

BOARD OF COUNTY COMMISSIONERS

DATE: October 7, 2014

AGENDA ITEM NO. //

Consent Agenda ☒

Regular Agenda ☐

Public Hearing ☐

County Administrator's Signature:

Subject:

Minor Plan Change, Case CW 11-06 (SAP Change 1-2014) – City of Treasure Island

Department:

Planning and Development Services

Staff Member Responsible:

Jacob Stowers, Interim Executive Director

Recommended Action:

I RECOMMEND THE BOARD OF COUNTY COMMISSIONERS (BOARD), SITTING AS THE COUNTYWIDE PLANNING AUTHORITY (CPA) RECEIVE AND ACCEPT THE CITY OF TREASURE ISLAND DOWNTOWN SPECIAL AREA PLAN (SAP) MINOR PLAN CHANGE, CASE CW 11-06 (SAP CHANGE NO. 1-2014).

Summary Explanation/Background:

Planning and Development Services Staff recommends approval of the receipt and acceptance of the minor plan change as outlined by the Pinellas Planning Council (PPC).

Fiscal Impact/Cost/Revenue Summary:

N/A

Exhibits/Attachments Attached:

PPC memorandum and attachments



COUNCIL MEMBERS

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TO: The Honorable Chair and Members
of the Board of County Commissioners,
In Your Capacity as the Countywide Planning Authority

THROUGH: Mark Woodard, County Administrator

FROM: Michael C. Crawford, Interim Executive Director
Pinellas Planning Council

DATE: October 7, 2014

Subject: Receipt and File of Minor Plan Change

Michael C. Crawford, AICP
Interim Executive Director

Recommendation:

THE PINELLAS PLANNING COUNCIL RECOMMENDS THE BOARD OF COUNTY COMMISSIONERS (BOARD), IN YOUR CAPACITY AS THE COUNTYWIDE PLANNING AUTHORITY, RECEIVE AND ACCEPT THE CITY OF TREASURE ISLAND DOWNTOWN SPECIAL AREA PLAN CHANGE CW 11-06 (SAP CHANGE NO. 1-2014), AS OUTLINED BELOW.

Summary Explanation/Background:

The Countywide Planning Authority has received one case concerning a Minor Special Area Plan Change to the Countywide Future Land Use Plan that was reviewed by the Pinellas Planning Council on September 10, 2014.

CW 11-06 (SAP Change No. 1-2014):

The City of Treasure Island proposes to amend the Treasure Island Downtown Special Area Plan (SAP) in order to address the results of a public referendum on development standards, correct minor details, and reflect current conditions. The SAP was intended to encourage mixed-use redevelopment in the downtown area. The amendments reduce the temporary lodging density standards in the Planned Redevelopment-Mixed Use-Core (PR-MU-Core) and Planned Redevelopment-Mixed Use-Gulf Blvd. (PR-MU-Gulf Blvd.) plan sub-categories and provide minor text and graphic changes. The Countywide Rules classify these changes as a minor plan change, to be received and accepted by the PPC and CPA.

The SAP was adopted in 2011 with enumerated conditions, including requirements to submit any amendments to the SAP, submit the land development regulations (LDRs) establishing the PR-MU-Core and PR-MU-Gulf Blvd. zoning districts, and submit any other implementing provisions. The City has provided the LDRs amendments, establishing the PR-MU-Core and PR-MU-Gulf Blvd. zoning districts (see Attachment 4, Ord. No. 12-09, and Attachment 5, Ord. No. 13-04).

The PPC, by a vote of 10-0, recommended approval of Case CW 11-06.

Fiscal Impact/Cost/Revenue Summary:

None

Exhibits/Attachments:

Council Documentation

PINELLAS PLANNING COUNCIL AGENDA MEMORANDUM

AGENDA ITEM V A.

MEETING DATE September 10, 2014

SUBJECT: Proposed Minor Plan Change to the Treasure Island Downtown Special Area Plan

CASE #: CW 11-06 (SAP Change No. 1-2014)

JURISDICTION: Treasure Island

LOCATION: See attached map

TYPE: Minor Special Area Plan Change

RECOMMENDATION: Council, based on accompanying findings, receive and accept the proposed minor change to the Treasure Island Downtown Special Area Plan and transmit this item to the Countywide Planning Authority for receipt and acceptance.

I. BACKGROUND

The City of Treasure Island proposes to amend the Treasure Island Downtown Special Area Plan (SAP) in order to address the results of a public referendum on development standards, correct minor details, and reflect current conditions. The SAP was intended to encourage mixed-use redevelopment in the downtown area. The amendments reduce the temporary lodging density standards in the Planned Redevelopment-Mixed Use-Core (PR-MU-Core) and Planned Redevelopment-Mixed Use-Gulf Blvd. (PR-MU-Gulf Blvd.) plan sub-categories and provide minor text and graphic changes. The Countywide Rules classify these changes as a minor plan change, to be received and accepted by the PPC and CPA.

The SAP was adopted in 2011 with enumerated conditions, including requirements to submit any amendments to the SAP, submit the land development regulations (LDRs) establishing the PR-MU-Core and PR-MU-Gulf Blvd. zoning districts, and submit any other implementing provisions. The City has provided the LDRs amendments, establishing the PR-MU-Core and PR-MU-Gulf Blvd. zoning districts (see Attachment 4, Ord. No. 12-09, and Attachment 5, Ord. No. 13-04).

PINELLAS PLANNING COUNCIL ACTION:

The Council received, accepted and authorized transmittal to the Countywide Planning Authority for receipt and acceptance (vote 10-0).

COUNTYWIDE PLANNING AUTHORITY ACTION:

On March 12, 2013, the City held a public referendum, as is required per City regulations, on the implementing LDRs' residential density standards, temporary lodging density standards, and building height regulations. The citizens approved the residential density standards of 24 units per acre in the PR-MU-Core zoning district and 15 units per acre in the PR-MU-Gulf Blvd. zoning district. No changes are required to be made to the SAP residential densities approved in the original SAP.

The citizens also approved the change to the building height regulations, increasing the maximum building height by two feet to compensate for flood safety measures, which require two additional feet above "base flood elevation". The increased building height is also intended to assist qualified flood insurance policy holders in securing a discounted insurance rate. The SAP is proposed to be amended to reflect this change to the maximum building height.

The citizens denied the request to allow temporary lodging use standards of 60 units per acre in the PR-MU-Core and PR-MU-Gulf Blvd. zoning districts. The SAP is proposed to be amended with a decrease in the temporary lodging density standard from 60 units per acre to 22 units per acre in the PR-MU-Core and PR-MU-Gulf Blvd. plan categories. This is the temporary lodging density standard established for the City's Commercial General plan category, with which the PR-MU-Core and PR-MU-Gulf Blvd. parcels had previously been designated.

The City has also revised the SAP text to provide updated details and to correct minor errors. These revisions include an updated parcel count, an updated population figure, an updated discussion of potential impacts to reflect the lower maximum temporary lodging density standards, and an updated list of local official actions regarding the SAP.

The revised SAP contains two maps showing the location of the PR-MU plan category. Both are entitled "Map 4". In the original SAP, "Map 4, Proposed Downtown Districts" showed the location of the two sub-categories, PR-MU-Core and PR-MU-Gulf Blvd. The PPC staff recommends that the City rename "Map 4, Proposed Downtown Districts" to "Map 5, Current Downtown Districts" and replace the map graphic with the one in the original SAP showing the location of the two sub-categories.

II. FINDINGS

Staff submits the following findings in support of the recommendation for approval of the amendment to the Treasure Island Downtown Special Area Plan:

- A. The proposed changes are consistent with the overall objectives of the Treasure Island Downtown Special Area Plan and are minor in nature.
- B. The changes are consistent with the Countywide Rules and will maintain consistency with the Updated Countywide Plan for Pinellas County (The Countywide Plan).
- C. The submittal satisfies a condition placed on the original approval of the Treasure Island Downtown Special Area Plan (as part of Case #CW 11-06) that required the

City to submit any amendment to the special area plan to the Pinellas Planning Council (PPC) and the Countywide Planning Authority (CPA) for review and consideration.

In summary, Council staff has reviewed the above proposed revisions to the Special Area Plan and has concluded that these changes are not considered to be substantive relative to the Countywide Rules and the PR-MU plan category. Therefore, it is recommended that this request be received and accepted by the PPC and CPA pursuant to the requirements of Section 4.2.7.6.3 of the Countywide Rules.

III. PLANNERS ADVISORY COMMITTEE (PAC)

At their September 2, 2014 meeting, the PAC members discussed and recommended approval of staff recommendation (vote 9-0).

IV. LIST OF ATTACHMENTS

Attachment 1	City of Treasure Island Ordinance No. 14-05
Attachment 2	Map of Treasure Island Downtown Special Area Plan Area
Attachment 3	Map of Downtown Districts
Attachment 4	City of Treasure Island Ordinance No. 12-09
Attachment 5	City of Treasure Island Ordinance No. 13-04
Attachment 6	Draft PAC Summary Actions Sheet

Ordinance 14-05

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF TREASURE ISLAND, FLORIDA, PROVIDING FOR REVISION #1 OF THE TREASURE ISLAND DOWNTOWN SPECIAL AREA PLAN; PROVIDING FOR TRANSMITTAL OF THE TREASURE ISLAND DOWNTOWN SPECIAL AREA PLAN TO THE PINELLAS PLANNING COUNCIL FOR REVIEW FOR CONSISTENCY; PROVIDING FOR SEVERABILITY; PROVIDING FOR REPEAL OF ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT HEREWITH; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Treasure Island City Commission adopted Ordinance 11-01, Treasure Island Downtown Special Area Plan on April 17, 2012; and

WHEREAS, a city-wide referendum was held on March 12, 2013 pertaining to city-wide building height, and the maximum residential and tourist densities in the "Planned Redevelopment – Mixed Use – Core District and Planned Redevelopment – Mixed Use - Gulf Boulevard District"; and

WHEREAS, the vote on Question #1 from the March 12, 2013 referendum pertaining to the measurement of building height passed; and

WHEREAS, the vote on Question #2 and #4 from the March 12, 2013 referendum pertaining to increasing residential density in the PR-MU Core Zoning District and in the PR-MU - Gulf Blvd. Zoning District passed; and

WHEREAS, the vote on Question #3 and #5 from the March 12, 2013 referendum pertaining to increasing tourist density in the PR-MU Core Zoning District and in the PR-MU – Gulf Blvd Zoning District failed; and

WHEREAS, the Pinellas Planning Council contacted the City of Treasure Island in February 2013 and July 2013 describing the need to update the Downtown Special Area Plan for purposes of consistency and inclusion of the results of the March 2013 referendum; and

WHEREAS, on February 13, 2014 the Planning and Zoning Board, sitting as the Local Planning Agency recommended approval of Revision #1 Treasure Island Downtown Special Area Plan.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF TREASURE ISLAND, FLORIDA, AS FOLLOWS:

SECTION 1. That the City of Treasure Island does hereby adopt Revision #1 Treasure Island Downtown Special Area Plan, attached as Exhibit 1 of this Ordinance, to reflect the March 12, 2013 referendum results.

SECTION 2. That the City of Treasure Island does hereby adopt Revision #1 Treasure Island Downtown Special Area Plan to reflect the removal of the words "proposed" and replace with "existing" including any and all text associated with proposed or tenses of proposed as requested by the Pinellas Planning Council during their preliminary review, as described in Exhibit 1 of this Ordinance.

SECTION 3. That the City of Treasure Island does hereby transmit Revision #1 Treasure Island Downtown Special Area Plan to the Pinellas Planning Council for a consistency review with the Countywide Plan Rules.

SECTION 4. That the provisions of this Ordinance shall be deemed severable if any part of this Ordinance is deemed unconstitutional, it will not affect the constitutionality of other portions of the Ordinance.

SECTION 5. That all Ordinances or parts of Ordinances in conflict with the provisions of this Ordinance be hereby repealed insofar as the same affect this Ordinance.

SECTION 6. That this Ordinance shall become effective upon the Florida Department of Economic Opportunity consistency review with the City of Treasure Island's Future Land Use Element of the Comprehensive Plan and approval by the Pinellas Planning Council.

FIRST READING & PUBLIC HEARING:

SECOND READING & PUBLIC HEARING:

PUBLISHED IN THE TAMPA BAY TIMES ON THE () day of () and the () day of ().

Robert Minning, Mayor

ATTEST:

Dawn Foss, City Clerk

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

Maura J. Kiefer, City Attorney

**EXHIBIT 1
OF ORDINANCE 14-05**

**Revision #1
Treasure Island
Downtown
Special Area Plan**



City of Treasure Island, Florida

Adopted _____ xx, 2014

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I. INTRODUCTION

A. Overview of the Planning Process

The Special Area Plan for Downtown Treasure Island is the result of a multi-year visioning and planning effort undertaken to craft revitalization strategies for the City's primary commercial district centered along 107th Avenue between Gulf Boulevard and 104th Avenue.

As required by the Pinellas Planning Council, the Special Area Plan provides the basis for amending the Countywide Plan Map to allow mixed use development in Downtown Treasure Island consistent with specific standards, guidelines, and policies in the Plan addressing the following:

- the mix, location, densities, and intensities of permitted uses;
- the form, character and design of development;
- transportation access and mobility;
- infrastructure impacts;
- the plan's relationship to existing local and regional plans and policies; and
- other factors addressed under Section 4.2.7.5 of the Countywide Plan Rules.

The contents of the Special Area Plan are drawn from the Downtown Redevelopment Plan, a planning and design document approved by the Treasure Island City Commission in October 2006, as well as direction provided by the Local Planning Agency and City Commission during workshops held during Summer and Fall 2009. This document serves as a support document for the Downtown Redevelopment Plan, helping these two documents together to serve as a Special Area Plan meeting the requirements of the Countywide Plan Rules.

This process entail~~ed~~ numerous steps ~~which will be completed concurrently where possible in order to expedite this process~~ including:

- **Updating the City's Comprehensive Plan to include a Planned Redevelopment – Mixed Use District (PR-MU) with two sub-categories: PR-MU Core and PR-MU Gulf Boulevard.** The specific applicable density and intensity standards for the Downtown Redevelopment ~~specifically will be~~ defined.
- Amending the City Future Land Use Map (FLUM) to designate the PR-MU Core and PR-MU Gulf Boulevard boundaries.
- Amending the Countywide Future Land Use Map to incorporate these changes.
- Developing this Special Area Plan relating to the Treasure Island Downtown Redevelopment Plan to address the planning aspects and impacts of the PR-MU areas.
- **Adopting land development regulations (LDR's) to apply specific standards to the ~~proposed~~ districts.** This will follow the adopting of the Special Area Plan as requested by the community ~~because any change to the height or density standards in the LDR's will require~~ voter approval.

Furthermore, it is noted that the allowances and constraints of this Special Area Plan, the Countywide Plan Rules, in addition to any subsequently rewritten City of Treasure Island Land Development Regulations, with voter approvals as required, shall together constitute the allowable levels of development. It shall be clear that any allowances under this Special Area Plan are only outside limits on possible future development and specifically constrained by the Land Development Regulations and shall not be construed to allow any greater density or intensity than is specifically allowed under the Land Development Regulations which shall in all cases control. Furthermore, it is anticipated that these limits will likely not be reached because of the mixed use nature of the proposed redevelopment district.

B. Regional & Local Context

Treasure Island is one of 11 incorporated communities located along the 22 miles of barrier islands that comprise much of the western edge of Pinellas County. The city has a population of ~~7,450~~ 6,787 permanent residents and a total land area of 840 acres. With a population density of ~~8.86~~ 8.08 persons

per ~~acre square mile~~, Treasure Island is one of the more densely developed areas of the county, but has retained much of its “small town” feel.

Treasure Island is blessed with good accessibility from the north and south along Gulf Boulevard (SR 669) and from the east via Central Avenue which leads across the peninsula directly to downtown St. Petersburg. Gulf Boulevard forms the spine of the entire chain of barrier islands on the western edge of the county. 107th Avenue links to Central Avenue across the Treasure Island Causeway. For many years, access from St. Petersburg to Treasure Island was somewhat limited by a toll-supported bridge, but since the bridge reconstruction (a \$50 million capital investment) and the removal of tolls, access to Downtown Treasure Island from Central Avenue and Downtown St. Petersburg is unimpeded and direct.

In 2000, Treasure Island's downtown was approved as a Community Development Block Grant (CDBG) area and received grant monies to improve the streetscape of 107th Avenue and the pedestrian walkways. A number of property owners also participated in the façade improvement program by obtaining matching grants to improve the façade of their building and/or improve its handicap accessibility.

Given its strategic location in County, its central position among barrier island communities, and its proximity to regional destinations and amenities, Treasure Island's Downtown is uniquely positioned to become a vital center of community activity, and an attractive destination offering a mix of living, shopping, eating, entertainment, and employment opportunities.

C. Study Area

The boundary for the Treasure Island Downtown Special Area Plan is indicated on Map 1. At the intersection of Gulf Boulevard and 107th Avenue, the Downtown has a mix of civic, commercial, office, recreation and green space, residential, and temporary lodging uses. Bounded generally by Gulf Boulevard and Boca Ciega Bay, the Downtown study area is comprised of properties on either side of 104th Avenue, 105th Avenue, 106th Avenue, 107th Avenue, 108th Avenue, Park Place, and 1st Street E. Including rights-of-way and easements, the Downtown is 51.6 acres and includes 443 ~~365~~ parcels.

Map 1. Treasure Island Downtown Special Area Boundary



II. PLAN ISSUES & OBJECTIVES

This section of the Downtown Special Area Plan offers a review of existing conditions in the study area, a summary of issues addressed in the Plan, and a review of **objectives** in relation to the City's Comprehensive Plan and Pinellas by Design. [Countywide Plan Rules, Section 4.2.7.5.1.A. Plan Issues & Objectives.]

A. Existing Land Use, Planning, & Zoning

EXISTING LAND USE

Downtown Treasure Island is located at the western terminus of Central Avenue, an important regional arterial that runs east-west between Downtown St. Petersburg through southern Pinellas County to 107th Avenue and Gulf Boulevard. Exclusive of all rights-of-way, the Downtown encompasses an area of almost 40 acres.

Existing land uses within Downtown Treasure Island include a range of service-oriented retail establishments, hotels, tourist facilities, and residential units. According to data provided by Pinellas County and identified on Map 2, these existing downtown land uses include the Commercial, Office, Residential (Single-Family, Duplex and Multi-Family), Public/Semi-Public, Recreation/Open Space, and Vacant categories.

Map 2. Existing Land Use Map



Table 1 identifies the amount of acreage and the total number of acres found in each of these categories. An overview of the existing conditions and uses within each category follows:

Table 1. Existing Land Use

Use	Acres	Parcels
Commercial	15.50	56
Commercial w/ Residential Units	0.60	5
Dock	0.03	2
Office	3.70	10
Public/Semi-Public	3.80	8
Recreation/Open Space	3.70	1
Residential	9.30	20
<i>Single-Family</i>	0.60	2
<i>Duplex</i>	0.70	2
<i>Multi-Family</i>	8.10	6 <u>242</u>
ROW	3.80	2
Vacant	1.90	9
TOTAL	51.60	443 <u>365</u>

Commercial. Commercial uses, the predominant existing land use in Downtown Treasure Island, include one national fast-food franchise restaurant, several locally-owned smaller restaurants, a bakery, a national chain drugstore, bars and retail alcohol store, beauty salons, a car wash, small specialty retail and convenience stores, a Publix supermarket, a hotel, and a gas station. A few parcels identified as Commercial contain mixed uses—small buildings along 107th and 108th Avenues have ground floor commercial uses and upper story residential units.

Commercial Office. The Office establishments in downtown Treasure Island include two banks on 107th Avenue, a mid-rise office condominium building on Gulf Boulevard with several finance, insurance, and real estate offices, and a real estate and a medical office on 1st Street E.

Residential—Single Family, Duplex, and Multi-Family. Downtown has approximately 300 residential units, including permanent residential or temporary lodging units, which are located primarily along the periphery of the downtown along 104th Avenue and 108th Avenue. Only two single-family residences are located within the downtown. The majority of residential units are multi-family condominiums or temporary lodging units.

Public/Semi-Public. Public/Semi-Public lands uses include the Treasure Island City Hall, Public Works, Fire Station, Police Department, and a Verizon switch station—all located on 108th Avenue.

Recreation/Open Space. Located between 104th Avenue, Park Place, and 106th Avenue, the Treasure Island Community Center and Park is the downtown's only Recreation/Open Space land use.

Vacant. Only a few parcels within Downtown Treasure Island are currently vacant. These include the large vacant waterfront site on the north side of 107th Avenue at the bridge and small parcels on the north and south sides of 104th Avenue.

COMPREHENSIVE PLAN FUTURE LAND USE

For Downtown Treasure Island, the City's ~~current-original~~ Comprehensive Plan ~~includes~~ included the following Future Land Use categories: Commercial General, Institutional, Recreation/Open Space, Resort Facilities Medium, and Transportation/Utility and are shown on Map 3.

Map 3. ~~Current~~Original Future Land Use Map



Countywide Future Land Use Plan Map



PPC PINELLAS
PLANNING
COUNCIL
AND
COUNTYWIDE PLANNING
AUTHORITY



The Countywide Future Land Use Plan Map is prepared and maintained by the Pinellas Planning Council in accord with the Rules Concerning The Administration of The Countywide Future Land Use Plan and any interpretation of the map shall be in accord with said Rules. All rights to this map and the information on which it is based are reserved by the Pinellas Planning Council.

Map Print Date: Nov 29, 2012

Sheet Match



S23-31-15
Map Number

Legend

Residential		Mixed Use		Commercial		Industrial		Planned Redevelopment		Special Designations	
	Residential Rural		Residential/Office Limited		Commercial Neighborhood		Industrial Limited		Planned Redevelopment Residential		Water
	Residential Estate		Residential/Office General		Commercial Limited		Industrial General		Planned Redevelopment Mixed-Use		Water/Drainage Feature Overlay
	Residential Suburban		Residential/Office/Retail		Commercial Recreation		Public / Semi-Public		Planned Redevelopment Commercial		Scenic/Noncommercial Corridor
	Residential Low		Resort Facilities Overlay		Commercial General		Preservation		Planned Redevelopment Industrial		Activity Center
	Residential Urban		Resort Facilities Medium				Recreation/Open Space				Community Redevelopment District
	Residential Low Medium		Resort Facilities High				Institutional				Central Business District
	Residential Medium						Transportation/Utility				Right-of-Way
	Residential High						Transportation/Utility Overlay				
	Residential Very High						Resource Management Overlay				

As shown in Table 2, approximately one-half of the Downtown, including the core blocks along 107th and the frontage along the east side of Gulf Boulevard, is designated Planned Redevelopment Mixed Use Commercial General (CG) and another one quarter of the total area is designated for Resort Facilities Medium (RFM-30). The balance is designated Institutional (I), Recreation/Open Space (R/OS), and Transportation/Utilities.

~~The existing Commercial General land use category does not allow for mixed use development, and under the City's current development regulations, the permitted intensity of development has tended to promote a suburban, auto-oriented form of development with low rise buildings set behind front yard parking areas. The Planned Redevelopment Mixed Use land use category and accompanying zoning districts~~ This result is not are consistent with the community's vision, presented in the Downtown Redevelopment Plan, for a more pedestrian-friendly form of development, with storefronts lining streetscapes, parking in side and rear yard locations, and a mix of uses that promotes walking, supports street level activity, and maximizes the use of limited parking resources.

Table 2. Existing Current Future Land Use Categories

Future Land Use Category	Acres
Commercial General (CG)	20.70
<u>Planned Redevelopment – Mixed Use</u>	
Planned Redevelopment – Mixed Use Core	11.41
Planned Redevelopment – Mixed Use Gulf Boulevard	9.29
Institutional (I)	2.75
Recreation/Open Space (R/OS)	3.68
Resort Facilities Medium (RFM-30)	11.12
Transportation/Utilities (T/U)	0.90
TOTAL	39.15

EXISTING-CURRENT ZONING

In Treasure Island ~~does not have zoning sub-districts~~; the zoning categories are the same as the Future Land Use categories. For the most part, there are no non-conforming uses in downtown Treasure Island. Table 3 and the following text outlines the land development regulations for each of the existing current zoning categories within downtown Treasure Island.

Table 3. Existing Current Zoning Categories & Standards

Zoning Category	Min. Lot Size (sf)	Maximum Height (stories above parking)	Max Height (above BFE + 2 feet)	FAR
CG	9,000-10,000*	5**	35-60	0.55
<u>PR-MU-Core</u>	—	<u>5**</u>	<u>60</u>	<u>1.00</u>
<u>PR-MU-Gulf Blvd</u>	—	<u>5**</u>	<u>60</u>	<u>0.55</u>
RFM-30	4,500-10,000***	5**	35-60	0.65
I	10,000		40	0.55
R/OS	--		-	0.25
T/U	10,000		40	0.55

~~* 9,000 sf for commercial uses, hotel/motel, and auto service station and 10,000 sf for public administrative facilities and private clubs.~~

~~** 5 living levels maximum.~~

~~*** 4,500 sf for single-family tourist or residential dwelling, 6,000 sf for two-family tourist or residential dwelling, 9,000 sf for multiple family residential or temporary dwelling, hotel/motel, or commercial use, and 10,000 sf for public administration facilities.~~

Commercial General. ~~The Commercial General (CG) zoning category is the City's primary retail zoning district. Commercial General is intended for commercial uses of varying intensity, with varying service areas and encompassing retail and wholesale trade, personal and business services. Permitted uses include convenience stores, retail stores, personal service stores, business and professional offices, business and financial service facilities, commercial recreation uses, automobile, boat and vehicle rental~~

~~agencies, restaurants, alcoholic beverage establishments, public administrative facilities, public parks and recreational areas, hotels/motels, commercial or public parking garages, essential services, or telecommunications towers. Automobile gas or service stations, commercial docks, marinas, private clubs, adult entertainment establishments, tourist or residential dwellings, and churches are permitted by special exception. Accessory uses permitted include off-street parking and loading and drive-in facilities. Commercial General allows a maximum Floor Area Ratio (FAR) of 0.55. Residential development is permitted in CG by special exception—height and density must adhere to requirements for RFM-30.~~

The Commercial General zoning district was replaced in the Special Area Plan with the PR-MU Core and PR-MU Gulf Boulevard zoning districts. The Commercial General zoning district did not allow for a mixed-use development in the downtown and only allowed for a FAR of 0.55.

PR-MU-Core. The Planned Redevelopment – Mixed Use Core zoning category provides for a mix of retail establishments, office uses, professional services, residential dwelling units and tourist dwelling units. The focus is to establish a vibrant pedestrian-oriented downtown core within an attractive streetscape. The PR-MU Core allows a maximum Floor Area Ratio (FAR) of 1.00, 24 residential dwelling units per acre and 22 tourist lodging units per acre. Residential dwelling units are only permitted as part of a mixed use development project.

PR-MU-Gulf Boulevard. The Planned Redevelopment – Mixed Use Gulf Boulevard zoning category is established as a transitional district between the PR-MU Core and the area of hotels and motels found along the west side of Gulf Boulevard (State Route 699). The PR – MU Gulf Blvd. Zoning District exists to accommodate an array of mixed uses including residential dwelling units. The PR-MU Gulf Boulevard allows a maximum Floor Area Ratio (FAR) of 0.55 for commercial uses, 15 residential dwelling units per acre and 22 tourist lodging units per acre. Residential dwelling units are only permitted as part of a mixed use development project.

Resort Facilities Medium. The Resort Facilities Medium (RFM-30) zoning category is intended for limited residential and medium density resort facilities. It allows for hotel/motels, tourist dwellings, residential dwelling, essential services, park and public recreational areas, home occupations, group homes, and community residential homes. Special exception uses include public administrative facilities, public or commercial parking garage, commercial recreation uses, automobile, boat and vehicle rental agency, business and professional offices, convenience stores, commercial docks or multi-use private docks, and restaurants on properties with Gulf Boulevard frontage. It allows private swimming pools and recreational areas for the exclusive use of occupants and guests, off-street parking and loading area, private parking garages or parking lots, and private docks. It requires a minimum lot size of 4,500 square feet and building heights of no more than 5 living stories or 60 feet above base flood elevation + 2 feet of freeboard, whichever is more restrictive. The maximum FAR is 0.65.

Institutional. The Institutional (I) zoning category designates areas suitable for institutional facilities such as public buildings, schools, hospitals, churches, public parking for beaches and/or parks and other various community services. Permitted uses include schools, colleges or universities, museums, recreational complexes, public service or governmental facilities (city hall, libraries, post offices, etc.), telecommunications towers, and special care facilities. Special exception uses include utility substations, fire stations, and religious institutions. Maximum permitted FAR is 0.55, minimum lot size is 10,000 square feet, and maximum height is 40 feet above base flood elevation + 2 feet of freeboard.

Recreation/Open Space. The Recreation/Open Space (R/OS) category is for areas where recreational uses constitute the predominate activity. Permitted uses include public parks and recreation areas, golf courses, tennis courts and other outdoor ball courts, outdoor swimming pools, boat ramps, fishing docks, piers, jogging and/or bicycle trails, and picnic areas and playgrounds. Accessory uses permitted with R/OS include marinas, miniature golf courses, race tracks, amusement parks, and firing ranges. Maximum permitted FAR is 0.25.

Transportation/Utilities. Transportation/Utilities (T/U) defines the area suitable for transportation and/or utility facilities such as public or semi-public utilities, marinas, parking lots, major transmission lines, refuse disposal and public works facilities. Specific permitted uses include utility transmission line/electric power substation, marinas, facilities for municipal water supply, wastewater disposal, solid waste/refuse disposal, transfer recycling, public works garage/storage, telephone switching station, and

telecommunication towers and antennas. Maximum height within T/U is 40 feet above base flood elevation + 2 feet of freeboard and maximum FAR is 0.55.

B. Summary of Issues

Recommendations in subsequent sections of the Special Area Plan are designed to address issues and challenges identified by the community and presented in the Downtown Redevelopment Plan. During the early stages of the Downtown Redevelopment Plan process—a collaborative effort that included a series of stakeholder interviews, a multi-day public design charrette, and work sessions with the Local Planning Agency and City Commission—stakeholder and the planning team identified and analyzed issues concerning the character, form, and function of development in Downtown. The planning issues and strategies are further described on pages 22 – 24, and also on pages 41 – 52 of the Downtown Redevelopment Plan. These issues, summarized below, serve as the basis for planning objectives, strategies, and policies presented in the Special Area Plan.

1. WEAKENING COMPETITIVE POSITION

Although the Downtown offers many of the uses and services required to meet the needs of residents, tourists, and visitors, the design quality of buildings, low intensity of use, and auto-oriented form of development **limits the district's potential to become a more attractive, accessible, full-service destination.** According to a market analysis prepared for the Downtown Redevelopment Plan, the existing pattern and intensity of development inhibits effective recruitment of higher quality establishments and fractured property ownership adds to the difficulty of property assembly and coordinated redevelopment. Although market research confirmed that upgrades to existing buildings could make Downtown more attractive, such investments would have little long-term economic impact. **More substantial change in the form and intensity of development is required to broaden Downtown's appeal in the market, retain and grow local businesses, and create a more economically competitive and sustainable destination.**

2. AUTO-ORIENTED DEVELOPMENT

Despite significant investment in recent years to improve Downtown's attractiveness and promote walking as an effective way to link Downtown destinations, surface parking lots and auto-oriented uses remain dominant features in the core of Downtown and along the east side of Gulf Boulevard. Parking lots with minimal landscaping line most sidewalks, curb cuts and driveways interrupt pedestrian ways, and the presence of several drive-through facilities **limit Downtown's potential to act as a true urban village—a place where walking between proximate destinations is a safe, convenient, and pleasant experience.**

3. UNEVEN PEDESTRIAN ENVIRONMENT

The district's auto-oriented character greatly affects Downtown's potential to serve as a pedestrian-friendly place. The problem stems from the location and configuration of surface parking, particularly along 107th Avenue and Gulf Boulevard where the sidewalks at the edge of the right-of-way are separated from building entries by at least 60 feet and often 100 feet of parking. Further limiting the potential for walking as an alternative to driving are areas where parking spaces are accessed by crossing sidewalks. Also a challenge is the lack of direct pedestrian connections along and across Gulf Boulevard. High traffic volumes and speeds, the lack of signalized and well-marked crossings, and the poor quality of sidewalks make it especially difficult for tourists and seasonal residents on the beach to take full advantage of downtown's unique offerings.

4. LIMITED PARKING

The supply and accessibility of parking further limits Downtown's potential to meet community objectives and market potential. While casual observers may believe there is an ample supply of parking, the supply barely meets demand generated by current users and at certain locations at certain times of the week, parking is undersupplied. Much of this is centered on peak-demand periods—during evenings when bars and restaurants are full, special events, and periods when seasonal population is highest finding conveniently located space is difficult. The concerns about parking are particularly strong for those property owners who do not, themselves, own a significant amount of private surface parking, or who do

not have proximity to on-street parking. Without changes in the form, intensity, and pattern of development, it will be difficult to address the parking supply issue. Under current market conditions and restrictions on development intensities, the provision of structured parking is not feasible and there is no easy way to expand the supply of surface parking. While business owners have more-or-less been able to make do with the current situation, the current conditions strictly limit the potential to expand the existing as well as attract new businesses.

5. UNREALIZED POTENTIAL OF CITY-OWNED LANDS

The City has spent considerable time and money upgrading the physical quality of the 107th Avenue right-of-way—adding the clock-tower, decorative paving, landscaping, and other amenities—and improving the park and community center, but the great potential of remaining City-owned land remains untapped. Through consolidation of public operations, the waterfront property along 108th Avenue could provide more service and access for the public.

6. FRAGMENTED PROPERTY OWNERSHIP

The study area includes a large number of fairly small properties, many of which are held by separate owners. This is particularly true at the core of the district, along 107th Avenue. Even though two sets of individuals own significant amounts of the central core, facing directly on the 107th Avenue, neither set, alone, has enough contiguous property to effectively initiate a redevelopment program by itself. The absence of incentives to consolidate ownership—increased densities, regulatory relief, allowances for mixed use and shared parking—is a significant barrier to appropriate forms of redevelopment.

C. Plan Objectives

The following list of objectives is intended to guide City officials as they work towards making Downtown Treasure Island a more attractive, economically-vital, accessible, and sustainable destination in the City and region.

1. PROMOTE MIXED-USE DEVELOPMENT

Although Downtown has a significant amount of retail and commercial uses, including restaurants, bars, and other food-related establishments, it is evident from the market analysis conducted for the Downtown Redevelopment Plan that the district has the potential to support greater intensities of development and a greater diversity in the mix of uses. The combined effects of high land values and limited land supply in beachfront communities is expected to result, over the long term, in increased demand for mixed use, mid-rise building projects combining ground-floor retail and commercial uses with upper level residential uses. Strategies for promoting mixed-use development are further addressed on pages 44 and 50 of the Downtown Redevelopment Plan.

2. PROMOTE 107TH AVENUE AS DOWNTOWN'S PREMIERE PEDESTRIAN STREET

Plan recommendations are designed to remake 107th Avenue into Downtown's premier pedestrian street. By promoting redevelopment with open storefronts, multiple entries to individual tenant spaces, and active ground floor uses, the City can reinforce the street's character as a vibrant, accessible destination.

3. CREATE A SYSTEM OF CIVIC SPACES & LINKAGES

The Downtown Plan calls for the creation over time of a collection of improved public spaces—parks, squares, and courtyards—linked by a network of pedestrian and bicycle friendly streetscapes, trails, and pedestrian ways. As defined in the Downtown Redevelopment Plan, key elements of this system of spaces and linkages include improvements to the north-south pedestrian path connecting the existing park and Community Center with additional public access to the waterfront on 108th Avenue; improved crossings of Gulf Boulevard at 104th, 106th, 107th, and 108th Avenues; a new trail connecting Gulf Boulevard and the Treasure Island Causeway, and improved streetscape conditions throughout downtown.

4. INSTITUTE A DISTRICT APPROACH TO PARKING

To address the relative lack of parking and improve accessibility, the City should work to begin the transition from an approach in which individual property owners are responsible for their parking needs, to one in which the downtown as a whole is treated as a single district, with enough parking supply to meet demand. To accomplish this, the City will explore the feasibility of public/private partnerships in developing parking and transportation facilities.

5. INCREASE IN-DISTRICT DEMAND FOR DOWNTOWN BUSINESSES

To bolster the market for downtown shops and restaurants, activate streetscapes and public spaces, and support local businesses during off-peak tourism season, the City will explore ways to incentivize the use of upper story building space for temporary lodging uses and a modest increase in the number of permanent residential units downtown. Temporary lodging and permanent residential units within the Downtown will benefit from proximity to the beaches, access to services and amenities within the Downtown, and some degree of visual access to the water. The success of the Downtown as a mixed-use 18-hour environment depends heavily on having a population of people living in it throughout the year. As more projects are created within the Downtown to take advantage of its intrinsic amenity appeal, the greater this amenity will be enhanced and strengthened.

6. PROMOTE COOPERATION AMONG PROPERTY OWNERS

Downtown Treasure Island is comprised of many small parcels held by many different owners, none of which are large enough to support the types of development consistent with the community's vision. To achieve the critical mass necessary for financial success in current development markets, two or more adjacent owners will need to collaborate on redevelopment efforts. To promote redevelopment that includes structured parking will require sizable land areas in order to effectively blend the right mix and mass of development. At present, there is relatively little incentive for adjacent property owners to collaborate with each other. Based on strategies and goals of this Special Area Plan, the City should work to bring various owners together and provide incentives for collaboration.

7. LEVERAGE PUBLIC ASSETS TO SUPPORT EFFECTIVE REDEVELOPMENT

With the exception of one-for-one replacement of single family houses within the community and the gradual transition away from mom-and-pop hotels to privately owned condominiums, Treasure Island has not seen the same level and diversity of redevelopment as many other nearby communities. The City should strive to take an active role in future redevelopment, while preserving what makes Treasure Island unique, in both an administrative role and by making prudent public investments. The City should look for ways to guide, encourage and support private investment and structure effective partnerships for carrying out projects. Further strategies for the leveraging of public assets to support effective redevelopment are discussed on page 51 of the Downtown Redevelopment Plan.

D. Relationship with City Comprehensive Plan & Pinellas by Design

CITY COMPREHENSIVE PLAN

Treasure Island's Comprehensive Plan was adopted in 1998 and amended in 1999 with revisions to the Intergovernmental Coordination Element which addressed new statutory and rule requirements. Since this time, the only changes have involved two city-initiated sub-threshold (minor) land use map amendments. In 2001, a city-owned parcel approximately one-third acre in size that was changed from Recreation/Open Space to Resort Facilities Medium. In 2006, a city-owned parcel approximately 1.18 acres in size was changed from Commercial General to Recreation/Open Space.

The Future Land Use Element (FLUE) of the Comprehensive Plan included the following objectives and policies relative to redevelopment.

- **FLU Objective 1.5: Redevelopment**

The City of Treasure Island shall encourage redevelopment and ensure that is compatible with the existing character in order to achieve an orderly and aesthetic mixture of land uses.

- **FLU Policy 1.5.4**

By 2005, the City shall conduct an area study of the Central Business District to explore the possibility of establishing a redevelopment district, pursuant to Chapter 163, Part III, Florida Statutes.

- **FLU Objective 1.8: Concurrency**

All development orders and permits for future development and redevelopment activities shall be issued only if public facilities necessary to meet the level-of-service standards adopted pursuant to this comprehensive plan are available concurrent with the impacts of the development.

The FLUE is still the same as that adopted in 1998. There have been two land use map amendments since the EAR-based amendments in 1998 and the land use pattern in Treasure Island has remained stable. ~~Currently~~ Previously, the City's Land Development Regulations ~~do-did~~ not support mixed use development very well; ~~however, even though~~ there have been numerous requests to modify the land development regulations to allow mixed use development, especially within Treasure Island's downtown Commercial General land use district.

In 2005, the City of Treasure Island initiated the development of a Downtown Redevelopment which was adopted in November 2006. ~~Currently, the~~ The City ~~is in the process of preparing the~~ adopted the Special Area Plan ~~necessary in April 2012~~ to proceed ~~forward~~ with the implementation of the Downtown Redevelopment Plan. The amendment of the FLUE text to include the Planned Redevelopment—Mixed Use (PR-MU) as a land use category ~~will provide~~ d support for the designation of the Downtown Core as PR-MU on the Future Land Use Map (FLUM) in the Treasure Island Comprehensive Plan.

In addition to the above, the number one issue in Treasure Island's Evaluation and Appraisal Report Review (EAR) was: Are Treasure Island's Comprehensive Plan objectives adequate to encourage quality mixed use development within the mixed use and commercial land use districts? It was determined that there is need for the FLUE to encourage mixed-use development within the downtown redevelopment area and also on sites that support tourist accommodations, especially those on-site amenities that are typical guest amenities. In addition, review of the established floor area ratio as required for transient accommodation uses discourages good design and enclosed accessory uses within the development.

~~The City is currently finalizing its Comprehensive Plan EAR-based amendments which will include an analysis of the existing land use categories and allowable uses utilizing both the existing land development regulations and the Pinellas Countywide Rules to determine whether the land use categories need revision and, if so, how. The EAR and EAR-based amendments also anticipate that the allowance of~~ describe mixed uses and include a review of the existing levels-of-service to ensure the existence of public facilities necessary to meet the needs of the potential redevelopment, and also to ensure that existing levels-of-service are not adversely impacted. The objectives and policies ~~are being revised to better~~ support mixed use development ~~and these measures would benefit Treasure Island, also to provide for~~ orderly planned (re)development which is pedestrian-friendly, enhances views, considers stormwater management retrofits, is attractively landscaped, and provides for a mixture of uses that are appropriate. Finally, the EAR-based amendments ~~include the need for~~ describes the addition of redevelopment land uses such as the Planned Redevelopment Mixed Use (PR-MU) district within the text of the FLUE.

The ~~current original~~ land development regulations ~~will also need to be~~ were amended to include the PR-MU land use district. ~~It will include the development of~~ The new regulations and ~~a~~ new land use category to implement the ideas and concepts of this plan. ~~New development templates, new design guidelines, improved public facilities, and incentives for redevelopment and renovation will all be needed to facilitate the transition from the currently prevailing original land use and urban design patterns. Any proposed increases in either height or density (either residential or transient) will require the approval of the voters of Treasure Island in a public referendum. In March 2013, Treasure Island held a referendum for the voters to take action on the residential and transient densities of the PR-MU Core and PR-MU Gulf Blvd. Districts.~~

Progress Assessment. The City of Treasure Island will assess this Special Area Plan's progress with respect to its enumerated objectives five years from the effective date of a Countywide Plan Map

amendment for such plan. Such report shall be submitted to the Pinellas Planning Council and the Countywide Planning Authority for receipt and acceptance.

PINELLAS BY DESIGN

The Downtown Special Area Plan is also consistent with Pinellas by Design. This countywide planning document created by the Pinellas County Board of Commissioners, the Pinellas County Economic Development Council, and the Pinellas Planning Council, established an economic and physical redevelopment strategy for the Pinellas County that is vital as the county reaches initial build-out. Pinellas by Design lays out a comprehensive framework for redevelopment and highlights key locations or nodes within the County's 24 incorporated municipalities and unincorporated areas that can or should play important role. Pinellas by Design identifies Treasure Island as a "Special Interest Area" and the Downtown as a 'Town Center' that can support mixed-use development including a residential component.

Given its location and economic dynamics, Treasure Island is one of a number of "waterfront towns" within the county that can play a significant role in furthering the overall strategy. The Pinellas by Design plan lays out a series of strategies that individual communities can follow or adopt as part of this effort. Key among these strategies are the creation of focused redevelopment plans, regulatory tools designed to support these plans, and urban design guidelines and development approaches tailored to effect the plans successfully. The plan states:

Pinellas County has the opportunity to rethink and give specific direction to its development pattern in the course of planning for its redevelopment. The quality of that redevelopment will largely depend upon local government commitment to amending development regulations and employing design guidelines that both require and enable desirable redevelopment in the county.

The rehabilitation and redevelopment of properties in the county have potentially been hampered by inappropriate or misapplied land development regulations and processes. Land development regulations must provide adequate flexibility to allow redevelopment of difficult parcels and be sensitive to the characteristics of existing development patterns.

This Special Area Plan represents Treasure Island's attempt to build upon previous efforts to develop a redevelopment strategy for the Downtown by establishing a set of land development regulations to guide development in a manner that fits within the overall countywide framework.

For additional information, pages 2, 12, 42, and 50 of the Downtown Redevelopment Plan further discusses the relationship of the Downtown Special Area Plan / Downtown Redevelopment Plan with the Pinellas by Design Plan.

III. REGULATORY PLAN & GUIDELINES

A. ~~Proposed~~ Future Land Use—Planned Redevelopment-Mixed Use

~~The changing~~ Changing the existing of the future land use categories for Downtown ~~is was~~ the first and most important steps towards achieving the community's objectives for quality redevelopment and improvement. ~~Once the category changes are approved by the City, PPC and DCA approval may be sought and the City can seek voter approval for changes to the City's Land Development Regulations. (A detailed summary of the Plan approval process is described in subsection I of this Section of the Plan.)~~

The ~~proposed~~ Future Land Use category for Downtown Treasure Island is Planned Redevelopment-Mixed Use (PR-MU), a category of land use described in the Countywide Plan Rules as appropriate for areas:

...developed with a collection of residential, office, and commercial uses, along corridors, adjacent to neighborhoods or within distinct areas that are interrelated and complimentary. The category should facilitate infill and redevelopment of these areas to create a desirable mix of non-residential and residential uses but promoting aesthetically pleasing, safe environments, and buildings that are compatible with the area's character, uses, and transportation facilities."

As permitted under the Countywide Plan Rules, the Downtown Special Plan Area is divided into five districts, with each district providing standards for non-residential intensity, residential and temporary lodging density, permitted uses, and other development standards.

- Planned Redevelopment-Mixed Use (PR-MU) is comprised of two sub-districts:
 1. PR-MU-Core
 2. PR-MU-Gulf Boulevard
- Institutional (I)
- Recreation/Open Space (R/OS)
- Resort Facilities Medium (RFM-30)
- Transportation/Utility (T/U)

The following table shows the breakdown of the proposed Downtown Special Area Plan districts by acreage. These districts are shown on Map 4.

Table 4. ~~Proposed~~ Current Downtown Districts

<u>Proposed Downtown District</u>	<u>Acres</u>
<u>Planned Redevelopment-Mixed Use</u>	20.70
PR-MU – Core	11.41
PR-MU – Gulf Blvd.	9.29
<u>Resort Facilities Medium-30</u>	11.12
<u>Institutional</u>	2.75
<u>Recreation/Open Space</u>	3.68
<u>Transportation/Utility</u>	0.90
TOTAL	39.15

PR-MU-Core. Encompassing a total of 11.4 acres, the ~~proposed~~ PR-MU-Core district comprises the blocks on either side of 107th Avenue, bounded by 108th Avenue to the north, 106th Avenue to the south, the intersection of 108th, 104th, and 107th to the east, and Gulf Boulevard to the west. ~~The PR-MU-Core includes~~ many of the primary redevelopment opportunities within the Downtown, and is considered by most residents, business owners, and officials as the "heart" of the downtown. ~~Land~~ uses in this district should include a diverse mix of retail, service, residential, and temporary lodging, with a focus on active, pedestrian-oriented uses along 107th Avenue.

PR-MU-Gulf Boulevard. ~~This area is~~ located along the eastern side of Gulf Boulevard roughly between 104th and 106th to the south and 108th and 112th to the north. ~~this~~ This land use district serves as a transition between the PR-MU-Core and the hotels, resorts, and other commercial uses on the west side of Gulf Boulevard and Downtown Treasure Island.

Institutional. Situated in a key waterfront location on 108th Avenue, this 2.75 acre district is the City's center of public facilities, including City Hall, Public Works, Fire Station, and Police Department. No change is recommended for the land use pattern in this district.

Recreation/Open Space. Located between Park Place, 104th Avenue, and 106th Avenue, this district encompasses one irregularly shaped block that includes the Treasure Island Park and Community Center. No changes are recommended for the land use pattern in this district.

Resort Facilities Medium. This district is 11.1 acres in size and includes the waterfront parcels along 104th Avenue and 108th Avenue. With frontage on Boca Ciega Bay, the majority of residential and temporary lodging uses in this district are built to existing density limits and there is limited potential for redevelopment. No change is recommended for the land use pattern in this district.

Transportation/Utility. At less than 1 acre, the Transportation/Utility District is the smallest district within the downtown. No change is recommended for the land use pattern in this district.

Proposed Downtown Districts

- Institutional
- Planned Redevelopment - Mixed Use
- Recreation/ Open Space
- Resort Facilities Medium
- Transportation/ Utility

B. Density/Intensity Standards

The following table highlights specific development standards for each of the Downtown districts and describes the maximum residential density (dwelling units per acre or DU/acre), temporary lodging density (dwelling units per acre), and non-residential intensity (floor area ratio or FAR) permitted for each district.

Table 5. **Proposed Downtown Zoning** Districts & Standards

Proposed Downtown District	DU/acre (perm)	DU/acre (temp)	FAR (non-res)	Mixed Use Permitted	Max Height in Feet (above BFE+2FT)	ISR
PR-MU – Core	24	60 22**	1.00	Yes	60	0.90
PR-MU – Gulf Blvd	15	60 22**	0.55	Yes	60	0.90
RFM-30	15	30	0.65	Yes*	60	0.85
I	--	--	- 0.55	No	40	0.75
R/OS	--	--	- 0.25	No	--	0.60
T/U	--	--	- 0.55	No	40	0.75

* Total permitted density (permanent dwelling and temporary lodging units per acre) and intensity (FAR) permitted shall not exceed, in combination, the respective number of units per acre and floor area ratio permitted, when allocated in their respective proportion to the gross land area of the property.

****A referendum was held on March 12, 2013 to increase the tourist densities in the PR-MU Core and Gulf Blvd. zoning districts to 60 dwelling units per acre. The referendum failed to increase the tourist densities in both zoning districts.**

The above table presents the maximum allowable development under the proposed Planned Redevelopment-Mixed Use Future Land Use category and the associated districts. On individual sites or projects within the PR-MU-Core and PR-MU-Gulf Blvd zoning districts, a mix of uses is encouraged. In these new districts, total site densities and intensities are not limited by the proportionate share of use by land area. Projects may achieve the maximum allowable densities and intensities for permanent residential, temporary lodging, and non-residential uses.

For mixed use development in the RFM-30 district, the total permitted development is calculated based on each use's proportionate share—the proportion of the site devoted to a particular use, the maximum allowable permanent residential units, temporary lodging units, or non-residential floor area—not all three in combination. Residential uses are not permitted within the R/OS, I, or T/U districts.

C. Design Guidelines

The general purpose of establishing design guidelines in the Downtown Redevelopment area is to maintain and improve the image and appearance of the commercial corridor in a manner that helps protect investment in the area. When the aesthetic appearance of a community is maintained or improved, a sense of pride develops for the residents, owners, and merchants. Design guidelines help to steer development toward creating an attractive urban pattern that balances the pedestrian and traffic needs of residents and visitors while it protects and enhances the original pattern of development. Design guidelines should be flexible and encourage design diversity and variation. The following design guidelines are presented in greater detail in the Downtown Redevelopment Plan and address the preferred design of buildings, streets, and streetscapes. These general guidelines are intended to guide overall development of the PR-MU land use district and will be translated into more specific regulations to be codified in the City's Land Development Regulations.

PEDESTRIAN & PUBLIC SPACES

Perhaps one of the most appealing characteristics of a downtown is its walkability. Ideally, the downtown area is safe, comfortable, interesting, and enjoyable for walking. Pedestrians provide downtown merchants with impulse shoppers who make unplanned purchases. This is especially true within a tourist destination like Treasure Island. It is also important that these pedestrians feel comfortable crossing streets, so it is necessary that there are adequate safe pedestrian crosswalks within and connecting to the downtown. Treasure Island ~~has been working~~ continues to work with FDOT to increase the number

of crosswalks connecting the Downtown with the beaches, ~~including an additional signal at Gulf Boulevard and 104th Avenue.~~ Treasure Island has also pushed for increased safety measures for these crosswalks.

Within the Downtown area, it is also important that the streetscapes are designed for pedestrians. In fact, these sidewalks, especially those along 107th Avenue and Gulf Boulevard, where possible need to be wide enough to comfortably accommodate two distinct areas – the “utility zone” and the “pedestrian zone.” Typically, utility zones are two to three feet in width but may be wider if the sidewalk area allows.

The utility zone should be that portion of the sidewalk closest to the street curb. Its elements include vegetations, street lights, benches, trash receptacles, kiosks, newspaper racks, and the like. Any utility lines and power poles, not underground, should either be relocated to the alleyways or be located within the utility zone.

The pedestrian zone is the corridor located between the utility zone and the adjacent building facades. It should be at least four feet wide and be unobstructed to accommodate pedestrian flows. At a minimum, the two zones combined should be at least six feet wide.

Depending upon the final design guidelines developed for the Downtown, a third zone, known as the “dining zone,” could be incorporated either on public or private land that serve the adjoining businesses and also provide a strong pedestrian friendly setting.

Currently within the Downtown there are varying building setback requirements. Most all of the earlier buildings constructed within the Downtown offer vehicular parking in the front of the buildings in a manner that presents a conflict between pedestrians and automobiles. The design elements of the supporting land development regulations along 107th Avenue in the MU-Core district ~~should encourage~~ the incorporation of utility, pedestrian, and even dining zones along the street and public space areas. These design elements should be used in such a manner as to effectively create outdoor public spaces that provide focal points where pedestrians can safely congregate, use, and enjoy.

Studies indicate that many of the best-loved outdoor public spaces are those that provide a sense of safety, comfort, and separation from vehicular traffic through the creation of these utility, pedestrian, and dining zones between the street and the surrounding buildings. These buildings should be stepped back so as not to create a “walled containment,” **but rather have the feeling of openness while creating nodes** or enclaves of activity that are joined by pedestrian friendly walkways. ~~During the development of these land development regulations, consideration should be given to granting certain intensity bonuses for developments incorporating elements such as the inclusion of public art, increased step backs, and privately developed public spaces within their site plan designs. It is this type of incentive programs that can lead to the public spaces becoming unique public places that help define a community.~~

APPROPRIATELY SCALED BUILDINGS

Buildings should be designed to minimize their perceived mass and relate well to surrounding projects. Notwithstanding that many of the newest structures in Treasure Island are more than 50 feet in height there is a strong sentiment among citizens that the buildings at the core of the community should maintain a “small town” scale. To some degree, this creates a potential conflict with current and future economic and real estate conditions, which clearly show a market for some amount of density and intensity. One way to address the concern that buildings not appear too large or bulky is to break the continuity of structures in plan, such as through the use of the pedestrian ways, and to require “step backs” vertically, so that as the building gets higher, it recedes. These step backs not only serve to reduce the perceived scale of the structures, but also create the potential for balconies and porches whose features can enhance both the function and form of the buildings.

ACTIVE STOREFRONTS & VERTICAL MIXED USE

New buildings will need to functionally integrate two or more uses within them, such as shops, restaurants, office, residential and lodging uses. New buildings will need to functionally integrate two or more uses within them, with ground floors designed to contain shops and restaurants and upper stories designed to house office, residential, and lodging uses. Visually, the ground level of buildings, especially

along 107th Avenue and Gulf Boulevard will provide generous clear ceiling heights, high levels of transparency at the ground level, multiple entries to individual tenant spaces, and protection from the weather in the form of arcades, galleries, and canopies for the comfort of clients and customers. Upper levels can step-back from the ground level façade to create balconies or other usable outdoor spaces. The construction of these structures will likely be of reinforced concrete, which will address concerns about building to required hurricane-code conditions, as well as providing mandatory fire protection and desirable sound attenuation.

ENCOURAGE ACTIVE GROUND FLOOR USE

Along 107th, location such as a downtown or town center, ground floor uses should be designed to create this degree of activity. Restaurants and other food-related uses should be encouraged to have outdoor dining. Shops and stores should be encouraged to use on-street signage, open their doors and street front windows, and use materials that allow easy visual access inwards and outwards.

BUILDING DESIGNS BASED ON LOCAL PRECEDENTS

~~The architecture of buildings in the Downtown should respect the historic traditions and precedents of Treasure Island, and also respond to the desire to create an image that bespeaks a beach and family destination. The architectural design of the should respect the pre-existing traditions of Treasure Island, which includes a wide range of styles, including strong examples of mid-century Modern design as well as somewhat earlier Art Deco or Art Moderne architecture. In addition,~~ There is a strong sense from the community that the architecture of future developments must speak to a desire to enhance the notion of the community as a beach and family friendly destination.

~~The debate to be addressed is over the degree of consistency the City wants to see in future developments. Communities such as Santa Fe, NM and Nantucket, MA among others are notable for the extreme rigor of their design requirements; these towns basically prohibit most architectural styles except for a somewhat limited pre-defined palette, based on historic precedent. This restrictive approach adds to the unique sense of place that each of these two communities exhibits, which is reinforced by a strong urban sensibility, successful mixed-use core districts, pedestrian-oriented districts and neighborhoods, etc.~~

~~Most communities, however, are far less restrictive about architectural style than these two examples. The architectural character of most towns, particularly those developed in the 20th century tends to be eclectic, as a tour of Treasure Island reveals. The goal should be less to define a single appropriate architectural style for future development and more about defining key architectural styles that should be reflected in future structures.~~

Guidelines should also address key aspects of the physical presence of new development – the placement, configuration and massing of future buildings. Where do they sit on their sites? ~~Are they monolithic or are there step-backs? Is there a desired height in certain locations, and is this measured in stories or in dimensions? Are certain materials preferred over others? Is there a desired color palette?~~ It is possible to create a strong sense of identity and cohesion among future development without necessarily reverting to mandating a single desired architectural style.

APPROPRIATELY SCALED & DESIGNED SIDEWALKS

In a downtown core, sidewalks are the primary means for pedestrian activity. Good sidewalks include at least three distinct zones; moving inwards from the curb, these include:

- **Storefront Zone:** The Storefront Zone is that part of the sidewalk closest to the edge of the buildings. Within a downtown or a town center, this zone generally fronts a building façade. Depending on the type of use within these fronting buildings, the width of this zone can expand or contract. At a minimum, the width of this zone should be large enough to allow a person to stand comfortably without ~~being~~ inconveniencing pedestrians passing by. Appropriate uses for this zone include space for window shopping, ~~free-standing signage, exterior displays,~~ outdoor dining or isolated landscaping.

- **Pedestrian Zone:** The Pedestrian Zone is that part of the sidewalk intended for uninterrupted pedestrian movement. The width of this zone should vary depending on the nature and amount of pedestrian activity to be accommodated on the sidewalk. Within a downtown or town center, a significant amount of pedestrian activity is desirable. The Pedestrian Zone along any street should be wide enough to easily accommodate the general daily maximum amount of pedestrian activity. In general, this zone should be at least 10' 0" in width. Along 107th Avenue, this width can expand even further. At no location within Downtown should the Pedestrian Zone be less than 5'0" in width.

- **Streetscape Zone:** This is the zone immediately adjacent to the street curb. In general, it contains a wide range of pedestrian amenities and furnishings, including, appropriately located street ~~trees~~ ~~streets~~, street lights, sign posts, mail boxes, seating, planters, kiosks, news boxes, and trash receptacles. The width of this zone should be determined in part, by the needs of the species of street trees planted along the sidewalk. Tree grates should never extend into the Pedestrian Zone, and the width of the tree grates will be determined by the type of tree planted within the Streetscape Zone. In general, the minimum width of a Streetscape Zone within downtown Treasure Island should be 5'0".

ABUNDANT ON-STREET PARKING

On-street parking is a key element of an active and vital downtown. Not only does on-street parking add significantly to the supply of needed parking spaces, it provides an additional layer of physical and psychological separation between cars moving along the street and pedestrians, shoppers, diners and others on the sidewalks. It provides access directly between motorists and stores, shops and restaurants; properly metered, on-street parking also helps create a constant flow of activity as short-term visitors pull in and out of spaces along the main pedestrian routes.

The two primary forms of on-street parking found within downtown settings are parallel parking and angled parking. Parallel parking requires the least amount of road width (most spaces are approximately 8'0" wide) but the **greatest amount of road lengths (spaces are typically about 24 feet in length)**. While the maneuvers associated with parallel parking are seen by some drivers as somewhat difficult to perform, parallel on-street parking remains a popular and effective way of increasing parking capacity and street activity, and providing a buffer between moving vehicles and pedestrians.

Where space allows, most downtowns and mixed-use centers use angled parking. While the width of pavement required for angled parking increases from eight feet to 18 or 20 feet, the linear length of roadway needed to park a car diminishes from 24 feet to as little as 13 feet, depending on the angle. Thus, for a given length of roadway, angled parking can provide nearly twice as many parking spaces as parallel. In addition, the maneuvers used for accessing angled parking spaces are generally easier than those for parallel parking.

The current right-of-way width on 107th Avenue is approximately 106 feet in most locations. If one lane of traffic is removed in both the eastern and western direction, much of the length of 107th between 104th Avenue and Gulf Boulevard could be used for angled parking on both sides of the street. This would still allow sufficient width of generously-sized sidewalks on both sides of the street, with space for planters, tree islands and landscaping. (Note: there would be no on-street parking on either side of the street adjacent to the current median island holding the carillon tower.)

IMPROVE PEDESTRIAN WAYS

107th Avenue is clearly the primary east-west axis of downtown Treasure Island. There is no similarly dominant north-south axis. Gulf Boulevard forms the western edge of the downtown, and while it should be designed to facilitate comfortable pedestrian movement, particularly along its eastern edge, the primary purpose of this roadway is vehicular movement. Within the downtown core, north-south pedestrian movement must be facilitated along a series of passageways. These dedicated rights-of-way are narrower than conventional streets, but are well located to provide easy access throughout the downtown core.

The design of the proposed pedestrian should support their function. In some instances, they may need to be widened to provide greater capacity. In others, the details of their design may need to be reconsidered. Plantings, lighting, pavement patterns, signage and other critical details can all add to the

utility of such elements. In all instances, pedestrian ways must be designed to allow clear visual access from one end to the other, and where possible, uses in adjacent buildings should open up to the pedestrian ways, either visually through the use of clear-glass windows and doors, or physically, through the use of outdoor dining, fold-back doors, or other devices that lend activity informal surveillance.

In addition, as noted under *Special Provisions for Mobility and Circulation* section below, Treasure Island ~~is increasing~~ increased the connectivity between the downtown and the beach through the addition of several pedestrian crosswalks, a traffic signal at 104th Avenue and improved beach access points and signage.

D. Affordable Housing Provisions

As part of the process of drafting the Land Development Regulations to promote redevelopment downtown, the City will explore the feasibility ~~of using density bonuses or other incentives to promote incentives~~ The City will explore density/intensity provisions to encourage of affordable housing.

E. Mixed Use Provisions

Refer to section subsections A and B of this Section of the Plan.

F. Special Provisions For Mobility & Circulation

Mobility and circulations improvement recommended in the Downtown Redevelopment Plan are focused in the following five areas:

- improving streetscape conditions to promote pedestrian access and safety, including limiting the number and proximity of curb cuts and driveways along 107th Avenue and Gulf Boulevard;
- improving north-south pedestrian circulation through the widening and extension of the existing pedestrian way,
- providing conveniently-located and attractive stops for the Beach Trolley and other planned transit services;
- completing a trail connection linking the Treasure Island Causeway with Gulf Boulevard; and
- improving pedestrian conditions along Gulf Boulevard, including improved streetscape conditions and crossings are key intersections.

Although the Downtown Redevelopment Plan provides several illustrations of potential improvements, further design and engineering is required ~~to~~ before the City commits to specific improvement programs. However, the issue of providing special provisions for mobility and circulation can be found on pages 13, 17, 22, 24, and 33 – 38 in the Downtown Redevelopment Plan.

Over the past several years, Treasure Island has been working with FDOT to improve the pedestrian conditions along Gulf Boulevard, both for safety and improved connectivity along each side of Gulf Boulevard as well as the downtown area. ~~Currently, there are five existing crosswalks at 100th Avenue, 104th Avenue, 105th Avenue, 110th Avenue, and 124th Avenue. In addition, the City Commission is working with FDOT to add five additional crosswalks at 99th Avenue, 103rd Avenue, 119th Avenue, 122nd / 123rd Avenue, and 126th Avenue. Finally, new signalization at 104th Avenue and Gulf Boulevard has recently been approved by FDOT due to the level of pedestrian traffic generated between the City beach park at 104th Avenue on the west side of Gulf Boulevard and Publix Supermarket and the downtown on the east side. The addition of the crosswalk at 103rd Avenue along with the traffic signal at 104th Avenue will improve Downtown's connectivity with the public beach to the west.~~

Additionally, the beach access system along Gulf Boulevard ~~is currently being~~ has been improved with consistent beach access and trail signage ~~which~~ to better inform the public as to the location of these access points.

G. Land Development Regulations

The City ~~intends to adopt~~ed new land development regulations to guide development with the PR-MU-Core and PR-MU-Gulf Boulevard areas of Downtown. The new regulations ~~will~~ define requirements for mixed use development addressing building placement and configuration, building heights and form, ground floor and upper story uses, parking placement and configuration, and frontage conditions addressing the design of ground level facades along streets and public spaces. ~~A draft set of standards has been prepared and will be refined following approval of this Plan.~~

H. Public/Private Improvements, Contributions & Incentives

As described in previous sections of the Plan, the City's ~~intends to prepare~~ Land Development Regulations ~~which~~ offer incentives for the provision of mixed uses, active ground level uses, ~~affordable housing~~, and increased setbacks along the pedestrian way.

The City is also committed to exploring the following public investments and incentives:

- The completion of street, streetscape, and public space improvements to improve linkages among Downtown destinations
- The relocation or consolidation of City functions to free up valuable waterfront space for public use;
- The development of public parking resources in the form of additional on-street parking, off-street public parking, or a public parking structure;
- The assignment of a staff to promote private redevelopment, seek funding for public improvements, and identify and structure public-private partnership opportunities;
- Consider the development of provisions for allowing density averaging and transfer of development rights within the Downtown Special Area Plan as part of the land development regulations. The use of such provisions is outlined in Pinellas County Ordinance No. 10-23 and might require future amendment to this Special Area Plan depending upon its proposed usage.

I. Local Adoption Process

The City of Treasure Island began the development of a plan for the Downtown in 2005. Through a series of meetings and charrettes with the community and property owners in the Downtown area, a Downtown Redevelopment Plan was developed regarding future development. However, because this project was principally developed prior to the adoption of the Special Area Plan requirements in 2006, the Treasure Island Downtown Redevelopment Plan lacked some of the elements necessary to be considered a Special Area Plan. The Treasure Island staff worked with the Pinellas Planning Council staff to determine the deficiencies. Once these deficiencies were identified, Treasure Island moved forward to complete this Special Area Plan process. ~~There was some delay resulting from Madeira Beach's efforts to finalize their Town Center Special Area Plan with issues similar to those Treasure Island faced. Treasure Island wanted wait for the resolution of these issues prior to moving forward.~~ The following events have been held since this process was resumed:

November 21, 2006	City Commission adopted Downtown Redevelopment Plan
December 10, 2008	Local Planning Agency (LPA) workshop with staff and consultant
January 21, 2009	Chamber of Commerce presentation by consultant
February 19, 2009	LPA workshop with staff and consultant
July 23, 2009	Staff and consultant met with Pinellas Planning Council staff to ensure direction of Special Area Plan was on track with Countywide Plan Rule requirements. Legal opinion sought from County regarding timing of Special Area Plan adoption and the required Treasure Island referendum pertaining to any revised Land Development Regulations (LDR's) resulting from this Special Area Plan that affected either height or density.
September 2009	Verbal approval from PPC staff that the Special Area Plan could be adopted prior to LDR referendum issue. Referendum would be required prior to the adoption of

	any proposed regulations that would increase either height or density (residential or transient).
November 4, 2009	Joint Workshop with City Commissioner and the LPA regarding the draft Special Area Plan
Numerous-2010	Additional City Commission or <u>Five</u> LPA workshops <u>were held between May and July 2010, if necessary</u>
January 5, 2011	Public Hearing before the LPA regarding amendments of the Future Land Use Map (FLUM) and Future Land Use Element (FLUE) of the Comprehensive Plan to add a Planned Redevelopment-Mixed Use (PR-MU) Land Use designation, and the local adoption of the Special Area Plan. <u>LPA recommended approval of Special Area Plan to the City Commission.</u>
January 18, 2011	<u>City Commission</u> Workshop, if necessary, to discuss DCA and/or PPC review of the FLUM and FLUE amendments <u>and the Special Area Plan.</u>
February 1, 2011	Public Hearing (1st Reading) before the City Commission to approve the amendment of the FLUM and FLUE of the Comprehensive Plan to add a Planned Redevelopment-Mixed Use (PR-MU) Land Use designation; transmittal of the proposed FLUM and FLUE amendments to the Department of Community Affairs (DCA), and application to the PPC for the FLUM and FLUE amendments. <u>1st Reading of Ordinance to Adopt the Special Area Plan and to transmit Special Area Plan to the PPC</u>
March 16, 2011	<u>Public Hearing before the PPC, recommend approval of the Special Area Plan and transmit to the Countywide Planning Authority.</u>
April 12, 2011	<u>Public Hearing before the Countywide Planning Authority to approve the Special Area Plan.</u>
April 17, 2012	2nd Reading of Ordinance and Public Hearing before the City Commission to adopt the FLUM and FLUE amendment and 2nd Reading of Ordinance and Public Hearing to adopt the Special Area Plan
March 12, 2013	<u>Referendum to increase the residential and tourist dwellings within the subcategories Planned Redevelopment – Mixed Use Core and Gulf Boulevard districts.</u>
May 21, 2013	<u>1st Reading of Ordinance to adopt the referendum results pertaining to the densities in the Planned Redevelopment – Mixed Use Core and Gulf Boulevard districts.</u>
June 4, 2013	<u>2nd Reading of Ordinance and Public Hearing to adopt the referendum results pertaining to the densities in the Planned Redevelopment – Mixed Use Core and Gulf Boulevard districts.</u>

IV. Plan Impacts

This section provides a summary of existing and proposed development densities and intensities for Downtown Treasure Island, Florida. Specifically, the section provides the following:

- a summary of changes in maximum allowable development densities and intensities required to achieve the City's objectives under the **Downtown Plan**;
- a review of proposed land use change's consistency with Countywide Plan Rules;
- a review of how recommended changes in densities and intensities may affect level of service standards for coastal high hazard areas, scenic/non-commercial corridors, public education facilities, or adjoining jurisdictions;
- identification of water, sewer, and stormwater drainage impacts that may be anticipated based on the plan;
- identification of overall system capacities; and
- an analysis of the difference between the anticipated impacts on the systems as compared to the impacts based on the current Countywide Plan Map designations.

Changing densities and intensities for downtown development through completion of ~~the this~~ Downtown Special Area Plan ~~is was~~ a key early step in achieving the City's plans to attract quality private investment and transform Downtown into a lively, walkable, mixed use destination.

A. Proposed Changes In Development Potential

DENSITIES & INTENSITIES UNDER EXISTING & PROPOSED CATEGORIES

The following tables provide a comparison of ~~existing original~~ and ~~proposed current~~ future land use categories and associated build-out intensities and densities. As indicated above, the ~~proposed changes~~ in development densities and intensities are due to the replacement of the current CG category with two new mixed use districts—PR-MU-Core and PR-MU-Gulf Boulevard—each of which are designed to encourage mixed use development. Development potential for the remaining categories—RFM-30, Institutional, Recreation/Open Space, and Transportation/Utility—remain unchanged.

Table 6. Existing ~~Original~~ Future Land Use Densities & Intensities

Future Land Use Category	Acres	Density (Perm.)	Density (Temp.)	FAR
CG	20.70	15	22	0.55
RFM- 30	11.12	15	30	0.65
I	2.75	--	--	0.55
R/OS	3.68	--	--	0.25
T/U	0.90	--	--	0.55
TOTAL	39.15			

Table 7. ~~Proposed-Current~~ Future Land Use Densities & Intensities

Proposed [Downtown District]	Acres	Density (Perm.)	Density (Temp.)	FAR
PR-MU – Core	11.41	24	60 22	1.00
PR-MU – Gulf Blvd	9.29	15	60-22	0.55
RFM- 30	11.12	15	30	0.65
I	2.75	--	--	0.55
R/OS	3.68	--	--	0.25
T/U	0.90	--	--	0.55
TOTAL	39.15			

Considerable discussion regarding residential and transient densities can be found in the Downtown Redevelopment Plan (pages 6, 8, 11-13, 18, 20, 24-31, 34-35, 40, 44, and 50). ~~The Pinellas Countywide Rules specifically allow for additional transient density under certain conditions, and the CG land use~~

~~category within the Countywide Rules has a maximum residential density of 24 units/acre. Because Treasure Island is a barrier island and is wholly located within the Coastal High Hazard Area (CHHA), careful consideration needed to be given to potential impacts relative to hurricane evacuation times and also whether there would actually be additional population affected by a coastal storm event.~~

Until 1995, the RFM-30 portion of the Downtown SAP had a land use category of Commercial Tourist-32 (CT-32) which allowed a maximum of 32 units/acre (did not differentiate between permanent and transient population). Therefore, the historic density allowed for residential use until 1995 was 356 units. The land use change to RFM-30 resulted in a loss of 223 allowable residential units. That reduced the allowable number of residential units in the RFM-30 to 133 units. Furthermore, since 2004, the redevelopment of several grandfathered residential/apartment type buildings in the Downtown Special Plan Area occurred wherein 102 actual grandfathered units were redeveloped into 60 residential units. This has resulted in an actual loss of 42 units since 2004.

In addition to the City's redevelopment impacts on numbers of dwelling units, the actual estimated population and the projected population of Treasure Island was researched through both United States Census data and the Bureau of Economic and Business Research (BEBR) from the University of Florida. Both of these sources indicate that Treasure Island is losing population. This trend can be expected to continue due to the historic residential land use density allowances versus the 2010 residential land use density allowances. In 2000, the Census population of Treasure Island was 7,450. The current estimate from BEBR is 7,575 which is an increase of 125. However, in 2010, BEBR estimated that Treasure Island's population was 7,609. This estimate shows a population loss of 34. The 2009 Census population estimate for Treasure Island is 7,411 which is also a decrease in population since 2000 of 39.

Although an increase from 15 residential units/acre to 24 residential units/acre within the proposed PR-MU-Core district has the potential to yield an additional 103 units, its impact to facilities and hurricane evacuation times is anticipated to be minimal or non-existent. This is because, as shown in the above paragraphs, Treasure Island is losing both population and residential units citywide. This is including the loss of 42 actual units since 2004 (which represents nearly one-half of the potential "new" units) within the downtown special planning area. Furthermore, limitations on the ~~proposed~~ PR-MU land use district within the Downtown Special Area Plan mandate that stand-alone residential buildings cannot be developed. All residential development must be part of a mixed-use development that includes commercial-type uses which will limit the amount of units that can actually be built. Finally, the recent redevelopment of certain sites like Publix and Surf Style (see Appendix "B") makes these and similar sites unlikely to redevelop in the foreseeable future.

MAXIMUM YIELD UNDER EXISTING & PROPOSED CATEGORIES

Using the permitted intensities and densities under the existing land use categories, Table 8 below presents the maximum allowable development permitted.

Table 8. ~~Existing-Original~~ Future Land Use Maximum Yields

Future Land Use Category	Acres	Perm. Residential (units)	Temp. Lodging (units)	Non-Residential (sq ft)
CG	20.70	310	455	495,979
RFM-30-	11.12	166	334	314,795
I	2.75	0	0	65,837
R/OS	3.68	0	0	40,108
T/U	0.90	0	0	21,514
TOTAL	39.15	477	789	938,232

Under the ~~current original~~ categories, the total development potential ~~represents represented~~ the maximum allowable permanent residential units, temporary lodging units, or non-residential building area—not all three in combination. If a development project ~~combines combined~~ uses, the total permitted development is calculated based on each use's proportionate share—the proportion of the site devoted to a particular use. The development ~~potential totals have were~~ not ~~been~~ adjusted to reflect reductions necessitated by parking requirements, stormwater facilities, site amenities, or market demands.

The following table presents the maximum allowable development under the ~~proposed~~ Planned Redevelopment-Mixed Use Future Land Use category and the associated districts. The ~~two~~-new districts permits a combination of uses up to the maximum allowed for each use, while the other districts permit mix uses in proportion to the portion of the site allocated for each use.

Table 9. ~~Proposed-Current~~ Future Land Use Maximum Yields

Proposed Downtown District	Acres	Perm Residential (units)	Temp Lodging (units)	Non-Residential (sq ft)
PR-MU-Core	11.41	274	684 251	496,932
PR-MU-Gulf Blvd	9.29	140	558 204	222,666
RFM- 30	11.12	166	334	314,795
I	2.75	0	0	65,837
R/OS	3.68	0	0	40,108
T/U	0.90	0	0	21,514
TOTAL	39.15	580	1,576 789	1,161,852

Table 10. Maximum Yield Comparison

	Perm Residential (units)	Temp Lodging (units)	Non-Residential (sq ft)
Existing Original Future Land Use Categories	477	789	938,232
Proposed-Current Downtown Land Use Districts	580	1,576 789	1,161,852
TOTAL DIFFERENCE	103	787 0	223,620
PERCENT DIFFERENCE	21%	100% 0%	24%

As ~~the above section of the paper indicates~~ indicated in Table 10, application of the new mixed use categories PR-MU-Core and PR-MU-Gulf Blvd) could result in a modest increase in the number of permanent residential units and the amount of non-residential floor area, ~~and a doubling of the potential for development of temporary lodging units~~. Achieving these maximum potentials, however, is unlikely as several factors will continue to limit the actual amount of development in downtown Treasure Island. A review of these factors follows:

- **Recent Private Investment.** Due to significant recent or planned non-residential development, a number of sites will remain in non-residential use for the foreseeable future and thus will not achieve their potential for permanent residential or temporary lodging. Within the proposed PR-MU-Gulf Blvd district, 3.6 acres including the Publix supermarket, Middle Grounds Grill, and Rally Market properties have recently been renovated or redeveloped. Under the current density limits, the 88 permanent residential units and 130 temporary lodging units would be allowed, but none will likely be built.

Within the proposed PR-MU-Core district, 1.3 acres including the Surf Style, Fifth-Third Bank, and ABC Package Store properties have recently been redeveloped. In addition, the Allied office building is expected to remain in place and sites currently used for parking along Gulf Blvd. are committed under existing approvals so an additional 2.4 acres is unlikely to be developed with permanent residential or temporary lodging uses. Under ~~proposed the current~~ density limits, the ~~proposed PR-MU-Core~~ districts would allow ~~422~~ 31 permanent residential units and ~~439~~ 27 temporary lodging units, but none will ~~achieve this potential~~ likely be built.

- **Public Ownership.** Additional sites owned by the City or private utility companies will not achieve their maximum potential. This includes 7.3 acres within designated Recreation/Open Space, Institutional, Transportation/Utility districts and 0.2 acres within the proposed ~~PR-MU-Core~~ district. Under proposed density limits, the proposed districts would allow 135,900 square feet of non-residential development, ~~5~~ 4 permanent residential units, and ~~42~~ 4 temporary lodging units, but none will achieve this potential.

- **Parcelization & Site Constraints.** Another factor likely to limit the potential for redevelopment at maximum densities and intensities is the presence of small parcels in separate ownership. Only seven parcels within the Downtown are larger than 1 acre, and only four out of 80 parcels in the PR-MU-Core or PR-MU-Gulf Blvd land use category are larger than 1 acre. The vast majority of PR-MU-Core or PR-MU-

Gulf Blvd parcels, almost 90 percent, ~~is~~ are smaller than one-half acre. For small sites, meeting access, parking (especially if structured parking is required), service and loading, and impervious surface coverage limits will prove challenging. Though difficult to anticipate the exact affects on development potential, parcelization is likely to significantly limit the development potential of individual sites.

These parcels which are considered unlikely to develop are shown on Map 5 and are further described in Appendix B, in Table 17, "Non-Residential Parcels Unlikely to Support Permanent Residential or Temporary Lodging Units."

According to the above analysis, ~~426~~ 123 permanent residential units, and ~~454~~ 161 temporary lodging units will likely not be developed due to public ownership or recent redevelopment. Other factors such as parcelization will further limit the Downtown's development potential. As there is a reduction in the potential permanent residential and only a modest increase in the potential for temporary lodging in the Downtown, City concerns regarding impacts of the proposed land use changes on infrastructure levels of services and hurricane evacuation are minimal.

Map 5. Non-Residential Parcels Unlikely to Support Permanent Residential Units or Temporary Lodging



B. Infrastructure & Public Facilities Analysis

INTRODUCTION

To address the concurrency management provisions of Treasure Island Comprehensive Plan and ensure that the ~~proposed~~ redevelopment pattern does not adversely impact the capacity and levels-of-service of public facilities, the following analysis was undertaken to determine the development potential and potential impacts of development proposed by the Special Area Plan. This analysis demonstrates that the proposed redevelopment in Downtown Treasure Island will not create impacts above and beyond the availability and capacity of current requirements for public facilities.

Future amendments to this Special Area Plan must also address any potential impacts as compared to the City's adopted level-of-service standards and available capacity.

POTABLE WATER

The Pinellas County Utilities Department provides both the water supply and distribution of water within the City of Treasure Island. As a retail customer, the City does not own or operate any portion of the water supply. Between 2001 and 2004, Pinellas County installed reclaimed water lines and replaced the existing potable water lines. This program was implemented to reduce the demand on potable water and to eliminate leakage, breaks, and unnecessary potable water loss from old lines. Citywide, 43 percent of the City's residential and commercial users have hooked up to the reclaimed system. New development and redeveloped multi-family and commercial projects are permitted to only use reclaimed water for irrigation. These measures should substantially assist in meeting the level of service standard for potable water.

~~Pinellas County projections for potable water use indicate a decrease in water use in Treasure Island over the next 10 years. Pinellas County Utilities projections for potable water demand in Treasure Island for 2010 is based on a population of 13,470 persons with a committed 1.62 million gallons per day (mgd). The population is estimated to increase slightly to 13,506 by 2020, with a decline in committed mgd to 1.55. The water demand figures are based on permanent, seasonal, and tourist populations and a planning number of 120 gallons per capita per day (gpcpd) for year 2010 and 115 gpcpd for 2020. The decline in use per person is due in part to increased use in reclaimed water, conservation efforts, and restrictions from SWFWMD.~~

Table 11. ~~Existing~~ Original Future Land Use Potable Water Demand

Development Type/ Number of Units	Multiplier (persons/unit)	LOS (gallons/person/day or gallons/sq ft)	Potable Water Demand (gallons/day)
477 Permanent Residential	1.84	120 gpcpd	105,322
789 Temporary Lodging units (350 sq per unit)		0.23 gal/sq feet	63,515
938,232 sq ft Non-Residential		0.23 gal/sq feet	215,793
TOTAL			384,629

Table 12. ~~Proposed~~ Current Future Land Use Potable Water Demand

Development Type/ Number of Units	Multiplier (persons/unit)	LOS (gallons/person/day or gallons/sq ft)	Potable Water Demand (gallons/day)
580 Permanent Residential	1.84	120 gpcpd	128,064
1,576 789 Temporary Lodging units (350 sq per unit)		0.23 gal/sq feet	128,888 63,515
1,161,852 sq ft Non-Residential		0.23 gal/sq feet	287,228
TOTAL			544,180 478,807

For purposes of calculating impact on potable water demand, a comparison of ~~existing~~ original and ~~proposed~~ current future land use categories was undertaken. This analysis used the City's adopted level-of-service of 120 gpcpd for permanent residential units and a 0.23 gallons per square foot standard for non-residential square footage and temporary lodging units. (Treasure Island does not have an adopted level of service standard for non-residential square footage. The 0.23 standards was drawn from the Madeira Beach Town Center Special Area Plan where it was used to estimate impacts for similar types and intensities of future land uses.)

Under the ~~existing~~ original future land use, the potable water demand was estimated at ~~384,000~~ 384,629 gallons per day compared to a potential ~~544,180~~ 478,807 gallons per day for the ~~proposed~~ current future land use. Given these figures, the proposed change to future land use could result in a change ~~to~~ in demand for potable water. Based on the estimates, demand could increase considerably under all categories, but as discussed in previous sections of the Plan, public ownership of land, recent redevelopment at lower than maximum densities, and practical limits of future development yield associated with site constraints, fragmented ownership, and parking requirements will result in only modest increases in overall demand, ~~and a potential decline in total permanent residential demand from 105,322 to 100,243 gallons/day.~~

SANITARY SEWER/WASTEWATER TREATMENT

The City of St. Petersburg provides wastewater treatment to Treasure Island. The City is served by the Northwest Water Reclamation Facility (WRF). The current adopted level of service for sanitary sewer at the Northwest WRF is 170 gallons per capita per day (gpcpd). The LOS standards represent the highest annual average daily flow at the WRF from 1990 to 1995, divided by the WRF service area functional population. For the Northwest service area, the functional population for 2006 was 78,518, with an average daily flow of 9.72 millions of gallons per day (mgd) and projected demand of 124 gpcpd in 2007.

The City's gpcpd was below the adopted level of service for the Northwest WRF. Total capacity at the Northwest WRF is 20.0 mgd. The WRF had an excess capacity of 10.28 mgd in 2007, representing only 52 percent of total capacity.

Table 13. ~~Existing~~ Original Future Land Use Wastewater Treatment Demand

Development Type/ Number of Units	Multiplier (persons/unit)	LOS (gallons/person/day or gallons/sq ft)	Sanitary Sewer Demand (gallons/day)
477 Permanent Residential	1.84	170 gpcpd	149,206
789 Temporary Lodging units (350 sq ft per unit)		0.25 gal/sq feet	69,038
938,232 sq ft Non-Residential		0.25 gal/sq feet	234,558
TOTAL			452,801 452,802

Table 14. ~~Proposed~~ Current Future Land Use Wastewater Treatment Demand

Development Type/ Number of Units	Multiplier (persons/unit)	LOS (gallons/person/day or gallons/sq ft)	Sanitary Sewer Demand (gallons/day)
580 Permanent Residential	1.84	170 gpcpd	181,424
4,576 789 Temporary Lodging units (350 sq ft per unit)		0.25 gal/sq feet	137,900 69,038
1,161,852 sq ft Non-Residential		0.25 gal/sq feet	290,463
TOTAL			609,787 540,925

As shown in the previous tables, redevelopment under the proposed future land use within the Downtown could result in an additional ~~150,000~~ **88,123** gallons/day of wastewater requiring transmission to and treatment at the Northwest WRF. Given the remaining capacity of the plant this increase represents only a small fraction of the excess capacity and therefore is expected to have insignificant impacts.

STORMWATER MANAGEMENT (DRAINAGE)

Given the City's coastal location, drainage is primary concern in Treasure Island, especially in the Downtown area that is completely built out with a high percentage of impervious surfaces. The City's Comprehensive Plan states that new development or redevelopment approvals shall require that post-development runoff rates, volumes, and pollutant loads do not exceed predevelopment conditions; the City shall protect the natural functions of the 100-year flood plain so that flood-carrying and flood storage capacity are maintained; and the City shall adhere to the impervious surface ratios in order to minimize runoff and stabilize water quality.

Treasure Island's Land Development Regulations address stormwater management. Chapter 66, *Flood Control*, specifically includes *Standards for Flood Hazard Reduction* within Sections 66-91 through 93. ~~In~~ **In** addition, Chapter 75, *Utilities*, Article III, addresses issues drainage generally and storm drainage specifically within Sections 75-151 through 178. Finally, the *Infrastructure Element* of the Comprehensive Plan specifically addresses stormwater issues. Policy 4.1.3 states *The City shall require that the stormwater discharge rate for a post-developed or redeveloped site shall not exceed, in terms of peak flow and total volume, that which would occur from the site under existing conditions for the design storm.*

Under the Comprehensive Plan and the Concurrency Management System, the City has adopted a level of service "C," as described in the *Treasure Island Master Drainage Plan*, as the standard for flood control

and stormwater management within the City. Additional requirements include design of stormwater retention systems to accommodate a 25- year, 24-hour storm event, with 1 inch retention for the entire site. Stormwater conveyance devices shall be designed to accommodate a three-year storm event; stormwater discharge rate for a post-developed or redeveloped site shall not exceed, in terms of peak flow and total volume that which would occur from the site under existing conditions for the design storm.

The City is a co-applicant with Pinellas County in the National Pollutant Discharge Elimination System (NPDES) and assessed a citywide stormwater user fee for facility improvements. The City of Treasure Island will continue to flood under certain high tide conditions and such storm events due to its elevation. No storm drainage can alter such circumstances. However, requirements for new development or substantial redevelopment have improved existing drainage problems through reduction of impervious surfaces, increased landscaping, and improved retention and filtration.

Most of the sites in the Downtown currently exceed the impervious surface ~~s~~ limits, and will be required to conform to current impervious surface ~~s~~ ratios (ISR) and stormwater management requirement when they redevelop. The Resort Facilities Medium-30 district requires an ISR of 0.85, the ~~proposed-Planned Redevelopment-Mixed Use-Core~~ and PR-MU-Gulf Boulevard require a 0.9 ISR, Transportation/Utility and Institutional districts require a 0.75 ISR, and Recreation/Open Space allows a 0.6 ISR with a special permit. Redevelopment within the Downtown Redevelopment Planning area will likely result in the reduction of the total impervious surface ~~s~~ ratio along with better stormwater management.

RECREATION

The City's Comprehensive Plan has established level-of-service standards for parks and opens space based on facility type, scale, and activity. Currently, the City has 7 mini-parks, 2 neighborhood parks, 2 community parks, 33 acres of open space, and 28 beach access points. There are currently no deficiencies in the level of service standards, and the City has additional mini-parks, acres of open space, and beach access points above the minimum facilities needed to achieve the per person level of service for each park type. The projected population increase from the ~~proposed-change-in~~ future land use of Planned Redevelopment Mixed Use will not result in a change in level of service for parks, open space, and specific recreational activities.

C. Relevant Countywide Considerations

CONSISTENCY WITH THE COUNTYWIDE PLAN RULES

The ~~proposed-Planned Redevelopment-Mixed Use (PR-MU)~~ Future Land Use designation and subcategories PR-MU-Core, PR-MU – Gulf Blvd, Institutional, Recreation/Open Space, Resort Facilities Medium-~~30~~, and Transportation/Utility districts can be considered consistent with the purpose and locational characteristics as enumerated by the Countywide Plan Rules.

ADOPTED ROADWAY LEVEL OF SERVICE (LOS) STANDARD

The Metropolitan Planning Organization (MPO) maintains level of service information for road segments within Pinellas County and its municipalities. The City has adopted the MPO's methodology for measuring impacts on transportation facilities and has amended its Comprehensive Plan to provide for its use. Citywide Level of Service (LOS) is currently set at "D" and most roadways within Treasure Island currently function at a "B" or "C" level. Specifically, according to the 2010 MPO data, 107th Avenue currently operates at the "B" level which is well above the established minimum LOS. Therefore, it is anticipated that any increase in densities ~~as-proposed-within~~ resulting from this Downtown Special Area will not adversely impact the roadway's ~~Level-of-Service-(LOS)~~.

The following table provides a comparison of potential vehicle trips generated under the ~~existing-original~~ land use categories and those generated under the ~~proposed-current~~ districts. For the ~~existing-original~~ categories, the trip rates per acre figures are based on data.

An analysis was conducted to compare trip generation ~~potential~~ under the ~~existing original~~ future land use categories and the ~~proposed current~~ future land use categories in Downtown Treasure Island. The analysis focused on the trip generation potential of the ~~two~~ new mixed use districts under the ~~proposed~~

Planned Redevelopment-Mixed Use future land use category. The new subcategory districts, PR-MU-Core and PR-MU-Gulf Boulevard, provide for mixed development at somewhat higher densities and intensities than is permitted under the existing original future land use categories.

Trip generation was determined based on a methodology which applied trip generation rates provided in *Table 1: Summary Category Matrix* from The Countywide Plan Rules dated February 24, 2009. The trip generation analysis applied trip generation rates based on proposed densities for permanent residential and temporary lodging uses and floor area ratios for nonresidential uses in the PR-MU-Core and PR-MU-Gulf Blvd Districts. For these districts, factors were applied to indicate potential acreage of use by type, with commercial uses allocated the highest share. Trip generation rates were then assigned based on the rates provided for corresponding land use categories from the Category Matrix. Minor adjustments were made to account for differences in maximum permitted densities under the proposed land use change. For example, the generation rates for commercial and permanent residential uses were adjusted upward proportionately to account for higher proposed densities and intensities under the PR-MU-Core district than are provided under the most appropriate corresponding use in the Category Matrix.

Table 15. Potential Trips under Existing The Original Future Plan Categories

Existing Future Land Use Category	Acres	Corresponding Countywide Category	Vehicle Trips (Trip Rate/Acre)	Total Potential Trips
CG	20.70	CG	487	10,081
RFM-30	11.12	RFM	178	1,979
I	2.75	I	192	528
R/OS	3.68	R/OS	3	11
T/U	0.90	T/U	18	16
TOTAL	39.15			12,616

Table 16. Potential Trips Under Proposed-The Current Future Land Use Categories

Proposed Downtown District	Acres	Density/Intensity	Corresponding Countywide Category	Vehicle Trips (Trip Rate/Acre)	Total Potential Trips
PR-MU Core Total	11.4				6,813
Perm Res (20%)	2.28	24 DU/A	RH	158	360
Temp Lodging (20%)	2.28	60 22 DU/A	RFM	178	406
Commercial (60%)	6.84	1.00 FAR	CG	885	6,053
PR-MU-Gulf Blvd Total	9.30				3,238
Perm Res (20%)	1.86	15 DU/A	RM	102	190
Temp Lodging (20%)	1.86	60 22 DU/A	RFM	178	331
Commercial (60%)	5.58	0.55 FAR	CG	487	2,717
RFM-30	11.12		RFM	178	1,979
I	2.75		I	192	528
R/OS	3.68		R/OS	3	11
T/U	0.90		T/U	18	16
TOTAL	39.15				12,585

As indicated in ~~the above~~ Table 16, the trip generation analysis indicates that potential development under the proposed current land use categories will generate a similar number of trips as development would under the existing original categories. However, as mixed use projects are encouraged under the proposed PR-MU-Core and PR-MU-Gulf Blvd districts, the City recognizes ~~that the proposed change in~~ land use categories could result in higher trip generation rates. Consequently, reductions for internal trip capture and adjustments to account for the benefits of pedestrian-oriented development were not applied in the analysis. Although the plan is designed to promote the internal capture of trips and the conversion of auto trips to pedestrian and bicycle trips through improvements to the pedestrian environment, these benefits could be balanced by more intensive development should the market respond favorably to incentives for property consolidation and more intensive mixed use projects.

As it is not possible to estimate the exact mix of uses, the timing of redevelopment, and the change in the distribution and mode of travel generated from the **proposed** mix of uses, the City will continue to base decisions on the case-by-case review of traffic analyses consistent with the concurrency management provisions in the Comprehensive Plan and Land **D**evelopment Regulations. This will ensure the City's maintains adopted levels of service for roadways in the Downtown and surrounding areas.

SCENIC/NON-COMMERCIAL CORRIDORS

Downtown Treasure Island has one designated Scenic/Non-Commercial Corridor – 107th Avenue. This designation indicates this roadway's countywide significance and is intended to support the enhancement of important roadways through better design, landscaping, and land use controls. 107th Avenue is the commercial main street within Downtown Treasure Island and has existing commercial uses. The City has made significant investments to enhance the visual appeal of this corridor. In 2000, the City used local and Community Development Block Grant (CDBG) funds to upgrade landscaping along 107th Avenue. The new regulations and strong design criteria required by this Special Area Plan would continue to improve the aesthetics of this previously developed corridor and not impact the traffic operation of this roadway.

COASTAL HIGH HAZARD AREA (CHHA)

The City of Treasure Island is a barrier island located within the Coastal High Hazard Area (CHHA). The only portions of the island technically outside the CHHA as newly defined by the State, are the beach dune areas that have sufficient elevation to be exempt from the definition. The difference of 103 permanent residential units from existing to proposed maximum allowable development cited in the development potential difference table will not become a reality due to the amount of land under public ownership or non-residential properties that are unlikely to redevelop with residential units. There are over 6.5 acres of land that will unlikely redevelop with residential, eliminating up to 110 permanent residential units from development or redevelopment in the future.

PUBLIC EDUCATION FACILITIES

The City of Treasure Island is exempt from public school concurrency requirements. Student population in the City is declining and is not expected to increase due to redevelopment resulting from the proposed future land use change.

ADJOINING JURISDICTIONS

The limited nature of the **proposed** PR-MU designation will have little if any impacts on adjacent municipalities, including the City of St. Petersburg, the City of Madeira Beach, and the City of St. Pete Beach.

V. APPENDIX

A. Conformance With The Countywide Plan Rules Requirements For Special Area Plans

~~As outlined in the Countywide Plan Rules require that certain items be addressed prior to application of any Planned Redevelopment Future Land Use Plan map category by a municipality. The following excerpt from the Countywide Rules indicates the sections of this plan that the City of Treasure Island addressed the following~~ specific requirements for this Downtown Special Area Plan.

1.2.7.5.1 Special Area Plans Required. A proposed amendment of the Countywide Plan Map to Residential Very High, Activity Center, Community Redevelopment District, Central Business District, or the Planned Redevelopment categories of Residential, Mixed Use, Commercial, or Industrial shall require a special area plan. Such special area plan shall be approved by official action of the legislative body of the local government in support of the proposed category, in a form sufficient to ensure compliance with the special area plan. The special area plan shall include, at a minimum, information addressing the following:

[The relevant chapter/section from this Plan is indicated for each of the following Requirements:]

A. Plan Issues and Objectives [II.]

1. Existing land use and related characteristics of the area; [II.A.]
2. Issues to be addressed by the plan; and [II.B.]
3. Plan objectives in relationship to the local government comprehensive plan and Pinellas by Design: An Economic Development and Redevelopment Plan for the Pinellas Community. [II.C.]

B. Plan Composition [III; IV]

1. Permitted uses and any differentiation by location; [III.A.]
2. Density/intensity standards for permitted uses; [III.B.]
3. Design guidelines, if any, appropriate to the plan; [III.C.]
4. Affordable housing provisions, if any, appropriate to the plan; [III.D.]
5. Mixed-use provisions, if any, appropriate to the plan; [III.E.]
6. Special provision for mobility and circulation, including mass transit, access management, parking, pedestrians, and bicycles; [III.F.]
7. Identification of and reference to land development regulations that implement the plan; [III.G.]

APPENDIX B – Table 17. Non-Residential Parcels Unlikely to Support Permanent Residential or Temporary Lodging Units

Address	Occupant	FLU Original Category	Proposed District Current Category	Reason Unlikely to Redevelop.	Acres	SF	Perm Units	Temp Units	Existing Use
10451 Gulf Blvd	Allied Office Building	CG	MU Gulf Blvd	Condo Office Ownership	1.08	47,237	16	65 -23	Commercial-Office
	Gulf Blvd parking for Allied	CG	MU Gulf Blvd	Committed Parking	0.34	14,776	5	20 -7	Parking
	105th Ave parking for Bilmar	CG	MU Gulf Blvd	Committed Parking	0.24	10,447	4 <u>3</u>	14 -5	Parking
	Gulf Blvd parking for Bilmar	CG	MU Gulf Blvd	Committed Parking	0.28	12,372	4	17 -6	Parking
	parking for Bilmar - tied to hotel parcel	CG	MU Gulf Blvd	Committed Parking	0.47	20,351	7	28 -10	Parking
					2.41	105,184	36 -35	145 -51	
108th Ave	Marina	Inst	Institutional	Public Ownership/Utility	0.31	13,440			Public/Semi-Public
180 Ave	TI Fire Station/ Police Station	Inst	Institutional	Public Ownership/Utility	0.89	38,929			Public/Semi-Public
152 Ave	TI Public Works	Inst	Institutional	Public Ownership/Utility	0.11	5,000			Public/Semi-Public
108th Ave	Parking for TI Fire Station	Inst	Institutional	Public Ownership/Utility	0.52	22,787			Public/Semi-Public
120 Ave	TI City Hall	Inst	Institutional	Public Ownership/Utility	0.91	39,546			Public/Semi-Public
211 Ave	Verizon Switch station	CG	MU Core Recreation/Open Space	Public Ownership/Utility	0.19	8,456	5 -4	12 -4	Utility Recreation/Open Space
1 Park Pl	TI Community Center & Park	Rec/OS		Public Ownership/Utility	3.68	160,442			
108th Ave	TI Water Works Master Pump Station	T/U	Transportation/Utility	Public Ownership/Utility	0.66	28,897			Public/Semi-Public
108th Ave	TI Water Works Master Pump Station	T/U	Transportation/Utility	Public Ownership/Utility	0.23	10,200			Public/Semi-Public
100 Ave					7.52	327,697	5 -4	12 -4	

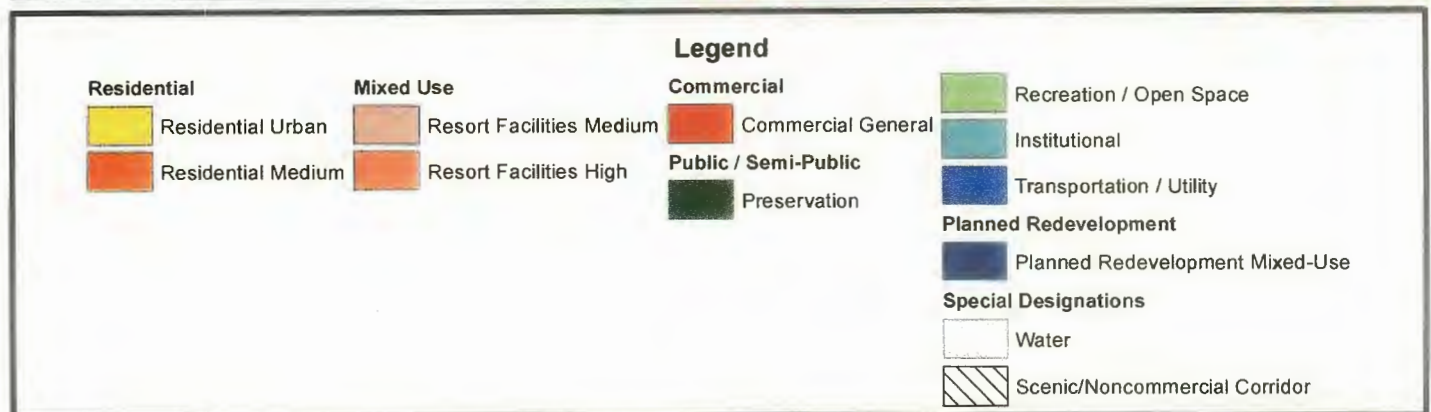
10651	Gulf Blvd 107th	Surf Style	CG	MU Core	Recent Investment	0.29	12,682	7	17 <u>6</u>	Commercial
204	Ave 107th	ABC Package Store	CG	MU Core	Recent Investment	0.42	18,323	10	25 <u>9</u>	Commercial
201	Ave 107th	Dentist Office	CG	MU Core	Recent Investment	0.26	11,475	6	16 <u>5</u>	Commercial-Office
180	Ave	Fifth/Third Bank	CG	MU Core	Recent Investment	0.34	15,000	8	21 <u>7</u>	Commercial-Office
10359	Gulf Blvd 104th	Publix	CG	MU Gulf Blvd	Recent Investment	0.68	29,498	10	41 <u>15</u>	Commercial
111	Ave	Publix	CG	MU Gulf Blvd	Recent Investment	1.36	59,158	20	81 <u>30</u>	Commercial
10925	Gulf Blvd	Middlegrounds Grill	CG	MU Gulf Blvd	Recent Investment	1.01	43,810	15	60 <u>22</u>	Commercial
10801	Gulf Blvd	Rally Market	CG	MU Gulf Blvd	Recent Investment	0.55	23,768	8	33 <u>12</u>	Commercial
						4.91	213,714		85 <u>84</u>	294 <u>106</u>
						TOTAL	14.84	646,595	126 123*	451 161*

*Acreage in the PR-MU Core is calculated at 24 permanent residential units per acre and 22 temporary tourist units per acreage. Acreage in PR-MU Gulf Boulevard is calculated at 15 permanent residential units per acre and 22 temporary tourist units per acreage.

APPENDIX C

ACRONYMS

BEBR	Bureau of Economic Business Research
BFE	Base Flood Elevation
CDBG	Community Development Block Grant
CG	Commercial General Zoning District
CHHA	Coastal High Hazard Area
CPA	Countywide Planning Authority (Pinellas Co. Board of County Commissioners)
CT	Commercial Tourist – 32 (an old City zoning district)
DCA	Florida Department of Community Affairs (former State Land Planning Agency)
DEO	FL Department of Economic Opportunity (current State Land Planning Agency)
DU	Dwelling units
DU/A	Dwelling units / acre
EAR	Evaluation and Appraisal Report of the Comprehensive Report
FAR	Floor Area Ratio
FDOT	Florida Department of Transportation
FLUE	Future Land Use Element
FLU	Future Land Use Element (abbreviation)
FLUM	Future Land Use Map
GPCPD	Gallons per Capita Per Day
I	Institutional Zoning District
ISR	Impervious Surface Ratio
LDR	Land Development Regulations
LOS	Level of Service
LPA	Local Planning Agency
MGD	Millions of Gallons Per Day
MPO	Pinellas County Metropolitan Planning Organization
NPDES	National Pollutant Discharge Elimination System
Perm Res	Permanent Residential Units
PPC	Pinellas Planning Council
PR-MU	Planned Redevelopment – Mixed Use Zoning District <ul style="list-style-type: none">• PR-MU Core• PR-MU Gulf Boulevard
R/OS	Recreation/ Open Space Zoning District
RFH-50	Resort Facilities High – Zoning District
RFM-30	Resort Facilities Medium Zoning District
SAP	Special Area Plan
SF	Square Footage
SR	State Route
Temp Lodging	Temporary Lodging Units
T/U	Transportation / Utility Zoning District
WRF	Northwest Water Reclamation Facility



Attachment 2 - Map of Treasure Island Downtown Special Area Plan Area

CASE #: CW11-06 (SAP Change No. 1-2014)

JURISDICTION: Treasure Island



1" = 400'

PRC PINELLAS
PLANNING
COUNCIL

MAP OF DOWNTOWN DISTRICTS



ORDINANCE NO. 12-09

AN ORDINANCE OF THE CITY OF TREASURE ISLAND, FLORIDA PERTAINING TO THE LAND DEVELOPMENTS REGULATIONS; AMENDING CHAPTER 68, LAND USE, ARTICLE 1, IN GENERAL, SECTION 68-2, DEFINITIONS; AMENDING ARTICLE V, DISTRICTS, SECTION 68-191, ESTABLISHMENT, TO INCLUDE PLANNED REDEVELOPMENT - MIXED USE - CORE DISTRICT (PR-MU CORE) AND PLANNED REDEVELOPMENT - MIXED USE - GULF BOULEVARD DISTRICT (PR-MU GULF BLVD); AMENDING CHAPTER 68 LAND USE, ARTICLE VI, DISTRICT REGULATIONS, DIVISION 1. GENERALLY, SECTION 68-226, IMPERVIOUS SURFACE LIMITATIONS, SUBSECTION (b) TO INCLUDE PLANNED REDEVELOPMENT - MIXED USE - CORE DISTRICT (PR-MU CORE) AND PLANNED REDEVELOPMENT - MIXED USE - GULF BOULEVARD DISTRICT (PR-MU GULF BLVD); AMENDING CHAPTER 68 LAND USE, ARTICLE VI. DISTRICT REGULATIONS, TO PROVIDE FOR A NEW DIVISION 11, "DOWNTOWN REDEVELOPMENT", SUBDIVISION I, "PR-MU CORE PLANNED REDEVELOPMENT - MIXED USE - CORE DISTRICT" AND SUBDIVISION II, "PR-MU GULF BLVD PLANNED REDEVELOPMENT - MIXED USE - GULF BOULEVARD DISTRICT"; AMENDING CHAPTER 68 LAND USE, ARTICLE VII, SUPPLEMENTARY LOT AND USE REGULATIONS, DIVISION 1. GENERALLY, SECTION 68-431, SCHEDULE OF LOT AND BULK REGULATIONS TO INCLUDE PLANNED REDEVELOPMENT - MIXED USE - CORE DISTRICT (PR-MU CORE) AND PLANNED REDEVELOPMENT - MIXED USE - GULF BOULEVARD DISTRICT (PR-MU GULF BLVD) RESTRICTIONS AND CONTROLS; AMENDING CHAPTER 68, LAND USE, ARTICLE VIII, BUILDING SETBACK LINES, SECTION 68-541 SETBACK CLASSIFICATION, AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, on January 5, 2011 the Planning and Zoning Board approved the Treasure Island Downtown Special Area Plan for downtown to encourage redevelopment; and

WHEREAS, on January 5, 2011 the Planning and Zoning Board, sitting as the Local Planning Agency recommended a Future Land Use Map amendment for specific parcels of land within the Treasure Island downtown to be designated Planned Redevelopment- Mixed Use Core and Planned Redevelopment - Mixed Use Gulf Boulevard; and

WHEREAS, on April 17, 2012 the City Commission adopted Ordinance 11-01 the Treasure Island Downtown Special Area Plan for downtown;

WHEREAS, on April 17, 2012 the City Commission adopted Ordinance 11-02 amending the Future Land Use Element text of the City of Treasure Island Comprehensive Plan to establish the Planned Redevelopment - Mixed Use Core land use classification and the Planned Redevelopment - Mixed Use - Gulf Boulevard land use classification and

WHEREAS, the City Commission adopted Ordinance 11-02 on April 17, 2012 to assign the Planned Redevelopment - Mixed Use - Core land use classification and the Planned Redevelopment

Mixed Use – Gulf Boulevard land use classification to specific parcels of land within the downtown area of Treasure Island; and

WHEREAS, the Florida Department of Economic Opportunity (DEO) notified the City of Treasure Island on May 29, 2012 that the State Land Planning Agency completed its review of the Comprehensive Plan amendment adopted April 17, 2012, Ordinance Numbers 11-01 and 11-02, DEO Amendment Number 12-1 ESR and identified no provision that necessitates a challenge of the Ordinance adopting the amendment; and

WHEREAS, since Ordinance Numbers 11-01 and 11-02, DEO Amendment Number 12-1 ESR was not challenged by an affected person, the amendment became effective 31 days after the State Land Planning Agency notified the City of Treasure Island that the plan amendment package was complete; and

WHEREAS, the effective date of Ordinance Numbers 11-01 and 11-02, DEO Amendment Number 12-1 ESR was June 29, 2012; and

WHEREAS, Florida Statutes 163.3202 requires that within one year after submission of its revised Comprehensive Plan each county and each municipality shall adopt or amend and enforce land development regulations that are consistent with and implement their adopted Comprehensive Plan; and

WHEREAS, on October 15, 2012 the Planning and Zoning Board, sitting as the Local Planning Agency completed its review and is recommending passage of the changes to Chapter 68, Land Use to provide for the Planned Redevelopment – Mixed Use Core district and the Planned Redevelopment – Mixed Use Gulf Boulevard district; and

WHEREAS, on October 15, 2012 the Planning and Zoning Board, sitting as the Local Planning Agency reviewed these changes to Chapter 68, Land Use and finds them consistent with the adopted Treasure Island Comprehensive Plan and its elements thereof; and

WHEREAS, the City Commission concurs with the findings and recommendation of the Planning and Zoning Board, sitting as the Local Planning Agency regarding the proposed amendments to Chapter 68, Land Use of the Land Development Regulations.

NOW, THEREFORE, THE CITY OF TREASURE ISLAND, FLORIDA DOES ORDAIN:

SECTION 1. Chapter 68, Land Use, Article 1. In General, Section 68-2, Definitions is hereby amended to read as follows:

Section 68-2 Definitions.

Unless specifically defined below or in the specific article in which they appear, words or phrases used in these regulations shall be interpreted so as to give them the meaning they have in common usage, and to give these regulations their most reasonable application. For the purpose of enforcing and administering this chapter, the following words shall have the definitions and meanings as herein set forth.

Abutting means to physically touch or border upon, or to share a common property line.

Access, vehicular means the principal means of vehicular ingress and egress to property from a right-of-way or easement.

Accessory use or structure means a use or a structure subordinate to the principal use or building on the same lot and serving a purpose customarily incidental to the use of the principal building, provided any such structure is built with or after the construction of the principal building.

Adjacent means property that touches or is directly across a street, access easement, alley, or right-of-way (except those properties separated by an arterial or collector street) from the subject property.

Adult entertainment establishment means a site or premises, or portion thereof, upon which certain adult use activities or operations are conducted, such as, but not limited to adult arcade, adult bookstore, adult booth, adult theater, special cabarets, physical culture establishments, and adult photographic or modeling studios, including any business establishment whose primary business stock in trade is dependent upon the activities relating to specified sexual activities or specified anatomical areas.

Alcoholic beverage establishment means any establishment devoted primarily to the retail sale of alcoholic beverages for consumption on the premises.

Alley means a public right-of-way which affords only a secondary means of access to abutting property.

Alteration means any change, rearrangement, enlargement, extension, reduction of any structure or part thereof or moving on the same site.

Amortization means the installment costs of a use or structure extended throughout a predetermined life of such use or structure.

Ancillary nonresidential use means off-street parking, drainage retention areas, and open space buffer areas for adjacent, contiguous non-residential uses.

Animal hospital means any building or portion thereof designed or used for the veterinary care, surgical procedures or treatment of animals, but not boarding of well animals.

Antenna means any exterior transmitting or receiving device used in communications that radiates or captures electromagnetic waves, digital signals, analog signals, radio frequencies (excluding radar), wireless communications signals or other communication signals.

Arcade means a series of arches supported by columns, piers, or pillars, either freestanding or attached to a wall to form a covered passageway.

Architect means a person licensed by the state to practice architecture.

Artist studio means a worker's workroom for an individual and their employees for the purposes of activities including but not limited to painting, drawing, ceramics, sculpture, jewelry making, photography, graphic design, dance, glass blowing, film-making, video or film production.

Assembly occupancies means occupancies that include, but are not limited to all buildings or portions of buildings used for gatherings of persons, for such purposes as seminars, conventions, conferences, deliberation, entertainment, dining, religious institution use, amusement facilities or awaiting transportation.

Automobile gas station means any building, structure or land used primarily for the dispensing, sale or offering for sale at retail of any automotive fuels or oils.

Automobile service station means any building, structure or land used primarily for the dispensing, sale or offering for sale at retail of any automobile fuels, oils or accessories, but not including major repair work such as motor overhaul, body and fender repair or spray painting. An automobile service station may provide for minor repair of vehicles and rental of automobiles or trailers.

Availability/available with regard to the provisions of facilities and services concurrent with the impacts of development, means that at a minimum the facilities and services will be provided in accordance with the standards set forth in F.A.C. 9J-5.0055(2).

Awning means an accessory structure, either temporary or permanent, which is supported by an open framework and is covered by material such as but not limited to cloth, plastic, fiberglass, or metal.

Bar. (See "alcoholic beverage establishment").

Base flood elevation means the elevation of the flood having a one percent chance of being equaled or exceeded in a year as depicted on the flood insurance rate map (FIRM).

Beach shelter means an accessory structure temporary or permanent, consisting of one or more columns and a roof and not including walls or a floor or facilities of any type.

Board of adjustment for the purposes of this Code, shall mean the planning and zoning board.

Boarding house (rooming house) means a building other than a hotel or motel where lodging with or without meals for three or more persons not of the immediate family is provided for compensation.

Buffer area means a natural or landscaped area or strip of land, with or without such physical separation devices as a fence or wall, established to separate and insulate one type of land use from another land use; or to shield or block noise, lights or other considerations; or to separate development from a natural feature so as to reduce the incompatibility between uses or features and protect the integrity of each.

Building means any structure having a roof supported by columns or walls designed or built for the support, enclosure, shelter or protection of persons, animals, chattels, or property of any kind.

Building height means the vertical distance from the average finished grade of all exterior corners to the highest point of the building, not including those structures specifically permitted to extend beyond the height of the building. On any site where construction is required to adhere to the base flood elevation, as

established for the National Flood Insurance Act of 1968, the building height is the vertical distance from the first living level or the tidal floodplain, whichever is lower, to the highest point of the building not including those structures specifically permitted to extend beyond the height of the building.

Building setback line means the required minimum horizontal distance between the front, rear or side lines of the lot and the front, rear or side lines of the building.

Building site means that part of a parcel of land designed to be occupied by the principal building and such accessory buildings or uses customarily incidental to it.

Bus shelter means a covered structure, usually having three (3) walls, located on or adjacent to the right-of-way of a street and designed primarily for the protection and convenience of bus passengers.

Bush means a woody plant, smaller than a tree and having many stems branching out low instead of one main stem or trunk; shrub.

Cafeteria. (See "restaurant").

Car wash means an establishment for the washing, cleaning, waxing and polishing of the exterior surface of passenger vehicles; and for the incidental cleaning and vacuuming of the interior passenger sections.

Child day care center means a licensed facility which provides, for any portion of the day, care-giving services to three or more persons under the age of eighteen, who are not related to the owner or operator.

City means the City of Treasure Island located within Pinellas County, Florida.

City manager means the city manager of the city.

Clinic, medical means a facility which does not provide for overnight accommodations wherein professional services concerning personal health of humans are administered by medical doctors, chiropractors, osteopaths, optometrists, dentists or any other such profession, which may lawfully be practiced in the state.

Clinic, veterinary means a facility which provides for care of animals wholly within a soundproof, air conditioned structure and wherein overnight boarding of animals is accommodated for medical reasons.

Club, private means building and facilities owned or operated by a corporation, association, person or persons for social, educational or recreational purpose, but not primarily for profit or to render a service which is customarily carried on as a business.

Commercial means a land use or other activity, involving the sale or offering, of goods or services for any and all kinds of vocations, occupations, professions, trades, enterprises, establishments, and all other kinds of activities and matters, together with all devices, machines, private, for profit or not, whether salaried or unsalaried, either directly or indirectly, on any premises in this city, or anywhere else within its jurisdiction,

Commercial property means a building, site, or portion of a structure where commercial use activities occur.

Commercial recreation use means a use of the property for a commercial purpose for a per use fee, where the use of the property by the customer is for a recreational use, such as a miniature golf course, a fishing pier or a commercial swimming pool.

Common lot line means a line dividing one lot or parcel from another.

Community residential home, as defined in F.S. § 419.001, means "a dwelling unit licensed to serve clients of the state department of children and family services, which provides a living environment for seven to 14 unrelated residents who operate as the functional equivalent of a family, including such supervision and care by supportive staff as may be necessary to meet the physical, emotional, and social needs of the residents." This term may include adult congregate living facilities (ACLFs), assisted living facilities (ALFs), and other comparable care and rehabilitative facilities meeting the statutory definition; ~~distance and separation requirements (1,200 feet from another existing community residential home, and not within 500 feet of a single family residential district).~~ This category is restricted to persons who do not require special provisions for emergency evacuation.

Comprehensive plan means the comprehensive plan as defined by F.S. ch. 163 (Local Government Comprehensive Planning Act of 1985) as adopted by the city and which may consist of several maps, data and other descriptive matter, for the physical development of the city or any portion thereof, including any amendments, extensions or additions thereto, indicating the general location for major streets, parks, public utilities, land use or other similar information.

Concurrency means that the necessary public facilities and services to maintain the adopted level of service standards are available when the impacts of development occur.

Concurrency management system means the procedures and/or process that the city will utilize to assure that development orders and permits are not issued unless the necessary facilities and services are available concurrent with the impacts of development.

Condo-hotel means a hotel or motel comprised of units that are owned by an individual, corporation, or any other legal entity having mandatory membership into an association comprised of all owners within the same development, and is a building or buildings, collectively, "facility", containing individual guest rooms, units or efficiencies for which daily, weekly or monthly lodging is provided as transient accommodations.

Condominium means a form of ownership as defined by state statutes.

Contiguous means the same as abutting.

County means Pinellas County, Florida.

Coverage. (See "lot coverage").

Density means the number of dwelling units and hotel or motel units permitted on a particular lot or parcel of property. In determining the number of units permitted on a lot or parcel of land, any fraction of a unit in excess of 0.8 shall be considered to be a whole unit.

Developer means any party seeking to alter the pre-existing conditions on a lot or parcel of land through such activities as the grading, excavation, dredging, filling, paving, construction of new buildings or accessory structures, expansion of existing buildings or accessory structures, total or partial demolition of existing buildings or accessory structures, connection to public utilities, and other activities commonly associated with the improvement of real property.

Development means any construction, structures, creation of structures or alteration of the land surface or natural resources which requires authorization by the city through issuance of a development order.

Development activity means any of the following activities:

- (1) Construction, clearing, filling, excavating, grading, paving dredging, mining, drilling or otherwise significantly disturbing the soil of a site.
- (2) Building, installing, enlarging, replacing or substantially restoring a structure, impervious surface, or water management system, and including the long-term storage of materials.
- (3) Subdividing land into two or more parcels.
- (4) A tree removal for which authorization is required under this Code.
- (5) Erection of a sign for which authorization is required under this Code.
- (6) Alteration of a historic property for which authorization is required under this Code.
- (7) Changing the use of a site so that the need for parking is increased.
- (8) Construction, elimination or alteration of a driveway onto a public street.

Development order means any order granting, denying or granting with conditions an application for a development permit.

Development permit means any one of the following:

- (1) Building permit;
- (2) Site plan;

- (3) Final plat;
- (4) Special exception;
- (5) Variance;
- (6) Development orders for developments of regional impact as defined in F.S. § 380.06; and
- (7) Any other official action of the city having the effect of permitting the development of land.

Development rights means the number of dwelling units or the amount of commercial square footage which may be constructed on a particular parcel or lot as specified in the land use regulations.

Director means the city manager of the city and/or those to whom he has charged the enforcement or interpretation of this Development Code or selected provisions thereof.

District means any certain described area to which these regulations apply and within which the land use regulations are uniform.

Dwelling, multiple-family means a building designed for and/or containing three or more dwelling units.

Dwelling, residential means a single-family, two-family (duplex), or multiple-family dwelling which is not a tourist dwelling.

Dwelling, single-family means a building designed for and/or containing only one dwelling unit.

Dwelling, tourist means a single-family, two-family or multifamily dwelling which is used as a tourist dwelling. A residential dwelling shall be considered a tourist dwelling according to the following criteria:

(1) If the single-family, two-family or multifamily dwelling is subject to or operates under any arrangement plan or design whereby the use of the dwelling or unit in the dwelling has been segmented over time so that owners, lessees or holders (regardless of the form of ownership or the form in which the right to use is expressed) of such unit has a recurring exclusive right to use either that dwelling or unit or another unit in the same dwelling according to a predetermined fixed schedule and only if the schedule would permit in any one year a change or turnover of occupancy six or more times, it shall be considered a tourist dwelling.

(2) If the single-family, two-family or multifamily dwelling operates under or is subject to an arrangement plan or design whereby sleeping accommodations and sanitary facilities in the dwelling or in a unit in the dwelling are offered to the public or reserved to private parties, or are advertised as being available, and the use thereof by members of the public or private parties is primarily on a daily, weekly, monthly or seasonal basis, it shall be considered a tourist dwelling. Provided that when the dwelling or unit in the dwelling is the legal domicile, and/or the sole permanent residence of the occupant, occupants, and/or guest(s), a rebuttable presumption arises that the dwelling or unit in the dwelling is not being used as a tourist dwelling.

Provided further that if the turnover in occupancy of such dwelling or unit in the dwelling does not change more frequently than six times or more in any continuous 12-month period, then a rebuttable presumption shall arise that the dwelling or unit in the dwelling is not being used as a tourist dwelling. In determining whether a property is used as a tourist dwelling, such determination shall be made without regard to the form of ownership of the dwelling or unit in the dwelling, or whether the occupant, or occupants, has or have a direct or indirect ownership interest in the dwelling or unit; and without regard to whether the right of occupancy arises from a rental agreement other agreement, or the payment of consideration.

(3) In addition to the above, if a single-family dwelling located in the RU-75 land use district is operated or used in such a way that it has a turnover in occupancy of more than two times in any one year, it shall create a rebuttable presumption that such single-family dwelling is a tourist dwelling.

Dwelling, two-family (duplex) means a building designed for and/or containing two dwelling units.

Dwelling unit (d.u.) means a single unit consisting of not less than 500 square feet of living area providing complete, independent living facilities for one family, including permanent provisions for living, sleeping, eating, cooking and sanitation, but not including recreation vehicles, tents, hotels, motels or boardinghouses.

Easement means a grant of a right to use land for specified purposes. It is an interest in land granted for limited use.

Educational facilities means a location used for instruction in any branch of knowledge, and including the following: elementary, middle, and high schools, whether public or private; colleges, community colleges and universities; vocational and professional schools giving instruction in vocational, professional, technical, industrial, musical, dancing, dramatic, artistic, linguistic, scientific, religious or other special subjects.

Effluent means the emission of pollutants from any source.

Engineer means a person professionally licensed by the state to practice engineering.

Essential services means public utility facilities above ground which are related to the water, sanitary sewer, storm drainage, solid waste, telephone, cable television, gas and electrical collection or distribution systems that service the city but not including buildings housing employees; or administrative or recreational facilities.

Excavations means removal of 100 cubic yards or more of earth material for purposes other than that incidental to and on the site of authorized construction.

Exhibit hall means an indoor facility for the display of items, art, or materials to the public. This facility may also serve as a place of assembly for lectures or instruction.

FAA means the Federal Aviation Administration.

Fair market value means the value of property or structures, as used in the definition of substantial improvement, as determined by the county property appraiser, or M.A.I. or S.R.A. appraisal, either before the improvement was started, or if the structure has been damaged and is being restored, before the damage occurred.

Family means one or more persons permanently occupying a dwelling unit and living together as a single, nonprofit household unit (excluding section 68-493 pertaining to home occupations). Family does not include any society, club, fraternity, sorority, association, or like organization. This definition does not include any group of individuals whose association is temporary or seasonal or similar to a tourist dwelling, resort, boardinghouse, motel or hotel. This definition shall be construed to include those individuals protected as a family unit by the Fair Housing Act or other applicable laws that do not result in a fundamental alteration of the city's local land use (zoning) scheme.

FCC means the Federal Communications Commission.

Fence (garden wall) means any construction of wood, metal, wire mesh, masonry or other materials, erected for the purpose of privacy, protection or ornamentation.

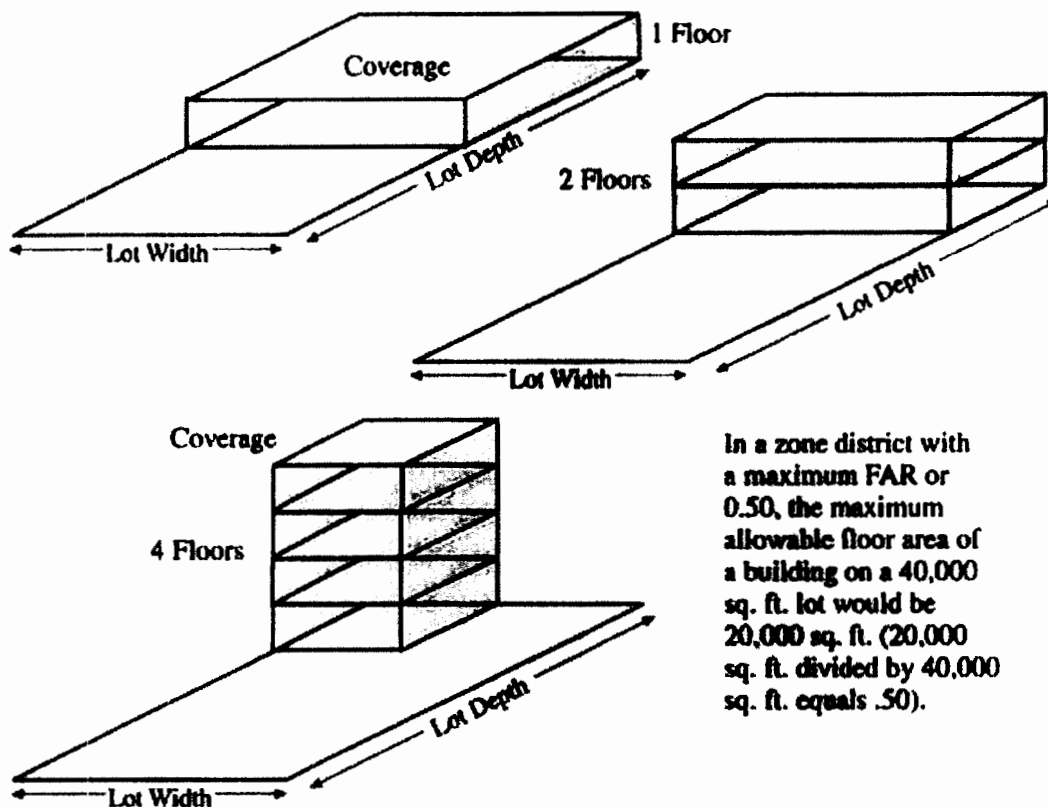
Final development order means a development permit as defined.

Floor area (gross/total) means the sum of the square footage of the floor area of a structure above the base flood elevation plus the square footage of floor area below the base flood elevation that is enclosed measured from the exterior face of the exterior walls or from the centerline of a wall separating two buildings, but not including interior parking spaces or loading space for motor vehicles.

~~**Floor area ratio** means a mathematical expression determined by dividing the gross floor area of a building by the area of the lot on which it is located, as:~~

$$\text{Gross floor area/lot area} = \text{Floor area ratio}$$

Floor area ratio (FAR) means a measurement of the intensity of building development on a site. A floor area ratio is the relationship between the gross floor area on a site and the net land area. The FAR is calculated by adding together the gross floor areas of all buildings on the site and division by the net land area.



In a zone district with a maximum FAR or 0.50, the maximum allowable floor area of a building on a 40,000 sq. ft. lot would be 20,000 sq. ft. (20,000 sq. ft. divided by 40,000 sq. ft. equals .50).

NOTE: Variations may occur if upper floors are stepped back from ground level lot coverage.

$$\text{Floor Area Ratio (FAR)} = \frac{\text{Gross Building Area (All Floors)}}{\text{Lot Area}}$$

Frontage means the length of the property line for a parcel which runs parallel to, and along, a road right-of-way or public or approved private street, exclusive of alleyways.

Governing body means the city commission of the city as legally constituted.

Grade (finished) means the finished elevation of a site after all fill, land balancing or site preparations have been completed. Finished grade shall not exceed the base flood elevation. The first inch of rainfall must be contained on-site.

Grandfather clause means a clause creating an exemption based on circumstances previously existing.

Gross land area means, for the purposes of computing density or intensity, the total land area within the property boundaries of the subject parcel, and specifically exclusive of any submerged land or public right-of-way.

Gross usable area means that area which is considered to be the total floor area of a building, minus specified storage areas. The gross usable area shall include all service, kitchen, and outdoor areas used for the purposes of the business.

Group home, as licensed by the state department of children and family services, means a residential family living environment with supervision for six or less people. This is not considered a commercial use. Such a home is for persons who do not require special provisions for emergency evacuation. In addition, no such home may be located within 1,000 feet of another existing group home, with the said distance to be measured in a straight line from the nearest point of the property line of the existing home to the nearest point of the property line of the proposed home, except as provided by law

Hedge means a dense row of shrubs or bushes forming a boundary.

Height means, when referring to a tower, antenna or other structure, the distance measured from the finished grade of the parcel to the highest point on the tower or other structure, even if the highest point on the tower or structure is an antenna.

Home occupation means the occupation of an individual and/or members of his immediate family conducted entirely in their dwelling when such dwelling is the principal use of the property and all the conditions of this Code, for home occupations, can be affirmatively evidenced and complied with.

Hotel or motel means a building or buildings, collectively, "facility," containing individual guest rooms, units or efficiencies for which daily, weekly or monthly lodging is provided as transient accommodations.

Hotel or motel unit means a room or group of rooms within a hotel or motel, as defined, with individual sleeping facilities having one entrance door.

Impervious surface means a surface that has been compacted or covered with a layer of material so that it is highly resistant to or prevents infiltration by stormwater. It includes surfaces such as compacted limerock, or clay, as well as most conventionally surfaced streets, roofs, sidewalks, parking lots and other similar surfaces.

Impervious surface ratio (ISR) means a measure of the intensity of hard surfaced development on a site. An impervious surface ratio is the relationship between the total impervious surface area on a site and the gross land area. The ISR is calculated by dividing the square footage of the area of all impervious surfaces on the site by the square footage of the gross land area.

Indoor entertainment facility means a location which provides for activities within the confines of a building. Such uses shall include but not be limited to arcade games, miniature golf, movie

theater, music, playground equipment, bowling, archery, skating, batting cages, etc. This may also be a location for an exercise facility, martial arts, theater arts, and dance instruction. These facilities generally provide an accessory snack or beverage bar for their patrons.

Junk means inoperative, dilapidated, abandoned or wrecked materials, including but not limited to automobiles, trucks, tractors, wagons, boats and other kinds of vehicles and parts thereof, scrap materials, scrap building material, scrap contractors' equipment, tanks, casks, cans, barrels, boxes, drums, piping, bottles, glass, old iron, machinery and the like.

Junkyard means a place where junk, waste, discarded or salvaged materials are bought, sold, exchanged, stored, baled, packed, disassembled or handled, including automobile wrecking yards where vehicles are dismantled or wrecked and the used parts are stored and/or sold, house wrecking, and structural steel materials and equipment but not including the purchase or storage of used furniture and household equipment, used cars in operable condition, used or salvaged materials as a part of manufacturing operations.

Kennel means an establishment where domestic animals are bred, boarded or sold.

Land balancing means any operation such as cut and fill, cutting and scraping or similar procedures involving 100 cubic yards or more of material wherein a parcel, lot, tract or building site topography is altered.

Land use district means an area of the city designated by a single land use classification with uniform use and development regulations throughout.

Landfill (earth, soil and hard materials) means addition of 100 yards or more of earth, topsoil, sand, gravel, rock, concrete products or bricks to any lot or parcel other than that incidental to and on the site of authorized construction.

Landscape architect means a person licensed by the state to practice landscape architecture.

Landscape area or green space means an area or areas including beautification strips, consisting of those materials, such as, but not limited to hedges, trees, planted ground cover, sodded and grassed areas and planted floral installations, all of which must be composed of natural plantings only, as distinguished from artificially manufactured planting reproductions.

Liner building means a shallow storefront at ground level, but may extend to the second story and above, used to block the appearance of vehicles in a parking garage along the principal streets.

Live-work unit means a building in which offices, studios, or other commercial uses are located on the first floor and a residential dwelling unit is located above the first floor.

Living level means the number of floors in a building above the base flood elevation.

Loading space (berth) means a space which provides for the loading or unloading of service vehicles and has a minimum size of 12 feet in width, 30 feet in length and 14 feet in height.

Lot means a parcel of land occupied or intended for occupancy by a use permitted in these regulations, including all structures, required yards, parking spaces, and open space and having frontage upon a public or private street right-of-way or easement for ingress and egress purposes. (See "parcel").

Lot area means the horizontal plane area within the lot lines expressed in these regulations in square feet or acres exclusive of public or private dedications.

Lot, corner means a lot abutting upon two or more streets at their intersection or at a street corner having an interior angle not greater than 135 degrees. All boundaries abutting streets shall be considered front yards, all other boundaries shall be considered side yards. (See Attachment One).

Lot coverage means the area of the lot expressed as a percentage of the total lot area covered by the ground floor of all principal and accessory uses and structures, including all areas covered by the roof of such uses and structures measured along the exterior faces of the walls or along the foundation wall line or between the exterior faces of supporting columns or from the centerline of walls separating two buildings or a combination of the foregoing whichever produces the greatest total ground coverage for such uses and structures.

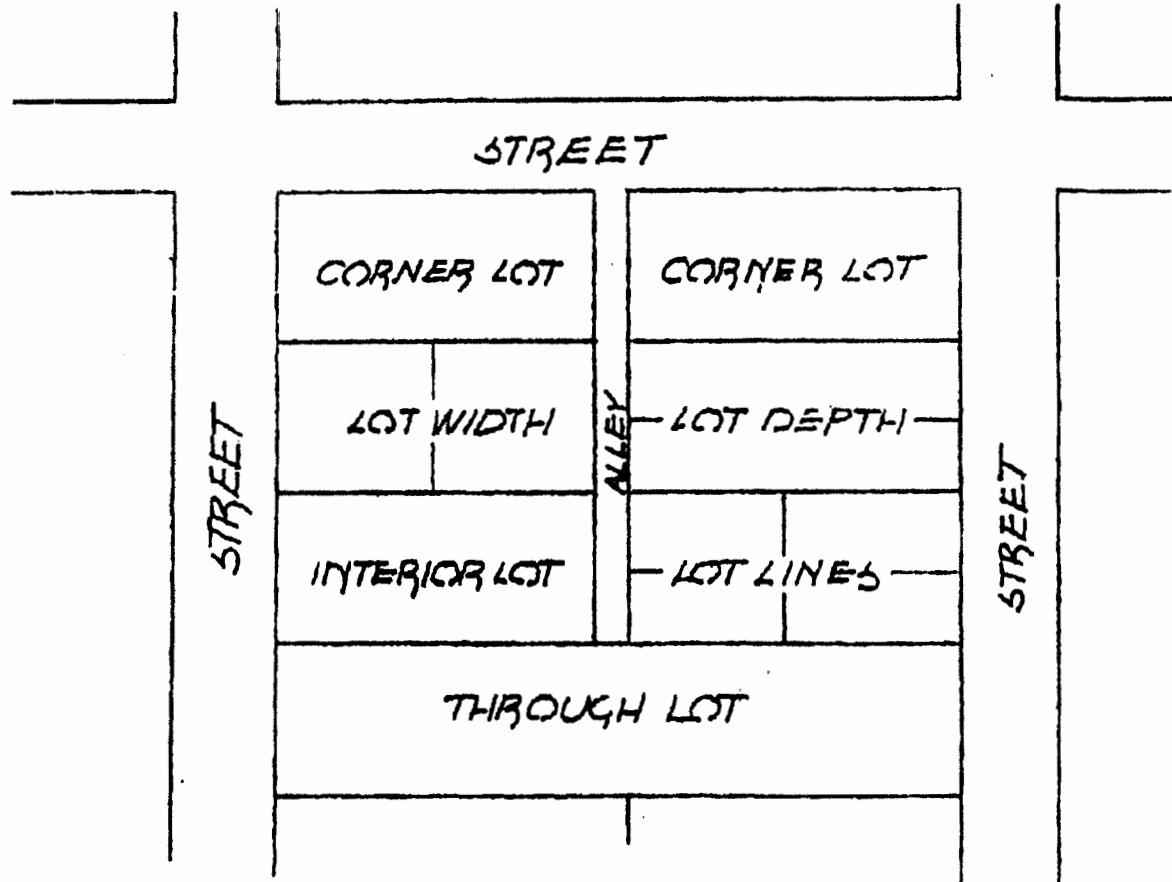
Lot depth means the horizontal distance between the front and rear lot lines measured in the mean direction of the side lines of the lot from the midpoint of the front lot line to the midpoint of the opposite mean rear line of the lot.

Lot, interior means a lot other than a corner lot with frontage on one street only. (See Attachment One).

Lot line means the line bounding a lot as herein defined as established by ownership except that where a lot line lies within a private street or waterway the edge of the private street right-of-way or waterway shall be considered to be the lot line for the purposes of calculating density, lot, yard and bulk requirements.

Lot, through (double frontage) means an interior lot which has street frontages at opposite boundaries of the lot excluding alleys. (See Attachment One).

ATTACHMENT ONE



Lot width means the horizontal distance between the side lot lines measured along the front building setback line of the lot as determined by the prescribed front yard requirements of the land use district.

Marina, boat yard means a site or commercial establishment which provides minor repair, maintenance or sale of boats, marine engines, marine equipment and marine services of all kinds; including but not limited to rental of covered or uncovered boat slips, dock space, enclosed dry storage space, marine railways or lifting or launching services.

Mean high water means the average height of the high waters over a 19-year period; or for shorter periods of observations, the average height of the high waters after corrections are applied to eliminate known variations and to reduce the result to the equivalent of a mean 19-year value as defined in state statutes.

Mean high waterline means the intersection of the tidal plane of mean high water with the shore as defined in state statutes.

Mixed use means a combination of uses on a single property.

Mixed-use building means a building that contains two or more of the following major use types: residential dwelling units, tourist dwelling units, office, or retail establishments.

Mixed-use development means a building, site, or structure whose use will be for two or more of the following major use types: residential dwelling units, tourist dwelling units, office, or retail establishments.

Motel. (See "hotel or motel".)

Net usable area means the area accessible to the public, excluding rest rooms, hallways, kitchens, areas behind bars, but including customer waiting areas, exterior patios and decks that are used for customer service.

Noise means a subjective description to an undesirable or unwanted sound. (See Sound.)

Non-residential use or property means a building, site, or structure which use does not provide for single-family, two family (duplex), or multifamily dwellings.

Nonconforming lot means a single lot, tract or parcel of land shown on either a recorded or unrecorded map, plat, drawing or survey, where such map, plat, drawing or survey was in existence at the time of the adoption of Ordinance 78-18, adopted on February 1, 1979, such lot failing to meet the requirements for area, width and/or depth for any permitted use within the district in which it is located.

Nonconforming structure or use means a structure or land use legally existing at the time of the passage of this Code or amendment thereto, which does not conform to the provisions, requirements, and regulations of the districts in which it is located.

Nursery school or kindergarten means any premises or portion thereof used for educational work or parental care of nonresident children of less than the age required for enrollment in the public school system whether or not for compensation as licensed by the state.

Nursing home or convalescent home means a home for the aged or infirm in which three or more persons not of the immediate family are received, kept or provided with food and shelter or care for compensation, but not including hospitals, clinics, or similar establishments devoted primarily to the diagnosis and treatment of the sick or injured as licensed by the state.

Occupants means the total number of persons that may occupy a building or portion thereof or other areas designated for occupancy or use at any one time. The term "other areas designated for occupancy or use" shall be deemed to include, but not be limited to, decks, patios, piers, wharves, or other improved areas of the site for use by the patrons.

Odor means an objectionable olfactory response in a human being.

Off-site means located outside the lot or parcel lines of the principal use.

Office means a building, room or space where clerical or administrative activities are performed or wherein specialized services such as the offices of a doctor, dentist, lawyer, engineer, architect, chiropractor, osteopath, insurance agent or real estate broker are provided.

Official land use map means the official land use map of the city which depicts the land use district classifications of this Code. Such map is herewith adopted by reference and shall not be changed except by order of the city commission as provided for herein.

Open space means undeveloped land which is suitable for passive recreation, preservation, or conservation uses.

Outdoor dining means an unenclosed, open air area that contains tables, chairs and other similar facilities which is accessory to a licensed and operating restaurant, bakery, café, candy, confectionary and ice cream stores where food and beverage are served and consumed for pay. Outdoor dining shall not include the preparation of food or beverages, cooking, storage or placement of equipment of any kind, except the temporary placement of implements associated with the service of food. Outdoor dining does not include open air market, outdoor display, outdoor storage, mobile food vending vehicles or any use of property that does not provide a permanent structure for restrooms and kitchen facilities.

Outdoor display means the placement of merchandise, commodities, equipment, materials or articles outside of a building for the purposes of attracting customers and displaying examples of items that are for sale within a building. Display shall be limited to the placement of sample items for sale within the building.

Outdoor occupied space means an area that is not enclosed, but is designed and intended for use on an occasional or more frequent basis. Outdoor occupied space may include patios at restaurants, outdoor garden centers, decks for outdoor music, children's play areas, etc. if the space is intended for use in connection with the principal land use.

Outdoor storage means the accumulation of merchandise, commodities, equipment, materials, containers, semi-trailers, inoperable vehicles, or articles outside of a building either used as stock in trade or related to the use of the site. This term does not include outdoor display.

Parcel means a tract of land which may be described by metes and bounds or plat. (See "lot")

Parking area means any public or private land area designated and used for parking motor vehicles including parking lots, garages, private driveways, and legally designated areas of public streets.

Parking lot means an off-street, ground level area improved for the temporary storage of licensed operable motor vehicles. Does not include an area used exclusively for the display of motor vehicles for sale as part of an automobile dealership (all references to parking lot may be commercial, private, valet, and/or public in nature unless otherwise specified).

Parking lot, accessory means a parking lot that is located on the same lot as the permitted or special exception use and is subordinate to such use.

Parking lot, off-site means located outside the lot or parcel lines of the principal use.

Parking lot, shared means parking facilities that may be used jointly with parking facilities for other uses when operations are not normally conducted during the same hours, or when hours of peak use vary, or when excess parking is available; joint use of a parking lot or area for more than one principal use.

Parking lot or structure, commercial means a lot or parcel of land or portion thereof, which is not accessory to any other use of the same or any other lot or parcel, and contains parking space rented to the general public for a fee.

Parking lot or structure, private means a parking lot or structure for the exclusive use of the owners, tenants, lessees, or occupants of the lot or parcel on which the parking area is located or their customers, employees, or whomever else they permit to use the parking area.

Parking lot or structure, public means a parking lot or structure available to the public with or without payment of a fee.

Parking lot, temporary means a parking lot established for a fixed period of time. The use will terminate automatically upon expiration of the fixed time period unless permission to conduct the use is renewed.

Parking lot, valet means the parking of vehicles where a fee may or may not be charged by an attendant provided by the establishment for which the parking is provided.

Parking, off-street means a parking area improved for licensed motor vehicles, temporarily stored in connection with a use requiring same. It includes parking spaces, aisles, access drives, landscaped areas, and vehicular access to a public street.

Parking, on-street means the storage space for a licensed motor vehicle that is located within the street right-of-way.

Parking, remote means a parking lot or structure on a site other than the property it serves, usually at a substantial distance, and often connected by a shuttle bus, but located on Treasure Island.

Parking space means an area, enclosed or unenclosed, sufficient in size to store one motor vehicle and permitting the necessary ingress and egress of a motor vehicle.

Parking, special event means parking for a recurring or non-recurring special event activity.

Parking, stacked means the parking of cars in a parallel line, one in back of the other on private property.

Parking structure means a structure designed to accommodate vehicular parking spaces that are fully or partially enclosed or located on the deck surface of a building. This definition includes parking garages and parking decks.

Pedestrian Friendly Zone means an area on private property, at least 4 foot wide, adjacent and parallel to the public right-of-way. The area is meant to expand the sidewalk for the public to utilize.

Permitted use means the specific purposes for which lands or buildings are maintained in accordance with the land use district regulations of this Code.

Personal service store means an establishment which provides personal services directly to the consumer, such as barbershop, beauty shop and dry cleaning, but which does not have as its primary function the sale of retail goods.

Pervious area—Open space means any portion of lot or parcel not required, designated or encumbered by either principal or accessory uses, buildings and structures and other site uses. Such open area may be landscaped or retained in the natural state; however, no improvements or alterations will be permitted which would hinder the area's natural percolation of rain water or stormwater runoff.

Planning board means the advisory body to the city commission of the city as legally established and referenced in this Code.

Plat means a map depicting the division or subdivision of land into lots, blocks, parcels, tracts or portions thereof, however the same may be designated.

Plat of record means a plat which conforms to all the requirements of the applicable laws of the state and this Code and has been filed and recorded in the office of the clerk of the circuit court for the county.

Preliminary development order is one of the following:

- (1) Land use amendment;
- (2) Special exception;
- (3) Preliminary plat approval.

Premises means any lot and/or all buildings and structures thereon.

Principal use or structure means a use or a structure in which is conducted the predominant or primary function or activity of the lot upon which it is located.

Private yacht club means a site of at least six acres or more which contains at least 20 boat slips contiguous thereto, owned by its members, which members pay dues assessed on no less than an annual basis, the use of which is restricted predominantly to the members and owners, and the use of which is primarily devoted to the promotion of private yachting and boating activities, tennis and other outdoor sports and social activities related thereto.

Professional planner means a person who is a full member of the American Institute of Planners and may be registered by the state as a professional planner.

Professional services means business, including but not limited to, providing the following: medical, veterinary, and other health care services; legal services; consulting, engineering and architectural services; and accounting, auditing, and bookkeeping services in an office setting.

Property line. (See "lot line").

Property owners' association means a nonprofit organization recognized as such under the laws of the state operated under recorded land agreements through which each owner of a portion of a subdivision, be it a lot, home, property or any other interest, is automatically subject to a charge for a prorated share of expenses either direct or indirect for maintaining common properties within the subdivision, such as roads, parks, recreational areas, common areas or other similar properties. Within the text of this Code, a property owners' association is considered a single entity for property ownership.

Public facilities and services means those covered by the city comprehensive plan required by F.S. § 163.3177, and for which level of service standards must be adopted under F.A.C. ch. 9J-5. These are:

- (1) Roads;
- (2) Sanitary sewer;
- (3) Solid waste;
- (4) Drainage;
- (5) Potable water;
- (6) Parks and recreation.

Public notice means the legal advertisement given of an action or proposed action of the city commission as set forth in these regulations or applicable statute of the state.

Public, semi-public uses means those primary and secondary uses listed under the preservation, recreation/open space, institutional, and transportation/utility plan categories.

Rear lines means those lines adjoining lots or alleys in the rear.

Recreation area or space (private) means an accessory use consisting of one or more areas, enclosed with a structure and/or open, devoted to the active and/or passive recreational enjoyment of one or more persons residing within the principal use to which it is accessory. When developed and/or equipped for various recreational pursuits, the areas shall not be allowed for any other required site uses except open and/or rear building setback areas.

Religious institution use means a site, premise, or location that is used principally, primarily, or exclusively for the purposes of religious exercise as protected by the Religious Land Use and Institutionalized Persons Act.

Residential structure means a structure whose use will be for a single-family home, two-family (duplex), three-family dwelling units, or multifamily dwellings inclusive of apartment house, a townhouse, a condominium, or any type of dwelling unit.

Residential use or property means a building, site, or structure whose use will be for a single-family, two family (duplex), three-family dwelling or multifamily dwellings.

Restaurant means an establishment where food is ordered from a menu, prepared and served for pay, for consumption on the premises but not a drive-in restaurant.

Restaurant, drive-in means any food or beverage dispensing operation at retail to the general public where the public is served while remaining in automobiles or other motor vehicles.

Retail establishment means any facility where the primary use is the sale of goods or merchandise to the general public. Limited processing or assembly may be permitted as accessory to the selling activity.

Right-of-way means the area of a highway, road, street, way or parkway or other such strip of land reserved for public use, whether established by prescription, easement, dedication, gift, purchase, eminent domain or any other legal means.

Satellite antenna means any parabolic or spherical antenna which receives television or other signals from orbiting satellites or other devices. The height of a ground-mounted antenna shall be the maximum height to which it is capable of being raised and shall be measured from the highest point of the finished grade of the roof adjacent to the structure. A satellite antenna shall be considered as an accessory structure when it is not part of a public utility. A web or mesh type antenna is an antenna primarily constructed of a web or mesh material so that it does not substantially impair visibility. A ground mounted or "short pole" installation denotes a pole of nine feet or less in height. A "long pole" installation denotes a pole of greater than nine feet in height which is braced to the side of a building for added rigidity.

Sediment means the mineral or organic particulate material that is in suspension or has settled in surface waters or groundwaters.

Service station. (See "automobile gas station and automobile service station".)

Setback means the distance between the lot line and the building setback line.

Shrub means a low growing perennial, woody or evergreen plant with persistent stems.

Side lines means those lines between lots facing the same street or alley.

Special care facility means an institution such as a hospital, nursing home, or similar type of facility established for the care of non-ambulatory patients or clients who require special provisions for emergency evacuation. Community residential homes providing care for non-ambulatory clients requiring special provisions for emergency evacuation are specifically included in this definition for regulatory purposes.

Special event means an approved activity that can be either recurring or non-recurring. Such event is usually for a short duration of time and is usually an entertainment, education, cultural, or neighborhood event including, but not limited to, activities such as organized neighborhood yard sales, neighborhood block parties, wedding receptions on the beach, spaghetti dinners, special beach events, beach clean-ups, outdoor concerts and movies, outdoor morning markets, bazaars, parades, and carnivals. Such events extend beyond the normal uses and standards allowed by the land development regulations of the city.

Special exception means a use that would not be appropriate generally or without restriction throughout the land use district, but which, if controlled as to number, area, location, and relation to the neighborhood, would promote the public health, safety, welfare, order, comfort, convenience, appearance or prosperity and is permissible. Such uses may be in accordance with the procedures as set forth in this Code.

State means the State of Florida and all its duly appointed agencies.

Statement of land use compliance means a statement issued by the city manager or his designated representative of the city setting forth that the permitted construction has been completed in compliance with the approved plans and specifications and conforms with all provisions of this Code.

Store, convenience means a small retail establishment which sells a general line of goods and products intended for the convenience of surrounding residents and whose gross floor area does not exceed 3,000 square feet.

Store, retail means an establishment which sells goods or products directly to the public for compensation.

Stormwater means the flow of water which results from, and that occurs immediately following a rainfall.

Stormwater management system means the system, or combination of systems, designed to treat stormwater, or collect, convey, channel, hold, inhibit, or divert the movement of stormwater on, through and from a site.

Stormwater runoff means that portion of the stormwater that flows from the land surface of a site either naturally, in manmade ditches, or in a closed conduit system.

Street means any thoroughfare, street, avenue, boulevard, highway, parkway or space which may or may not be dedicated or deeded to the public for use and which affords the principal means of access to abutting property for the purposes of vehicular travel.

Street, arterial (major) means streets and highways serving major metropolitan activity centers, the highest traffic volume corridors, the longest trip desires, and a high proportion of total urban area travel on a minimum of mileage. Service to abutting land should be subordinate to the provision of travel service to major traffic movements. This system carries the major portion of trips entering and leaving an

urban area, as well as the majority of through movements desiring to bypass the central city, and normally will carry important intra-urban as well as intercity bus routes.

Street, arterial (minor) means streets and highways interconnecting with and augmenting the urban principal arterial system and providing service to trips of moderate length at a somewhat lower level of travel mobility. The system places more emphasis on land access and distributes travel to geographic areas smaller than those identified with the higher system. It includes all arterials not classified as major.

Street, collector means streets penetrating neighborhoods, collecting traffic from local streets in the neighborhoods, and channeling it onto the arterial system. A minor amount of through traffic may be carried on collector streets, but the system primarily provides land access service and carries local traffic movements within residential neighborhoods, commercial and industrial areas. It may also serve local bus routes.

Street, expressway means a street which is to be used only for the movement of vehicles providing for no vehicular or pedestrian access to abutting property except at permitted, authorized and controlled points. The acquisition of right-of-way for expressways includes the acquisition of access rights thereto.

Street, limited access means a highway or freeway which does not permit access except at authorized and controlled points. The acquisition of right-of-way for such highways or freeways usually includes the acquisition of access rights thereto. Access may also be limited through methods other than acquisition of access rights.

Street, local means streets not classified in a higher system, primarily providing direct access to abutting land and access to the higher systems. They offer the lowest level of mobility and usually carry no bus routes. Service to through traffic is deliberately discouraged.

Street, marginal access means a street which is parallel and adjacent to an expressway, arterial or limited access street or in the immediate vicinity of such streets and which has as its principal purpose of relieving such street from local service of abutting property by providing protection from conflicts with through traffic. A marginal access street may also be called a frontage street.

Street, private means any street existing prior to or at the time of adoption of this Code which has not been dedicated for public use and not accepted for ownership or maintenance by the appropriate public agency. After adoption of the ordinance from which this chapter was derived, private streets shall be limited to property under single ownership or a property owners' association.

Street, public means any street designed to serve more than one property owner which is dedicated to the public use and accepted for ownership and maintenance by the appropriate public agency; includes any street right-of-way dedicated to the public prior to or at the time of adoption of the ordinance from which this chapter was derived. Streets controlled by a property owners' association may be retained as private streets by the association as long as the association accepts the obligation for complete control and maintenance. A street designed to serve more than one property owners' association must be public.

Street wall means the part of a building that faces the street, but it generally refers to how and where several buildings line up to define a proper walking environment. At the most basic level, buildings should be set back an equal distance so that facades are even for as far as a pedestrian can see. A street wall helps to promote walking over automobile use by fostering a feeling of safety. Because the upper floors of urban buildings define an enclosed visual space for the pedestrian, they expand the view down the street.

Structural alteration means any change, except the repair or replacement, in the supporting members of a building such as bearing walls, columns, beams or girders; or the rearrangement of interior partitions and/or space affecting more than 20 percent of the total floor area of the building.

Structure means a walled and roofed building that is principally above ground, a manufactured home or other manmade facilities or infrastructures including, but not limited to fences, billboards, swimming pools, docks, poles, pipelines, transmission lines, tracks and advertising signs. A lawfully permitted mailbox, as provided for in subsection 68-458(e), shall not be deemed to be a structure.

Subdivision means the division of real property into two or more lots, parcels, tracts, tiers, blocks, sites, units or any other division of land, or if the establishment of new streets and alleys is involved, any division of such parcel. The term includes resubdivisions and, when appropriate to the text, relates to the process of subdividing or to the lands or area subdivided; however, the following shall be exempt:

- (1) The public acquisition of strips of land for the widening of existing streets;
- (2) The combination or recombination of portions of previously platted lots where no new parcels or residual parcels smaller than any of the original lots are created;
- (3) The division of land into parcels greater than one and one-fourth acres where no new streets or easements of access are planned;
- (4) The transference of part of one lot or tract to an adjacent lot or tract provided the transference does not reduce any lot or tract to an area or width less than the minimum specified in this chapter.

Submerged land means the land area situated below the mean high water line of a standing body of water, including ocean, estuary, lake, pond, river or stream. For the purpose of this definition retention areas that are a function of development and wetlands shall not be considered submerged land.

Survey, certified means a survey, sketch, plan, map or other exhibit containing a written statement regarding its accuracy or conformity to specified standards certified and signed by the registered surveyor under whose supervision the survey was prepared.

Surveyor means a person licensed by the state to practice land surveying.

Temporary means a time period of not more than 90 days.

Tower means any structure that is designed and constructed primarily for the purpose of supporting one or more antennas, including self-supporting lattice towers, guyed towers or monopole towers. The term includes radio and television transmission/relay towers, microwave towers, common-carrier towers, cellular telephone towers, alternative tower structures and the like. The term includes the structure and any support thereto.

Townhouse means a building or structure designed for and/or containing one dwelling unit and/or intended for occupancy by not more than one family or household and attached to other similar buildings or structures by not more than two party walls extending from the foundation to the roof and providing two direct means of access from the outside. For the purpose of this Code, a townhouse may include a building or structure in fee simple, condominium, cooperative or leasehold ownership or any combination thereof.

Use, accessory. (See "accessory use".)

Use, principal. (See "principal use".)

Vehicle means a conveyance for persons or materials, as may be licensed by the state.

Yard means that open area of a lot or parcel which is provided as a setback and is unoccupied by any structure. (See "setback".)

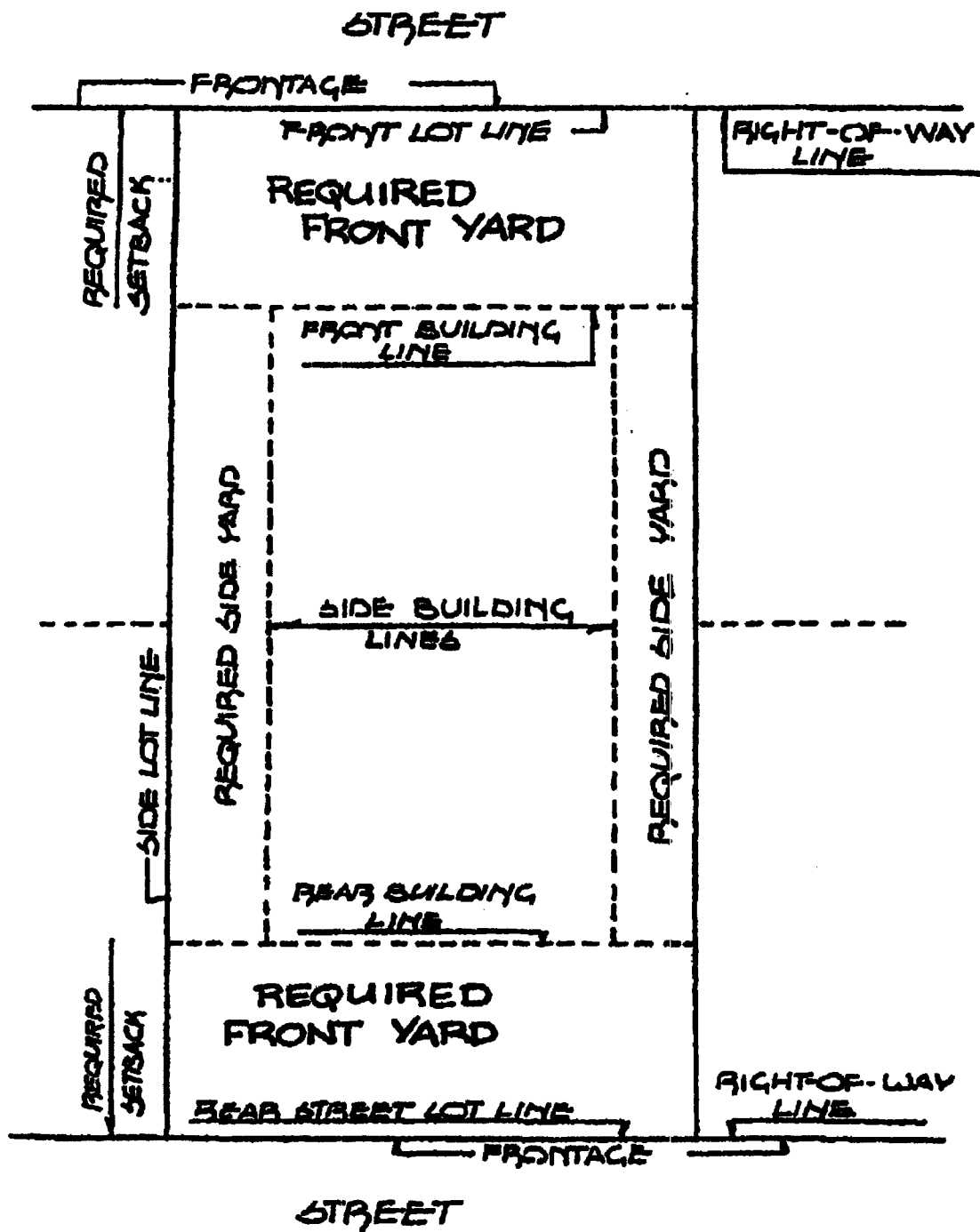
Yard, required front means a yard extending across the full width of the lot or parcel measured along the frontage from the building setback line. (See Attachment Two.)

Yard, required rear means a yard extending across the full side line width of the lot or parcel and measured between the rear line of the lot or parcel and the building setback line. (See Attachment Two).

Yard, required side means a yard extending along and parallel to the side line and building setback line and located between the required front, rear or waterfront yards. (See Attachment Two).

Yard, waterfront means a yard or any portion thereof on lots abutting a waterfront and extending across the full width of the lot or any portion thereof or parcel and measured from the mean high water line, property line or seawall, whichever is closer and the building setback line.

Attachment Two



SECTION 2. Chapter 68, Land Use, Article V. Districts, Section 68-191 Establishment is hereby amended to read as follows:

Section 68-191. Establishment.

For the purposes of protecting, promoting and improving the public health, safety, comfort, order, appearance, convenience, morale and general welfare of the community, the city is hereby divided into the following types of districts:

RU-75 Residential Urban

RM-15 Residential Medium

RFM-30 Resort Facilities Medium-30

RFH-50 Resort Facilities High-50

CG Commercial, General

Recreation/Open Space

Preservation

Transportation/Utility

Institutional

PR-MU Core Planned Redevelopment – Mixed Use – Core

PR-MU Gulf Blvd. Planned Redevelopment – Mixed Use – Gulf Boulevard

SECTION 3. Chapter 68 Land Use, Article VI, District Regulations, Division 1, Generally, Section 68-226, Impervious Surface Limitations is hereby amended to read as follows:

Section 68-226. Impervious surface limitations.

- (a) Impervious surface is that portion of the land which is covered by buildings, pavements, or other cover through which water cannot penetrate. The establishment of an impervious surface ratio provides a control of the intensity of development of land, by controlling the amount of the land which may be covered by any type of impervious surface. The impervious surface ratio is calculated by dividing the total impervious surface by the gross site area. Water bodies are impervious and shall be included as such in the calculation.
- (b) The following standards shall govern the allowable impervious surface coverage for each land use district. These standards are maximums and must not be exceeded by any development or redevelopment which results in any increase in impervious lot coverage.

Residential urban (RU-75)—Maximum of 70 percent of the lot may be impervious.

Residential medium (RM-15)—Maximum of 70 percent of the lot may be impervious.

Resort facilities medium (RFM-30)—Maximum of 85 percent of the lot may be impervious (70 percent for multifamily residential developments).

Resort facilities high (RFH-50)—Maximum of 95 percent of the lot may be impervious (70 percent for multifamily residential developments).

Commercial general (CG)—Maximum of 90 percent of the lot may be impervious for retail and personal service commercial uses and a maximum of 75 percent for all other uses.

Recreation/open space—Maximum of 60 percent may be impervious.

Preservation—Maximum of 20 percent may be impervious.

Transportation/utility—Maximum of 75 percent of the lot may be impervious.

Institutional—Maximum of 75 percent of the lot may be impervious.

Planned Redevelopment – Mixed Use – Core (PR-MU Core) – Maximum of 90 percent may be impervious.

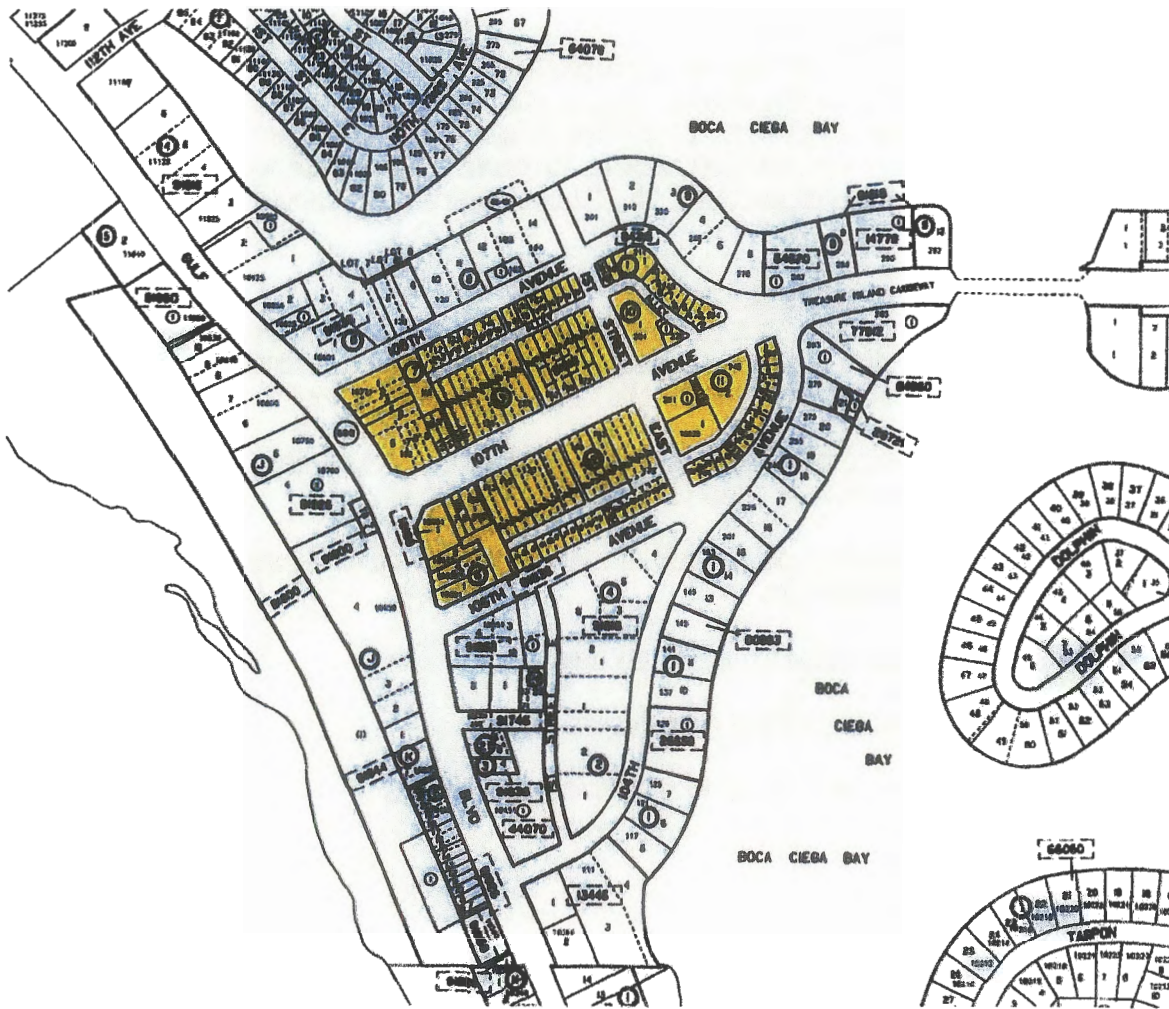
Planned Redevelopment – Mixed Use – Gulf Boulevard (PR-MU Gulf Blvd.) – Maximum of 90 percent may be impervious.

SECTION 4. Chapter 68 Land Use, Article VI. District Regulations, providing for a new Division 11, “DOWNTOWN REDEVELOPMENT” which shall read as follows:

DIVISION 11. DOWNTOWN REDEVELOPMENT

PURPOSE: The Treasure Island downtown districts create an opportunity to revitalize the City’s downtown core economically, visually, and functionally to provide an aesthetically pleasing and efficient multi-use activity center. Consisting of two Planned Redevelopment Districts, the downtown provides flexibility for the development of uses that minimize the impact upon the infrastructure.

Planned Redevelopment – Mixed Use Core District (PR-MU Core)



NORTH



NOT TO SCALE

SUBDIVISION I. PR-MU Core - Planned Redevelopment – Mixed Use Core District

Section 68-410.01. Purpose and intent.

The PR-MU Core - Planned Redevelopment – Mixed Use Core District is established for the City's downtown. The uses in this district include a mix of retail establishments, office uses, professional services, residential dwelling units and tourist dwelling units. The focus will be to establish a vibrant pedestrian-oriented downtown core within an attractive streetscape. No use is permitted unless it is listed as a permitted or special exception use in the PR-MU Core District. A use not listed or described by category is prohibited.

Section 68-410.02 Permitted principal uses.

The purpose of listing the permitted principal uses is to identify principal uses that are allowable on a property within this zoning district. Subject to the provisions or restrictions contained in this section and elsewhere in this Code, permitted uses in the PR-MU Core District are as follows:

- (a) Artist studios with retail and/or wholesale distribution space for artist's original handmade works, excluding mass produced or manufactured products.
- (b) Eating establishments (without drive-through service) and drinking establishments, including bars, taverns, or nightclubs.
- (c) Entry and/or lobby space for upper story uses.
- (d) Financial institutions (without drive-through service).
- (e) Government uses, including parks and recreation facilities.
- (f) Home occupation.
- (g) Live-work units.
- (h) Museum, gallery, or exhibit hall.
- (i) Office uses.
- (j) Personal and professional services such as barbershops, beauty shops, tailoring, garment alteration and repair, shoe repair, dry cleaning pick-up and drop-off, health club, spa and other service uses similar in character and intensity.
- (k) Religious institution use.
- (l) Residential dwelling units only as a component of mixed-use development. Residential dwelling units shall not be allowed on the ground level of any structure except for the entry and/or lobby space for upper story uses.
- (m) Retail establishments.
- (n) Indoor entertainment facilities.
- (o) Tourist dwellings units. The tourist dwelling units shall not be allowed on the ground level of any structure.

- (p) Parking lot and parking structure including for fee. A parking structure must provide liner building with active storefronts.
- (q) Materially Similar Uses. Uses similar to and no more intense than those permitted uses listed above shall also be determined permitted uses. The City Manager or designee shall review and evaluate each of these uses in accordance with criteria set forth in Section 68-410.05, "Interpretation of Materially Similar Uses".

Section 68-410.03. Accessory use or accessory structure.

Accessory use or structure is a use or detached structure on the same lot or parcel under the same ownership and is incidental and subordinate to the principal use or structure.

- (a) Private swimming pool.
- (b) Private recreational areas for the exclusive use of the occupants and guests of a permitted or approved special exception use.
- (c) Off-street parking and loading.
- (d) Storage building or shed.
- (e) Other accessory uses customarily incident to a permitted or approved special exception use.

Section 68-410-04. Special exception uses.

The special exception uses listed are considered to be uses which may not be appropriate generally or without restriction in this zoning district but which, if controlled as to number, area, location and relation to the neighborhood, would promote the public health, safety, welfare, order, comfort, convenience, appearance or prosperity and is permissible.

- (a) Bus Shelters.
- (b) Child day care center.
- (c) Drive-through services (financial institution, pharmacies, restaurant, etc).
- (d) Educational facilities.
- (e) Outdoor occupied space.
- (f) Utility substations.
- (g) Materially Similar Uses. Uses similar to and no more intense than those special exception uses listed above shall also be determined special exception uses. The City Manager or designee shall review and evaluate each of these uses in accordance with criteria set forth in Section 68-410.05 "Interpretation of Materially Similar Uses".

Section 68.410.05. Materially Similar Uses.

When evaluating an application for a materially similar use, the City Manager or designee, shall consider the following characteristics, including but not limited to:

- (a) Any special public utility requirement for serving the proposed use;
- (b) The amount and nature of any nuisances generated on the premises, including but not limited to noise, smoke, odor, glare, vibration, radiation and fumes;
- (c) Parking requirements, turnover and generation, ratio of the number of spaces required per unit area or activity and the potential for shared parking with other uses;
- (d) The size and type of items sold and nature of inventory on the premises;
- (e) Volume and type of sales (retail wholesale, etc.), if relevant;
- (f) The nature and location of storage and outdoor display of merchandise; enclosed, open, inside or outside the principal building, and predominant types of items stored (such as business

- vehicles, work-in-process, inventory, and merchandise, construction materials, scrap and junk and raw materials including liquids and powders);
- (g) Any processing done on the premises, including assembly, warehousing, shipping, distribution;
 - (h) The type, size and nature of buildings and structures;
 - (i) The number of and density of employees and customers per unit area of site in relation to business hours and employment shifts;
 - (j) Transportation requirements, including the modal split for people and goods, by volume, type and characteristic of traffic generation to and from the site, trip purposes and whether trip purposes can be shared by other uses on the site; and
 - (k) The impact on adjacent properties created by the proposed use will not be greater than that of other uses in the district.

Section 68-410.06. General requirements.

- (a) Street level uses shall consist of non-residential uses along 107th Avenue.
- (b) Residential dwelling units are permitted only above the street level and only as part of a mixed-use project consisting of a non-residential component (exclusive of parking).
- (c) The second level of a building may provide for retail establishments, office or studio uses, residential or tourist dwelling units.

Section 68-410.07. Density and intensity.

- (a) The tourist dwelling unit density shall not exceed 60 units per acre.
- (b) The residential dwelling unit density shall not exceed 24 dwelling units per acre for a mixed use project.
- (c) Non-residential uses shall not exceed a floor area ratio (FAR) of 1.0.
- (d) Projects may achieve the maximum allowable densities and intensities for tourist dwelling units, residential dwelling units and non-residential uses on a project site.

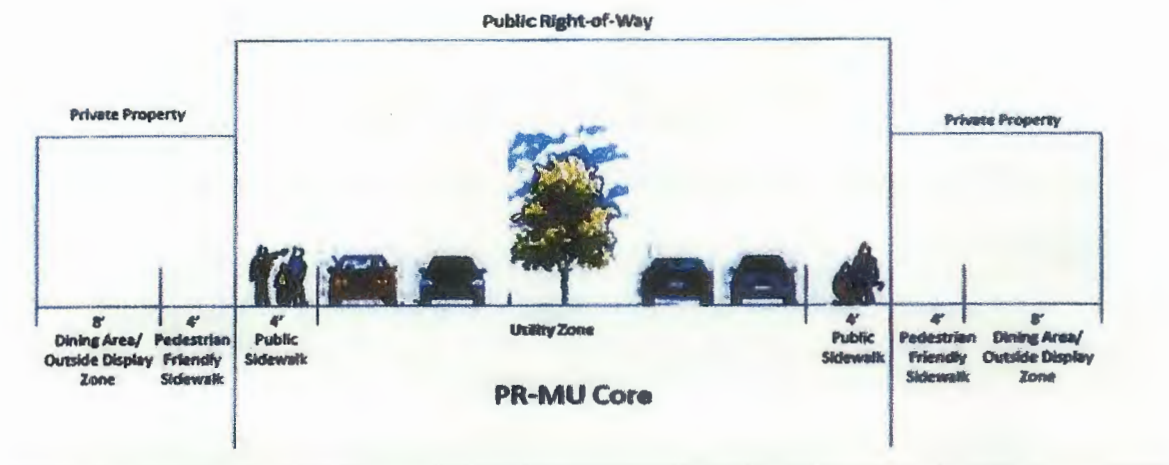
Section 68-410.08. Building height.

- (a) The maximum building height in the PR-MU Core shall not exceed 60 feet above base flood elevation (plus 2.0 feet of freeboard subject to referendum).
- (b) The minimum building height in the PR-MU Core shall be 2 stories, 26 feet above base flood elevation (plus 2.0 feet of freeboard subject to referendum).

Section 68-410.09. Setbacks.

To encourage pedestrian movement, there will be 3 zones:

- (a) "UTILITY ZONE" is the area within the right-of-way which is used for sidewalks, street furnishings, street signage, traffic control devices, public sidewalk and light poles.



- (b) **"PEDESTRIAN FRIENDLY ZONE"** is a 4-foot wide improved walkway constructed by the property owner on private property which is adjacent and parallel to the utility zone. Any awning or structure shall be built at a minimum of 10 feet above grade. There may be a sign, lighting and/or fan which may be hung from the underside of structure. There must be 8-feet of vertical clearance. This shall be an unobstructed pedestrian walkway which extends the entire width of the property.
- (c) **"DINING AREA / OUTSIDE DISPLAY ZONE"** is an area 8-foot wide adjacent and parallel to the front building façade and the pedestrian zone. Any awning or arcade structure shall be built a minimum of 10 feet above grade. There may be a sign, lighting and/or fan which may be hung from the underside of the structure. There must be 8 feet of vertical clearance. This zone extends the entire width of the lot. This area may be used for landscaping, dining, and outside display of merchandise sold within the store.



With the redevelopment of each site, the property owner shall build:

- a structural arcade,
- provide one wide awning the width of the building, or
- a series of awnings the width of the building.

The arcade / awning(s) serve to protect pedestrians from the elements. (i.e. sun, rain, etc.)

Front Setbacks:

107th Avenue

At ground level only, the property owner's building facade will be built a minimum of 12 feet from the 107th Avenue right-of-way line and shall be aligned parallel to the right-of-way line in order to create a street wall.

Each arcade or awning shall be a minimum of 12 feet deep to cover both the pedestrian and dining / outside display zone.

"Dining area / outside display zone" shall be a minimum of 8 feet in width.

The 2nd story of each building and above setback is zero and may extend out over the dining area / outside display area and the pedestrian zone along 107th Avenue.

Along the north – south pedestrian-ways, the setback shall be zero feet.

Gulf Boulevard (State Route 699), 104th, 106th and 108th Avenues.

"Dining area / outside display zone" shall be a minimum of 5 feet in width.

At ground level only along Gulf Boulevard, 104th, 106th and 108th Avenues, the front setback shall be a minimum of 9 feet. The 2nd story of each building and above setback is zero and may extend out over the dining area / outside display zone and the pedestrian zone.

Along the north – south pedestrian-ways, the setback shall be zero feet.

Side Setbacks:

The side setbacks shall be zero in order to establish a continuous street wall for the downtown activity center.

Rear Setbacks:

The rear setback shall be zero when the rear alley or alley/cross-easement is 24 feet in width. Where there is not a 24 feet wide alley or cross-easement, the rear setback shall be varied to provide the necessary distance to accommodate the 24 feet, a 2-way vehicular travel width at the rear of the property.



Example of one awning placed over the pedestrian and dining/outside display zone. The awning provides protection for the pedestrians but limits the development from having the ability to build gross floor area above the pedestrian and dining/outside display zone.



Example of multiple awnings placed over the pedestrian and dining/outside display zone. The awnings provide some protection for the pedestrians but limit the development from having the ability to build gross floor area above the pedestrian and dining and outside display zone.



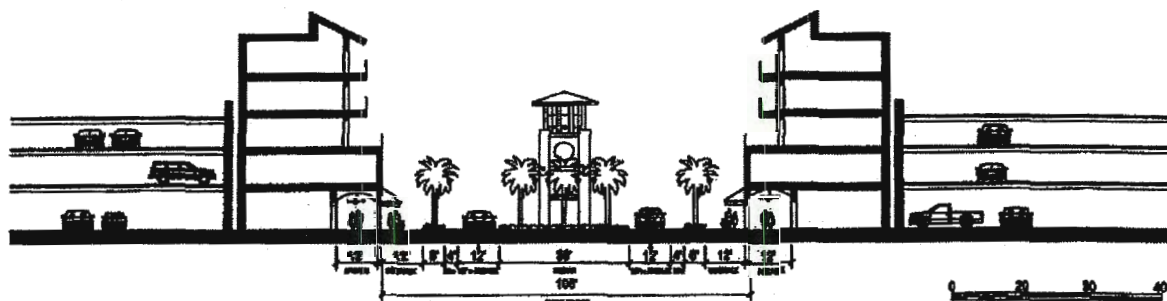
The 2nd floor is stepped back from the front facade of the ground floor. The step back area on the 2nd floor may be used for a deck/balcony. The center structure may be a live-work unit. It is preferable to have the buildings create a continuous street-wall to ensure the arcade is continuous for pedestrians. Note in the photograph above that the front facades are established at different setbacks.



A commercial building with an arcade along both street frontages. The second floor area above the dining / display area is used as a balcony for the second floor uses.



Recessed entrance is emphasized with overhead awnings, planters and a change in pavement appearance.

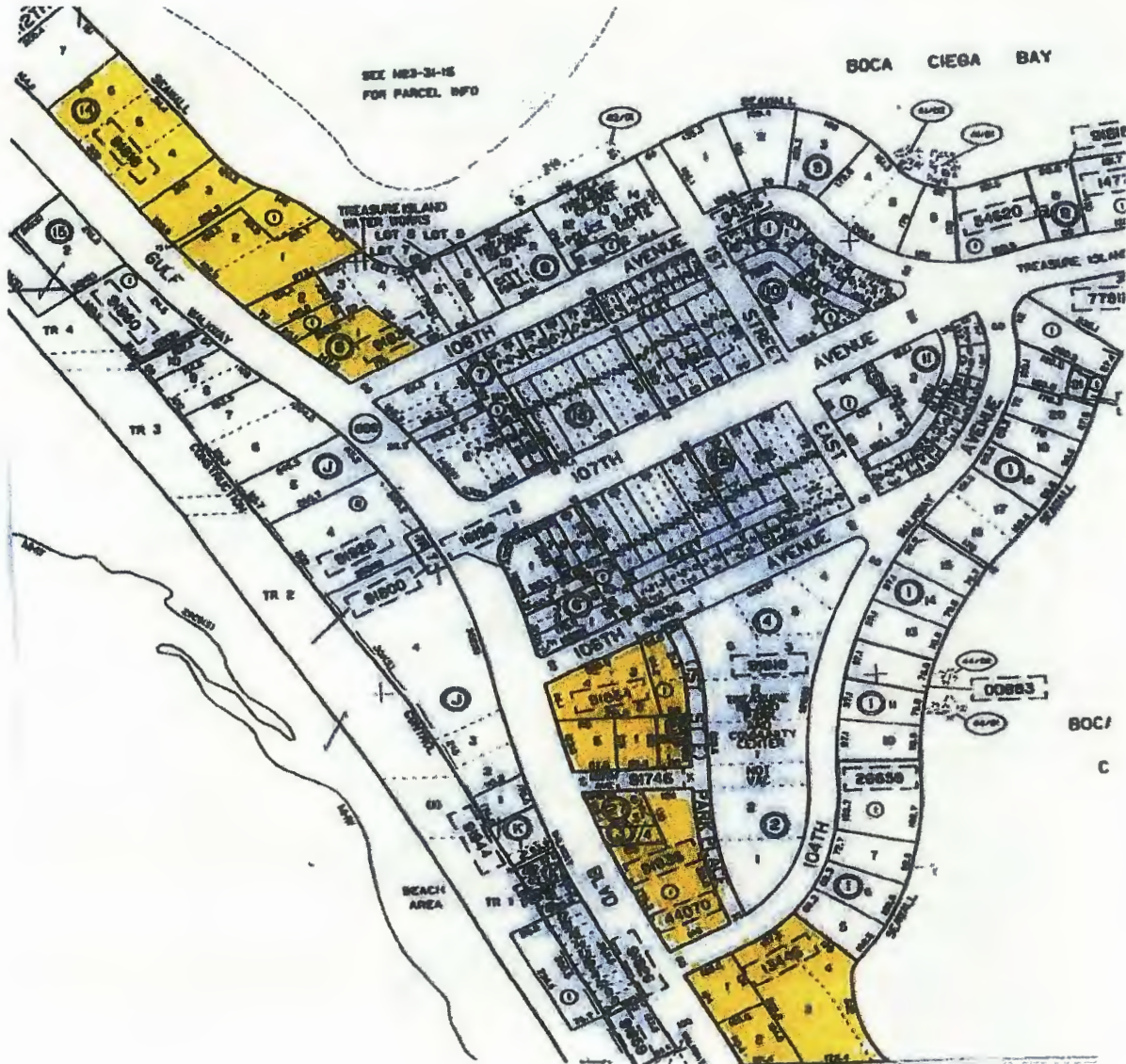


Section 68-410.10. Maximum impervious surface ratio.

Section 68.410.11 Green Building and Leadership in Energy and Environmental Design

Section 68.410.12. Other development standards.

Planned Redevelopment – Mixed Use Gulf Boulevard District (PR-MU Gulf Blvd)



NORTH



NOT TO SCALE

SUBDIVISION II, Planned Redevelopment – Mixed Use Gulf Boulevard District (PR-MU GULF BLVD)

Section 68.410.30. Purpose and intent.

The PR-MU Gulf Boulevard District is established as a transitional district between the PR – MU Core and the area of hotels and motels found along the west side of Gulf Boulevard (State Route 699). The PR-MU Gulf Boulevard District exists to accommodate an array of mixed uses, including residential dwelling units as part of the downtown. No use is permitted unless it is listed as a permitted or special exception use in the PR-MU Gulf Boulevard District. A use not listed or described by category is prohibited.

Section 68.410.31. Permitted principal uses.

The purpose of listing the permitted principal uses is to identify principal uses that are allowable on a property within this zoning district. Subject to the provisions or restrictions contained in this section and elsewhere in this Code, permitted uses in the PR-MU Gulf Boulevard District are as follows:

- (a) Artist studios with retail and/or wholesale distribution space for artist's original handmade works, excluding mass produced or manufactured products.
- (b) Automobile service stations for fueling and the sales of goods.
- (c) Car wash.
- (d) Child day care center.
- (e) Eating and drinking establishments, including bars, cocktail lounges, or nightclubs.
- (f) Entry and/or lobby space for upper story uses.
- (g) Financial institutions.
- (h) Government including parks and recreation facilities.
- (i) Home occupation.
- (j) Live-work units.
- (k) Museum, gallery, or exhibit hall.
- (l) Office uses and business services.
- (m) Parking lot and structure including for fee (parking structure must provide liner building with active storefronts).
- (n) Personal and professional services such as barbershops, beauty shops, tailoring, garment alteration and repair, shoe repair, dry cleaning pick-up and drop-off, spa, health club, and other personal service uses similar in character and impact.
- (o) Religious institution use.
- (p) Residential dwelling units as a component of mixed-use development only. Residential dwelling units shall not be allowed on the ground level of any structure except for the entry and/or lobby space for upper story uses.
- (q) Retail establishments, including those with drive-thru facilities.
- (r) Indoor entertainment facilities.
- (s) Tourist dwelling units.
- (t) Materially Similar Uses. Uses similar to and no more intense than those permitted uses listed above shall also be determined permitted uses. The City Manager or designee shall review and evaluate each of these uses in accordance with criteria set forth in Section 68.410.34, "Interpretation of Materially Similar Uses".

Section 68.410.32. Accessory use or accessory structure.

Accessory use or structure is a use or detached structure on the same lot or parcel under the same ownership and is incidental and subordinate to the principal use or structure.

- (a) Boat slips associated with a permitted principal business use on site, not for rent.
- (b) Private swimming pool.
- (c) Private recreational areas for the exclusive use of the occupants and guests of a permitted or approved special exception use.
- (d) Off-street parking and loading.
- (e) Storage building or shed.
- (f) Other accessory uses customarily incident to a permitted or approved special exception use.

Section 68.410.33. Special exception uses.

The special exception uses listed are considered to be uses which may not be appropriate generally or without restriction in this zoning district but which, if controlled as to number, area, location and relation to the neighborhood, would promote the public health, safety, welfare, order, comfort, convenience, appearance or prosperity and is permissible.

- (a) Bus shelters.
- (b) Drive-through services (financial institution, pharmacies, restaurant, etc).
- (c) Educational facilities.
- (d) Outside occupied space.
- (e) Utility substations.
- (f) Materially Similar Uses. Uses similar to and no more intense than those special exception uses listed above shall also be determined special exception uses. The City Manager or designee shall review and evaluate each of these uses in accordance with criteria set forth in Section 68.410.34, "Interpretation of Materially Similar Uses".

Section 68.410.34. Materially Similar Uses.

When evaluating an application for a materially similar use, the City Manager or designee, shall consider the following characteristics, including but not limited to:

- (a) Any special public utility requirement for serving the proposed use;
- (b) The amount and nature of any nuisances generated on the premises, including but not limited to noise, smoke, odor, glare, vibration, radiation and fumes;
- (c) Parking requirements, turnover and generation, ratio of the number of spaces required per unit area or activity and the potential for shared parking with other uses;
- (d) The size and type of items sold and nature of inventory on the premises;
- (e) Volume and type of sales (retail, wholesale, etc.), if relevant;
- (f) The nature and location of storage and outdoor display of merchandise; enclosed, open, inside or outside the principal building, and predominant types of items stored (such as business

- vehicles, work-in-process, inventory, and merchandise, construction materials, scrap and junk and raw materials including liquids and powders);
- (g) Any processing done on the premises, including assembly, warehousing, shipping, distribution;
 - (h) The type, size and nature of buildings and structures;
 - (i) The number of and density of employees and customers per unit area of site in relation to business hours and employment shifts;
 - (j) Transportation requirements, including the modal split for people and goods, by volume, type and characteristic of traffic generation to and from the site, trip purposes and whether trip purposes can be shared by other uses on the site; and
 - (k) The impact on adjacent properties created by the proposed use will not be greater than that of other uses in the district.

Section 68.410.35. General requirements.

- (a) Street level uses shall consist exclusively of commercial floor area and internal parking. Functional retail establishments / restaurant street frontage shall be required on any site abutting "Gulf Boulevard" (State Route 699) or a side street.
- (b) Residential dwelling and tourist dwelling units are permitted only above the street level and only as part of a mixed-use development project consisting of a non-residential component (exclusive of parking).
- (c) The second level and above of each building may provide for retail establishments, art studios, office uses, residential dwelling or tourist dwelling units.
- (d) The 2nd story of each building and above may extend out over the Pedestrian and Limited Dining and Display Zone.

Section. 68.410.36. Density and intensity.

- (a) The tourist dwelling unit density shall not exceed 60 units per acre.
- (b) The residential dwelling unit density shall not exceed 15 dwelling units per acre.
- (c) Non-residential uses shall not exceed a floor area ratio (FAR) of 0.55.
- (d) Projects may achieve the maximum allowable densities and intensities for tourist dwelling units, residential dwelling units and non-residential uses on a project site.

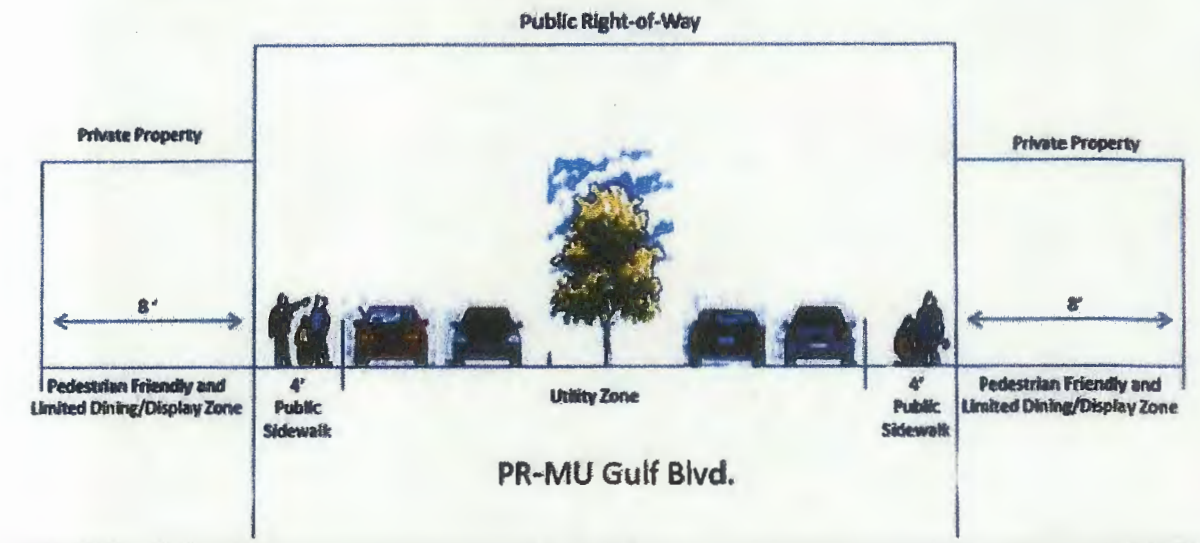
Section 68.410.37. Building height.

- (a) The maximum building height in the PR-MU Gulf Boulevard shall not exceed 60 feet above base flood elevation (plus 2.0 feet of freeboard subject to referendum).
- (b) The minimum height in the PR-MU Gulf Boulevard shall be 2 stories, 26 feet above base flood elevation (plus 2.0 feet of freeboard subject to referendum).

Section 68.410.38. Setbacks.

To encourage pedestrian movement, there will be 2 zones:

- (a) **"UTILITY ZONE"** is the area within the Gulf Boulevard (State Route 699) right-of-way which is used for street furnishings, street signage, traffic control devices, public sidewalk and light poles.
- (b) **"PEDESTRIAN FRIENDLY AND LIMITED DINING/DISPLAY ZONE"** is an 8-foot wide improved walkway and a minimum of 10 feet tall constructed by the property owner on private property which is adjacent and parallel to the utility zone limited to dining/ display area and shall be reviewed during the site plan review process. Any awning or structure shall be built at a minimum of 10 feet above grade. There may be a sign, lighting and/or fan which may be hung from the underside of structure. There must be 8-feet of vertical clearance. This zone shall extend the entire width of the property.



Front Setback:

At ground level at least 25 feet of the property owner's building façade will be built 8 feet from Gulf Boulevard (State Route 699) right-of-way line and be aligned parallel to Gulf Boulevard (State Route 699) right-of-way.

Within the redevelopment of each site, the property owner will build an arcade 8 feet deep to cover the pedestrian zone. The arcade or awning will be built 10 feet in height directly adjacent to the front building facade. There may be a sign, lighting and/or fan which may be hung from the underside of the arcade structure. There must be a minimum of 8-feet of vertical clearance.

The second story and above of each building may have a zero setback.

On corner lots, the setback to the secondary street will be the same as the front setback.

The setback along Park Place and all other streets in the district shall be a minimum of 8 feet.

Side Setback:

The side setbacks shall be zero.

Rear Setback:

The rear setback along Boca Ciega Bay shall be 25 feet. Preferably, the parking for these buildings shall be on the side of the structure to preserve the bay view and offer the opportunity for outdoor dining in the rear waterfront yard.

The rear setback for non-waterfront lots in the district shall be 8 feet.

Two examples of an 8-foot wide "Pedestrian Friendly and Limited Dining / Display Zone"





Section 68.410.39. Maximum impervious surface ratio.

Maximum impervious surface ratio (ISR) for all uses shall not exceed 0.90.

Section 68.410.40. Green Building and Leadership in Energy and Environmental Design

The City encourages Leadership in Energy and Environmental Design (LEED) standards with each project.

Section 68.410.41. Other development standards.

Other development standards as contained in the Treasure Island Downtown Design Standards.

SECTION 5. Chapter 68, Land Use, Article VII, Supplementary Lot and Use Regulations, Division 1. Generally, Section 68-431, Schedule of Lot and Bulk Regulations shall be amended to include the Planned Redevelopment – Mixed Use – Core District (PR-MU Core) and Planned Redevelopment – Mixed Use – Gulf Boulevard District (PR-MU Gulf Blvd.) is amended to read as follows:

Section 68-431. Schedule of lot and bulk regulations.

The restrictions and controls intended to regulate the property development characteristics of each district are set forth in the following schedule of lot and bulk regulations supplemented by other sections of this chapter:

<i>District/Use</i>	<i>Minimum Lot Width (Feet)</i>	<i>Minimum Lot Depth (Feet)</i>	<i>Minimum Lot Area (Square Feet)</i>	<i>Maximum Density Dwelling Units (Per Acre)</i>	<i>Maximum Building Height (Above BFE + 2 feet of freeboard)</i>	<i>Floor Area Ratio (%)</i>
RU-75 Residential Urban (Single-Family)						
Dwelling, Residential						
Single-family	65	100	7,500	7.5	35	—
Maximum lot coverage in all districts: 50%						
Impervious surface ratio—RU-75: 70%						
RM-15 Residential Medium						
Dwelling, Residential						
Single-family	40	90	4,500	9	35	—
Two-family	50	90	6,000	11	35	—
Multiple-family	70	90	9,000	15 (2 living levels max.)	35	—
Group Homes (licensed) (Excl. ACLF's)	70	90	9,000	15 (2 living levels max.)	35	—
Maximum lot coverage in all districts: 50%						
Impervious surface ratio—RM-15: 70%						
RFM-30 Resort Facilities Medium						
Dwelling, Residential and Dwelling, Tourist						
Single-family	40	90	4,500	9	35	—
Two-family	50	90	6,000	11	35	—
Multiple-family	70	90	9,000	15 (5 living levels max.)	60	—
Hotel/Motel	70	90	9,000	30 (5 living levels max.)	60	65
Public Administration Facilities	90	90	10,000	—	45	65
Commercial Use	70	90	9,000	—	45	65
Maximum lot coverage in all districts: 50%						
Impervious surface ratio—RFM-30: Multifamily residential: 70% and Non-residential uses:85%						

<i>District/Use</i>	<i>Minimum Lot Width (Feet)</i>	<i>Minimum Lot Depth (Feet)</i>	<i>Minimum Lot Area (Square Feet)</i>	<i>Maximum Density Dwelling Units (Per Acre)</i>	<i>Maximum Building Height (Above BFE + 2 feet of freeboard)</i>	<i>Floor Area Ratio (%)</i>
RFH-50 Resort Facilities High						
Dwelling, Residential and Dwelling, Tourist						
Single-family	40	90	4,500	9	35	—
Two-family	50	90	6,000	11	35	—
Multiple-family	70	90	9,000	15 (5 living levels max.)	60	—
Hotel/Motel	70	90	9,000	50 (5 living levels max.)	60	120
Public Administration Facilities	90	90	10,000	—	45	120
Commercial Use	70	90	9,000	—	45	120
Maximum lot coverage in all districts: 50%						
Impervious surface ratio—RFH-50: Multifamily residential: 70% Non-residential uses: 95%						
CG Commercial General						
Commercial Use						
Retail/Per. Service	70	90	9,000	—	45	55
All Others	70	90	9,000	—	45	55
Hotel/Motel	70	90	9,000	22 (5 living levels max.)	60	55
Public Administration Facilities	90	90	10,000	—	45	55
Private Club	90	90	10,000	—	35	55
Auto Service Station	90	90	9,000	—	35	55
Maximum lot coverage in all districts: 50%						
Impervious surface ratio—CG: Retail/Personal Service: 90%, All other uses: 75%						
Recreation/Open Space	—	—	—	—	—	25
Maximum lot coverage in all districts: 50%						
Impervious surface ratio—Recreation/Open Space: 60%						
Preservation	—	—	—	—	—	10
Maximum lot coverage in all districts: 50%						
Impervious surface ratio—Preservation: 20%						
Institutional	90	90	10,000	—	40	55
Maximum lot coverage in all districts: 50%						
Impervious surface ratio—Institutional: 85%						

<i>District/Use</i>	<i>Minimum Lot Width (Feet)</i>	<i>Minimum Lot Depth (Feet)</i>	<i>Minimum Lot Area (Square Feet)</i>	<i>Maximum Density Dwelling Units (Per Acre)</i>	<i>Maximum Building Height (Above BFE+ 2 feet of freeboard)</i>	<i>Floor Area Ratio (%)</i>
Transportation/Utility	90	90	10,000	—	40	55
Maximum lot coverage in all districts: 50%						
Impervious surface ratio—Transportation/Utility: 85%						
<u>Planned Redevelopment – Mixed Use - Core</u>						
Residential Dwellings (only permitted as part of a mixed use development project)				24 (5 living levels max.)	Maximum 60 ft.	
Tourist Lodging Units				60 (5 living levels max.)	Maximum 60 ft.	100
Commercial Use					Minimum 26 ft. and shall be 2 stories	100
Impervious surface ratio—PR-MU-Core -90%						
<u>Planned Redevelopment – Mixed Use – Gulf Blvd.</u>						
Residential Dwellings (only permitted as part of a mixed use development project)				15 (5 living levels max.)	Maximum 60 ft.	
Tourist Lodging Units				60 (5 living levels max.)	Maximum 60 ft.	100
Commercial Use					Minimum 26 ft. and shall be 2 stories	100
Impervious surface ratio— PR- MU Gulf Blvd 90%						

SECTION 6. Chapter 68, Land Use, Article VIII, Building Setback Lines, Section 68-541 Setback classifications shall be amended to read as follows:

Section 68-541. Setback classifications.

No building shall be erected, converted, enlarged, reconstructed or structurally altered, unless it shall comply with the following setback classifications:

(1) Class A:

Lots less than 3,001 square feet:

Street: 10 feet

Side: 5 feet

Rear: 5 feet

Lots 3,001 or more square feet:

Street: 10 feet

Side: 7½ feet

Rear: 10 feet

(2) Class B:

Street: 20 feet

Side: None

Rear: None

(3) Class C:

Street: 25 feet

Side: None

Rear: None

(4) Class D:

Street: 15 feet

Side: 7½ feet

Rear: 10 feet

Waterfront: 20 feet

(5) Class E:

Street: 15 feet

Side: 7½ feet

Rear: 10 feet

Waterfront: 25 feet

(6) Class F:

Street: 10 feet

Side: 5 feet

Rear: 5 feet

(7) Class G:

Street: 20 feet

Side: 10 feet

Rear: 25 feet

SUNSET BEACH

West Gulf Boulevard from 77th Avenue to north side of Lot 4, Sunset Beach Sub. Unit No. 4 (between 81st Avenue and 82nd Avenue):

West side: B

West Gulf Boulevard from south side of Lot 3, Sunset Beach Sub. Unit No. 4 (between 81st Avenue and 82nd Avenue) to north side of O'Connell's Replat (West Gulf Boulevard near south end of Harrell Avenue):

West side: A, except street side, 20 feet

West Gulf Boulevard from 77th Avenue to 87th Avenue:

East side: A, except street side, 20 feet

West Gulf Boulevard from south side of Lot 9, Block 12, Sawyer and Harrell's Addition to Boca Ciega Pass, (Weckesser Park) to Gulf Boulevard:

West side: C

West Gulf Boulevard from 87th Avenue to 90th Avenue:

East side:

Street: 20 feet

Side: None

West Gulf Boulevard from 90th Avenue to Gulf Boulevard:

East side:

Street: 25 feet

Side: None

Rear: Lot 3, Block 9 South side, 5 feet

Bay Plaza: A, except waterfront, 20 feet from seawall

Bayshore Drive from 77th Avenue to West Gulf Boulevard: A, except street, 20 feet; waterfront 20 feet from seawall

Blind Pass Drive: A, except waterfront, 20 feet from seawall

East Bay Drive: A, except waterfront, 20 feet from seawall

Harrell Avenue from 87th Avenue to 90th Avenue:

East side:

Street: 10 feet

Side: 7½ feet

West side:

Street: 10 feet

Side: None

Harrell Avenue from 90th Avenue to Gulf Boulevard:

East side:

Street: 15 feet

Side: 7½ feet

West side:

Street: 15 feet

Side: None

77th Avenue: A

78th Avenue: A

79th Avenue: A

79th Terrace: A

80th Avenue: A

80th Terrace: A

81st Avenue: A

82nd Avenue: A

83rd Avenue: A

84th Avenue: A

85th Avenue: A, except waterfront, 20 feet

86th Avenue: A

86th Terrace: A

87th Avenue: A

88th Avenue: A and Herron's Sub. No. 4, waterfront, 20 feet

89th Avenue: A and Herron's Sub. No. 4, waterfront, 20 feet

90th Avenue: A and Herron's Sub. No. 5, waterfront, 20 feet

91st Avenue: A and Herron's Sub. No. 2, waterfront, 20 feet

92nd Avenue: A and T. W. Harrell's Sub., waterfront, 20 feet

93rd Avenue: A and Reuer Sub., waterfront, 20 feet

94th Avenue: A and Addie B. Harrell Sub., waterfront, 20 feet

95th Avenue: A and Herron's Sub. No. 1, waterfront, 20 feet

BLIND PASS BRIDGE TO JOHN'S PASS BRIDGE

Gulf Boulevard—Blind Pass Bridge to West Gulf Boulevard or First Street East:

Street: 25 feet

Side: None

Rear: 10 feet

Gulf Boulevard from West Gulf Boulevard or First Street East to 99th Avenue:

West side: C

East side:

Street: 25 feet

Side: None

Waterfront: 20 feet from seawall

Gulf Boulevard from 99th Avenue to section line between 103rd and 104th Avenues:

West side:

Street: 25 feet

Side: 7½ feet

East side:

Street: 25 feet

Side: 5 feet

Waterfront: 20 feet from seawall

Gulf Boulevard from section line between 103rd and 104th Avenues to south line St. Petersburg's Public Beach:

West side:

Street: 20 feet

Side: 7½ feet

**Gulf Boulevard from section line between 103rd and 104th Avenues to 106th Avenue
(except Cargill Replat Lots 1 & 2 - aka 10359 Gulf Blvd.):**

East side:

Street: 20 feet

Side: None

~~Gulf Boulevard from 106th Avenue to 108th Avenue:~~

~~East side:~~

~~Street: 40 feet~~

~~Side: None~~

~~Rear: None~~

~~Gulf Boulevard from 108th Avenue to 112th Avenue:~~

~~East side:~~

~~Street: 20 feet~~

~~Side: 7½ feet~~

~~Rear: 25 feet~~

Gulf Boulevard, City of Treasure Island, Block 14, Lot 7 to 112th Avenue - aka 11165 Gulf Blvd.

East side:

Street: 20 feet

Side: 7½ feet

Rear: 25 feet

Gulf Boulevard from north side of St. Petersburg's Public Beach to 119th Avenue:

West side:

Street: 25 feet

Side: 7½ feet

Gulf Boulevard from 112th Avenue to 119th Avenue:

East side:

Street: 25 feet

Side: 7½ feet

Waterfront: 20 feet

Rear: 5 feet

Gulf Boulevard from 119th Avenue to 127th Avenue:

East and west sides:

Street: 25 feet

Side: 5 feet

Rear: 5 feet

Gulf Boulevard from 127th Avenue to John's Pass:

West side:

Street: 25 feet

Side: 5 feet

Rear: 5 feet

Waterfront: 25 feet

97th Avenue:

Street: 10 feet

Side: None

Rear: None

98th Avenue:

Street: 10 feet

Side: 7½ feet

Rear: 10 feet

99th Avenue:

Street: 10 feet

Lot south of east end of 99th-Waterfront: 20 feet

100th Avenue:

Street: 10 feet

101st Avenue:

Street: 10 feet

102nd Avenue:

Street: 10 feet

103rd Avenue:

Street: 10 feet

104th Avenue: (except Cargill Replat. Lots 3 & 4 - aka 111 104th Avenue)

Street: 15 feet, except Block 11

Street: 10 feet in Block 11

Side: 10 feet in Block 1, Lots 5 through 24

Side: None in Blocks 11, 2, 4, Block 1, Lots 1, 3 and 4

Waterfront: 25 feet

Rear: None in Block 11

~~105th Avenue:~~

~~Street: 15 feet~~

~~Side: None~~

~~Rear: 10 feet~~

~~106th Avenue:~~

~~South side:~~

~~Street: 15 feet~~

~~Side: None~~

~~Rear: 10 feet~~

~~North side:~~

~~Street: 15 feet in Block 6~~

~~Street: 10 feet in Block 12~~

~~Side: None~~

~~Rear: None~~

107th Avenue (Treasure Island Causeway):

South side:

~~Street: 15 feet in Blocks 1, 6 and 11; 85 feet in Block 12~~

~~Side: None in Blocks 6, 11 and 12; 10 feet in Block 1~~

~~Rear: None~~

~~Waterfront: 25 feet in Block 1~~

North side:

~~Street: 15 feet in Blocks 7, 9 and 10; 100 feet in Block 13~~

~~Side: None in Blocks 7, 10 and 13; 10 feet in Block 9~~

~~Rear: None in Blocks 7, 10 and 13~~

~~Waterfront: 25 feet in Block 9~~

108th Avenue:

South side:

~~Street: 15 feet in Block 7; 10 feet in Blocks 10 and 13~~

~~Side: None~~

~~Rear: None~~

North side: (except City of Treasure Island, Block 8, Lot 1 - aka 10801 Gulf Blvd.)

Street: 15 feet

Side: 10 feet

Waterfront: 25 feet

112th Avenue:

Street: 20 feet

116th Avenue from Gulf Boulevard to Capri Isle Bridge: D

117th Avenue from Gulf Boulevard to Capri Isle Bridge: D

118th Avenue:

Street: 15 feet

Side: 7½ feet

Rear: 10 feet

119th Avenue:

South side:

Street: 10 feet

Side: 7½ feet

Rear: 10 feet

North side: F

120th Avenue: F

121st Avenue: F

122nd Avenue: F

123rd Avenue: F

124th Avenue: F

125th Avenue: F

126th Avenue: F

127th Avenue:

Gulf Boulevard to Gulf: F

Gulf Boulevard to Bay:

South side: F

North side:

Street: 10 feet

Side: None

Rear: 5 feet

Harrell Avenue - Gulf Boulevard to north end:

Street: 15 feet

Side: 7½ feet

Rear: 10 feet

Waterfront: 20 feet

1st Street East from Gulf Boulevard to cul-de-sac:

West side:

Street: 15 feet

Side: None

East side:

Street: 15 feet

Side: 7½ feet

Rear: 10 feet

Waterfront: 20 feet

1st Street East from 106th Avenue to 108th Avenue:

Street: 15 feet

Side: None

1st Street East from 116th Avenue to 119th Avenue: D

1st Street West:

West side:

Street: 15 feet

Side: 5 feet

Rear: 15 feet

East side:

Street: 15 feet

Side: 5 feet

Rear: 5 feet

Kingfish Drive:

West side:

Street: 10 feet

Side: None

Rear: 5 feet

Waterfront: 25 feet

East side:

Street: 10 feet

Side: None

Rear: 5 feet

Waterfront: 25 feet

Lagoon Lane:

East side:

Street: 15 feet

Side: 5 feet

Waterfront: 20 feet

West side:

Street: 10 feet

Sunshine Lane:

Street: 10 feet

Side: 5 feet

Rear: 5 feet

Waterfront: 25 feet

PARADISE ISLAND

Paradise Boulevard:

West side (from Treasure Lane to Yacht Club Drive):

Street: 40 feet

Side: 10 feet

Rear: 20 feet

Waterfront: 30 feet

East side (from Treasure Island Causeway to corner of Plaza Seville Court):

Street: 40 feet

Treasure Lane:

Street: 40 feet

Side: 10 feet

Waterfront: 30 feet

Paradise Lane:

Street: 15 feet

Side: 10 feet

Waterfront: 30 feet

Treasure Island Causeway - east of Paradise Boulevard

South side:

Street: 40 feet

Side: 10 feet

Waterfront: 30 feet

Dolphin Drive:

Bay side:

Street: 40 feet

Side: 10 feet

Waterfront: 30 feet

Inside lots:

Street: 20 feet

Side: 10 feet

Rear: 15 feet

Tarpon Drive:

Bay side:

Street: 40 feet

Side: 10 feet

Waterfront: 30 feet

Blocks 2, 3, 4, and 5:

Street: 30 feet

Side: 10 feet

Rear: 20 feet

(All corner lots on Tarpon Drive and Yacht Club Drive shall have the same setbacks as their adjoining inside lots with the exception that the side facing such drives shall set back 25 feet from such drives.)

Yacht Club Drive:

Same as Tarpon Drive

2nd Street East (Paradise Island):

Street: 30 feet

Side: 10 feet

Rear: 20 feet

3rd Street East (Paradise Island):

Same as 2nd Street East

4th Street East (Paradise Island):

Same as 2nd Street East

Marina Terrace (Paradise Island, 3rd addition):

Lots 1—9 and 16—23:

Street: 30 feet

Side: 10 feet

Waterfront: 30 feet

Except Lots 10—15, inclusive:

Street: 15 feet

Side: 10 feet

Waterfront: 30 feet

South Yacht Club Drive (Paradise Island 4th addition):

Lots 1—6, 10—16, and 19—21:

Street: 20 feet

Side: 10 feet

Waterfront: 20 feet

Lots 7—9, 17 and 18:

Street: 15 feet

Side: 10 feet

Waterfront: 20 feet

Lots 22—33:

Street: 20 feet

Side: 10 feet

Rear: 20 feet

Island Drive (Paradise Island 5th Addition—east side of Paradise Boulevard from corner of Plaza Seville Court to corner of Marina Terrace):

Lots 1, 2, 3, 27 and 28:

Street: 25 feet

Side: 10 feet

Waterfront: 30 feet

Lots 6—13 and 18—24:

Street: 30 feet

Side: 10 feet

Waterfront: 30 feet

Lots 14—17:

Street: 25 feet

Side: 10 feet

Waterfront: 30 feet

On lots 14—17 only, if otherwise acceptable plan is submitted, rear corners (street side) may extend 7½ feet to side party line.

Lots 4, 5, 25, 26, 29, 30:

Street: 25 feet

Side: 10 feet

Waterfront: 10 feet

Paradise Island 6th Addition (east side of Paradise Boulevard from corner of Marina Terrace south to, and including Bellevue Drive):

Lots 1—9 and Lots 15—32:

Street: 30 feet

Side: 7½ feet

Waterfront: 25 feet

Lots 10—14:

Street: 20 feet

Side: 7½ feet

Waterfront: 25 feet

ISLE OF PALMS

110th Avenue (Isle of Palms):

South side:

Street: 20 feet

Side: 7½ feet

Waterfront: 20 feet

North side:

Street: 20 feet

Side: 7½ feet

Rear: 10 feet

112th Avenue A:

Street: 15 feet

Side: 7½ feet

Rear: 10 feet

112th Avenue B:

Street: 15 feet

Side: 7½ feet

Rear: 10 feet

115th Avenue (Isle of Palms) between 1st Street E. and 3rd Street E:

North side:

Street: 20 feet

Side: 7½ feet

Waterfront: 20 feet

South side:

Street: 15 feet

Side: 7½ feet

Rear: 10 feet

115th Avenue (Isle of Palms) from 3rd Street East to 9th Street East: G

1st Street East (Isle of Palms):

West side:

Street: 20 feet

Side: 7½ feet

Rear: 20 feet

East side:

Street: 15 feet

Side: 7½ feet

Rear: 10 feet

2nd Street East (Isle of Palms):

Street: 15 feet

Side: 7½ feet

Rear: 10 feet

3rd Street East (Isle of Palms):

West side:

Street: 15 feet

Side: 7½ feet

Rear: 10 feet

East side:

Street: 20 feet

Side: 7½ feet

Waterfront: 20 feet

4th Street East (Isle of Palms): G

5th Street East (Isle of Palms): G

6th Street East (Isle of Palms): G

7th Street East (Isle of Palms): G

8th Street East (Isle of Palms): G

9th Street East (Isle of Palms): G

ISLE OF CAPRI

116 Avenue from Isle of Capri Bridge to 3rd Street East: E

125th Avenue (Isle of Capri): E

126th Avenue between 2nd Street East and 3rd Street East (Isle of Capri): E

Capri Boulevard: E

Capri Circle: E

Capri Circle South: E

Capri Circle North: E

Key Capri: E

2nd Street East (Isle of Capri): E

3rd Street East (Isle of Capri): E

4th Street East (Isle of Capri): E

5th Street East (Isle of Capri): E

6th Street East (Isle of Capri): E

7th Street East (Isle of Capri): E

116th Avenue (Isle of Capri): E

119th Avenue (Isle of Capri): E

123rd Avenue (Isle of Capri): E

126th Avenue (Isle of Capri): E

SECTION 7. In all other respects, the provisions of Chapter 68 of the Land Development Regulations of the City of Treasure Island, Florida not hereby amended or modified shall remain in full force and effect.

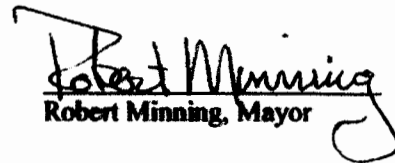
SECTION 8. All ordinance or portions of ordinances in conflict with or inconsistent with this ordinance are hereby repealed to the extent of such inconsistency or conflict.

SECTION 9. This ordinance shall take effect immediately upon its final passage, and any amendments to the Land Development Regulations proposed by this Ordinance and approved by the electorate shall be effective the date after such referendum approving such amendments, and the certifying of such election.

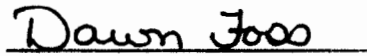
FIRST READING AND PUBLIC HEARING: December 4, 2012

SECOND READING AND PUBLIC HEARING: December 18, 2012

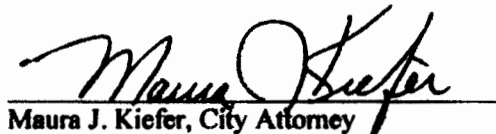
PUBLISHED: November 25, 2012 and December 12, 2012


Robert Minning, Mayor

ATTEST:


Dawn Foss, City Clerk

Approved as to form and legal sufficiency:


Maura J. Kiefer, City Attorney

ORDINANCE NO. 13-04

AN ORDINANCE OF THE CITY OF TREASURE ISLAND, FLORIDA PERTAINING TO THE LAND DEVELOPMENT REGULATIONS; AMENDING CHAPTER 68 LAND USE, ARTICLE VI. DISTRICT REGULATIONS, DIVISION 11, "DOWNTOWN REDEVELOPMENT", SUBDIVISION I, PLANNED REDEVELOPMENT – MIXED USE - CORE ZONING DISTRICT (PR-MU CORE), SECTION 68-410.07 "DENSITY AND INTENSITY" AND SECTION 68-410.08 "BUILDING HEIGHT" TO REFLECT THE OUTCOME OF THE MARCH 12, 2013 REFERENDUM AND AMENDING CHAPTER 68 LAND USE, ARTICLE VI. DISTRICT REGULATIONS, DIVISION 11, "DOWNTOWN REDEVELOPMENT", SUBDIVISION II, PLANNED REDEVELOPMENT – MIXED USE – GULF BOULEVARD ZONING DISTRICT (PR-MU GULF BLVD.), SECTION 68.410.36 "DENSITY AND INTENSITY" AND SECTION 68.410.37 "BUILDING HEIGHT" TO REFLECT THE OUTCOME OF THE MARCH 12, 2013 REFERENDUM; AMENDING CHAPTER 68 LAND USE, ARTICLE VII, SUPPLEMENTARY LOT AND USE REGULATIONS, DIVISION 1, GENERALLY, SECTION 68-431, SCHEDULE OF LOT AND BULK REGULATIONS TO AMEND THE TOURIST UNIT DENSITY IN THE PLANNED REDEVELOPMENT – MIXED USE - CORE ZONING DISTRICT (PR-MU CORE) AND TO AMEND THE TOURIST DENSITY AND FLOOR AREA RATIO IN THE PLANNED REDEVELOPMENT – MIXED USE – GULF BOULEVARD ZONING DISTRICT (PR-MU GULF BLVD.); PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City Commission upon recommendation of the Planning and Zoning Board, sitting as the Local Planning Agency and adopted Ordinance 12-09 on December 18, 2012 amending Chapter 68, Land Use to provide for the Planned Redevelopment – Mixed Use Core Zoning District and the Planned Redevelopment – Mixed Use Gulf Boulevard Zoning District in compliance with Florida Statutes 163.3202;; and

WHEREAS, in accordance with the Section 68-126, "Changes requiring approval by electors", a referendum was held on March 12, 2013 regarding the proposed changes in densities in the Planned Redevelopment Mixed Use Core Zoning District and the Planned Redevelopment Mixed Use Gulf Boulevard Zoning District; and

WHEREAS, the vote on Question #1 from the March 12, 2013 referendum pertaining to increasing the maximum building height by two additional feet was approved; and

WHEREAS, the vote on Questions #2 and #4 from the March 12, 2013 referendum pertaining to increasing residential density in the PR–MU Core Zoning District and in the PR–MU – Gulf Blvd. Zoning District passed; and

WHEREAS, the vote on Question #3 from the March 12, 2013 referendum pertaining to increasing tourist density in the PR–MU Core Zoning District failed; and

WHEREAS, the vote on Question #5 from the March 12, 2013 referendum pertaining to increasing tourist density in the PR–MU – Gulf Blvd. Zoning District failed; and

WHEREAS, there was a scrivener's error on the Floor Area Ratio in the Planned Redevelopment – Mixed Use – Gulf Boulevard Zoning District which should have read 0.55 to be in consistent with the adopted Treasure Island Special Area Plan rather than 1.0.

NOW, THEREFORE, THE CITY COMMISSION OF THE CITY OF TREASURE ISLAND, FLORIDA DOES ORDAIN:

SECTION 1. Chapter 68 Land Use, Article VI, District Regulations, amending Division 11, "Downtown Redevelopment", Subdivision I, "PR-MU Core Zoning District", Section 68-410.07 "Density and Intensity" which shall read as follows:

Section 68-410.07. Density and intensity.

- (a) The tourist dwelling unit density shall not exceed ~~60~~ 22 units per acre.
- (b) The residential dwelling unit density shall not exceed 24 dwelling units per acre for a mixed use project.
- (c) Non-residential uses shall not exceed a floor area ratio (FAR) of 1.0.
- (d) Projects may achieve the maximum allowable densities and intensities for tourist dwelling units, residential dwelling units and non-residential uses on a project site.

SECTION 2. Chapter 68, Land Use, Article VI, District Regulations, amending Division 11, "Downtown Redevelopment", Subdivision I, "PR-MU Core Zoning District", Section 68-410.08 "Building height" to read as follows:

Section 68-410.08. Building height.

- (a) The maximum building height in the PR-MU Core shall not exceed 60 feet above base flood elevation (plus 2.0 feet of freeboard ~~subject to referendum~~).
- (b) The minimum building height in the PR-MU Core shall be 2 stories, 26 feet above base flood elevation (plus 2.0 feet of freeboard ~~subject to referendum~~).

SECTION 3. Chapter 68, Land Use, Article VI, District Regulations, amending Division 11, "Downtown Redevelopment", Subdivision II, "PR-MU Gulf Blvd. Zoning District", Section 68.410.36 "Density and intensity" to read to follows:

Section 68.410.36. Density and intensity.

- (a) The tourist dwelling unit density shall not exceed ~~60~~ 22 units per acre.
- (b) The residential dwelling unit density shall not exceed 15 dwelling units per acre.
- (c) Non-residential uses shall not exceed a floor area ratio (FAR) of ~~1.00 to~~ 0.55.
- (d) Projects may achieve the maximum allowable densities and intensities for tourist dwelling units, residential dwelling units and non-residential uses on a project site.

SECTION 4. Chapter 68 Land Use, Article VI. District Regulations, amending Division 11, “Downtown Redevelopment”, Subdivision II, “PR-MU Gulf Blvd. Zoning District”, Section 68.410.37 “Building height” to read to follows:

Section 68.410.37. Building height.

- (a) The maximum building height in the PR-MU Gulf Boulevard shall not exceed 60 feet above base flood elevation (plus 2.0 feet of freeboard ~~subject to referendum~~).
- (b) The minimum height in the PR-MU Gulf Boulevard shall be 2 stories, 26 feet above base flood elevation (plus 2.0 feet of freeboard ~~subject to referendum~~).

SECTION 5. Chapter 68, Land Use, Article VII, Supplementary Lot and Use Regulations, Division 1. Generally, Section 68-431, Schedule of Lot and Bulk Regulations shall be amended to reduce the tourist unit density in PR-MU Core Zoning District and PR-MU Gulf Blvd. Zoning District as a result of the failure of Question #3 and #5 of the March 12, 2013 election. Section 68-431 “Schedule of lot and bulk regulations” shall read as follows:

Section 68-431. Schedule of lot and bulk regulations.

The restrictions and controls intended to regulate the property development characteristics of each zoning district are set forth in the following schedule of lot and bulk regulations supplemented by other sections of this chapter:

<i>District/Use</i>	<i>Minimum Lot Width (Feet)</i>	<i>Minimum Lot Depth (Feet)</i>	<i>Minimum Lot Area (Square Feet)</i>	<i>Maximum Density Dwelling Units (Per Acre)</i>	<i>Maximum Building Height (Above BFE + 2 feet of freeboard)</i>	<i>Floor Area Ratio (%)</i>
RU-75 Residential Urban (Single-Family)						
Dwelling, Residential						
Single-family	65	100	7,500	7.5	35	—
Maximum lot coverage in all districts: 50%						
Impervious surface ratio—RU-75: 70%						
RM-15 Residential Medium						
Dwelling, Residential						
Single-family	40	90	4,500	9	35	—
Two-family	50	90	6,000	11	35	—
Multiple-family	70	90	9,000	15 (2 living levels max.)	35	—
Group Homes (licensed) (Excl. ACLF's)	70	90	9,000	15 (2 living levels max.)	35	—
Maximum lot coverage in all districts: 50%						
Impervious surface ratio—RM-15: 70%						
RFM-30 Resort Facilities Medium						
Dwelling, Residential and Dwelling, Tourist						
Single-family	40	90	4,500	9	35	—
Two-family	50	90	6,000	11	35	—
Multiple-family	70	90	9,000	15 (5 living levels max.)	60	—
Hotel/Motel	70	90	9,000	30 (5 living levels max.)	60	65
Public Administration Facilities	90	90	10,000	—	45	65
Commercial Use	70	90	9,000	—	45	65
Maximum lot coverage in all districts: 50%						
Impervious surface ratio—RFM-30: Multifamily residential: 70% and Non-residential uses:85%						

<i>District/Use</i>	<i>Minimum Lot Width (Feet)</i>	<i>Minimum Lot Depth (Feet)</i>	<i>Minimum Lot Area (Square Feet)</i>	<i>Maximum Density Dwelling Units (Per Acre)</i>	<i>Maximum Building Height (Above BFE + 2 feet of freeboard)</i>	<i>Floor Area Ratio (%)</i>
RFH-50 Resort Facilities High						
Dwelling, Residential and Dwelling, Tourist						
Single-family	40	90	4,500	9	35	—
Two-family	50	90	6,000	11	35	—
Multiple-family	70	90	9,000	15 (5 living levels max.)	60	—
Hotel/Motel	70	90	9,000	50 (5 living levels max.)	60	120
Public Administration Facilities	90	90	10,000	—	45	120
Commercial Use	70	90	9,000	—	45	120
Maximum lot coverage in all districts: 50%						
Impervious surface ratio—RFH-50: Multifamily residential: 70% Non-residential uses: 95%						
CG Commercial General						
Commercial Use						
Retail/Pers. Service	70	90	9,000	—	45	55
All Others	70	90	9,000	—	45	55
Hotel/Motel	70	90	9,000	22 (5 living levels max.)	60	55
Public Administration Facilities	90	90	10,000	—	45	55
Private Club	90	90	10,000	—	35	55
Auto Service Station	90	90	9,000	—	35	55
Maximum lot coverage in all districts: 50%						
Impervious surface ratio—CG: Retail/Personal Service: 90%, All other uses: 75%						
Recreation/Open Space	—	—	—	—	—	25
Maximum lot coverage in all districts: 50%						
Impervious surface ratio—Recreation/Open Space: 60%						
Preservation	—	—	—	—	—	10
Maximum lot coverage in all districts: 50%						
Impervious surface ratio—Preservation: 20%						
Institutional	90	90	10,000	—	40	55
Maximum lot coverage in all districts: 50%						
Impervious surface ratio—Institutional: 85%						

<i>District/Use</i>	<i>Minimum Lot Width (Feet)</i>	<i>Minimum Lot Depth (Feet)</i>	<i>Minimum Lot Area (Square Feet)</i>	<i>Maximum Density Dwelling Units (Per Acre)</i>	<i>Maximum Building Height (Above BFE+ 2 feet of freeboard)</i>	<i>Floor Area Ratio (%)</i>
Transportation/Utility	90	90	10,000	—	40	55
Maximum lot coverage in all districts: 50%						
Impervious surface ratio—Transportation/Utility: 85%						
Planned Redevelopment – Mixed Use - Core						
Residential Dwellings (only permitted as part of a mixed use development project)				24 (5 living levels max.)	Maximum 60 ft.	
Tourist Lodging Units				60 22 (5 living levels max.)	Maximum 60 ft.	100
Commercial Use					Minimum 26 ft. and shall be 2 stories	100
Impervious surface ratio—PR-MU-Core -90%						
Planned Redevelopment – Mixed Use – Gulf Blvd.						
Residential Dwellings (only permitted as part of a mixed use development project)				15 (5 living levels max.)	Maximum 60 ft.	
Tourist Lodging Units				60 22 (5 living levels max.)	Maximum 60 ft.	100 55
Commercial Use					Minimum 26 ft. and shall be 2 stories	100 55
Impervious surface ratio— PR- MU Gulf Blvd 90%						

SECTION 6. In all other respects, the provisions of Chapter 68 of the Land Development Regulations of the City of Treasure Island, Florida not hereby amended or modified shall remain in full force and effect.

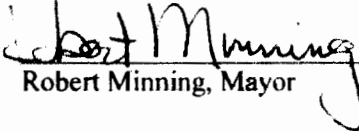
SECTION 7. All ordinance or portions of ordinances in conflict with or inconsistent with this ordinance are hereby repealed to the extent of such inconsistency or conflict.

SECTION 8. This ordinance shall take effect immediately upon its final passage.

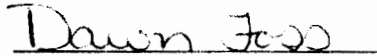
FIRST READING AND PUBLIC HEARING: May 21, 2013

SECOND READING AND PUBLIC HEARING: June 4, 2013

PUBLISHED: May 12, 2013 and May 29, 2013 in the Tampa Bay Times


Robert Minning, Mayor

ATTEST:


Dawn Foss, City Clerk

Approved as to form and legal sufficiency:


Maura J. Kiefer, City Attorney

PAC AGENDA – SUMMARY AGENDA ACTION SHEET
DATE: SEPTEMBER 2, 2014

ITEM	ACTION TAKEN	VOTE
I. <u>MINUTES OF REGULAR PAC MEETING</u> <u>JUNE 30, 2014</u>	<u>Approved</u> Motion: Dean Neal Second: Mark Ely	9 – 0
II. <u>REVIEW OF PPC AGENDA FOR</u> <u>SEPTEMBER 10, 2014</u> A. <u>Subthreshold Land Use Plan</u> <u>Amendments</u> 1. Case CW 14-20: City of Seminole	<u>Approved</u> Motion: Dean Neal Second: Gordon Beardslee Mark Ely provided a brief description of the amendment and noted that 53 single family homes were planned to be built on the site.	9 – 0
B. <u>Regular Land Use Plan Amendments</u> None	N/A	
C. <u>Proposed Minor Plan Change: Case CW</u> <u>11-06 (SAP Change No. 1-2014) – City</u> <u>of Treasure Island</u>	<u>Recommended Receive and Accept for</u> <u>transmittal to the Countywide Planning</u> <u>Authority for Receipt and Acceptance</u> Motion: Dean Neal Second: Bob Klute Michelle Orton provided a description of the proposed plan change.	9 – 0
D. <u>Substantive Plan Change: CW 09-16</u> <u>(SAP Change No. 1-2014) – City of</u> <u>Madeira Beach</u>	<u>Recommended for Approval</u> Motion: Mark Ely Second: Dean Neal Lynn Rosetti gave a synopsis of the report. If approved, the change will allow revitalization of the town center. A question was raised regarding the apparent overlap of acreage amounts; Chris Mettler indicated that this is addressed in the Countywide Rules. A neighborhood meeting may be required before the plan change can be approved; if so, the developer will coordinate this effort.	10 – 0
E. <u>Annexation Reports – July and August</u> <u>2014</u>	<u>No Action – Information Only</u> Mike Schoderbock presented the reports, indicating that over 200 annexation applications had been received, 14 of these were from Largo.	

F. <u>CPA Actions July and August 2014</u>	<u>No Action – Information Only</u>	
G. <u>Countywide Plan and Transportation Update</u> 1. Countywide Rules – Preliminary Draft Amendments 2. Countywide Plan Strategies – Preliminary Draft Amendments 3. Countywide Plan Map – Comments	<u>No Action – Information Only</u> (1) Chris Mettler provided details on changes and updates made to each article of the Rules. Bob Klute verified the assumption that an ongoing discussion will take place at a later date, since not all comments had been received. Mike Crawford confirmed that comments on the Rules could be submitted at least two weeks prior to the next PAC meeting. (2) Linda Fisher stated that a third component had been created regarding the Countywide Plan (Plan) Strategies. (3) Chris Mettler indicated that comments received regarding the Countywide Plan Map would be posted online and that the question of whether or not Submap #1 was needed would be researched. He stated that the changes to the Rules and Map may possibly be finalized by this October.	
H. <u>PAC Membership (Verbal)</u>	<u>No Action – Information Only</u> Mike Crawford noted changes to the PAC membership based on the new Special Act.	
I. <u>MPO/PPC Unification Update (Verbal)</u>	<u>No Action – Information Only</u> Mike Crawford identified the outgoing and incoming PPC members and stated the first meeting with those new members would be held on September 10, 2014.	
III. <u>OLD BUSINESS</u>	None	
IV. <u>OTHER PAC BUSINESS/PAC DISCUSSION AND UPCOMING AGENDA</u>	None	
V. <u>ADJOURNMENT</u>	The meeting was adjourned at 2:50 pm.	

Respectfully Submitted,

PAC Chairman

Date