

City of Safety Harbor

DOWNTOWN MASTER PLAN



RESOLUTION NO. 2024-01 CRA

A RESOLUTION OF THE COMMUNITY REDEVELOPMENT AGENCY FOR THE CITY OF SAFETY HARBOR, FLORIDA, APPROVING MODIFICATIONS TO THE COMMUNITY REDEVELOPMENT PLAN, ALSO KNOWN AS THE "DOWNTOWN MASTER PLAN", UPDATE THE TAX INCREMENT FINANCING PROJECTIONS AND ADD A 10-YEAR PROJECTED FORECAST OF PROJECTS; RECOMMENDING THE CITY COMMISSION ADOPT SUCH MODIFICATIONS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, the City Commission of the City of Safety Harbor, pursuant to Resolution No. 92-25 made a finding of necessity and thereby established a community redevelopment area; and

WHEREAS, the City Commission of the City of Safety Harbor pursuant to Resolution No. 92-25 created the Community Redevelopment Agency of the City of Safety Harbor (the "Community Redevelopment Agency") and authorized and directed the Community Redevelopment Agency to exercise powers delegated to the City of Safety Harbor by the Board of County Commissioners of Pinellas County, Florida; and

WHEREAS, a Delegation of Authority has been received from Pinellas County, pursuant to the Board of County Commissioners Resolution No. 04-214, providing the City with the power to prepare and grant final approval of an amended Community Redevelopment Plan; and

WHEREAS, the Community Redevelopment Agency has approved a Community Redevelopment Plan by Resolution No. 92-02 CRA and approved modifications by Resolution Nos. 2008-05 CRA, 2011-01 CRA, 2019-01 CRA, and 2024-01 CRA; and

WHEREAS, the Community Redevelopment Plan is incorporated by reference into the Safety Harbor Comprehensive Zoning and Land Development Code as the "Downtown Master Plan" as adopted by the City Commission of the City of Safety Harbor pursuant to Ordinance No. 92-23, as amended by Ordinance Nos. 2008-05, 2011-12, 2019-07, and 2023-01; and

WHEREAS, on October 4, 2021, the Community Redevelopment Agency adopted Resolution No. 2021-01 CRA finding the continued existence of slum or blighted areas and recommending an amendment to the Community Redevelopment Plan to extend the

time certain for completing redevelopment financed by increment revenues for the Community Redevelopment District from 2022 to 2023; and

WHEREAS, on October 4, 2021, the City Commission adopted Resolution No. 2021-16 finding the continued existence of slum or blighted areas and amending the Community Redevelopment Plan to extend the time certain for completing redevelopment financed by increment revenues for the Community Redevelopment District from 2022 to 2023; and

WHEREAS, on August 22, 2022, the Pinellas County Board of County Commissioners approved Ordinance No. 22-28 to provide for a one-year extension of the Community Redevelopment Area Redevelopment Trust Fund; and

WHEREAS, on August 15, 2023, the Pinellas County Board of County Commissioners approved Ordinance No. 23-17 to provide for a one-year extension of the Community Redevelopment Area Trust Fund; and

WHEREAS, the Community Redevelopment Agency has determined that modifications to the Community Redevelopment Plan are warranted.

NOW, THEREFORE, BE IT RESOLVED BY THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF SAFETY HARBOR, FLORIDA, IN SESSION DULY AND REGULARLY ASSEMBLED, THAT:

SECTION 1. The above recitals are true, correct, and incorporated by reference as the findings of the Community Redevelopment Agency.

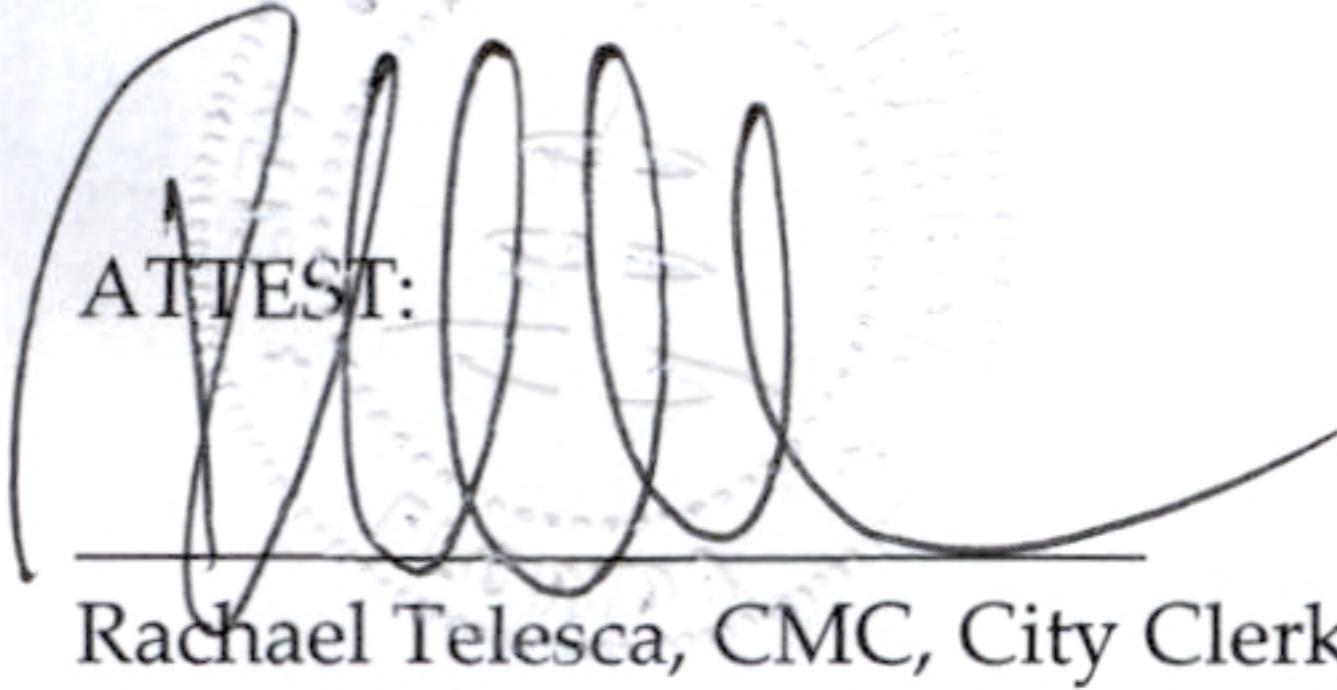
SECTION 2. The Community Redevelopment Agency hereby approves the amendment to the Community Redevelopment Plan, also known as the "Downtown Master Plan", as set forth on Exhibit "A," attached hereto and incorporated herein by reference, to update the Tax Increment Financing projections and 10-year projected forecast of projects.

SECTION 3. The Community Redevelopment Agency hereby recommends the City Commission amend the Community Redevelopment Plan, also known as the "Downtown Master Plan", as set forth in Section 2 herein.

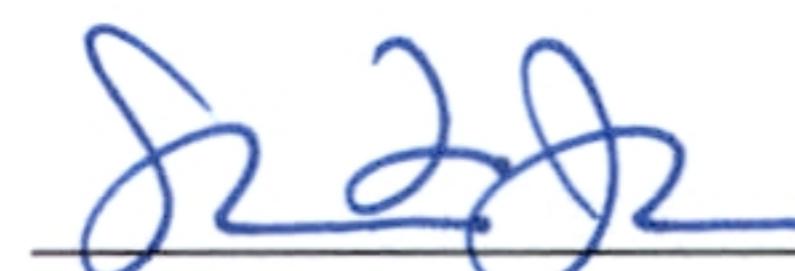
SECTION 4. Each provision of this Resolution shall be deemed separate and severable and if any section or part thereof is held to be invalid by a court of competent jurisdiction, the remainder of the Resolution shall not be affected.

SECTION 5. This Resolution shall be in full force and effect immediately upon its passage and adoption.

**PASSED AND ADOPTED BY THE COMMUNITY
REDEVELOPMENT AGENCY OF THE CITY OF SAFETY HARBOR,
FLORIDA THIS 1ST DAY OF APRIL, 2024.**

ATTEST:

Rachael Telesca, CMC, City Clerk

APPROVED AS TO FORM:


Sarah L. Johnston, CRA Attorney


Chairperson

ORDINANCE NO. 2024-07

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF SAFETY HARBOR, FLORIDA, ACCEPTING THE RECOMMENDATION OF THE COMMUNITY REDEVELOPMENT AGENCY, AMENDING THE COMMUNITY REDEVELOPMENT PLAN, ALSO KNOWN AS THE "DOWNTOWN MASTER PLAN", UPDATE THE TAX INCREMENT FINANCING PROJECTIONS AND ADD A 10-YEAR PROJECTED FORECAST OF PROJECTS; PROVIDING FOR PUBLICATION IN ACCORDANCE WITH THE REQUIREMENTS OF LAW; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, the City's Community Redevelopment Plan, also known as the "Downtown Master Plan", was adopted by the City Commission of the City of Safety Harbor upon the recommendation and approval of the Community Redevelopment Agency pursuant to Part III, Chapter 163, Florida Statutes, by Ordinance No. 92-23, and amended by Ordinance Nos. 2008-05, 2011-12, and 2019-07; and

WHEREAS, the Community Redevelopment Agency has approved and recommended additional amendments to the Community Redevelopment Plan by Resolution No. 2023-01 CRA; and

WHEREAS, a Delegation of Authority has been received from Pinellas County, pursuant to the Board of County Commissioners Resolution No. 04-214, providing the City with the power to prepare and grant final approval of an amended Community Redevelopment Plan; and

WHEREAS, on October 4, 2021, the City Commission adopted Resolution No. 2021-16 finding the continued existence of slum or blighted areas and amending the Community Redevelopment Plan to extend the time certain for completing redevelopment financed by increment revenues for the Community Redevelopment District from 2022 to 2023; and

WHEREAS, on August 22, 2022, the Pinellas County Board of County Commissioners approved Ordinance No. 22-28 to provide for a one-year extension of the Community Redevelopment Area Redevelopment Trust Fund; and

WHEREAS, on August 15, 2023, the Pinellas County Board of County Commissioners approved Ordinance No. 23-17 to provide for a one-year extension of the Community Redevelopment Area Trust Fund; and

WHEREAS, the Community Redevelopment Agency has approved and recommended additional amendments to the Community Redevelopment Plan by Resolution No. 2024-01 CRA; and

WHEREAS, the City Commission finds that the modifications to the City's Community Redevelopment Plan recommended by the Community Redevelopment Agency in Resolution No. 2024-01 CRA are warranted and serve a lawful public purpose; and

WHEREAS, the proposed amendment has been submitted to and a written recommendation has been received from the City's Planning & Zoning Board, which serves as the Local Planning Agency (LPA) and the Downtown Redevelopment Board, has been received and reviewed; and

WHEREAS, the City has provided public notice pursuant to section 166.041(3)(a), Florida Statutes, and, at least 15 days prior to the effective date of this Ordinance, has mailed by registered mail a notice to each taxing authority which levies ad valorem taxes on taxable real property contained within the geographic boundaries of the community redevelopment area, pursuant to section 163.346, Florida Statutes.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF SAFETY HARBOR, FLORIDA, IN SESSION DULY AND REGULARLY ASSEMBLED THAT:

SECTION 1. The above recitals are true, correct, and incorporated by reference as the findings of the City.

SECTION 2. The City Commission hereby accepts the recommendation of the Community Redevelopment Agency to amend the Community Redevelopment Plan, also known as the "Downtown Master Plan", as set forth herein.

SECTION 3. The Community Redevelopment Plan, also known as the "Downtown Master Plan", is hereby amended as set forth on Exhibit "A," attached hereto and incorporated herein by reference, to update the Tax Increment Financing projections and add a 10-year projected forecast of projects.

SECTION 4. All provisions of the Community Redevelopment Plan not amended by this Ordinance shall remain in full force and effect.

SECTION 5. This Ordinance shall be published in accordance with the requirements of law.

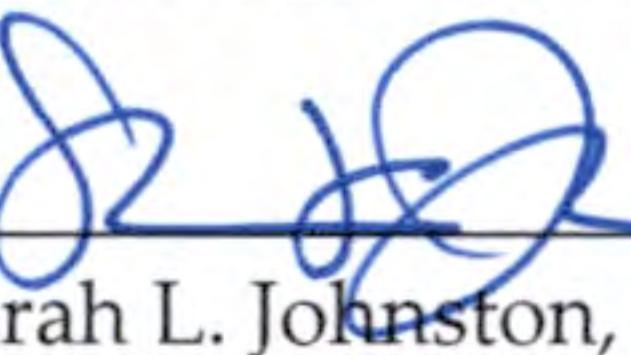
SECTION 6. Each provision of this Ordinance shall be deemed separate and severable and if any section or part thereof is held to be invalid by a court of competent jurisdiction, the remainder of the Ordinance shall not be affected.

SECTION 7. The effective date of this Ordinance shall be thirty-one (31) days after the Florida Department of Economic Opportunity notifies the City that the amendment package is complete. No development orders, development permits, or land uses dependent on this amendment may be issued or commenced before it has become effective.

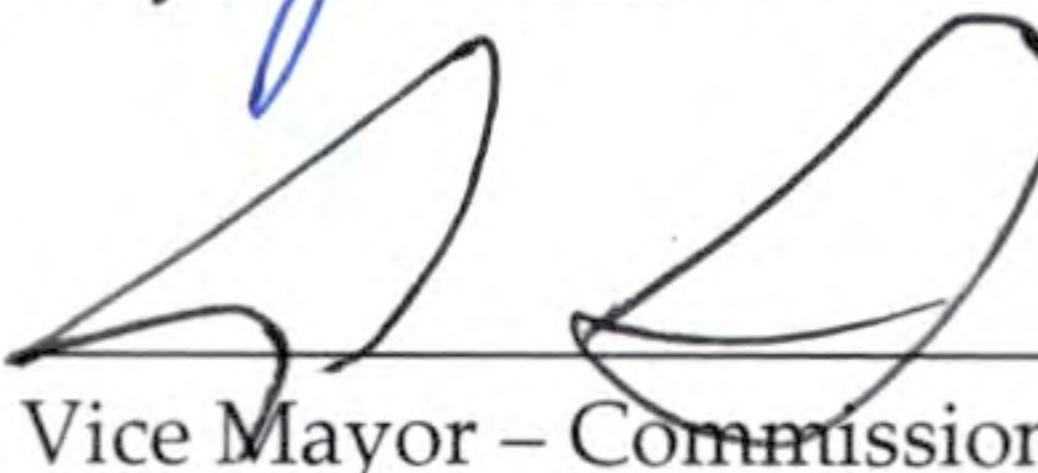
PASSED ON FIRST READING APRIL 1, 2024.

PASSED ON SECOND AND FINAL READING APRIL 15, 2024.

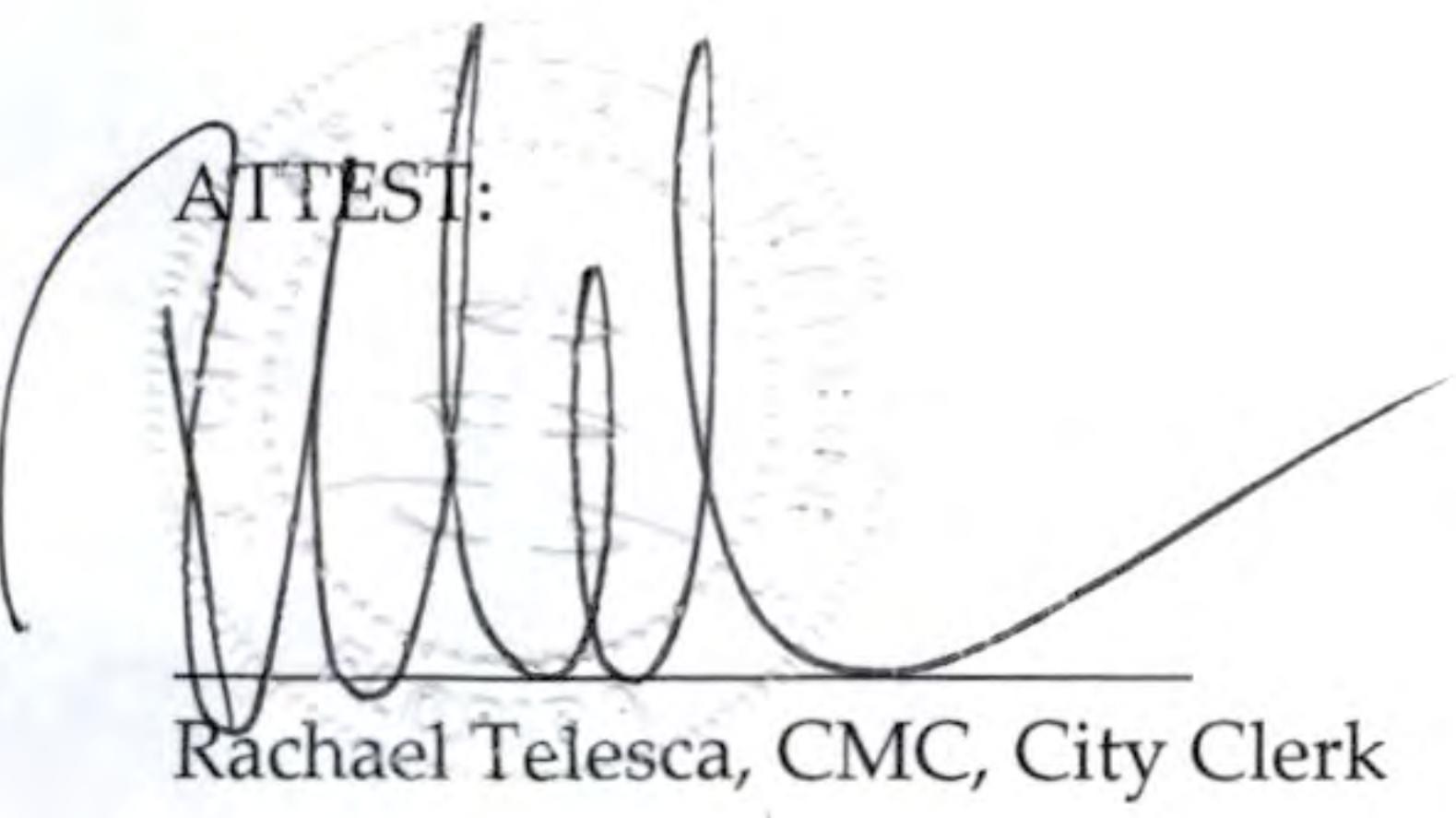
APPROVED AS TO FORM:

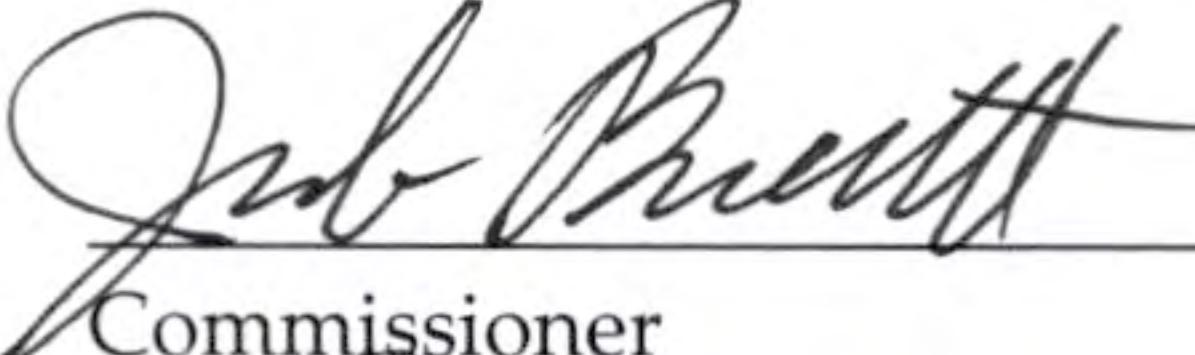

Sarah L. Johnston, City Attorney


Mayor - Commissioner


Vice Mayor - Commissioner

ATTEST:


Rachael Telesca, CMC, City Clerk


Commissioner


Commissioner

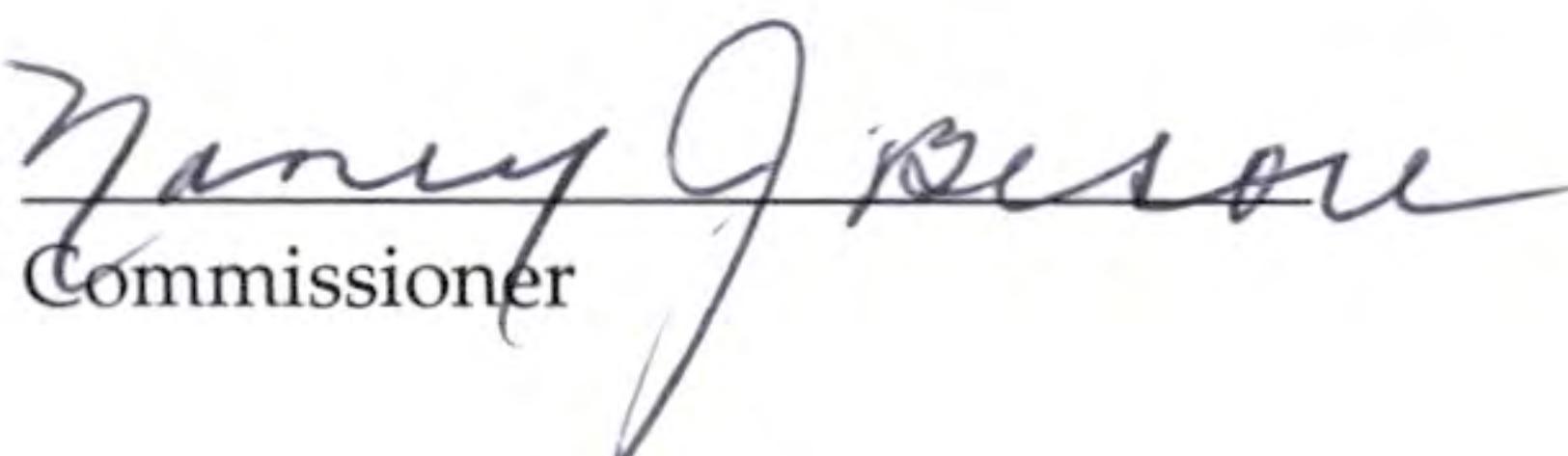

Commissioner

Exhibit A

**City of Safety Harbor Downtown Master Plan
Tax Increment Finance Revenue Projections**

Fiscal Year	City					County					Maximum Amount Per Policy	Total CRA TIF Revenue @50%
	Taxable Value	Base Year Value	Increment Value	Millage Rate	Increment @ 100%	Taxable Value	Base Year Value	Increment Value	Millage Rate	Increment @ 50%		
2021/22	\$ 183,855,277	\$ 31,944,080	\$ 144,315,637	3.9500	\$ 570,045	\$ 184,416	\$ 31,944,080	\$ 152,472,114	5.2092	\$ 754,545		
2022/23	\$ 211,302,907	\$ 31,944,080	\$ 170,390,886	3.9500	\$ 673,044	\$ 211,936	\$ 31,944,080	\$ 179,968,775	4.8188	\$ 433,617		
2023/24	\$ 243,856,012	\$ 31,944,080	\$ 201,316,335	3.9500	\$ 795,200	\$ 243,856,012	\$ 31,944,080	\$ 212,547,856	4.8188	\$ 512,113	\$ 795,200	\$ 1,307,312
2024/25	\$ 265,803,053	\$ 31,944,080	\$ 222,166,024	3.9500	\$ 877,556	\$ 265,803,053	\$ 31,944,080	\$ 218,660,154	4.8188	\$ 526,840	\$ 877,556	\$ 1,404,396
2025/26	\$ 289,725,328	\$ 31,944,080	\$ 244,892,185	3.9500	\$ 967,324	\$ 289,725,328	\$ 31,944,080	\$ 224,925,260	4.8188	\$ 541,935	\$ 967,324	\$ 1,509,259
2026/27	\$ 315,800,607	\$ 31,944,080	\$ 269,663,701	3.9500	\$ 1,065,172	\$ 315,800,607	\$ 31,944,080	\$ 231,346,994	4.8188	\$ 557,407	\$ 1,065,172	\$ 1,622,579
2027/28	\$ 344,222,662	\$ 31,944,080	\$ 296,664,653	3.9500	\$ 1,171,825	\$ 344,222,662	\$ 31,944,080	\$ 237,929,271	4.8188	\$ 573,267	\$ 1,171,825	\$ 1,745,092
2028/29	\$ 375,202,702	\$ 31,944,080	\$ 326,095,691	3.9500	\$ 1,288,078	\$ 375,202,702	\$ 31,944,080	\$ 244,676,104	4.8188	\$ 589,523	\$ 1,288,078	\$ 1,877,601
2029/30	\$ 408,970,945	\$ 31,944,080	\$ 358,175,522	3.9500	\$ 1,414,793	\$ 408,970,945	\$ 31,944,080	\$ 251,591,609	4.8188	\$ 606,185	\$ 1,414,793	\$ 2,020,978
2030/31	\$ 445,778,330	\$ 31,944,080	\$ 393,142,537	3.9500	\$ 1,552,913	\$ 445,778,330	\$ 31,944,080	\$ 258,680,001	4.8188	\$ 623,264	\$ 1,552,913	\$ 2,176,177
2031/32	\$ 485,898,379	\$ 31,944,080	\$ 431,256,584	3.9500	\$ 1,703,464	\$ 485,898,379	\$ 31,944,080	\$ 265,945,603	4.8188	\$ 640,769	\$ 1,703,464	\$ 2,344,233
2032/33	\$ 529,629,234	\$ 31,944,080	\$ 472,800,896	3.9500	\$ 1,867,564	\$ 529,629,234	\$ 31,944,080	\$ 273,392,845	4.8188	\$ 658,713	\$ 1,867,564	\$ 2,526,276
Totals										\$ 5,830,015	\$ 31,237,790	\$ 18,533,903
10 Year Total										\$ 5,830,015	\$ 19,206,947	\$ 18,533,903
											\$ 18,533,903	\$ (0)

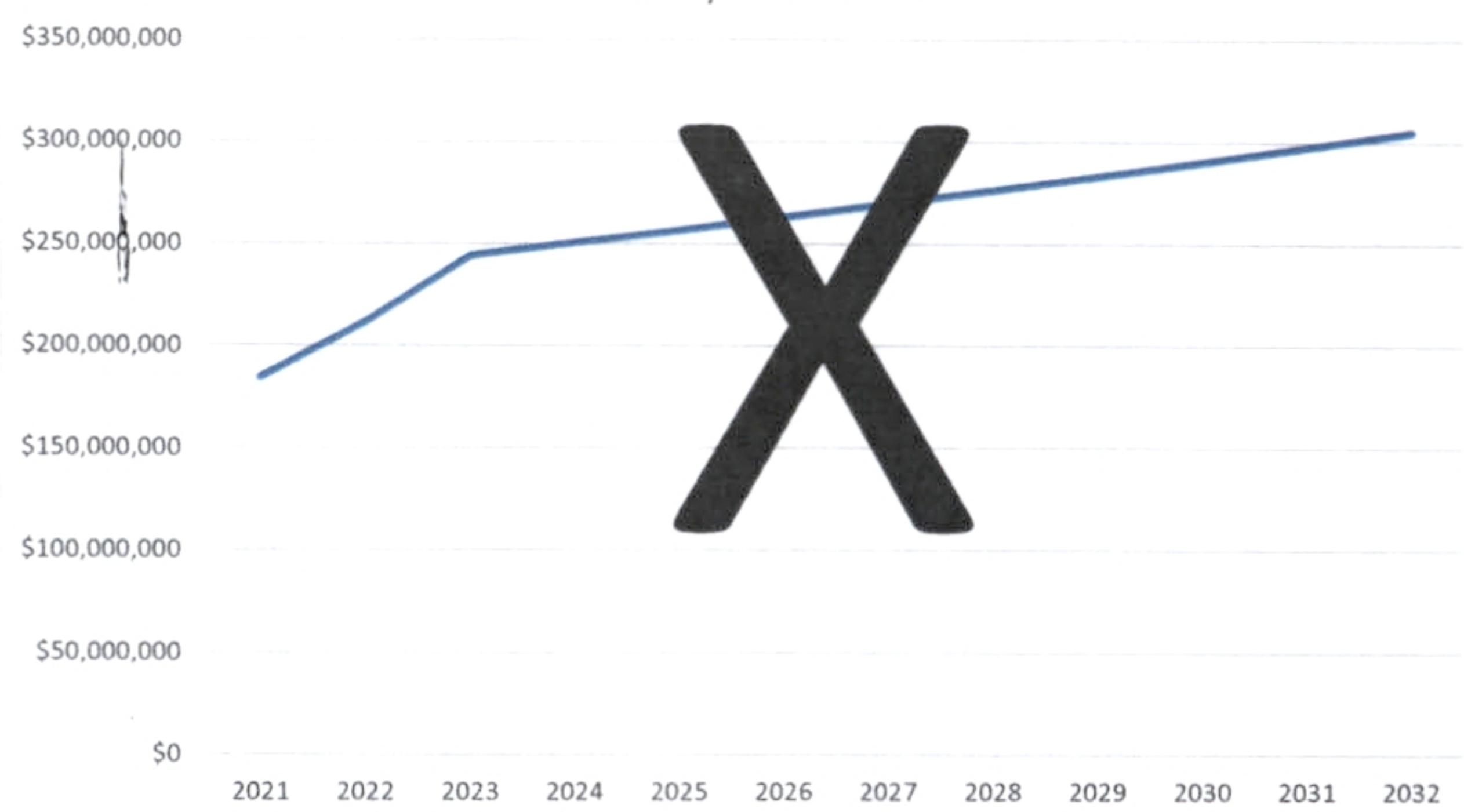
*Updated FY 21/22 and 22/23 City and County portions with actuals.

*Out-years on City side changed to 9% increase (from 2.5%)

*City Increment % changed to 100% (from 50%)

*Strikethrough denotes that this page is being deleted.

Taxable Value Projection
Safety Harbor CRD



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10-Year Projected Forecast Safety Harbor Community Redevelopment Agency

	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	10-Year Total
Objective 1: Protect and enhance the natural environment	\$ 100,000	\$ 100,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 200,000	\$ 200,000	\$ 250,000	\$ 250,000	\$ 300,000	\$ 1,850,000
Objective 2: Improve parking and mobility	150,000	150,000	150,000	200,000	200,000	250,000	250,000	250,000	250,000	250,000	2,100,000
Objective 3: Improve the physical appearance and ambiance of the public realm and encourage private sector reinvestment in declining properties	150,000	150,000	150,000	200,000	200,000	200,000	250,000	250,000	300,000	300,000	2,150,000
Objective 4: Increase the supply of affordable housing	20,000	20,000	20,000	25,000	25,000	50,000	50,000	50,000	50,000	50,000	360,000
Objective 5: Recruit targeted businesses, showcase the downtown, and create a more favorable business environment	150,000	150,000	200,000	250,000	250,000	350,000	400,000	400,000	400,000	400,000	2,950,000
Objective 6: Promote arts, culture, and leisure activities and encourage the preservation of historic structures and Safety Harbor's unique sense of history	3,723,983	250,000	250,000	300,000	300,000	350,000	400,000	400,000	450,000	450,000	6,923,983
Administration (City)	56,770	58,470	60,220	62,030	62,890	65,810	67,790	69,820	71,920	74,080	650,800
Debt - Land purchase in CRA Baranoff Oak	129,830	129,830	129,850	129,814	129,814	-	-	-	-	-	649,120
Debt - Land purchase in CRA South Second Street	128,570	128,570	128,570	128,570	128,570	128,570	128,580	128,580	128,580	128,580	900,000
Total project cost	\$ 4,609,153	\$ 1,136,870	\$ 1,238,640	\$ 1,445,411	\$ 1,497,261	\$ 1,594,380	\$ 1,746,370	\$ 1,669,820	\$ 1,771,920	\$ 1,824,080	\$ 18,533,903

TIF Forecast

10-Year Forecast - County Increment @ 50%

\$ 512,113 \$ 526,840 \$ 541,935 \$ 557,407 \$ 573,267 \$ 589,523 \$ 606,185 \$ 623,264 \$ 640,769 \$ 658,713 \$ 5,830,015

10-Year Forecast - City Increment @ 100%

\$ 795,200 \$ 877,556 \$ 967,324 \$ 1,065,172 \$ 1,171,825 \$ 1,288,078 \$ 1,414,793 \$ 1,552,913 \$ 1,703,464 \$ 1,867,564 \$ 12,703,888

Annually

\$ 1,307,312 \$ 1,404,396 \$ 1,509,259 \$ 1,622,579 \$ 1,745,092 \$ 1,877,601 \$ 2,020,978 \$ 2,176,177 \$ 2,344,233 \$ 2,526,276 \$ 18,533,903

Total Project Cost Annually

\$ 4,609,153 \$ 1,136,870 \$ 1,238,640 \$ 1,445,410 \$ 1,497,260 \$ 1,594,380 \$ 1,746,370 \$ 1,669,820 \$ 1,771,920 \$ 1,824,080 \$ 18,533,903

TIF Projects Forecasted

County Increment @ 50%

\$ 512,113 \$ 526,840 \$ 541,935 \$ 557,407 \$ 573,267 \$ 589,523 \$ 606,185 \$ 623,264 \$ 640,769 \$ 658,713 \$ 5,830,015

City Increment @ 100%

\$ 4,097,040 \$ 610,030 \$ 696,705 \$ 888,003 \$ 923,993 \$ 1,004,857 \$ 1,140,185 \$ 1,046,556 \$ 1,131,151 \$ 1,165,367 \$ 12,703,888

Total Funded Annually

\$ 4,609,153 \$ 1,136,870 \$ 1,238,640 \$ 1,445,411 \$ 1,497,261 \$ 1,594,380 \$ 1,746,370 \$ 1,669,820 \$ 1,771,920 \$ 1,824,080 \$ 18,533,903

* All County TIF expenditures will comply with the Pinellas County CRA Policy

* The City of Safety Harbor will abide by Florida Statutes Ch. 163.370(3)(b) which prohibits tax increment revenue from being expended on projects that are not in the current CIP or have been in the CIP within the last three years.

* Strikethrough denotes that this page is being deleted.

**City of Safety Harbor Downtown Master Plan
Tax Increment Finance Revenue Projections**

Fiscal Year	City					County					Total CRA TIF Revenue				
	Base Year Taxable Value	Base Year Value	Increment Value	Millage Rate	Increment @ 100%	Match County	Base Year Taxable Value	Increment Value	Millage Rate	Increment @ 70%	Increment @ 50%	Maximum City Amount Per Policy	@50% & City match		
2022/23	\$ 211,302,907	\$ 31,944,080	\$ 170,390,886	3.9500	\$ 673,044	\$ 433,617	\$ 211,912,855	\$ 31,944,080	\$ 179,968,775	4.8188	\$ 607,063	\$ 433,617	\$ 673,044	\$ 1,106,661	
2023/24	\$ 238,149,883	\$ 31,944,080	\$ 195,895,513	3.9500	\$ 773,787	\$ 498,425	\$ 238,810,787	\$ 31,944,080	\$ 206,866,707	4.8188	\$ 697,795	\$ 498,425	\$ 773,787	\$ 1,272,212	
2024/25	\$ 259,583,372	\$ 31,944,080	\$ 216,257,328	3.9500	\$ 854,216	\$ 512,809	\$ 244,781,057	\$ 31,944,080	\$ 212,836,977	4.8188	\$ 717,933	\$ 512,809	\$ 854,216	\$ 1,025,619	
2025/26	\$ 282,945,876	\$ 31,944,080	\$ 238,451,706	3.9500	\$ 941,884	\$ 527,554	\$ 250,900,583	\$ 31,944,080	\$ 218,956,503	4.8188	\$ 738,575	\$ 527,554	\$ 941,884	\$ 1,055,108	
2026/27	\$ 308,411,005	\$ 31,944,080	\$ 262,643,579	3.9500	\$ 1,037,442	\$ 542,667	\$ 257,173,098	\$ 31,944,080	\$ 225,229,018	4.8188	\$ 759,734	\$ 542,667	\$ 1,037,442	\$ 1,085,334	
2027/28	\$ 336,167,995	\$ 31,944,080	\$ 289,012,720	3.9500	\$ 1,141,600	\$ 558,158	\$ 263,602,425	\$ 31,944,080	\$ 231,658,345	4.8188	\$ 781,421	\$ 558,158	\$ 1,141,600	\$ 1,116,315	
2028/29	\$ 366,423,115	\$ 31,944,080	\$ 317,755,083	3.9500	\$ 1,255,133	\$ 574,036	\$ 270,192,486	\$ 31,944,080	\$ 238,248,406	4.8188	\$ 803,650	\$ 574,036	\$ 1,255,133	\$ 1,148,071	
2029/30	\$ 399,401,195	\$ 31,944,080	\$ 349,084,259	3.9500	\$ 1,378,883	\$ 590,311	\$ 276,947,298	\$ 31,944,080	\$ 245,003,218	4.8188	\$ 826,435	\$ 590,311	\$ 1,378,883	\$ 1,180,622	
2030/31	\$ 435,347,303	\$ 31,944,080	\$ 383,233,062	3.9500	\$ 1,513,771	\$ 606,993	\$ 283,870,980	\$ 31,944,080	\$ 251,926,900	4.8188	\$ 849,790	\$ 606,993	\$ 1,513,771	\$ 1,213,985	
2031/32	\$ 474,528,560	\$ 31,944,080	\$ 420,455,256	3.9500	\$ 1,660,798	\$ 624,092	\$ 290,967,755	\$ 31,944,080	\$ 259,023,675	4.8188	\$ 873,728	\$ 624,092	\$ 1,660,798	\$ 1,248,183	
	Totals	\$ 11,230,559	\$ 5,468,660								\$ 7,656,124	\$ 5,468,660	\$ 11,230,559	\$ 11,452,109	
	10 Year Total	\$ 11,230,559	\$ 5,468,660									\$ 5,468,660			

*Updated FY 21/22 and 22/23 City and County portions with actuals.

*Out-years on City side changed to 9% increase (from 2.5%)

*City Increment % changed to match County funding

* The City of Safety Harbor will abide by Florida Statutes Ch. 163.370(3)(b) which prohibits tax increment revenue from being expended on projects that are not in the current CIP or have been in the CIP within the last three years.

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Total City @ 100%, County @ 50%

Total City @ 50%, County @ 50%

Carryover from Prior Years

\$ 16,699,218

\$ 11,452,109

\$ 1,829,133

10-Year Projected Forecast Safety Harbor Community Redevelopment Agency

Objective 1: Protect and enhance the natural environment

Project/Strategy	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	10-Year Total
Promote compact development forms that preserve open space, healthy protected trees and native vegetation.											
Remove litter, debris, and invasive species from Mullet Creek and enhance its aesthetic, ecological and recreational value. Retain wooded areas bordering the creeks through a conservation easement in coordination with Pinellas County regulations for environmental setbacks.											
Promote the use of native plant species in meeting landscape requirements.											
Concentrate development outside of the 100-Year Floodplain to the maximum extent practicable feasible.											
Upgrade the existing drainage system to include stormwater treatment for water quality.											
Rigbsy Center Stormwater Treatment Educational Area (P. 14)											
Add passive park amenities to the Baranoff Oak property including seating, walkways and lighting.											
Replace public street lights and lighting within public buildings with LED lighting.											
Within Waterfront Park, install a living shoreline along Tampa Bay, continue to add native plantings, and restore natural spring features.											
Review adopted impervious surface ratios and potential incentives for use of pervious paving materials.											
Increase the resiliency of the city infrastructure to limit damages from major storms and decrease the recovery time.											
Veterans Memorial Park Seawall Upgrades (P. 14)											
Switch to nonpoisonous sprays for parks and city lands for weed control and rat control products that will not harm wildlife.											
Preserve and plant protected shade trees downtown; tree restoration.											
Downtown Washingtonian Palm Tree Replacements and New Tree Plantings (P. 14)					\$ 100,000						
Main Street Landscaping Upgrades and Tree Plantings (P. 14)					\$ 100,000						
Preserve, protect the environment through education and having a sustainability plan.											
Enhance rather than expand. Work with law enforcement to supervise/maintain safe outdoor parks and spaces.											
Add new security surveillance cameras in parks within CRD for crime prevention (P. 14)				\$ 50,000							\$ 50,000

Objective 2: Improve parking and mobility

Project/Strategy	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	10-Year Total
Complete missing segments of the sidewalk network where adequate right-of-way exists.											
New Sidewalk construction in CRD (P. 14)				\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000		\$ 300,000
ADA Ramp Replacement Downtown Intersections (P. 14)							\$ 475,000	\$ 500,000			\$ 975,000
Install brick at Main Street Intersections (P. 14)						\$ 200,000	\$ 200,000				\$ 400,000
Install traffic calming devices according to the established protocol for installing such devices.											
Support and encourage the continuation and expansion of public transit linkages to make transit stops more accommodating.											
Add bicycle parking downtown, where possible.											

Continue to require larger event organizers to prepare a parking plan to accommodate anticipated parking demand.										
Continue to maintain a website with information regarding public parking areas for vehicles and bicycles and to install signage, where needed, to identify public parking areas.										
Continue to enhance pedestrian amenities in Waterfront Park including sidewalks, shade structures, and shade trees.										
Research ride sharing parking/unloading, bicycle share or scooter share regulations.										
Research tiny house regulations for the non-conforming mobile home park located in the vicinity of N. 13th Avenue and Main Street.										
Partner with different sites with space for parking around town and provide transportation to downtown for events.										
Parking agreements for leases with private property owners to provide parking within CRD (P. 14)		\$20,000.00	\$ 20,000.00	\$20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 160,000

Objective 3: Improve the physical appearance and ambiance of the public realm and encourage private sector reinvestment in declining properties

Project/Strategy	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	10-Year Total
Extend the streetscape design elements completed on Main Street to side-streets where sufficient right-of-way exists to provide continuity.											
Prepare and implement corridor enhancement plan for Philippe Parkway and South Bayshore Boulevard.											\$ -
Continue with the brick street restoration program.											
Develop a sense of place for traditional neighborhoods through thematic improvements and identity features.											
Maintain a strong code enforcement presence.											
Offer incentives such as matching grants, fee waivers or reimbursements, and/or tax abatements available through the Downtown Partnership Program for building renovation, rehabilitation, landscaping, murals and public art, bike racks, and new construction that is compatible with community redevelopment objectives. (P. 14)		\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 900,000
Continue to upgrade facilities within public parks.											
Parking Lot and Park at 2nd Street S. and 6th Ave. S. (P. 14)				\$ 450,000							\$ 450,000
Implement an "Adopt a Flowering Plant Basket" program downtown.											
Continue to upgrade landscaping, irrigation, electrical infrastructure along Main Street.											
Implement a lighting policy in public parks to address night skies, turn off times, and lighting design.											
Waterfront Park Lighting Improvements (P. 14)			\$ 200,000								\$ 200,000
Ensure adequate landscaping downtown.											
Preserve Safety Harbor's unique character and small town charm.											
Review and enforce the noise ordinance.											

Objective 4: Increase the supply of affordable housing

Project/Strategy	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	10-Year Total
Partner with Pinellas County Community Development Department and the private sector in assembling property for the creation of affordable housing.											
Promote down payment and closing cost assistance for first time homebuyers that are income qualified through the American Dream Down Payment Initiative under HOME Program administered by Pinellas County. (P. 15)				\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 300,000

Recognize modern building materials and alternative construction techniques (such as prefabricated modular housing) that reduce the cost of home building but offer quality appearance.											
Expedite permitting for residential uses.											
Consider expanding zoning districts where housing is allowed.											
Objective 5: Recruit targeted businesses, showcase the downtown, and create a more favorable business environment											
Project/Strategy	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	10-Year Total
Provide technical support and other forms of assistance to the Chamber of Commerce its Economic Development Committee as deemed appropriate. [The existing business and property owners are the best marketing personnel for Downtown. Whenever a property becomes available, its location, description, and lease or sale terms should be shared with existing retailers and property owners. Every business needs to view itself as an active recruiter. The stronger the retail mix and activity is in the Downtown, the higher the sales for every merchant.]											
Through an economic development liaison position, develop a recruitment program that focuses on three priorities: (1) Expansion or relocation of existing businesses. The tenant recruitment program should first focus on existing successful businesses that wish to expand their operations within the Downtown or move to an improved location within the Downtown. (2) Tenant recruitment within the Downtown market area. Retailers located within or near the primary market area already understand the strengths of the market. They may be looking to expand their operations or to establish additional stores and should be actively pursued by the committee. (3) Tenant recruitment outside the primary market area. This may include a direct mailing to target businesses, selective use of print advertising and web communication, reviewing trade journals for leads on expanding businesses, using real estate professionals or other intermediaries. [The retail recruitment program should be targeted to create clusters of compatible activity. Compatible businesses will strengthen all of the businesses. For example, a row of restaurants on a side-street will create more of a draw than one standing in isolation or adjacent to non-related uses.]											
BAP Position (P. 15)					\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 600,000
Expand the public relations program to promote Downtown success stories in local and area-wide media. Promote unique features of Safety Harbor such as parks, downtown, Safety Harbor Spa, and natural springs.											
Continue to support the downtown wayfinding signage program to help downtown visitors discover Main Street and side-street businesses.											
Wayfinding Signage (P. 15)					\$ 45,000	\$ 55,000	\$ 50,000	\$ 150,000			
Gateway Signs at S Bayshore and 10th and Main (P. 15)					\$ 100,000						\$ 100,000
Continue to sponsor special events that draw people (customers) to the downtown.											
Encourage residents within the primary market area to patronize downtown businesses through joint advertising programs that communicate available products and services. (P. 15)					\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 200,000
Develop customized financial incentives for attracting targeted businesses, such as a green grocer.											
Attract small businesses.											
Streamline and improve communications for permitting applications for new or expanding businesses.											

Objective 6: Promote arts, culture, and leisure activities and encourage the preservation of historic structures and Safety Harbor's unique sense of history

Project/Strategy	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	10-Year Total
Identify public spaces for permanent and temporary art installations. Coordinate with the Public Art Committee in developing a plan for attracting and maintaining appropriate art exhibits and improving civic infrastructure. The plan should consider findings and recommendations contained in the Pinellas County Public Art Master Plan.											
Install a major artwork project in Waterfront Park and improve facilities at Waterfront Park.											
Locks of Love public art installation in Waterfront Park (P. 16)					\$ 100,000						\$ 100,000
Maintain the historical marker program.											
Expand the Safety Harbor Library to add a second level to include additional meeting space, including design, engineering and construction. (P. 16)		\$ 3,039,985									\$ 3,039,985
Identify opportunities for increasing public parks and open space and their utilization particularly along the waterfront.											
Artificial Turf at the Gazebo (P. 16)									\$ 300,000		\$ 300,000
Encourage property owners with structures listed on the Florida Master Site File as having potential local significance to apply for designation as a local historic landmark.											
Continue to support the library and museum programs.											
Museum Displays (P. 16)			\$ 50,000		\$ 50,000						\$ 100,000
Explore a water misting cooling station.											
City Programs (4930)	\$ 128,089	\$ 80,000	\$ 85,000	\$ 90,000	\$ 90,000	\$ 95,000	\$ 95,000	\$ 100,000	\$ 100,000	\$ 105,000	\$ 840,000
Administration (City)	\$ 52,824	\$ 56,770	\$ 58,470	\$ 60,220	\$ 62,030	\$ 63,890	\$ 65,810	\$ 67,790	\$ 69,820	\$ 71,920	\$ 576,720
Debt - Land purchase in CRA Baranoff Oak	\$ 129,700	\$ 129,830	\$ 129,830	\$ 129,850	\$ 129,810	\$ 129,800	\$ -	\$ -	\$ -	\$ -	\$ 649,120
Debt - Land purchase in CRA South Second Street	\$ 13,418	\$ 128,570	\$ 128,570	\$ 128,570	\$ 128,570	\$ 128,570	\$ 128,570	\$ 128,580	\$ -	\$ -	\$ 900,000
Total project cost	\$ 324,031	\$ 3,535,155	\$ 871,870	\$ 1,353,640	\$ 1,125,410	\$ 762,260	\$ 1,389,380	\$ 591,370	\$ 1,889,820	\$ 1,421,920	\$ 12,940,825

TIF Forecast

10-Year Forecast - County Increment @ 50%	\$ 433,617	\$ 498,425	\$ 512,809	\$ 527,554	\$ 542,667	\$ 558,158	\$ 574,036	\$ 590,311	\$ 606,993	\$ 624,092	\$ 5,035,043
10-Year Forecast - City Increment to Match County	\$ 673,044	\$ 498,425	\$ 512,809	\$ 527,554	\$ 542,667	\$ 558,158	\$ 574,036	\$ 590,311	\$ 606,993	\$ 624,092	\$ 5,035,043
10-Year Forecast - Total County TIF and City TIF Dollars Available Annually	\$ 1,106,657	\$ 996,849	\$ 1,025,619	\$ 1,055,108	\$ 1,085,334	\$ 1,116,315	\$ 1,148,071	\$ 1,180,622	\$ 1,213,985	\$ 1,248,183	\$ 10,070,086
Total Project Cost Annually	\$ 324,031	\$ 3,535,155	\$ 871,870	\$ 1,353,640	\$ 1,125,410	\$ 762,260	\$ 1,389,380	\$ 591,370	\$ 1,889,820	\$ 1,421,920	\$ 12,940,825
TIF Projects Forecasted											
County Increment @ 50%	\$ 433,617	\$ 512,113	\$ 526,840	\$ 541,935	\$ 557,407	\$ 573,267	\$ 589,523	\$ 606,185	\$ 623,264	\$ 640,769	\$ 5,171,302
City Increment to Match County	\$ 673,044	\$ 498,425	\$ 526,840	\$ 541,935	\$ 557,407	\$ 573,267	\$ 589,523	\$ 606,185	\$ 623,264	\$ 640,769	\$ 5,157,615
Carryover from PY	\$ 1,829,133	\$ 2,611,763	\$ 87,146	\$ 268,955	\$ (815)	\$ (11,410)	\$ 372,864	\$ 162,529	\$ 783,529	\$ 140,236	\$ 2,611,763
Total Funded Annually	\$ 2,935,794	\$ 3,622,301	\$ 1,140,826	\$ 1,352,825	\$ 1,114,000	\$ 1,135,124	\$ 1,551,910	\$ 1,374,899	\$ 2,030,057	\$ 1,421,775	\$ 12,940,680

* All County TIF expenditures will comply with the Pinellas County CRA Policy

1. Any unused TIF dollars will roll over to future years.

2. The City of Safety Harbor will abide by Florida Statutes CH. 163.370(3)(b), which prohibits tax increment revenue from being expended on projects that are in the current CIP.

3. CRA= Community Redevelopment Agency

4. Highlighted text are projects or strategies where County TIF dollars can be spent.

5. Underline denotes these pages are being added in full.

CITY OF SAFETY HARBOR DOWNTOWN MASTER PLAN

Prepared for:

**City of Safety Harbor
Community Redevelopment Agency**

Prepared by:

**City of Safety Harbor
Community Development Department
750 Main Street
Safety Harbor, Florida 34695**

Adopted April 2024



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INTRODUCTION

The Downtown Master Plan represents the culmination of an intensive citizen-driven effort over a period of more than three years to establish a common community understanding and vision. As Christopher Leinberger observed in *Turning Around Downtown: Twelve Steps to Revitalization*, “*Beginning any journey, especially one as arduous as revitalizing a downtown, requires intention. Without the intention of actually revitalizing a downtown, there is little reason to begin the process in the first place...Determining whether the intention for a long-term effort is present in the community requires the mining of the most important asset a downtown revitalization has: memory and the emotion it unleashes.*”¹

Visions focus first on the outcome and then on the possibility of actions to attain this outcome. Henry David Thoreau expressed it this way in the concluding chapter of *Walden*: “*If you build castles in the air, your work need not be lost; that is where they should be. Now put the foundations under them.*”

The Downtown Master Plan provides the rational basis and directional framework to attain the community’s vision captured through an interactive process that involved citizens and elected officials, business and property owners and other interested parties. A supporting 5-Year Action Strategy was prepared to implement short-term priorities embodied in the community’s vision statement that reads: ***Safety Harbor is a thriving city with a charming quality of life – committed to balancing responsible growth while preserving its small town atmosphere, quaint character, and valued treasures.***

While the vision and corresponding guiding principles have been established, it is important to acknowledge that downtown master planning is a constant affair that doesn’t end once implementation has begun. There will undoubtedly be unexpected opportunities that arise that are unforeseen in this plan and will require further reflection on this original vision statement to determine the proper course of action. Facilitating innovative, creative, responsible growth

will demand a certain degree of flexibility and open mindedness. The Master Plan should be viewed as a dynamic blueprint that has the capacity to respond to good ideas that adhere to the guiding principles articulated through the community visioning process (see Appendix “A”).

Balancing Community Values with Innovative, Responsible Growth

Safety Harbor is maturing as a suburban community. Its citizens understand that the City will continue to grow and change, and want to take charge of the City’s destiny to guide growth and change in a manner that protects the core values that attracted residents to the community in the first place. At the same time, the residents want the types of amenities and opportunities that are available to many suburban and urban communities: cultural resources, gathering places, comfortable and attractive pedestrian spaces, a variety of housing choices, interesting places to dine, shop, and recreate, and places to work that are close to home.

Using a consensus-based master planning process, the City has identified, understood, and articulated its shared values. From this basis, the Master Plan has informed, often difficult choices regarding the City’s future, and has endeavored to strike appropriate balances in areas where competing values would dictate divergent outcomes.

Quaint Character

Safety Harbor’s Downtown identity is derived from Main Street. In historical terms, “Main Street is one of a handful of images imbedded in the American identity. For many, the term conjures up memories, real or imagined, of hometown friendliness, bustling activity, celebration and commerce – a people scaled environment in the center of things. Main Street’s pedestrian-friendly public environment has become an intuitive standard for quality place making.”²

¹ Leinberger, Christopher. *Turning Around Downtown: Twelve Steps to Revitalization*. The Brookings Institution Research Brief. March 2005.

² Means, Mary. *Main Street – Two Decades of Lessons Learned*. Time-Saver Standards for Urban Design. Pg. 5.7-1. McGraw Hill. 2003.

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In a City where suburban subdivisions have become the predominant development form, the Downtown displays some very unique elements of small town character: brick streets with granite curbs lined with sidewalks, mature live oaks, a gazebo park, homes with prominent front porches, and traditional Main Street. Buildings are generally in the one to two story range and reflect Florida vernacular styles of architecture. The quaint character of the Downtown is cherished by citizens who would like to see change occur in a gradual fashion that honors the City's unique history and sense of place. The community visioning process honed in on a common vocabulary citizens use to describe Safety Harbor using terms such as "small town, family oriented, unique, distinctive, charming, quaint, casual, stable, vibrant, accessible, green, strong core, proactive government, balanced growth management, and compatible businesses".

Safety Harbor's Valued Treasures

The vision statement makes reference to the City's valued treasures. Safety Harbor has strong core assets that make it a highly desirable place to live. Many of Safety Harbor's residents are drawn from the Midwest and Northeastern United States or other places in Florida, attracted by Safety Harbor's:

- ✓ Waterfront setting;
- ✓ High quality schools;
- ✓ Excellent leisure activities, parks, arts & culture, and public library;
- ✓ Laid-back atmosphere;
- ✓ Small town character;
- ✓ Historic resources;
- ✓ Landscaping, trees, and natural green spaces
- ✓ Local shops, restaurants and small businesses
- ✓ Bicycle, walking and low-speed vehicle friendly
- ✓ High quality city services

History

The City of Safety Harbor, known for its fishing, climate and springs, attracted the Caloosa and Timucuan Indian tribes as the original inhabitants. Safety Harbor is home to the historic Espiritu Santo

Springs, or "Springs of the Holy Spirit". In 1917, Safety Harbor was incorporated as a city by the State of Florida. The economy was based on tourism, small farms and citrus fields. During the 1920's the city started to grow due to the State of Florida's land boom and the expansion of the railroad into Safety Harbor from Tampa. The railroad brought tourists and neighboring residents to downtown Safety Harbor and provided the shipping of citrus and other farming products to other parts of the state and country. The first major roadway was constructed in 1916, State Road 17, now State Road 590, this also increased tourism and trade. During this period commercial buildings, new subdivisions, roads and homes were built. Growth came to a halt during the Great Depression and did not resume again until decades later.

Presently, the City of Safety Harbor is reaching build-out. There are a few vacant areas for development and parts of the city that are ready for redevelopment. Safety Harbor has a small town feel with substantial historic significance expressed in the traditional Mediterranean architecture. The City is comprised of low-density residential areas and a classic downtown historically catering to the needs of locals while establishing an international reputation as a resort and spa destination.

Redevelopment Initiatives

The City of Safety Harbor established a Community Redevelopment Agency in 1992 to take advantage of the powers provided by Florida Statute, to address deteriorating conditions in the downtown area. Since its inception, redevelopment initiatives sponsored by the Agency have been successful in improving the physical condition of the Downtown. The majority of initiatives contained in the action plan from the original Redevelopment Plan, composed in 1992, have been accomplished. Capital improvements that have been completed by the Agency and the City include, but are not limited to:

- *The establishment of a Tax Increment Financing district;*
- *Implementation of a Community Redevelopment District plan and zoning overlay;*
- *Implementation of a Downtown Partnership Program that offers matching grants and other financial incentives for building and site improvements (ongoing);*
- *The removal of SR 590 from the state roadway system through the downtown;*
- *The under-grounding of overhead facilities in the downtown*
- *Streetscape and landscape improvements on Main Street, Philippe Parkway and 9th Avenue;*
- *Acquisition and development of public parking facilities throughout the district;*
- *The completion of a historic sites survey;*
- *Implementation of a brick street restoration program;*
- *Paving of alleyways throughout the redevelopment district;*
- *Installation and construction of potable water, stormwater and sanitary sewer improvements;*
- *The rehabilitation of John Wilson "Gazebo" Park on Main Street;*
- *Improvements to the City Owned Marina Park;*
- *Concept and construction plans for passive park development on Church Street property (construction scheduled for 2012);*
- *Aesthetic improvements to Mullet Creek bridge;*
- *Establishment of a greenway and trail easement along the north side of Mullet Creek, west of the bridge. Removal of*

exotic and invasive species and restoration of native vegetation.

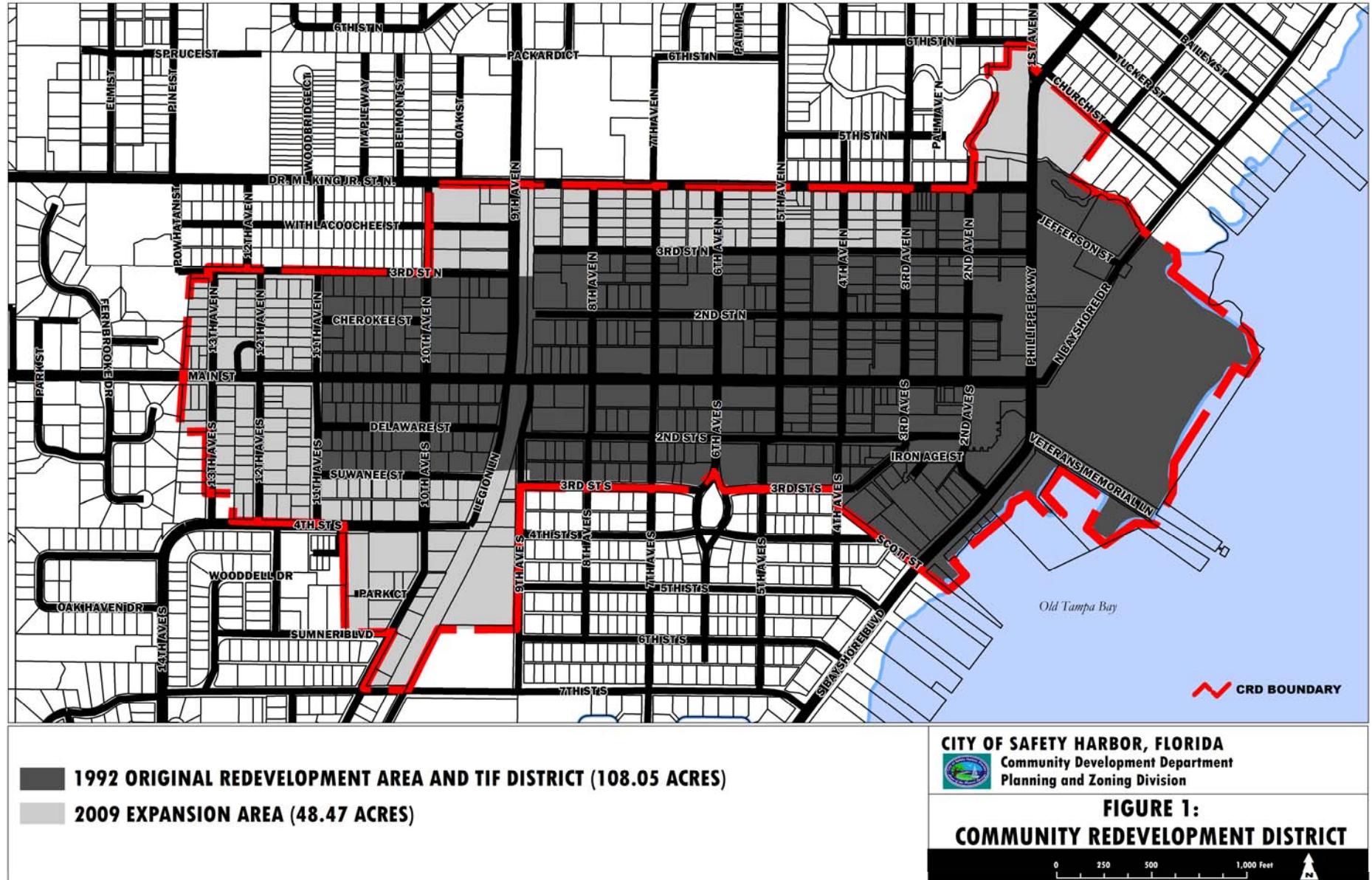
The majority of physical improvements were made using sales tax proceeds through "Penny for Pinellas" and other city funds. CRA projects and programs have been accomplished essentially without the use of tax increment revenues, which is the traditional source of redevelopment financing. The City's commitment has stimulated private investment in the Downtown resulting in double digit percentage increases in CRA taxable values between 2003 and 2007. As a result, the CRA is now positioned to have the resources to support new projects and programs. Under these circumstances, the City decided to update the Redevelopment Plan to define an agenda for the next phase in the evolution of the community revitalization process.

DISTRICT BOUNDARIES

Boundaries for the original Safety Harbor Community Redevelopment Area (CRA) were established in 1992. During the initial phases of this planning process the City Commission decided to expand the boundaries to address physical and economic conditions in three additional areas. On July 19, 2004 the City adopted Resolution 2004-10 establishing the "Finding of Necessity" to pursue redevelopment activities in these additional areas. On November 2, 2004 Pinellas County adopted Resolution 04-214 providing the "Delegation of Authority" to the City of Safety Harbor to declare itself a CRA and prepare a redevelopment plan for the expanded area pursuant to Chapter 163, Part III of the Florida Statutes - a requirement for Charter Counties in the State of Florida. Copies of these resolutions are provided in Appendix "B".

Figure 1 illustrates the original CRA boundary (108.05 acres) and Expansion Area (48.47 acres) resulting from these actions. A boundary description is provided in Appendix "C". For planning purposes, the CRA is referred to in this Plan as the City's Community Redevelopment District (CRD) - the term used in the City's Future Land Use Plan and Comprehensive Zoning and Land Development Code to be consistent with the Countywide Plan Rules.

CITY OF SAFETY HARBOR DOWNTOWN MASTER PLAN



DOWNTOWN MASTER PLAN

The Downtown Master Plan was developed through an extensive inventory and analysis of existing conditions inside the CRA as well as citizen input collected during the community visioning process and preceding workshops. Appendix "D" contains demographic, land use, design, transportation, and other technical support data that underpin the planning recommendations contained in this report.

The background studies identify several issues and concerns including: traffic and pedestrian circulation, the need for parking, deterioration of physical conditions, and the existence of irregular and/or small lot sizes. While there are issues to be addressed, the analysis found many opportunities for public realm improvements in the form of streetscapes, gateways, parks and trails as well as the future propensity for market driven redevelopment activity in the private sector.

Plan Philosophy

The Downtown Master Plan was developed with consideration of basic philosophies that serve as the foundation for future policy decisions by the City and staff. The most important aspects of the Plan are the following:

- *The Plan identifies, in general, where the primary land use and activity centers should be located in order to best attract prospective businesses and residents, while at the same time being well integrated into desired future transportation and land use patterns.*
- *The Plan provides a tool for the CRA to promote economic development by showing prospective corporate entities locations that have been designated for their purpose; thereby reducing the developer's risk and minimizing hurdles when coming to the community.*
- *The Plan provides a holistic means for the CRA and the City to provide the approvals for new development projects based on an agreed upon strategy.*
- *The Plan enables the CRA and the City to make capital improvement projections based upon known future, public project needs, demands and proposed locations.*
- *The Plan supports desired social, physical and economic development strategies as expressed by community representatives in the previous redevelopment plan.*
- *The Plan facilitates the preparation of new land development regulations that provide a higher standard of urban and residential design.*
- *The Plan promotes nodal development patterns with higher densities of mixed-use located at the Safety Harbor Spa and Harbour Pointe site with lower heights, building masses and residential uses in surrounding areas.*
- *The Plan embraces transportation and pedestrian mobility strategies contained in the original redevelopment plan as well as anticipated needs to be identified in a traffic mobility study.*
- *The Plan suggests attracting a vibrant mix of uses in the downtown, including restaurants and cafes, specialty retail, new office uses, artist studios and galleries.*
- *The Plan anticipates destination based retail development and activities serving the regional market, as well as, needs based commercial development, such as a neighborhood supermarket, that will provide goods and services for residents located within the CRD.*
- *The Plan supports culture and the arts as integral activities in the downtown through continued support of special events and festivals, while also setting aside locations for artists live*

CITY OF SAFETY HARBOR DOWNTOWN MASTER PLAN

work communities as well as heritage and natural resource museums.

- The Plan takes advantage of natural resources such as the bay, creeks, marina, and regional trail system by introducing opportunities for heritage and eco-tourism including the expansion of trails, greenways and blueways.

PLAN FRAMEWORK

The Community Redevelopment District (CRD) contains a hierarchy of character districts based on existing and intended use, character, and function. Figure 2, Master Development Plan Framework, shall become part of the City's Official Land Use and Zoning Atlas as the regulatory framework for the Community Redevelopment District overlay designation. The following district descriptions and associated future land use recommendations shall be incorporated by reference into the City's Future Land Use Element of the Comprehensive Plan as the adopted Special Area Plan for the CRD. Moreover, the building height maximums and density and intensity limitations depicted in Figures 3 and 4 shall be implemented through the creation of overlay regulations for the CRD. The Character District categories are classified as follows:

ABBREVIATION	CHARACTER DISTRICT CATEGORY
TND-1	Traditional Neighborhood Development-1
TND-2	Traditional Neighborhood Development-2
MSM	Main Street Marketplace
CTC	Community Town Center
SC-1	Service Corridor -1
SC-2	Service Corridor -2
WV	Waterfront Village
CC	Creekside Conservation
LHL	Local Historic Landmark
DR	Destination Resort
P	Public



Livable Communities Initiative

The Downtown Master Plan supports "The Four D's" of creating a livable community:

- ✓ Density
- ✓ Diversity
- ✓ Design
- ✓ Destinations

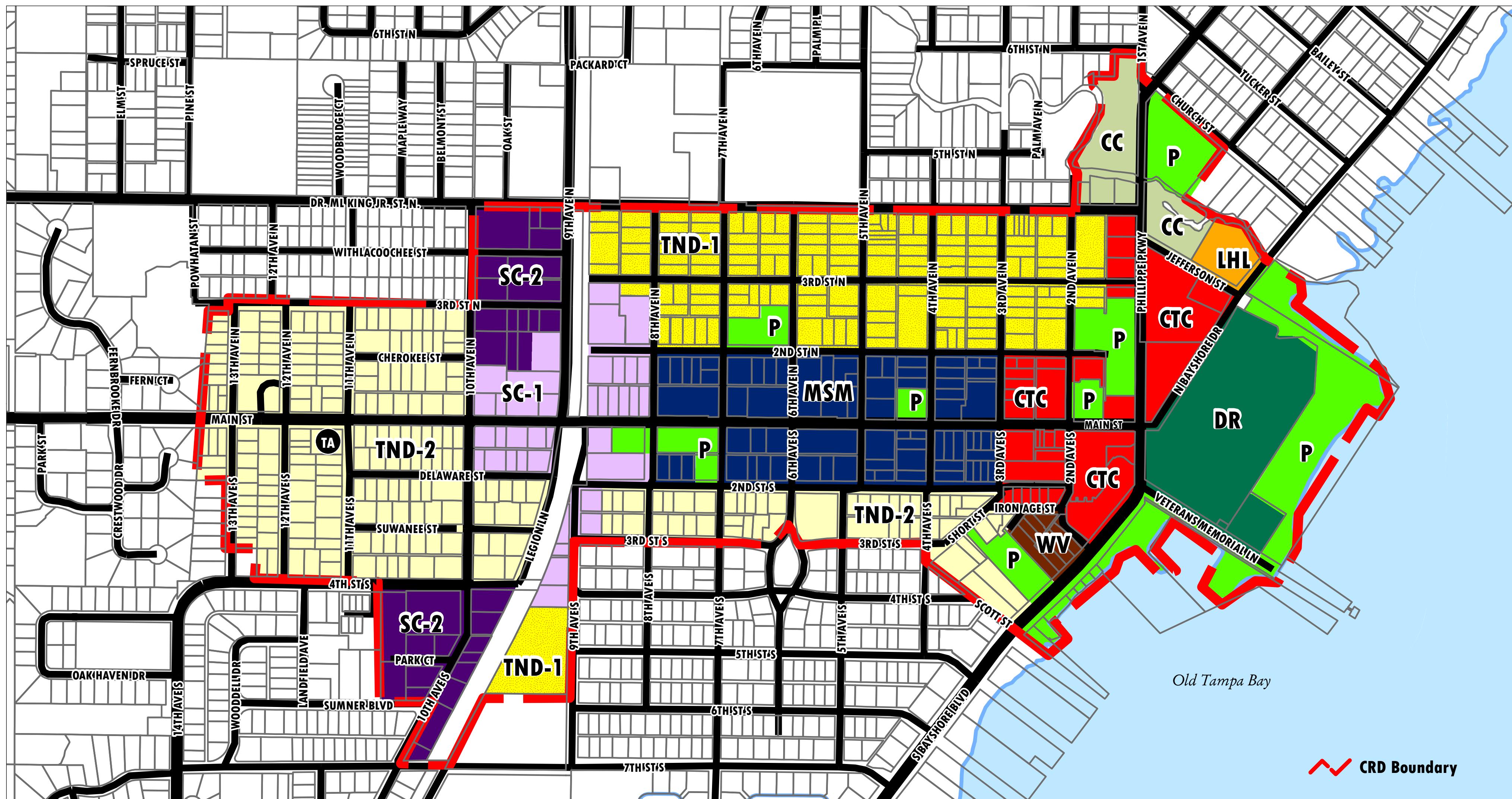
The Plan recognizes and build upon existing development forms within the CRD which include neighborhoods, mixed use activity centers, corridors, and districts.

CITY OF SAFETY HARBOR DOWNTOWN MASTER PLAN

	NEIGHBORHOODS		MIXED-USE DISTRICTS		SERVICE CORRIDOR	
	TND-1 (MIXED RESIDENTIAL)	TND-2 (SINGLE-FAMILY)	MSM	CTC	SC-1	SC-2
DISTRICT DESCRIPTION	<p>The TND-1 district encompasses the Green Springs and West Green Springs neighborhoods north of 2nd Street North platted in 1905 and 1919 respectively. The typical block structure is 290 ft by 300 ft with 7,000 square foot platted lots (50 ft. by 120 ft) bisected by north/south alleyways that are 10 feet wide. The neighborhoods are residential in character and predominantly filled with small single-family homes (1,500 square feet or less). The homes in the Green Springs neighborhood were typically constructed prior to 1950 and exhibit architecture of the early 20th Century such as Bungalow, Craftsman Cottage, and Frame Vernacular. Most homes in West Green Springs were constructed after 1950 and are ranch style with attached garages. Traditional buildings typically feature vertically oriented architecture and were constructed close to the street. Front porches are common and add emphasis and visual interest to the primary entrance. Building heights typically do not exceed 24 feet.</p>	<p>The TND-2 district encompasses the South Green Springs neighborhood, one block south of 2nd Street South, and the Park Heights neighborhood both platted in 1924 and Seminole Park neighborhood platted in 1915. Blocks are laid out in a grid pattern with platted lots typically 50 ft. x 100 ft to 120 ft. deep divided by a 10 foot wide alleyway. Several lots have been combined or reconfigured. The neighborhoods are residential in character and predominantly filled with small, one-story single-family homes (1,500 square feet or less). Most homes in TND-2 were constructed after 1950 and are ranch style with attached garages and front driveway access. The current development pattern meshes suburban and traditional neighborhood features.</p>	<p>The Main Street Marketplace is intended to primarily cater to the local population at a scale consistent with its quaint character. This district is characterized by low-rise buildings of varying architectural styles housing local merchants, business offices and service professionals. Several single-family homes along side-streets have been adaptively reused for small business "cottage commercial" such as café's, beauty, health and well-being services, and professional office use.</p>	<p>The Community Town Center has a slightly more intense character than the Main Street Marketplace with wider sidewalks, a generally continuous façade of low to mid-rise buildings, local and national-credit tenants and vertically mixed uses. The Community Town Center is intended to be a walkable destination place with urban vitality in a small town format. This district also includes the 4.4 acre triangular shaped site west of the Safety Harbor Resort and Spa currently used for guest parking known as the "Resort Triangle"</p>	<p>The Service Corridor-1 district is a compact area along 9th Avenue (and the parallel CSX railroad right-of-way) that extends two blocks north and south of Main Street. The area, generally built-out, is characterized by low-rise general commercial, office, and service uses. Buildings are generally non-descript with parking in front with minimal landscaping. The character of this district should be one of uses that provide necessary services to the residents of Safety Harbor. The service uses, like most office uses are generally destination uses where pre-manufactured goods are not generally sold (although this is not always the case; e.g. auto repair/auto parts). Office, retail, indoor manufacturing operations not producing measurable noise or air pollutants, shipping and warehousing activities may also be permitted in this area provided any exterior storage is completely screened and stored out of view from adjacent properties. Residential uses may be permitted subject to building code restrictions, provided that no residential uses are permitted on the ground floor level along Main Street.</p>	<p>The Service Corridor -2 district is located west of the CSX railroad right-of-way, south of 4th Street South and west of 9th Avenue, north of 2nd Street North. This area is intended to accommodate uses that involve regular semi-trailer (truck) use where storage and handling of goods for future delivery or pick up is necessary. However, as a shipping and receiving center, it is recognized that other uses can be acceptable. Therefore, any use requiring outdoor storage may be permitted, subject to design review and approval.</p>
FUTURE LAND USE	<p><i>The primary uses in the Traditional Neighborhood Districts shall be residential. Secondary uses that may be permitted include residential equivalent, public/semi-public, and ancillary home based business uses.</i></p>		<p><i>The primary uses in the Main Street Marketplace and Community Town Center districts include residential (provided no ground floor units shall be allowed to occur when fronting Main Street), residential equivalent, transient accommodations, public/semi-public, retail, office, and personal service/office support and commercial/business service.</i></p>		<p><i>The primary uses in the SC-1 district include residential (provided no ground floor units shall be allowed to occur when fronting Main Street), retail, office, personal service/office support, commercial/business service, and light industrial uses. Secondary uses that may be permitted include residential equivalent, transient accommodations, public/semi-public.</i></p>	<p><i>The primary uses generally considered to be appropriate in the SC-2 district are light industrial and warehouse uses, commercial/business service, and transportation/utility. Secondary uses that may be permitted include outdoor storage, office, personal service/office support, and public/semi-public.</i></p>

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	SPECIAL DISTRICTS				
	WV	CC	LHL	DR	P
DISTRICT DESCRIPTION	<p>The Waterfront Village district encompasses the Spring Haven subdivision platted in 1905. The property is located between Iron Age Street and the Safety Harbor Museum of Regional History and has 261 feet of frontage along South Bayshore Boulevard. The lots are narrow and deep. Parcels range in size from 8,650 square feet to 15,800 square feet. The area is characterized by relatively small, one and two story single-family homes. All predate World War II except for one constructed in 1967, and are generally in good condition. Three of the structures are listed on the Florida Master Site File as having potential local significance based on their architectural character. One structure may be eligible for listing on the National Register. Buildings are setback approximately 80 to 100 feet from South Bayshore Boulevard just beyond the 100-Year Floodplain. The elevation increases from four feet along South Bayshore Boulevard to 15 feet at Museum Court. The Waterfront Village character district is intended to provide for a gradual transition in scale, intensity and use along the South Bayshore scenic corridor from the Community Town Center district to single-family uses south of the Safety Harbor Museum of Regional History.</p>	<p>The Creekside Conservation district encompasses properties adjacent to Mullet Creek designated as the northern gateway to the downtown district. The property is currently vacant. The City should promote compact development forms at a low overall site intensity to preserve open space and large canopy trees, avoid floodplain impacts, and maintain views of the Creek. As the northern gateway into the Downtown District, high quality, aesthetically pleasing building and landscape architecture should be used to accentuate the entryway. Building design shall not be based on a prototype that was created without giving consideration to the specific site and desired character of the district.</p>	<p>The Local Historic Landmark designation covers the property located at 311 North Bayshore Drive occupied by the Virginia Tucker House. The City Commission designated the structure as a Local Historic Landmark based on criteria contained in Article VIII, Historic Preservation, of the Safety Harbor Comprehensive Zoning and Land Development Code. The building has been adaptively reused for office purposes. The interior has been extensively remodeled. Any significant change to the exterior of the building requires a Certificate of Approval from the City Commission. According to the Florida Master Site File, the area of significance of the property is the architecture of the Virginia Tucker House. The property was last evaluated on 11/01/93 by Historic Property Associates, Inc.</p>	<p>The Destination Resort district encompasses the historic Safety Harbor Resort and Spa. The Safety Harbor Resort and Spa has been the cornerstone of the City's identity and reputation as an international resort destination. The intent of the district is to preserve the site's historic function as a hotel and resort while allowing complementary uses to develop that will serve both the local and regional marketplace as a waterfront destination.</p>	<p>The Public district includes existing public uses in the CRA that include City Hall, Fire Station, Museum, Library, Rigsby Center, Marina, and other parks and open space. The character of the district varies according to function.</p>
FUTURE LAND USE	<p><i>The primary uses in the WV district include residential, residential equivalent, transient accommodations, retail, office, and personal service/office support, however the City may require conditional use approval for a change to a non-residential use category. Redevelopment projects involving a site area of 20,000 sq. ft. shall follow the review and approval procedures of a planned development project with required application material to be determined by the Planning and Zoning Director.</i></p>	<p><i>The primary uses in the Creekside Conservation district include residential, residential equivalent, transient accommodations, office, personal service/office support and public/semi-public. Secondary uses that may be permitted include retail on property east of Philippe Parkway or with conditional use approval by the City Commission on a case-by-case basis.</i></p>	<p><i>The primary uses in the Local Historic Landmark district include residential, residential equivalent, transient accommodations, office, personal service/office support and public/semi-public.</i></p>	<p><i>The primary uses in the Destination Resort district include transient accommodations, retail, office, personal service/office support, commercial recreation, and residential uses.</i></p>	<p><i>The primary uses in the Public district include public/semi-public. Secondary uses include retail.</i></p>



TND-1 Traditional Neighborhood Development - 1 (Mixed Residential)

TND-2 Traditional Neighborhood Development - 2 (Single-Family Residential)

LHL Local Historic Landmark

CC Creekside Conservation

WV Waterfront Village (Transition)

MSM Main Street Marketplace

CTC Community Town Center

DR Destination Resort

SC-1 Service Corridor - 1

SC-2 Service Corridor - 2

P Public

TA Transient Accommodation

CITY OF SAFETY HARBOR, FLORIDA

Community Development Department
Planning and Zoning Division

FIGURE 2:
MASTER DEVELOPMENT PLAN FRAMEWORK

0 250 500 1,000 Feet



SPECIAL CONSIDERATIONS AND EXCEPTIONS:

The following special considerations and exceptions shall be taken into account when reviewing any future applications for development or when conditions warrant:

- **Sunny Height Mobile Home Park.** This property, which is located in the TND-2 character district, was identified as a source of slum and blight in the “Finding of Necessity” to expand the CRA boundaries. The 0.80 acre site (200’ x 174’) contains fourteen mobile home/recreational vehicle pads, five cottages, one duplex and a washhouse. The existing residential density is 17 dwelling units per acre. The planned development density is 15 dwelling units per acre to facilitate the redevelopment of the mobile home park into small lot single-family or attached housing types that may be affordable to low and moderate income households.
- **Safety Harbor Motel.** This 0.41 acre site, which is also in the TND-2 character district, contains seven transient accommodation units that shall be allowed to continue. The planned development density is 7.5 dwelling units per acre. If the site should redevelop in the future, attached housing types as permitted under TND-1 shall be allowed.
- **Tucker Mansion Property.** According to the National Trust for Historic Preservation, when it comes to houses that have historic significance, preservationists agree that moving them should be considered only as a last resort alternative to demolition. “The historical value of a historic house is more than simply the sum of its structural parts. Of almost equal importance is the building’s relation to the surrounding landscape, its sense of place within the larger community. Further, the National Trust for Historic Preservation suggests that when choosing a new site:
 - *Choose a site that is compatible with the style of the house and as near – both in location and appearance – to the original site.*

- *Contact neighborhood organizations and neighbors in the vicinity of the proposed new site to make sure there are no conflicting interests surrounding the proposed move.*
- *Try to avoid new sites that would require the house to be transported over railroads, interstate highways, overpasses, hills, bridges, narrow streets, or under telephone and electrical wires*³.

According to the Secretary of the Interior’s *Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings*, structures are most meaningful in their historic context, on their historic location. When moved, the structure loses its integrity of the setting and its sense of place and time, which are important aspects of the historic character of the structure and its environment.

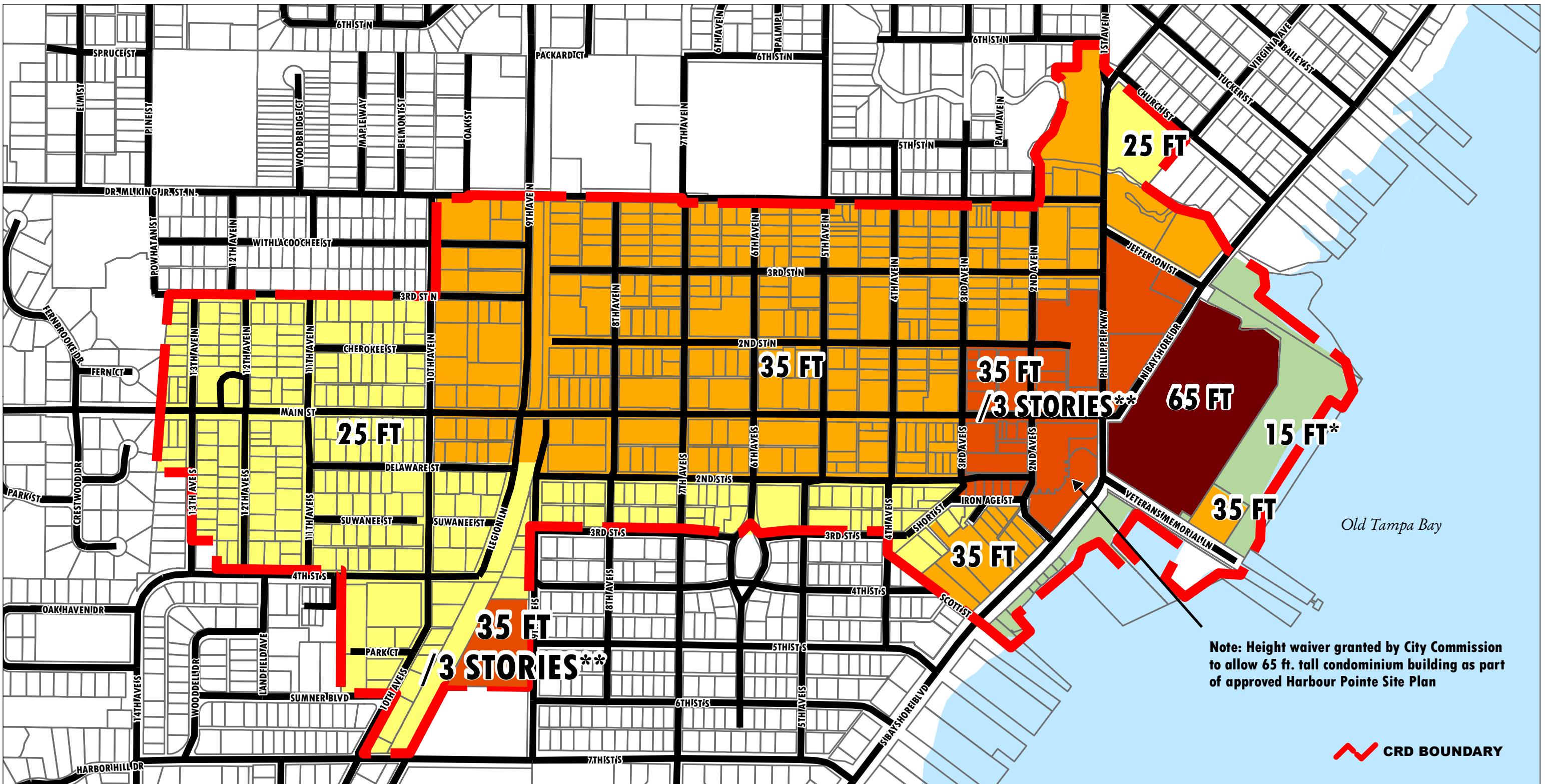
The City should encourage current and future property owners to adopt a “preservation in place” strategy for the Tucker Mansion building. Recognizing the local importance of the structure as a landmark building, the CRA should consider financial incentives such as a tax rebate on the value of any improvements or renovations to the property deemed beneficial to the City.

AUTOMATIC CHANGE TO CREEKSIDE CONSERVATION:

The Local Historic Landmark designation shall convert to Creekside Conservation if:

- 1) *The City Commission grants a Certificate of Approval to relocate the Tucker Mansion to another site; or*
- 2) *The City Commission approves the removal of the historic designation pursuant to Section 128.02, Criteria for Removal of Designation.*

³ National Trust for Historic Preservation, Information Sheet #6, Moving Historic Buildings.



MAXIMUM BUILDING HEIGHT

15 FEET* 25 FEET 35 FEET 35 FEET/3 STORIES** 65 FEET

*Or as stipulated in use and easement agreement between the City of Safety Harbor and SHS Resort, LLC.

**Except as provided in Land Development Code Section 98.03

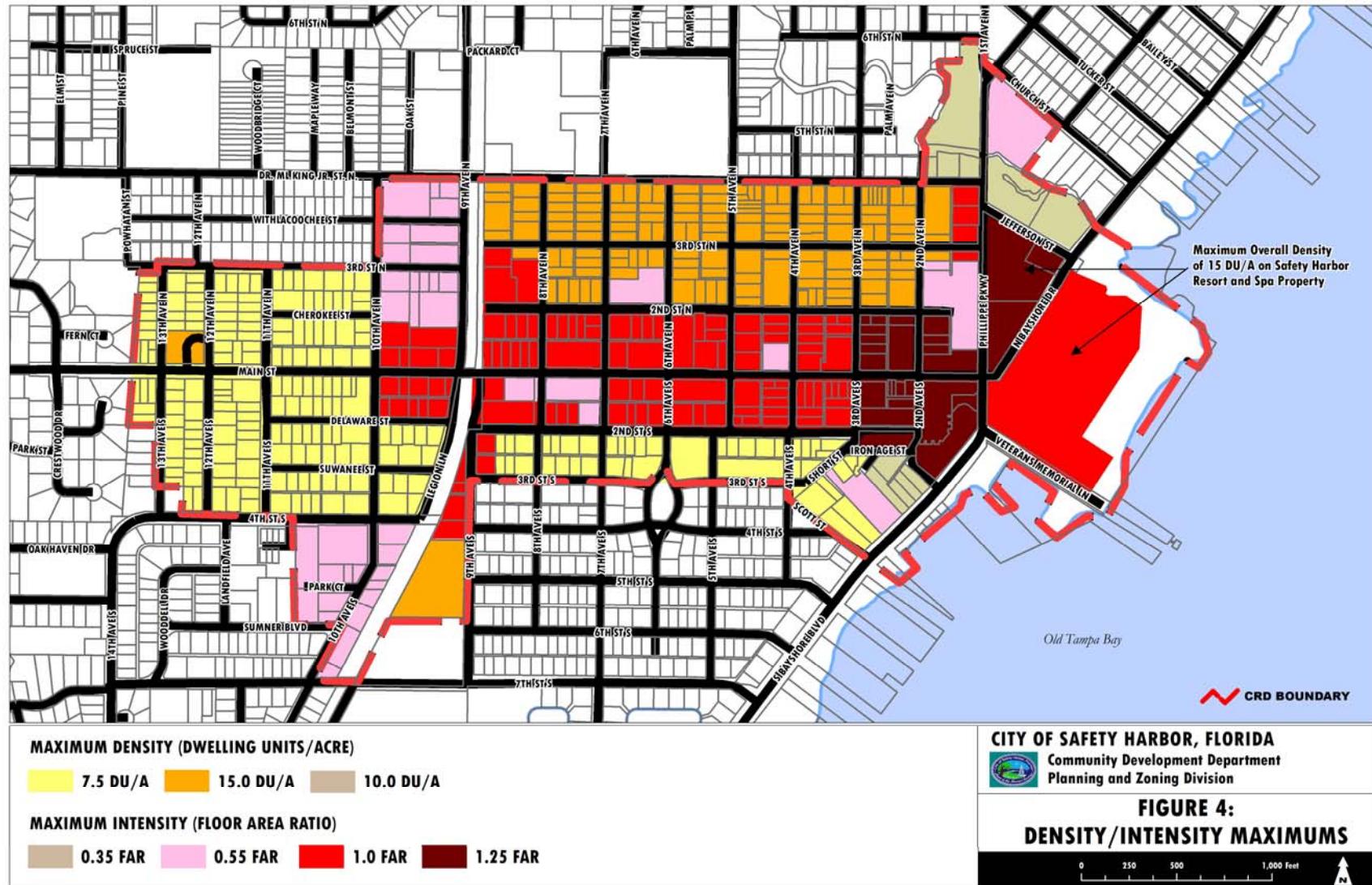
The Downtown Master Plan is implemented by the Comprehensive Zoning and Land Development Code Article VI. Section 98.03 of the Comprehensive Zoning and Land Development Code adopts maximum heights by reference to Figure 3 in the Downtown Master Plan

CITY OF SAFETY HARBOR, FLORIDA

Community Development Department
Planning and Zoning Division

FIGURE 3:
BUILDING HEIGHT MAXIMUMS

CITY OF SAFETY HARBOR DOWNTOWN MASTER PLAN



NOTES

- The maximum residential build-out of the MSM and SC-1 districts shall be 100 dwelling units, which is not calculated toward the maximum FAR
- The maximum residential build-out of the CTC district shall be 150 dwelling units, which is not calculated toward the FAR
- Up to 15 DU/A may be allowed on the mobile home park property adjacent to Main Street between 12th Avenue North and 13th Avenue North (Parcel ID#01291663480050010)

IMPLEMENTATION PLAN

Implementation of the Downtown Master Plan is motivated by the desire by the City to achieve its vision of becoming a vibrant destination city with a unique quality of life – a city is successful in balancing responsible, innovative growth with careful preservation of its small town atmosphere, its quaint character, and its valued treasures. According to the Citizen Survey performed in tandem with the visioning process, the majority of residents feel that the City, in addition to ensuring public safety and protecting the environment, should concentrate its redevelopment efforts on: (1) addressing traffic safety and parking issues; (2) bringing in more dining and retail stores Downtown, (3) encouraging compatible economic development and diversification of the tax base; and (4) addressing the availability of affordable housing.

The City of Safety Harbor has adopted a Capital Improvement Program, and a well defined capital budgeting process. To date, a wide range of funding sources have been used to supplement capital investment in the Downtown, including Penny for Pinellas local option sales tax, grants, impact fees, local gas tax revenue, loans from general fund reserve, utility enterprise funds and private sector contributions, as well as tax increment funds as they become available. It is the intent of the recommended Capital Improvement Program to provide funding flexibility, and to strategically match available revenue sources with the improvements in a manner that promotes sound financial planning, efficiency and effectiveness.

The following objectives and strategies may be linked to programs and projects funded in whole or in part using tax increment finance revenue through 2022 when the CRA expires. The goal is to leverage, to the greatest extent feasible, local funding with other sources to stimulate private investment in a fashion that fulfills the overarching purpose and intent of the CRA which is to promote conservation, rehabilitation, and redevelopment activities that will make the downtown and its neighborhoods more livable, vibrant, and sustainable over the long-term.



Collaborative Engagement, September 2007

"We will continue to preserve our City's unique charm and character despite inevitable changes to our landscape. We need not fear change, but rather embrace it and mold it to our liking."

--Mayor Andy Steingold

Redevelopment Objectives

Objective 1: Protect and enhance the natural environment

- * Promote compact development forms that preserve open space, healthy protected trees and native vegetation.
- * Remove litter, debris, and invasive species from Mullet Creek and enhance its aesthetic, ecological and recreational value. Retain wooded areas bordering the creeks through a conservation easement in coordination with Pinellas County regulations for environmental setbacks.
- * Promote the use of native plant species in meeting landscape requirements.
- * Concentrate development outside of the 100-Year Floodplain to the maximum extent practicably feasible.
- * Upgrade the existing drainage system to include stormwater treatment for water quality.
- * Add passive park amenities to the Baranoff Oak property including seating, walkways and lighting.
- * Replace public street lights and lighting within public buildings with LED lighting.
- * Within Waterfront Park, install a living shoreline along Tampa Bay, continue to add native plantings, and restore natural spring features.
- * Review adopted impervious surface ratios and potential incentives for use of pervious paving materials.
- * Increase the resiliency of the city infrastructure to limit damages from major storms and decrease the recovery time.
- * Switch to nonpoisonous sprays for parks and city lands for weed control and rat control products that will not harm wildlife.
- * Preserve and plant protected shade trees downtown; tree restoration.
- * Preserve, protect the environment through education and having a sustainability plan.
- * Work with law enforcement to supervise/maintain safe outdoor parks and spaces.

Objective 2: Improve parking and mobility

- * Complete missing segments of the sidewalk network where adequate right-of-way exists.
- * Install traffic calming devices according to the established

protocol for installing such devices.

- * Support and encourage the continuation and expansion of public transit linkages to make transit stops more accommodating.
- * Add bicycle parking downtown, where possible.
- * Continue to require larger event organizers to prepare a parking plan to accommodate anticipated parking demand.
- * Continue to maintain a website with information regarding public parking areas for vehicles and bicycles and to install signage, where needed, to identify public parking areas.
- * Continue to enhance pedestrian amenities in Waterfront Park including sidewalks, shade structures, and shade trees.
- * Research ride sharing parking/unloading, bicycle share or scooter share regulations.
- * Research tiny house regulations for the non-conforming mobile home park located in the vicinity of N. 13th Avenue and Main Street.
- * Partner with different sites with space for parking around town and provide transportation to downtown for events.

Objective 3: Improve the physical appearance and ambiance of the public realm and encourage private sector reinvestment in declining properties

- * Extend the streetscape design elements completed on Main Street to side-streets where sufficient right-of-way exists to provide continuity.
- * Prepare and implement corridor enhancement plan for Philippe Parkway and South Bayshore Boulevard.
- * Continue with the brick street restoration program.
- * Develop a sense of place for traditional neighborhoods through thematic improvements and identity features.
- * Maintain a strong code enforcement presence.
- * Offer incentives such as matching grants, fee waivers or reimbursements, and/or tax abatements available through the Downtown Partnership Program for building renovation, rehabilitation, landscaping, murals and public art, bike racks, and new construction that is compatible with community redevelopment objectives.
- * Continue to upgrade facilities within public parks.
- * Implement an "Adopt a Flowering Plant Basket" program downtown

CITY OF SAFETY HARBOR DOWNTOWN MASTER PLAN

- * Continue to upgrade landscaping, irrigation, electrical infrastructure along Main Street.
- * Implement a lighting policy in public parks to address night skies, turn off times, and lighting design.
- * Ensure adequate landscaping downtown.
- * Preserve Safety Harbor's unique character and small town charm.
- * Review and enforce the noise ordinance.

Objective 4: Increase the supply of affordable housing

- * Partner with Pinellas County Community Development Department and the private sector in assembling property for the creation of affordable housing.
- * Promote down payment and closing cost assistance for first time homebuyers that are income qualified through the American Dream Down Payment Initiative under HOME Program administered by Pinellas County.
- * Recognize modern building materials and alternative construction techniques (such as prefabricated modular housing) that reduce the cost of home building but offer quality appearance.
- * Expedite permitting for residential uses.
- * Consider expanding zoning districts where housing is allowed.

Objective 5: Recruit targeted businesses, showcase the downtown, and create a more favorable business environment

- * Provide technical support and other forms of assistance to the Chamber of Commerce its Economic Development Committee as deemed appropriate. [The existing business and property owners are the best marketing personnel for Downtown. Whenever a property becomes available, its location, description, and lease or sale terms should be shared with existing retailers and property owners. Every business needs to view itself as an active recruiter. The stronger the retail mix and activity is in the Downtown, the higher the sales for every merchant.]
- * Through an economic development liaison position, develop a recruitment program that focuses on three priorities: (1) Expansion or relocation of existing businesses. The tenant recruitment program should first focus on existing successful

businesses that wish to expand their operations within the Downtown or move to an improved location within the Downtown. (2) Tenant recruitment within the Downtown market area. Retailers located within or near the primary market area already understand the strengths of the market. They may be looking to expand their operations or to establish additional stores and should be actively pursued by the committee. (3) Tenant recruitment outside the primary market area. This may include a direct mailing to target businesses, selective use of print advertising and web communication, reviewing trade journals for leads on expanding businesses, using real estate professionals or other intermediaries. [The retail recruitment program should be targeted to create clusters of compatible activity. Compatible businesses will strengthen all of the businesses. For example, a row of restaurants on a side-street will create more of a draw than one standing in isolation or adjacent to non-related uses.]

- * Expand the public relations program to promote Downtown success stories in local and area-wide media. Promote unique features of Safety Harbor such as parks, downtown, Safety Harbor Spa, and natural springs.
- * Continue to support the downtown wayfinding signage program to help downtown visitors discover Main Street and side-street businesses.
- * Continue to sponsor special events that draw people (customers) to the downtown.
- * Encourage residents within the primary market area to patronize downtown businesses through joint advertising programs that communicate available products and services.
- * Develop customized financial incentives for attracting targeted businesses, such as a green grocer.
- * Attract small businesses.
- * Streamline and improve communications for permitting applications for new or expanding businesses.

CITY OF SAFETY HARBOR DOWNTOWN MASTER PLAN

Objective 6: Promote arts, culture, and leisure activities and encourage the preservation of historic structures and Safety Harbor's unique sense of history

- * *Identify public spaces for permanent and temporary art installations. Coordinate with the Public Art Committee in developing a plan for attracting and maintaining appropriate art exhibits and improving civic infrastructure. The plan should consider findings and recommendations contained in the Pinellas County Public Art Master Plan.*
- * *Install a major artwork project in Waterfront Park and improve facilities at Waterfront Park.*
- * *Maintain the historical marker program.*
- * *Expand the Safety Harbor Library to add a second level to include additional meeting space, including design, engineering and construction.*
- * *Identify opportunities for increasing public parks and open space and their utilization particularly along the waterfront.*
- * *Encourage property owners with structures listed on the Florida Master Site File as having potential local significance to apply for designation as a local historic landmark.*
- * *Continue to support the library and museum programs.*
- * *Explore a water misting cooling station.*

**City of Safety Harbor Downtown Master Plan
Tax Increment Finance Revenue Projections**

Fiscal Year	City						County						Total CRA TIF Revenue @50% & City match		
	Taxable Value	Base Year Value	Increment Value	Millage Rate	Increment @ 100%	Match County	Taxable Value	Base Year Value	Increment Value	Millage Rate	Increment @ 70%	Increment @ 50%	Maximum City Amount Per Policy		
2022/23	\$ 211,302,907	\$ 31,944,080	\$ 170,390,886	3.9500	\$ 673,044	\$ 433,617	\$ 211,912,855	\$ 31,944,080	\$ 179,968,775	4.8188	\$ 607,063	\$ 433,617	\$ 673,044	\$ 1,106,661	
2023/24	\$ 238,149,883	\$ 31,944,080	\$ 195,895,513	3.9500	\$ 773,787	\$ 498,425	\$ 238,810,787	\$ 31,944,080	\$ 206,866,707	4.8188	\$ 697,795	\$ 498,425	\$ 773,787	\$ 1,272,212	
2024/25	\$ 259,583,372	\$ 31,944,080	\$ 216,257,328	3.9500	\$ 854,216	\$ 512,809	\$ 244,781,057	\$ 31,944,080	\$ 212,836,977	4.8188	\$ 717,933	\$ 512,809	\$ 854,216	\$ 1,025,619	
2025/26	\$ 282,945,876	\$ 31,944,080	\$ 238,451,706	3.9500	\$ 941,884	\$ 527,554	\$ 250,900,583	\$ 31,944,080	\$ 218,956,503	4.8188	\$ 738,575	\$ 527,554	\$ 941,884	\$ 1,055,108	
2026/27	\$ 308,411,005	\$ 31,944,080	\$ 262,643,579	3.9500	\$ 1,037,442	\$ 542,667	\$ 257,173,098	\$ 31,944,080	\$ 225,229,018	4.8188	\$ 759,734	\$ 542,667	\$ 1,037,442	\$ 1,085,334	
2027/28	\$ 336,167,995	\$ 31,944,080	\$ 289,012,720	3.9500	\$ 1,141,600	\$ 558,158	\$ 263,602,425	\$ 31,944,080	\$ 231,658,345	4.8188	\$ 781,421	\$ 558,158	\$ 1,141,600	\$ 1,116,315	
2028/29	\$ 366,423,115	\$ 31,944,080	\$ 317,755,083	3.9500	\$ 1,255,133	\$ 574,036	\$ 270,192,486	\$ 31,944,080	\$ 238,248,406	4.8188	\$ 803,650	\$ 574,036	\$ 1,255,133	\$ 1,148,071	
2029/30	\$ 399,401,195	\$ 31,944,080	\$ 349,084,259	3.9500	\$ 1,378,883	\$ 590,311	\$ 276,947,298	\$ 31,944,080	\$ 245,003,218	4.8188	\$ 826,435	\$ 590,311	\$ 1,378,883	\$ 1,180,622	
2030/31	\$ 435,347,303	\$ 31,944,080	\$ 383,233,062	3.9500	\$ 1,513,771	\$ 606,993	\$ 283,870,980	\$ 31,944,080	\$ 251,926,900	4.8188	\$ 849,790	\$ 606,993	\$ 1,513,771	\$ 1,213,985	
2031/32	\$ 474,528,560	\$ 31,944,080	\$ 420,455,256	3.9500	\$ 1,660,798	\$ 624,092	\$ 290,967,755	\$ 31,944,080	\$ 259,023,675	4.8188	\$ 873,728	\$ 624,092	\$ 1,660,798	\$ 1,248,183	
Totals						\$ 11,230,559	\$ 5,468,660					\$ 7,656,124	\$ 5,468,660	\$ 11,230,559	\$ 11,452,109
10 Year Total						\$ 11,230,559	\$ 5,468,660								\$ 5,468,660

*Updated FY 21/22 and 22/23 City and County portions with actuals.

*Out-years on City side changed to 9% increase (from 2.5%)

*City Increment % changed to match County funding

* The City of Safety Harbor will abide by Florida Statutes Ch. 163.370(3)(b) which prohibits tax increment revenue from being expended on projects that are not in the current CIP or have been in the CIP within the last three years.

Total City @ 100%, County @ 50%

Total City @ 50%, County @ 50%

Carryover from Prior Years

\$ 16,699,218

\$ 11,452,109

\$ 1,829,133

Objective 1: Protect and enhance the natural environment

Project/Strategy	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	10-Year Total
Promote compact development forms that preserve open space, healthy protected trees and native vegetation.											
Remove litter, debris, and invasive species from Mullet Creek and enhance its aesthetic, ecological and recreational value. Retain wooded areas bordering the creeks through a conservation easement in coordination with Pinellas County regulations for environmental setbacks.											
Promote the use of native plant species in meeting landscape requirements.											
Concentrate development outside of the 100-Year Floodplain to the maximum extent practicably feasible.											
Upgrade the existing drainage system to include stormwater treatment for water quality.											
Rigbsy Center Stormwater Treatment Educational Area (P. 14)											
Add passive park amenities to the Baranoff Oak property including seating, walkways and lighting.											
Replace public street lights and lighting within public buildings with LED lighting.											
Within Waterfront Park, install a living shoreline along Tampa Bay, continue to add native plantings, and restore natural spring features.											
Review adopted impervious surface ratios and potential incentives for use of pervious paving materials.											
Increase the resiliency of the city infrastructure to limit damages from major storms and decrease the recovery time.											
Veterans Memorial Park Seawall Upgrades (P. 14)											
Switch to nonpoisonous sprays for parks and city lands for weed control and rat control products that will not harm wildlife.											
Preserve and plant protected shade trees downtown; tree restoration.											
Downtown Washingtonian Palm Tree Replacements and New Tree Plantings (P. 14)											
Main Street Landscaping Upgrades and Tree Plantings (P. 14)											
Preserve, protect the environment through education and having a sustainability plan.											
Enhance rather than expand. Work with law enforcement to supervise/maintain safe outdoor parks and spaces.											
Add new security surveillance cameras in parks within CRD for crime prevention (P. 14)											

Objective 2: Improve parking and mobility

Project/Strategy	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	10-Year Total
Complete missing segments of the sidewalk network where adequate right-of-way exists.											
New Sidewalk construction in CRD (P. 14)											
ADA Ramp Replacement Downtown Intersections (P. 14)											
Install brick at Main Street Intersections (P. 14)											
Install traffic calming devices according to the established protocol for installing such devices.											
Support and encourage the continuation and expansion of public transit linkages to make transit stops more accommodating.											
Add bicycle parking downtown, where possible.											
Continue to require larger event organizers to prepare a parking plan to accommodate anticipated parking demand.											

Continue to maintain a website with information regarding public parking areas for vehicles and bicycles and to install signage, where needed, to identify public parking areas.											
Continue to enhance pedestrian amenities in Waterfront Park including sidewalks, shade structures, and shade trees.											
Research ride sharing parking/unloading, bicycle share or scooter share regulations.											
Research tiny house regulations for the non-conforming mobile home park located in the vicinity of N. 13th Avenue and Main Street.											
Partner with different sites with space for parking around town and provide transportation to downtown for events.											
Parking agreements for leases with private property owners to provide parking within CRD (P. 14)			\$20,000.00	\$ 20,000.00	\$20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 160,000

Objective 3: Improve the physical appearance and ambiance of the public realm and encourage private sector reinvestment in declining properties

Project/Strategy	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	10-Year Total
Extend the streetscape design elements completed on Main Street to side-streets where sufficient right-of-way exists to provide continuity.											
Prepare and implement corridor enhancement plan for Philippe Parkway and South Bayshore Boulevard).											\$ -
Continue with the brick street restoration program.											
Develop a sense of place for traditional neighborhoods through thematic improvements and identity features.											
Maintain a strong code enforcement presence.											
Offer incentives such as matching grants, fee waivers or reimbursements, and/or tax abatements available through the Downtown Partnership Program for building renovation, rehabilitation, landscaping, murals and public art, bike racks, and new construction that is compatible with community redevelopment objectives. (P. 14)		\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 900,000
Continue to upgrade facilities within public parks.											
Parking Lot and Park at 2nd Street S. and 6th Ave. S. (P. 14)				\$ 450,000							\$ 450,000
Implement an "Adopt a Flowering Plant Basket" program downtown											
Continue to upgrade landscaping, irrigation, electrical infrastructure along Main Street.											
Implement a lighting policy in public parks to address night skies, turn off times, and lighting design.											
Waterfront Park Lighting Improvements (P. 14)			\$ 200,000								\$ 200,000
Ensure adequate landscaping downtown.											
Preserve Safety Harbor's unique character and small town charm.											
Review and enforce the noise ordinance.											

Objective 4: Increase the supply of affordable housing

Project/Strategy	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	10-Year Total
Partner with Pinellas County Community Development Department and the private sector in assembling property for the creation of affordable housing.											
Promote down payment and closing cost assistance for first time homebuyers that are income qualified through the American Dream Down Payment Initiative under HOME Program administered by Pinellas County. (P. 15)					\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 300,000
Recognize modern building materials and alternative construction techniques (such as prefabricated modular housing) that reduce the cost of home building but offer quality appearance.											
Expedite permitting for residential uses.											

Consider expanding zoning districts where housing is allowed.											
Objective 5: Recruit targeted businesses, showcase the downtown, and create a more favorable business environment											
Project/Strategy	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	10-Year Total
Provide technical support and other forms of assistance to the Chamber of Commerce its Economic Development Committee as deemed appropriate. [The existing business and property owners are the best marketing personnel for Downtown. Whenever a property becomes available, its location, description, and lease or sale terms should be shared with existing retailers and property owners. Every business needs to view itself as an active recruiter. The stronger the retail mix and activity is in the Downtown, the higher the sales for every merchant.]											
Through an economic development liaison position, develop a recruitment program that focuses on three priorities: (1) Expansion or relocation of existing businesses. The tenant recruitment program should first focus on existing successful businesses that wish to expand their operations within the Downtown or move to an improved location within the Downtown. (2) Tenant recruitment within the Downtown market area. Retailers located within or near the primary market area already understand the strengths of the market. They may be looking to expand their operations or to establish additional stores and should be actively pursued by the committee. (3) Tenant recruitment outside the primary market area. This may include a direct mailing to target businesses, selective use of print advertising and web communication, reviewing trade journals for leads on expanding businesses, using real estate professionals or other intermediaries. [The retail recruitment program should be targeted to create clusters of compatible activity. Compatible businesses will strengthen all of the businesses. For example, a row of restaurants on a side-street will create more of a draw than one standing in isolation or adjacent to non-related uses.]											
BAP Position (P. 15)					\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 600,000
Expand the public relations program to promote Downtown success stories in local and area-wide media. Promote unique features of Safety Harbor such as parks, downtown, Safety Harbor Spa, and natural springs.											
Continue to support the downtown wayfinding signage program to help downtown visitors discover Main Street and side-street businesses.											
Wayfinding Signage (P. 15)					\$ 45,000		\$ 55,000		\$ 50,000		\$ 150,000
Gateway Signs at S Bayshore and 10th and Main (P. 15)				\$ 100,000							\$ 100,000
Continue to sponsor special events that draw people (customers) to the downtown.											
Encourage residents within the primary market area to patronize downtown businesses through joint advertising programs that communicate available products and services. (P. 15)			\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 200,000
Develop customized financial incentives for attracting targeted businesses, such as a green grocer.											
Attract small businesses.											
Streamline and improve communications for permitting applications for new or expanding businesses.											

Objective 6: Promote arts, culture, and leisure activities and encourage the preservation of historic structures and Safety Harbor's unique sense of history

Project/Strategy	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	10-Year Total
Identify public spaces for permanent and temporary art installations. Coordinate with the Public Art Committee in developing a plan for attracting and maintaining appropriate art exhibits and improving civic infrastructure. The plan should consider findings and recommendations contained in the Pinellas County Public Art Master Plan.											

Install a major artwork project in Waterfront Park and improve facilities at Waterfront Park.												
Locks of Love public art installation in Waterfront Park (P. 16)					\$ 100,000							\$ 100,000
Maintain the historical marker program.												
Expand the Safety Harbor Library to add a second level to include additional meeting space, including design, engineering and construction. (P. 16)		\$ 3,039,985										\$ 3,039,985
Identify opportunities for increasing public parks and open space and their utilization particularly along the waterfront.												
Artificial Turf at the Gazebo (P. 16)										\$ 300,000		\$ 300,000
Encourage property owners with structures listed on the Florida Master Site File as having potential local significance to apply for designation as a local historic landmark.												
Continue to support the library and museum programs.												
Museum Displays (P. 16)				\$ 50,000		\$ 50,000						\$ 100,000
Explore a water misting cooling station.												

City Programs (4930)	\$ 128,089	\$ 80,000	\$ 85,000	\$ 90,000	\$ 90,000	\$ 95,000	\$ 95,000	\$ 100,000	\$ 100,000	\$ 105,000	\$ 840,000
Administration (City)	\$ 52,824	\$ 56,770	\$ 58,470	\$ 60,220	\$ 62,030	\$ 63,890	\$ 65,810	\$ 67,790	\$ 69,820	\$ 71,920	\$ 576,720
Debt - Land purchase in CRA Baranoff Oak	\$ 129,700	\$ 129,830	\$ 129,830	\$ 129,850	\$ 129,810	\$ 129,800	\$ -	\$ -	\$ -	\$ -	\$ 649,120
Debt - Land purchase in CRA South Second Street	\$ 13,418	\$ 128,570	\$ 128,570	\$ 128,570	\$ 128,570	\$ 128,570	\$ 128,570	\$ 128,580	\$ 128,580	\$ -	\$ 900,000
Total project cost	\$ 324,031	\$ 3,535,155	\$ 871,870	\$ 1,353,640	\$ 1,125,410	\$ 762,260	\$ 1,389,380	\$ 591,370	\$ 1,889,820	\$ 1,421,920	\$ 12,940,825

TIF Forecast

10-Year Forecast - County Increment @ 50%	\$ 433,617	\$ 498,425	\$ 512,809	\$ 527,554	\$ 542,667	\$ 558,158	\$ 574,036	\$ 590,311	\$ 606,993	\$ 624,092	\$ 5,035,043
10-Year Forecast - City Increment to Match County	\$ 673,044	\$ 498,425	\$ 512,809	\$ 527,554	\$ 542,667	\$ 558,158	\$ 574,036	\$ 590,311	\$ 606,993	\$ 624,092	\$ 5,035,043
10-Year Forecast - Total County TIF and City TIF Dollars Available Annually	\$ 1,106,657	\$ 996,849	\$ 1,025,619	\$ 1,055,108	\$ 1,085,334	\$ 1,116,315	\$ 1,148,071	\$ 1,180,622	\$ 1,213,985	\$ 1,248,183	\$ 10,070,086
Total Project Cost Annually	\$ 324,031	\$ 3,535,155	\$ 871,870	\$ 1,353,640	\$ 1,125,410	\$ 762,260	\$ 1,389,380	\$ 591,370	\$ 1,889,820	\$ 1,421,920	\$ 12,940,825

TIF Projects Forecasted

County Increment @ 50%	\$ 433,617	\$ 512,113	\$ 526,840	\$ 541,935	\$ 557,407	\$ 573,267	\$ 589,523	\$ 606,185	\$ 623,264	\$ 640,769	\$ 5,171,302
City Increment to Match County	\$ 673,044	\$ 498,425	\$ 526,840	\$ 541,935	\$ 557,407	\$ 573,267	\$ 589,523	\$ 606,185	\$ 623,264	\$ 640,769	\$ 5,157,615
Carryover from PY	\$ 1,829,133	\$ 2,611,763	\$ 87,146	\$ 268,955	\$ (815)	\$ (11,410)	\$ 372,864	\$ 162,529	\$ 783,529	\$ 140,236	\$ 2,611,763
Total Funded Annually	\$ 2,935,794	\$ 3,622,301	\$ 1,140,826	\$ 1,352,825	\$ 1,114,000	\$ 1,135,124	\$ 1,551,910	\$ 1,374,899	\$ 2,030,057	\$ 1,421,775	\$ 12,940,680

* All County TIF expenditures will comply with the Pinellas County CRA Policy

1. Any unused TIF dollars will roll over to future years.
2. The City of Safety Harbor will abide by Florida Statutes CH. 163.370(3)(b), which prohibits tax increment revenue from being expended on projects that are in the current CIP.
3. CRA= Community Redevelopment Agency
4. Highlighted text are projects or strategies where County TIF dollars can be spent.

City of Safety Harbor CRA TIF Expenditures

The Finding of Necessity Study identified five blight factors within the Safety Harbor Community Redevelopment District to be addressed by Downtown Master Plan objectives as listed below:

1. Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities.
2. Faulty lot layout in relation to size, adequacy, accessibility, or usefulness.
3. Deterioration of site or other improvements.
4. Fire and emergency medical service calls to the area proportionately higher than in the remainder of the county or municipality.
5. Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area.

The objectives provide overarching guidance, and the strategies provide specific actions to address the blight factors. A summary of the how the objectives and strategies address the blight factors is provided below:

Blight Factor #1

Objective 2 to “improve parking and mobility” addresses the blight factor of the “Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities.” Strategies include the addition of bicycle parking, supporting the expansion of transit linkages, partnerships to provide additional parking opportunities, and enhancing the sidewalk network.

Blight Factor #2 and #5

Objective 4 to “increase the supply of affordable housing” addresses the blight factors of “Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area” and “Faulty lot layout in relation to size, adequacy, accessibility, or usefulness size.” The objective includes a strategy to partner with Pinellas County and the private sector in the assembly of property for the creation of affordable housing and the expediting of permitting for residential uses.

Blight Factor #3

Objective 3 to “Improve the physical appearance and ambiance of the public realm and encourage private sector reinvestment in declining properties” addresses the blight factor of “Deterioration of site or other improvements.” This objective includes a strategy of maintaining a strong code enforcement presence to identify properties that have code violations and the offering of incentives such as matching grants, fee waivers or reimbursements, and/or tax abatements available through the Downtown Partnership Program for building renovation, rehabilitation, landscaping, murals and public art, bike racks, and new construction that is compatible with community redevelopment objectives.

Blight Factor #4

Objective 1 to “Protect and enhance the natural environment” addresses the blight factor of “Fire and emergency medical service calls to the area proportionately higher than in the remainder of the county or municipality.” The objective includes a strategy to “Work with law enforcement to supervise/maintain safe outdoor parks and spaces.” In addition, the strategy to “maintain a strong code enforcement presence to identify properties that have code violations” in Objective 3 will assist in reducing the existence of dilapidated structures that can attract criminal activity.

Anticipated City/County Tax Increment Finance (TIF) Revenue Allocation

Per Florida Statute 163.387(6), “*moneys in the redevelopment trust fund may be expended from time to time for undertakings of a community redevelopment agency as described in a community redevelopment plan for the following purposes, including, but not limited to:*

- a) *Administrative and overhead expenses necessary or incidental to the implementation of a community redevelopment plan adopted by the agency.*
- b) *Expenses of redevelopment planning, surveys, and financial analysis, including the reimbursement of the governing body or the community redevelopment agency for such expenses incurred before the redevelopment plan was approved and adopted.*
- c) *The acquisition of real property in the redevelopment area.*
- d) *The clearance and preparation of any redevelopment area for redevelopment and relocation of site occupants within or outside the community redevelopment area as provided in s. [163.370](#).*
- e) *The repayment of principal and interest or any redemption premium for loans, advances, bonds, bond anticipation notes, and any other form of indebtedness.*
- f) *All expenses incidental to or connected with the issuance, sale, redemption, retirement, or purchase of bonds, bond anticipation notes, or other form of indebtedness, including funding of any reserve, redemption, or other fund or account provided for in the ordinance or resolution authorizing such bonds, notes, or other form of indebtedness.*
- g) *The development of affordable housing within the community redevelopment area.*
- h) *The development of community policing innovations.”*

According to F.S. 163.370(3), however, the funds may not be used for the following purposes:

- a) *Construction or expansion of administrative buildings for public bodies or police and fire buildings, unless each taxing authority agrees to such method of financing for the construction or expansion, or unless the construction or expansion is contemplated as part of a community policing innovation.*
- b) *Installation, construction, reconstruction, repair, or alteration of any publicly owned capital improvements or projects if such projects or improvements were scheduled to be installed, constructed, reconstructed, repaired, or altered within 3 years of the approval of the community redevelopment plan by the governing body pursuant to a previously approved public capital improvement or project schedule or plan of the governing body which approved the community redevelopment plan unless and until such projects or improvements have been removed from such schedule or plan of the governing body and 3 years have elapsed since such removal or such projects or improvements were identified in such schedule or plan to be funded, in whole or in part, with funds on deposit within the community redevelopment trust fund.*
- c) *General government operating expenses unrelated to the planning and carrying out of a community redevelopment plan.*

In 2019, Pinellas County updated adopted their policies that provide more specific parameters and direction than the above statutory guidelines. The major distinction is that the County’s portion of future TIF shall be limited to funding capital projects with a District-wide benefit whereas the City’s share may be used for projects and activities that are more locally oriented. Moreover, operational and programmatic activities shall be limited to administrative and overhead expenses necessary and incidental to the implementation of the Downtown Master Plan that may include the following scope of tasks:

Pinellas County CRA Policy
BCC Approval Date: August 10, 2021

I. Background/Introduction

The 2021 CRA Policy update accomplishes three primary objectives. First, in 2019 Governor DeSantis signed HB 9 into law which amended Ch. 163 to change the rules governing creation, reporting, and allowable expenditures by Community Redevelopment Agencies (Redevelopment Agencies). Second, the CRA Policy establishes reporting requirements that allow the County and CRAs to track measurable progress on key issues (e.g., jobs or affordable housing units), and evaluate the return on investment. The third objective aligns County Tax Increment Finance (TIF) contributions with priorities as identified by the Board in the County's Comprehensive Plan, Strategic Plan, and other policy documents/statements. This update replaces the previous version from November 2018.

A. Implementation

Implementation of the CRA Policy enables the County to promote reinvestment in priority areas and direct those investments towards priority policy issues. The following sections set forth policy regarding the creation, funding, and management of CRAs seeking TIF from Pinellas County, whether initiated by the City, Community Redevelopment Agency (Agency), or County. The requirements of the CRA Policy apply to all new CRAs, expansions and extensions subject to consideration by the Board. Additionally, the CRA Policy applies to those CRAs currently undergoing local jurisdiction review and formalization but that do not have final approval by the Board. To provide continuity and develop a firm foundation for the CRA Policy regarding TIF, this Policy shall be considered effective as of September 1, 2021. In addition to this policy, staff has also developed a CRA Scoring Methodology and Implementation Procedures document which provides detailed guidance to provide transparency to the process.

The implementation of the CRA Policy or the application for public financing under this CRA Policy does not create or vest any rights nor guarantee that any CRA under consideration will be created by the City or County.

B. Local Designations

The local designation categorizes the primary function of, and priorities within a CRA, to ensure attention to County priority areas through TIF funding participation. Three local designations, each with a primary focus and distinguishing goals and objectives, are described below:

- **Urban Revitalization:** By definition, these areas are the most economically distressed areas, where poverty is endemic, and where other programs, such as Community Development Block Grants (CDBG), have targeted funding.
- **Community Renewal:** By definition, these areas are experiencing ongoing economic hurdles and investment/redevelopment has not kept pace, but conditions are not as severe as the Urban Revitalization areas.
- **Economic Development:** By definition, these areas may experience economic stagnation, but have opportunities due to a diversity of uses, inherent local economy, and location.

C. Scoring Criteria

The County will determine the level of County TIF funding and participation based on the CRA's matrix final score and corresponding local designation using the measurable factors listed below. The County will complete the scoring exercise during the review process for the creation of a CRA, an extension, or an expansion. The specific scoring criteria are identified in Table 1, below:

Table 1. CRA Scoring criteria matrix

Category	Max Points	Scoring
Demonstrated Need. This set of factors assesses whether the potential CRA is home to a high need population or if the physical environment requires new investment. These needs align with need as defined in CRA statute, as well as with County priorities to promote affordable housing and economic development in disadvantaged areas.		
Percent of Households Below Poverty Level	10	< 1.1 times County = 0 1.1-1.25 times County = 4 1.25-1.5 times County = 7 > 1.5 times County = 10
Median Household Income	15	<60% of County = 15 60-80% of County = 11 80-100% of County = 7 >100% of County = 0
% of area qualified for CDBG	5	<25% of area = 0 >25% of area = 5
Demonstrated Blight Factors (163.340(8), F.S.)	10	2 or less = 4 3 to 5 = 7 6 or more = 10 FON over 5 years old = 0
Coastal High Hazard Area	5	No overlap = 0 0% to 10% = 3 >10% = 5
Economic Development & Employment. The County has identified job retention and attraction as a near term priority. These factors indicate the level of economic activity in a CRA and the economic status of its residents.		
Employment Density	5	< 5/acre = 5 5-10/acre = 3 >10/acre = 0
Unemployment (Civilian Population)	10	< 1.1 times County = 0 1.1-1.25 times County = 4 1.25-1.5 times County = 7 > 150% of County = 10
Tax Value Trend	5	1 point per each year of the last five below the County annual percent change
Activity Centers and Target Employment Areas	5	>5% in Target Employment Area OR >20% in Activity Center = 5
Housing Affordability. The County has identified creation and preservation of quality, affordable housing as a near term priority. This factor assesses the extent to which households experience a housing cost burden.		
Percent of households that are housing cost burdened	10	<= County = 0 1 - 1.1 times County level = 4 1.1-1.25 times County = 7 > 1.25 times County = 10
Median Residential Values	15	<60% of County = 15 60%-80% of County = 11 80%-120% of County = 7 > 120% of County = 0
Mobility. The County places a priority on improving biking, walking, and transit options, particularly in designated corridors.		
Mobility	5	> 20% within quarter mile of Premium, Primary, or Secondary Transit Corridor = 5
Total Points	100	

D. Scoring Range

Table 2. Local designation scoring ranges

Local Designation	Scoring Range
Urban Revitalization	Above 75
Community Renewal	Between 45 – 74
Economic Development	Below 44

II. County Contribution Level and Term

The determination of the County's contributions to CRAs is made based upon the guidance in Florida Statutes, the CRA's local designation, and the proportion of funds that the CRA expends on County goals and priorities.

A. County Priorities

The County priorities for TIF expenditures is based upon the County's comprehensive plan, strategic plan, and other policy documents/initiatives that have been approved by the Board of County Commissioners. Three priority areas have been identified and are described below.

- **Affordable Housing:** Create, preserve, or improve income-restricted affordable housing units and prevent displacement
- **Economic Development & Employment:** Increase quality employment opportunities, particularly in the County target industries
- **Mobility:** Improve transit, walking, and biking options and access to transit

B. Maximum County Contribution and Priority Match

Florida Statutes Chapter 163, Part III authorizes Pinellas County as a Charter County to determine the amount of tax increment it will contribute to a CRA. The level of County TIF contribution (percentage) is determined in part by the CRA's local designation, which indicates CRA's primary functionality, priorities, and ability to stimulate private investment. Pursuant to the statute, the maximum contribution is 95%.

All CRAs that have been approved by the Board of County Commissioners to receive County TIF will receive base contribution of at least 50% which can be used for eligible expenditures as defined by the County (see Table 3).

CRAs that demonstrate a commitment to funding projects that help achieve County priorities are eligible for additional County TIF contribution in the form of a "**priority match**". The priority match will also be determined by the percentage of CRA budget (both City and County CRA TIF dollars) allocated to County priorities. In order to receive the full priority match, 50% of the total TIF budget (City and County) must be contributed to County priorities. The maximum County priority match is summarized in Table 3 below.

Table 3. Term and County contribution by local designation type

CRA Type	Maximum Term	Base County Contribution	Minimum Local Contribution	Max Priority Match	Maximum Total Contribution
Urban Revitalization	20 years with Midpoint Review at year 10	70%	25%	25%	95%
Community Renewal	20 years with Midpoint Review at year 10	50%	25%	25%	75%
Economic Development	10 years / Midpoint Review at year 5	50%	0%	0%	50%

C. Midpoint Review Process

The Midpoint Review will assess overall progress and alignment between the percentage of CRA TIF dollars budgeted for County priorities – which determined the priority match - and the percentage of dollars expended on County priorities. CRAs that have not made progress on their project list or spend less than 75% of their percentage commitment to expend funds on County priorities will receive an equivalently reduced County match after the potential match is calculated based on the proposed budget for the remaining term. CRAs that allocate less than 50% of their percentage commitment to expend funds on County priorities will only receive a County contribution for a defined project list, confirmed via an interlocal agreement with the County for the remaining term.

For example:

- 1) A CRA commits to expend 50% of its TIF dollars on priority issues, receiving the maximum County contribution possible
- 2) At Midpoint Review, the CRA has used 35% of its expended dollars on projects eligible for County priority match
 - a. 35% divided by 50% equals 70%, *less than 75%*
 - b. If the CRA can show that sufficient dollars are being reserved for in-process projects meeting County priority definitions, the CRA can still receive its full match
 - c. If none of the missing funds are being reserved for near-term projects meeting County priorities, the County contribution will be reduced commensurately

To offer flexibility in meeting the percentage target, CRAs may reallocate funds within any of the defined priority issues, as long as the total priority area percentage remains in alignment. In addition, where project delays caused the mismatch between commitments and expenditures, CRAs may provide documentation on reserved funds, work in progress, contracts for study or construction, and similar evidence that the project has a path to near-term completion.

If the County revises the priority issues, each CRA's priority match will remain unaffected until the Midpoint Review or a request for extension or expansion, when the priority match would typically be recalibrated. The County may continue matching dollars allocated to in-process projects aligning with former priorities to facilitate projects with longer timelines.

D. TIF Funding Term Limits

The maximum term for County TIF funded CRAs approved under this policy will be based on the local designation. The terms outlined are “up to”, and the assignment of a certain score and respective designation does not guarantee a maximum term limit. At the term’s midpoint, expiration, or other formal, pre-determined date established during the review and approval process, staff will present a summary

report to the Board of County Commissioners, which can elect to maintain or extend the TIF term limit under current or modified parameters or choose to terminate all such funding. CRAs created before July 1, 2002 receive a maximum of 60 years of TIF, including extension time Per F.S.163.387 (2)(a) For those CRAs created after July 1, 2002, the maximum term is 40 years.

The CRA Policy establishes a maximum term for each local designation, which are listed below. These terms cannot exceed what is allowed under Florida Statutes.

- **Urban Revitalization** = up to 20 years, with 10-year review
- **Community Renewal** = up to 20 years, with 10-year review
- **Economic Development** = up to 10 years, with 5-year review

E. TIF Funding Maximum Contribution

Unless specifically approved by the Board of County Commissioners, County TIF contributions shall not exceed the City's contribution in any given year. This requirement will be added to Section 38 Article III for all new CRAs, extensions, expansions, and 15-year/midpoint reviews. This provision will not be applied retroactively.

F. Termination of TIF Funding

The Board of County Commissioners may elect to terminate the County contribution or reduce the County priority match at an established review point if the demonstrated need changes or previously identified objectives have not been achieved according to project and budget timelines as identified in the CRA Plan. (See the priority match section for further detail on adjustments to the priority match.)

III. Eligible Expenditures

A. TIF Funding Eligible Uses

This CRA Policy does not define specific eligible expenditures for County TIF. A detailed list of eligible expenditures for County TIF is included within the separate CRA Scoring Methodology and Implementation Procedures document.

Geographic Distribution of CRA Investments

CRAs will be encouraged to identify subareas and to implement projects/programs in a geographically distributed manner to ensure a fair distribution of funds, using the subareas and expenditure proportions defined with the County at CRA establishment, expansion, or extension (see the CRA Scoring Methodology and Implementation Procedures). Affordable housing expenditures, and any projects that the County and CRA agree provide CRA-wide benefit can be counted towards each of the sub-areas. At the Midpoint Review, the County will assess the expenditure of CRA funds across subareas to understand whether those expenditures show geographic distribution throughout the CRA.

B. Bonding

The Board of County Commissioners must approve all related and applicable city-initiated bonds if all or part of County TIF contributions are to be used for repayment.

Since bonding terms typically exceed the 10-year evaluation points (5-year for Economic Development CRAs) described above, any CRA priority match granted will not be changed when bonded against CRA funds. As part of the bonding process, the CRA and County will review the list of projects which will receive bond funds from the County and ensure that any prior commitments to County priority

projects are maintained.

IV. CRA Reporting and Evaluation

A. Annual Reporting

Florida Statutes 163.371 specifies the state requirements for annual reporting of CRA expenditures. Additionally, per Florida Statutes 163.387(6), CRAs are required to provide annual budgets and any budget amendments to the County within 10 days of adoption. In addition to the state requirements, CRAs are required by the County to file expenditure information annually via a tracking spreadsheet for TIF expenditure reporting. The spreadsheet tracks expenditures by project updated over time to collect information required by the state and the County's midpoint, extension, and closeout performance evaluations.

In addition to reporting on annual expenditures, the County will utilize performance measures to track progress for each CRA. These measures utilize easily accessible data sources (e.g. taxable value, land use amendments, etc.), but there are instances where the data needs to be provided by the CRA/City (e.g. local building permits). The County will coordinate with Cities/CRAs to acquire this data.

B. TIF Evaluations (midpoint, closeout, and extension or expansion)

To better assess the return on investment and calibrate contributions over time for CRAs, the County will evaluate CRAs adopted/amended under this policy at the midpoint, closeout, extension, and expansion. CRAs may use the results of the evaluations to guide their own plans and investments. Existing CRAs will not undergo evaluation until they request an extension or if a specific requirement is already included in their respective ordinance under Ch. 38 of the Pinellas County Code.

The County will perform three broad types o

Table 4. CRA evaluation types, timing, and goals

	Local Designation Typology (existing)	Expenditure & Budget	Performance
Goal	Establish a baseline for needs and range of County investment	Adjust County contribution to support County priorities	Invest in projects that implement CRA and County goals
Approach	Determine CRA type based on demographic, economic, and physical factors	Assess CRA expenditures and 10-year budget for fit with County priorities	Analyze project and district-wide metrics to assess ROI, progress, and needs
Frequency	At establishment and extension / expansion (and midpoint for existing CRAs)	At establishment, midpoint, and extension / expansion	At midpoint and extension / expansion
Policy Action	<i>Higher need CRAs receive higher potential for County contribution</i>	<i>County contribution is set based on budget and expenditures for priority issues</i>	<i>CRA adjusts the plan, projects, and budget to improve outcomes</i>

Annual CRA reports will be used to collect most data needed for the evaluations. Collected Census, employment, and similar data will be collected at the evaluation points to understand progress overall, helping the CRA to target the activities and projects contained in its CRA plan update.

OTHER FINANCING METHODS

Federal Grants

Federal grants have long been a source of funds for development projects, especially for public improvements. Such sources as Community Development Block Grants (CDBG) are available although the extent of their use is diminishing as the volume of the grants decrease. They have the advantage of directly affecting development costs and their benefits are predictable and readily understood. CDBG funds have historically been used by cities to purchase property for redevelopment, fund public improvement programs in revitalization areas and set-up low-interest rehabilitation programs. In the case of Safety Harbor, the City is part of the entitlement program for Pinellas County, and is subject to the County's rules for program eligibility and use of the funds.

Redevelopment Bonds

Redevelopment bonds are issued by the Redevelopment Agency to finance renovation of specific properties, but are not a liability of the city. They are a type of industrial-revenue bond. Benefits to the property include: (1) that the Agency can hold title to the property for a maximum of ten years, and therefore, the property is tax exempt (this may conflict with the goals of tax increment financing); and (2) the interest rate on this money is less than money borrowed privately. Also, under the Internal Revenue Code, the property owners may depreciate the property and expense of the interest on the bonds.

Private Investment

Generally, this is the single most important source in revitalization, if successful revitalization is to occur, private investment usually must exceed public funding by three to four fold. Such funding takes the form of equity investment and conventional real estate loans.

Project Equity Position

When the Redevelopment Agency takes an equity position in a project, the Agency contributes cash or land to the project with a return in the form of profit sharing. This Agency participation has the effect of reducing developer costs and can be used for projects such as redevelopment and parking structures.

Leasing

City-owned land, buildings, equipment, etc. can be leased to developers for projects. For the developer, this eliminates the need for capital investment in land, buildings, etc. or debt service on money borrowed to finance the purchase of such things as land, building, and equipment. The city receives lease payments which are deductible from the developer's income tax. The lease may also constitute a purchase option.

Land Write-Downs

Land write-down by the Redevelopment Agency is a method whereby the fair value of land is determined for uses that the City is interested in seeing developed on that land. The land use may not be the most profitable use, but may be the most desirable by the City on an overall basis (e.g., development of retail facilities in the downtown area, and parking structure developments). Land write-down reduces development costs, the need for equity and fixed-interest costs, and it improves the developer's cash flow, net income and risk position. It often requires a considerable city investment with no significant financial return to the city, however, there is a potential for making an otherwise infeasible project attractive when combined with a package of other incentives.

Joint Ventures

In real estate syndication ventures, the Redevelopment Agency can contribute equity capital to a project. This has the effect of reducing equity requirements from the developer and/or reducing the amount which must be debt serviced. Through equity syndication, tax subsidy benefits can be passed on to investors in the form of

depreciation, investment tax credits, deferral of taxes and capital gains.

IMPLEMENTATION GROUPS & AGENCIES

Successful implementation hinges upon close cooperation and coordination between private and public groups and agencies. Strong commitments are necessary from both the public and private sectors and involve financial support as well as participation in implementation activities. Proven organizational arrangements applicable to downtown Safety Harbor are discussed briefly below:

Redevelopment Agency

One of the functions of the Redevelopment Agency is site assembly, clearance and relocation and policy-making relative to implementing the Redevelopment Plan. Through site assembly clearance and relocation activities, land can be provided at a price that is an incentive for private redevelopment. The Redevelopment Agency must also plan and coordinate other revitalization activities such as public improvement projects and public infrastructure improvements. This Plan does not anticipate the need for extensive relocations or site assembly, since the Plan is primarily geared toward public improvements and neighborhood preservation as opposed to land acquisition.

City and Agency Staff

Staff's primary functions are administration and coordination of an integrated redevelopment program. City staff acts to carry out the policies of the Redevelopment Agency. Staff will help identify special funding to assist in financial feasibility.

Merchants' Association

It is the responsibility of the Redevelopment Agency and private-investor financing in downtown Safety Harbor to improve the physical attributes of the Downtown. The organization of activities and events and the coordination of different merchant activities must complement any physical improvement. The organization and

coordination of Downtown activities is the role of a strong merchants' association. The City of Safety Harbor currently has a Economic Development Committee that functions through the Chamber of Commerce.

Private Sector

Private property owners, developers and tenants are the primary basis for new development and related financial investment in any redevelopment project.

DEFINITIONS

ARCHITECTURAL STYLE:

BUNGALOW/CRAFTSMAN: One to two story structures with asymmetrical plans, wood frame construction, natural colors and materials. A distinct feature of this style is the broad, sloping, and low pitched roof with wide eaves, extending over a raised front porch supported by massive masonry piers.

MEDITERRANEAN REVIVAL: Usually are asymmetrical in plan and one or two stories. The most common elements are curving wing walls, arched façade openings, arcades and colonnades, stucco walls, terra cotta (barrel tile) roof, chimney with capped tile roof or square tower with pyramidal roof.

VERNACULAR: Floor plans are square, "T" or "L" in shape. Exterior features include raised front porches, wood siding or masonry walls, various pitch gabled roofs, and symmetrical fenestration on the front façade.

BLOCK FACE: One side of a street between two consecutive features intersecting that street. The features can be other streets, boundaries of standard geographic areas, or natural features.

BUILD-TO-LINE: The maximum distance a building can be placed from a lot line.

BUILDING FORM: Means the overall shape and axis of a building. The axis of a building is either symmetrical or asymmetrical. The shape can emphasize certain directional characteristics either horizontal, vertical, or square/box.

BUILDING FRONTRAGE: means the horizontal length of a wall of a building where such wall faces a street. The measurement of such length is along a line parallel to the street. Where a building is arranged to include establishments with exterior public entrances but no wall space facing a street, the horizontal dimension of one

wall of each such establishment which faces a mall or other private way may be considered to be building frontage.

BUILDING HEIGHT: The vertical distance to the highest point of the roof for a flat roof; to the deckline of a mansard roof; and to the average height between eaves and the ridge for gable, hip, and gambrel roofs measured from the finished grade.

COMPATIBILITY: Means sensitivity of a building design to the existing character of a neighborhood, surrounding blocks, historic or special area. This is measured by how the design of a building or project relates to the design elements of the surrounding natural/physical and manmade environment. Compatibility measures include, but are not limited to the following: building relationship to the street (such as height, façade details, landscaping, activities), the rhythm of spacing between buildings, the use [of] building materials which match in dimension, color, pattern and finish/textured, and building scale and mass.

DECORATIVE FENCE: A fence that is made of PVC fence material, wrought iron, or aluminum pickets, or is painted or stained shadow-box or board-on-board type fence.

DECORATIVE WALL: A wall that is masonry with a stucco finish; has a finish of natural materials, such as brick, stone, or glass block; or has a finish which is accepted for use in the industry and approved by the Community Development Department.

DENSITY: The number of dwelling units per acre (DU/A) of land excluding public road right-of-way and submerged land.

FAÇADE: The exterior face of a building.

FLOOR AREA RATIO (INTENSITY): The gross floor area of all structures on a site divided by the site area excluding public road right-of-way and submerged land.

LIVE-WORK DWELLING: A dwelling unit in combination with a business or professional office or artist studio within the same unit or in an accessory structure to the principal dwelling, where the resident occupant both lives and works.

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LOT COVERAGE: The maximum or minimum area of a lot, expressed as a percentage of a lot's total area that may be occupied by a building foundation as may be specified by the design criteria associated with the Master Development Plan Framework plan categories.

SCALE: means the proportional size (height and width) of a building relative to the adjacent buildings and surrounding blocks.

SPATIAL ENCLOSURE: Determined by building height in relation to the distance between buildings and the street. A high degree of spatial enclosure is created with shallow yards, tall buildings and narrow streets. A low degree of spatial enclosure is the result of open, deep yards, large distances between buildings and wide streets. Too little enclosure affects the feeling of comfort a person experiences in a place.

STEP BACK: Step back refers to recessing the façade of a building over a certain height.

TRADITIONAL NEIGHBORHOOD DEVELOPMENT: A development that exhibits several of the following characteristics: alleys, streets laid out in a grid system, buildings oriented to the street, front porches on houses, pedestrian-orientation, compatible and mixed land uses, village squares and greens.

VERTICAL MIXED USE: A building that includes more than one use; typically having different uses on the first floor than the upper floors of the building. A common example is ground story retail with offices and residences on upper floors.

WORK/LIVE BUILDING: Buildings or spaces within buildings that are used jointly for business or professional office purposes where the residential use of the space is secondary to the primary use as a place to work and where the resident occupant may or may not work on the premises.

APPENDIX “A”
REAL TIME RECORD OF COLLABORATIVE ENGAGEMENTS

City of Safety Harbor Community Meeting: Downtown Master Plan Update



Real-Time Record

February 21, 2023



SAFETY
HARBOR | FL



**Collaborative
LABS**

at St. Petersburg College

EXPERT FACILITATORS IN
STRATEGIC COLLABORATION

Community Workshop Summary

Over 50 Safety Harbor residents and city staff gathered at the Safety Harbor Public Library for a Collaborative Lab workshop to provide input to the Downtown Master Plan. The evening commenced with welcome remarks by Mayor Joe Ayoub and proceeded with these team brainstorming categories:

- Vision & Valued Treasures, and
- Redevelopment Objectives & Associated Projects.

For each topic, participants were presented with data from the 175 community survey responses. Then in teams, they were asked to:

- Review current elements on the Downtown Master Plan
- Review survey ideas/elements, and
- Generate new ideas during the engagement.

For each element, participants were asked to rank each as “Non-Essential,” “Nice to Have,” and “Essential” to the Downtown Master Plan, and include comments as desired to clarify their ranking.

City of Safety Harbor's Vision

Original as stated on the Downtown Master Plan:

Safety Harbor will be a vibrant destination city with a unique quality of life – a city that is successful in balancing responsible, innovative growth with careful preservation of its small town atmosphere, its quaint character, and its valued treasures.

Based on rankings and comments, it is recommended that Safety Harbor slightly modify the Vision statement using this criteria:

- Keep *small town atmosphere, valued treasures, preservation, quaint character*
- Replace *unique* with *charming*
- Replace *vibrant destination city* with *thriving city*
- Remove *a city that is successful in, innovative* (growth)
- Remove *destination*
- Add *town/city that serves its local residents and visitors* (as Safety Harbor serves more than residents and visitors; do not recommend adding this specific phrase to the vision)
- Add *preservation of waterfront property, green spaces, and trees* (included as *valued treasures* in the vision: Waterfront setting and Landscaping, trees, and natural green spaces)

Proposed Vision:

Safety Harbor is a *thriving* city with a *charming* quality of life – committed to balancing responsible growth while preserving its small town atmosphere, quaint character, and valued treasures.

Although the following three items were ranked highest during the workshop, these phrases are included under the umbrella of “valued treasures” and therefore not needed in the vision statement. Also, it may have been understood during the individual ranking poll that the vision statement was focused on just downtown and not the entire city. (Clarification was made after ranking.)

These Top 3 Vision Items can be interpreted to ensuring the city *fulfills* the vision through:

1. Preservation of Safety Harbor's waterfront property, green spaces, and trees.
2. Walkability and making sure parking lots are limited to behind buildings on Main Street.
3. City codes that include architectural design standards that preserve community character.

City of Safety Harbor's Valued Treasures

Original as stated on the Downtown Master Plan:

- Waterfront setting • Proximity to major employment centers • High quality schools • Excellent leisure activities and public library • Good family housing values • Laid-back atmosphere • Small town character • Historic resources • Landscaping, trees, and natural green spaces • Stable tax base

The community survey identified four (4) Valued Treasures that should remain in the Downtown Master Plan with over 70% positive response:

- Waterfront setting
- Excellent leisure activities & public library
- Small town character
- Landscaping, trees, and natural green spaces

The remaining six (6) original Valued Treasures along with new ideas from the survey and workshop were evaluated as Non-Essential, Nice to Have, and Essential.

Based on rankings and comments, it is recommended that Safety Harbor slightly modify the Valued Treasures based on this criteria:

- Keep the above four (4) Valued Treasures
- Keep three (3) of the remaining six (6) Valued Treasures: *Laid back atmosphere, Historic resources, and High quality schools* (added in order of ranking with new ideas)
- Remove lower ranked three (3) of the remaining six (6) Valued Treasures: *Proximity to major employment centers, Good family housing values, and Stable tax base*
- Consider adding:
 - *Local shops, restaurants and small businesses* (included a 5th point below)
 - *Bicycle, walking and low-speed vehicle friendly* (included as 6th point below)
 - *Parks* (included in 2nd point below)
 - *Peaceful enjoyment for downtown residents* (included in 8th point below)
 - *High quality emergency services* (included as 10th point below)
 - *Support for arts, creative activities / Art & culture, special unique charm w/ mystical quality* (included in 2nd point below)

Proposed Valued Treasures:

1. Waterfront Setting
2. Excellent leisure activities, **parks, arts & culture**, and public library
3. Small town character
4. Landscaping, trees, and natural green spaces
5. **Local shops, restaurants and small businesses**
6. **Bicycle, walking and low-speed vehicle friendly**
7. Historic resources
8. Laid back atmosphere & **peaceful enjoyment for downtown residents**
9. High quality schools
10. **High quality emergency services**

City of Safety Harbor's Redevelopment Objectives & Associated Projects

Additional Projects for Consideration

Objective 1 – Protect and enhance the natural environment

1. Increase the resiliency of the city infrastructure to limit damages from major storms and increase the recovery time.
2. Switch to nonpoisonous sprays for parks and city lands for weed control and rat control products that will not harm wildlife.
3. Preserve and plant **protected** trees; tree restoration. (original idea specified "oak" trees)
4. Preserve, protect the environment through education and having a sustainability plan.
5. Enhance rather than expand. Work with law enforcement to supervise/maintain safe outdoor parks and spaces.

Objective 2 – Improve parking and mobility

** Note: This Objective generated the most interest of all 6 Objectives by workshop participants.*

1. Parking allowed at Rigsby Center after hours.
2. Enforce parking.
3. Continue to improve sidewalks to improve walkability.
4. Partner with different sites with space for parking around town and provide transportation to downtown for events.
5. Find more creative parking ideas instead of garages/increased parking. / Maximize use of existing space for parking without the addition of a new parking structure.

Objective 3 – Improve the physical appearance and ambiance of the public realm and encourage private sector reinvestment in declining properties

1. Preserve Safety Harbor's unique character. Plant more shade trees downtown.
2. The decibel level for special events and bars with live music needs a concrete enforceable noise ordinance; Noise abatement.
3. Balance historic vs. old to ensure designation of historic is not used to prevent appropriate compact development in the downtown districts.
4. Maintain small town charm through intelligent design and construction standards.
5. Encourage collaborative process to develop design code and maintenance protocols.

Objective 4 – Increase the supply of affordable housing

** Note: Although survey respondents were split almost 50/50 for keeping this Objective in the Downtown Master Plan, participants at the workshop provided these project considerations.*

1. Expedite permitting for residential uses.
2. Look at use of surplus public properties (City and County) that could be used for housing.
3. Look at zoning districts where housing is allowed (commercial, industrial).
4. Provide incentives for developers to create affordable housing and expedite permitting process to allow for successful development of affordable housing.
5. Increase square footage for single family density, allowing for smaller lot sizes for single family and single family attached dwellings for greater density.

Objective 5 – Recruit targeted businesses, showcase the downtown, and create a more favorable business environment

1. Streamline & improve communication for permitting applications for new or expanding businesses. / Full-time economic development liaison in partnership with County, City, and Chamber to assist in streamlining communication for permitting process for new and expanding businesses.
2. Small businesses rather than "big box"/franchise stores. / Incentives for new start up enterprises that are not corporate or franchises.
3. Improve facilities at the Waterfront Park. Update bathrooms & add small concession for snacks & drinks.
4. Promote the unique features of Safety Harbor throughout the Tampa Bay area, such as, the multitude of parks, the downtown area, Safety Harbor Spa, natural springs, and true community spirit of a 100-year-old city.

Objective 6 – Promote arts, culture, and leisure activities and encourage the preservation of historic structures and Safety Harbor's unique sense of history

1. Continue to support library and museum programs.
2. Splash pad; splash pad/community center. / Make a children's water park and enhance things for our children and pets.
3. Establish historical preservation society/districts including currently buildings have historical markers.

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Agenda



City of Safety Harbor Community Meeting

Tuesday, February 21, 2023: 5 – 8pm

Safety Harbor Public Library
101 2nd St. N, Safety Harbor, FL, 34695

Welcome

Welcome & Setting the Stage for our Success!

Safety Harbor's Vision & Valued Treasures

Referencing the provided handout, we will review the current **Vision** and **Valued Treasures** and themes from the community survey. Then we will work in teams to review and prioritize the *elements* of the **Vision** and **Valued Treasures**.

Team Activity: Self-select into either a **Vision** or **Valued Treasures** team and work together to sort the elements (phrases) into 3 categories: *Essentials*, *Nice to Have*, and *Non-Essentials*. Teams will review & sort current statements, survey recommendations and have an opportunity to share additional ideas.

We will come back together as a group to prioritize the *Essential elements* of the **Vision** and **Valued Treasures**.

Prioritizing our Objectives & Projects

Referencing the handout, we will review the 6 Objectives and determine our Priority Objectives and associated projects for Safety Harbor's downtown.

Team Activity: In two rounds, participants will self-select into their first Objective team and work together to sort projects into 3 categories: *Essentials*, *Nice to Have*, and *Non-Essentials*. Teams will review & sort current projects, survey recommendations and have an opportunity to share additional project ideas. In a second round, we will repeat this process with participants selecting their second Objective to prioritize projects.

We will reconvene as a full group to review our Objectives and further prioritize our **Top Projects for each area, to help us update our Downtown Master Plan!**

Closing Remarks & Next Steps

In addition to highlighting community input, we will invite public comments.

Welcome & Setting the Stage for Our Success



Joe Ayoub, Mayor, Safety Harbor: Good evening. Thank you for coming out. So great to have so many of you here to get so many people's input on the future of the downtown. I want to encourage you all to participate, give your feedback, be courteous of one another, and enjoy!



Tina Fischer, Facilitator, Collaborative Labs: Hello, welcome! My name is Tina Fischer. We're here to do this community event so we can collect your input for the Downtown Master Plan. The current Master Plan is from 30-years-ago. Some of the projects are done, some are in progress, and some have not been started yet. Marcie is here to speak to why we are doing this now.



Marcie, Development Director, Safety Harbor: Hi, everyone. Thank you again for being here. The reason we're here tonight is we are applying to Pinellas County to add another 10-years to the Safety Harbor Master Plan and so we want to update the plan with additional projects you'd like us to fund.

Participant Question: Is the funding made through Grants?

Marcie: It's called the Community Redevelopment District Tax Increment Financing.



Process & Considerations

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- **Self-select:** You choose areas you would like to provide input
- Reference Current Downtown Master Plan (See Handout)
- Review Community Survey ideas (uploaded into software)
- Brainstorm New/Additional ideas and projects
- Rank all 3...current, survey, and new ideas as
 - Non-Essential, Nice to Have, Essential for the Downtown Master Plan
- Further prioritize the Essential elements with phone polling
- All ideas and rankings entered in our online software & polling results will be included in our Collaborative Labs' Real-time Record
- After the meeting: A summary of recommendations based on your input will be provided to the City to update the Downtown Master Plan

Tina reviews the Agenda and the process for community input.

Safety Harbor's Vision & Valued Treasures

Question 1

Vision

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Safety Harbor will be a vibrant destination city with a unique quality of life—a city that is successful in balancing responsible, innovative growth with careful preservation of its small town atmosphere, its greater character, and its valued treasures.

Does this statement accurately reflect the city's vision?

70% Yes 30% No

9 current vision phrases to rank
Example: destination city

10 new phrases to rank (Survey)

0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%

Vision teams will have a total of 19 phrases to rank as
→ Non-Essential, Nice to Have, or Essential
And an opportunity to write a revised Vision

Tina: This is the current Vision Statement. What we did was break the Vision Statement into nine phrases. We are going to prioritize each phrase as *Essential, Nice to Have, or Non-Essential*.

Additionally, there are ten new phrases that came in through the survey that we will prioritize.

There will also be an opportunity to write a revised Vision Statement.



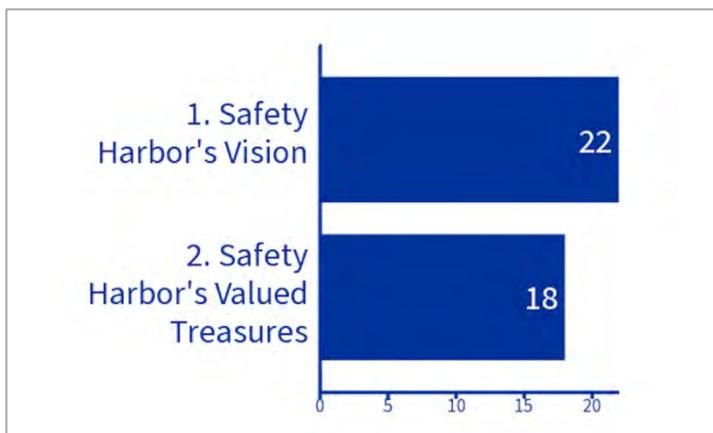
Tina: For the Valued Treasures, ten are listed on the Master Plan. The top four will stay, because they had over 70% of the votes. What we would like to do is get your input on the other six. Should these six go on the Master Plan moving forward?

There are also fourteen new ideas for Valued Treasures that came in through the survey, so we will have a total of twenty ideas to prioritize, and we will have the opportunity to share new ideas.

Tina opens the polls for the group to self-select into teams

Which area are you most interested in contributing to this evening?

The group breaks into self-selected teams.



Vision

Vision Statement:

Safety Harbor will be a vibrant destination city with a unique quality of life – a city that is successful in balancing responsible, innovative growth with careful preservation of its small town atmosphere, its quaint character, and its valued treasures.

Vision – Prioritization:

- 1=Non-Essential; 0=Nice to Have; 1=Essential		
Item	↓Mean	COMMENTS
Small town atmosphere (CURRENT VISION)	1.00	1. Don't want to lose identity as a town
Valued treasures (CURRENT VISION)	1.00	
Preservation of waterfront property and greenspace	1.00	
Town/city that serves its local residents and surrounding communities - instead of destination city	1.00	1. Remove "surrounding communities" replace with "visitors"
Preservation of Safety Harbor's green spaces and trees	1.00	
Unique quality of life (CURRENT VISION)	0.67	1. Not unique - use charming
Balancing responsible, innovative growth (CURRENT VISION)	0.67	1. What is the definition of innovative? 2. Keep "balancing responsible growth", remove innovative
Careful preservation (CURRENT VISION)	0.67	1. Commitment to preservation, remove careful
Quaint character (CURRENT VISION)	0.67	
Quality of life for residents	0.67	
A city that is successful in (CURRENT VISION)	0.33	1. Not done yet - moving in right direction
Access to nature through biophilic architecture and design	0.33	1. Like the idea of reflecting nature (Baranoff oak, gazebo) 2. Not for a vision statement but a good idea
Vibrant (CURRENT VISION)	0.33	1. Not there yet - in progress

-1=Non-Essential; 0=Nice to Have; 1=Essential		
Item	↓Mean	COMMENTS
Unique, quaint town with a mix of shops, restaurants, art, music, and eclectic charm that is easy to get to and get around	0.33	1. Not sure about word, unique. Like word, eclectic. 2. Too many words for a vision statement
Protecting natural resources	0.33	1. Already addressed above
Supporting a diverse community	0.00	1. Clarify what diverse means - population
More dynamic to reflect the changing character of the city and downtown	-0.33	1. Don't want to change character altogether, but accept that change happens and improves - change for the better (aesthetics)
Destination city (CURRENT VISION)	-0.33	1. While serving its residents and local communities 2. Caveat - has a destination PLACE in the spa. Don't want to be a destination city - keep our local character 3. Remove the word destination
Emphasis on growth with new/more restaurants/breweries on waterfront	-0.67	1. Like idea of amenities at waterfront. Don't like work emphasis.

Vision – New Ideas:

- Sense of community
- What are we doing to be more environmentally friendly
- City codes that include architectural design standards that preserve community character
- Encourage small food markets (such as Nature's Food Patch). Discourage franchise large corporate chains.
- Renewable resources (electric charging stations)
- Walkability. Make sure parking lots are limited to behind buildings on Main Street
- Encourage entrepreneurs to invest in small businesses
- THRIVING downtown (replace word, Vibrant)
- Safety Harbor will be a vibrant city with a unique quality of life – a city that is successful in balancing responsible, growth with preservation of its small town atmosphere, its quaint character, and its valued treasures...

Vision – Revision Ideas submitted via survey and community meeting:

- Safety Harbor will be a vibrant destination city with a unique quality of life that creates access to nature through biophilic architecture and design - a city that is successful in balancing innovation and growth with careful preservation of its small town atmosphere.
- Safety Harbor will be a thriving city with a unique quality of life-a city that is successful in balancing the needs of its residents with responsible, innovative growth while preserving its small town atmosphere, its quaint character, and its valued treasures.

Vision – Team Reports:



Team 1:

Paula: We felt that destination city doesn't encompass the uniqueness of our city, so we voted to take that out.



Team 2:

Lorraine: Our takeaway was we want to have a thriving downtown vs. a vibrant downtown. It brings more clarity to what we're looking for. We also did not like destination.



Team 3:

Laura: We didn't like destination or vibrant. We thought successful in balancing the needs of the residents was important, as well as the quaint character and small town atmosphere.

The group votes on essential Vision elements. Although asked to just "Upvote" the elements as Essential, some participants used the "Downvote" option. Both results are included in the Response table below.

Vision – Top 3

VISION: Upvote the Vision Elements you feel are Essential to the Downtown Master Plan (Thumbs Up Only):

- 1. vibrant (CURRENT VISION)
- 2. destination city (CURRENT VISION)
- 3. unique quality of life (CURRENT VISION)
- 4. a city that is successful in (CURRENT VISION)

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1. Preservation of Safety Harbor's waterfront property, green spaces, and trees.
2. Walkability and making sure parking lots are limited to behind buildings on Main Street.
3. City codes that include architectural design standards that preserve community character.

Responses	Upvotes	Downvotes
Small town atmosphere (CURRENT VISION)	32	0
Preservation of Safety Harbor's waterfront property, green spaces, and trees	31	0
Walkability and making sure parking lots are limited to behind buildings on Main Street	30	0
City codes that include architectural design standards that preserve community character	30	0
THRIVING downtown (replace word, Vibrant)	29	0
Sense of community	29	0
Town/city that serves its local residents and surrounding communities, instead of destination city	28	0
Quality of life for residents	28	0
Careful preservation (CURRENT VISION)	23	0
Valued treasures (CURRENT VISION)	23	0
Safety Harbor will be a vibrant city with a unique quality of life – a city that is successful in balancing responsible, growth with preservation of its small town atmosphere, its quaint character, and its valued treasures.	22	0
Quaint character (CURRENT VISION)	22	0
Encourage small food markets (such as Nature's Food Patch). Discourage franchise large corporate chains	20	0
Unique quality of life (CURRENT VISION)	20	0
Historic resources	19	0
Encourage entrepreneurs to invest in small businesses	18	0
What are we doing to be more environmentally friendly	17	0
Renewable resources, such as electric charging stations.	16	0

Responses	Upvotes	Downvotes
Balancing responsible, innovative growth (CURRENT VISION)	5	0
Unique, quaint town with a mix of shops, restaurants, art, music, and eclectic charm that is easy to get to and get around.	5	0
No destination city. Preserve character	4	0
Supporting a diverse community	4	0
Protecting natural resources	4	0
Access to nature through biophilic architecture and design	4	0
A city that is successful in (CURRENT VISION)	3	1
Love Safety Harbor	1	0
More dynamic to reflect the changing character of the city and downtown	1	0
Emphasis on growth with new/more restaurants/breweries on waterfront	1	1
Vibrant (CURRENT VISION)	2	3
Destination city (CURRENT VISION)	1	4

Valued Treasures

Valued Treasures:

The vision statement makes reference to the City's valued treasures. Safety Harbor has strong core assets that make it a highly desirable place to live. Many of Safety Harbor's residents are drawn from the Midwest and Northeastern United States or other places in Florida, attracted by Safety Harbor's:

- Waterfront setting
- Proximity to major employment centers
- High quality schools
- Excellent leisure activities and public library
- Good family housing values
- Laid-back atmosphere
- Small town character
- Historic resources
- Landscaping, trees, and natural green spaces
- Stable tax base

Valued Treasures – Prioritization:

-1=Non-Essential; 0=Nice to Have; 1=Essential		
Item	↓Mean	COMMENTS
High quality schools (CURRENT TREASURE)	1.00	1. Good mix of private and public schools
Laid-back atmosphere (CURRENT TREASURE)	1.00	1. Noise concerns from bars at night
Historic resources (CURRENT TREASURE)	1.00	1. More signage to promote historical places 2. Create a historical preservation that has the power to enforce zoning to protect the charm. We need to save our historic buildings. 3. Including buildings
Local shops and restaurants / Small business / Local establishments / Amazing restaurants	1.00	1. Vibrant Main Street is essential to a successful downtown
Peaceful enjoyment for downtown residents	1.00	
Bicycle, walking and low-speed vehicle friendly	1.00	1. Incorporate more safety. More bike routes.
Parks	1.00	1. Baranoff park enhancements
Stable tax base (CURRENT TREASURE)	0.67	1. 100%
Support for arts, creative activities, special unique charm, mystical quality	0.67	1. Take out "mystical" 2. Vague-not quantitative "charm"
High quality emergency services	0.67	
Proximity to major employment centers (CURRENT TREASURE)	0.33	
Good family housing values (CURRENT TREASURE)	0.33	1. Concern for affordable housing
Growing downtown events / Entertainment / Great Downtown!	0.33	1. Maintain current events, add with caution 2. Urban garden 3. Negatives are coming from the downtown events-crowds-loud music

-1=Non-Essential; 0=Nice to Have; 1=Essential		
Item	↓Mean	COMMENTS
Diversity	0.33	1. Need more definition
Wildlife protection and priority status for all creatures	0.33	1. We don't like rats-define creatures
Affordable new development apartments for young professionals	0.33	1. REDEVELOP – REPURPOSE - not add more sprawl
Need more handicap parking	0.33	
Opportunities for all levels of income bases	0.00	1. Define opportunities - there are jobs available for all levels through the variety of businesses
Access to nature through biophilic architecture and design principles	0.00	1. City to incentivize builders to follow these principles 2. Unclear - not understanding the vocabulary
Develop more apartments and condos	-0.33	1. In order to protect environment and green space, not new development, but redevelopment!

Valued Treasures – Team Reports:



Team 4:

Kevin: We liked local shops and restaurants downtown.



Team 5:

John: Maintain small town character and incorporate more greenspaces for outdoor dining and safe strolling.

Another submission was provided on the paper handout at each table.

- Redevelop existing distressed properties in a manner compatible with a charming small city and appropriate to their location.



Team 6:

Colin: Our idea was instead of sprawling out, redevelop existing distressed properties in a manner compatible with a small city and appropriate to their location.

The group votes on Valued Treasures.

Valued Treasures – Top 3

VALUED TREASURES: Upvote the Valued Treasures you feel are Essential to the Downtown Master Plan (Thumbs Up Only):

- 1. Proximity to major employment centers (CURRENT TREASURE)
- 2. High quality schools (CURRENT TREASURE)
- 3. Good family housing values (CURRENT TREASURE)

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1. Local shops and restaurants / Small business / Local establishments / Amazing restaurants
2. Bicycle, walking, and low-speed vehicle friendly
3. Parks

Responses	Upvotes	Downvotes
Local shops and restaurants / Small business / Local establishments / Amazing restaurants	34	0
Bicycle, walking and low-speed vehicle friendly	34	0
Parks	33	0
Historic resources (CURRENT TREASURE)	30	0
Laid-back atmosphere (CURRENT TREASURE)	29	0
High quality schools (CURRENT TREASURE)	28	0
Peaceful enjoyment for downtown residents	27	0
High quality emergency services	25	0

Responses	Upvotes	Downvotes
Support for arts, creative activities / Art & culture, special unique charm w/ mystical quality	22	0
Restaurants with open green spaces for dining and events	1	0
Proximity to major employment centers (CURRENT TREASURE)	0	0
Good family housing values (CURRENT TREASURE)	0	0
Stable tax base (CURRENT TREASURE)	0	0
Growing downtown events / Entertainment / Great Downtown!	0	0
Diversity	0	0
Access to Nature Through Biophilic Architecture and Design Principles	0	0
Wildlife protection and priority status for all creatures	0	0
Develop more apartments and condos	0	0
Affordable new development apartments for young professionals	0	0
Need more handicap parking	0	0
Opportunities for all levels of income bases	0	0

Prioritizing our Objectives & Projects

Tina reviews the 6 Objectives for Safety Harbor's downtown.



Tina opens the polls for the group to self-select into teams

Which objectives are you most interested in contributing to this evening?

The group breaks into self-selected teams. Teams 1-6 were matched with Objectives 1-6, respectively. An additional Team 7 was added for Objective 2.



There were two rounds of team brainstorming, with each team recording their top idea. Both are captured in the team reports.

Objective 1: Protect and enhance the natural environment

Objective 1 – Prioritization:

-1=Non-Essential; 0=Nice to Have; 1=Essential		
Item	↓Mean	COMMENTS
Preserve and plant oak trees; Tree restoration	1.00	1. Plant appropriate trees - not just oak trees
Reduce impervious surface ratio; Note: An impervious surface is a hard surface that does not let water soak into the ground or greatly reduces the amount of water that soaks into the ground, e.g. sidewalks, parking lots, compacted gravel, roads, etc.	1.00	
Increase the resiliency of the city infrastructure to limit damages from major storms and increase the recovery time	1.00	1. Modernization of Electrical and Storm water drainage systems
Switch to nonpoisonous sprays for parks and city lands for weed control and use of rat control products that will not harm wildlife	1.00	1. Public reports on progress of current programs - Cityscape
Preserve the trees and parks; Increase green space; acquisition of new green spaces	0.50	1. Identify parcels for potential acquisition 2. Preserve and enhance what we have
Accessibility and expansion of public spaces	0.50	1. NOT parking lots 2. This is vague
More emphasis on preservation on what exists, e.g. trees, buildings, etc.	0.50	1. Tree canopy survey, grants 2. This is vague
Better maintenance of lawn & landscaping in Baranoff Park	0.50	1. All public areas need continued maintenance and closer oversight
Education regarding protection of natural resources	0.00	1. Sustainability coordinator, grants, educ. Signage referring to ecology/environment issues.

The group votes on Objectives.

Objective 1 – Top 3:

1. Increase the resiliency of the city infrastructure to limit damages from major storms and increase the recovery time.
2. Switch to nonpoisonous sprays for parks and city lands for weed control and rat control products that will not harm wildlife.
3. Preserve and plant oak trees; tree restoration.

Responses	Upvotes
Increase the resiliency of the city infrastructure to limit damages from major storms and increase the recovery time	27
Switch to nonpoisonous sprays for parks and city lands for weed control and use of rat control products that will not harm wildlife	25
Preserve and plant oak trees; tree restoration	23
Reduce impervious surface ratio	20
Preserve the trees and parks; Increase green space; Acquisition of new green spaces	0
Accessibility and expansion of public spaces	0
More emphasis on preservation on what exists (e.g. trees, buildings, etc.)	0
Education regarding protection of natural resources	0
Better maintenance of lawn and landscaping in Baranoff Park	0

Objective 1 – Team Reports



1. Preserve, protect the environment through education and having a sustainability plan. (Environment is the center of the wheel around which all decisions revolve.)

2. Enhance rather than expand. Work with law enforcement to supervise/maintain safe outdoor parks and spaces.



Objective 2: Improve parking and mobility

Objective 2 – Prioritization:

-1=Non-Essential; 0=Nice to Have; 1=Essential		
Item	↓Mean	COMMENTS
Continue to improve sidewalks to improve walkability	1.00	
We need to readdress parking; Need to come up with shared parking plan; Find businesses that are closed in evening and/or on weekends; Work with business that have available parking to use after their business hours	1.00	
Offsite parking with transportation into town for events. Possibly at a church or Folly Farms.	1.00	
Support traffic flow by identifying consistent street parking throughout downtown by enforcing already approved ordinances, as well as designating street parking to one side of the street.	0.67	
Consider leasing right of way along train track south of Main to 7th Street	0.33	1. Need clarification
Needs to be more bicycle friendly; Needs more ramps near library; Bike lanes/paths; Bike friendly roads; Add bike lanes where possible	0.33	
All the back alleyways should be accessible for the homeowners	0.00	
The layout and parking plan on Main should be reevaluated for safety. Create more space for bike lane, vehicles, pedestrians.	0.00	
Improved crosswalks and lighting as we see pedestrians run in front of traffic every weekend	0.00	
There should be better bicycle access from McMullen to the Spa	0.00	
Free vehicle charging	0.00	1. Some are -1 based on desire for private sector or others to pay
Improve bicycle access to downtown (Phillipe Parkway, Cedar/7th Street, Enterprise, Main Street)	0.00	
Better public transit and infrastructure that supports non-car centric travel; More public transport	-0.33	1. County issue. Keep us in mind.

-1=Non-Essential; 0=Nice to Have; 1=Essential		
Item	↓Mean	COMMENTS
Parking would be available in one parking garage near the spa and another one where the city lot is now	-0.33	1. Mixed votes >>> Needs more study
Electric vehicle, golf cart and electric scooter charging stations; Designated parking on main street; Install additional electric car/truck stations throughout downtown	-0.33	1. Some are -1 based on desire for private sector or others to pay
More parking; Downtown Parking Facility; Construct a parking facility to accommodate 3rd Friday type events; Parking garage; Bring back parking!	-0.33	
Speed devices on Main Street between Nona and McMullen Booth	-0.67	1. No speed bumps - blinking lights alright
Traffic calming	-0.67	
Main Street open for pedestrians only between Bayshore and 8th Avenue	-0.67	1. Special events/weekends only
Angled parking and make Main one way (for safety)	-1.00	

Objective 2 – New Ideas:

- Add diagonal parking on 2nd Av. N
- Paint yellow curbs 30 ft from intersection Fl Uniform traffic manual
- Maximize use of existing space for parking without addition of a new parking structure-- churches schools after hour businesses
- Parking allowed at Rigsby Center after hours
- More sharrows or signage for share the road
- Investigate making avenues one way which would allow increased parking possibilities
- Curbs on main street are angled towards the center of the road. Make them straight in the same direction of travel parallel to the road.
- Subsidize rideshare for rideshare
- Centralized valet parking
- ENFORCE PARKING!

Objective 2 – Top 3:

1. Parking allowed at Rigsby Center after hours.
2. ENFORCE PARKING!
3. Continue to improve sidewalks to improve walkability.

Responses	Upvotes
Parking allowed at Rigsby Center after hours	19
ENFORCE PARKING!	17
Continue to improve sidewalks to improve walkability	17
Maximize use of existing space for parking without addition of a new parking structure - churches schools after hour businesses	16
Centralized valet parking	11
We need to readdress parking; Need to come up with shared parking plan; Find businesses that are closed in evening and/or on weekends; Work with business that have available parking to use after their business hours	10
Curbs on main street are angled towards the center of the road. Make them straight in the same direction of travel parallel to the road.	8
More signage for share the road	7
Investigate making avenues one way which would allow increased parking possibilities	7
Paint yellow curbs 30 ft from intersection Fl Uniform traffic manual	6
Add diagonal parking on 2nd Av. N	7
Subsidize rideshare for rideshare	5
Offsite parking with transportation into town for events. Possibly at a church or Folly Farms.	5
Support traffic flow by identifying consistent street parking throughout downtown by enforcing already approved ordinances, as well as designating street parking to one side of the street.	4
Angled parking and make Main one way (for safety)	1
Need a red/green light at Main and Bayshore for pedestrian crossings	1
Needs to be more bicycle friendly; Needs more ramps near library; Bike lanes/path; Bike friendly roads; Add bike lanes where possible.	1
Improve bicycle access to downtown (Phillipe Parkway, Cedar/7th Street, Enterprise, Main Street)	1

Responses	Upvotes
Improved crosswalks and lighting as we see pedestrians run in front of traffic every weekend	0
All the back alleyways should be accessible for the homeowners	0
Speed devices on Main Street between Nona and McMullen booth	0
The layout and parking plan on Main should be reevaluated for safety. Create more space for bike lane, vehicles, pedestrians.	0
More parking; Downtown Parking Facility; Construct a parking facility to accommodate 3rd Friday type events; Parking garage; Bring back parking!	0
Better public transit and infrastructure that supports non car centric travel; More public transport	0
There should be better bicycle access from McMullen to the Spa	0
Traffic calming	0
Free vehicle charging	0
Main Street open for pedestrians only between Bayshore and 8th Avenue	0
Parking would be available in one parking garage near the spa and another one where the city lot is now	0
Consider leasing right of way along train track south of Main to 7th Street	0
Electric vehicle, golf cart and electric scooter charging stations; Designated parking on main street; Install additional electric car/truck stations throughout downtown	0

Objective 2 – Team Reports:



1. Partner with different sites with space for parking around town and provide transportation to downtown for events.
2. Find more creative parking ideas instead of garages/increased parking.
3. Maximize use of existing space for parking without the addition of a new parking structure.

Objective 3: Improve the physical appearance and ambiance of the public realm and encourage private sector reinvestment in declining properties

Objective 3 – Prioritization:

-1=Non-Essential; 0=Nice to Have; 1=Essential		
Item	↓Mean	COMMENTS
Preserve Safety Harbor's unique character. Plant more shade trees downtown.	1.00	1. In appropriate areas
Limit the size (height) of new construction as well as the impact of new construction would have on property	1.00	1. Vague? Design more important than height. COMPATABILITY
The decibel level for special events and bars with live music needs a concrete enforceable noise ordinance; Noise abatement	1.00	
Balance historic vs. old to ensure designation of historic is not used to prevent appropriate compact development in the downtown districts	1.00	
Create access to nature through biophilic architecture and design principles	0.50	1. Biophilic design features need to be defined. What is this?
Shade structures along Main Street	0.50	1. Awnings? Canopies - retractable
Reduce the front setback. Downtown homes should be closer to the sidewalks with front porches.	0.50	1. Residential for porches only - NOT garages
Beautification of downtown walkways and shops through with flowering plants and tropical foliage	0.50	
Improved façade of existing buildings	0.50	
Allow more café table and roof top dining. More musical and other events for community and visitors alike.	0.00	1. This is a two-part question
Tiny houses	0.00	
Upgrade public facilities curb appeal (e.g. facility improvements, and landscaping)	0.00	
Enhance historic building and city based reinvestment	0.00	
Please revise the downtown building codes!! We don't need more highrises, bars, or density!!	0.00	1. Start a conversation. Vague.

-1=Non-Essential; 0=Nice to Have; 1=Essential		
Item	↓Mean	COMMENTS
Improve or add additional street lighting on side streets; The side streets leading to and around downtown need streetlights	0.00	
Patrol and ticket parking violators	0.00	1. Split-they should be doing their job
Expanding sidewalk space for more convenient dining	0.00	1. Encourage expanded sidewalk space for new development on Main
There should be more focus on increasing density, multistory development along Mainstreet and downtown districts. Increasing the residential unit limits in CTC and downtown districts.	0.00	
Put a moratorium on new development	-0.50	1. Is a moratorium possible?
Reduce the maximum height of residential north of Main to 25'	-0.50	1. Not unanimous - TD1 and 2 not the same
It's hard for visitors to know what turns to make off of main street in order to get to additional restaurants etc. There should be some visual markers either on side walk.	-0.50	
Improved landscaping around businesses that are not aesthetically pleasing to walk by	-0.50	
Ensure that there is lighting and a police presence at the skate park	-1.00	

Objective 3 – Top 3:

1. Preserve Safety Harbor's unique character. Plant more shade trees downtown.
2. The decibel level for special events and bars with live music needs a concrete enforceable noise ordinance; Noise abatement.
3. Balance historic vs. old to ensure designation of historic is not used to prevent appropriate compact development in the downtown districts.

Responses	Upvotes
Preserve Safety Harbor's unique character. Plant more shade trees downtown.	26
The decibel level for special events and bars with live music needs a concrete enforceable noise ordinance; Noise abatement	21
Balance historic vs. old to ensure designation of historic is not used to prevent appropriate compact development in the downtown districts	19

Responses	Upvotes
Limit the size (height) of new construction as well as the impact of new construction would have on property	15
Allow more café table and roof top dining. More musical and other events for community and visitors alike.	0
Create access to nature through biophilic architecture and design principles	0
Put a moratorium on new development	0
Shade structures along Main Street	0
Patrol and ticket parking violators	0
Tiny houses	0
Upgrade public facilities curb appeal (e.g. facility improvements, and landscaping)	0
Reduce the front setback. Downtown homes should be closer to the sidewalks with front porches.	0
Enhance historic building and city based reinvestment	0
Reduce the maximum height of residential north of Main to 25'	0
It's hard for visitors to know what turns to make off of main street in order to get to additional restaurants etc. There should be some visual markers either on side walk.	0
Please revise the downtown building codes!! We don't need more highrises, bars, or density!!	0
Improve or add additional street lighting on side streets; The side streets leading to and around downtown need streetlights.	0
Expanding sidewalk space for more convenient dining	0
Beautification of downtown walkways and shops through with flowering plants and tropical foliage	0
Improved façade of existing buildings	0
Improved landscaping around businesses that are not aesthetically pleasing to walk by	0
Ensure that there is lighting and a police presence at the skate park	0

Responses	Upvotes
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There should be more focus on increasing density, multistory development along Mainstreet and downtown districts. Increasing the residential unit limits in CTC and downtown districts.

0

Objective 3 – Team Reports:



1. Maintain small town charm through intelligent design and construction standards.
2. Encourage collaborative process to develop design code and maintenance protocols.

Objective 4: Increase the supply of affordable housing

Objective 4 – Prioritization:

-1=Non-Essential; 0=Nice to Have; 1=Essential		
Item	↓Mean	COMMENTS
Promote the construction of multifamily structures	0.50	1. No multifamily in TND1 and TND2 (stacked units)

Objective 4 – New Ideas:

- Provide financial incentives for developers (SB 102) at state level, local option property tax exemptions at County level
- Create partnerships with businesses to create affordable housing (e.x. Hyde Park in Tampa where restaurants provide server housing)
- Look at the future of mobile home parks - investors buying and increasing lot rents
- Accessory dwelling units
- Look at zoning regulations effect on affordable housing (density, parking, height)
- Look at use of surplus public properties (City and County) that could be used for housing
- Work with Habitat for Humanity
- Look at land trusts to preserve affordable housing long term (allow equity sharing to create generational wealth)
- Expedited permitting for affordable housing to allow for successful development
- Look at zoning districts where housing is allowed (commercial, industrial)
- Expedite permitting for residential uses
- increase opportunity for single family - increase densities

Objective 4 – Top 3:

1. Expedite permitting for residential uses.

2. Look at use of surplus public properties (City and County) that could be used for housing.
3. Look at zoning districts where housing is allowed (commercial, industrial).

Responses	Upvotes
Expedite permitting for residential uses	22
Look at use of surplus public properties (City and County) that could be used for housing	19
Look at zoning districts where housing is allowed (commercial, industrial)	17
Accessory dwelling units	16
Expedited permitting for affordable housing to allow for successful development	15
Promote the construction of multifamily structures	15
Look at zoning regulations effect on affordable housing (density, parking, height)	14
Create partnerships with businesses to create affordable housing. (e.x. Hyde Park in Tampa where restaurants provide server housing)	14
Look at land trusts to preserve affordable housing long term (allow equity sharing to create generational wealth)	13
Work with Habitat for Humanity	9
Provide financial incentives for developers (SB 102) at state level, local option property tax exemptions at County level	9
increase opportunity for single family - increase densities	8
Look at the future of mobile home parks - investors buying and increasing lot rents	3

Objective 4 – Team Reports:



1. Provide incentives for developers to create affordable housing and expedite permitting process to allow for successful development of affordable housing.

2. Increase square footage for single family density, allowing for smaller lot sizes for single family and single family attached dwellings for greater density.

Objective 5: Recruit targeted businesses, showcase the downtown, and create a more favorable business environment

Objective 5 – Prioritization:

-1=Non-Essential; 0=Nice to Have; 1=Essential		
Item	↓Mean	COMMENTS
Develop customized financial incentives for local businesses to showcase their products	1.00	
Small businesses rather than "big box"/franchise stores	1.00	
More promotion, more local and craft restaurants/breweries	0.50	1. Promoting everything Safety Harbor has to offer to local communities
Would love to have a boat ride leaving from the pier	0.50	
Create a consistent multi-level marketing plan that portrays Safety Harbor as a destination	0.00	1. Promotes diversity by giving tax incentives
Diversity of business; Having the same kind of businesses open should be discouraged	0.00	
Food hall and/or test kitchen to support newer restaurant owners in establishing themselves	-0.50	
Restaurants/shops along waterfront	-0.50	1. Small convenience type food. Updated bathrooms.
Jobs should be posted on chamber website; More mixers for owners and potential owners	-0.50	1. Currently exists for members & open to public to see open positions
Bring dance studio back	-1.00	

Objective 5 – New Ideas:

- Full Time Economic Development Liaison paid for in partnership with the County, City & Chamber. Could either be a Chamber or City employee depending on level of funding.
- Streamline and improve communication for permitting applications for new or expanding businesses
- Improve facilities at the Waterfront Park. Update bathrooms & add small concession for snacks & drinks.
- Incentives for new start up enterprises that are not corporate or franchises
- Promote throughout the Tampa Bay area, the unique features of Safety Harbor such as the multitude of parks, Safety Harbor Spa, Natural Springs, and the true community spirit of a 100+ year old city.

Objective 5 – Top 3:

1. Streamline & improve communication for permitting applications for new or expanding businesses.
2. Small businesses rather than "big box"/franchise stores.
3. Incentives for new start up enterprises that are not corporate or franchises.
4. Improve facilities at the Waterfront Park. Update bathrooms & add small concession for snacks & drinks.

Responses	Upvotes
Streamline & improve communication for permitting applications for new or expanding businesses	23
Small businesses rather than "big box"/franchise stores	23
Incentives for new start up enterprises that are not corporate or franchises	20
Improve facilities at the Waterfront Park. Update bathrooms & add small concession for snacks & drinks.	20
Promote throughout the Tampa Bay area, the unique features of Safety Harbor such as the multitude of parks, Safety Harbor Spa, Natural Springs, and the true community spirit of a 100+ year old city.	17
Develop customized financial incentives for local businesses to showcase their products	13
Would love to have a boat ride leaving from the pier	13
More promotion, more local and craft restaurants/breweries	10
Increase opportunity for single family - increase densities	7
Create a consistent multilevel marketing plan that portrays Safety Harbor as a destination	0
Food hall and/or test kitchen to support newer restaurant owners in establishing themselves	0
Restaurants/shops along waterfront	0
Bring dance studio back	0
Diversity of business; having the same kind of businesses open should be discouraged	0
Jobs should be posted on chamber website; more mixers for owners and potential owners	0

Objective 5 – Team Reports:



1. We would like to see a full-time economic development liaison in partnership with County, City, and Chamber to assist in streamlining communication for permitting process for new and expanding businesses.

2. We wanted to promote throughout the Tampa Bay area, the unique features of Safety Harbor, such as, the multitude of parks, the downtown area, Safety Harbor Spa, natural springs, and true community spirit of a 100-year-old city.

Objective 6: Promote arts, culture, and leisure activities and encourage the preservation of historic structures and Safety Harbor's unique sense of history

Objective 6 – Prioritization:

-1=Non-Essential; 0=Nice to Have; 1=Essential		
Item	↓Mean	COMMENTS
Continue to support library and museum programs	1.00	
What about banning fireworks and have a laser show?	0.50	1. Protect vulnerable populations - veterans, children, dogs - environmental hazards
Splash pad; splash pad/community center	0.50	
Improve "dog park"; Need better dog park w/ artificial turf	0.50	1. Parks need to be better supervised and maintained
Better diversity	0.00	
Children's jungle gym playground Waterfront Park. Water fountain with footwash and dog water bowl in Waterfront park.	0.00	1. Swing sets, hammocks
Emergency ladder out of water in marina	0.00	1. If one does not exist
Improve stairs into Bay at east end of Veterans part. Perhaps a short underwater/tidal walkway for handicapped and children.	0.00	1. Not sure of design but sounds interesting
Events that not only draw visitors but support non-profits	0.00	
Need more shade	0.00	1. We like shade but not relevant to this objective

-1=Non-Essential; 0=Nice to Have; 1=Essential		
Item	↓Mean	COMMENTS
Increase healthy events	-0.50	1. Build upon to existing events - increase healthy food quality
Outdoor exercise units installed along Bayshore Linear Park. Hammock handing stands in Waterfront Park.	-0.50	
Charge \$5 launch fees for the boat ramp	-1.00	
Aquatic facility accessible to all residents	-1.00	

Objective 6 – New Ideas:

- Establish historical preservation society/districts including currently buildings have historical markers
- Investigate establishing art district where artist studios can live/work

Objective 6 – Top 3:

1. Continue to support library and museum programs.
2. Splash pad; splash pad/community center.
3. Establish historical preservation society/districts including currently buildings have historical markers.

Responses	Upvotes
Continue to support library and museum programs	26
Splash pad; splash pad/community center	21
Establish historical preservation society/districts including currently buildings have historical markers	19
Investigate establishing art district where artist studios can live/work	17
Improve "dog park"; Need better dog park w/ artificial turf	15
What about banning fireworks and have a laser show?	14
Better diversity	13
Need more shade	1
Increase healthy events	0

Responses	Upvotes
Outdoor exercise units installed along Bayshore Linear Park. Hammock handing stands in Waterfront Park.	0
Emergency ladder out of water in marina	0
Charge \$5 launch fees for the boat ramp	0
Improve stairs into Bay at east end of Veterans part. Perhaps a short underwater/tidal walkway for handicapped and children.	0
Children's jungle gym playground Waterfront Park. Water fountain with footwash and dog water bowl in Waterfront park.	0
Events that not only draw visitors but support non-profits	0
Aquatic facility accessible to all residents	0

Objective 6 – Team Reports:



1. We focused on making a children's water park and enhancing things for our children and pets.

Additional Ideas

Below are ideas added either during the community workshop or through email after the workshop.

- Horse & buggy rides downtown
- Rickshaw rides
- Pontoon boat rides from the marina
- Baranoff Park – more shade trees, unusable during hot weather
- One of the "Treasures" left out is the Safety Harbor Spa and the Espiritu Santo spring.
- I am hypercritical. The moderating company phone survey was not well done. Having only two or 3 choices for prioritizing Goals, especially when the wording was often vague and confusing, does not help planning.

Bike Lane Recommendations submitted by Eileen and Marc Berger:

Mixed use car road, LSV route and Bicycle route.

There is no good, safe roadway from downtown Safety Harbor to McMullen Booth going west out of town or east into town. Main street is congested, there is no shoulder, no room for a Bicycle Lane, limited visibility due to hills, and a site for controlled left turn east of McMullen

booth, making it dangerous for slow speed cyclists, even though it is a 25 MPH street; people routinely drive at 40 mph.

I propose that the City of Safety Harbor legally designate all of 9th Ave N, and 7th Street North to Cedar as mixed use bicycle / car lanes. This would encourage bicyclists to take 9th street North up to Marshall or using Green Valley? To Enterprise. From Marshall, it is relatively safe to use Beacon. ? TO Enterprise. And then go into the Harbor North Woods to get to the. Park, Phillippe Parkway near the railroad crossing, or up Allen to McMullen both, or even to 860? Near the Trailer park.

These roads are all city, 25 mph, low traffic volume and relatively truck free.

Also submitted:

I have two more ideas that are related to possible implementation.

First, a proposal for a designated mixed us bike/lsv/ auto rout out of downtown to Enterprise. And McMullen booth rds.

I gave a paper copy to City Manager, but following is a documentary.

Basically, with no structural changes, but stencil and signage, 9th street north to 7th Ave N, Cedar and McMullen booth traffic light Union Cedar intersection, and separately 9th to Marshall to Green Springs, ending at Marshall and Phillippe, and Enterprise and Green. Would give access to wide low traffic streets North and West out of Down town, bypassing much of Main, MLK, and Phillippe parkway in favor of quieter roads. Call me to discuss.

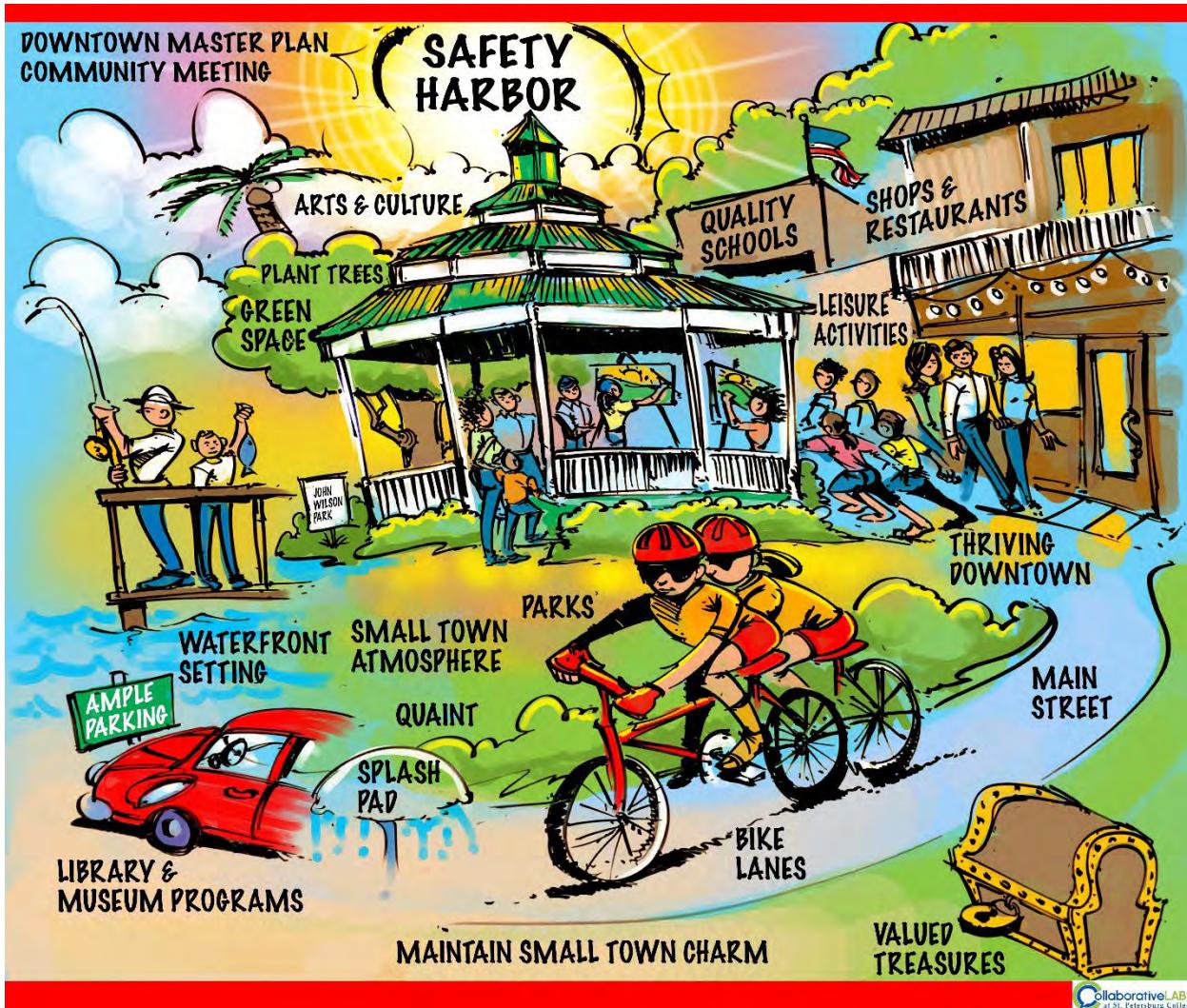
Secondly, for the to be purchased lot on 2nd St S next to Cantina. Built a temporary, elevated wooden planter shade tolerant Urban vegetable garden, perhaps to be administered by Folley Farm people as an Urban Extension. We could easily raise funds and build a garden that would preserve the land for future use, while expanding the Downtown green spaces and providing hobby gardening for limited mobility Downtown residents.

Please feel to share these proposals around, and converse with me.

Marc Berger

Closing Remarks & Visual Illustration

Tina: Thank you, everyone! what a great discussion! I wanted to turn it over to Jonathan to see what visual illustration he has gleaned from these golden nuggets.



Jonathan Massie, Business Illustrator, Collaborative Labs: I wanted to capture what was most important here - character, small town atmosphere, quaint, charm. Put the gazebo front and center, whatever we do that will anchor us and keep the character that we have. We have quality schools, arts and culture, greenspace, thriving downtown, taking care of our water, ample parking, and the idea of maintaining small town charm. We also have the lock box to emphasize the values that we don't want to change.

Tina: Wonderful. Thank you, Jonathan.

Thank you everyone for coming tonight to share your ideas.

APPENDIX “B”
FINDING OF NECESSITY/DELEGATION OF AUTHORITY

RESOLUTION NO. 2004 - 10

A RESOLUTION OF THE CITY OF SAFETY HARBOR, FLORIDA RELATING TO COMMUNITY REDEVELOPMENT IN SAFETY HARBOR; DEFINING THE COMMUNITY REDEVELOPMENT AREA; FINDING THE EXISTENCE OF CONDITIONS IN THE AREA THAT WARRANT THE CREATION OF A REDEVELOPMENT DISTRICT IN ACCORDANCE WITH CRITERIA SET FORTH IN CHAPTER 163, FLORIDA STATUTES; MAKING CERTAIN FINDINGS AND DETERMINATIONS; DETERMINING THE NEED TO MODIFY THE BOUNDARIES AND DUTIES OF THE EXISTING COMMUNITY REDEVELOPMENT AGENCY; AUTHORIZING THE CITY CLERK TO NOTIFY TAXING AUTHORITIES; REQUESTING A SIMILAR FINDING AND DELEGATION OF AUTHORITY FROM THE COUNTY; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City has commissioned a study of certain areas bordering the existing Community Redevelopment Area; and

WHEREAS, the study has confirmed the findings of slum and blight in the areas bordering the existing Community Redevelopment Area; and

WHEREAS, the City of Safety Harbor, Florida, finds the existence of one or more slum and blighted areas, as defined in the "Community Redevelopment Act" of part III of Chapter 163, Florida Statutes, within the study area, and determines that the rehabilitation, conservation or redevelopment, or a combination thereof, of the study area by a redevelopment agency is necessary and in the best interests of the public health, safety, morals, or welfare of the residents and citizens of Safety Harbor; and

City of Safety Harbor, do hereby certify this copy to be a true copy of the original as it appears in the files of the City of Safety Harbor.

Cathy Benson

Cathy Benson, City Clerk

WHEREAS, the City desires to proceed under part III, Chapter 163, Florida Statutes, to establish the necessary means by which redevelopment can be accomplished in the study area; and

WHEREAS, all prerequisites having been accomplished, it is now appropriate and necessary in order to proceed further to expand the boundaries of the existing Community Redevelopment Area and prepare a redevelopment plan for the study area.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF SAFETY HARBOR, FLORIDA:

Section 1. The City Commission, based upon evidence presented to it and in the public record does hereby expressly find that slum or blighted areas as defined in Section 163.340(8), Florida Statutes (2003), exist within the community redevelopment area as

*_____
Cathy Benson
City of Safety Harbor
760 Main Street
Safety Harbor, FL 34695*

defined in Section 163.340 (10), Florida Statutes (2003), as depicted in Exhibit A and legally described on Exhibit B, attached hereto and incorporated herein.

Section 2. The City of Safety Harbor does hereby expressly find that the rehabilitation, conservation or redevelopment, or a combination thereof, of the area described in the attached Exhibits is necessary in the interest of the public health, safety, morals or welfare of the residents of Safety Harbor.

Section 3. The City of Safety Harbor, does hereby expressly find that it is necessary, appropriate, proper and timely that the boundaries and duties of the existing Community Redevelopment Agency be modified to carry out the community redevelopment purposes of the provisions of part III, Chapter 163, Florida Statutes and other resolutions, ordinances and laws that may be utilized to further redevelopment within the area described in the attached Exhibits.

Section 4. This Resolution has been advertised in accordance with the requirements of law.

Section 3. The City Clerk is hereby authorized and directed to mail a certified copy of this Resolution to all "taxing authorities", as defined in part III, Chapter 163, Florida Statutes.

Section 6. The City of Safety Harbor, does hereby expressly request that the Pinellas County Board of County Commissioners make a similar finding and delegate the Community Redevelopment Agency powers and authority to the City for the modified area contained in the attached Exhibits in accordance with the provisions of Section 163.410, (2003) Florida Statutes.

Section 1. This Resolution shall take effect immediately upon its passage and adoption.

PASSED AND ADOPTED BY THE CITY COMMISSION OF THE CITY OF
SAFETY HARBOR, FLORIDA, THIS 19TH DAY OF JULY, 2004.

Dawn Coker
Mayor
Vice Mayor
Commissioner
M. Diane F. Mackin

*Office of the
City Attorney
City of Safety Harbor
750 Main Street
Safety Harbor, FL 34695*

of the
City Attorney
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750 Main Street
Safety Harbor, FL 34695

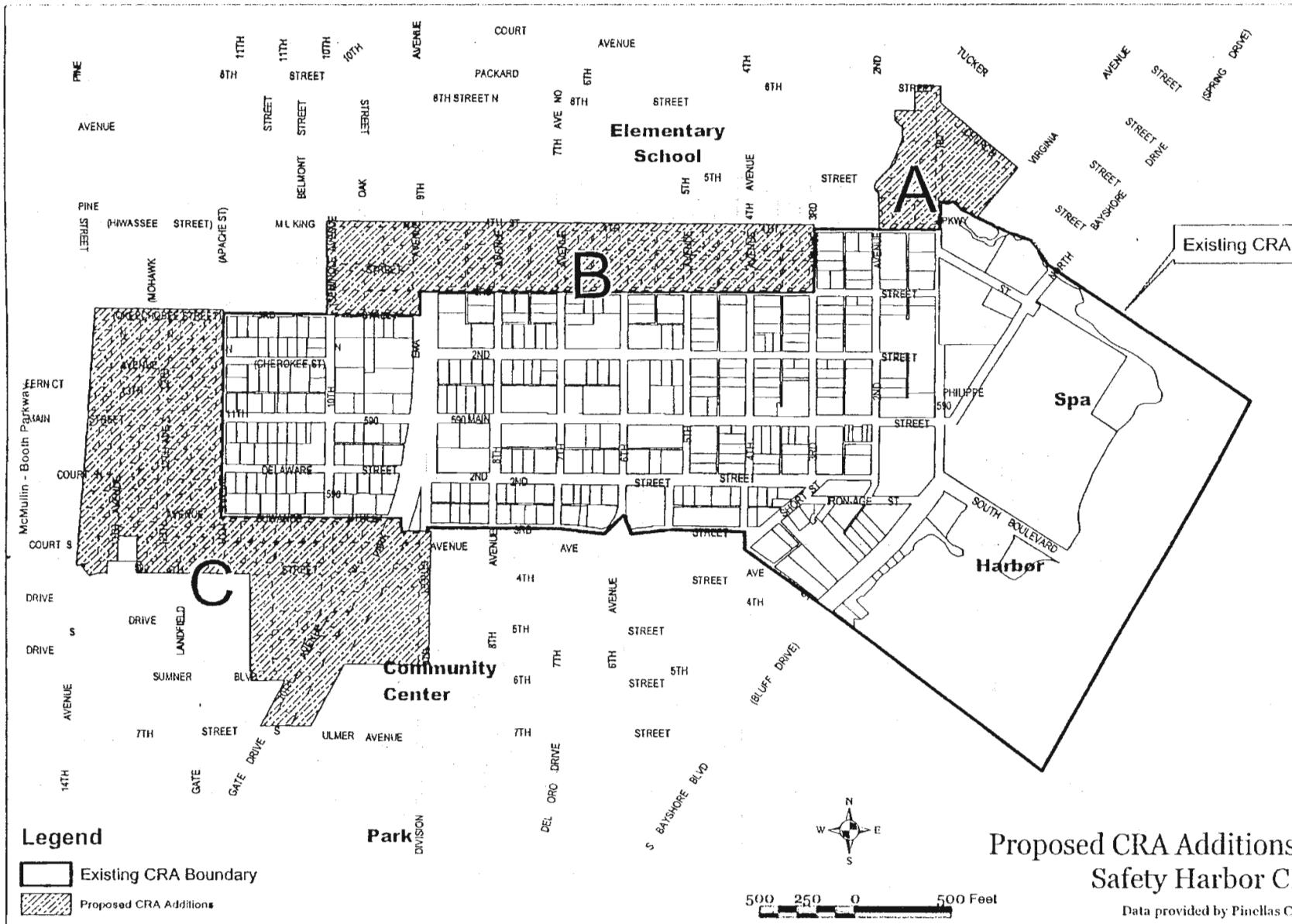
RES. NO. 2004-10

ATTEST:

Casty Benson
City Clerk

Mark K. Hulbert
Commissioner
Robin Boland
Commissioner

Safety Harbor CRA Expansion Finding of Necessity



Legend

Existing CRA Boundary
Proposed CRA Additions

Park

Proposed CRA Additions to Safety Harbor CRA

Data provided by Pinellas County

Exhibit A

An area north of the Existing CRA being described as:

Beginning at a point on the existing CRA boundary where Fourth Street North intersects Second Avenue North, proceed north along the extended centerline of Second Avenue North through the unpaved right-of-way to its intersection with Mullet Creek; continue north, following the centerline of Mullet Creek as it winds in a generally northwesterly direction to a point where it leaves the stream, proceeding north a distance of approximately 42 feet along the west lot line of Lot 30, Block 4, Spring Park Revised; thence east along the northern lot line of lot 30, Block 4, Spring Park Revised to the western lot line of the east 115 feet of lot 27, Block 4, Spring Park Revised north to the centerline of 6th Street North, thence turning and heading east to a point where the centerline of North Sixth Street intersects with the centerline of North Philippe Parkway; thence turning south, following the centerline of North Philippe Parkway to a point where it intersects with the northern right-of-way line of Church Street extended; thence heading southeast along the northern right-of-way line of Church Street to a point where it intersects the western right-of-way line of Virginia Street; thence proceeding southwest, crossing Church Street, and following the southeast property line of Block 6, Lots 1-7 and that area marked as reserved, Espiritu Santo Springs Revised (currently owned by the City of Safety Harbor), to a point where this property line extended intersects the centerline of Mullet Creek and rejoins the existing boundary of the Safety Harbor CRA. From this point proceed westerly, following the existing boundary of the CRA up Mullet Creek, to Philippe Parkway; thence south to Fourth Street and west along Fourth Street to the POINT OF BEGINNING.

Proposed Area "B"

An area east of the Existing CRA being described as:

Beginning at a point on the boundary of the existing CRA the centerline of Third Street North intersects the centerline of Third Avenue North, proceed north along the extended centerline of Third Avenue North to a point where it intersects the northern right-of-way line of Fourth Street North; thence proceed west following the northern right-of-way line of Fourth Street North to a point where that line intersects the western right-of-way line of Tenth Avenue North; thence turn heading south along the western right-of-way line of Tenth Avenue North to a point where it intersects the centerline of Third Street North and rejoins the existing CRA boundary; thence proceeding east, following the existing CRA boundary along Third Street North until returning to the intersection with the right-of-way line of Third Avenue North and the POINT OF BEGINNING.

Proposed Area "C"

An area south of the Existing CRA being described as:

Beginning at a point on the existing CRA boundary where the centerline of Third Street South intersects the centerline of Eleventh Avenue South, proceed north following the centerline of Eleventh Avenue South to a point where it intersects the northern right-of-way line of Third Street North; thence proceed west, following the north right-of-way line of Third Street North to a point where the street intersects the western property line of Lot 10, Block D, Seminole Park Revised; thence proceed south, following the western (rear) property lines of Block D Seminole Park Revised and Block A Park Heights Subdivision to a point where that line intersects the northwest right-of-way line of Fourth Street South (SR 590), crossing the street to the opposite right-of-way line; thence proceeding east, following the southern right-of-way line of Fourth Street South (SR 590) with the exclusion of Lots 1 and 2, Block B, Park Heights Subdivision, to a point where it intersects the eastern property line of Willow Pond Subdivision; thence proceeding south following the property line dividing Willow Pond subdivision from the industrial uses to the east to a point where that property line extended intersects the southern right-of-way line of Sumner Boulevard; thence proceeding east following the southern right-of-way line of Sumner Boulevard to a point where it meets the western right-of-way line of Tenth Avenue South; thence proceeding southwest, following the western right-of-way line of Tenth Avenue South to a point where it meets the northern right-of-way line of Seventh Street South; thence proceeding east, following the northern right-of-way line of Seventh Street South to a point where it extended intersects the eastern right-of-way line of the Seaboard Coastal Railroad; thence proceeding northeast following that right-of-way line to a point where it intersects the northern parcel boundary of the Safety Harbor Community Center property (parcel identification 04/29/16/00000/410/0700); thence proceeding east, following the northern property line of that property to a point where it extended (crossing Ninth Avenue) intersects the eastern right-of-way line of Ninth Avenue; thence proceeding north, following the eastern right-of-way line of Ninth Avenue to a point where it intersects the centerline of Third Street South and there rejoins the existing CRA boundary; thence proceeding west, following the existing CRA boundary along Suwannee Street to the POINT OF BEGINNING;

RESOLUTION NO. 04-214

A RESOLUTION DELEGATING CERTAIN AUTHORITY AND POWERS CONFERRED UPON PINELLAS COUNTY BY THE COMMUNITY REDEVELOPMENT ACT OF 1969, CHAPTER 163, PART III, TO THE CITY OF SAFETY HARBOR CITY COMMISSION FOR REDEVELOPMENT IN AN AREA IN THE CITY OF SAFETY HARBOR, FLORIDA WITHIN CERTAIN GEOGRAPHIC BOUNDARIES; AND PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, the Legislature of Florida has enacted the Community Redevelopment Act of 1969, as amended, and codified as Part III, Chapter 163, Florida Statutes (the "Redevelopment Act"); and

WHEREAS, all powers arising through the Redevelopment Act were conferred by that Act upon counties which have adopted home rule charters, which counties in turn are authorized to delegate such powers to municipalities within their boundaries when such municipalities desire to undertake redevelopment within their respective municipal boundaries; and

WHEREAS, such authorization for counties with home rule charters to delegate such powers to municipalities is contained in Section 163.410, Florida Statutes (2003), which states:

"Section 163.410. Exercise of Powers in Counties with Home Rule Charters. In any county which has adopted a home rule charter, the powers conferred by this part shall be exercised exclusively by the governing body of such county. However, the governing body of any such county which has adopted a home rule charter may, in its discretion, by resolution delegate the exercise of the powers conferred upon the county by this part within the boundaries of the municipality to the governing body of such a municipality. Such a delegation to a municipality shall confer only such powers upon a municipality as shall be specifically enumerated in the delegating resolution. Any power not specifically delegated shall be reserved exclusively to the governing body of the County..."; and

WHEREAS, Pinellas County, Florida (the "County") and the City of Safety Harbor, Florida (the "City") mutually desire to increase the ad valorem tax base of the County and City; and

WHEREAS, under circumstances where a delegation for redevelopment has already occurred and the City wishes to expand that delegation, the County finds that delegation of certain redevelopment powers and authority to the City under the

Redevelopment Act is an appropriate vehicle to accomplish the necessary planning for redevelopment within the proposed expanded area in the City; and

WHEREAS, the County finds that accomplishment of planning activities under those certain redevelopment powers may inform any request for a further delegation of expanded authority; and

WHEREAS, the City Commission of the City of Safety Harbor, Florida, by its Resolution No. 92-25, a copy of which has been submitted to the Clerk of this Board and made a part of the Public Records of Pinellas County, Florida, declared an area of the City described in said Resolution to be a slum or blighted area; and

WHEREAS, the Board of County Commissioners of Pinellas County, Florida, by its Resolution No. 92-152 dated June 16, 1992, delegated to the City Commission of the City of Safety Harbor, Florida, the power and authority to conduct redevelopment activities as defined in the Redevelopment Act; and

WHEREAS, the City Commission of the City of Safety Harbor, Florida declared itself to be a community redevelopment agency to carry out the redevelopment of the area determined to be a slum or blighted area; and

WHEREAS, by Ordinance No. 92-23, the City Commission of the City of Safety Harbor, Florida, has approved a redevelopment plan pursuant to the Act; a copy of which plan has been submitted to the Clerk of this Board and made a part of the Public Records of Pinellas County, Florida; and

WHEREAS, the Board of County Commissioners of Pinellas County, Florida, by its Resolution No. 92-288, dated October 6, 1992, approved a community redevelopment plan within the Safety Harbor Downtown Redevelopment District; and

WHEREAS, by Ordinance No. 92-60, dated October 6, 1992, the Board of County Commissioners of Pinellas County, Florida approved the creation of a redevelopment trust fund by the City Commission of the City of Safety Harbor and the provision for the appropriation of tax increment revenues of the County to the redevelopment trust fund; and

WHEREAS, the Community Redevelopment Agency of the City of Safety Harbor, by its Resolution No. 95-01, approved an amendment of the Community Redevelopment Plan and recommended said amendment be adopted by the City Commission of the City of Safety Harbor; and

WHEREAS, the City Commission of the City of Safety Harbor, by its Ordinance No. 95-44, approved said amendment of the Community Redevelopment Plan; a copy of which amendment has been submitted to the Clerk of this Board and made a part of the Public Records of Pinellas County, Florida; and

WHEREAS, the Board of County Commissioners of Pinellas County, Florida, by its Resolution No. 95-309, dated November 7, 1995, approved an amendment to the Safety Harbor Downtown Redevelopment Plan; and

WHEREAS, the City of Safety Harbor desires to provide an expansion of the existing Redevelopment District to rehabilitate, conserve, or redevelop, or a combination thereof, this blighted area; and

WHEREAS, the City Commission of the City of Safety Harbor, Florida, by its Resolution No. 2004-10, dated July 19, 2004, a copy of which has been submitted to the Clerk of this Board and made a part of the Public Records of Pinellas County, Florida, declared three areas generally north, west, and southwest of the current Redevelopment District of the City described in said Resolution to be a slum or blighted area; and

WHEREAS, by a letter from the Safety Harbor City Manager, dated July 20, 2004, the City has requested that the Pinellas County Board of County Commissioners amend the boundaries of the Safety Harbor Downtown Redevelopment District and to delegate to the Safety Harbor City Commission appropriate powers for carrying out redevelopment activities pursuant to the Redevelopment Act; and

WHEREAS, consistent with the policies regarding the partial delegation of authority for planning purposes.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF PINELLAS COUNTY, FLORIDA, as follows:

SECTION I. With respect to the three expansion areas, defined below, the City of Safety Harbor is hereby delegated certain powers enumerated in the Community Redevelopment Act of 1969, Chapter 163, Part III, Florida Statutes, as amended, as follows:

A. As generally depicted in Exhibit "A", the expansion areas are defined as:

LEGAL DESCRIPTION OF SAFETY HARBOR REDEVELOPMENT DISTRICT EXPANSION AREAS

All those tracts of land lying and being in the County of Pinellas, Florida, to wit:

AREA A:

Beginning at a Point on the existing Community Redevelopment Area (CRA) boundary where the centerline of Fourth Street North intersects the centerline of Second Avenue North, proceed north along the extended centerline of Second Avenue North through the unpaved right-of-way to its intersection with Mullet Creek; continue north, following the centerline of Mullet Creek as it winds in a generally northwesterly direction to a point where it leaves the stream, proceeding north a distance of approximately 42 feet along the west lot line of Lot 30, Block

4, Spring Park Revised; thence east along the northern lot line of Lot 30, Block 4, Spring Park Revised to the western lot line of the east 115 feet of Lot 27, Block 4, Spring Park Revised north to the centerline of Sixth Street North; thence turning and heading east to a point where the centerline of North Sixth Street intersects with the centerline of North Philippe Parkway; thence turning south, following the centerline of North Philippe Parkway to a point where it intersects with the northern right-of-way line of Church Street extended; thence heading southeast along the northern right-of-way line of Church Street to a point where it intersects the western right-of-way line of Virginia Street; thence proceeding southwest, crossing Church Street, and following the southeast property line of Block 6, Lots 1-7 and that area marked as reserved, Espiritu Santo Springs Revised (currently owned by the City of Safety Harbor), to a point where this property line extended intersects the centerline of Mullet Creek. From this point proceed westerly, to the centerline of Philippe Parkway, thence south to Fourth Street and west along Fourth Street to the POINT OF BEGINNING.

AREA B:

Beginning at a Point on the boundary of the existing CRA where the centerline of Third Street North intersects the centerline of Third Avenue North, proceed north along the extended centerline of Third Avenue North to a point where it intersects the northern right-of-way line of Fourth Street North; thence proceed west following the northern right-of-way line of Fourth Street North to a point where that line intersects the western right-of-way line of Tent Avenue North; thence turn heading south along the western right-of-way line of Tent Avenue North to a point where it intersects the centerline of Third Street North; thence proceeding east, along the existing CRA boundary being the centerline of Third Street North until returning to the intersection with right-of-way line of Third Avenue North and the POINT OF BEGINNING.

AREA C:

Beginning at a Point on the existing CRA boundary where the centerline of Third Street South intersects the centerline of Eleventh Avenue South, proceed north following the centerline of Eleventh Avenue South to a point where it intersects the northern right-of-way line of Third Street North; thence proceed west, following the north right-of-way line of Third Street North to a point where the street intersects the western property line of Lot 10, Block D, Seminole Park Revised; thence proceed south, following the western (rear) property lines of Block D, Seminole Park Revised, and Block A, Park Heights Subdivisions to a point where that line intersects the northwest right-of-way line of Fourth Street South (SR 590) crossing the street to the opposite right-of-way line; thence proceeding east, following the southern right-of-way line of Fourth Street South (SR 590) with the exclusion of Lots 1 and 2, Block B, Park Heights Subdivision, to a point where it intersects the eastern property line of Willow Pond Subdivision; thence proceeding south following the property line dividing Willow Pond Subdivision from the industrial uses to the east to a point where that property line extended intersects the southern right-of-way line of Sunmer

Boulevard; thence proceeding east following the southern right-of-way line of Sumner Boulevard to a point where it meets the western right-of-way line of Tenth Avenue South; thence proceeding southwest, following the western right-of-way line of Tenth Avenue South to a point where it meets the northern right-of-way line of Seventh Street South; thence proceeding east, following the northern right-of-way line of Seventh Street South to a point where it extended intersects the eastern right-of-way line of the Seaboard Coastline Railroad; thence proceeding northeast following that right-of-way line to a point where it intersects the northern parcel boundary of the Safety Harbor Community Center property (parcel identification 04/29/16/00000/410/0700); thence proceeding east, following the northern property line of that property to a point where it extended (crossing Ninth Avenue) intersects the eastern right-of-way line of Ninth Avenue; thence proceeding north, following the eastern right-of-way line of Ninth Avenue to a point where it intersects the centerline of Third Street South and there rejoins the existing CRA boundary; thence proceeding west, following the existing CRA boundary being the centerline extended of Third Street South to the centerline of Legion Lane, northerly along the centerline of Legion Lane to the centerline of Suwannee Street (Third Street South); thence westerly along Suwannee Street, to the POINT OF BEGINNING.

B. The power, pursuant to Section 163.355 Fla.Stat., to make findings that:

1. One or more slum or blighted areas, or one or more areas in which there is a shortage of housing affordable to residents of low or moderate income, including the elderly, exist in the City.
2. The rehabilitation, conservation, or redevelopment or a combination thereof, of such area or areas is necessary in the interest of the public health, safety, morals, or welfare of the residents of the City.

C. The power to declare itself a redevelopment agency pursuant to Section 163.356, Fla. Stat. The City of Safety Harbor shall not delegate any powers to a Community Redevelopment Agency. By way of explanation, the foregoing sentence means that the powers and authority to conduct redevelopment activities delegated by this Resolution shall be exercised solely by the elected officials constituting the City Commission of the City of Safety Harbor, acting in their capacity as City Commission or as members of the Community Redevelopment Agency and that no separate redevelopment agency apart from the one consisting of the City Commission shall be delegated any powers by the City.

D. The sole power granted to the City Commission as the redevelopment agency is the power to prepare and grant final approval to community redevelopment plans and modification thereof pursuant to Section 163.360

through 163.365, Fla. Stat. The delegation of authority contained herein is subject to the Board of County Commissioners of Pinellas County retaining authority to review and approve the initial redevelopment plan and amendments thereto, prior to its implementation and also prior to its presentation to the Pinellas Planning Council.

This Resolution shall become effective after its adoption.

Commissioner Harris offered the foregoing Resolution and moved its adoption, which was seconded by Commissioner Todd and upon roll call the vote was:

AYES: Latvala, Morroni, Todd, Stewart, Harris, Seel, and Welch.

NAYS: None.

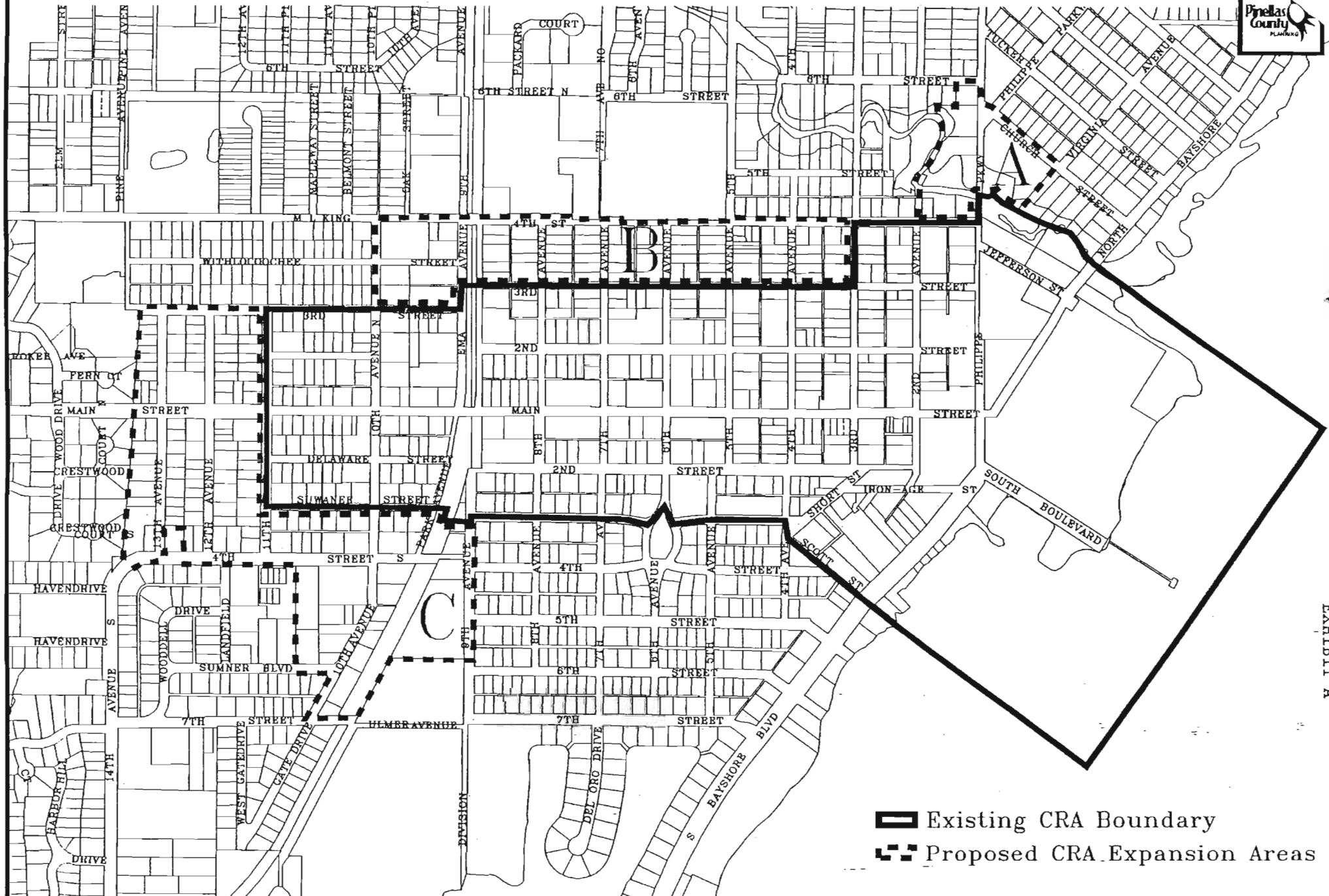
ABSENT AND NOT VOTING: None.

City of Safety Harbor



EXHIBIT A

■ Existing CRA Boundary
■ Proposed CRA Expansion Areas



SKETCH & DESCRIPTION

LEGAL DESCRIPTION:

ORIGINAL CRA BOUNDARY

THE FOLLOWING IS A GENERALIZED LEGAL DESCRIPTION OF THE SAFETY HARBOR DOWNTOWN REDEVELOPMENT AREA (SOURCE - SAFETY HARBOR DOWNTOWN REDEVELOPMENT PLAN REV. 10/16/95):

BEGINNING AT THE INTERSECTION OF THE CENTERLINE OF SUWANNEE STREET AND ELEVENTH AVENUE; THENCE NORTHERLY ALONG THE CENTERLINE OF ELEVENTH AVENUE TO THE CENTERLINE OF THIRD STREET NORTH; THENCE EASTERLY ALONG THE CENTERLINE OF THIRD STREET NORTH TO THE CENTERLINE OF NINTH AVENUE NORTH; THENCE NORTHERLY ALONG THE CENTERLINE OF NINTH AVENUE NORTH TO THE CENTERLINE EXTENDED, OF THIRD STREET NORTH; THENCE EASTERLY ALONG THE CENTERLINE, EXTENDED, AND CENTERLINE OF THIRD STREET NORTH TO THE CENTERLINE OF THIRD AVENUE NORTH; THENCE NORTHERLY ALONG THE CENTERLINE OF THIRD AVENUE NORTH TO THE CENTERLINE OF FOURTH STREET NORTH; THENCE EASTERLY; ALONG THE CENTERLINE OF FOURTH STREET NORTH TO THE CENTERLINE OF PHILIPPE PARKWAY; THENCE NORTHERLY ALONG THE CENTERLINE OF PHILIPPE PARKWAY TO THE CENTERLINE OF MULLET CREEK; THENCE EASTERLY ALONG THE CENTERLINE OF MULLET CREEK TO ITS CONFLUENCE WITH THE TAMPA BAY; THENCE SOUTHERLY ALONG THE SHORELINE OF THE TAMPA BAY TO ITS INTERSECTION WITH SOUTH BOULEVARD; THENCE CONTINUING SOUTHWESTERLY ALONG THE SHORELINE OF TAMPA BAY TO THE ENTRANCE TO THE CITY MARINA, THENCE CONTINUING SOUTHWESTERLY ACROSS THE ENTRANCE TO THE CITY MARINA AND ALONG THE SHORELINE OF THE TAMPA BAY TO ITS INTERSECTION WITH THE SOUTHWESTERLY LINE OF BLOCK 2 OF LEECH AND STRAIN'S ADDITION TO GREEN SPRINGS; THENCE NORTHWESTERLY ALONG THE SOUTHWESTERLY LINE OF BLOCK 2 AND BLOCK 3, LOT 4 OF LEECH AND STRAIN'S ADDITION TO GREEN SPRINGS TO THE CENTERLINE OF THIRD STREET SOUTH; THENCE WESTERLY ALONG THE CENTERLINE AND CENTERLINE EXTENDED, OF THIRD STREET SOUTH TO THE CENTERLINE OF LEGION LANE; THENCE NORTHERLY ALONG THE CENTERLINE OF LEGION LANE TO THE CENTERLINE OF SUWANNEE STREET; THENCE WESTERLY ALONG THE CENTERLINE OF SUWANNEE STREET TO ITS INTERSECTION WITH THE CENTERLINE OF ELEVENTH AVENUE, AND THE POINT OF BEGINNING.

EXPANSION AREA "A"

AREA "A" INCLUDES THE CITY-OWNED VACANT LAND AT THE CORNER OF PHILIPPE PARKWAY AND CHURCH STREET, ALONG WITH PARCELS FRONTING EITHER SIDE OF PHILIPPE PARKWAY NORTH TO THE HOLY SPIRIT EPISCOPAL CHURCH AND FRONTING MULLET CREEK. AN AREA NORTH OF THE EXISTING CRA BEING DESCRIBED AS:

BEGINNING AT A POINT ON THE EXISTING CRA BOUNDARY WHERE FOURTH STREET NORTH INTERSECTS SECOND AVENUE NORTH, PROCEED NORTH ALONG THE EXTENDED CENTERLINE OF SECOND AVENUE NORTH THROUGH THE UNPAVED RIGHT-OF-WAY TO ITS INTERSECTION WITH MULLET CREEK; CONTINUE NORTH, FOLLOWING THE CENTERLINE OF MULLET CREEK AS IT WINDS IN A GENERALLY NORTHWESTERLY DIRECTION TO A POINT WHERE IT LEAVES THE STREAM, PROCEEDING NORTH A DISTANCE OF APPROXIMATELY 42 FEET ALONG THE WEST LOT LINE OF LOT 30, BLOCK 4, SPRING PARK REVISED; THENCE EAST ALONG THE NORTHERN LOT LINE OF LOT 30, BLOCK 4, SPRING PARK REVISED TO THE WESTERN LOT LINE OF THE EAST 115 FEET OF LOT 27, BLOCK 4, SPRING PARK REVISED NORTH TO THE CENTERLINE OF 6TH STREET NORTH,

(CONTINUED ON SHEET 2)

SHEET 1 OF 6

CRA BOUNDARY		SKETCH & LEGAL		SURVEYOR'S CERTIFICATE	
		PROJECT NO.	22025	I hereby certify that the SKETCH AND DESCRIPTION depicted hereon was prepared under my RESPONSIBLE CHARGE on the date(s) shown, and meets the STANDARDS OF PRACTICE set forth by the FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS in Chapter 5J-17, FLORIDA ADMINISTRATIVE CODE pursuant to Section 472.027, FLORIDA STATUTES.	
		DRAWING#	.		
		SCALE	.	STATE OF FLORIDA (SEAL) 5/2/2022	
		DRAWN	NVN	DATE KYLE McCLUNG LS 7177	
		DATE	.	FIELD CREW N/A	
		CHECKED/QC	KKM	BK. / PG. N/A	
		FIELD CREW	N/A	SURVEY DATE N/A	
		BK. / PG.	N/A		
		SURVEY DATE	N/A		
 SUNCOAST LAND SURVEYING, INC. 111 FOREST LAKES BOULEVARD OLDSMAR, FLORIDA 34677 PH: (813) 854-1342 SLSURVEY@TAMPABAY.RR.COM				PROFESSIONAL SURVEYOR DATE	

SKETCH & DESCRIPTION

(CONTINUED FROM SHEET 1)

THENCE TURNING AND HEADING EAST TO A POINT WHERE THE CENTERLINE OF NORTH SIXTH STREET INTERSECTS WITH THE CENTERLINE OF NORTH PHILIPPE PARKWAY; THENCE TURNING SOUTH, FOLLOWING THE CENTERLINE OF NORTH PHILIPPE PARKWAY TO A POINT WHERE IT INTERSECTS WITH THE NORTHERN RIGHT-OF-WAY LINE OF CHURCH STREET EXTENDED; THENCE HEADING SOUTHEAST ALONG THE NORTHERN RIGHT-OF-WAY LINE OF CHURCH STREET TO A POINT WHERE IT INTERSECTS THE WESTERN RIGHT-OF-WAY LINE OF VIRGINIA STREET; THENCE PROCEEDING SOUTHWEST, CROSSING CHURCH STREET. AND FOLLOWING THE SOUTHEAST PROPERTY LINE OF BLOCK 6, LOTS 1-7 AND THAT AREA MARKED AS RESERVED, ESPIRITU SANTO SPRINGS REVISED (CURRENTLY OWNED BY THE CITY OF SAFETY HARBOR), TO A POINT WHERE THIS PROPERTY LINE EXTENDED INTERSECTS THE CENTERLINE OF MULLET CREEK AND REJOINS THE EXISTING BOUNDARY OF THE SAFETY HARBOR CRA. FROM THIS POINT PROCEED WESTERLY, FOLLOWING THE EXISTING BOUNDARY OF THE CRA UP MULLET CREEK, TO PHILIPPE PARKWAY, THENCE SOUTH TO FOURTH STREET AND WEST ALONG FOURTH STREET TO THE POINT OF BEGINNING.

EXPANSION AREA "B"

AREA "8" WILL EXTEND THE NORTHERN BOUNDARY OF MUCH OF THE CRA BY ONE BLOCK FROM 3RD STREET NORTH TO 4TH STREET NORTH (DR. MARTIN LUTHER KING, JR. AVENUE). BY ADDING THIS AREA, THE CRA WILL BE EXTENDED TO THE ELEMENTARY SCHOOL AND THE JACOBSEN HOMES MANUFACTURING PLANT - A LOGICAL BREAK.

AN AREA EAST OF THE EXISTING CRA BEING DESCRIBED AS:

BEGINNING AT A POINT ON THE BOUNDARY OF THE EXISTING CRA THE CENTERLINE OF THIRD STREET NORTH INTERSECTS THE CENTERLINE OF THIRD AVENUE NORTH, PROCEED NORTH ALONG THE EXTENDED CENTERLINE OF THIRD AVENUE NORTH TO A POINT WHERE IT INTERSECTS THE NORTHERN RIGHT-OF-WAY LINE OF FOURTH STREET NORTH; THENCE PROCEED WEST FOLLOWING THE NORTHERN RIGHT-OF-WAY LINE OF FOURTH STREET NORTH TO A POINT WHERE THAT LINE INTERSECTS THE WESTERN RIGHT-OF-WAY LINE OF TENTH AVENUE NORTH; THENCE TURN HEADING SOUTH ALONG THE WESTERN RIGHT-OF-WAY LINE OF TENTH AVENUE NORTH TO A POINT WHERE IT INTERSECTS THE CENTERLINE OF THIRD STREET NORTH AND REJOINS THE EXISTING CRA BOUNDARY; THENCE PROCEEDING EAST, FOLLOWING THE EXISTING CRA BOUNDARY ALONG THIRD STREET NORTH UNTIL RETURNING TO THE INTERSECTION WITH THE RIGHT-OF-WAY LINE OF THIRD AVENUE NORTH AND THE POINT OF BEGINNING.

EXPANSION AREA "C"

AREA "C" IS A PROPOSED ADDITION TO THE SOUTHWEST CORNER OF THE EXISTING CRA. THE WESTERN BOUNDARY WOULD BE MOVED FROM 11TH AVENUE TO THE REAR (WESTERN) PROPERTY LINES OF PARCELS FRONTING THE WEST SIDE OF 13TH AVENUE. THIS IS A LOGICAL BREAK BECAUSE LOT CONFIGURATIONS TO THE EAST ARE TYPICALLY URBAN IN NATURE, MEASURING APPROXIMATELY 50 X 120 FT., WHILE LOT CONFIGURATIONS TO THE WEST (AND OUTSIDE OF THE PROPOSED CRA) ARE TYPICAL OF SUBURBAN PLANNED UNIT DEVELOPMENTS. THE INTENT OF EXPANSION TO THE SOUTH IS TO INCLUDE AN INDUSTRIAL AREA ALONG THE RAILROAD CORRIDOR EXTENDING SOUTH TO 7TH STREET SOUTH.

(CONTINUED ON SHEET 3)

SHEET 2 OF 6

CRA BOUNDARY	SKETCH & LEGAL	
	PROJECT NO.	22025
DRAWING#		
SCALE		
DRAWN	NVN	
DATE	.	
CHECKED/QC	KKM	
FIELD CREW	N/A	
BK. / PG.	N/A	
SURVEY DATE	N/A	
SUNCOAST LAND SURVEYING, INC. 111 FOREST LAKES BOULEVARD OLDSMAR, FLORIDA 34677 LB 4513 BOUNDARY - TOPOGRAPHIC - CONSTRUCTION STAKEOUT PH: (813) 854-1342 SLSURVEY@TAMPABAY.RR.COM		

SKETCH & DESCRIPTION

(CONTINUED FROM SHEET 2)

AN AREA SOUTH OF THE EXISTING CRA BEING DESCRIBED AS:

BEGINNING AT A POINT ON THE EXISTING CRA BOUNDARY WHERE THE CENTERLINE OF THIRD STREET SOUTH INTERSECTS THE CENTERLINE OF ELEVENTH AVENUE SOUTH, PROCEED NORTH FOLLOWING THE CENTERLINE OF ELEVENTH AVENUE SOUTH TO A POINT WHERE IT INTERSECTS THE NORTHERN RIGHT-OF-WAY LINE OF THIRD STREET NORTH; THENCE PROCEED WEST, FOLLOWING THE NORTH RIGHT-OF-WAY LINE OF THIRD STREET NORTH TO A POINT WHERE THE STREET INTERSECTS THE WESTERN PROPERTY LINE OF LOT 10, BLOCK D, SEMINOLE PARK REVISED; THENCE PROCEED SOUTH, FOLLOWING THE WESTERN (REAR) PROPERTY LINES OF BLOCK D SEMINOLE PARK REVISED AND BLOCK A PARK HEIGHTS SUBDIVISION LESS AND EXCEPT LOTS 1,2,3,4,5,6,7,8,9 AND THE SOUTHERLY 24 FEET OF LOT 10 OF BLOCK A PARK HEIGHTS SUBDIVISION AS RECORDED IN PLAT BOOK 10, PAGE 73 OF THE PUBLIC RECORDS OF PINELLAS COUNTY TO A POINT WHERE THAT LINE INTERSECTS THE NORTHWEST RIGHT-OF-WAY LINE OF FOURTH STREET SOUTH (SR 590) CROSSING THE STREET TO THE OPPOSITE RIGHT-OF-WAY LINE; THENCE PROCEEDING EAST, FOLLOWING THE SOUTHERN RIGHT-OF-WAY LINE OF FOURTH STREET SOUTH (SR 590) WITH THE EXCLUSION OF LOTS 1 AND 2, BLOCK B, PARK HEIGHTS SUBDIVISION, TO A POINT WHERE IT INTERSECTS THE EASTERN PROPERTY LINE OF WILLOW POND SUBDIVISION; THENCE PROCEEDING SOUTH FOLLOWING THE PROPERTY LINE DIVIDING WILLOW POND SUBDIVISION FROM THE INDUSTRIAL USES TO THE EAST TO A POINT WHERE THAT PROPERTY LINE EXTENDED INTERSECTS THE SOUTHERN RIGHT-OF-WAY LINE OF SUMNER BOULEVARD; THENCE PROCEEDING EAST FOLLOWING THE SOUTHERN RIGHT-OF-WAY LINE OF SUMNER BOULEVARD TO A POINT WHERE IT MEETS THE WESTERN RIGHT-OF-WAY LINE OF TENTH AVENUE SOUTH; THENCE PROCEEDING SOUTHWEST, FOLLOWING THE WESTERN RIGHT-OF-WAY LINE OF TENTH AVENUE SOUTH TO A POINT WHERE IT MEETS THE NORTHERN RIGHT-OF-WAY LINE OF SEVENTH STREET SOUTH; THENCE PROCEEDING EAST, FOLLOWING THE NORTHERN RIGHT-OF-WAY LINE OF SEVENTH STREET SOUTH TO A POINT WHERE IT EXTENDED INTERSECTS THE EASTERN RIGHT-OF-WAY LINE OF THE SEABOARD COASTLINE RAILROAD; THENCE PROCEEDING NORTHEAST FOLLOWING THAT RIGHT-OF-WAY LINE TO A POINT WHERE IT INTERSECTS THE NORTHERN PARCEL BOUNDARY OF THE SAFETY HARBOR COMMUNITY CENTER PROPERTY (PARCEL IDENTIFICATION 04/29/16/00000/410/0700); THENCE PROCEEDING EAST, FOLLOWING THE NORTHERN PROPERTY LINE OF THAT PROPERTY TO A POINT WHERE IT EXTENDED (CROSSING NINTH AVENUE) INTERSECTS THE EASTERN RIGHT-OF-WAY LINE OF NINTH AVENUE; THENCE PROCEEDING NORTH, FOLLOWING THE EASTERN RIGHT-OF-WAY LINE OF NINTH AVENUE TO A POINT WHERE IT INTERSECTS THE CENTERLINE OF THIRD STREET SOUTH AND THERE REJOINS THE EXISTING CRA BOUNDARY; THENCE PROCEEDING WEST, FOLLOWING THE EXISTING CRA BOUNDARY ALONG SUWANNEE STREET TO THE POINT OF BEGINNING .

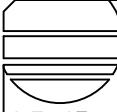
(CONTINUED ON SHEET 4)

SHEET 3 OF 6

CRA BOUNDARY

SKETCH & LEGAL

PROJECT NO.	22025
DRAWING#	
SCALE	
DRAWN	NVN
DATE	
CHECKED/QC	KKM
FIELD CREW	N/A
BK. / PG.	N/A
SURVEY DATE	N/A

 **SUNCOAST LAND SURVEYING, INC.**

111 FOREST LAKES BOULEVARD
OLDSMAR, FLORIDA 34677

LB 4513

BOUNDARY - TOPOGRAPHIC - CONSTRUCTION STAKEOUT
PH: (813) 854-1342 SLSURVEY@TAMPABAY.RR.COM

SKETCH & DESCRIPTION

(CONTINUED FROM SHEET 3)

LESS AND EXCEPT:

BEGIN AT THE NORTHWEST CORNER OF THE SOUTH 24 FEET OF LOT 10, BLOCK A, PARK HEIGHTS, RECORDED IN PLAT BOOK 10, PAGE 73 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE S89°47'00"E ALONG THE NORTH LINE OF SAID SOUTH 24 FEET, ALSO BEING THE EXISTING "CRA" BOUNDARY, A DISTANCE OF 192.89 FEET; THENCE S00°13'00"W ALONG THE EAST RIGHT OF WAY LINE OF THIRTEENTH AVENUE SOUTH, ALSO BEING THE EXISTING "CRA" BOUNDARY, A DISTANCE OF 523.02 FEET; THENCE N89°47'00"W ALONG THE SOUTH RIGHT OF WAY LINE OF FOURTH STREET SOUTH, A DISTANCE OF 77.09 FEET; THENCE 72.95 FEET ALONG A CURVE TO THE LEFT WITH A RADIUS OF 167.00 FEET AND CENTRAL ANGLE OF 25°01'45", HAVING A CHORD BEARING OF S77°42'08"W AND A CHORD DISTANCE OF 72.37 FEET; THENCE N44°54'04"W, A DISTANCE OF 68.99 FEET; THENCE N89°47'00"W ALONG THE NORTH LINE OF TRACT G, SAFETY HARBOR HEIGHTS, RECORDED IN PLAT BOOK 7, PAGE 23, OF SAID RECORDS, A DISTANCE OF 25.44 FEET; THENCE N03°37'24"E ALONG THE WEST BOUNDARY OF SAID BLOCK A, A DISTANCE OF 490.89 FEET TO THE POINT OF BEGINNING.

SHEET 4 OF 6

CRA BOUNDARY



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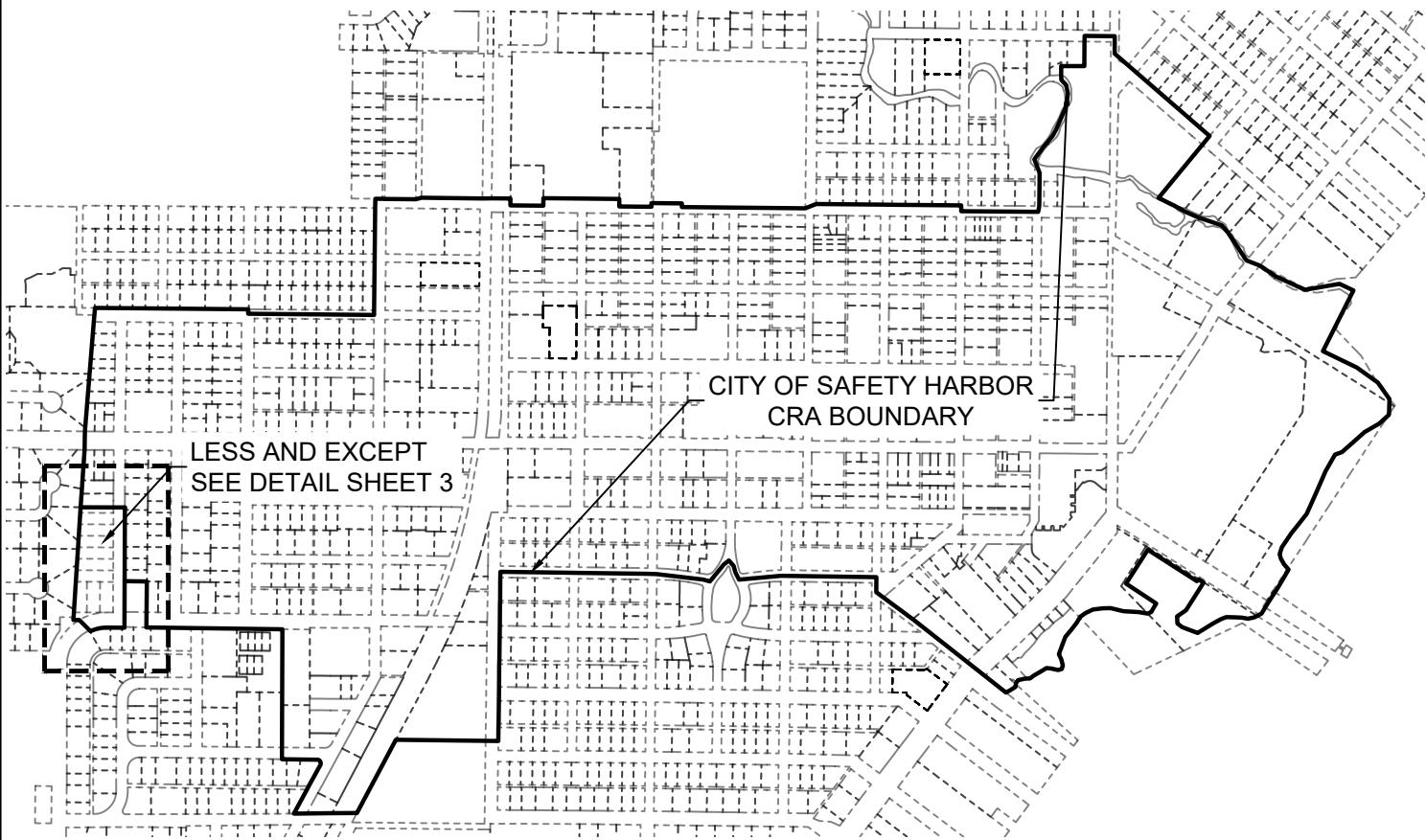
SKETCH & LEGAL

PROJECT NO.	22025
DRAWING#	
SCALE	
DRAWN	NVN
DATE	
CHECKED/QC	KKM
FIELD CREW	N/A
BK. / PG.	N/A
SURVEY DATE	N/A

SKETCH & DESCRIPTION



SCALE 1:800



1. THERE MAY BE ADDITIONAL EASEMENTS, RESTRICTIONS, AND/OR MATTERS NOT SHOWN ON THIS SURVEY WHICH MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.
2. THIS SKETCH AND LEGAL DESCRIPTION IS NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
3. THIS IS NOT A BOUNDARY SURVEY.
4. BEARINGS ARE BASED ON GRID NORTH.

SHEET 5 OF 6

CRA BOUNDARY

SKETCH & LEGAL

PROJECT NO.	22025
DRAWING#	.
SCALE	.
DRAWN	NVN
DATE	.
CHECKED/QC	KKM
FIELD CREW	N/A
BK. / PG.	N/A
SURVEY DATE	N/A

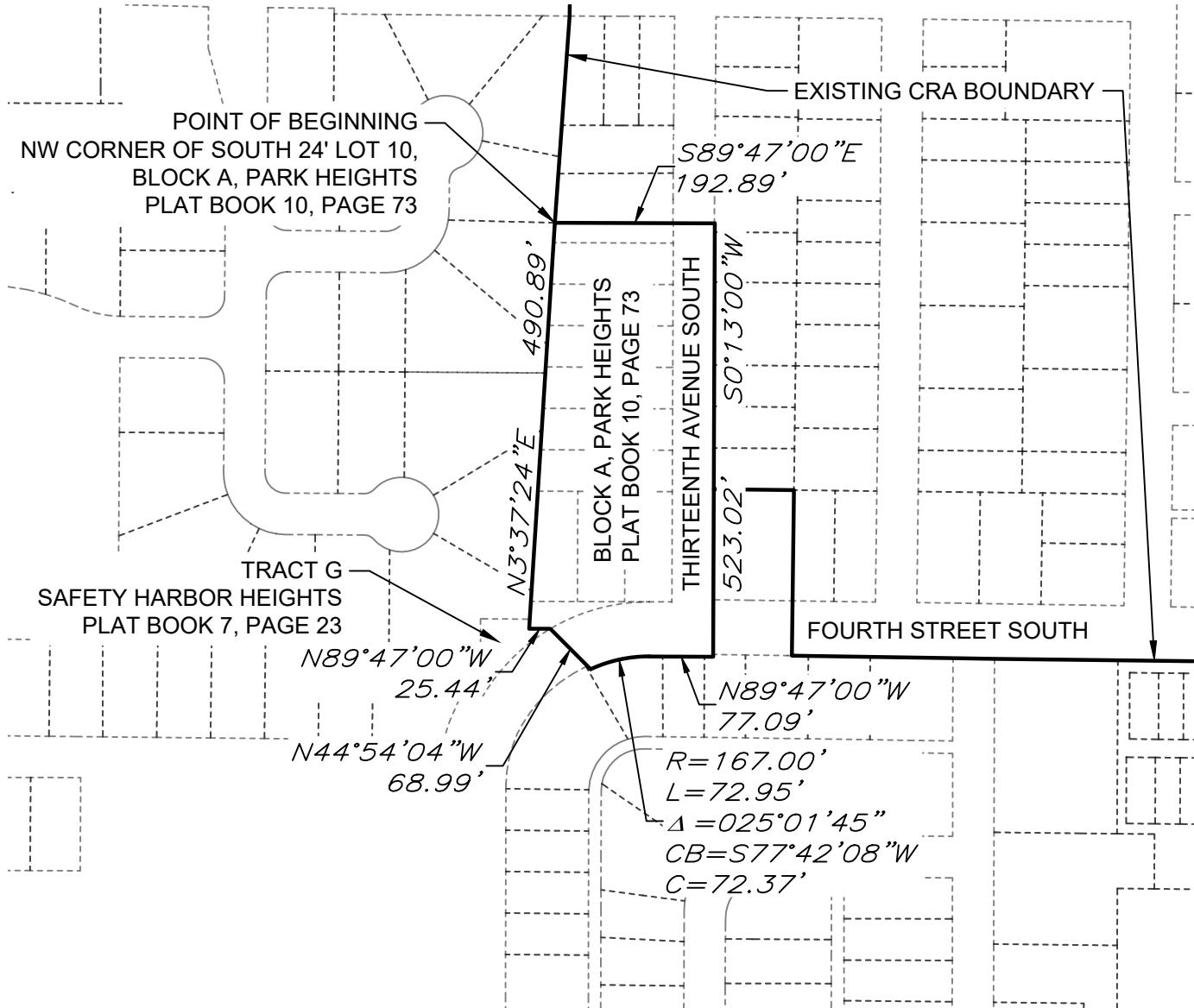


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SKETCH & DESCRIPTION



SCALE 1:200



SHEET 6 OF 6

CRA BOUNDARY



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SKETCH & LEGAL

PROJECT NO.	22025
DRAWING#	
SCALE	
DRAWN	NVN
DATE	
CHECKED/QC	KKM
FIELD CREW	N/A
BK. / PG.	N/A
SURVEY DATE	N/A

LEGEND:

R	RADIUS
L	ARC LENGTH
Δ	INTERIOR ANGLE
CB	CHORD BEARING
C	CHORD DISTANCE

APPENDIX “D” TECHNICAL SUPPORT DATA

OVERVIEW

The City of Safety Harbor is located on the west coast of Florida on Old Tampa Bay, and is one of 24 municipalities in Pinellas County. According to the U.S. Census Bureau, there were 16,884 residents within the City limits (4.5 sq. mi) and 17,735 residents within the City's Planning Area (5.0 sq. mi). The extent of the Planning Area is governed by an interlocal agreement with Pinellas County, which allows the City to plan for growth beyond its municipal limits. The Planning Area is reasonable and compact, representing the logical extent of the community's boundaries and municipal services. Unincorporated areas within the Planning Area are primarily enclaves that are not served by Pinellas County, and are expected to eventually annex into the City of Safety Harbor.

Safety Harbor is primarily a residential community with the exception of a commercial shopping node at the intersection of McMullen Booth and Enterprise roads, the Mease/Morton Plant hospital campus, and two small industrial areas. The City is also characterized by a traditional downtown, which represents the historic and civic heart of the community. Vacant land comprises less than 10% of the community, and build-out is expected during the next decade. Redevelopment of the existing developed areas is expected to be the primary focus of growth in the future.

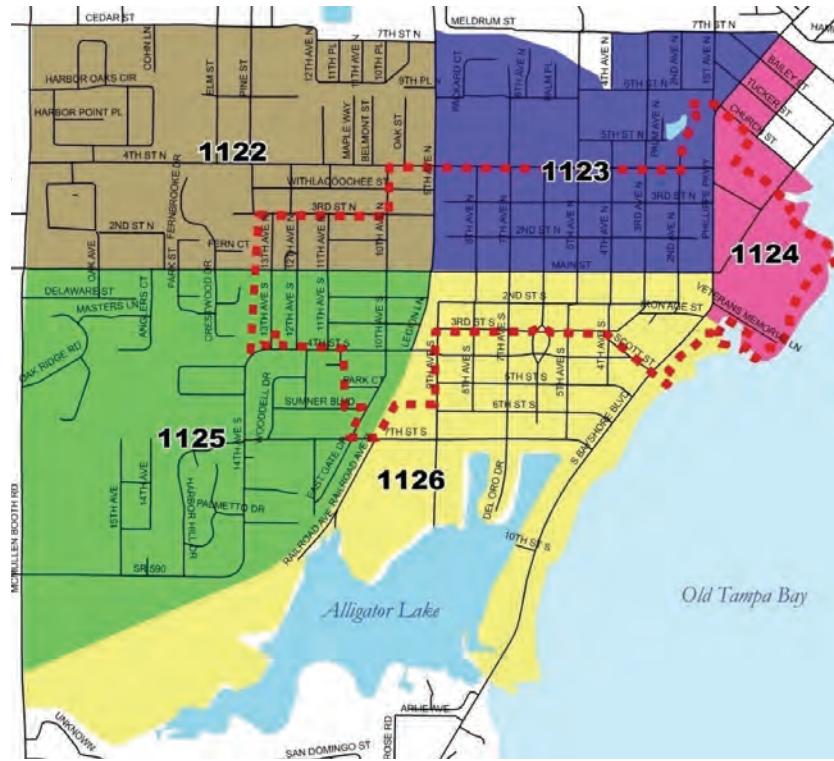
During the past 15 years, the redevelopment and revitalization of the Safety Harbor's traditional downtown area has been a major focus. This program includes all the basic tools permitted by Chapter 163, Florida Statutes, including a redevelopment plan, the establishment of a community redevelopment area, and the establishment of a tax increment finance district. As the market demand for redeveloping the downtown area continues to grow, the City is confronted with making difficult choices in order to maintain community character and quality of life. This will include the gentrification of some areas, pressure for “tear downs” to build larger and more expensive homes, and selective requests for land use changes or density increases. Neighborhood infill must be sensitive and compatible. The Downtown Master Plan seeks to resolve these potential character and compatibility conflicts through the development framework and standards set by the community visioning process.

PLANNING AREA POPULATION PROJECTIONS

The Pinellas County Metropolitan Organization prepares population projections by Traffic Analysis Zone (TAZ) for the purpose of future planning. Five zones overlap the Community Redevelopment Area as shown in the following exhibit. Together, they substantially constitute the primary market area for the downtown. In 2005, the total population immediately surrounding the downtown area was estimated to be 4,824 residents. The overall population is projected to increase by seven percent, or by 333 residents, between 2005 and 2020.

Community Redevelopment District

According to a GIS analysis of June 2008 parcel data; there are 348 single-family homes, 22 duplex units, and 39 multi-family apartments in the Community Redevelopment Area. Using a household factor of 2.5 persons for single-family homes and duplex units, and 2.0 persons for multi-family apartments, there are approximately 1,003 persons residing within the Community Redevelopment Area.



POPULATION PROJECTIONS BY TRAFFIC ANALYSIS ZONE

TAZ	POPULATION PROJECTIONS				CHANGE (2005-2020)	
	2005	2010	2015	2020	Number	Percent
1122	1,511	1,636	1,721	1,178	(333)	-22%
1123	944	1,040	1,105	1,148	204	22%
1124	114	160	190	211	97	85%
1125	1,157	1,235	1,288	1,324	167	14%
1126	1,098	1,191	1,254	1,296	198	18%
TOTAL	4,824	5,262	5,558	5,157	333	7%

CURRENT DEVELOPMENT PATTERN

The Community Redevelopment Area consists of a traditional Main Street bordered by a mix of retail, office, service and civic uses that extend one block north and south from Bayshore Drive to 10th Avenue. Commercial repair, light industrial and warehouse uses are present along 9th Avenue North and 10th Avenue South adjacent to the CSX rail corridor. The residential areas, which primarily contain detached single-family homes on 5,000 to 7,000 sq. ft. lots, were platted in the early part of the 20th century and developed incrementally over time. Vacant land accounts for 11 percent (17 acres) of the CRA with most undeveloped properties located east of 2nd Avenue.



SUB-AREA OVERVIEW

For conceptual planning purposes the Safety Harbor CRA was divided into four sub-areas, which are described below and identified on the Sub-Area Analysis Map. The sub-areas were determined on the basis of similar land use composition, physical characteristics and function. The different areas also present similar opportunities that will be addressed through proposed action strategies in the redevelopment plan. Analysis of the existing conditions in each of the sub areas was considered within the context of the overall economic conditions of the downtown and surrounding neighborhoods. The analysis also takes into consideration the community objectives expressed during the public involvement process. Additionally, brief descriptions of key opportunities that will be expanded upon in the concept plan are shown.



A = TRADITIONAL NEIGHBORHOODS; B = WATERFRONT VILLAGE; C = RESORT AND SPA/HARBOUR POINTE;
D = CREEKSIDER CONSERVATION/NORTHERN GATEWAY; E = MAIN STREET/COTTAGE COMMERCIAL; F = LIGHT INDUSTRIAL/WAREHOUSE

SUB-AREA “A” – TRADITIONAL NEIGHBORHOODS

Location Description

The residential areas are located in three key areas of the CRA. The first residential enclave is located north of 2nd St. North and south of 4th St. North between 9th Ave. North and 2nd Ave. North. The second residential enclave is located south of 2nd St. South and north of 3rd St. South between 9th Ave. South and South Bayshore Drive. The third residential enclave is located west of 10th Ave and east of 14th Ave between 3rd St. North and 4th St. South.

Sub-Area Analysis

Housing in the residential area consists primarily of low-density single-family older homes, with some historic properties. Multi-family housing units are scattered throughout the residential areas. These are traditional, historic neighborhoods that have considerable significance to downtown; it is imperative to preserve and enhance their physical conditions so they can be restored to their former vibrancy. The population residing in the neighborhoods surrounding downtown represents the primary market for local businesses. The residential areas are currently jeopardized by a combination of conflicting land use problems and traffic circulation patterns, which are negatively affecting the pedestrian environment, which is critical to the overall success of Safety Harbor’s downtown and waterfront areas.

ASSETS

*Attractive tree canopy
Quality building stock
Appropriate building dimensions and lot configurations
Brick streets
Narrow, pedestrian oriented streets
Historic architecture
Proximity to downtown, waterfront, recreational amenities, library, museum, city hall*

ISSUES

*Cut through traffic
Non-conforming uses
Mobile home park, slum and blight
Physical barriers, such as high traffic volumes, railway and industrial areas
Encroachment by commercial and office land use
Lack of buffering between uses
Deteriorating physical conditions
Deteriorating conditions of housing stock*

OPPORTUNITIES

*Housing infill opportunities
Historic housing stock rehabilitation
Neighborhood parks and open space system
Neighborhood gateway features
Identity signage*

SUB-AREA “B” – WATERFRONT VILLAGE

A major focus of discussion and controversy with the previously proposed Redevelopment Plan was the property in the Spring Haven subdivision situated between the relocated Iron Age Street and Museum, west of South Bayshore Boulevard. Staff revisited the recommendations with the Planning and Zoning Board and City Commission (acting as the Community Redevelopment Agency) to determine what forms of development would be most compatible with the site’s context and how it should function. The following policy questions and analysis helped to frame the discussion in arriving at a preferred alternative.

1. What is the intended form and function of the district? Should the place be used for residences? Work? Shopping? If multi-story buildings are present, should the upper floors be used for different purposes than the ground floors?
2. Should the form, character, and layout of future land uses more closely reflect the community town center to the north, the traditional single-family neighborhood to the west or waterfront estate homes to the south (along S. Bayshore Blvd.)? Or, should the district have its own identity and include transitional land uses?
3. What design considerations should be given to achieve the desired character? (e.g. building setbacks, height, scale and massing, architecture, landscaping, etc.)

Question 1 – What is the intended function of the district?

The answers to general functional questions on what purpose the site should serve help to frame subsequent questions on form and character. In other words, certain functions are well served by certain forms, and hindered by others. For example, fast-food restaurants, drive-thru banks, drug stores, gas stations and other single-purpose trip uses tend to gravitate toward high profile sites on large roadways that can be conveniently accessed by the automobile. To a large extent, they do not depend upon neighboring businesses to draw customers.

Successful downtown districts, by contrast, depend on a high degree of interaction that is fostered by short blocks, narrow streets, convenient parking, good pedestrian circulation and access. The City of Safety Harbor has done an excellent job making the downtown into a community focal point where citizens can gather, work, shop, live and play. Setting forth legible boundaries for where these activities occur, and to what extent, has been a challenge with the changing times. The constant has been the firm principle that Safety Harbor is, and will continue to be, characterized by its quaint, small town charm and natural assets.

The historical function of the Spring Haven subdivision has been for residential use. This is the predominant pattern along S. Bayshore Boulevard. The intended function, under the original redevelopment plan, is for the area to evolve into a mix of uses with ground floor office or retail similar to what has developed along Main Street. This vision has gone unrealized with no application for development being filed with the City since the CRA’s inception. The recent collapse of the condominium market, weak retail and office demand, and competing space available in nearby areas makes the prospect of mixed-use redevelopment in this area even more unlikely in the short-term.

In terms of connectivity, the Spring Haven subdivision is detached from the central concentration of retail uses on Main Street and would not likely have a beneficial synergistic relationship. Pedestrian activity on the west side of S. Bayshore Boulevard is minimal. The question on whether it would succeed as a standalone retail center would likely require highly specialized, destination based retail establishments that would pay a premium for waterfront views. The feasibility of attracting such uses requires market research beyond the scope of this report.

Question 2 – Form, character and layout

The Waterfront Residential sub-area is comprised of five parcels with a combined area of 1.37 acres overlooking Old Tampa Bay. It was platted in 1905. The property is situated between the relocated Iron Age Street and the Safety Harbor Museum and has 261 feet of frontage along South Bayshore Boulevard. Lots are narrow and deep. Lots 9-12 have been combined into one parcel. They range in size from 8,650 square feet to 15,800 square feet.

LOT PATTERN



This sub-area is characterized by relatively small, one and two story single-family homes. All predate World-War II except for one built in 1967 and are generally in good condition. Three of the structures are listed on the Florida Master Site file as having potential local significance based on their respective architectural characteristics. The Pendola house located at 325 S. Bayshore Blvd. is the only structure that may be eligible for the National Register.

OWNERSHIP



ID	Address	Owner	Year			
			Lot Size (Sq. Ft.)	Existing Use	Land Structure Built	Home- steaded
1	222 Iron Age Street	Hart, Maureen N., Hart, Robert F.	15,000	Single-Family	1967	Yes
2	325 S. Bayshore Blvd	Pendola, Patrick, Pendola, Dawn M.	(1) 8,300 (2) 7,500	Multi-Family (2 units)	1925	Yes
3	315 S. Bayshore Blvd	Turkali, William M.	10,550	Single-Family	1942	Yes
4	275 S. Bayshore Blvd.	Lagel, Frances A.	8,650	Single-Family	1935	No
5	227 S. Bayshore Blvd.	Lagel, Frances A.	9,735	Single-Family	1932	Yes

SITE PHOTOS



PARCEL 1 - HART
222 IRON AGE ST.



PARCEL 3 - TURKALI
315 S. BAYSHORE



PARCEL 2 - PENDOLA
325 S. BAYSHORE



Exhibit 6
PARCEL 4 - LAGEL
275 S. BAYSHORE



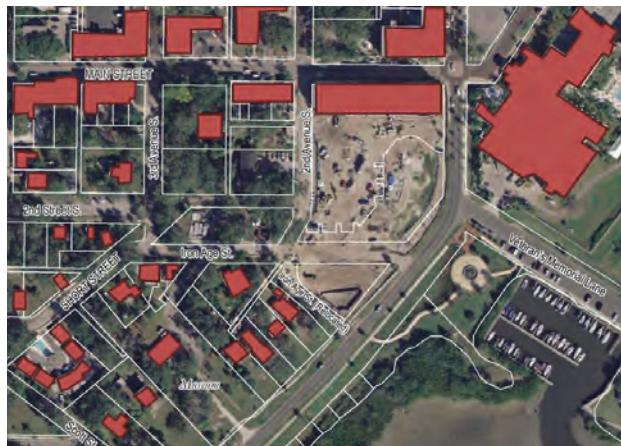
PARCEL 2 (REAR) - PENDOLA
325 S. BAYSHORE



PARCEL 5 - LAGEL
227 S. BAYSHORE

Buildings are setback approximately 80 to 100 feet from South Bayshore Boulevard just beyond the 100-Year Floodplain. The elevation increases from four feet along South Bayshore Boulevard to 15 feet at Museum Court.

FIGURE/GROUND



100-YEAR FLOODPLAIN



Spring Haven has a nexus to the emerging Community Town Center to the north, the established South Green Springs neighborhood to the west, and waterfront estate homes south of the Museum along S. Bayshore Boulevard. The original Redevelopment Plan seeks to establish a linkage between Spring Haven and the Community Town Center via a looped retail collector that connects 2nd Avenue S. with 3rd Avenue S. The amended Redevelopment Plan associates Spring Haven with the South Green Springs neighborhood and calls for a similar form and character. Spring Haven's future will depend upon how market forces respond to the regulatory framework that is established.

Spring Haven has a nexus to the emerging Community Town Center to the north, the established South Green Springs neighborhood to the west, and waterfront estate homes south of the Museum along S. Bayshore Boulevard. The original Redevelopment Plan seeks to establish a linkage between Spring Haven and the Community Town Center via a looped retail collector that connects 2nd Avenue S. with 3rd Avenue S. The amended Redevelopment Plan associates Spring Haven with the South Green Springs neighborhood and calls for a similar form and character. Spring Haven's future will depend upon how market forces respond to the regulatory framework that is established.

CHARACTER DISTRICTS



The primary public argument expressed in support of retaining the existing single-family development pattern has centered on preventing the proliferation of strip commercial (often referred to as urban sprawl) down S. Bayshore Boulevard by recognizing the relocated Iron Age Street as a strict urban growth boundary for intense uses. This position is bolstered by the City's support of the Countywide Scenic/Non-Commercial Corridor Plan Element that designates South Bayshore Boulevard as a Scenic/Non-Commercial corridor for its unique scenic, cultural, recreational, and historic resources. According to the City's Comprehensive Plan, *"it is intended for those areas appropriate for the preservation and enhancement of scenic vistas, the preservation of open space and low density residential uses, the preclusion of off-premise signs, the preservation of an appropriate transportation level of service, and for the creation of opportunities for enhanced landscape features."* (FLUE, page 37)

The opposing argument references the five-story mid-rise condominium building approved as part of the Harbour Pointe mixed-use project to the north (but not yet constructed). They see this building as being in stark contrast with the scale and character of the existing single-family homes in the Spring Haven subdivision and therefore creating an inherent incompatibility and what is perceived to be a "hard edge". Moreover, they cite the Safety Harbor Museum as providing an adequate transition or buffer from single-family homes to mixed-use development as one arrives into the "downtown district" from the south and therefore should be the "urban growth boundary".

This assertion has led to discussion and reevaluation on whether the subject property should even be included in the Community Redevelopment Area. The general public understanding is that emphasis is placed on redevelopment over other alternatives by virtue of property being located inside the Community Redevelopment Area. It should be noted that the boundaries of the Community Redevelopment Area were delineated based on the premise that:

1. *One or more slum or blighted areas, or one or more areas in which there is a shortage of housing affordable to residents of low or moderate income, including the elderly, exist in the City.*
2. *The rehabilitation, conservation, or redevelopment or combination thereof, of such area or areas is necessary in the interest of public health, safety, morals, or welfare of the residents of the City. (Resolution No. 92-152)*

The original and amended Redevelopment Plan calls for a combination of rehabilitation, conservation and redevelopment of select areas based on an assessment of existing conditions and recognition of community values and aspirations. The shortage of available affordable housing in the City is an increasing concern that warrants more attention and public involvement.

A second interpretive issue is the Community Redevelopment Area serving as the boundary of the Central Business District in the Comprehensive Plan and the Downtown District in the Land Development Code. This association may be confusing to those with the conception of a Central Business District being mono-functional in nature only serving business related interests and civic uses. From a planning perspective, residential neighborhoods and business districts are not mutually exclusive. In fact, they are interdependent and should be considered together with any plan for community redevelopment.

The Redevelopment Plan should resolve this concern regarding “urban containment” by delineating firm boundaries for intense development and their transition zones to prevent what may be construed as “sprawl” – particularly along S. Bayshore Boulevard.

REDEVELOPMENT ALTERNATIVES

The following alternatives are descriptions of each future land use designation contained in the original and amended redevelopment plans along with a third “hybrid” alternative tailored specifically to the Spring Haven subdivision.

Alternative 1 – Retail Office and Service

“The character of the Retail, Office, and Service area of downtown Safety Harbor should be one of retail uses that promote comparison shopping. These uses include dry good sales such as clothing, housewares, toys, sporting goods and specialty goods. These types of uses may be permitted as principal uses. Restaurants, cafes and theaters may also be considered principal uses. Office, personal/business services and residential uses may also be permitted in this area. However, it is recommended that residential uses not be permitted on ground floor levels and exterior storage not be permitted”. Intensity: Maximum floor area ratio of 1.25; average of 0.70. [Note that under this alternative, the existing single family residences that occupy the site are legally non-conforming and could not be rebuilt if abandoned or destroyed.]

Alternative 2 – Low Density Residential

“These areas are established as single-family residential areas, with one dwelling unit per recorded lot, and the character of these areas should be preserved. Density: Maximum density of 4 dwelling units per acre.”

Alternative 3 – Waterfront Village

This alternative recognizes Spring Haven as being on the fringe of the Community Town Center and seeks to develop a concept that would allow it to serve as a land use transition to the predominantly single-family development pattern along S. Bayshore Boulevard. Strong language should be added to the plan that would restrict the expansion of this district.

The Waterfront Village district is described as:

"The character of the Waterfront Village area is intended to protect and enhance the scenic qualities of the South Bayshore Boulevard corridor, to encourage the retention and rehabilitation of existing single-family homes, to allow for their adaptive reuse and complementary small-scale cottage commercial type uses on an individual parcel basis, and to provide for master planned redevelopment of multiple parcels through land assembly. Design controls should be put in place that limits the scale and massing and location and orientation of buildings on the site to maintain the open feel of the S. Bayshore Boulevard corridor. The following levels of approval are recommended:

- **Uses generally permitted:** Single-family detached; accessory dwellings.
- **Uses that require Conditional Use Approval:** Single-tenant specialty retail; restaurant/caf ; business and professional office; personal/business service establishments; subject to maximum gross floor area of 2,000 sq. ft. and a maximum floor area ratio of 0.20. Adaptive reuse of existing structures is encouraged.
- **Uses permitted as a Planned Development Project:** Garden apartments; multi-tenant business and professional offices; live-work, work-live; single-family attached subject to the regulations set forth in Article V of the City of Safety Harbor Comprehensive Zoning and Land Development Code. The maximum density shall be 10 dwelling units per acre. The maximum non-residential intensity shall be 0.35.

Question #3 - What design considerations should be given to achieve the desired character?

The following chart shows the building setbacks contained in the Land Development Code for each alternative. ROS provides for zero setbacks from the front lot line and would allow buildings to substantially encroach into the 100-Year floodplain. Further, the urban format called for under this alternative is contrary to the character objectives of the Scenic/Non-Commercial corridor designation. The setbacks under LDR are more restrictive, and intended for conventional suburban subdivisions (the same standards are applied with the R-2, Single-Family Residential zoning district). The third alternative, Waterfront Village, recognizes the importance of maintaining an open vista and limiting floodplain impacts by imposing a 50-foot front yard setback requirement along S. Bayshore Blvd. This will also encourage owners to continue to utilize Iron Age as the primary means of ingress/egress. It is recommended that multiple driveway access points from S. Bayshore Boulevard be prohibited.

DEVELOPMENT STANDARD	Alt. 1 - ROS	Alt. 2 - LDR	Alt. 3 - WV
Building Setbacks (In Feet)			
Front			
Standard	0	25	
S. Bayshore Blvd.			50
Iron Age			15
Side	0*	8	0*
Rear	10	20	10
Building Height	3 stories	25 feet	3 stories
* 10 feet when abutting a residential use			

As previously stated, redevelopment on a significant scale will require parcel assembly to achieve the necessary lot width to accommodate townhomes, multi-family, or mixed-use. The Waterfront Village alternative recommends that these uses only be considered as a Planned Development Project that would require conceptual and final development plan review to ensure redevelopment is compatible with community design objectives. The redevelopment site should be at least one-half acre with a minimum width of 150 feet. Small-scale redevelopment or reuse of property on an individual parcel basis should be handled through the conditional use process to ensure that the introduction of non-residential uses do not negatively impact or undermine the continuation of existing single-family uses.

POTENTIAL BUILD-OUT

The following build-out scenarios are based on the redevelopment of the entire site (59,735 square feet) at the maximum recommended density/intensity for each alternative.

Alternative – 1 – Retail, Office, Service

The Retail, Office, Service Area recommends a maximum intensity of 1.25 and an overall average of 0.70 for non-residential uses. Based on the average, this alternative yields 41,815 square feet of gross floor area. Assuming each building is constructed to the three story maximum; the building footprints would occupy a total of 13,938 square feet or 23 percent of the site area. Based on the current one parking space per 400 square feet of gross floor area, 105 parking spaces would be required. Using a factor of 300 square feet per parking space (including drive-aisle and landscape areas), 31,500 square feet or 53 percent of the site area would be devoted to parking. That leaves 14,297 square feet or 24 percent of the site for open space/drainage.

Alternative – 2, Low Density Residential

The Low Density Residential area recommends a maximum of four dwelling units per acre within the required setbacks. Based on a site area of 1.37 acres, five dwelling units would be allowed - one less than currently exists. This alternative would preserve the status quo, and not allow any retail, office, or service use.

Alternative – 3, Waterfront Village

The Waterfront Village alternative, under the Planned Development scenario, recommends a maximum density of 10 dwelling units per acre and a maximum floor area ratio of 0.35 for non-residential uses (half the allowance under Alternative -1). The building envelope established by required setbacks is 38,052 square feet. A total of 14 dwelling units and 20,907 square feet of non-residential use could theoretically be achieved. The non-residential component would necessitate 52 parking spaces with 14 additional spaces for the dwelling units for a total of 66 parking spaces. Using a factor of 300 square feet per parking space, 19,800 square feet would be required consuming just over half of the building envelope leaving 18,252 square feet for building construction.

PLANNING AND ZONING BOARD RECOMMENDATION

The Planning and Zoning Board reviewed the alternatives on May 14, 2008. Members expressed concern about extending non-residential uses south of Main Street and along a scenic/non-commercial corridor. They preferred maintaining a more compact configuration with clearly delineated borders noting that introducing non-residential development could open the door for rezoning requests from adjacent property owners. The consensus of the Board was to create a transitional residential land use category with recommended densities ranging from 5-10 dwelling units per acre consistent with the medium density residential land use classification in the currently adopted plan. The Board further agreed that the maximum building height should be revised from 25 feet to 35 feet.

SUB-AREA “C” – RESORT & SPA/HARBOUR POINTE

Location Description

The Resort and Spa and Harbour Pointe sub-area includes the area east of 2nd Avenue to Old Tampa Bay between Iron Age St. and Church Street.

Sub-Area Analysis

As a primary anchor and gateway into the core commercial areas, this sub-area plays an important role in the economic health of downtown. This sub-area serves locals, neighboring communities and tourists from around the world. The current owner, Olympia Development Group, has invested in renovations and improvements to the Resort and Spa to increase its market appeal and functionality. According to building permit records, between February 2007 and April 2008, the total construction value of the work performed amounts to \$1,045,675. Olympia Development Group also owns the property where the Harbour Pointe project is located. To date, 45,632 square feet of retail/office floor space has been constructed on Main Street, between Bayshore Drive and 2nd Avenue South. Future phases of the project call for a 48-unit condominium building, 8 quad-homes, and 11 townhome units. The synergy that will be created among these elements will inject needed economic resources into the downtown district which will in turn boost the retail and service economy. The nexus to the Resort and Spa and other local health and well-being services offers a tremendous value proposition in marketing a transformational lifestyle that has high appeal with retiring baby boomers.



ASSETS

*Vacant land for infill and expansion
Capacity for growth in the tax base
Increase tourism in Safety Harbor
Water access and views
Anchor of downtown*

ISSUES

*Traffic congestion
Limited cross access for pedestrians
Character/compatibility
Tree preservation*

OPPORTUNITIES

*Improve appearance of spa to increase tourism
Maximize waterfront
Expand recreational opportunities
Landscaping and streetscape improvements*

SUB-AREA "D" – CREEKSIDE CONSERVATION

Location Description

This sub-area encompasses property north and south of Mullet Creek in the “northern gateway” area of the downtown as well as the historic Tucker Mansion property.

Sub-Area Analysis

Mullet Creek divides the property west of Philippe Parkway into two distinct sections. The 0.69 acre site south of the creek includes two vacant parcels with 223 feet of frontage on Dr. MLK, Jr. Street, a minor collector, and 108 feet of frontage along Philippe Parkway, a minor arterial roadway. The site is wooded with dense understory. The AE flood zone overlaps the northeast corner of the site. The vast majority of the property is above the base flood elevation of 10 feet.

This property was rezoned in December 2007 to General Office to support a small professional office building. As of August 2011, the property remained vacant.

The 1.88 acre section north of Mullet Creek includes four parcels (one improved with a single-family residence) with approximately 559 feet of frontage on Philippe Parkway/1st Avenue and 97 feet of frontage on 6th Street North. There are oak trees scattered throughout the site primarily at the northern end. The lot depth varies according to the curvature of the creek with its narrowest section measuring approximately 145 feet in depth from the east lot line. The AE Flood Zone runs along the creek bank with the balance

of the site lying above the base flood elevation. This portion of the site is envisioned to support live-work units in a compact configuration that would preserve open space and the natural aspects of the property. In 2010, the City secured a greenway and trail easement along a 50'x500' section along the northern bank of Mullet Creek for a passive linear park.

The property east of Philippe Parkway, along Jefferson, is more challenging due to the site’s contextual relationship with the Tucker Mansion and Resort and Spa property. The same environmental issues will need to be factored into future site planning to achieve an appropriate balance.

ASSETS
<i>Historic Tucker Mansion</i>
<i>Mullet Creek (Tampa Bay Estuary)</i>
<i>Tree Canopy</i>
<i>Connectivity to downtown core</i>
ISSUES
<i>Site layout and access</i>
<i>Architectural design quality</i>
<i>Environmental protection</i>
<i>Restoration of creek/erosion control</i>
OPPORTUNITIES
<i>Improve gateway image</i>
<i>Compact, environmentally responsible development</i>
<i>Strengthen linkages to downtown</i>



Potential Live-Work Development Designed by Williamson & DeCar

SUB-AREA "E" – MAIN STREET/COTTAGE COMMERCIAL

Location Description

The downtown sub-area consists of the primary commercial and civic corridors in the heart of the CRA. This includes the area south of 2nd St. North and north of 2nd St. South between 9th Ave and 2nd Ave.

Sub-Area Analysis

Safety Harbor's downtown is in the heart of the redevelopment area and includes a traditional commercial area augmented by access to many government facilities such as City Hall, Fire Station, Library and Museum. The downtown's proximity to Safety Harbor Spa and Old Tampa Bay offers scenic views and bay front recreational amenities.



ASSETS

*Historic character
Small town charm
Quality urban environment: appropriate mass, scale and form of buildings
Traditional street layout and building setbacks
Proximity to residential areas
Proximity to bay front and spa
Potential for growth of tax base
Vacant lot infill opportunities*

ISSUES

*Traffic congestion
Multiple driveway access points
Substandard commercial lot sizes
Commercial intrusion into surrounding residential areas
Merchants lack funds and knowledge to advertise
Downtown retail mix
Need for nighttime entertainment
Need for more restaurants
Lack of parking and signage
Extend hours of operation*

OPPORTUNITIES

*Create unique downtown
Provide façade improvements
Mixed-use infill opportunities
Gateway features
Signage
Alleyways*

SUB-AREA "F" – LIGHT INDUSTRIAL/WAREHOUSE

Location Description

The heavy commercial and industrial area is located west of 9th Ave and east of 10th Ave between 4th St. North and 7th St. South.

Sub-Area Analysis

This area located at the western boundary of the downtown core consists of a variety of heavy commercial and industrial uses that take away the quaint appearance of downtown. This area effects the overall economic development for the downtown.



ASSETS

*Commercial and industrial tax base
Area employment*

ISSUES

*Numerous curb cuts
Lack of landscaping and buffering
Deteriorating physical conditions on parking aprons and sidewalks
Negative investment image
Unsightly conditions are not welcoming to visitors, which lead to a decline in taxable value and city revenues*

OPPORTUNITIES

*Development opportunities-vacant land and buildings
Code enforcement
Streetscape and landscape improvements
Entrance gateways into Safety Harbor
Redevelopment and re-use of existing sites*

HISTORICAL BUILDING SURVEY

The City of Safety Harbor hired Historic Property Associates, Inc. to perform a comprehensive study of historic structures within the city. The Historic Building Survey studied all the buildings in the City that appeared on the 1933 Sanborn Maps and still remained. The process also looked at other buildings that could have historic significance even though they did not appear on the 1933 Sanborn.

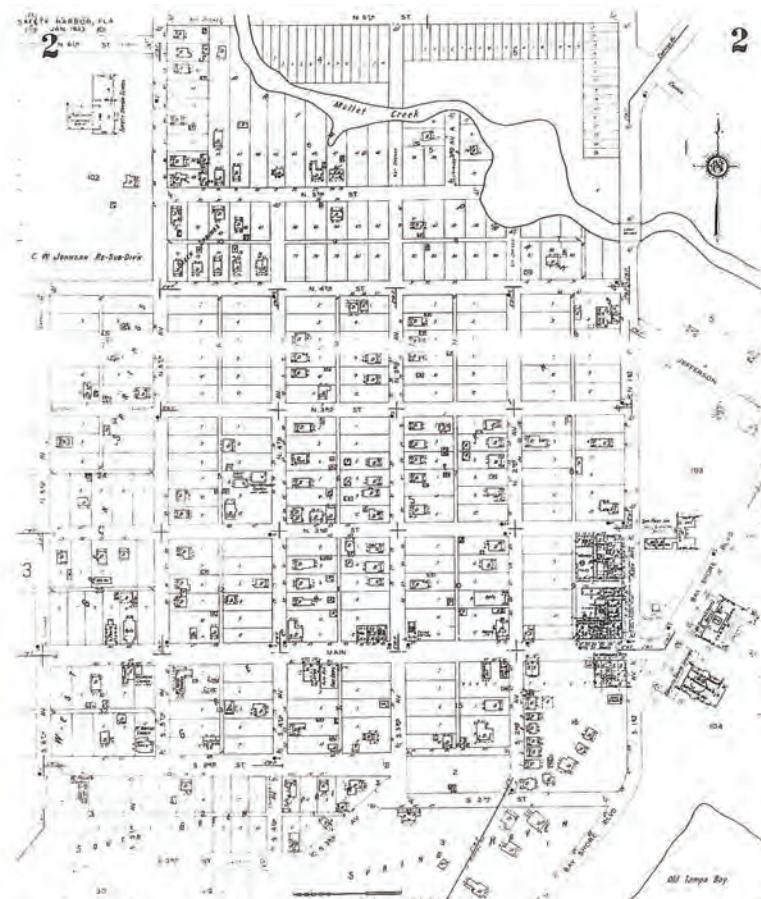
The survey looked at 177 buildings in the City. These buildings consisted of commercial and residential structures built between 1842 and 1945. Most buildings possess vernacular design and located in and around the downtown.

Of the total building inventory 159 structures were residential, the second highest were commercial structures and the smallest number of structures consisted of government, social, religious and educational facilities.

Out of the 177 structures, 167 of them were in excellent or good condition, seven were in fair condition and three were in deteriorated condition. The architecture styles consisted of: framed vernacular, framed masonry (typical commercial structure), bungalow, mission, Mediterranean revival, colonial revival and log cabin. The survey indicated that of the 177 structures, 25 structures were eligible for listing on the National Registry of Historic Places.

Presently, Safety Harbor does not intend to create a historic district due to the lack of the concentration of structures. The downtown and neighboring residential areas are comprised of both modern and historic buildings. There are a variety of steps that the City can pursue to nominate their structures for historic status. To further the process of preservation the City can market the history of Safety Harbor to others, this would increase interest and encourage residents to pursue historic preservation of their properties. The City has adopted a historic preservation ordinance as part of its Land Development Code to protect its resources and provide incentives to encourage owners to apply for preservation. In addition the following other incentives can be used to protect historic resources: place easements, covenants, and deed restrictions, provide tax incentives or local grants to encourage preservation.

The Downtown Master Plan recognizes the importance of preserving historic structures and places within the Community Redevelopment Area and is allocating future tax increment revenue funds for this purpose. In addition, the Master Development Plan Framework highlights the importance of preserving the Tucker Mansion property located at 311 North Bayshore Drive by designating it as a local historic landmark in keeping with its overlay status.



TRANSPORTATION

The primary access routes into downtown include Main Street, 10th Avenue, Philippe Parkway, and South Bayshore Blvd. Main Street, Philippe Parkway and 10th Avenue South are classified as major urban collectors; 9th Street North is classified as minor local collector. The remaining streets in the CRA are considered local streets. According to the Pinellas County Metropolitan Planning Organization's 2010 Level of Service Report, all roadways within the CRA are operating at a level of service "C" or better and have sufficient capacity to accommodate anticipated growth and redevelopment during the planning period.

The City is served by Pinellas Suncoast Transit Authority (PSTA) with three fixed routes, Routes 62, 67, and 82. Route 67 serves Mease Hospital, Route 82 serves the downtown, nearby residential areas and a commercial node on McMullen Booth Rd. and route 62 services McMullen Booth Rd.

Most of the traffic concerns deal with cut through traffic into neighborhoods and most of the problems come from commuters traveling between Clearwater/St. Pete, Oldsmar and the Courtney Campbell Causeway. The Phase I Mobility Study identified speeding concerns along 9th Avenue South, 7th Avenue South, 5th Avenue South and 7th Street South. The Study recommended focusing on four key corridors: Main Street, Bayshore Boulevard/Philippe Parkway, 7th Street South, and 9th Avenue South. The City has begun implementing the recommendations by installing new stop signs on Main Street and redistributing stop signs more evenly throughout the downtown side streets to equalize traffic patterns. In addition, decorative brick pavers were installed at intersections along Main Street to signal pedestrian crossings and calm traffic.

The Mobility Study also recommended enhancing the north and south entryway to the downtown district. Toward this end, the bridge over Mullet Creek was improved by replacing the guard rail with protective bollards, repainting the bridge, and printing the street pavement with faux pavers. The City continues to explore the feasibility of installing traffic circles at key intersections and other traffic calming measures as they are warranted. Increasing the parking supply in the mixed use districts along Main Street continues to be a major focus of the City's downtown revitalization efforts.

The alleyways provide an asset to the community and are underutilized. The alleys are presently used for parking which limits rear loading, trash removal, and other activities that can be removed from the front of the buildings on Main St. It is recommended that the alleyways be retained, and improved, wherever possible as a means of providing rear access to businesses for parking and services.

CONSISTENCY WITH COMPREHENSIVE PLAN

The City of Safety Harbor Comprehensive Plan was adopted on October 16, 1989, and was found in compliance with State law with the execution of a stipulated settlement agreement on November 5, 1990. An initial Evaluation and Appraisal Report (EAR) was completed in 1996, and the recommended amendments to the Plan were processed in 1997. A subsequent EAR was completed in 2007, and the recommended amendments to the Plan were processed in 2008. Reports to monitor the effective implementation of the Plan are completed on an annual basis.

The 2007 EAR identified downtown redevelopment, neighborhood infill, enhancement of industrial areas, increasing the supply of affordable housing and diversifying the housing stock, traffic calming and mobility improvement as major issues. These issues were reinforced by the community visioning process conducted in 2007 and are a key focus of the Downtown Master Plan.

Chapter 163.362, F.S., requires a community redevelopment plan to be in conformance, where applicable, with local, county, and state comprehensive plans. In 2007, the Pinellas Planning Council (PPC) conducted a countywide audit of all local government comprehensive plans to determine consistency with Countywide Rules. As part of the 2008-2007 EAR based amendment process, the City adopted additional amendments recommended by the PPC to bring the local Comprehensive Plan into conformance with the Countywide Rules that were later determined to be acceptable. In June 2008, the Florida Department of Community Affairs found the City's Comprehensive Plan to be in compliance with the State comprehensive plan.

Staff finds that the proposed amendments to the community redevelopment plan (Downtown Master Plan) conform to applicable goals, objectives, and policies of the City's Comprehensive Plan stated as follows:

FUTURE LAND USE ELEMENT

GOAL 1: The City shall ensure that the general character, density, and land use pattern is maintained and protected while:

- * *Striving to attain a land use configuration which is compatible with existing development;*
- * *Enhancing the City's open space character by providing public and private open space;*
- * *Ensuring opportunities for all persons to purchase or rent decent, safe, and sanitary housing which they can afford, free from arbitrary discrimination, because of sex, age, race, ethnic background, income level, marital status, or household composition; and*
- * *Encouraging economic development or redevelopment.*

Policy 1.2.5: As an on-going policy, the City shall, through provisions in the land development regulations, encourage:

- * *The conservation, maintenance, and rehabilitation of existing neighborhoods and housing stock;*
- * *The revitalization of older residential areas, where conditions warrant;*
- * *A balanced land use mix providing for a variety of housing types, densities and access to services and facilities; and*
- * *The design of residential developments to meet the housing needs of all income groups.*

Policy 1.3.8: The redevelopment and/or rehabilitation of existing commercial areas or uses shall be encouraged through provisions in the land development regulations.

Policy 1.4.3: The Downtown Master Plan for the City of Safety Harbor shall, at minimum, address the following issues:

- *Encouraging complementary retail activity and uses in the Main Street Marketplace and Community Town Center districts;*
- *Protecting sites designated for historic preservation and providing design guidelines for compatible renovations and new construction;*
- *Accentuating and augmenting the downtown area as the cultural and entertainment focal point of the City;*
- *Implementing land use regulations that activities which will contribute to a vibrant, consumer-oriented atmosphere, without sacrificing the downtown area's historic character;*
- *Reducing confusion and visual clutter through the control of the size, placement, and related aspects of signage;*
- *Assuring safe and efficient traffic flow to and from the downtown and surrounding areas;*
- *Assuring adequate and convenient public parking and the compatibility of public and private parking facilities with surrounding land uses;*
- *Identifying public and private responsibilities;*
- *Implementing density and intensity standards for each classification of use consistent with the existing and desired character for the area; and*
- *Including traditional neighborhood design concepts to reinforce existing development patterns:
 - Integrated land uses,
 - On-street parking,
 - Narrow streets,
 - Pedestrian orientation/amenities,
 - Tree canopy,
 - “Small town” scale and character.*

Objective 1.5: Industrial development shall be compatible with environmental and economic resources, and shall occur in a planned and orderly fashion consistent with the policies related to this objective.

Policy 1.5.1: The land development regulations shall contain provisions whereby industrial development is concentrated within areas having direct access to major transportation facilities and all necessary public utilities, and in locations where adverse environmental impacts will be minimized.

Policy 1.5.2: The City shall promote, through the land development regulations, new industrial development which is clean, non-polluting and compatible with surrounding land uses.

Policy 1.5.3: As governed by provisions contained in the land development regulations, supporting and complementary industries and ancillary commercial services shall be located in proximity to each other to accomplish a linkage between industries and services.

Policy 1.5.5: The expansion of existing industrial areas shall consider the need for buffering, the use of natural barriers as geographic boundaries, the suitability of the land proposed for expansion, access to proper transportation facilities, impacts to natural resources, and the compatibility of surrounding properties.

OBJECTIVE 1.7: As of the effective date of this Comprehensive Plan, development activities shall ensure the protection of historic resources.

Policy 1.7.1: As appropriate, the City shall ensure that historic and architecturally significant resources are protected either through their designation as historic sites by the Federal Government, State of Florida or Pinellas County and/or a locally adopted historic preservation ordinance.

Policy 1.7.2: Incentives for the adaptive reuse of historic or architecturally significant structures shall be incorporated into the land development regulations.

6. SPECIAL DESIGNATION CLASSIFICATION (ORD. 92-22; 06/07/93)

B. Scenic/Non-Commercial Corridor

- (1) The scenic/non-commercial corridor is intended for those areas appropriate for the preservation and enhancement of scenic vistas, the preservation of open space and low density residential uses, the preclusion of off-premise signs, the preservation of an appropriate transportation level of service, and for the creation of opportunities for enhanced landscape features.
- (2) Corridors shall be designated within the City as follows:

Primary Corridors

X McMullen Booth Road

Unique Corridors

X South Bayshore Boulevard

- (3) Additional standards consistent with the Pinellas Planning Council (PPC) Rules concerning the Administration of the Countywide Future Land Use Plan and the Countywide Scenic/Non-Commercial Corridor Plan shall be implemented by the City.

C. Community Redevelopment District (CRD)

- (1) The CRD category is intended for those areas that are now designated, or appropriate to be designated, as community centers and neighborhoods for purposes of rehabilitation, conservation, or redevelopment, or a combination thereof, in accordance with a special area plan.
- (2) The City of Safety Harbor Downtown Master Plan adopted by the City Commission on January 20, 2009, shall serve as the Special Area Plan for the CRD.
- (3) Those uses appropriate to and consistent with the CRD shall include: residential; office; commercial; industrial; institutional; and transportation/utility uses as set forth by character district in the Special Area Plan (refer to Figure 2, Master Development Plan Framework for character district boundaries). Specific use permissions within each category of allowable use shall be determined through the zoning process upon a compatibility assessment that considers the land use and design recommendations contained in the Special Area Plan.
- (4) Density and/or intensity standards are set forth by location in Figure 4 of the Special Area Plan and further delineated by character district as follows:

ABBREVIATION	DISTRICT CATEGORY	MAXIMUM DENSITY (DU/A)	MAXIMUM INTENSITY (FAR)
MSM	<i>Main Street Marketplace</i>	*	1.00
CTC	<i>Community Town Center</i>	**	1.00-1.25
DR	<i>Destination Resort</i>	15.0***	1.00
SC-1	<i>Service Corridor-1</i>	*	1.00
SC-2	<i>Service Corridor-2</i>	NP	0.55
LHL	<i>Local Historic Landmark</i>	10.0	0.35
WV	<i>Waterfront Village</i>	10.0	0.35
CC	<i>Creekside Conservation</i>	10.0	0.35
TND-1	<i>Traditional Neighborhood Development - 1</i>	15.0	N/A
TND-2	<i>Traditional Neighborhood Development - 2</i>	7.5****	N/A
P	<i>Public</i>	NP	0.55

NOTES:

*The maximum residential build-out of the MSM and SC-1 districts shall be 100 dwelling units, which is not calculated towards the floor area ratio.

**The maximum residential build-out of the CTC district shall be 150 dwelling units, which is not calculated towards the floor area ratio.

***Residential development in the Coastal High Hazard Area shall not exceed 15 dwelling units per acre.

****Up to 15 dwelling units per acre may be allowed on the mobile home park property adjacent to Main Street between 12th Avenue N and 13th Avenue N (parcel identification # 042916663480050010)

NP = Residential uses are not permitted in this district.

COMPARATIVE ASSESSMENT OF POTENTIAL DEVELOPMENT IMPACTS

CATEGORY	Acres	FAR	DU/A	MAXIMUM DEVELOPMENT POTENTIAL	
				Non-Residential Potential Sq. Ft.	Residential Potential DU
Public	11.4	0.55	0.0	273,121	0
Service Corridor-1	11.7	1.00	*	509,652	20
Service Corridor-2	10.3	0.55	0.0	246,767	0
Main Street Marketplace ^a	15.3	1.00	*	666,468	80
Community Town Center ^b	7.9	1.25	*	430,155	84
CTC - North of Public Library	1.1	1.00	*	47,916	0
CTC - Resort Triangle ^c	4.4	1.25	15.0	239,580	66
Destination Resort ^d	18.9	1.00	15.0	823,284	284
Local Historic Landmark	1.4	0.35	10.0	21,344	14
Creekside Conservation	4.8	0.35	10.0	73,181	48
Traditional Neighborhood - 1	27.9	0.00	15.0	0	419
Traditional Neighborhood - 2	46.5	0.00	7.5	0	349
Waterfront Residential	1.4	0.35	10.0	21,344	14
			TOTAL	3,352,813	1,377

⁽¹⁾ 5.9 acres of public waterfront land acquired by the City in 2011 will not contain any buildings pursuant to a use and restrictions agreement

*The maximum residential build-out of the MSM and SC-1 Districts is 100 dwelling units

**The maximum residential build-out of the CTC district is 150 dwelling units and the maximum density on the resort triangle parcel is 15 DU/A.

PROJECTED MAXIMUM BUILD-OUT UNDER 2011 PROPOSED AMENDMENTS					
CATEGORY	Acres	FAR	DU/A	MAXIMUM DEVELOPMENT POTENTIAL	
				Non-Residential Potential Sq. Ft.	Residential Potential DU
Public ¹	17.3	0.55	0.0	273,121	0
Service Corridor-1	12.25	1.00	*	533,610	20
Service Corridor-2	9.75	0.55	0.0	233,591	0
Main Street Marketplace ^a	15.3	1.00	*	666,468	80
Community Town Center	7.9	1.25	**	430,155	84
CTC - North of Public Library	1.1	1.00	**	47,916	0
CTC - Resort Triangle	4.4	1.25	**	239,580	66
Destination Resort	13.0	1.00	15.0	566,280	183
Local Historic Landmark	1.4	0.35	10.0	21,344	14
Creekside Conservation	4.8	0.35	10.0	73,181	48
Traditional Neighborhood - 1	27.9	0.00	15.0	0	419
Traditional Neighborhood - 2	46.5	0.00	7.5	0	349
Waterfront Residential	1.4	0.35	10.0	21,344	14
TOTAL				3,106,590	1,276
DIFFERENCE BETWEEN ADOPTED PLAN AND AMENDED PLAN				(246,223)	(101)

⁽¹⁾ 5.9 acres of public waterfront land acquired by the City in 2011 will not contain any buildings pursuant to a use and restrictions agreement

*The maximum residential build-out of the MSM and SC-1 Districts is 100 dwelling units

**The maximum residential build-out of the CTC district is 150 dwelling units and the maximum density on the resort triangle parcel is 15 DU/A.

STATUS OF REDEVELOPMENT PROJECTS AND ACTIVITIES

The Safety Harbor Redevelopment Plan was adopted on September 8, 1992 and amended on April 19, 1993 and October 16, 1995. The plan was prepared for the city to determine slum and blight in order for the city to create the Safety Harbor Community Redevelopment Agency (CRA). The plan established the boundaries that would be included as the CRA and established goals and objectives of the redevelopment program.

The issues that needed to be addressed in the Central Business District (CBD) are as follows:

- * *Enhancement of retail and residential component emphasizing mixed-use*
- * *Protecting and enhancement of the historic character*
- * *Introducing culture and entertainment focal point*
- * *Implementing tailored land use regulations*
- * *Controlling size, placement and related aspects of signage*
- * *Providing public parking and compatibility of public and private parking*

Objectives of the plan:

- * *Assembly of land into parcels for moderate integrated development*
- * *Re-planning, redesign and development of vacant and underutilized sites*
- * *Strengthen retail/office and other commercial and residential functions*
- * *Provide continuity of retail, office and service uses along Main Street business district*
- * *Adequate space for parking and open space*
- * *Financial mechanism to spur redevelopment*
- * *Public improvements*
- * *Performance criteria for high design standards and quality development*
- * *Minimize conflict of pedestrian and automobile/create walkable downtown*
- * *Orderly development of redevelopment area*
- * *Improve quality of life*
- * *Preserve small town feel and sense of history*
- * *Enhance current building stock*
- * *Diversity of uses*
- * *Confine industrial areas to present location*
- * *Stabilize existing residential areas and maintain current densities*
- * *Continuous open space adjoining City Marina and other areas*

APPENDIX “E” STATUTORY COMPLIANCE

This appendix addresses the specific requirements of Chapter 163, Part III, Florida Statutes, as they relate to the preparation and adoption of Community Redevelopment Plans in accordance with Sections 163.360 and 163.362. Provided below is a brief synopsis of each Sub-Section requirement from 163.360 and 163.362, and a brief description of how the redevelopment plan (entitled “Downtown Master Plan”) and adoption process meet those requirements.

163.360 – Community Redevelopment Plans

Section 163.360 (1), Determination of Slum or Blight By Resolution

This section requires that a local governing body determine by resolution that an area has been determined to be a slum or blighted area before a redevelopment area can be established.

Action: The City Commission has determined by resolution that slum and blighted conditions exist within the Community Redevelopment Area, as amended. [See Appendix “B” and Appendix “G”]

Section 163.360 (2)(a), Conformance with the Comprehensive Plan

The Local Planning Agency is charged with determining that the Community Redevelopment Plan is in conformance with the adopted Comprehensive Plan.

Action: The Local Planning Agency found the Downtown Master Plan to be in conformance with the currently adopted Comprehensive Plan at a meeting held on November 12, 2008. Meeting minutes are attached.

Section 163.360 (2)(b), Completeness

This section requires that the redevelopment plan be sufficiently complete to address land acquisition, demolition and removal of structures, redevelopment, improvements and rehabilitation of properties within the redevelopment area as well as zoning or planning changes; land uses, maximum densities and building requirements.

Action: These issues are addressed in the Downtown Master Plan document.

Section 163.360 (2)(c), Development of Affordable Housing

This section requires the redevelopment plan to provide for the development of affordable housing, or to state the reasons for not addressing affordable housing.

Action: The Downtown Master Plan anticipates the need to maintain and provide affordable housing within the community where appropriate within the traditional neighborhoods and mixed-use districts of the redevelopment area, and encourages the use of Pinellas County housing programs and residential improvement grants. The provision of market rate housing is also encouraged.

Section 163.360 (3), Community Policing Innovations

The redevelopment plan may provide for the development and implementation of community policing procedures.

Action: The Downtown Master Plan supports the use of community policing.

Section 163.360 (4), Plan Preparation and Submittal Requirements

The community redevelopment agency may prepare a community redevelopment plan. Prior to considering this plan, the redevelopment agency will submit the plan to the local planning agency for review and recommendation as to its conformity with the comprehensive plan.

Action: The Downtown Master Plan was reviewed over the course of five workshops between January and June 2008. The LPA considered the final Downtown Master Plan on November 12, 2008, and provided its recommendation to the Community Redevelopment Agency on its conformity with the Comprehensive Plan.

Section 163.360 (5)(6)(7)(a)(b)(c)(d)(e), Plan Approval

163.360 (5). The community redevelopment agency will submit the redevelopment plan, along with written recommendations, to the governing body and each taxing authority operating within the boundaries of the redevelopment area.

Action: The Community Redevelopment Agency submitted the Downtown Master Plan, along with written recommendations, to the Pinellas County Board of County Commissioner's for approval consideration pursuant to this section and the obligations specified under Pinellas County Resolution No. 04-214 delegating authority to the City to prepare a plan for the Community Redevelopment Area.

163.360 (6). The governing body shall hold a public hearing on the community redevelopment plan after public notice by publication in a newspaper having a general circulation in the area of operation of the Safety Harbor Community Redevelopment Area.

Action: A public hearing on the Safety Harbor Community Redevelopment Plan was held on January 5, 2009 (first reading) and on January 20, 2009 (second reading).

163.360 (7). Following the public hearing described above, the City Commission may approve the redevelopment plan if it finds that:

(a) A feasible method exists for the location of families who will be displaced from the Redevelopment area in decent, safe, and sanitary dwelling accommodations within their means and without undue hardship to such families;

Action: To minimize the relocation impact, the Agency will provide supportive services and equitable financial treatment to any individuals, families and businesses subject to relocation. When feasible, the relocation impact will be mitigated by assisting relocation within the immediate neighborhood and by seeking opportunities to relocate within new/redeveloped buildings that will contain residential and commercial space.

(b) The Redevelopment Plan conforms to the general or comprehensive plan of the county or municipality as a whole;

Action: The City's Local Planning Agency determined the Downtown Master Plan to be in conformance with the City's Comprehensive Plan on November 12, 2008.

(c) The Redevelopment Plan gives due consideration to the utilization of community policing procedures, and to the provision of adequate park and recreational areas and facilities that may be desirable for neighborhood improvement, with special consideration for the health, safety, and welfare of children residing in the general vicinity of the site covered by the Plan;

Action: The need to utilize community policing procedures is supported in Section 3 above. The plan recommends improved recreational opportunities as referenced in the Concept Plan and analysis and recommendations sections and the costs for which are contained in the Capital Improvements Budget

(d) The Redevelopment Plan will afford maximum opportunity consistent with the sound needs of the county or municipality as a whole, for the rehabilitation or redevelopment of the redevelopment area by private enterprise.

Action: The need for, and role of, private enterprise/investment to ensure the successful rehabilitation or redevelopment of the Safety Harbor area is described throughout the Plan.

(e) Maintenance of coastal area evacuation time and protection of property against exposure to natural disasters.

Action: Not applicable. This is for redevelopment areas that are located in a coastal tourist area.

Section 163.360 (8)(a)(b), Land Acquisition

These sections of the statute establish requirements for the acquisition of vacant land for the purpose of developing residential and non-residential uses. The Pinellas County Community Development Department recently conducted a nexus study to support an Inclusionary Housing program that determined that there is a countywide need for additional housing affordable to the workforce population. The CRA will actively seek partnership opportunities with the County and private sector to expand the supply of workforce housing in the community redevelopment area which may include land acquisition. The CRA may also play a role in acquiring land to facilitate the proper growth and development of the community redevelopment area for non-residential purposes such as parking, increased parks and open space, and economic development activities in accordance with statutory requirements.

Section 163.360 (9), Full Force and Effect

Upon approval by a governing body of a community redevelopment plan or any modification thereof, the plan and/or modification shall be deemed in full force and effect.

Action: So noted.

Section 163.360 (10), Need as a Result of Emergency.

Provides guidance for development of a redevelopment plan when an area has been designated as blighted as the result of an emergency under Chapter 252.34(3).

Action: Not Applicable.

Chapter 163.362 - Contents of Community Redevelopment Plans

Every community redevelopment plan shall:

Chapter 163.362(1) Legal Description

Contain a legal description of the boundaries of the redevelopment area and the reasons for establishing such boundaries shown in the plan.

Action: A legal description of the boundaries of the redevelopment area and the reasons for establishing the boundaries are contained in the Finding of Necessity Study and is included in Appendix "B".

Chapter 163.362(2) Show By Diagram and General Terms:

(a) Approximate amount of open space and the street layout.

Action: See sections dealing with Existing Land Use and Transportation included in Appendix "D".

(b) Limitations on the type, size, height number and proposed use of buildings.

Action: Limitations on the type, size, height, number and proposed use of buildings is described in the Downtown Master Plan under "Vision Plan". However it is expected that the City's Comprehensive Zoning and Land Development Code will continue to provide the regulatory framework for any building dimension or style limitations.

(c) The approximate number of dwelling units.

Action: According to a GIS analysis of June 2008 parcel data; there are 348 single-family homes, 22 duplex units, and 39 multi-family apartments in the Community Redevelopment Area. Using a household factor of 2.5 persons for single-family homes and duplex units, and 2.0 persons for multi-family apartments, there are approximately 1,003 persons residing within the Community Redevelopment Area.

(d) Such property as is intended for use as public parks, recreation areas, streets, public utilities and public improvements of any nature.

Action: Figure 2, Master Development Plan Framework, in the Downtown Master Plan, identifies property intended to be used for public purposes such as parks, recreation areas, streets, and utilities.

Chapter 163.362(3) Neighborhood Impact Element

The community redevelopment projects and programs are designed to have a positive impact on neighborhoods in terms of traffic circulation, environmental quality, availability of community facilities and services and other matters affecting the physical and social quality of the neighborhoods. The Downtown Master Plan does not specifically contemplate the relocation of any household in the CRA. The land acquisition component of the plan mainly relates to vacant, distressed, or for-sale properties that provide opportunity for achieving the goals of the Downtown Master Plan in areas such as increasing parks and open space, off-street parking, and economic and community development initiatives.

In the unlikely event the Community Redevelopment Agency was to recommend acquiring property that would result in the displacement of an individual or family, the Agency will provide supportive services and equitable financial treatment. When feasible, the relocation impact will be mitigated by assisting relocation within the immediate neighborhood.

Chapter 163.362(4) Publicly Funded Capital Projects

Identify specifically any public funded capital projects to be undertaken within the community redevelopment area.

Action: A list of publicly funded projects located within the boundaries of the redevelopment area is provided in the Downtown Master Plan under Action Strategies, Capital Projects and Program Implementation. Short-term projects and activities are identified in the 5-Year Work Plan.

Chapter 163.362(5) (6) Safeguards and Retention of Control

Contain adequate safeguards that the work of redevelopment will be carried out pursuant to the plan. Provide for the retention of controls and establishment of any restrictions or covenants running with land sold or leased for private use.

Action: The following safeguards and procedures will help ensure redevelopment efforts in the redevelopment area are carried out pursuant to the redevelopment plan:

The Community Redevelopment Plan is the guiding document for future development, redevelopment and ancillary programs, projects and activities in and for the community redevelopment area. In order to assure that redevelopment will take place in conformance with the projects, goals and policies expressed in this plan, the Safety Harbor Community Redevelopment Agency will utilize the regulatory devices, instruments and

systems used by the City of Safety Harbor to permit development and redevelopment within its jurisdiction. These include but are not limited to the Comprehensive Plan, the Comprehensive Zoning and Land Development Code, adopted design guidelines, performance standards and City authorized development review, permitting and approval processes. Per Florida Statute, the Safety Harbor City Commission retains the vested authority and responsibility for:

1. The power to grant final approval to Redevelopment Plans and modifications.
2. The power to authorize issuance of revenue bonds as set forth in Section 163.385.
3. The power to approve the acquisition, demolition, removal or disposal of property as provided in Section 163.370(3), and the power to assume the responsibility to bear loss as provided in Section 163.370(3).

The Redevelopment Agency Board shall be fully subject to the Florida Sunshine Law and will convene, at a publicly noticed meeting, at least on an annual basis in a public forum.

In accordance with Section 163.356(3)(c), by March 31 of each year the Redevelopment Agency shall file an Annual Report detailing the Agency's activities for the preceding fiscal year. The report shall include a complete financial statement describing assets, liabilities, income and operating expenses. At the time of filing, the Agency shall publish in a newspaper of general circulation a notice that the report has been filed with the City and is available for inspection during business hours in the office of the City Clerk and the Safety Harbor Community Redevelopment Agency.

The Community Redevelopment Agency shall maintain adequate records to provide for an annual audit, which shall be conducted by an independent auditor and will be included as part of the City of Safety Harbor Comprehensive Annual Financial Report for the preceding fiscal year. A copy of the Agency audit, as described in the CAFR will be forwarded to each taxing authority.

The Agency shall provide adequate safeguards to ensure that all leases, deeds, contracts, agreements, and declarations of restrictions relative to any real property conveyed shall contain restrictions and/or covenants to run with the land and its uses, or other provisions necessary to carry out the goals and objectives of the redevelopment plan.

The redevelopment plan may be modified, changed, or amended at any time by the Safety Harbor Community Redevelopment Agency and City Commission provided that; if modified, changed, or amended after the lease or sale of property by the Agency, the modification must be consented to by the developer or redevelopers of such property or his successors or their successors in interest affected by the proposed modification. Where the proposed modification will substantially change the plan as previously approved by the governing body, the City Commission will similarly approve the modification. This means that if a developer acquired title, lease rights, or other form of development agreement, from the Agency to a piece of property within the redevelopment area with the intention of developing it in conformance with the redevelopment plan, any amendment that which might substantially affect his/her ability to proceed with that development would require his/her consent.

When considering modifications, changes, or amendments in the redevelopment plan, the Agency will take into consideration the recommendations of interested area property owners, residents, and business operators. Proposed minor changes in the Plan will be communicated by the agency responsible to the affected property owner(s).

Chapter 163.362(7) Assurance of Replacement Housing for Displaced Persons

Provide assurances that there will be replacement housing for the relocation of persons temporarily or permanently displaced from housing facilities within the community redevelopment area. The Community Redevelopment Agency has adopted a Resolution regarding a relocation policy. A copy of this Resolution is included at the end this section.

Action: As previously stated, to minimize the relocation impact, the Agency will provide supportive services and equitable financial treatment to any individuals, families and businesses subject to relocation. When feasible, the relocation impact will be mitigated by assisting relocation within the immediate neighborhood and by seeking opportunities to relocate within new/redeveloped buildings that will contain residential and commercial space. The City of Safety Harbor will also work with private developers and the Pinellas County Community Development Department to identify plans, programs and options that support relocation assistance.

This commitment is reflected in Resolution 93-2 provided in Appendix "F". However, per comments from Pinellas County Staff, the City shall amend the definition of "Displaced" as defined in Section 1(E) of Resolution 93-2, to read as follows: "Any property owner, tenant, business or non-profit organization that is required to move involuntarily and permanently due to CRA or CRA assisted land acquisition projects or activities.

Chapter 163.362(8) Element of Residential Use

Provide an element of residential use in the redevelopment area if such use exists in the area prior to the adoption of the plan or if the plan is intended to remedy a shortage of housing affordable to residents of low to moderate income, including the elderly.

Action: There are residential uses of various types and character, including, single-family, multi-family, rental units, owner occupied units, and detached units in existence in the redevelopment area at the time of this writing. The efforts undertaken by the Agency, as described in this Redevelopment Plan, are intended to retain and enhance a high quality of residential use, particularly with regard to developing and maintaining sustainable neighborhoods. Redevelopment program activities will strive to cultivate the positive neighborhood characteristics cited by the community during public workshops and reduce or eliminate any negative characteristics.

The establishment of a revitalized and expanded residential base within the Safety Harbor community is essential to achieve a successful economic redevelopment program. Residents living within the redevelopment area will comprise components of the work force and the market, which will generate economic activity.

Chapter 163.362(9) Statement of Projected Costs

Contain a detailed statement of the projected costs of development, including the amount to be expended on publicly funded capital projects in the community redevelopment area and any indebtedness of the community redevelopment agency or the municipality proposed to be incurred for such redevelopment if such indebtedness is to be repaid with increment funds.

Action: Project costs and funding sources are described in the Downtown Master Plan under Tax Increment Finance Plan and Other Financing Methods.

Chapter 163.362(10) Duration of Plan

Provide a time certain for completing all redevelopment financed by increment revenues.

Action: The Safety Harbor Community Redevelopment Plan shall remain in effect and serve as a guide for future redevelopment activities in the redevelopment area through 2022.

APPENDIX “F”
RESOLUTION 93-2
CRA RELOCATION POLICY

RESOLUTION NO. 93-2

**A RESOLUTION OF THE COMMUNITY
REDEVELOPMENT AGENCY OF THE CITY OF SAFETY
HARBOR ADOPTING A RELOCATION POLICY AND
ESTABLISHING AN EFFECTIVE DATE**

WHEREAS, Chapter 163.362, Florida Statutes, requires that the Community Redevelopment Plan provide for the relocation of displaced persons; and

WHEREAS, the Safety Harbor Downtown Redevelopment Action Plan contained within the City's Community Redevelopment Plan requires the adoption of a relocation policy consistent with the policy for Pinellas County; and

WHEREAS, the Pinellas County Community Development Department has provided the City with relocation guidelines acceptable to the County.

**NOW THEREFORE, BE IT RESOLVED BY THE COMMUNITY
REDEVELOPMENT AGENCY OF THE CITY OF SAFETY HARBOR, FLORIDA,
IN SESSION DULY AND REGULARLY ASSEMBLED, THAT:**

Section 1 - Definitions

- (A) Affordable - Available at a monthly cost which does not exceed 30 percent of the household's average gross monthly income. The monthly costs include principle, interest, taxes, utilities and insurance or rent;
- (B) Comparable Housing - Functionally equivalent and substantially the same or better, in areas not generally less desirable, reasonably accessible to the displaced's place of employment, available on the market and affordable to the displaced;
- (C) CRA - Community Redevelopment Agency for Safety Harbor;
- (D) Decent, Safe and Sanitary Replacement Housing - A dwelling which is structurally sound, conforms to all local housing codes, contains a safe electrical wiring system, has an adequate supply of potable water both hot and cold, has a working kitchen and is connected to an adequate sewage system, has unobstructed ingress/egress, is adequate in size with respect to the number of rooms and area of living space needed to accommodate the displaced, and is free of any barriers which would prevent reasonable use of, and access to and from the unit, if the displaced was handicapped;

(E) Displaced - Any property owner, tenant, business or non-profit organization that is required to move involuntarily and permanently due to CRA or CRA assisted land acquisition projects;

(F) Incidental Relocation Expenses - Storage of personal property for a reasonable time, insurance premiums covering loss and damage of personal property during transit, losses of personal property where insurance was not available, removal and reinstallation expenses for appliances, re-connection of utilities (not including line extensions or other capital improvements), utility deposits, first and last months rent for tenants, security deposits for tenants, and the cost of meals, transportation and temporary lodging.

(G) Incidental Replacement Costs - Legal, closing and related costs such as title search, notary fees, surveys, appraisals, credit reports, lender application fees, title insurance, inspection fees, charges incidental to recordation, and other costs normally paid by the buyer.

Section 2 - Eligibility

- (A) Any property owner, tenant, business or nonprofit organization that is displaced by a CRA or CRA assisted land acquisition project;
- (B) The CRA will not reimburse for more than one (1) move of the displaced;
- (C) To be eligible for replacement housing the displaced must have owned or rented and occupied the displaced dwelling for a period not less than 180 days prior to receipt of a notice of displacement. Households occupying the replacement dwelling for less than 180 days are eligible for moving expenses only;
- (D) To be eligible for moving expenses the tenant must have occupied the displaced dwelling or business at the time of the notice of displacement.

Section 3 - Survey Required

- (A) The CRA shall undertake a survey of all families, individuals and businesses to be undertaken prior to actual acquisition. An analysis shall be prepared which includes detailed information about specific housing and other needs, available housing, costs of housing, and any specific social problems which must be addressed in order to assure the successful relocation of residents and business.

Section 4 - Advance Written Notice

- (A) The CRA shall provide all tenants and property owners with an advance written notice of displacement;

(B) The notice of displacement shall occur at least 60 days in advance of acquisition and shall include the following minimum information:

- 1) That the CRA intends to acquire the property;
- 2) That they may be eligible for relocation benefits;
- 3) Where they can obtain information regarding the benefits;
- 4) That they will be provided with the procedure for obtaining benefits; and
- 5) That they will be given reasonable advisory services, including counseling, referrals to replacement properties, claim assistance, fair housing assistance and other services.

Section 5 - Coordination with other Agencies

(A) The CRA shall coordinate relocation activities with Pinellas County Community Development, the Housing Authority, the Department of Housing and Urban Development, existing public and private social service agencies, and other applicable agencies.

Section 6 - Relocation within the Redevelopment Area

(A) An effort shall be made to relocate property owners and tenants to comparable and suitable locations within the Redevelopment Area.

Section 7 - Replacement housing

(A) Eligible individuals and families displaced from a dwelling shall be entitled to apply for benefits to relocate to comparable decent, safe and sanitary affordable replacement housing;

(B) To be eligible for benefits, the displaced must purchase or rent and occupy a replacement dwelling within one (1) year of vacating the displaced dwelling;

(C) The displaced shall not be eligible for a replacement housing payment which exceeds the amount actually expended to obtain a replacement dwelling;

(D) Property owners shall be eligible for reasonable incidental replacement costs to purchase a replacement dwelling. All such expenses must be documented to the satisfaction of the CRA;

(E) The maximum owner occupied replacement housing payment shall be computed by subtracting the amount offered by the CRA from the amount computed to be necessary based upon local market conditions to acquire an available comparable decent, safe and sanitary affordable replacement dwelling;

(F) Tenants shall be eligible for the difference in rent between the displaced dwelling and the available comparable decent, safe and sanitary affordable replacement dwelling for a period not to exceed 24 months;

(G) The CRA shall make the final determination of the payment necessary to purchase or rent replacement housing.

Section 8 - Relocation Expenses

(A) Displaced eligible residents, businesses and nonprofit organizations shall be entitled to apply for relocation expenses;

(B) The relocation benefit shall include both the actual cost of moving along with reasonable incidental relocation expenses;

(C) Relocation benefits shall be limited to the cost of a move not to exceed 25 miles from the point of origin;

(D) A minimum of two (2) estimates must be obtained from a commercial mover;

(E) All relocation expenses must be documented to the satisfaction of the CRA, and the CRA shall make the final determination of the payment necessary to provide for reasonable relocation expenses.

Section 9 - Claim and Filing Date

(A) All claims for relocation benefits must be made in writing to the CRA, and must be made within 6 months of the date relocated or obtaining replacement housing.

Section 10 - Federal Guidelines

(A) Relocation benefits and procedures for all acquisition projects which involve the use of federal funds shall comply with federal guidelines.

Section 11 - Effective Date

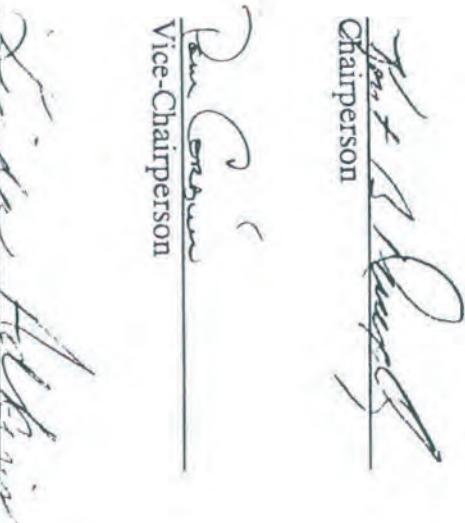
(A) This Resolution shall be effective immediately upon passage and adoption.

PASSED AND ADOPTED BY THE COMMUNITY REDEVELOPMENT
AGENCY OF THE CITY OF SAFETY HARBOR, FLORIDA THIS 5th DAY OF
April, 1993.

ATTEST:


Bonita Haynes
Bonita Haynes, City Clerk


Pam Crennan
Vice-Chairperson


Linda Hiltner
Agency Member

APPROVED AS TO FORM:


Alan S. Zimmet, Attorney


John L. Banks
Agency Member


Dennis D. A. Holt
Agency Member

OFFICE OF
THE CITY ATTORNEY
City of Safety Harbor
750 Main Street
Safety Harbor, Florida 34695

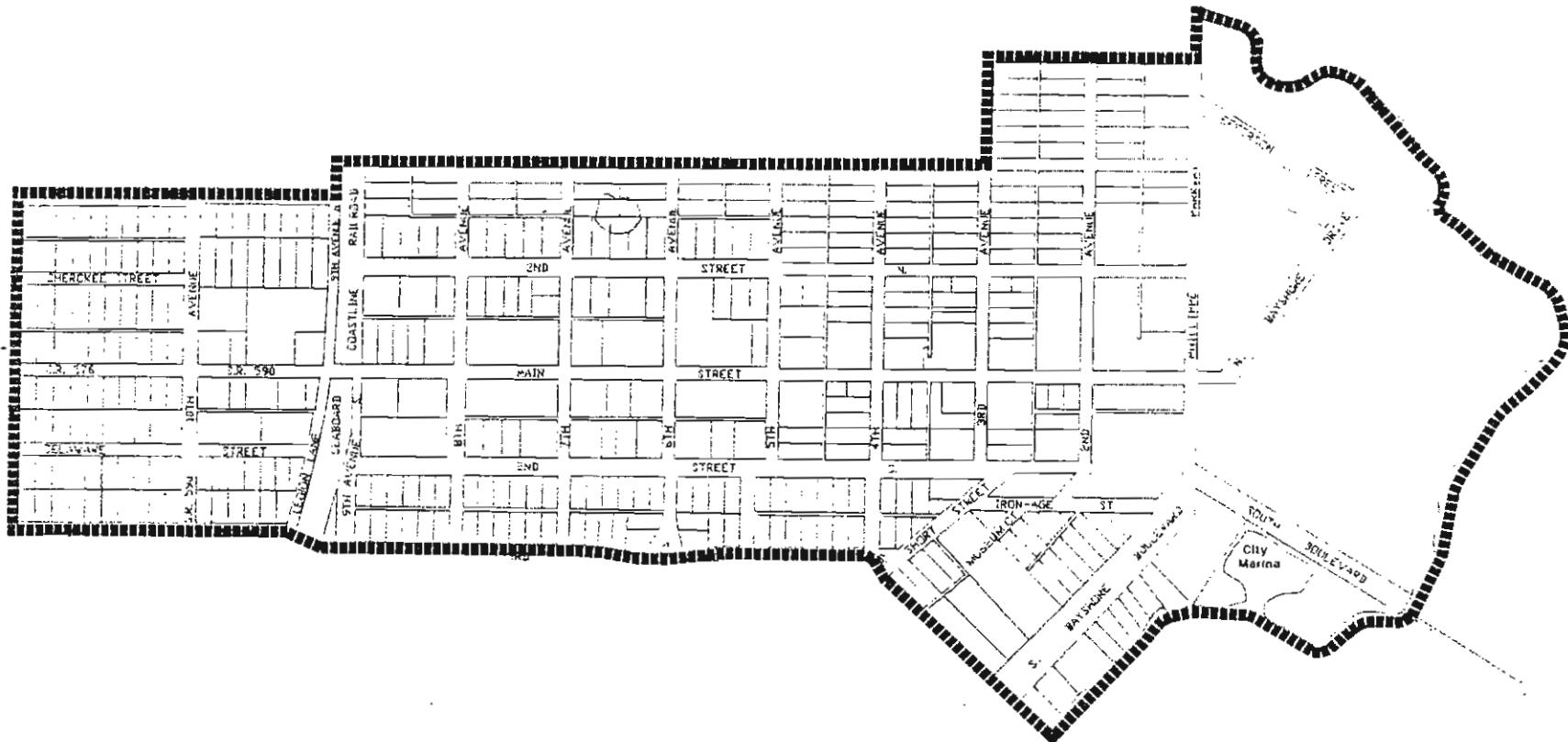
APPENDIX “G”
SLUM AND BLIGHT CRITERIA

Appendix II - Findings of Necessity

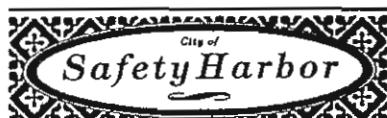
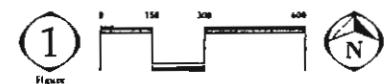
The Florida Community Redevelopment Act of 1969, Section 163.355 allows communities to create a Community Redevelopment Agency and subsequent redevelopment plans upon a finding that certain areas of the community are subject to conditions of slum or blight and that a redevelopment program is necessary to correct the slum or blight conditions.

The proposed Safety Harbor Downtown Redevelopment Area is illustrated on Figure 1 of this Findings of Necessity and is described as follows:

BEGINNING at the intersection of the centerline of Suwannee Street and Eleventh Avenue; thence Northerly along the centerline of Eleventh Avenue to the centerline of Third Street North; thence Easterly along the centerline of Third Street North to the centerline of Ninth Avenue North; thence Northerly along the centerline of Ninth Avenue North to the centerline extended, of Third Street North; thence Easterly along the centerline, extended, and centerline of Third Street North to the centerline of Third Avenue North; thence Northerly along the centerline of Third Avenue North to the centerline of Fourth Street North; thence Easterly; along the centerline of Fourth Street North to the centerline of Phillippe Parkway; thence Northerly along the centerline of Phillippe Parkway to the centerline of Mullet Creek; thence Easterly along the centerline of Mullet Creek to its confluence with the Tampa Bay; thence Southerly along the shoreline of the Tampa Bay to its intersection with South Boulevard; thence continuing Southwesterly along the shoreline of Tampa Bay to the entrance to the City Marina, thence continuing Southwesterly across the entrance to the City Marina and along the shoreline of the Tampa Bay to its intersection with the Southwesterly line of Block 2 of Leech and Strain's Addition to Green Springs; thence Northwesterly along the Southwesterly line of Block 2 and Block 3, Lot 4 of Leech and Strain's Addition to Green Springs to the centerline of Third Street South; thence Westerly along the centerline and centerline extended, of Third Street South to the centerline of Legion Lane; thence Northerly along the centerline of Legion Lane to the centerline of Suwannee Street; thence Westerly along the centerline of Suwannee Street to its intersection with the centerline of Eleventh Avenue, and the POINT OF BEGINNING.



Study Area Boundary



Downtown Redevelopment Plan



8 R W INC.

The proposed redevelopment area was the subject of evaluation as presented to the Economic Assessment and Physical Inventory of Existing Conditions.

Based upon the evidence provided in Economic Assessment and Physical Inventory of Existing Conditions, this Findings of Necessity substantiates the need for creating a Community Redevelopment Agency for the City of Safety Harbor and the need for a redevelopment program for the proposed redevelopment area shown in Figure 1. The results of the Economic Assessment and Physical Inventory of Existing Conditions show that the conditions necessary to designate areas as "blighted" according to Chapter 163.340(8)(a) of the Florida Community Redevelopment Act do exist within the proposed redevelopment area and are likely to continue unless a redevelopment program for the area is established. Specifically an area may be considered blighted according to Chapter 163.340(8)(a) if:

"...there are a substantial number of slum, deteriorated, or deteriorating structures and conditions which endanger life or property by fire or other causes or one or more of the following factors which substantially impairs or arrests the sound growth of a county or municipality and is a menace to the public health, safety, morals, or welfare in its present conditions and use:

- (1) Predominance of defective or inadequate street layout;
- (2) Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
- (3) Unsanitary or unsafe conditions;
- (4) Deterioration of site or other improvements;
- (5) Tax or special assessment delinquency exceeding the fair value of the land; and
- (6) Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area."

Summary of Findings of Necessity

It is evident from the findings of the "Economic Assessment and Physical Inventory of Existing Conditions" that the following conditions clearly exist within the proposed redevelopment areas shown on Figure 1, and are indicative of a blighted area as defined above.

1. The 1991 value of the housing stock in the proposed redevelopment area is substantially less than the average for Pinellas County (approximately \$45,000 versus \$71,400). Although there are few deteriorated or dilapidated dwellings, many of the dwellings are falling into disrepair. Programs and funds to assist housing condition improvements are necessary if existing housing conditions are to improve.

2. Pedestrian circulation is discouraged and is not safe because:
 - a. Main Street serves as a through facility (SR 590)
 - b. Main Street is under-designed for a State Route facility;
 - c. Sidewalks are narrow and in need of repair;
 - d. Handicapped ramps are lacking;
 - e. Parking along Main Street combined with the speed of through traffic impedes pedestrian crossing.
3. Traffic circulation in downtown is impeded because of the speed and volume of vehicles on Main Street and the number of north-south crossing streets and drive access that create turning movement conflicts.
4. Off-street parking facilities for business, particularly on the east end of downtown, is inadequate and insufficient. Many small lots are not paved.
5. Most non-residential structures in the downtown do not meet the expected aesthetic standards and physical design characteristics needed to encourage future growth and development at a rate commensurate with the north Pinellas County area, but exhibit aspects of a visual and physical nature that can be considered blight.
6. The typical parcel size along the three major east-west streets (North Second Street, Main Street, South Second Street) are too small for most types of modern retail, office and parking facility development.
7. The majority of properties in the area are owned by a number of individuals, making assembly of lots for development difficult.

It is therefore necessary for the City of Safety Harbor to create a Community Redevelopment Agency as permitted by the Florida Community Redevelopment Act and to prepare, adopt and implement a redevelopment program for downtown Safety Harbor.

Value of Housing Stock

The average single-family residential property value in Pinellas County in 1991 was \$71,400 and in Safety Harbor that average value was \$64,700. Within the proposed redevelopment area the approximate average value of a single-family residential unit is less than \$45,000. Due to the marginal conditions of many of the homes in the area, a housing program should be initiated to improve existing housing stock. If improvements to the area or to the houses in the area are not initiated the value of the houses will probably decline further. At best, they may increase in value at a rate less than regional appreciation rates.

Pedestrian Circulation

It is very difficult for pedestrians in the downtown area to cross Main Street due to the speed and volume of the traffic. Additionally, the narrow sidewalks between the roadway and buildings discourage prolonged pedestrian activity. More frequent handicapped ramps, better pedestrian linkage from parking areas to buildings, slower speeds on Main Street and more recognizable pedestrian crossing areas could make the area more pedestrian friendly.

Street Layout and Traffic Circulation

Main Street is currently being used as both a through traffic route (SR 590) and as a local street for downtown business patrons. Because Main Street has little or no expansion potential, unless on-street parking is removed, Main Street is not functioning well as either through traffic facility or a local street. Additionally, the numerous north-south street intersections and drive accesses serve to create excess turning movement conflicts. It is difficult to gain access to Main Street from the side streets and the multiple directions of flow create pedestrian crossing difficulties.

Other deficiencies in the area include:

- The roadway surface of the local streets, particularly in the northeast area of the proposed redevelopment area are in disrepair. The brick streets of the area have settled unevenly and need repair.
- Sidewalks and curb/gutters combinations throughout the area are cracked and have settled and are in need of repair.

Off-Street Parking

Off-street parking is severely limited in the downtown area. Much of the parking for the retail businesses is provided on Main Street. Private parking, particularly for the retail businesses, are on small, unpaved poorly signed lots to the rear of buildings. Because the lots are small, backing and turning movements are restricted, often forcing cars to be backed onto the north-south side streets. There is a definite need for more centralized parking, better signage to direct customers toward parking, and well designed pedestrian links from the parking areas to businesses.

Non-Residential Structure Design and Market Quality

Within the downtown there is a lack of a consistent design theme or character that links buildings, public spaces, landscaping and the parking/circulation system. In addition many of the structures, except in the office area between Eighth Avenue and Fifth

Avenue, are older structures that are not attractive, or conducive to potential investment or reinvestment due to their size, character and construction. This lack of design continuity and structural quality is a definite deterrent to development market expansion in the downtown area. From a design perspective the following conditions will hamper future market expansion.

- Most businesses, especially on the east and west ends of downtown do not provide people spaces or coordinated streetscaping along their sidewalks. This lack of landscaping, existing overhead utilities and generally unattractive signage provides a poor visual impact.
- Lack of streetscape design elements and a coordinated pedestrian system linking parks, open spaces, parking and buildings discourages pedestrian activity.

Faulty Lot Layout and Ownership Diversity

The lot layout within the proposed redevelopment area is typical of traditional city development: a grid street system and rectangular lots with fifty foot frontage. Throughout the area, and in particular between Second Street North and Second Street South, the old pattern remains intact. The typical size of a non-residential lot in this area is roughly 10,000 square feet. Because modern development usually requires larger parcels, assembly of developable land for either structural development or central parking facilities will be difficult. If future investment in this area is to occur, assembly of these parcels will be necessary to meet the city's retail and office development requirements for set backs, parking, storm drainage, and landscaping.

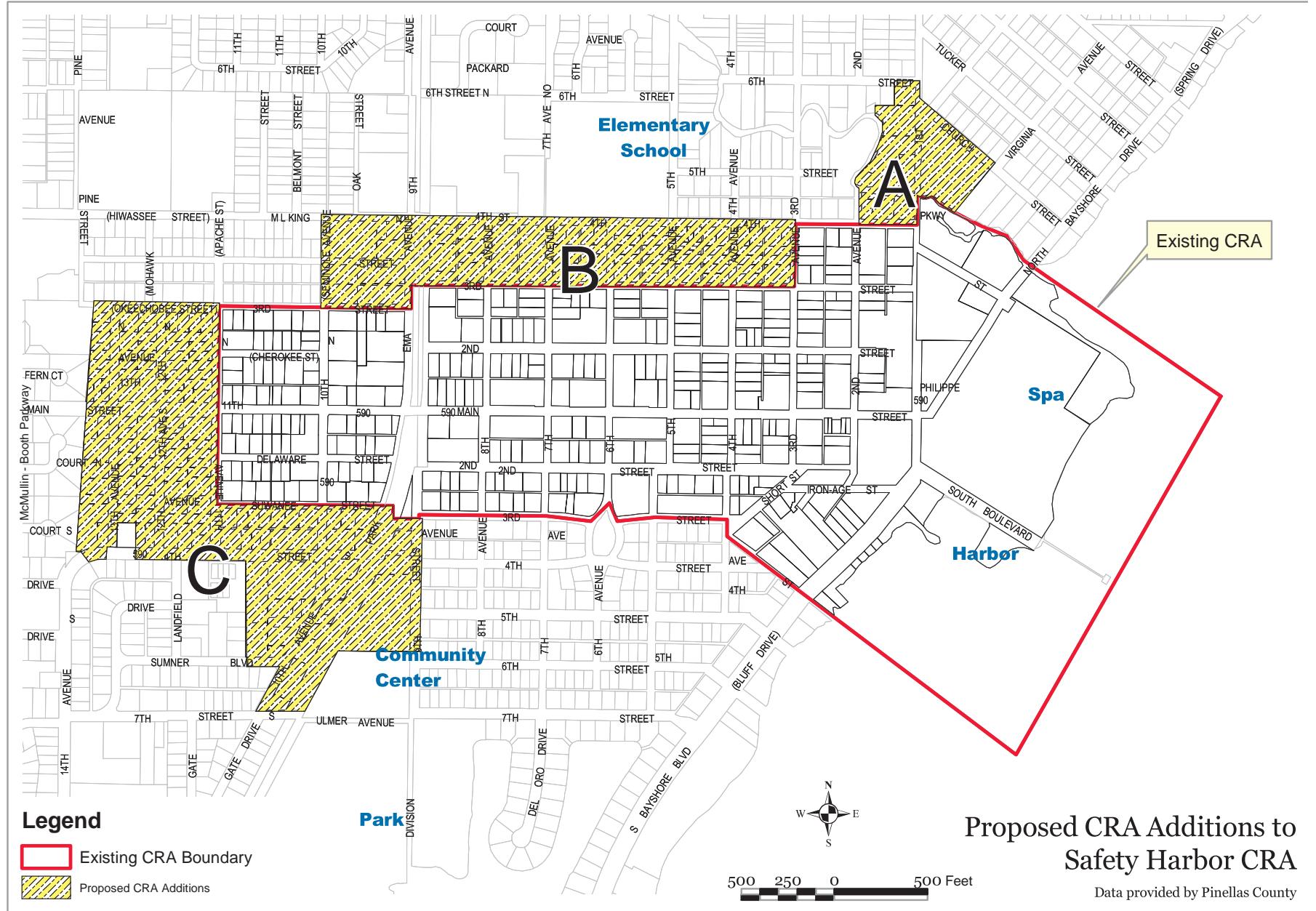
Compounding the task of assembling parcels of land to create developable sites for structures or central parking is the diversity of ownership in the non-residential area between Second Street North and Second Street South. (Multiple ownership in the residential areas should not create problems, as they are to remain residential.) Particularly along the Second Streets, where parcel sizes are on average even smaller than the other commercial areas, parcel ownership is most numerous. Negotiations for land assembly for new or replacement development could be extremely difficult.

Part II – Study Area Description

Study Area Defined

The study area was determined after careful evaluation of all parcels of property located in Safety Harbor and contiguous to the existing CRA boundaries. Final determination for parcels to be included in the proposed boundary was based on the following criteria:

- Statutory criteria pertaining to site and economic conditions that warrant the use of redevelopment powers provided by statute
- Consideration of future development or redevelopment potential
- Consideration of sound planning principles for continuity of future land use based on adjacent land uses or land attributes, transportation systems, and the efficient provision of government utilities and services
- Deteriorating commercial corridors and areas with commercial, industrial and residential land use conflicts
- Consideration of irregular, small or surrounded parcels that might, at some future time, be combined with adjacent parcels for a more efficient use of land
- Areas providing a logical terminus for the boundaries such as 4th Street North and Church Street.



Study Area Boundary

The Current CRA

The following is a generalized legal description of the Safety Harbor Downtown Redevelopment Area (source – Safety Harbor Downtown Redevelopment Plan Rev. 10/16/95):

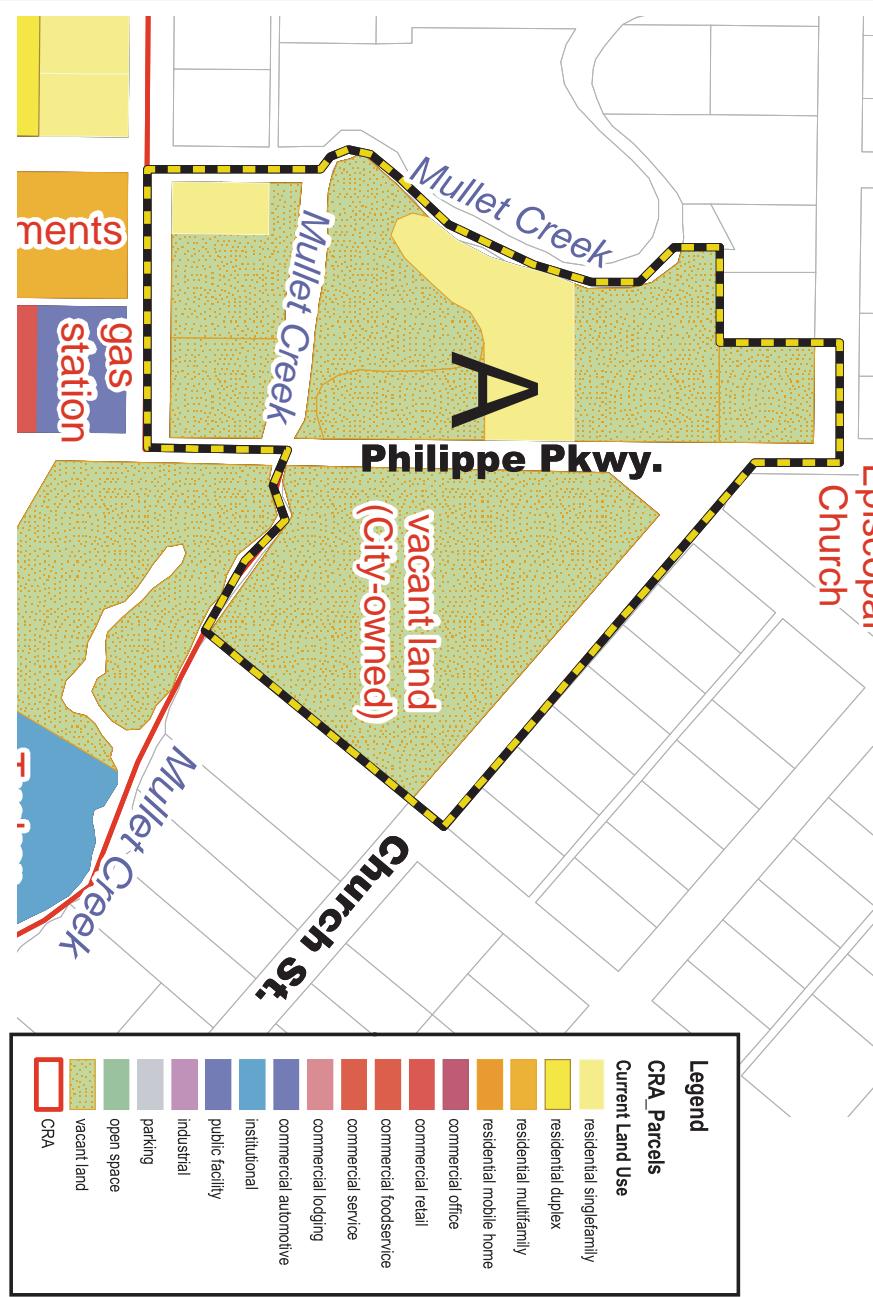
BEGINNING at the intersection of the centerline of Suwannee Street and Eleventh Avenue; thence Northerly along the centerline of Eleventh Avenue to the centerline of Third Street North; thence Easterly along the centerline of Third Street North to the centerline of Ninth Avenue North; thence Northerly along the centerline of Ninth Avenue North to the centerline extended, of Third Street North, thence Easterly along the centerline, extended, and centerline of Third Street North to the centerline of Third Avenue North; thence Northerly along the centerline of Third Avenue North to the centerline of Fourth Street North; thence Easterly; along the centerline of Fourth Street North to the centerline of Philippe Parkway; thence Northerly along the centerline of Philippe Parkway to the centerline of Mullet Creek; thence Easterly along the centerline of Mullet Creek to its confluence with the Tampa Bay; thence Southerly along the shoreline of the Tampa Bay to its intersection with South Boulevard; thence continuing Southwesterly along the shoreline of Tampa Bay to the entrance to the City Marina, thence continuing southwesterly across the entrance to the City Marina and along the shoreline of the Tampa Bay to its intersection with the Southwesterly line of Block 2 of Leech and Strain's Addition to Green Springs; thence Northwesterly along the Southwesterly line of Block 2 and Block 3, Lot 4 of Leech and Strain's Addition to Green Springs to the centerline of Third Street South; thence Westerly along the centerline and centerline extended, of Third Street South to the centerline of Legion Lane; thence Northerly along the centerline of Legion Lane to the centerline of Suwannee Street; thence Westerly along the centerline of Suwannee Street to its intersection with the centerline of Eleventh Avenue, and the POINT OF BEGINNING.

Proposed Area “A”

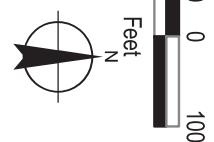
Area “A” includes the city-owned vacant land at the corner of Philippe Parkway and Church Street, along with parcels fronting either side of Philippe Parkway north to the Holy Spirit Episcopal Church and fronting Mullet Creek.

An area north of the Existing CRA being described as:

Beginning at a point on the existing CRA boundary where Fourth Street North intersects Second Avenue North, proceed north along the extended centerline of Second Avenue North through the unpaved right-of-way to its intersection with Mullet Creek; continue north, following the centerline of Mullet Creek as it winds in a generally northwesterly direction to a point where it leaves the stream, proceeding north a distance of approximately 42 feet along the west lot line of Lot 30, Block 4, Spring Park Revised; thence east along the northern lot line of lot 30, Block 4, Spring Park Revised to the western lot line of the east 115 feet of lot



Area "A"
Proposed Addition to the CRA
Safety Harbor, Florida



27, Block 4, Spring Park Revised north to the centerline of 6th Street North, thence turning and heading east to a point where the centerline of North Sixth Street intersects with the centerline of North Philippe Parkway; thence turning south, following the centerline of North Philippe Parkway to a point where it intersects with the northern right-of-way line of Church Street extended; thence heading southeast along the northern right-of-way line of Church Street to a point where it intersects the western right-of-way line of Virginia Street; thence proceeding southwest, crossing Church Street, and following the southeast property line of Block 6, Lots 1-7 and that area marked as reserved, Espiritu Santo Springs Revised (currently owned by the City of Safety Harbor), to a point where this property line extended intersects the centerline of Mullet Creek and rejoins the existing boundary of the Safety Harbor CRA. From this point proceed westerly, following the existing boundary of the CRA up Mullet Creek, to Philippe Parkway, thence south to Fourth Street and west along Fourth Street to the POINT OF BEGINNING.

Proposed Area “B”

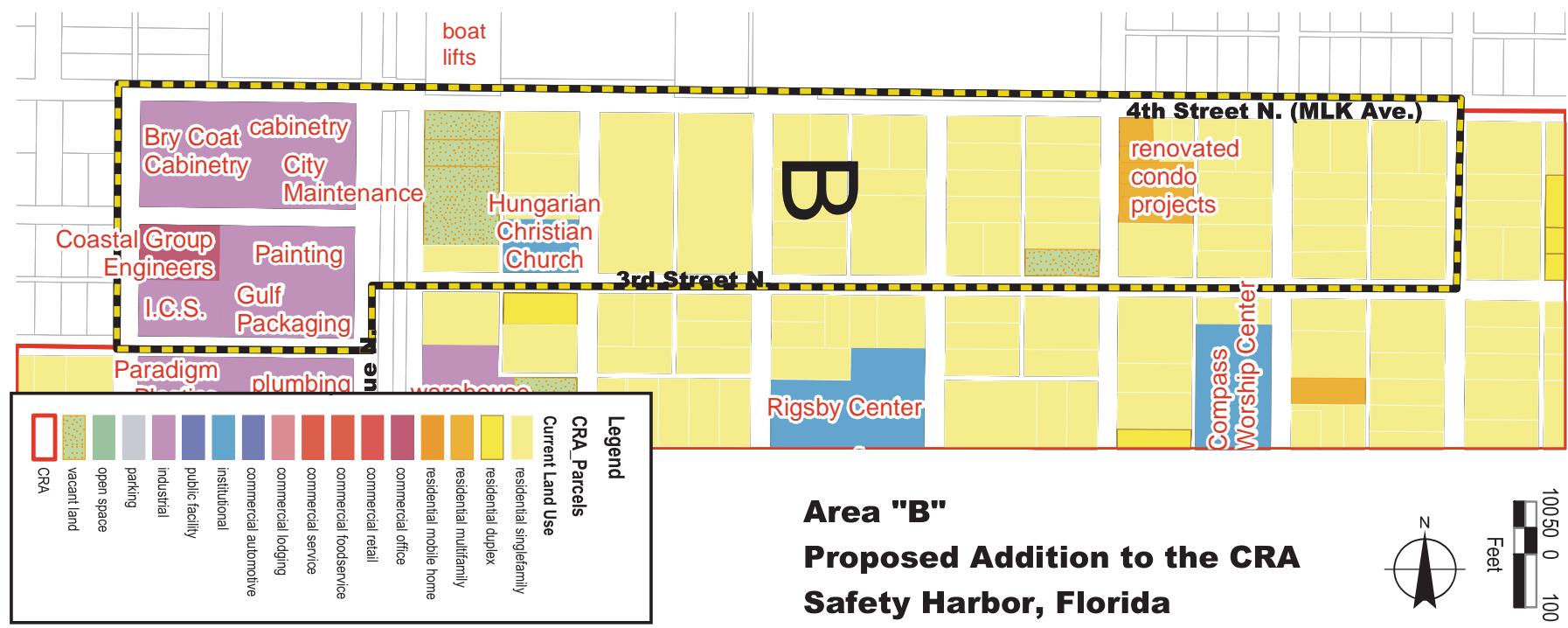
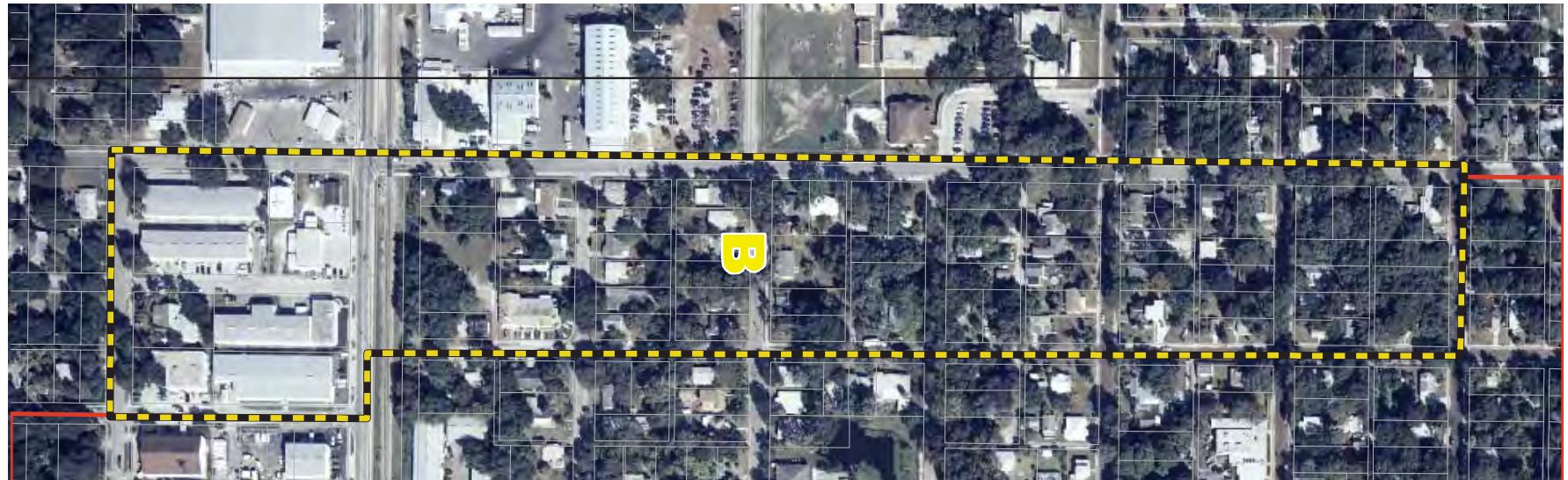
Area “B” will extend the northern boundary of much of the CRA by one block from 3rd Street North to 4th Street North (Dr. Martin Luther King, Jr. Avenue). By adding this area, the CRA will be extended to the Elementary School and the Jacobsen Homes manufacturing plant – a logical break.

An area east of the Existing CRA being described as:

Beginning at a point on the boundary of the existing CRA the centerline of Third Street North intersects the centerline of Third Avenue North, proceed north along the extended centerline of Third Avenue North to a point where it intersects the northern right-of-way line of Fourth Street North; thence proceed west following the northern right-of-way line of Fourth Street North to a point where that line intersects the western right-of-way line of Tenth Avenue North; thence turn heading south along the western right-of-way line of Tenth Avenue North to a point where it intersects the centerline of Third Street North and rejoins the existing CRA boundary; thence proceeding east, following the existing CRA boundary along Third Street North until returning to the intersection with the right-of-way line of Third Avenue North and the POINT OF BEGINNING.

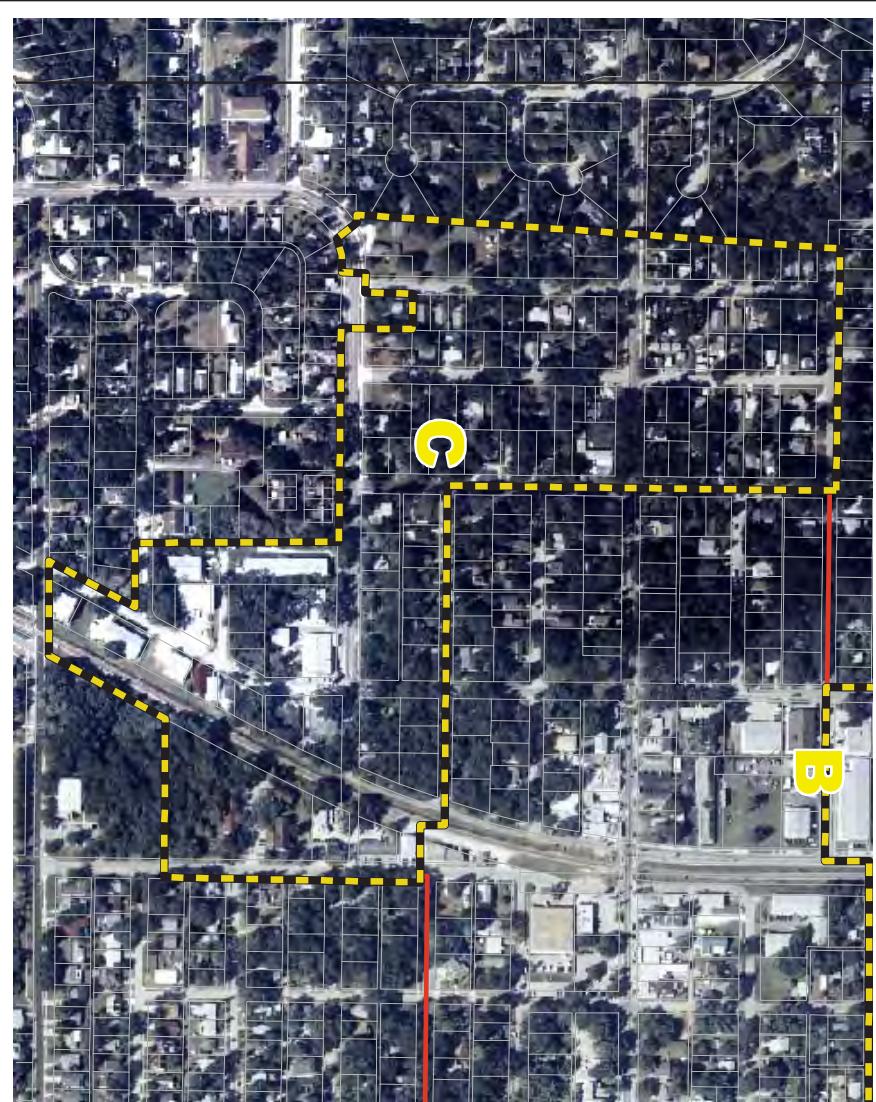
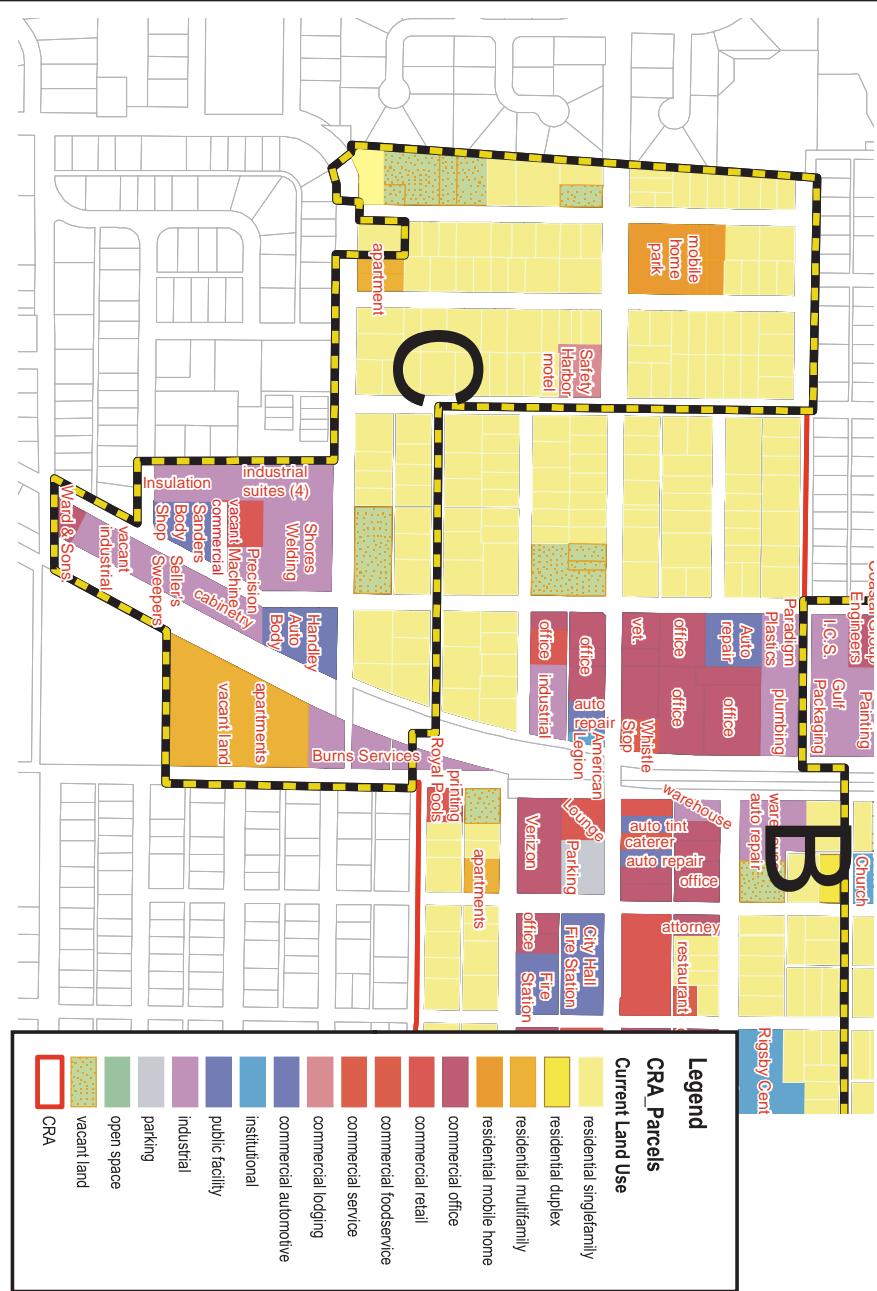
Proposed Area “C”

Area “C” is a proposed addition to the southwest corner of the existing CRA. The western boundary would be moved from 11th Avenue to the rear (western) property lines of parcels fronting the west side of 13th Avenue. This is a logical break because lot configurations to the east are typically urban in nature, measuring approximately 50 x 120 ft., while lot configurations to the west (and outside of the proposed CRA) are typical of suburban Planned Unit Developments. The intent of expansion to the south is to include an industrial area along the railroad corridor extending south to 7th Street South.



Area "B"

Proposed Addition to the CRA Safety Harbor, Florida



Area "C"
Proposed Addition to the CRA
Safety Harbor, Florida

An area south of the Existing CRA being described as:

Beginning at a point on the existing CRA boundary where the centerline of Third Street South intersects the centerline of Eleventh Avenue South, proceed north following the centerline of Eleventh Avenue South to a point where it intersects the northern right-of-way line of Third Street North; thence proceed west, following the north right-of-way line of Third Street North to a point where the street intersects the western property line of Lot 10, Block D, Seminole Park Revised; thence proceed south, following the western (rear) property lines of Block D Seminole Park Revised and Block A Park Heights Subdivisions to a point where that line intersects the northwest right-of-way line of Fourth Street South (SR 590) crossing the street to the opposite right-of-way line; thence proceeding east, following the southern right-of-way line of Fourth Street South (SR 590) with the exclusion of Lots 1 and 2, Block B, Park Heights Subdivision, to a point where it intersects the eastern property line of Willow Pond Subdivision; thence proceeding south following the property line dividing Willow Pond subdivision from the industrial uses to the east to a point where that property line extended intersects the southern right-of-way line of Sumner Boulevard; thence proceeding east following the southern right-of-way line of Sumner Boulevard to a point where it meets the western right-of-way line of Tenth Avenue South; thence proceeding southwest, following the western right-of-way line of Tenth Avenue South to a point where it meets the northern right-of-way line of Seventh Street South; thence proceeding east, following the northern right-of-way line of Seventh Street South to a point where it extended intersects the eastern right-of-way line of the Seaboard Coastline Railroad; thence proceeding northeast following that right-of-way line to a point where it intersects the northern parcel boundary of the Safety Harbor Community Center property (parcel identification 04/29/16/00000/410/0700); thence proceeding east, following the northern property line of that property to a point where it extended (crossing Ninth Avenue) intersects the eastern right-of-way line of Ninth Avenue; thence proceeding north, following the eastern right-of-way line of Ninth Avenue to a point where it intersects the centerline of Third Street South and there rejoins the existing CRA boundary; thence proceeding west, following the existing CRA boundary along Suwannee Street to the POINT OF BEGINNING.

Part III - Inventory

Project Approach

An inventory of blighting conditions was conducted using an approach consistent with the requirements of the Florida Statute. The findings are presented as a series of site photos, maps, and text descriptions of the conditions encountered.

The Florida State Statute

A blighted area means an area in which there are a substantial number of deteriorated, or deteriorating structures, in which conditions, as indicated by government-maintained statistics or other studies, are leading to economic distress or endanger life or property, and in which two or more of the following factors are present:

Sections 163.340(8)F.S.

- (a) Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities;

- (b) Aggregate assessed values of real property in the area for ad valorem tax purposes have failed to show any appreciable increase over the 5 years prior to the finding of such conditions;
- (c) Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
- (d) Unsanitary or unsafe conditions;
- (e) Deterioration of site or other improvements;
- (f) Inadequate and outdated building density patterns;
- (g) Falling lease rates per square foot of office, commercial, or industrial space compared to the remainder of the county or municipality;
- (h) Tax or special assessment delinquency exceeding the fair value of the land;
- (i) Residential and commercial vacancy rates higher in the area than in the remainder of the county or municipality;
- (j) Incidence of crime in the area higher than in the remainder of the county or municipality;
- (k) Fire and emergency medical service calls to the area proportionately higher than in the remainder of the county or municipality;
- (l) A greater number of violations of the Florida Building Code in the area than the number of violations recorded in the remainder of the county or municipality;
- (m) Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area; or
- (n) Governmentally owned property with adverse environmental conditions caused by a public or private entity.

Findings

The first part of the definition contained in the Florida Statute for a blighted area requires evidence that a substantial amount of deteriorating structures are present in the study area contributing to safety and health issues that eventually lead to economic decline. In this case study, documentation from a combination of sources, including census data, property appraiser's data and data collected as a part of the study, indicate that structures are older than elsewhere in the City of Safety Harbor, and many of them are either in poor or are dilapidated condition. This information is not only presented below, but is also contained in the Appendix section of this report. This blight study has also documented that the substantial number of deteriorating structures and conditions have led to an increase in the number and type of police responses in the area, particularly in and around an existing mobile home park located in the study area. The City's Fire Department has also documented that the significant number of deteriorated nonresidential structures located in the study area lead to unsafe conditions. Conflicting land use issues and conditions, as well as the lack of investment in certain locations of the study area, also demonstrate the economic decline. The following sections of the report supports the evidence of blight and blighting conditions, and relates directly to the presence of the other statutory factors outlined in the definition of blight contained in Chapter 163.340(8), Florida Statute.

A) Defective Or Inadequate Street Layout

The City of Safety Harbor has a typical grid street network in the study area. Main Street has an east-west orientation and connects the primary north south corridor in the study area, Bayshore/Philippe Parkway, with McMullen Booth Road, a regional arterial corridor. Mullet Creek and the CSX rail corridor, interrupt the standard grid pattern, which results in dead ends on several minor neighborhood streets causing connectivity and identity issues. A greater detriment to the area is SR 590, which winds through the study area connecting with Main Street, again displacing the traditional grid pattern, and resulting in traffic issues that impact both the residential and nonresidential uses along the corridor. Finally, the connection of the primary corridors that cross the study area to the surrounding regional arterial network leads to cut through traffic that impact the ability to create a pedestrian friendly atmosphere within the redevelopment area.

C) Faulty Lot Layout

Portions of the study areas contain substandard lots with characteristics of faulty lot layout in relation to size, adequacy, accessibility, or usefulness. These were analyzed according to current codes to determine hindrances to future development, indicating possible economic liabilities of affected properties.

Lot size is an important factor in the redevelopment potential for a site. Generally lot sizes of older platted subdivisions are of adequate size to accommodate residential development. However, several properties located in the study are too small for commercial development under current zoning codes. This becomes a significant deterrent for redevelopment. Inadequate lot sizes can cause limitations on property use with respect to parking, loading, stormwater, landscaping, setbacks and other development standards. In fact, within the study area, many of the existing industrial properties lack adequate area for parking and loading. Often when this occurs, the only recourse is to assemble surrounding property in order to attain a parcel large enough to meet regulated design standards, as well as make the site functional for the intended use. This increases the cost of



Unsafe building conditions



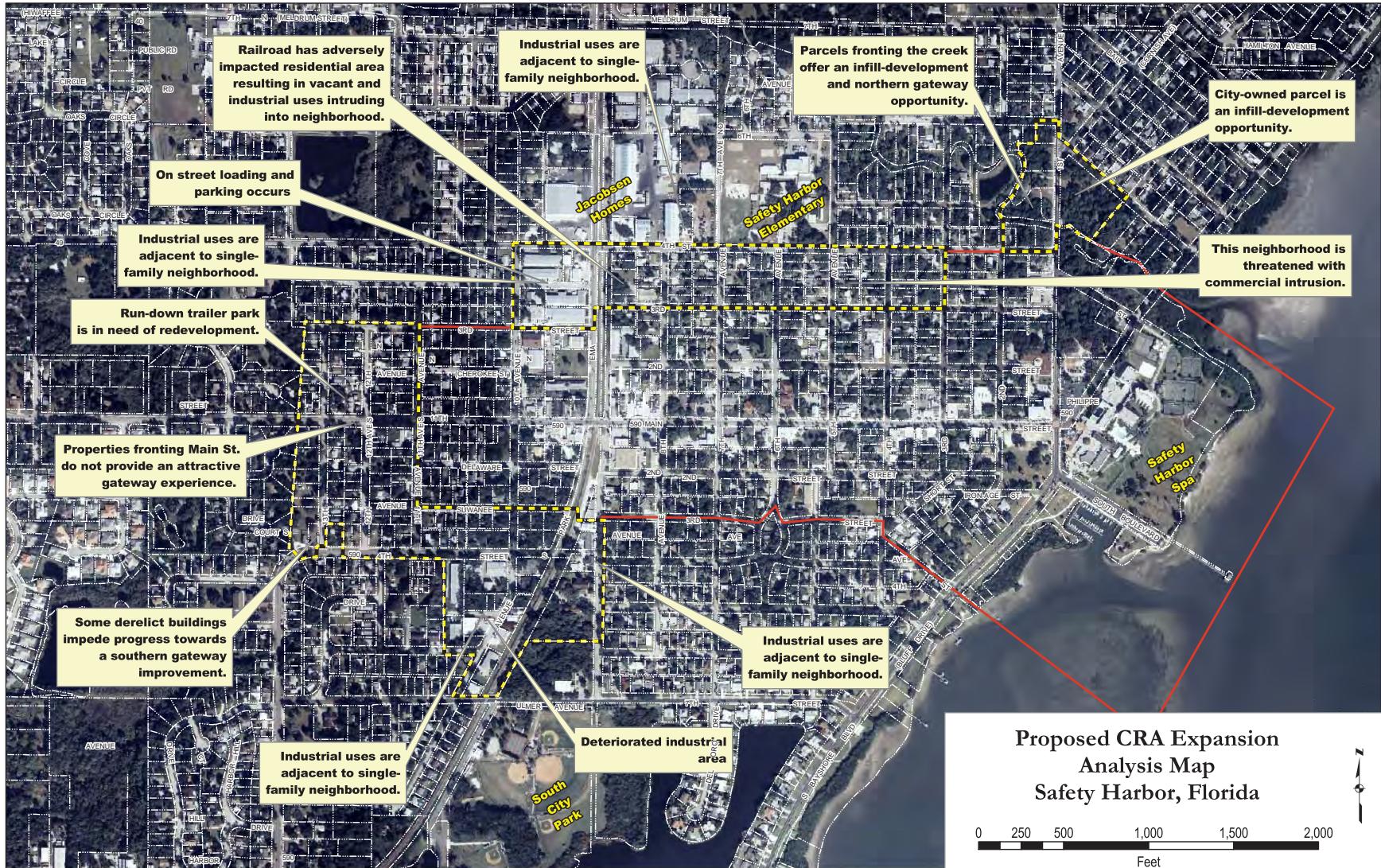
Land Use Conflict-Need for Screening



Unsafe storage and debris



Deteriorating Mobile Home Park



development, which causes a deterrent to private sector investment.

D) Unsanitary Or Unsafe Conditions

Generally, Safety Harbor would not be considered a severely blighted community filled with urban decay. Yet there are circumstances unique to the study area, and identifiable pockets of deteriorated properties around the fringe of the existing CRA. It is apparent that great improvements have been made since the implementation of the original CRA, and it is the objective to establish plans and programs that foster improvements in the proposed CRA expansion areas.

The expansion area contains many structures that are currently in an unsafe or dilapidated condition. These properties include residential as well as non-residential uses, as indicated by the photographic documentation contained in this study. Of particular concern to the City is the mobile home park located at 12th Avenue and Main Street, with its numerous abandoned and dilapidated structures. More importantly, the Pinellas County Sheriff's Office indicates that the area in and around the mobile home park generates far more complaints than the existing CRA related to suspicious activity and disorderly conduct (See the memorandum from Officer Johnson and accompanying incident report covering the period of January 1, 2000 to March 16, 2004 contained in the report appendix), contributing to the areas unsafe and blighting characteristics. Also of concern, is the condition of the industrial area along 10th Avenue South, between 4th and 7th Street. The Safety Harbor Fire Department indicates that the structures in this area are old and in disrepair, making them unsafe in the event of a fire (See the Memorandum from Chief Stout contained in the report appendix.)

E) Deterioration Of Site Or Improvements

One of the more apparent elements of blight is the deterioration of buildings. A significant number of deteriorating or dilapidated buildings in an area are an indication of a lack of private investment. The presence of deteriorated buildings impairs economic growth in a community by negatively impacting property values and the investment environment. In addition, deteriorated buildings create additional expense for the community in the need for increased code enforcement.



Unsafe Conditions



Deteriorating Site Conditions



Parking and Loading Conflicts



Deteriorating Building Conditions

ment. The City's code enforcement activity for the last fiscal year is summarized in the Appendix of this report. As demonstrated by this information, much of the activity focuses on trash, junk vehicles, debris, high grass and similar violations that are indicative of neighborhoods with deteriorating conditions. Fieldwork conducted by RMPK confirmed the existence of deteriorating conditions and sites in the study area. These conditions occur for both residential and non-residential properties, and are documented by the photographs accompanying this report. This evidence indicates a lack of investment in property upkeep and maintenance within the study area. In addition, the City Staff conducted a windshield survey in order to gauge the exterior building conditions of the study area. The survey used a visual analysis to evaluate broad building conditions in the areas of foundation, exterior walls and structure, doors and windows, roof, and grounds conditions. The survey ranked each building into one of the following categories:

Good: Either no, or minor maintenance required.

Fair: Minor Repairs needed. This includes some repair for minor structural elements such as windows and doors, porches and eaves

Poor: Major maintenance required. This includes repair or replacement of such as walls, roofs and foundation (sagging etc.), and/or numerous minor repairs.

Dilapidated: Numerous elements of major investment required, often beyond economic rehabilitation.

The Appendix of this report contains a graphic showing the general building conditions of the study area by block. This analysis indicates that there are a significant number of structures rated in the fair and poor categories throughout the study area. In addition, there are two (2) locations where there are a small concentration of structures that are classified as dilapidated.

Another indication of the building stock quality in the study area is the relative age of the buildings. Aging buildings typically require increased maintenance and repair. In addition, the interior space, exterior appearance, and functional aspects of older buildings may be obsolete for modern market demands. When market demand declines, lease revenues decline; thus, investment in maintenance and/or building enhancements suffer. Using information available from the Pinellas County Property Appraiser, the age and value of structures within the study area was documented. This data demonstrates the following:

1. The greater percentage of homes in the study area were built prior to 1969 (76%), while the greater percentage of homes citywide were built after 1970 (85%), and



2. The majority of homes in the study area were built between 1950 and 1959 (39%), while the majority of homes citywide were built between 1980 and 1989 (49%), and

3. The greater percentage of homes built in the study area range in value between \$60,000 and \$99,000 (75%), while the greater percentage of homes citywide range in value from \$100,000 to greater than \$175,000.

Older buildings are often more costly to maintain. Combined with the potential for lower market demand, the likelihood is increased that deterioration will occur in areas with a concentration of older buildings. The combination of older building stock with deteriorating conditions results in other negative factors in the community, including:

- Lower property values;
- Increased fire hazard potential;
- Increased code enforcement demands;
- Concentration of low-income groups and marginal businesses with decreased potential for investment to reverse the blighting conditions;
- Creation of an environment that is attractive to transients and conducive to criminal activity;
- Increased potential for rentals and decrease in long-term homeownership; and
- Creation of a poor market environment, where existing businesses relocate to other, more stable areas, and desirable businesses do not replace them.

Finally, a review of available Block Data from the U.S. Census for the year 2000 indicates that the study area contains more renter occupied housing (36.5) than the City as a whole (14.1%). In addition, the average age of the population contained within the study area is younger (36.2) than the City as a whole (42.2). This data indicates that the study area is less stable and more transient than other parts of the City. The combination of older structures with a higher renter and younger population, along with the evidence of lower investment and maintenance contributes to the areas condition.

In summary, the concentration of older and deteriorating buildings within the study area confirms the existence of blighting conditions. It discourages investment in the area, ultimately resulting in decreased investment and maintenance, contributing to lower property values and tax revenues.



This City-Owned Parcel on N. Philippe Parkway at Church Street Holds Potential as a Gateway Feature



This Industrial Building on 10th Street S. is Currently Vacant

M) Diversity Of Ownership

Diversity of ownership can contribute to conditions of blight. There is a high degree of diversity of ownership in the study area where a majority of the lots are owned by different persons or entities. According to property ownership data acquired from Pinellas County, there are approximately 174 different owners of the 203 parcels contained in the three study areas. More than eighty-five percent of the parcels are uniquely owned, demonstrating diverse ownership patterns.

This situation is compounded by the fact that many of the individual properties are insufficient in size and may not be owner occupied. This condition makes it extremely difficult to combine properties to bring about more efficient development patterns, and increase investment. If one landowner is interested in redeveloping his or her property but needs the size of a larger parcel to meet existing codes; and the adjacent owners are not interested in joining forces or selling, then the first owner is powerless to make the necessary property improvements. This situation makes redevelopment by the private sector extremely difficult, if not impossible. Unfortunately, the combination of inadequate parcels of property and insufficient demand in the commercial real estate market has stymied opportunities for investment in this area. Without effective redevelopment strategies or intervention by the City, these conditions will further deteriorate.

In summary, the combination of substandard commercial lots and diversity of ownership is a blighting influence. These conditions impede sound growth in the study area by creating a combination of physical, legal, and economic constraints, which makes substantial investment difficult. Further, these impediments to growth perpetuate the negative physical and social conditions, prevent economic revitalization, and lower property values.



A Foreign Auto Sales and Service Business on 10th Street South



A Cabinetry Shop on 10th Street South

APPENDIX “H”
DOWNTOWN PARTNERSHIP PROGRAM

The City is currently offering a range of economic incentives to assist with beneficial private sector improvements to existing buildings and new construction within the Community Redevelopment District boundaries. The project must make a positive impact on the local economy, improve the aesthetic or landscape quality of the site, or provide another tangible public benefit that implements a goal or objective contained in the City's Downtown Master Plan.

Please note that grants are provided on a reimbursement basis. To qualify, you must submit a complete application and receive City authorization prior to work commencing. Application forms are available at City Hall or may be downloaded from the City's website. Because funds are distributed on a first come, first served basis, you are encouraged to apply early in the fiscal year which begins October 1st.

"I encourage our residents and business owners within the Community Redevelopment District to participate in the Downtown Partnership Program in order to continue strengthening our economic vitality of our business district and maintain the quaintness of our City."

Mayor Andy Steingold

PROGRAM ELIGIBILITY AREA - COMMUNITY REDEVELOPMENT DISTRICT



**For more information, or to apply,
contact:**

Community Development Department

Matt McLachlan, Director
mmclachlan@cityofsafetyharbor.com

Ron Rinzivillo, Senior Planner
rrinzivillo@cityofsafetyharbor.com



**City Hall
750 Main Street
Safety Harbor, Fl, 34695
727.724-1555**



EXAMPLES OF ELIGIBLE ENHANCEMENTS:

- ✓ *Professional painting*
- ✓ *Exterior wall repairs*
- ✓ *Murals/public art*
- ✓ *Architectural features*
- ✓ *Window and door replacement*
- ✓ *Landscaping*
- ✓ *Front porches*
- ✓ *New ADA access improvements*
- ✓ *Signage*

Notice of Funding Availability:

DOWNTOWN PARTNERSHIP PROGRAM

City of Safety Harbor Community Redevelopment Agency



APPLICATION REQUIREMENTS

The grant application requires a written project proposal that details the proposed scope of work with estimated commencement and completion dates. Pictures showing the existing condition along with any plans, illustrations, or sketches (where applicable) of the proposed improvements and any samples or specifications should be attached. At least two written cost estimates from contractors licensed to do business in the City must be obtained. Cancelled checks are required for payment verification.

"Safety Harbor will be a vibrant destination city with a unique quality of life – a city that is successful in balancing responsible, innovative growth with careful preservation of its small town atmosphere, its quaint character, and its valued treasures."

City Vision Statement

CATEGORIES OF ELIGIBLE WORK AND MATCH REQUIREMENTS

CATEGORIES OF ELIGIBLE WORK	MAXIMUM GRANT AWARD		MINIMUM PRIVATE MATCH REQUIREMENT BY APPLICANT
	RESIDENTIAL	NON-RESIDENTIAL	
SITE CLEARANCE	\$5,000	\$10,000	SEE NOTE
NEW CONSTRUCTION (UPPER STORY ADDITION TO EXISTING BUILDING ON MAIN STREET OR NEW COMMERCIAL/MIXED USE BUILDING)	N/A	\$50,000	90%
FRONT PORCH/PATIO CONSTRUCTION	\$5,000	\$5,000	50%
FRONT FAÇADE RENOVATION GRANT	\$2,500	\$5,000	50%
LANDSCAPING	\$1,000	\$1,000	25%
FENCE UPGRADE OR REPLACEMENT	\$1,000	\$5,000	50%
INTERIOR RENOVATION GRANT (BUILDINGS 25 YEARS OR OLDER)	N/A	\$15,000	75%
NEW SIGNAGE	N/A	\$2,500	50%
REPLACEMENT OF NONCONFORMING SIGNAGE	N/A	\$2,500	25%
NEW ADA ACCESS IMPROVEMENTS	N/A	\$2,500	25%
PUBLIC ART/MURALS	N/A	\$5,000	25%

NOTE: Must be tied to a building permit with new construction with a value that exceeds 20 times the grant amount. Reimbursement will occur upon a Certificate of Occupancy being issued for the new construction

We are interested in hearing from you...

If you have any suggestions for improving this program, please contact Matt McLachlan, Community Development Director.

727-724-1555 (ext. 702)

727-724-1566 (fax)

mmclachlan@cityofsafetyharbor.com





City of Safety Harbor Community Redevelopment Agency

2011/12 DOWNTOWN PARTNERSHIP PROGRAM GRANT APPLICATION FORM

INTRODUCTION AND OVERVIEW

The City of Safety Harbor Community Redevelopment Agency provides a range of economic incentives geared to promote community redevelopment activities encouraged by the City of Safety Harbor Downtown Master Plan. The City of Safety Harbor Community Redevelopment Agency (CRA) will consider funding this program as part of its Annual Budget based on economic conditions. The level of participation by the CRA depends upon a host of factors including, but not limited to:

- Amount of private investment relative to public investment and impact on property tax base
- Impact on physical and architectural character
- The degree to which the current or proposed use adds to the vitality of the business mix downtown
- The number and wage scale of any jobs that will result from the economic activity
- Demonstration that local contractors and suppliers are being used to the maximum extent possible
- Other measurable public benefit

Each application will be evaluated on a case by case basis according to the merits of the project documented in the proposal. The applicant is advised that grants and other financial incentives are given at the sole discretion of the City of Safety Harbor CRA and that compliance with any criteria used to evaluate a project does not create an automatic entitlement to funding.

It's important that the applicant clearly demonstrate how the proposed project will substantially improve a site and positively contribute to the community revitalization process. We encourage new concepts and innovations that complement the uniqueness and flavor of the downtown.

Grant requests that exceed \$10,000 must be approved by the Downtown Redevelopment Board and the Community Redevelopment Agency Board. The payback period of tax increment funding generated by the proposed project should generally not exceed 10 years.

DOWNTOWN PARTNERSHIP INCENTIVES

Check the category that applies to your funding request:

- Permit/Impact Fee Reduction:** The CRA may reimburse a property owner for all required development review, building permit, and impact fees at the time a Certificate of Occupancy is issued based on the following schedule:

New Construction Value: Reduction:

\$250,000-\$500,000	50%
\$500,001-\$1,000,000	75%
\$1,000,001 and over	100%

- Site Clearance:** The CRA may participate in the cost of demolishing dilapidated structures where rehabilitation is cost prohibitive or impractical. The maximum grant amount is \$5,000 for residential properties and \$10,000 for commercial properties and must be tied to a building permit for new construction with a value that exceeds 20 times the grant amount. Reimbursement will occur upon a Certificate of Occupancy being issued for the new construction.

- Ad Valorem Tax Rebate:** The CRA may rebate to the Developer all or a portion of the ad valorem taxation for up to five years of the assessed value of all improvements to real property (city and Countywide taxes only). The overall construction value must exceed \$1,000,000 to be eligible and provide a clear public benefit as determined by the CRA Board.

- New Construction Grant:** The CRA may provide a grant of up to 10% of the overall construction cost for an upper story addition to an existing building on Main Street or a new commercial/mixed-use building that possesses high quality architectural character and craftsmanship. (Grant not to exceed \$50,000 per building)

- Building Façade Renovation Grant:** This program offers up to \$2,500 per street frontage for residential property and \$5,000 per street frontage for commercial property for exterior building facade improvements such as painting, residing, awnings, decorative lighting, window replacement and architectural features. Renovation projects should include a combination of elements to make a significant visual impact.

- Interior Renovation Grant:** The CRA may provide grant of up to 25% of the construction costs for interior renovations to commercial buildings that have an effective age of 25 years or more. Normal maintenance or repair work is excluded from consideration. Project examples include, but are not limited to: electrical, plumbing, air conditioning/heating, interior design, attached fixtures, interior doors, windows, flooring, fire suppression, etc. (Grant not to exceed \$15,000 per unit).
- Front Porch Grant:** The CRA may reimburse a property owner for up to 50% of the cost of installing a front porch, patio or deck that is compatible with the structure and use. (Grant not to exceed \$5,000)
- Fencing/Walls:** The CRA may reimburse a property owner for up to 50% of the cost of installing or renovating a decorative fence or retaining wall. (Grant not to exceed \$1,500 for residential properties and \$5,000 for commercial properties)
- New Signage:** The CRA may reimburse a property owner for up to 50% of the cost of new business signage or up to 75% of the cost of replacing non-conforming signage. (Grant not to exceed \$2,500)
- ADA Improvements Grant:** The CRA may reimburse a property owner for up to 75% of the cost of installing new ADA access improvements on commercial property. (Grant not to exceed \$2,500)
- Public Art/Murals Program:** The CRA may reimburse a non-residential property owner for up to 75% of the cost of a public art installation or mural placed on a front facade or yard. (Grant not to exceed \$5,000)
- Landscape Grant:** The CRA may reimburse a property owner for up to 75% of the cost of drought tolerant landscaping located in a front yard setback including irrigation systems. (Grant not to exceed \$1,000 per frontage)
- Other:** The City Manager may approve a project not listed above that provides a similar public benefit up to \$5,000 and a private sector match of 50% or more.

REQUIRED INFORMATION

1. APPLICANT/LESSEE

Name:	
Address:	
Telephone:	<i>(Other)</i>

2. PROPERTY OWNER (if different from above)

Name:	
Address:	
Telephone:	<i>(Other)</i>

3. PROJECT SITE

Property Address:	
Business Name (if applicable):	

4. LAND USE

RESIDENTIAL
 NON-RESIDENTIAL Please specify type: _____

5. ESTIMATED VALUE OF ANY NEW CONSTRUCTION _____

6. PROJECT PROPOSAL

Attach a sheet describing in detail, the proposed scope of work with estimated start and completion dates. Provide pictures showing the existing condition along with plans, illustrations, or sketches (where applicable) of the proposed improvements and any samples or specifications. Attach an architect's estimate of the project's cost or written cost estimate from a minimum of two licensed contractors.

7. PROJECT BUDGET

(Submit an itemized budget indicating the amount and use of the funds requested. Attach additional sheets if necessary).

WORK ITEM	COST
1.	
2.	
3.	
4.	
5.	
Grant Funds Requested	
Total Project Cost	

8. GRANT REQUIREMENTS



- The property must be located in the Community Redevelopment Area
- Tax-exempt properties are ineligible.
- Funding is on a first come first serve basis, and based upon available revenues.
- The City of Safety Harbor reserves the right not to fund a grant request in all or part.
- Payment is made on a reimbursable basis only.
- Canceled checks are required for payment verification.
- The grantee is responsible for obtaining all necessary and applicable permits
- Contractors performing work must have a current local business tax receipt issued by the City. The City strongly encourages local contractors to be used.
- Work must be completed within 6 months, or the City of Safety Harbor reserves the right to cancel the grant.
- A Tax ID or Social Security Number is required for tax purposes if the grant is in excess of \$600.
- Work can not commence until the application has been approved unless the City Commission approves a waiver to this requirement based on surplus funds being available at the end of the fiscal year and the City determines that all other grant requirements have been met.
- One reimbursement request shall be made upon completion of all work associated with the project. No reimbursements shall be made for a project that is partially completed.
- No more than one grant request shall be processed during the fiscal year.

9. OWNER AFFIDAVIT

I (we), the undersigned attest to my (our) ownership of the property located at _____ and hereby authorize _____ to act as my (our) agent(s) for the limited and express purpose of participating in the Safety Harbor Non-Residential Facade & Site Enhancement Program. I (we) have reviewed and approve of the alterations to be made on the property as proposed in the grant application.

The foregoing instrument was acknowledged before me this _____ day of _____, 20____ by _____ who is personally known to me or has produced _____ as identification and who did/did not take an oath.

Title Holder Name _____

Title Holder Signature _____

Notary Name _____

Notary Signature _____

NOTARY STAMP

10. ACKNOWLEDGEMENT

I (we) hereby acknowledge that I (we) have read and understand the requirements of this grant application and agree to abide by the requirements outlined herein.

Name of Applicant _____

Signature of Applicant _____

Date _____

**Mail or bring your application to the City of Safety Harbor Community Development Department
(Planning & Zoning Division) 750 Main Street, Safety Harbor, FL 34695**

Contact: Matt McLachlan, Director, or Ron Rinzivillo, Senior Planner - Telephone: (727) 724-1555