spaces Assume 1 space needed per 200 SF of commercial = 75 spaces

ground floor				
2-story, 10,000 SF commercial below, residential above	10,000 SF	10,000 SF	6	<ul style="list-style-type: none"> Assume 1,500 SF per unit so approx. 6 units per story x 1 story x 2 spaces per unit = 12 spaces Assume 1 space needed per 200 SF of commercial = 50 spaces
Total SF	207,000 SF	87,000 SF	136	707 parking spaces required

Existing Property Consolidation for New Sunrise Anchor Development – Assumptions & Minimum Site Size/Density Calculations	
TC-2/TC-1 Properties	SF
Vacant land, St Pete Beach Holdings	70,221 SF
Vacant land, St Pete Beach Holdings	16,415 SF
Vacant land, St Pete Beach Holdings	46,614 SF
Vacant land, St Pete Beach Holdings	10,272 SF
Vacant land, St Pete Beach Holdings	17,244 SF
Vacant land, St Pete Beach Holdings	8,787 SF
Restaurant, Patricia Little	10,090 SF
Automotive shop, Charles Altman	16,308 SF
*City government building and parking, City of St Pete Beach	Approx. 20,000 SF of parking lot
Total SF/Acreage	Non * parcels = 195,951 SF / 4.49 acres OR All parcels = 215,951 SF / 4.95 acres
Density Requirement & Minimum Site Size = 24 units per acre as mixed-use projects developed on sites of a minimum of 1.8 acres	
Non * parcels = 4.49 acres total All parcels = 4.95 acres total (Note: Calculations do not include ceded Corey Avenue ROW)	
136 / 4.49 = 30.28 units/acre 136-unit residential on 4.49 acres would meet minimum site size & not meet density of 24 units/acre 136 / 4.95 = 27.47 units/acre 136-unit residential on 4.95 acres would meet minimum site size & not meet density of 24 units/acre	

General Redevelopment Challenges under Existing Land Development Code

- Parking
- Density
- Land Assembly

Parking

- Code requires minimum off-street parking requirements to be met on site unless the property meets certain conditions for off-site
 - Why is this an issue?
 - Many downtown property lots are small meaning a sizable amount of the lots are devoted to parking.
 - Street-facing parking lots interrupt a consistent Corey Avenue streetscape and detract from the Main Street environment.
- If unable to meet minimum off-street parking requirements on site, Code requires off-site parking to meet strict standards including distance requirements
 - Why is this an issue?
 - A distance of 300 feet (single owner/user) or 600 feet (shared owner/users) from the development in a downtown Main Street environment like Corey Avenue could limit redevelopment options for some parcels.
- Code does not allow residential uses to meet parking requirements through shared off-site, off-street parking
 - Why is this an issue?
 - This requirement limits options for mixed-use redevelopment schemes proposed that may wish to utilize a central, shared parking structure or lot owned by multiple owners for various uses including residential

Parking

- Code is inflexible in its approach to off-street parking space numbers and shared-use parking space calculations
 - Why is this an issue?
 - It does not encourage the flexibility needed in a downtown setting like Corey Avenue. There may be opportunities to streamline and reduce the number of parking spaces needed by re-evaluating parking standards and calculating numbers based on uses and popular time periods, or revising numbers downward based on the increasing availability of alternative transportation options and pedestrian walkability.
- Code does not allow on-street parking to count toward off-street parking requirement
 - Why is this an issue?
 - It increases the amount of infrastructure devoted to vehicles in the downtown area by essentially double counting. Required off-street parking could be reduced by the number of on-street parking spaces abutting the property lines of the lot or parcel.
- Code is vague about the treatment of parking structures and does not provide enough meaningful design guidance
 - Why is this an issue?
 - Parking structures can have significant visual impacts on the streetscape of a downtown area. The Code should address parking structure design in more depth and greater detail.

Density

- Code may not allow enough residential density to make mixed use redevelopment attractive in the city's TC-2 districts.
 - Why is this an issue?
 - Redevelopment in these areas may remain stalled unless greater density and thus value to a developer can be extracted from the land.
 - For instance, in Sunrise Concept a mixed use 136-unit residential development on 4.49 acres of land in the TC-2 district is proposed. It would require approx. 30 units per acre—greater than the density currently allowed in the district (24 units per acre on a minimum 1.8 acre site).

Land Assembly

- Smaller lots are found in the downtown area but redevelopment schemes such as mixed use residential in TC-2 districts require a minimum site size of 1.8 acres
 - Why is this an issue?
 - Redevelopment in these areas may remain stalled due to practical difficulties associated with ownership and small lots sizes. Successful redevelopment is dependent on property assembly and/or the cooperation of multiple property owners on a shared vision.

Code Challenges by Concept Alternatives

Sunset Concept

- Requires changes to LDC:
 - Rezone land in CG-2 district to TC-2 district
 - Ensure permitted or conditional uses for TC-2 district include “boardwalk/promenade” and “outdoor stage”
 - Even if land shown for concept is successfully assembled, may not meet temporary lodging use TC-2 district requirement of a 2 acres minimum site size
- Requires abandonment of existing Sunset Way public ROW, and transfer of land to developer(s)

Sunrise Concept –

Preferred Alternative (Originally Concept 4c)

- Requires changes to LDC:
 - Ensure permitted or conditional uses for TC-2 district include “boardwalk/promenade” and “standalone parking structure”
 - Overhaul or modify parking regulations:
 - To allow shared off-site, off-street parking for residential uses
 - To establish height limit and design guidelines for standalone parking structure
 - To allow on-street parking to count toward portion of off-street parking required
 - To decrease total amount of required off-street parking
 - Raise development density requirement from 24 units/acre to 30 units/acre
 - Ensure setbacks of buildings are properly addressed given layout does not follow traditional street grid development
- Requires abandonment of existing Corey Avenue public ROW and establishment of new ROW

Other Sunrise Concept Alternatives

Concept 4a: Sunrise Alternative

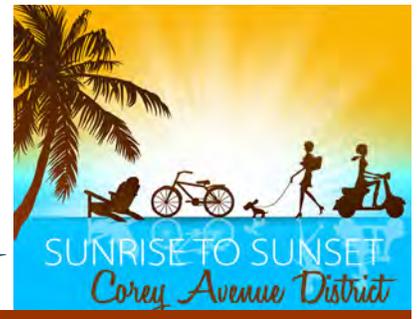
- Requires changes to LDC:
 - Ensure permitted or conditional uses for TC-2 district include “boardwalk/promenade”
 - Overhaul or modify parking regulations:
 - To allow shared off-site, off-street parking for residential uses
 - To allow parking structure that is taller than adjacent buildings
 - To allow on-street parking to count toward portion of off-street parking required
 - To decrease total amount of required off-street parking
- Requires abandonment of existing Corey Avenue public ROW and establishment of new ROW

Concept 4b: Sunrise Alternative

- Requires changes to LDC:
 - Ensure permitted or conditional uses for TC-2 district include “boardwalk/promenade” or “plaza”
 - Overhaul or modify parking regulations:
 - To allow shared off-site, off-street parking for residential uses
 - To allow on-street parking to count toward portion of off-street parking required
 - To decrease total amount of required off-street parking
 - Ensure raised ramp, plaza and setbacks of buildings on plaza are properly addressed given layout does not follow traditional street grid development
 - Raise height limits for mixed use buildings
 - Raise development density requirement from 24 units/acre to 48 units/acre
- Requires abandonment of existing Corey Avenue public ROW and establishment of new ROW

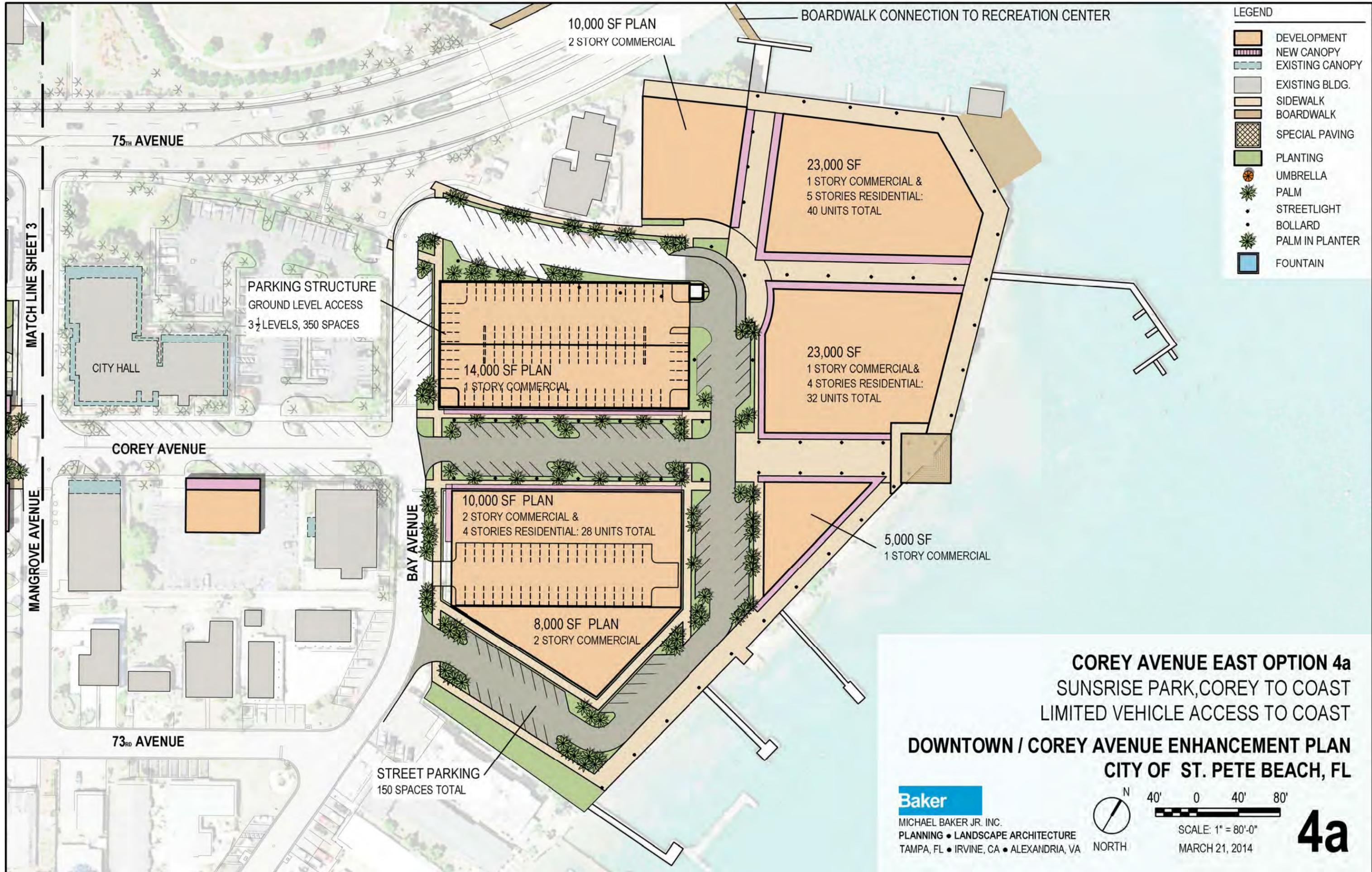
Concept 4d: Sunrise Alternative

- Requires changes to LDC:
 - Ensure permitted or conditional uses for TC-2 district include “boardwalk/promenade”
 - Overhaul or modify parking regulations:
 - To allow shared off-site, off-street parking for residential uses
 - To establish height limit and design guidelines for standalone parking structure
 - To allow on-street parking to count toward portion of off-street parking required
 - To decrease total amount of required off-street parking



APPENDIX

Sunrise Plan Options

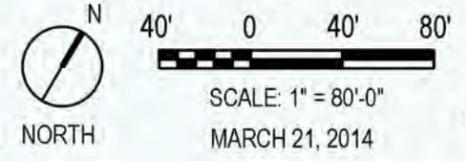


LEGEND

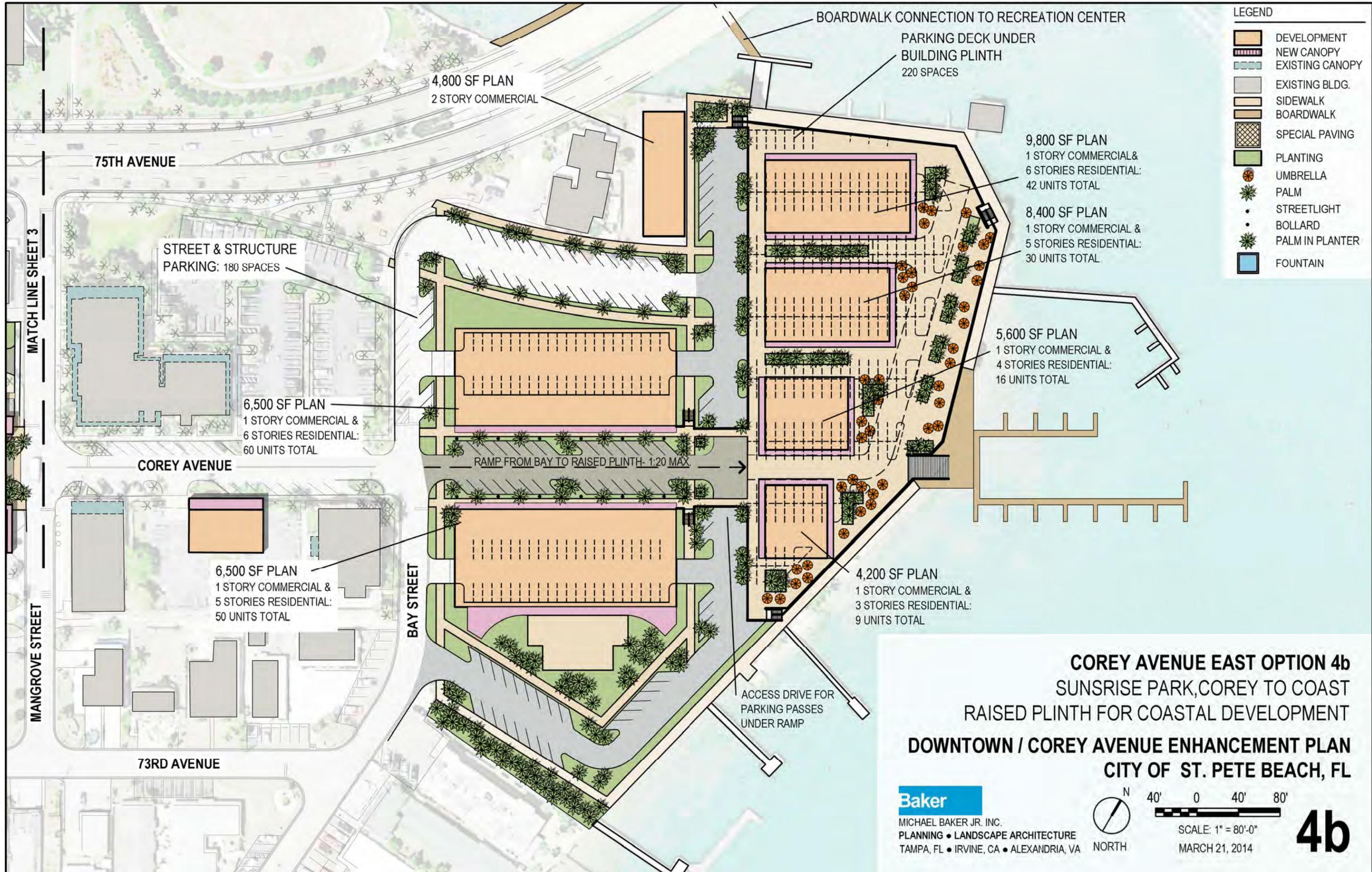
- DEVELOPMENT
- NEW CANOPY
- EXISTING CANOPY
- EXISTING BLDG.
- SIDEWALK
- BOARDWALK
- SPECIAL PAVING
- PLANTING
- UMBRELLA
- PALM
- STREETLIGHT
- BOLLARD
- PALM IN PLANTER
- FOUNTAIN

COREY AVENUE EAST OPTION 4a
 SUNRISE PARK, COREY TO COAST
 LIMITED VEHICLE ACCESS TO COAST
DOWNTOWN / COREY AVENUE ENHANCEMENT PLAN
 CITY OF ST. PETE BEACH, FL

Baker
 MICHAEL BAKER JR. INC.
 PLANNING • LANDSCAPE ARCHITECTURE
 TAMPA, FL • IRVINE, CA • ALEXANDRIA, VA



4a



LEGEND

- DEVELOPMENT
- NEW CANOPY
- EXISTING CANOPY
- EXISTING BLDG.
- SIDEWALK
- BOARDWALK
- SPECIAL PAVING
- PLANTING
- UMBRELLA
- PALM
- STREETLIGHT
- BOLLARD
- PALM IN PLANTER
- FOUNTAIN

75TH AVENUE

STREET & STRUCTURE
PARKING: 180 SPACES

COREY AVENUE

73RD AVENUE

MATCH LINE SHEET 3

MANGROVE STREET

BAY STREET

4,800 SF PLAN
2 STORY COMMERCIAL

6,500 SF PLAN
1 STORY COMMERCIAL &
6 STORIES RESIDENTIAL:
60 UNITS TOTAL

6,500 SF PLAN
1 STORY COMMERCIAL &
5 STORIES RESIDENTIAL:
50 UNITS TOTAL

RAMP FROM BAY TO RAISED PLINTH- 1:20 MAX

4,200 SF PLAN
1 STORY COMMERCIAL &
3 STORIES RESIDENTIAL:
9 UNITS TOTAL

BOARDWALK CONNECTION TO RECREATION CENTER
PARKING DECK UNDER
BUILDING PLINTH
220 SPACES

9,800 SF PLAN
1 STORY COMMERCIAL &
6 STORIES RESIDENTIAL:
42 UNITS TOTAL

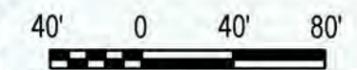
8,400 SF PLAN
1 STORY COMMERCIAL &
5 STORIES RESIDENTIAL:
30 UNITS TOTAL

5,600 SF PLAN
1 STORY COMMERCIAL &
4 STORIES RESIDENTIAL:
16 UNITS TOTAL

ACCESS DRIVE FOR
PARKING PASSES
UNDER RAMP

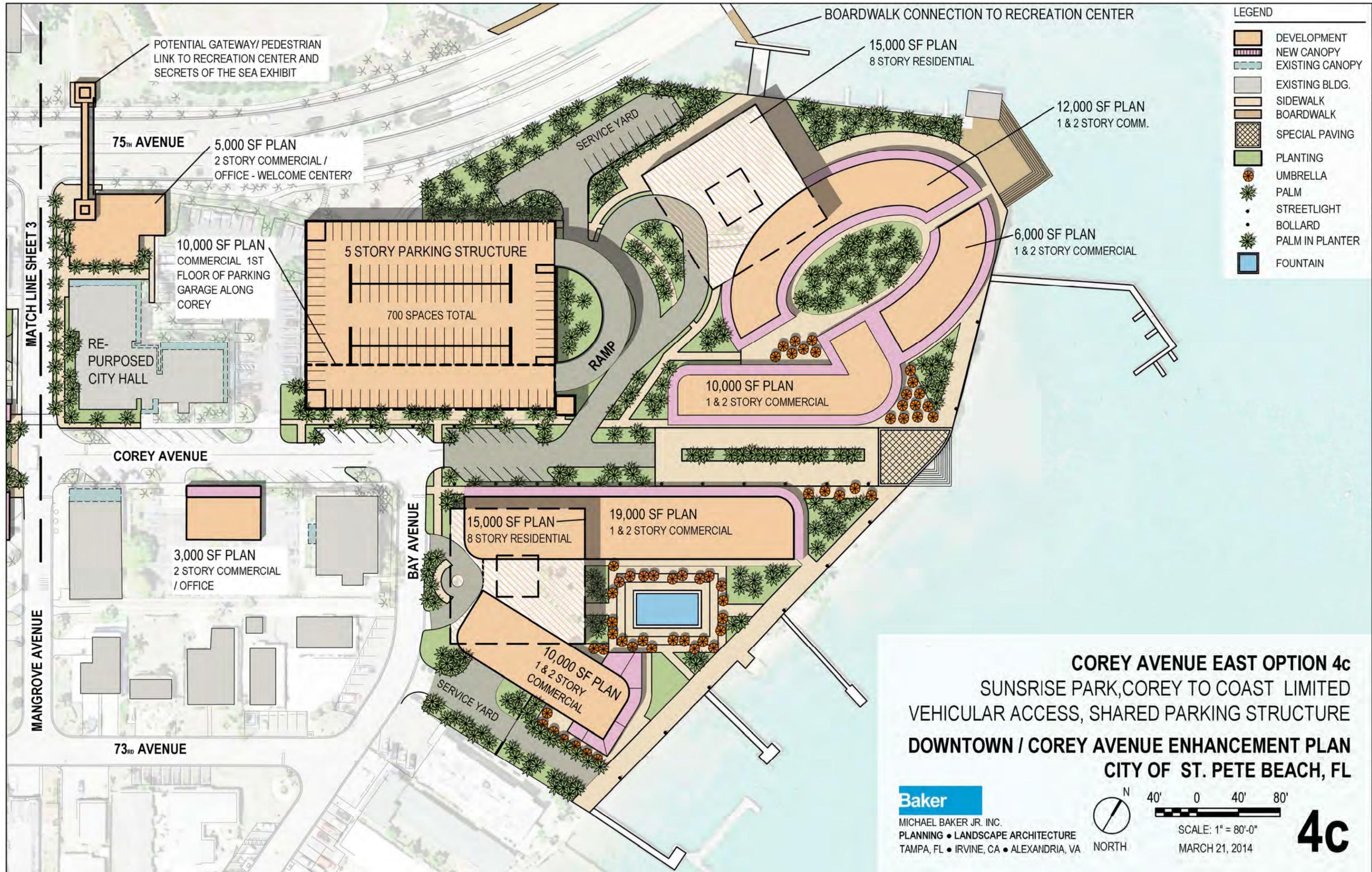
COREY AVENUE EAST OPTION 4b
SUNRISE PARK, COREY TO COAST
RAISED PLINTH FOR COASTAL DEVELOPMENT
DOWNTOWN / COREY AVENUE ENHANCEMENT PLAN
CITY OF ST. PETE BEACH, FL

Baker
MICHAEL BAKER JR. INC.
PLANNING • LANDSCAPE ARCHITECTURE
TAMPA, FL • IRVINE, CA • ALEXANDRIA, VA



SCALE: 1" = 80'-0"
MARCH 21, 2014

4b

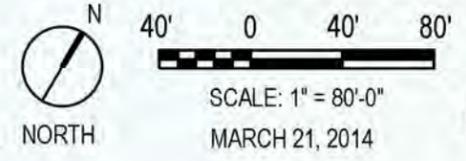


LEGEND

- DEVELOPMENT
- NEW CANOPY
- EXISTING CANOPY
- EXISTING BLDG.
- SIDEWALK
- BOARDWALK
- SPECIAL PAVING
- PLANTING
- UMBRELLA
- PALM
- STREETLIGHT
- BOLLARD
- PALM IN PLANTER
- FOUNTAIN

COREY AVENUE EAST OPTION 4c
 SUNRISE PARK, COREY TO COAST LIMITED
 VEHICULAR ACCESS, SHARED PARKING STRUCTURE
DOWNTOWN / COREY AVENUE ENHANCEMENT PLAN
 CITY OF ST. PETE BEACH, FL

Baker
 MICHAEL BAKER JR. INC.
 PLANNING • LANDSCAPE ARCHITECTURE
 TAMPA, FL • IRVINE, CA • ALEXANDRIA, VA



4c



LEGEND

	DEVELOPMENT
	NEW CANOPY
	EXISTING CANOPY
	EXISTING BLDG.
	SIDEWALK
	BOARDWALK
	SPECIAL PAVING
	PLANTING
	UMBRELLA
	PALM
	STREETLIGHT
	BOLLARD
	PALM IN PLANTER
	FOUNTAIN

COREY AVENUE EAST OPTION 4d
 SUNRISE PARK, CURRENT ALIGNMENT AND
 BUSINESSES MAINTAINED

DOWNTOWN / COREY AVENUE ENHANCEMENT PLAN
 CITY OF ST. PETE BEACH, FL

Baker
 MICHAEL BAKER JR. INC.
 PLANNING • LANDSCAPE ARCHITECTURE
 TAMPA, FL • IRVINE, CA • ALEXANDRIA, VA

NORTH

 SCALE: 1" = 80'-0"
 MARCH 21, 2014

4d



APPENDIX

Code Review

LOCALITY:

St. Pete Beach

Land Development Code: Community Redevelopment District/Downtown Redevelopment District/ Town Center Core District (TC-1)

Theme/Issues	Requirement	Policy/Document Reference	Finding
Permitted Principal Uses	(a) Financial institutions without drive-through service. (b) Government buildings and other public or civic facilities, including parks and recreation facilities and transit stations and stops. (c) Office uses. (d) Personal service businesses such as barbershops, beauty shops, day spas, tailoring, garment alteration and repair, shoe repair, pet grooming, dry cleaning pick-up and drop-off and other personal service uses similar in character and impact. (e) Printing and copying. (f) Residential uses as a component of mixed-use development only. Residential uses shall not be allowed on the ground floor level of any structure. (g) Eating and drinking establishments with or without outdoor seating. Drive-through service is not permitted. (h) Retail. (i) Theaters, cinemas and other indoor commercial entertainment facilities. (j) Artist studios. (k) Grocery stores and pharmacies without drive through service.	Sec. 30.2. Permitted uses	See requirement list.
Allowed Conditional Uses	(a) Automobile service stations with related services. Such uses shall only be allowed on lots which front directly on 75th Avenue. (b) Financial institutions with drive-through service. (c) Pharmacies with drive-through service. (d) Public or private parking structures. (e) Bed and breakfast inns, subject to the following: (1) In addition to any density and intensity which may be allowed, the city shall also establish a reserve of units, not to exceed 50 total temporary lodging units for the entire Town Center Core District , which shall be allocated by ordinance of the city commission upon request of an individual property owner on a first come, first serve basis. Such allocation shall not exceed ten units per acre, or a total of ten units per redevelopment project . The remaining number of available reserve temporary lodging units shall be specified in each city commission ordinance allocating such units and each such ordinance shall provide that no units beyond those remaining available shall be allocated to any subsequent project. This limitation shall be absolute and shall apply regardless of the proposed size or density of the project requesting such allocation.	Sec. 30.4. Allowable conditional uses	See requirement list.
Prohibited Uses	(a) All uses and structures not of a nature specifically or conditionally permitted herein are hereby prohibited in the TC-1 Town Center Core District. (b) Any use which has been determined under the provisions of Chapter 46 of the Code of Ordinances to be potentially noxious, dangerous or offensive to residents of the district or to those who pass by on public roadways, or are likely for other reasons to be incompatible with the character of the district, is hereby prohibited in the TC-1 Town Center Core District. Uses which are not listed as permitted shall be prohibited, including the following: (a) Manufacturing, storage or distribution as a primary use, except artisanal uses. (b) Enameling, painting, or plating, except as an artist's studio. Such use must be limited exclusively to the interior of the structure. (c) Carting, moving or hauling yards. (d) Prisons or halfway houses. (e) The manufacture, storage, or disposal of any hazardous wastes or materials. (f) Scrap yards. (g) Kennels, except as an ancillary use to a police station, veterinary office, or dog grooming facility.	Sec. 30.5. Prohibited uses and structures	See requirement list.
Minimum Lot Reqts	Nothing listed outright.	N/A	There are no minimum lot requirements in the TC-1 District, not even under certain use/density mixes like in TC-2.
Minimum Yard Reqts (Setbacks)	Front Yard: 0 feet minimum; 5 feet maximum on Corey Avenue or 5 feet minimum; 15 feet maximum on all other streets.	Sec. 30.8. Setbacks	Buildings fronting Corey Ave. can build right up to the line in the front yard, with a 5' maximum setback. All other streets must have a 5' setback for their front yard at a minimum and 15' at a maximum.
	Secondary Front: N/A Side Yard: 0 feet on Corey Avenue or 10 percent of lot width on each side on all other streets.		N/A Buildings fronting Corey Ave. can build right up to the line in their side yards. All other streets must have a 10% lot setback at a minimum on each side yard.

	Rear Yard: 5 feet on Corey Avenue or 10 feet on all other streets.		Buildings fronting Corey Ave. need a 5' setback in the rear yard, All other streets must have a 10' setback in the rear yard.
Height Reqt's	(a) Twenty-eight (28) feet for an exclusively nonresidential uses; or (b) Forty (40) feet for bed and breakfasts and buildings containing nonresidential uses mixed with residential uses.	Sec. 30.7. Building height and Sec. 39.16. Story standards	Per Division 2 Definitions: Height means the vertical distance above the required 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 hip roofs, not including chimneys, antennas, elevator shafts, mechanical rooms or other non-habitable areas. UNDER DIVISION 39, TC-1 floor heights are defined as follows: 1st floor = 12' (finished height) + 4' (interstitial space) = 16' (total story height); 2nd & 3rd floors = 10' (finished height) + 2' (interstitial space) = 12' (total story height); Garage floor = 9' (finished height) + 1' (interstitial space) = 10' (total story height). So, could build a 2-story exclusively commercial/office/retail building (28' total) or 3-story mixed use building w/ commercial on 1st, residences above (40' total).
Off-Street Parking Reqt's	Shall be in accordance with the requirements of division 23 of the Land Development Code, Off Street Parking and Loading.	Sec. 30.10. Minimum off-street parking requirements and Division 23 Off-Street Parking and Loading	COMPLETELY DEPENDENT ON SITE AND USE OF WHAT IS BEING BUILT OR REDEVELOPED. However, per Sec. 23.3. Applicability and Scope (C) Where on-street parking is available, such on-street parking shall not be used as a substitute for any parking required by this Code. (d) All projects shall be required to provide a minimum of five bicycle rack spaces , or a number of bicycle rack spaces equal to ten percent of the required number of vehicle parking spaces, whichever is greater. Per Sec.23.4 General Parking requirements: (B)(4) In the case of mixed uses, the total requirements for off-street parking shall be the sum of the requirements of the various uses computed separately and the off-street parking space for one use shall not be considered as providing the required off-street parking for any other use, except as provided for in the shared parking criteria in this division. Also, per Sec. 23.8 Off-site parking: Required off-street parking facilities shall be located on the same lot as the use they are intended to serve. However, required off-street parking facilities may be located on an off-site lot if approved under the provisions of division 5 of this Code at a public hearing. Such off-site parking facilities, if approved, shall be within 300 feet of the premises they are intended to serve and an off-site parking agreement meeting the requirements of the city attorney shall be required. The applicant for an off-site parking agreement shall demonstrate to the satisfaction of the appropriate board of authority. Per 23.5 Minimum Space per Use: EXAMPLES Restaurant 1 per 100 SF floor area; Office 1 per 300 SF floor area; Retail Sales and Service 1 per 200 SF floor area, ANY RESIDENTIAL 2 per unit, TRANSIENT ACCOMODATIONS 1 per unit plus 1 additional per 10 units plus more according to accessory facilities (see chart). Per 23.5, (f) For <u>commercially zoned properties abutting Corey Avenue east of Gulf Boulevard</u> , additional <u>parking shall be required for a change of use only if there is an increase in the floor area of an existing building or construction of additional buildings.</u> Per Sec 39.7 Street level facades: (c) Parking structures should utilize architectural details and design elements such as false recessed windows, arches, planter boxes, metal grillwork, etc. instead of transparent alternatives. When a parking garage abuts a public road or other public place, it will be designed such that the function of the building is not readily apparent except at points of ingress and egress. NOTE: PARKING REQ'T CHART IS INCONSISTENT WITH LISTED USE DESCRIPTIONS IN DISTRICTS.
Density (FAR)	(a) Single use or multi-tenant non-residential uses shall not exceed a FAR of 1.00, exclusive of the area of any structured parking. (b) The residential density of mixed-use developments shall not exceed 15 units per acre. (c) Mixed-use developments with at least one level of residential use shall receive an additional FAR of 0.45, for a total allowable FAR of 1.45. (d) Both maximum commercial FAR and maximum residential density shall be available based upon the entire site area, and the presence of one shall not limit the density or intensity of the other.	Sec. 30.6. Density and intensity	Sounds like commercial FAR and residential density are mutually exclusive, but there is a density bonus for including residential in a mixed use development making it more feasible to include.
Density Bonuses	Nothing listed, but see above: (c) Mixed-use developments with at least one level of residential use shall receive an additional FAR of 0.45, for a total allowable FAR of 1.45.	Sec. 30.6. Density and intensity	Example: Opportunity for 595 Corey Avenue (a large parcel)
Temporary Lodging Use Density Pool	TLU Density Pool for TC-1 = No more than 50 units for the entire Town Center Core District. Shall not exceed 10 temporary lodging units per acre or a cumulative total of 10 units per development project.	Sec. 30.4 Allowable Conditional uses	
Impervious Surfaces	Maximum impervious surface ratio (ISR) for all uses shall not exceed 0.90.	Sec. 30.9. Maximum impervious surface ratio	Max of .90 for all uses in the TC-1 District.
Affordable Housing Provision	Nothing listed		N/A
Building Frontage & Sidewalks	Nothing listed; but must follow Design Guidelines of Division 39, Downtown Redevelopment District General Standards which does address sidewalks.	Sec. 30.12. Design requirements and Sec. 39.10. Streetscape design required elements	UNDER DIVISION 39, there are several "A" Streets that traverse the district: 75th Avenue, Blind Pass Road and Gulf Boulevard. As an "A Street" in the DRD anything fronting that street would need to comply with regulations re: 50% building frontage and streetscape design which includes 10' sidewalks. Corey Avenue also is a designated "Main Street". As a "Main Street" in the DRD anything front that street would need to comply with regulations re: 75% building frontage and streetscape design which includes 10' sidewalks. ALL streets in TC-1 (and TC-2) and along Gulf Blvd. should feature 10' sidewalks (reducible to 6' when warranted and approved by the City Manager).

Landscaping	Shall be in accordance with the requirements of Division 22 of the Land Development Code, Landscaping and Tree Protection. But also must follow Design Guidelines of Division 39, Downtown Redevelopment District General Standards which does address landscaping.	Division 22, Sec. 30.11. Landscaping and Sec. 39.10. Streetscape design required elements	UNDER DIVISION 39, all streets in the TC Core area that are not designated A Streets or a Main Street, should also feature a minimum 8-foot wide private landscape zone along the property between the sidewalk (10') and building face. Minimum building setbacks can be increased to accommodate the landscape zone (but the landscape zone can be reduced to 5' when warranted and approved by the City Manager).
Housing to Retail Conversion Potential	Principal uses are commercially-focused. Housing is a principal permitted use but it must be a part of a mixed use development.		If residences are present in the TC-1 District, does not seem to be any rules prohibiting their conversion.
Road Medians	Nothing about medians		N/A
Pedestrian Bridge	Nothing about bridges		N/A
Land Assembly	Nothing about/for/against land assembly		Nothing for or against.
Parklet Regulations	Nothing about 'parklets', but "(g) Eating and drinking establishments with or without outdoor seating. Drive-through service is not permitted" are allowed as a primary use.	Sec. 30.2. Permitted principal uses and structures	N/A technically. But new design regulations regarding sidewalk size seem to be trying to accommodate outdoor dining on sidewalks rather than street.

LOCALITY:

St. Pete Beach

Land Development Code: Community Redevelopment District/Downtown Redevelopment District/ Town Center Corey Circle District (TC-2) SUNRISE

Theme/Issues	Requirement	Policy/Document Reference	Finding
Permitted Principal Uses	(a) Retail uses; (b) Grocery stores, markets, pharmacies without drive through service; (c) Personal service businesses such as barbershops, beauty shops, salons, day spas, gyms and fitness centers, tailoring, garment alteration and repair, shoe repair, dry cleaning pick-up and drop-off and other personal service uses similar in character and impact; (d) Eating and drinking establishments - with or without outdoor seating; (e) Office uses; (f) Commercial recreation, public parks and/or recreational facilities; (g) Government buildings and other public facilities, including parks and recreation facilities; (h) Artist studios and art galleries; (i) Multifamily residential only as a component of mixed use. Residential uses are not permitted on the ground floor; (j) Vehicle for hire—Limited to rental of non-motorized (bicycles) and individual motorized vehicles such as segways, mopeds/scooters; (k) Other uses similar in character, nature and impact to permitted uses listed above.	Sec. 37.2 Permitted uses	See requirement list.
Allowed Conditional Uses	(a) Temporary lodging facilities — hotel, motel and resort condominium, awarded on a first come, first serve basis, to come from the density pool established in the Comprehensive Plan. (b) Commercial docks—Class A, B, C and D. (c) Vessel for hire (water taxis).	Sec. 37.5. Allowable conditional uses and Division 2 Definitions for "Commercial docks"	See requirement list. (2) Commercial dock means a structure on piles over water or a structure that is defined as a commercial dock by the county environmental resources management division and which is designed or used to provide a berth for and access to one or more private, charter, commercial or party boats further classified and defined, as follows: a. Class A means any dock used in connection with a hotel, motel, restaurant and where the slips are not rented, leased or sold, but utilized as an enhancement to the principal function of the basic facility. b. Class B means any dock used in connection with a social, fraternal club or organization, and where use of the facility is restricted to members only or multiuse private docks owned individually or in common by the residents of any residential development with three or more residential units. c. Class C means any dock constructed and maintained by the local municipality. d. Class D means any dock where the primary function is the collection of revenue for profit. This classification applies to all commercial marinas and commercial boat docking facilities.
Prohibited Uses	(a) Detached and attached single and two family dwellings. (b) Any type of vehicle sales or service. (c) Restaurants with drive-through service. (d) Industrial and other incompatible uses (including, but not limited to, day labor, pawn shops, check cashing, plasma centers, body piercing and tattoo parlors).	Sec. 37.6. Prohibited uses and structures	See requirement list.
Minimum Lot Reqts	Nothing listed outright.	Sec. 37.7. Density and intensity	There are no minimum lot requirements in the TC-2 District per se. BUT there are site requirements for certain development types (mixed use, temporary lodging use) that do require a minimum site of 1.8 acres or 2 acres respectively. Meaning, property assembly may be required.
Minimum Yard Reqts	Front Yard: Mainstreet—Corey Avenue & Corey Circle - 10 feet maximum for building elements up to 28 feet in height; 30 feet for all building elements above 28 feet. All other streets: 10 feet Minimum for building elements up to 28 feet in height; 30 feet for all elements above 28 feet. Parts of the building that are stepped back above 28 feet on all streets may be used as patio or balcony space. Secondary Front: 5 Feet minimum for building elements up to 28 feet in height; 30 feet for all elements above 28 feet. Parts of the building that are stepped back above 28 feet on all streets may be used as patio or balcony space. Side Yard: 10 percent of lot width minimum per side minimum for building elements up to 28 feet in height; 30 feet for all building elements above 28 feet. Parts of the building that are stepped back above 28 feet on all streets may be used as patio or balcony space.	Sec. 37.9. Setbacks	Buildings fronting Corey Ave. or Corey Circle require a 10' max front yard setback if up to 28' in height, 30' setback if above 28'. All other streets must have a 10' minimum setback and no maximum for their front yard if up to 28' in height, 30' setback (does not say max or min, or set) if above 28' . Buildings on all streets with secondary frontage require a 5' minimum secondary front yard setback if up to 28' in height, 30' setback if above 28'. All streets must have a 10% lot width setback at a minimum on each side yard if up to 28' in height. All streets must have a 10% lot width setback at a minimum on each side yard if above 28' in height.

	Rear Yard: 20 feet for the first ___ feet in height (BLANK BUT ASSUME 28 BASED ON OTHER REQUIREMENTS- NEED TO FIX); 30 feet for all building elements above 28 feet; No setback shall be required for any structural pedestrian facilities adjacent to any body of water. Outdoor seating areas for permitted uses may be placed within the required rear yard setback. Parts of the building that are stepped back above 28 feet on all streets may be used as patio or balcony space.		All buildings must have a 20' rear yard setback (does not state minimum or max or set) if up to 28' in height. 30' rear yard setback (does not state minimum or max or set) for all uildings above 28' in height. Outdoor seating areas for permitted uses allowed in rear yard setback.
Height Reqts	(a) Exclusively non-residential uses shall be limited to a maximum height of twenty-eight (28) feet. (b) Up to seventy-six (76) feet for buildings containing non-residential uses on the first habitable floor accessible at street level mixed with a primary residential or (SAYS 'AND' IN COMP PLAN - THIS MAKES A DIFFERENCE TO INTERPRETATION) temporary lodging use above. (c) Up to eighty-six (86) feet for buildings containing non-residential 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/restaurant uses at street level.	Sec. 37.8. Building height and Sec. 39.16. Story standards	Per Division 2 Definitions: Height means the vertical distance above the required 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 hip roofs, not including chimneys, antennas, elevator shafts, mechanical rooms or other non-habitable areas. UNDER DIVISION 39, TC-2 floor heights are defined as follows: 1st floor = 12' (finished height) + 4' (interstitial space) = 16' (total story height); All other floors = 10' (finished height) + 2' (interstitial space) = 12' (total story height); Garage floor = 9' (finished height) + 1' (interstitial space) = 10' (total story height). So, could build a 2-story exclusively commercial/office/retail building (28' total) or 6-story mixed use building w/ commercial on 1st, residences or temporary lodging use above (76' total). OR could build a 6-story mixed use building w/commercial on 1st, residences or temporary lodging use above (at least 50 units) above or all 3 uses in 1 or more buildings as part of a unified development project provided that the main principal building provides retail/commercial/restaurant uses on street level. POSSIBLE CONFLICT - THERE IS A LIMITATION OF 86'. HOWEVER, UNDER DIV 39, 16' + 12'(x6) = 88 NOT 86.
Off-Street Parking Reqts	Shall be in accordance with the requirements of Division 23 of the Land Development Code, Off Street Parking and Loading.	Sec. 30.10. Minimum off-street parking requirements and Division 23 Off-Street Parking and Loading	COMPLETELY DEPENDENT ON SITE AND USE OF WHAT IS BEING BUILT OR REDEVELOPED. However, per Sec. 23.3. Applicability and Scope (C) Where on-street parking is available, such on-street parking shall not be used as a substitute for any parking required by this Code. (d) All projects shall be required to provide a minimum of five bicycle rack spaces, or a number of bicycle rack spaces equal to ten percent of the required number of vehicle parking spaces, whichever is greater. Per Sec.23.4 General Parking requirements: (B)(4) In the case of mixed uses, the total requirements for off-street parking shall be the sum of the requirements of the various uses computed separately and the off-street parking space for one use shall not be considered as providing the required off-street parking for any other use, except as provided for in the shared parking criteria in this division.Also, per Sec. 23.8 Off-site parking: Required off-street parking facilities shall be located on the same lot as the use they are intended to serve. However, required off-street parking facilities may be located on an off-site lot if approved under the provisions of division 5 of this Code at a public hearing. Such off-site parking facilities, if approved, shall be within 300 feet of the premises they are intended to serve and an off-site parking agreement meeting the requirements of the city attorney shall be required. The applicant for an off-site parking agreement shall demonstrate to the satisfaction of the appropriate board of authority. Per 23.5 Minimum Space per Use: EXAMPLES Restaurant 1 per 100 SF floor area; Office 1 per 300 SF floor area; Retail Sales and Service 1 per 200 SF floor area, ANY RESIDENTIAL 2 per unit, TRANSIENT ACCOMODATIONS 1 per unit plus 1 additional per 10 units plus more according to accessory facilities (see chart). Per 23.5, (f) For commercially zoned properties abutting Corey Avenue east of Gulf Boulevard, additional parking shall be required for a change of use only if there is an increase in the floor area of an existing building or construction of additional buildings. Per Sec 39.7 Street level facades: (c) Parking structures should utilize architectural details and design elements such as false recessed windows, arches, planter boxes, metal grillwork, etc. instead of transparent alternatives. When a parking garage abuts a public road or other public place, it will be designed such that the function of the building is not readily apparent except at points of ingress and egress. NOTE: PARKING REQ'T CHART IS INCONSISTENT WITH LISTED USE DESCRIPTIONS IN DISTRICTS.
Density (FAR)	(a) Residential densities of 24 units per acre as mixed-use projects developed on sites of a minimum of 1.8 acres (SAYS 2 ACRES IN COMP PLAN). Commercial, office retail, or non-habitable portions of temporary lodging uses shall only be located on the first floor accessible at street level. (b) Maximum Floor Area Ratio for exclusively commercial/office/retail projects shall be limited to 0.55. (c) 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 two acre buildable site (SAYS 1.8 ACRES IN COMP PLAN) and shall also not exceed a cumulative total of 150 units per project subject to the requirements, restrictions and limitations for the TLU Density Pool for the Town Center Corey Circle and Coquina West Districts. Temporary lodging uses 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 and indoor amenities = total building square footage, excluding structured parking.	Sec. 37.7. Density and intensity	A) TC-2 regulations will only allow residential as part of a mixed use development, at a rate of 24 units per acre (1,815 SF per unit), but those development sites must be at least 1.8 acres (or 78,408 SF) and residential can NOT be on the ground floor. On a 1.8 acre site you could place 43 units and maintain the specified residential density. B) Max FAR for exclusively commercial/office/retail projects is .55 (i.e., on a 1/4 acre lot 10,890 SF, you could build a 5,989.5 SF building). C) Temporary Lodging uses are conditional use only meaning they need Council approval and are subject to additional restrictions including a limit of 150 per project in the applicable density pool, but they can be built at a higher density of 50 units per acre on a minimum 2 acre lot.
Density Bonuses	Nothing listed		N/A

Temporary Lodging Use Density Pool			
Impervious Surfaces	Maximum impervious surface ratio (ISR) for all uses: 0.70	Sec. 37.10. Maximum impervious surface ratio	Max of .70 for all uses in the TC-2 Districts.
Affordable Housing Provision	Nothing listed		N/A
Building Frontage & Sidewalks	Nothing listed; but must follow Design Guidelines of Division 39, Downtown Redevelopment District General Standards which does address sidewalks.	Sec. 30.12. Design requirements and Sec. 39.10. Streetscape design required elements	UNDER DIVISION 39, there is an "A" Street that borders the district: 75th Avenue. As an "A Street" in the DRD anything fronting that street would need to comply with regulations re: 50% building frontage and streetscape design which includes 10' sidewalks. Corey Avenue also is a designated "Main Street" and trasverses TC-2. As a "Main Street" in the DRD anything front that street would need to comply with regulations re: 75% building frontage and streetscape design which includes 10' sidewalks. ALL streets TC-1 (and TC-2) and along Gulf Blvd. should feature 10' sidewalks (reducible to 6' when warranted and approved by the City Manager).
Landscaping	Shall be in accordance with the requirements of Division 22 of the Land Development Code, Landscaping and Tree Protection. But also must follow Design Guidelines of Division 39, Downtown Redevelopment District General Standards which does address landscaping.	Div 22, Sec. 30.11. Landscaping and Sec. 39.10. Streetscape design required elements	UNDER DIVISION 39, all streets in the TC Core area not designated A Streets or a Main Street should also feature a minimum 8-foot wide private landscape zone along the property between the 10' sidewalk and building face. Minimum building setbacks can be increased to accomodate the landscape zone (but the landscape zone can be reduced to 5' when warranted and approved by the City Manager).
Housing to Retail Conversion Potential	Principal uses are commercially-focused. Multi-family housing is a principal permitted use but it must be a part of a mixed use development.		If residences are present in the TC-2 District, does not seem to be any rules prohibiting their conversion.
Road Medians	Nothing about medians		N/A
Pedestrian Bridge	Nothing about bridges		N/A technically. But Per 37.9 Setbacks: "No setback shall be required for any structural pedestrian facilities adjacent to any body of water."--Assuming could mean boardwalk.
Land Assembly	The TC-2 Town Center Corey Circle District and TC-2 Coquina West District are established as mixed use districts anchoring either end of the Corey Avenue corridor. The TC-2 districts exist to accommodate medium intensity commercial and mixed-use developments oriented to the waterfront with retail and/or eating and drinking establishments on the ground level. The intent of these districts is to facilitate property assemblage and comprehensive redevelopment under unified project plans.	Sec. 37.1. Purpose and intent	Districts designated with the intent to encourage property assemblage and comprehensive redevelopment.
Parklet Regulations	Nothing about 'parklets', but "(g) Eating and drinking establishments with or without outdoor seating. Drive-through service is not permitted" are allowed as a primary use.	Sec. 37.2. Permitted uses	N/A technically. But new design regulations regarding sidewalk size seem to be trying to accommodate outdoor dining on sidewalks rather than street.

LOCALITY:

St. Pete Beach

Land Development Code: Community Redevelopment District/Downtown Redevelopment District/ Town Center Coquina West (TC-2) SUNSET

Theme/Issues	Requirement	Policy/Document Reference	Finding
Permitted Principal Uses	(a) Retail uses; (b) Grocery stores, markets, pharmacies without drive through service; (c) Personal service businesses such as barbershops, beauty shops, salons, day spas, gyms and fitness centers, tailoring, garment alteration and repair, shoe repair, dry cleaning pick-up and drop-off and other personal service uses similar in character and impact; (d) Eating and drinking establishments - with or without outdoor seating; (e) Office uses; (f) Commercial recreation, public parks and/or recreational facilities; (g) Government buildings and other public facilities, including parks and recreation facilities; (h) Artist studios and art galleries; (i) Multifamily residential only as a component of mixed use. Residential uses are not permitted on the ground floor; (j) Vehicle for hire—Limited to rental of non-motorized (bicycles) and individual motorized vehicles such as segways, mopeds/scooters; (k) Other uses similar in character, nature and impact to permitted uses listed above.	Sec. 37.2 Permitted uses	See requirement list.
Allowed Conditional Uses	(a) Temporary lodging facilities — hotel, motel and resort condominium, awarded on a first come, first serve basis, to come from the density pool established in the Comprehensive Plan. (b) Commercial docks—Class A, B, C and D. (c) Vessel for hire (water taxis).	Sec. 37.5. Allowable conditional uses and Division 2 Definitions for "Commercial docks"	See requirement list. See requirement list. (2) Commercial dock means a structure on piles over water or a structure that is defined as a commercial dock by the county environmental resources management division and which is designed or used to provide a berth for and access to one or more private, charter, commercial or party boats further classified and defined, as follows: a. Class A means any dock used in connection with a hotel, motel, restaurant and where the slips are not rented, leased or sold, but utilized as an enhancement to the principal function of the basic facility. b. Class B means any dock used in connection with a social, fraternal club or organization, and where use of the facility is restricted to members only or multiuse private docks owned individually or in common by the residents of any residential development with three or more residential units. c. Class C means any dock constructed and maintained by the local municipality. d. Class D means any dock where the primary function is the collection of revenue for profit. This classification applies to all commercial marinas and commercial boat docking facilities.
Prohibited Uses	(a) Detached and attached single and two family dwellings. (b) Any type of vehicle sales or service. (c) Restaurants with drive-through service. (d) Industrial and other incompatible uses (including, but not limited to, day labor, pawn shops, check cashing, plasma centers, body piercing and tattoo parlors).	Sec. 37.6. Prohibited uses and structures	See requirement list.
Minimum Lot Reqtqs	Nothing listed outright.	Sec. 37.7. Density and intensity	There are no minimum lot requirements in the TC-1 District per se. BUT there are site requirements for certain development types (mixed use, temporary lodging use) that do require a minimum site of 1.8 acres or 2 acres respectively. Meaning, property assembly may be required.
Minimum Yard Reqtqs	Front Yard: Mainstreet—Corey Avenue & Corey Circle - 10 feet maximum for building elements up to 28 feet in height; 30 feet for all building elements above 28 feet. All other streets: 10 feet Minimum for building elements up to 28 feet in height; 30 feet for all elements above 28 feet. Parts of the building that are stepped back above 28 feet on all streets may be used as patio or balcony space. Secondary Front: 5 Feet minimum for building elements up to 28 feet in height; 30 feet for all elements above 28 feet. Parts of the building that are stepped back above 28 feet on all streets may be used as patio or balcony space. Side Yard: 10 percent of lot width minimum per side minimum for building elements up to 28 feet in height; 30 feet for all building elements above 28 feet. Parts of the building that are stepped back above 28 feet on all streets may be used as patio or balcony space. Rear Yard: 20 feet for the first ___ feet in height (BLANK BUT ASSUME 28 BASED ON OTHER REQUIREMENTS- NEED TO FIX); 30 feet for all building elements above 28 feet; No setback shall be required for any structural pedestrian facilities adjacent to any body of water. Outdoor seating areas for permitted uses may be placed within the required rear yard setback. Parts of the building that are stepped back above 28 feet on all streets may be used as patio or balcony space.	Sec. 37.9. Setbacks	Buildings fronting Corey Ave. or Corey Circle require a 10' max front yard setback if up to 28' in height, 30' setback if above 28'. All other streets must have a 10' minimum setback and no maximum for their front yard if up to 28' in height, 30' setback (does not say max or min, or set) if above 28' . Buildings on all streets with secondary frontage require a 5' minimum secondary front yard setback if up to 28' in height, 30' setback if above 28'. All streets must have a 10% lot width setback at a minimum on each side yard if up to 28' in height. All streets must have a 10% lot width setback at a minimum on each side yard if above 28' in height. All buildings must have a 20' rear yard setback (does not state minimum or max or set) if up to 28' in height. 30' rear yard setback (does not state minimum or max or set) for all uildings above 28' in height. Outdoor seating areas for permitted uses allowed in rear yard setback.

Height Reqts	<p>(a) Exclusively non-residential uses shall be limited to a maximum height of twenty-eight (28) feet.</p> <p>(b) Up to seventy-six (76) feet for buildings containing non-residential uses on the first habitable floor accessible at street level mixed with a primary residential or (SAYS 'AND' IN COMP PLAN - THIS MAKES A DIFFERENCE TO INTERPRETATION) temporary lodging use above.</p> <p>(c) Up to eighty-six (86) feet for buildings containing non-residential 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/restaurant uses at street level.</p>	Sec. 37.8. Building height and Sec. 39.16. Story standards	Per Division 2 Definitions: Height means the vertical distance above the required 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 hip roofs, not including chimneys, antennas, elevator shafts, mechanical rooms or other non-habitable areas. UNDER DIVISION 39, TC-2 floor heights are defined as follows: 1st floor = 12' (finished height) + 4' (interstitial space) = 16' (total story height); All other floors = 10' (finished height) + 2' (interstitial space) = 12' (total story height); Garage floor = 9' (finished height) + 1' (interstitial space) = 10' (total story height). So, could build a 2-story exclusively commercial/office/retail building (28' total) or 6-story mixed use building w/ commercial on 1st, residences or temporary lodging use above (76' total). OR could build a 6-story mixed use building w/commercial on 2st, residences or temporary lodging use above (at least 50 units) above or all 3 uses in 1 or more buildings as part of a unified development project provided that the main principal building provides retail/commercial/restaurant uses on street level POSSIBLE CONFLICT - THERE IS A LIMITATION OF 86'. HOWEVER, UNDER DIV 39, 16' + 12'(x6) = 88 NOT 86.
Off-Street Parking Reqts	Shall be in accordance with the requirements of Division 23 of the Land Development Code, Off Street Parking and Loading.	Sec. 30.10. Minimum off-street parking requirements and Division 23 Off-Street Parking and Loading	COMPLETELY DEPENDENT ON SITE AND USE OF WHAT IS BEING BUILT OR REDEVELOPED. However, per Sec. 23.3. Applicability and Scope (C) Where on-street parking is available, such on-street parking shall not be used as a substitute for any parking required by this Code. (d) All projects shall be required to provide a minimum of five bicycle rack spaces, or a number of bicycle rack spaces equal to ten percent of the required number of vehicle parking spaces, whichever is greater. Per Sec.23.4 General Parking requirements: (B)(4) In the case of mixed uses, the total requirements for off-street parking shall be the sum of the requirements of the various uses computed separately and the off-street parking space for one use shall not be considered as providing the required off-street parking for any other use, except as provided for in the shared parking criteria in this division.Also, per Sec. 23.8 Off-site parking: Required off-street parking facilities shall be located on the same lot as the use they are intended to serve. However, required off-street parking facilities may be located on an off-site lot if approved under the provisions of division 5 of this Code at a public hearing. Such off-site parking facilities, if approved, shall be within 300 feet of the premises they are intended to serve and an off-site parking agreement meeting the requirements of the city attorney shall be required. The applicant for an off-site parking agreement shall demonstrate to the satisfaction of the appropriate board of authority. Per 23.5 Minimum Space per Use: EXAMPLES Restaurant 1 per 100 SF floor area; Office 1 per 300 SF floor area; Retail Sales and Service 1 per 200 SF floor area, ANY RESIDENTIAL 2 per unit, TRANSIENT ACCOMODATIONS 1 per unit plus 1 additional per 10 units plus more according to accessory facilities (see chart). Per 23.5, (f) For commercially zoned properties abutting Corey Avenue east of Gulf Boulevard, additional parking shall be required for a change of use only if there is an increase in the floor area of an existing building or construction of additional buildings. Per Sec 39.7 Street level facades: (c) Parking structures should utilize architectural details and design elements such as false recessed windows, arches, planter boxes, metal grillwork, etc. instead of transparent alternatives. When a parking garage abuts a public road or other public place, it will be designed such that the function of the building is not readily apparent except at points of ingress and egress. NOTE: CHART IS INCONSISTENT WITH LISTED USE DESCRIPTIONS IN DISTRICTS.
Density (FAR)	<p>(a) Residential densities of 24 units per acre as mixed-use projects developed on sites of a minimum of 1.8 acres (SAYS 2 ACRES IN COMP PLAN). Commercial, office retail, or non-habitable portions of temporary lodging uses shall only be located on the first floor accessible at street level.</p> <p>(b) Maximum Floor Area Ratio for exclusively commercial/office/retail projects shall be limited to 0.55.</p> <p>(c) 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 two acre buildable site (SAYS 1.8 ACRES IN COMP PLAN) and shall also not exceed a cumulative total of 150 units per project subject to the requirements, restrictions and limitations for the TLU Density Pool for the Town Center Corey Circle and Coquina West Districts. Temporary lodging uses 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 and indoor amenities = total building square footage, excluding structured parking.</p>	Sec. 37.7. Density and intensity	A) TC-2 regulations will only allow residential as part of a mixed use development, at a rate of 24 units per acre (1,815 SF per unit), but those development sites must be at least 1.8 acres (or 78,408 SF) and residential can NOT be on the ground floor. On a 1.8 acre site you could place 43 units and maintain the specified residential density. B) Max FAR for exclusively commercial/office/retail projects is .55 (i.e., on a 1/4 acre lot 10,890 SF, you could build a 5,989.5 SF building). C) Temporary Lodging uses are conditional use only meaning they need Council approval and are subject to additional restrictions including a limit of 150 per project in the applicable density pool, but they can be built at a higher density of 50 units per acre on a minimum 2 acre lot.
Density Bonuses	Nothing listed		N/A
Temporary Lodging Use Density Pool			
Impervious Surfaces	Maximum impervious surface ratio (ISR) for all uses: 0.70	Sec. 37.10. Maximum impervious surface ratio	Max of .70 for all uses in the TC-2 Districts.

Affordable Housing Provision	Nothing listed		N/A
Building Frontage & Sidewalks	Nothing listed; but must follow Design Guidelines of Division 39, Downtown Redevelopment District General Standards which does address sidewalks.	Sec. 30.12. Design requirements and Sec. 39.10. Streetscape design required elements	UNDER DIVISION 39, there are several "A" Streets that traverse the district: 75th Avenue and Sunset Way (Coquina West). As an "A Street" in the DRD anything fronting that street would need to comply with regulations re: 50% building frontage and streetscape design which includes 10' sidewalks. Corey Avenue also is a designated "Main Street" and traverses both areas. As a "Main Street" in the DRD anything front that street would need to comply with regulations re: 75% building frontage and streetscape design which includes 10' sidewalks. ALL streets TC-1 (and TC-2) and along Gulf Blvd. should feature 10' sidewalks (reducible to 6' when warranted and approved by the City Manager).
Landscaping	Shall be in accordance with the requirements of Division 22 of the Land Development Code, Landscaping and Tree Protection. But also must follow Design Guidelines of Division 39, Downtown Redevelopment District General Standards which does address landscaping.	Sec. 30.11. Landscaping and Sec. 39.10. Streetscape design required elements	UNDER DIVISION 39, all streets in the TC Core area that are not designated A Streets or a Main Streets should also feature a minimum 8-foot wide private landscape zone along the property between the 10' sidewalk and building face. Minimum building setbacks can be increased to accommodate the landscape zone (but the landscape zone can be reduced to 5' when warranted and approved by the City Manager).
Housing to Retail Conversion Potential	Principal uses are commercially-focused. Multi-family housing is a principal permitted use but it must be a part of a mixed use development.		If residences are present in the TC-2 District, does not seem to be any rules prohibiting their conversion.
Road Medians	Nothing about medians		N/A
Pedestrian Bridge	Nothing about bridges		N/A technically. But Per 37.9 Setbacks: "No setback shall be required for any structural pedestrian facilities adjacent to any body of water."--Assuming could mean boardwalk.
Land Assembly	The TC-2 Town Center Corey Circle District and TC-2 Coquina West District are established as mixed use districts anchoring either end of the Corey Avenue corridor. The TC-2 districts exist to accommodate medium intensity commercial and mixed-use developments oriented to the waterfront with retail and/or eating and drinking establishments on the ground level. The intent of these districts is to facilitate property assemblage and comprehensive redevelopment under unified project plans.	Sec. 37.1. Purpose and intent	Districts designated with the intent to encourage property assemblage and comprehensive redevelopment.
Parklet Regulations	Nothing about 'parklets', but "(g) Eating and drinking establishments with or without outdoor seating. Drive-through service is not permitted" are allowed as a primary use.	Sec. 37.2. Permitted uses	N/A technically. But new design regulations regarding sidewalk size seem to be trying to accommodate outdoor dining on sidewalks rather than street.

LOCALITY:

St. Pete Beach

Last adopted in 2003, most recent amendment in April 2013.

Land Development Code: Community Redevelopment District General Standards - Applies to all districts in Downtown and Gulf Boulevard Redevelopment Districts, unless noted.

Overarching	Theme/Issues	Requirement	Policy/Document Reference	Finding
Road Classifications	Corey Ave = Main Street	Design treatment diverges depending on road classification	Sec. 39.2. Classification of district streets.	Design requirements vary due to classification. See below. For example, Corey Ave requires buildings to occupy at least 75% frontage space on street.
	Blind Pass Road from 82nd South; 75th Ave; Gulf Blvd. from 75th south to 64th; Sunset Way from 75th south to 64th = A Street	Design treatment diverges depending on road classification	Sec. 39.2. Classification of district streets.	Design requirements vary due to classification. See below. For example, A Streets require buildings to occupy at least 50% frontage space on street.
	All other streets = B Street	Nothing defined.	Sec. 39.2. Classification of district streets.	Nothing defined for B Streets.
Building & Site Design				
	Building Edge	Buildings shall form a consistent, distinct edge, spatially delineating the public street through maximum building setbacks that vary by no more than ten feet from those of the adjacent building.	Sec. 39.3. Site design for the Downtown Redevelopment District.	Mainly a design issue for the developer to incorporate into a proposal. Trying to encourage a consistent building edge in study area. But could impact illustrative design depictions between new and existing buildings.
	Building Frontage	Building frontages shall occupy no less than 75 percent of a "Main Street" street and 50 percent of an "A" street facing entrance. If site constraints exist, a knee wall may be constructed with the following provisions: (1) Only 25 percent of the required frontage may be credited as part of a knee wall. (2) A knee wall must be constructed in accordance with the design criteria specified herein. (3) The knee wall should be the length of the primary building frontage.	Sec. 39.3. Site design for the Downtown Redevelopment District.	Mainly a design issue for the developer to incorporate into a proposal. Take aways: Buildings on Corey Ave. require at least 75% frontage; Buildings on A Streets require at least 50% frontage.
	Building Entrances	Buildings that are open to the public shall have an entrance for pedestrians from the street to the building interior. This entrance shall be designed to be attractive and functionally be a distinctive and prominent element of the architectural design, and shall be open to the public during business hours. Buildings shall incorporate lighting and changes in mass, surface or finish to give emphasis to the entrances. The primary building entrances shall be visible and directly accessible from a public street. Building massing such as tower elements shall be used to call-out the location of building entries.	Sec. 39.3. Site design for the Downtown Redevelopment District.	Mainly a design issue for the developer to incorporate into a proposal. All buildings open to the public must have an entrance for pedestrians from the street to the interior of the building--plus the entrance must be aesthetically pleasing and distinctive.
	Building Entrances	Commercial and mixed-use buildings shall express a "storefront character". This guideline is met by providing all of the following architectural features along the building frontage as applicable: (1) Corner building entrances on corner lots. (2) Regularly spaced and similar-shaped windows with window hoods or trim (all building stories) (3) Large display windows on the ground floor. All street-facing, park-facing and plaza-facing structures shall have windows covering a minimum of 50 percent and a maximum 80 percent of the ground floor of each storefront's linear frontage. Blank walls shall not occupy over 50 percent of a street-facing frontage and shall not exceed 20 linear feet without being interrupted by a window or entry. Mirrored glass, obscured glass and glass block cannot be used in meeting this requirement. Display windows may be used to meet this requirement if the first floor has not been design as a flood proof first floor.	Sec. 39.3. Site design for the Downtown Redevelopment District.	Mainly a design issue for the developer to incorporate into a proposal. Commercial and mixed-use buildings need to orient to the street and express storefront character. Corner buildings must feature corner entrances.

Building Materials/Architectural Interest		<p>Buildings shall provide a foundation or base, typically from ground to bottom of the lower windowsills, with changes in volume or material. A clear visual division shall be maintained between the ground level floor and upper floors with either a cornice line or awning from 12 feet to 16 feet above base flood elevation or grade, whichever applies to the proposed development. No more than 20 feet of horizontal distance of wall shall be provided without architectural relief for building walls and frontage walls facing the street. All buildings excluding single-family detached homes shall utilize at least three of the following design features to provide visual relief along all elevations of the building:</p> <p>(1) Divisions or breaks in materials (materials should be drawn from a common palette). (2) Window bays. (3) Separate entrances and entry treatments, porticoes. (4) Variation in rooflines. (5) Awnings. (6) Dormers. (7) Gables. (8) Recessed entries. (9) Covered porch entries. (10) Cupolas.</p>	Sec. 39.3. Site design for the Downtown Redevelopment District.	Mainly a design issue for the developer to incorporate into a proposal.
Building Colors		The use of black or fluorescent colors is prohibited as the predominant exterior building color(s). Black may be used for trim, windows, doors, and awnings.	Sec. 39.3. Site design for the Downtown Redevelopment District.	Mainly a design issue for the developer to incorporate into a proposal.
Building Garages		<p>Garages are required for attached and detached homes subject to the following provisions:</p> <p>(1) Front garages must be set back a minimum of five feet from the primary structure. (2) Rear garages must be setback a minimum of four feet from an alley or rear access drive. (3) Side garages may have an access from the street, and are required, at a minimum, to be setback in line with the primary structures side setback. (4) Ground floor parking, including garages that are located inside the internal block are permitted on the first floor of a structure provided that the street facing side view of the garage must blend in with the primary building frontage by incorporating the same design elements.</p>	Sec. 39.3. Site design for the Downtown Redevelopment District.	Mainly a design issue for the developer to incorporate into a proposal. Only applicable to attached and detached homes in the downtown redevelopment area.
Building Driveways		Front driveway's are required to have a shared driveway and shall be located along the centerline on the common side lot line.	Sec. 39.3. Site design for the Downtown Redevelopment District.	Mainly a design issue for the developer to incorporate into a proposal. Only applicable to attached and detached homes in the downtown redevelopment area.
Building Multiuse		The first 20 feet of depth of the first floor of any multifamily structure's primary building frontage facing a street shall be constructed as commercial space.	Sec. 39.3. Site design for the Downtown Redevelopment District.	Mainly a design issue for the developer to incorporate into a proposal. Applicable to multifamily structures.
Use of Prototypes		<p>SEE CODE FOR THIS SECTION AND EXAMPLES. Development prototypes are intended to provide general guidance for the physical design of new projects within the Community Redevelopment District. These prototypes indicate general patterns for building placement, landscape configuration and the location of parking facilities and access points. The prototypes provide for consistency of site layout within a flexible framework which addresses the individual features of specific sites.</p> <p>Permitted block types are described within a single-use prototype for illustrative purposes. Development applications for specific sites are required to assemble structures into blocks when the development is over two acres. Each site plan shall be required to identify how the proposed development including buildings and structures are assembled within a context that conforms to the design standards for the block or partial block within which the building occurs.</p>	Sec. 39.4. Use of prototypes.	These prototypes provide examples of ideal site layouts and building massing under different scenarios.
General Operational and Aesthetic Requirements		VERY GENERAL, USE FOR INFORMATIONAL PURPOSES ON SITE DESIGN	Sec. 39.5. General operational and aesthetic requirements.	Mainly a design issue for the developer to incorporate into a proposal. Also includes use guidance to manage potential nuisance.
Temporary Lodging Uses		LARGELY RELATES TO OPERATION OF TEMPORARY LODGING UNITS	Sec. 39.6. Temporary lodging use operational and occupancy restrictions, limitations and prohibitions.	Mainly an operational issue for the developer to incorporate into a proposal.

Street Level Facades		<p>The human scale and aesthetic appeal of street-level facades, and their relationship to the sidewalk, are essential to a pedestrian-friendly environment. Accordingly, at least 50 percent of the street level facades of buildings used for nonresidential purposes which abut a public street or pedestrian access way, will be transparent. For the purpose of this standard: (a) Street level facade means that portion of a building facade from ground level to the allowable first story height;</p> <p>(b) Transparent means windows or doors that allow pedestrians to see into:</p> <p>(1) The building, or (2) Landscaped or hardscaped courtyard or plazas, where street level facades are set back at least 15 feet from the edge of the sidewalk and the area between the sidewalk and the facade is a landscaped or hardscaped courtyard or plaza.</p> <p>(c) Parking structures should utilize architectural details and design elements such as false recessed windows, arches, planter boxes, metal grillwork, etc. instead of transparent alternatives. When a parking garage abuts a public road or other public place, it will be designed such that the function of the building is not readily apparent except at points of ingress and egress.</p> <p>(d) Window coverings and other opaque materials may cover no more than ten percent of the area of any street-level window in a nonresidential building that fronts on a public right-of-way.</p> <p>(e) Building entrances should be aesthetically inviting, easily identified, preferably with a recessed entrance and also distinctive and visually interesting paving pattern.</p> <p>(f) Awnings and other structures that offer pedestrians cover from the elements are recommended. Awnings help define entryways and provide storefront identity to both pedestrians and drivers.</p>	Sec. 39.7. Street-level facades.	Mainly a design issue for the developer to incorporate into a proposal. However, as a general design note, parking garages must blend in with the surrounding aesthetics, and building awnings or other structures that offer pedestrians cover (for example, possibly arcades) are recommended.
Design, Scale & Mass of Buildings		<p>(a) <u>Buildings with a footprint of greater than 5,000 square feet or a single dimension of greater than 100 feet will be constructed so that no more than two of the three building dimensions in the vertical or horizontal planes are equal in length.</u> For purposes of this section, equal in length means that the two lengths vary by less than 40 percent of the shorter of the two lengths. The horizontal plane measurements relate to the footprint of the building.</p> <p>(b) No plane of a building may continue uninterrupted for greater than 100 linear feet. For the purpose of this standard, interrupted means an offset of greater than five feet.</p> <p>(c) At least 60 percent of any elevation will be covered with windows or architectural decoration. For the purpose of this standard, an elevation is that portion of a building that is visible from a particular point outside the parcel proposed for development.</p> <p>(d) The height and mass of buildings will be correlated to: (1) the dimensional aspects of the parcel proposed for development and (2) adjacent public spaces such as streets and parks.</p> <p>(e) Buildings may be designed for a vertical or horizontal mix of permitted uses.</p>	Sec. 39.8. Design, scale and mass of buildings.	Possibly impacts conceptual design massing presented for buildings larger than 5,000 SF.
Energy & Environmental Design		<p>(a) All development and redevelopment projects in the Community Redevelopment District shall be required to obtain certification for at least two of the eight standards listed below, as appropriate and applicable to the type of construction: (Different LEED Standards, plus Florida Green Building Coalition standard. (b)</p> <p>Any new or partial redevelopment project that is subject to payment of community improvement impact fees pursuant to division 41 of this Code shall be eligible for and receive a credit against those impact fees owed in accordance with the rating and scoring system for credits established as part of the community improvement impact fee ordinance. Such impact fees, the types of green standards and green improvements eligible for credits and the amount or percent of such credits shall be established in accordance with the principles and parameters established in Goal 1 and Section (j)3 of the Community Redevelopment District General Redevelopment Guidelines, Standards and Initiatives contained in the Future Land Use Element of the Comprehensive Plan.</p>	Sec. 39.9. Energy and environmental design—New construction and major renovation.	Mainly a design issue for the developer to incorporate into a proposal. Must obtain certification under two green standards. Applicable to new projects and redevelopment projects.

Streetscape Design Required Elements	Sidewalks	<p>(a) A ten-foot sidewalk shall be constructed that will allow for safe, unobstructed and efficient pedestrian flow and the potential for sidewalk cafes and outdoor eating areas, as appropriate, in front of all development projects along Gulf Boulevard and within the Town Center Core areas. The city manager may reduce this requirement to six feet when warranted. This is imperative to ensure pedestrians feel comfortable on the sidewalk as well as important to meet the current American with Disabilities Act standards. Distinctive and visually interesting paving patterns are encouraged, particularly to define an entrance, a gathering place, a pedestrian crosswalk link, or a sidewalk cafe area. Patterns, cooler, materials and constructions standards shall be coordinated with the city manager and his staff to ensure a cohesive and unified streetscape.</p>	Sec. 39.10. Streetscape design required elements	Generally, a 10-foot sidewalk is required in front of ALL development along Gulf Boulevard and the Town Center Core areas (study area)--can be reduced to 6 feet with permission. Must incorporate some sort of distinctive and visually-interesting pavement pattern. THIS WILL IMPACT STREETScape DESIGN.
	Landscaped Areas	<p>(b) On all streets not designated a Main street or a street type "A" in section 39.2, a minimum eight-foot wide private landscape zone shall be installed along the property between the sidewalk and the building face; minimum building setbacks may be increased in accordance with the width of the landscape zone. The landscape zone proposal shall be reviewed for compliance during the design review/site plan approval process, and may be reduced to five feet by the city manager when warranted to coordinate and integrate new development into an overall streetscape plan.</p> <p>(1) Trees shall be placed in the landscape zone using the following specifications: (i) Trees shall be placed not more than 30 feet apart within the landscape zone. Drought tolerant and native shade trees to reduce urban heat and offer protection to the pedestrian from the sun are encouraged. (ii) Where there are physical restrictions, spacing of street trees shall be adjusted, provided the adjustment is the minimum needed to avoid the obstruction. (iii) Tree spacing can be adjusted so as not to block, obscure, or interfere with the operation of traffic signals, utilities, or any existing sign, awning, or other public infrastructure that was placed prior to the planting of the landscape zone, provided the adjustment is the minimum required for such avoidance. (iv) Street trees shall not be planted in a manner that will diminish adequate sight distance. (v) No street tree shall be planted within ten feet of a light standard or utility pole. (vi) Tree species should be selected with root growth habits that will not cause damage to sidewalks or anything contained within the public right-of-way, or such tree species should be sited away from such hard-surfaced areas.</p>	Sec. 39.10. Streetscape design required elements	Generally, a 8-foot landscape zone is required in front of all development on B Streets (aka those streets not designated an "A" Street or Main Street) between sidewalk and building face--can be reduced to 5 feet with permission. Must incorporate trees (native, drought-resistant) no more than 30 feet between (except to avoid blocking things). No plantings within 10 feet of a light or utility pole. THIS WILL IMPACT STREETScape DESIGN.
	Landscaped Areas	<p>(2) Landscaping plans shall show all obstructions that may affect plant placement and installation limitations including all underground utilities. (3) All exposed dirt areas shall be covered with bark, mulch, or other weed control measures included as part of the final landscape plan. The use of non-cypress mulch is strongly encouraged in support of "green" practices for a sustainable community. (4) The property owner shall ensure the upkeep, health, and aesthetics of the landscape zone through the use of proper reclaimed irrigation of plant species in the landscape zone, regular maintenance of the landscape zone and replacement of items located within the landscape zone. Waterwise Florida friendly landscapes are encouraged and use of drought tolerant plant material and turf.</p>	Sec. 39.10. Streetscape design required elements	Mainly a design issue for the developer to incorporate into a proposal. But generally, may wish to look at Waterwise Florida plantings and turf because may IMPACT STREETScape DESIGNS (IF COMING UP WITH SUGGESTED PLANTING LIST/ILLUSTRATIVE) http://www.swfwmd.state.fl.us/publications/files/waterwise_landscapes.pdf
	Pedesrian Elements	<p>(5) Within the landscape zone on the main commercial corridor the developer shall provide at least two of the following pedestrian amenities for each 200 feet of street frontage that shall be accessible to the sidewalk: (i) Benches; (ii) Trash receptacles; (iii) A design element that offers protection from the weather; (iv) Secured bicycle storage; (v) Public art; (vi) Or other similar design feature integrated into the overall design of the building or portion of the landscape zone in order to enhance the pedestrian environment.</p>	Sec. 39.10. Streetscape design required elements	Mainly a design issue for the developer to incorporate into a proposal. But generally, may wish to include pedestrian elements that are consistent. THIS WILL IMPACT STREETScape DESIGNS.

	Lighting	<p>(6) Pedestrian-scale decorative lighting fixtures are required every 30 feet on the main commercial corridor (MEANING?) within the landscape/pedestrian zone. Where there are physical restrictions, spacing of lighting standards shall be adjusted, provided the adjustment is the minimum needed to avoid the obstruction, subject to approval by the city manager. The lighting shall be a style approved by the city manager as part of an overall Master Boulevard or Master Streetscape Plan and Program. In addition to providing the pedestrian-scale decorative lighting, a two-foot by two-foot dedicated easement adjacent to the public right-of-way shall be provided to allow adequate maintenance by the city of the lighting fixtures. Energy efficient or solar lighting is required.</p>	Sec. 39.10. Streetscape design required elements	Mainly a design issue for the developer to incorporate into a proposal. But generally, may wish to include lighting (pedestrian-scale, every 30 feet unless obstructions, along the main commercial corridor) to keep concept consistent with regulations. THIS WILL IMPACT STREETScape DESIGNS.
Walkways and Pedestrian Connections		<p>(a) Pedestrian walkways shall be landscaped with additional shade or ornamental trees equal to an average of one shade tree per 30 linear feet of walkway, unless the walkway is adjacent or included within an existing compliant buffer or frontage planting. Adjustments to tree spacing may be approved by the city manager in accordance with the provisions of sections 39.10(1) and 39.10(2) above. (b) A minimum of one shade tree shall be planted for each 200 square feet of separate additional landscaped area. (c) Shade trees shall be drought tolerant and the species and location shall be approved by the city manager to ensure proper implementation of the overall streetscape plan.</p>	Sec. 39.11 Walkways and pedestrian connections.	Generally, pedestrian walkways require additional shade or ornamental trees, unless walkway is already compliant due to previous landscape buffer requirements. THIS WILL IMPACT STREETScape DESIGN.
Site Utilities & Waste Mgmt		<p>NOT REALLY RELEVANT TO STUDY AREA CHANGES BUT FOR INFORMATIONAL PURPOSES: (a) All solid waste areas shall be designed with a six-foot decorative masonry wall. The wall shall be of the same material as the primary structure or concrete masonry, decorative brick or standard concrete masonry clad with painted stucco or other masonry veneer. The wall shall include a continuous cap feature and closing gate. (b) In addition to the masonry enclosure, storage and dumpster/solid waste areas shall be treated with a 24-inch high planted hedge that shall reach 36 inches to 42 inches height and 90 percent opacity within one year. (c) Other above-ground utility elements such as pull boxes, transformers, and backflow preventers shall be located and designed to permit convenient maintenance access, painted dark green and screened with a 24-inch planted hedge that shall reach 36 inches to 42 inches height and 90 percent opacity within one year. (d) Long-term storage containers are prohibited unless located on a parcel with a fully screened masonry or brick enclosure designed and constructed for that purpose. (e) There shall be no open storage of materials or equipment. (f) On-site utilities shall be located underground. (g) Participation in a waste recycling program will be required.</p>	Sec. 39.12. Site utilities and waste management.	Mainly a design issue for the developer to incorporate into a proposal.
Irrigation & Maintenance		<p>NOT REALLY RELEVANT TO STUDY AREA CHANGES BUT FOR INFORMATIONAL PURPOSES: (a) All landscaped areas within the City of St. Pete Beach shall be designed, installed and maintained at a high level of quality, following best management practices for landscaping. Broken lines or damaged spray heads shall be repaired to minimize wasted water. (b) All landscaped areas shall be irrigated with a timed, automatic underground system utilizing pop-up heads and/or tree bubblers and providing coverage of not more than one and one-half inches of water per week. (Use of xeric plant materials may require only three-quarter inch water per week). (c) The automatic irrigation system shall include a rain gauge or other water saving features to conserve water and minimize waste. (d) All landscape areas shall use reclaimed water and shall provide 100 percent irrigated coverage.</p>	Sec. 39.13. Irrigation and maintenance.	

Garden walls, fences, and hedges		<p>All garden walls, fences or hedges located or constructed within the required yard area shall conform to the following regulations, except where special requirements are set forth for specific screening purposes elsewhere in this chapter.</p> <p>(a) Residential districts.</p> <p>(1) Front yard in a residential district. All garden walls, fences or hedges located within the required front yard shall not exceed four feet in height.</p> <p>(2) Side and rear yards in a residential district. All garden walls, fences or hedges located within the required side or rear yards shall not exceed six feet in height.</p> <p>(3) Side yard of corner lot in a residential district. All garden walls, fences, or hedges located in the side-yard abutting the secondary street of a corner lot must not exceed four feet in height.</p> <p>(4) Rear yard abutting water in a residential district. All garden walls, fences, or hedges located in the required rear yard abutting a body of water shall not exceed four feet in height.</p> <p>(b) Commercial districts. All garden walls, fences, or hedges located in a commercial or industrial district shall not exceed eight feet in height and must be constructed to allow an unobstructed view of the front yard of the property from adjacent property or a public street.</p> <p>(c) Buffering and screening between non-compatible uses. Where a RU-1 or RU-2 Residential District or existing single-family or duplex home abuts a non-residential district, the non-residential development shall provide an opaque to semi-opaque screen consisting of landscaping, wall, fence or a combination of any of those elements adequate to buffer the non-residential development from the adjacent residential property in accordance with the height and location requirements set forth above in sections 39.14(a) and 39.14(b) except that no such screen shall be required in the front yard of the non-residential development.</p>	Sec. 39.14. Garden walls, fences, and hedges.	Mainly a design issue for the developer to incorporate into a proposal.
Compatibility w Low Density Residential		<p>External compatibility. Non-residential development and multi-family development must provide additional buffers and screening from RU-1 and RU-2 residentially zoned properties or parcels of land developed with existing single-family or duplex homes as follows:</p> <p>(a) Lighting restrictions. Any development shall control the effects of lights from automobiles or other sources to prevent lighting spillover so that lights do not illuminate adjacent residential property or shine into any residential window.</p> <p>(b) Setback. When a commercial retail, restaurant, drinking establishments or multi-family use is abutting any existing single-family or duplex use or a RU-1 or RU-2 residentially-zoned property, there shall be an additional setback required for the boundary line(s) abutting the residential property, as follows:</p> <p>(1) Any structure 25 feet in height or less shall be set back at a minimum 20 feet from the abutting residential property.</p> <p>(2) Any structure greater than 25 feet in height shall be set back at a minimum 35 feet from the abutting residential property.</p> <p>(3) Trash receptacles and loading facilities may not be permitted in the rear of the property. Service areas shall be located on the side yard.</p> <p>(4) Building design. The side of the building that is facing or backing up to any residential development shall not be a blank facade and shall have a quality architectural finish that contains the same articulated architectural features as the front of the building except that windows shall not be required.</p>	Sec. 39.15. Compatibility with low density residential.	Mainly a design issue for the developer to incorporate into a proposal. But possibly buffering/set-back issue between non-compatible uses.
Story Standards		SEE CODE FOR REQUIREMENTS - VERY SPECIFIC HEIGHT REQUIREMENTS FOR STUDY AREA	Sec. 39.16. Story standards.	These requirements determine floor heights which impact building height... COULD IMPACT MASSING SHOWN IN ILLUSTRATIVE DESIGN FOR BUILDINGS.
Community Involvement		N/A	Sec. 39.17. Community involvement.	N/A

LOCALITY:

St. Pete Beach

Last adopted in 2003, most recent amendment in April 2013.

Land Development Code: Community Redevelopment District/Downtown Redevelopment District/ Commercial General (CG-2)

Theme/Issues	Requirement	Policy/Document Reference	Finding
Permitted Principal Uses	(a) Eating and drinking establishments—Sit-down restaurants. (b) Financial institutions without drive-through service. (c) Offices. (d) Printing and copying services. (e) Retail sales. (f) Services, personal/business.	Sec. 16.2. Permitted principal uses and structures	See requirement list.
Allowed Conditional Uses	(a) Adult entertainment establishments—See also Chapter 10, St. Pete Beach Code of Ordinances. (b) Automotive service stations. (c) Bar (cocktail lounges, saloons). (d) Commercial boat docking facilities. (e) Commercial water sports, non-motorized vessels of 16 feet or less in length only. (f) Communications facilities. (g) Commercial docks—Classes A, B and C only. (h) Eating and drinking establishments—Nightclubs, fast food restaurants, outdoor restaurants and sidewalk cafe. (i) Mortuaries. (j) Parking lots—Commercial and/or off-premise. (k) Recreational—Commercial recreation; public parks and/or recreational facilities. (l) School, commercial. (m) Theaters. (n) Utility substations and/or rights-of-way. (o) Vessel for hire businesses.	Sec. 16.4. Allowable conditional uses	See requirement list.
Prohibited Uses	All uses and structures not of a nature specifically or provisionally permitted herein are hereby prohibited in the CG-2 Commercial District. Any use which has been determined under the provisions of Chapter 46 of the Code of Ordinances to be potentially noxious, dangerous or offensive to residents of the district or to those who pass by on public roadways or likely for other reasons to be incompatible with the character of the district, is hereby prohibited in the CG-2 Commercial District.	Sec. 16.5. Prohibited uses and structures and Ch. 46, Environment, of the Code of Ordinances	Ch. 46, Article II identifies vegetation, contaminants, materials or conditions which are prohibited as a nuisance. Article IV identifies sound level limitations. Any land use which produces these nuisance items would be in conflict.
Minimum Lot Reqs	Lot area = 5,000 SF Lot width = 50 feet	Sec. 16.6. Minimum zoning lot requirements	Based on property records, most of the lots in this area are fairly small in size, and most are parking lots, may require property assembly to do much redevelopment. See: http://www.pcpao.org/?pg=http://www.pcpao.org/general.php?strap=15313600003100100 (parking 929485 Florida Inc owns) http://www.pcpao.org/?pg=http://www.pcpao.org/general.php?strap=153136000003100400 (parking Marlene George owns) http://www.pcpao.org/?pg=http://www.pcpao.org/general.php?strap=153136000003100500 (club/bar Marlene George owns) http://www.pcpao.org/?pg=http://www.pcpao.org/general.php?strap=153136000003100600 (parking Marlene George owns) http://www.pcpao.org/?pg=http://www.pcpao.org/general.php?strap=153136000003100700 (parking St Pete Beach owns)

Minimum Yard Reqts (Setbacks)	Minimum yard requirements shall be determined by the site plan process pursuant to Division 5.	Sec. 16.7. Minimum yard requirements & Division 5 Site Plan Approval Procedures	Seems to be a case-by-case basis during the site plan review process for determining minimum/maxium setbacks. Does not specify specific setback requirements. HOWEVER UNDER DIVISION 39, Sunset Way, from 75th Ave. south to 64th Avenue is designated as an "A Street" in the DRD so anything fronting that street would need to comply with regulations re: 50% building frontage along the street (at least those on the TC-2 District side facing the street) and POSSIBLY streetscape design which includes 10' sidewalks (again, NOT entirely clear since CG-2 district is not technically in Town Center Core areas or along Gulf Boulevard).
Height Reqts	Max height = 50 feet	Sec. 16.8. Maximum height of structures	Per Division 2 Definitions: Height means the vertical distance above the required 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 hip roofs, not including chimneys, antennas, elevator shafts, mechanical rooms or other non-habitable areas. Max height of 50 feet, additional floor requirements under Division 39 not applicable since not in the DRD.
Off-Street Parking Requirement	Shall be in accordance with the requirements of division 23 of the Land Development Code, Off Street Parking and Loading.	Sec. 16.9. Minimum off-street parking requirements and Division 23 Off-Street Parking and Loading	COMPLETELY DEPENDENT ON SITE AND USE OF WHAT IS BEING BUILT OR REDEVELOPED. However, per Sec. 23.3. Applicability and Scope (C) Where on-street parking is available, such on-street parking shall not be used as a substitute for any parking required by this Code. (d) All projects shall be required to provide a minimum of five bicycle rack spaces , or a number of bicycle rack spaces equal to ten percent of the required number of vehicle parking spaces, whichever is greater. Also, per Sec. 23.8 Off-site parking: Required off-street parking facilities shall be located on the same lot as the use they are intended to serve. However, required off-street parking facilities may be located on an off-site lot if approved under the provisions of division 5 of this Code at a public hearing. Such off-site parking facilities, if approved, shall be within 300 feet of the premises they are intended to serve and an off-site parking agreement meeting the requirements of the city attorney shall be required. The applicant for an off-site parking agreement shall demonstrate to the satisfaction of the appropriate board of authority. Per 23.5 Minimum Space per Use: EXAMPLES Restaurant 1 per 100 SF floor area; Office 1 per 300 SF floor area; Retail Sales and Service 1 per 200 SF floor area. NOTE: CHART IS INCONSISTENT WITH LISTED USE DESCRIPTIONS IN DISTRICTS.
Density (FAR)	Maximum floor area ratio (FAR) for non-residential uses: 0.55.	Sec 16.10, Division 16	If non-residential FAR of .55 on a minimum 5,000 SF lot = 2,750 SF Building... if a restaurant, would require 28 parking spaces on site or within 300 feet only if can demonstrate impracticality of locating parking on site.
Density Bonuses	Nothing listed		N/A
Impervious Surfaces	The lot area used in the calculation of the maximum impervious surface ratio shall exclude any portion of the property lying Gulfward of the city's coastal construction and excavation setback line. Maximum impervious surface ratio (ISR) for residential uses: 0.70. Maximum impervious surface ratio (ISR) for non-residential uses: 0.90.	Sec. 16.11. Maximum impervious surface ratio	Would be .90 for sites in the CG-2 District. Not sure why residential is listed since not listed as an allowable or conditional use.
Affordable Housing Provision	Nothing listed		N/A

Building Frontage & Sidewalks	Nothing listed		Nothing listed under CG-2, HOWEVER UNDER DIVISION 39, Sunset Way, from 75th Ave. south to 64th Avenue is designated as an "A Street" in the Downtown Redevelopment District so anything fronting that street would need to comply with regulations re: 50% building frontage and POSSIBLY streetscape design which includes 10' sidewalks (Not entirely clear since technically not in Town Center Core area).
Landscaping	Shall be in accordance with the requirements of Division 22 of the Land Development Code, Landscaping and Tree Protection. Also must follow Design Guidelines of Division 39, Downtown Redevelopment District General Standards which does address landscaping.	Division 22 and Sec. 39.10. Streetscape design required elements	
Housing to Retail Conversion Potential	Principal uses are commercial, governmental, religious and non-commercial recreational uses. Housing is not a principal permitted use or allowable conditional use listed.	Sec 16.3 & Sec 16.4	Currently undeveloped parcels or a club/bar so N/A.
Road Medians	Nothing about medians		N/A
Pedestrian Bridge	Nothing about bridges		N/A
Land Assembly	Nothing about/for/against land assembly		One property owner owns 3 of 5 parcels in this zoning district.
Parklet Regulations	Nothing about 'parklets', but "Eating and drinking establishments - Nightclubs, fast food restaurants, outdoor restaurants and sidewalk cafes" are allowed as a conditional use.	Sec 16.4	N/A

LOCALITY:

St. Pete Beach

Land Development Code: Community Redevelopment District/Downtown Redevelopment District/ Downtown Core Residential District (DCR)

Theme/Issues	Requirement	Policy/Document Reference	Finding
Permitted Principal Uses	(a) Residential dwellings—Attached and detached single family, two-family and multifamily. (b) Residential docks.	Sec. 34.2. Permitted uses	See requirement list.
Allowed Conditional Uses	Nothing listed		N/A
Prohibited Uses	All uses and structures not of a nature specifically or provisionally permitted herein are hereby prohibited in the Downtown Core Residential District.	Sec. 34.4. Prohibited uses and structures	See requirement list.
Minimum Lot Reqts	Nothing listed for Minimum Lot Requirements	Sec. 34.6. Density	However, per Sec 34.6 Density see (b) Minimum lot area for residential shall be 4,356 square feet per unit, so the lot must be at least .1 acre.
Minimum Yard Reqts	Front Yard: 10 feet minimum for principal structure; 15 feet for garages	Sec. 34.8. Setbacks	See requirement list.
	Secondary Front: 10 feet		See requirement list.
	Side Yard: 10 percent of lot width on each side		See requirement list.
	Rear Yard: 20 feet		See requirement list.
Height Reqts	(a) Shall not exceed 35 feet.	Sec. 34.7. Building height and and Sec. 39.16. Story standards	UNDER DIVISION 39, DCR floor heights are defined as follows: Garage Floor = 9' (finished height) + 1' (interstitial space) = 10' (total story height); All other floors = 9' (finished height) + 2' (interstitial space) = 11' (total story height).So, could build a 3-story residential building incl. a garage floor (32' total).
Off-Street Parking Reqts	Shall be in accordance with the requirements of Division 23 of the Land Development Code, Off Street Parking and Loading.	Sec. 34.10. Minimum off-street parking requirements	Under Division 23, DCR does not fall under residential restrictions outlined by Sec. 23.2. Residential parking restricted. But under Sec. 23.5. Number of parking spaces required "Any form of residential requires 2 spaces per unit". Must be off-street.
Density (FAR)	(a) The maximum residential density shall be ten units per acre. (b) Minimum lot area for residential shall be 4,356 square feet per unit.	Sec. 34.6. Density	The lot must be at least .1 acres to build 1 residential unit. Otherwise, must meet density requirements for larger lots.
Density Bonuses	Nothing listed		N/A
Impervious Surfaces	Maximum impervious surface ratio (ISR) for all uses: 0.70	Sec. 34.9. Maximum impervious surface ratio	Max of .70 for all uses.
Affordable Housing Provision	Nothing listed		N/A
Building Frontage & Sidewalks	Shall be in accordance with the requirements of Division 39.	Sec. 34.12. Design requirements	UNDER DIVISION 39, there is one "A" Street that traverse the district: Blind Pass Road. As an "A Street" in the DRD anything fronting that street would need to comply with regulations re: 50% building frontage and streetscape design which includes 10' sidewalks.

Landscaping	Shall be in accordance with the requirements of Division 22 of the Land Development Code, Landscaping and Tree Protection.	Sec. 34.11. Landscaping	On all streets not designated a Main street or a street type "A" in section 39.2 (i.e., all streets in DCR that are not Blind Pass Road), a minimum eight-foot wide private landscape zone shall be installed along the property between the sidewalk and the building face; minimum building setbacks may be increased in accordance with the width of the landscape zone. The landscape zone proposal shall be reviewed for compliance during the design review/site plan approval process, and may be reduced to 5 feet by the city manager when warranted to coordinate and integrate new development into an overall streetscape plan.
Housing to Retail Conversion Potential	Per the Permitted Uses, only residential uses are allowed in this district so housing to retail conversion would not be allowed.		Would have to re-zone a part of the district if you wanted housing to retail conversion.
Road Medians	Nothing about medians		N/A
Pedestrian Bridge	Nothing about bridges		N/A
Land Assembly	The Downtown Core Residential District (DCR) is intended to support single and multi-family residential development with traditional neighborhood design characteristics. Physical development patterns are intended to emphasize the relationship of this district to the City's urban core district.	Sec. 34.1. Purpose and intent	Nothing for or against land assembly.
Parklet Regulations	Nothing about parklets		As a residential district, commercial/restaurants uses would not be allowed.



APPENDIX

Opinion of Cost

Opinion of Potential Costs: Corey Avenue District Vision Plan

	PAVING	Unit	Unit Cost	Quantity	Cost
1	UNIT PAVER ON CONCRETE BASE (Cast Concrete Pavers)	SF	\$22.00	7,600	\$167,200.00
2	SIDEWALK (Concrete)	SF	\$10.00	116,620	\$1,166,200.00
3	SIDEWALK DETAILS (sea glass inserts)	SF	\$24.00	12,877	\$309,048.00
4	STREET OVERLAY/CURBING (Gulf Blvd to sunset end – 52' asphalt street paving, curb and gutter, 10' sidewalks each side)	LF	\$750.00	900	\$675,000.00
5	ALLEY RECONSTRUCTION (12 ft. wide)	LF	\$264.00	2,202	\$581,328.00

	FURNISHING			Quantity	Cost
6	ORNAMENTAL STREET LIGHT (complete – including conduit a wiring)	EA	\$16,000.00	88	\$1,408,000.00
7	BENCHES	EA	\$1,700.00	106	\$180,200.00
8	TRASH RECEPTACLES	EA	\$1,500.00	40	\$60,000.00
9	BIKE RACKS (each unit holds 7 bikes each)	EA	\$1,250.00	27	\$33,750.00
10	CUSTOM BUS SHELTER	EA	\$16,200.00	1	\$16,200.00

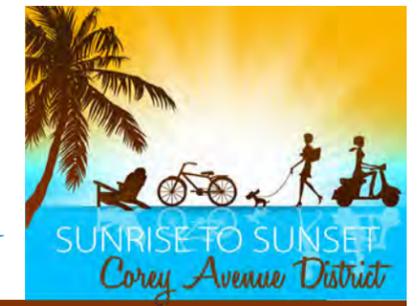
	GATEWAYS			Quantity	Cost
11	GATEWAY PIERS	EA	\$19,000.00	34	\$646,000.00
12	PEDESTRIAN OVERPASS	EA	\$470,000.00	1	\$470,000.00

	LANDSCAPING			Quantity	Cost
13	STREET TREES	EA	\$1,200.00	763	\$915,600.00
14	GROUND COVER - PLANTINGS	SF	\$12.00	61,329	\$735,948.00

TOTAL					\$7,364,474.00
--------------	--	--	--	--	-----------------------

- Notes :
1. Opinion of cost only includes roadway paving between Gulf Blvd and the "Sunset Park" area.
 2. See Limits of Opinion of Cost Diagram for areas included.

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

INCLUDED IN OPINION OF COST

NOT INCLUDED IN OPINION OF COST

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

LIMITS OF OPINION OF COST