

City of Safety Harbor
DOWNTOWN MASTER PLAN



Our vision for the future

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 May 2012



RESOLUTION NO. 2011-01

A RESOLUTION OF THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF SAFETY HARBOR, FLORIDA PROVIDING FOR THE APPROVAL OF MODIFICATIONS TO THE COMMUNITY REDEVELOPMENT PLAN WITH FINDINGS, RECOMMENDING TO THE CITY COMMISSION THAT SAID PLAN MODIFICATIONS BE ADOPTED BY THE GOVERNING BODY; AND PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, the City Commission of the City of Safety Harbor, Florida, pursuant to Resolution 92-25 made a finding of necessity and thereby established a redevelopment area; and

WHEREAS, the City Commission of the City of Safety Harbor pursuant to Resolution 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, the Community Redevelopment Agency approved a Community Redevelopment Plan by Resolution 92-02 CRA; and

WHEREAS, the Community Redevelopment Plan was adopted by the City Commission of the City of Safety Harbor pursuant to Ordinance 92-23 and revised by 2008-05; and

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

WHEREAS, the amended Community Redevelopment Plan has been submitted to the Local Planning Agency (LPA) for the City of Safety Harbor; and

WHEREAS, the written recommendation from the Local Planning Agency (LPA) has been received and reviewed.

NOW, THEREFORE, BE IT RESOLVED BY THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF SAFETY HARBOR, AS FOLLOWS:

Section 1. The above recitals are true and correct and incorporated herein.

Section 2. The Community Redevelopment Agency makes the following findings with respect to the Community Redevelopment Plan:

- a. A feasible method exists for the location of families who will be displaced from the community redevelopment area in decent, safe, and sanitary dwelling accommodations

within their means and without undue hardship to such families;

- b. The Community Redevelopment Plan conforms to the general plan of the municipality as a whole;
- c. The Community Redevelopment Plan gives due consideration to the utilization of community policing innovations, 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 plans; and
- d. The Community Redevelopment Plan will afford maximum opportunity, consistent with the sound needs of the municipality as a whole, for the rehabilitation or redevelopment of the community redevelopment area by private enterprise; and
- e. The Community Redevelopment Plan and resulting revitalization and redevelopment for a coastal tourist area that is deteriorating and economically distressed will reduce or maintain evacuation time as appropriate, and ensure protection for property against exposure to natural disasters.

Section 3. The Community Redevelopment Agency hereby approves the Community Redevelopment Plan attached hereto as Exhibit "A" and recommends to the governing body of the City of Safety Harbor that said body adopt the Redevelopment Plan.

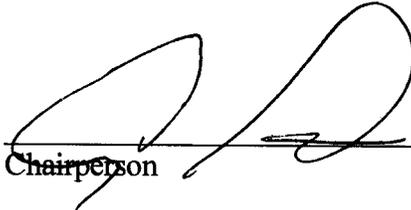
Section 4. This Resolution shall be in full force and effect immediately upon adoption.

PASSED AND ADOPTED BY THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF SAFETY HARBOR, FLORIDA, THIS 3rd DAY OF OCTOBER, 2011.

ATTEST:



Karen Sammons, City Clerk



Chairperson Date

APPROVED AS TO FORM:



Alan S. Zimmert, City Attorney

ORDINANCE 2011-12

AN ORDINANCE OF THE CITY OF SAFETY HARBOR, FLORIDA, PROVIDING FOR THE ADOPTION AND APPROVAL OF AN AMENDED DOWNTOWN MASTER PLAN PURSUANT TO PART III OF CHAPTER 163, FLORIDA STATUTES; PROVIDING FOR SEVERABILITY, AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City Commission adopted Ordinance 2009-02 on January 20, 2009, which provided for the adoption and approval of an amended Downtown Master Plan pursuant to Part III of Chapter 163, Florida Statutes;

WHEREAS, the Community Redevelopment Agency adopted Resolution 2011-01 on October 3, 2011, recommending an update to said plan;

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 Redevelopment Plan; and

WHEREAS, the amended Downtown Master Plan has been submitted to the Local Planning Agency for the City of Safety Harbor; and

WHEREAS, the written recommendation from the Local Planning Agency has been received and reviewed.

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

SECTION 1. The amended Downtown Master Plan of the City of Safety Harbor, which is attached hereto as Exhibit "A" and incorporated herein, has been developed in accordance with the requirements of Chapter 163, Part III, Florida Statutes.

SECTION 2. The amended Downtown Master Plan is hereby approved and adopted as the Redevelopment Plan for the geographic area defined by the Plan.

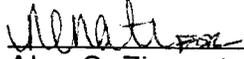
SECTION 3. It is the intention of the City Commission that this Ordinance and every provision thereof, including Exhibit A, shall be considered separable; and the invalidity of any section or provision of this Ordinance shall not affect the validity of any other provision.

SECTION 4. This Ordinance shall become effective immediately upon final passage and adoption.

PASSED ON FIRST READING October 3, 2011.

PASSED ON SECOND AND FINAL READING May 7, _____, 2012.

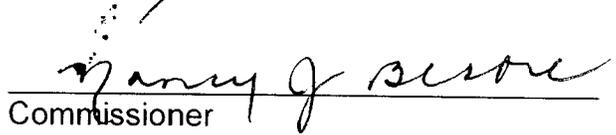
APPROVED AS TO FORM:



Alan S. Zimmet, City Attorney

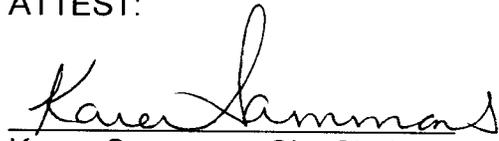


Mayor-Commissioner



Commissioner

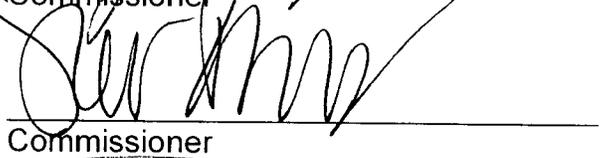
ATTEST:



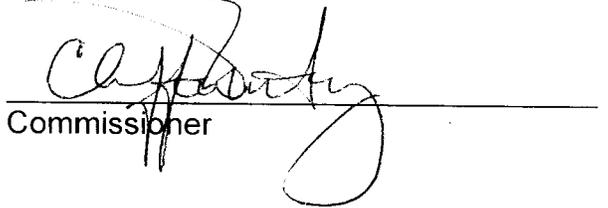
Karen Sammons, City Clerk



Commissioner



Commissioner



Commissioner

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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: “***In 2012, 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.***”

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

¹ Leinberger, Christopher. [Turning Around Downtown: Twelve Steps to Revitalization](#). The Brookings Institution Research Brief. March 2005.

CITY OF SAFETY HARBOR DOWNTOWN MASTER PLAN

environment has become an intuitive standard for quality place making.”²

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;
- ✓ 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.

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

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.



Bronze Figurine of Tocobaga Indian
Photo by Dawn Nichols

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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.

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- 1992 ORIGINAL REDEVELOPMENT AREA AND TIF DISTRICT (108.05 ACRES)
- 2009 EXPANSION AREA (48.47 ACRES)

CITY OF SAFETY HARBOR, FLORIDA
 Community Development Department
 Planning and Zoning Division

**FIGURE 1:
 COMMUNITY REDEVELOPMENT DISTRICT**



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*

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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.

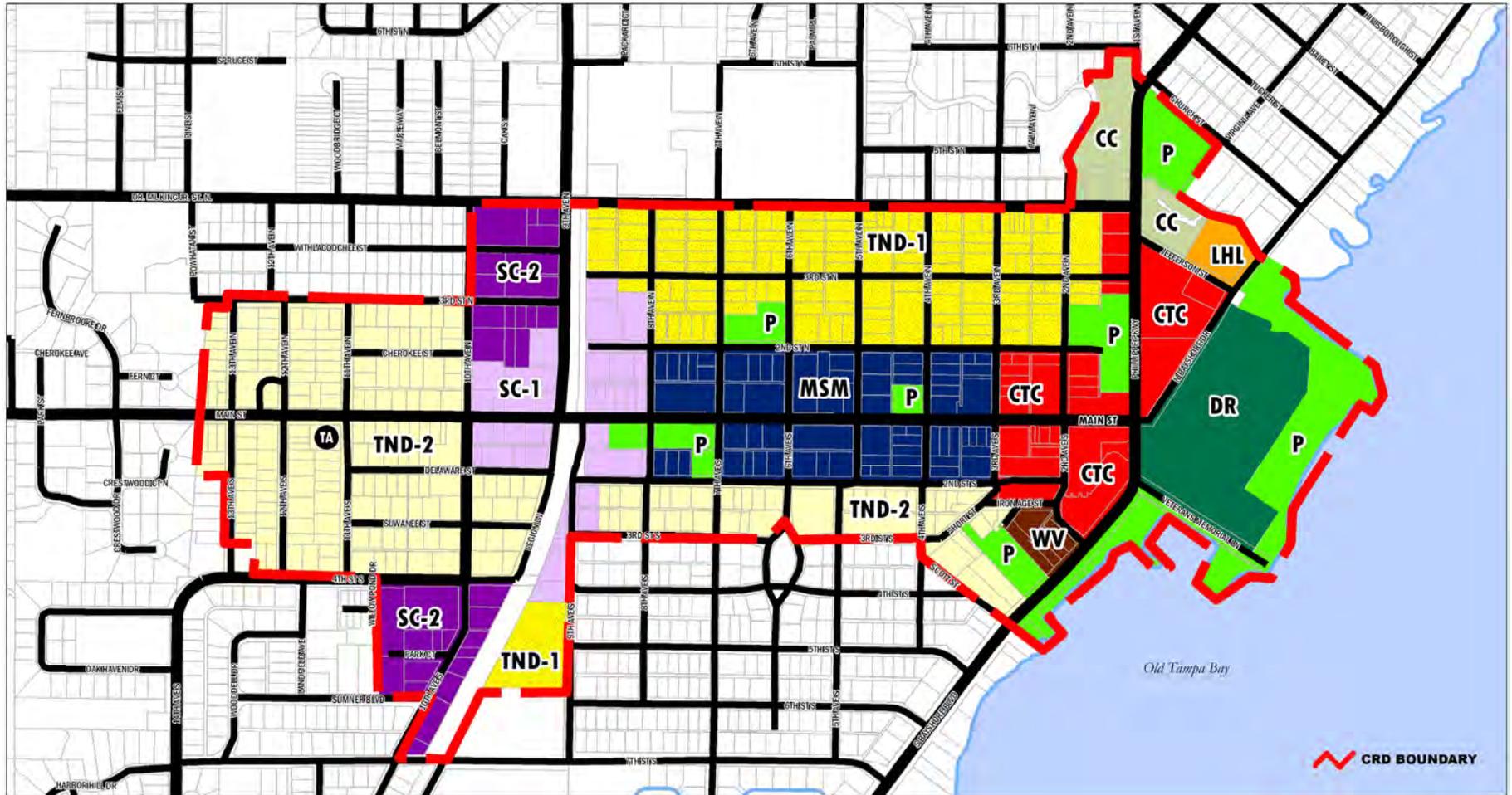
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	NEIGHBORHOODS		MIXED-USE DISTRICTS		SERVICE CORRIDOR		
	TND-1 (MIXED RESIDENTIAL)	TND-2 (SINGLE-FAMILY)	MSM	CTC	SC-1	SC-2	
DISTRICT DESCRIPTION	<p>The TND-1 district encompasses the Green Springs and West Green Springs neighborhoods north of 2nd Street 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>	

CITY OF SAFETY HARBOR DOWNTOWN MASTER PLAN



TND-1 Traditional Neighborhood Development - 1	MSM Main Street Marketplace	P Public
TND-2 Traditional Neighborhood Development - 2	CTC Community Town Center	TA Transient Accommodation
LHL Local Historic Landmark	DR Destination Resort	
CC Creekside Conservation	SC-1 Service Corridor - 1	
WV Waterfront Village (Transition)	SC-2 Service Corridor - 2	

CITY OF SAFETY HARBOR, FLORIDA
 Community Development Department
 Planning and Zoning Division

**FIGURE 2:
 MASTER DEVELOPMENT PLAN FRAMEWORK**

0 250 500 1,000 Feet

CITY OF SAFETY HARBOR DOWNTOWN MASTER PLAN

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.

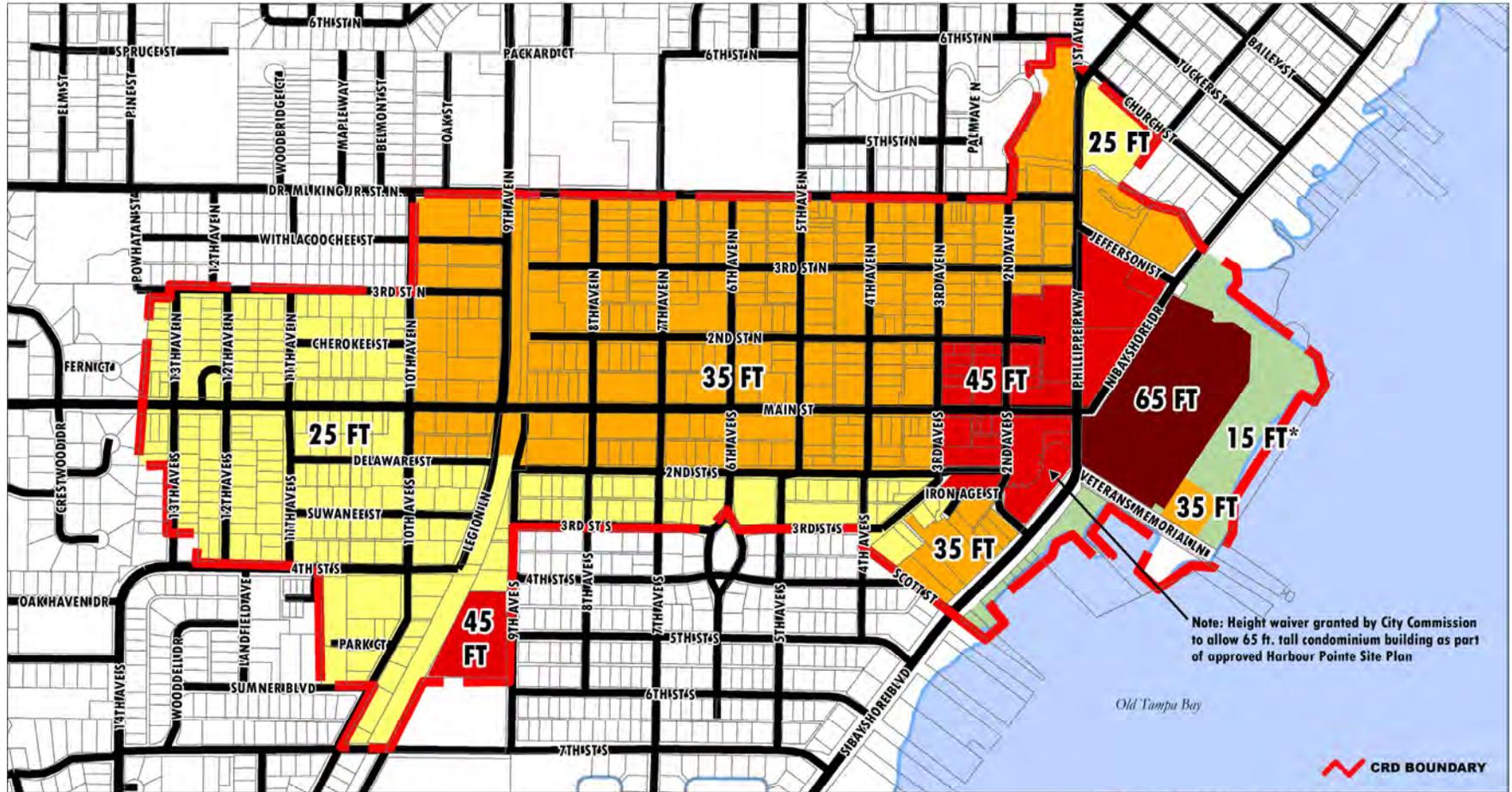
AUTOMATIC CHANGE TO CREEKSIDE CONSERVATION:

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.

CITY OF SAFETY HARBOR DOWNTOWN MASTER PLAN



Note: Height waiver granted by City Commission to allow 65 ft. tall condominium building as part of approved Harbour Pointe Site Plan



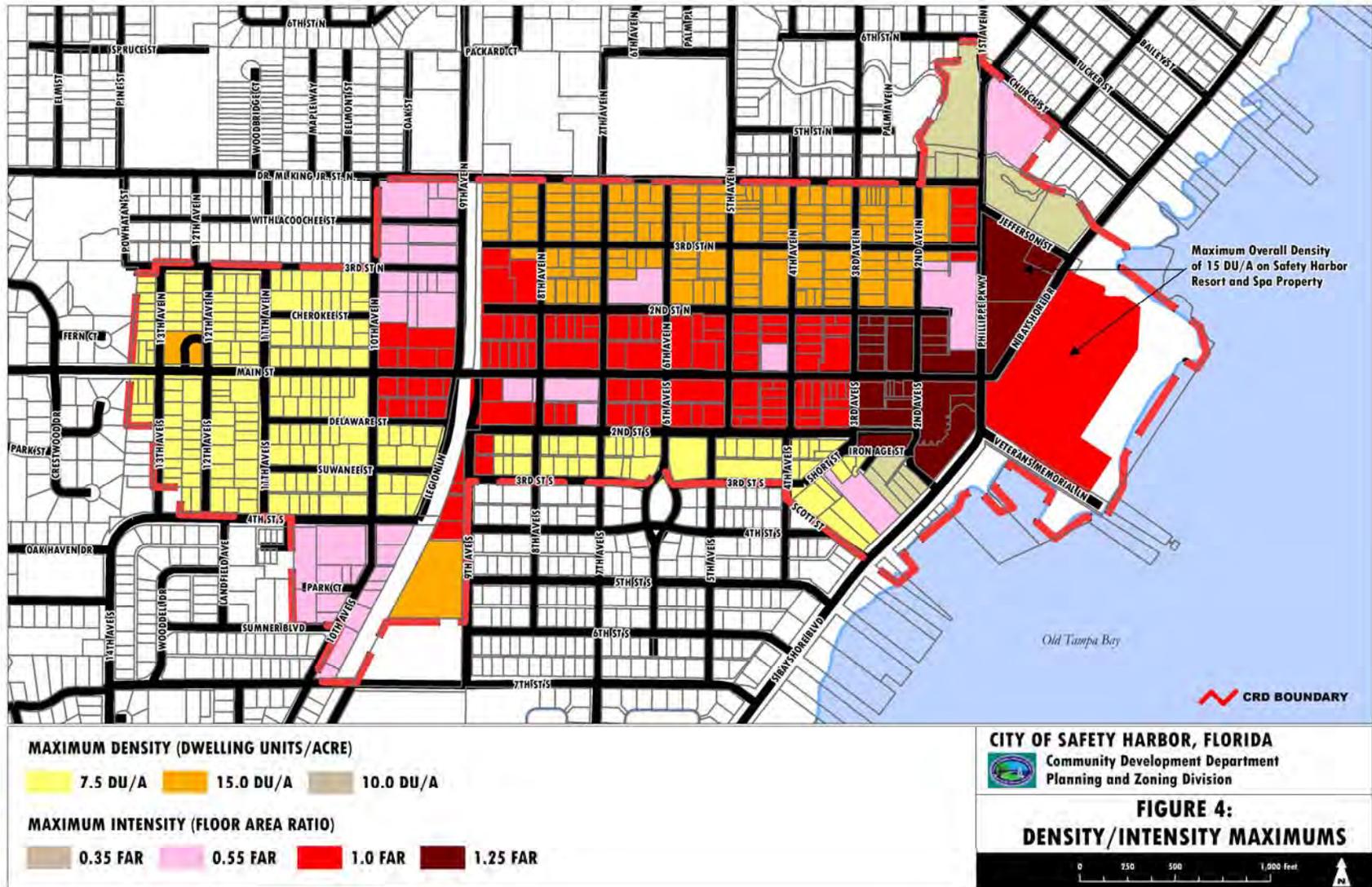
*Or as stipulated in use and easement agreement between City and SHS Resort, LLC.

CITY OF SAFETY HARBOR, FLORIDA
 Community Development Department
 Planning and Zoning Division

**FIGURE 3:
 BUILDING HEIGHT MAXIMUMS**

0 250 500 1,000 Feet

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

CITY OF SAFETY HARBOR DOWNTOWN MASTER PLAN

Redevelopment Objectives

Objective 1: Protect and enhance the natural environment

- * *Promote compact development forms that preserve open space, healthy trees (especially those that qualify as grand 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.*
- * *Acquire undeveloped portions of the Safety Harbor Resort and Spa waterfront property for public use and enjoyment while preserving the mangrove fringe and environmentally sensitive areas of the site.*

Objective 2: Improve parking and mobility

- * *Complete missing segments of the sidewalk network where adequate right-of-way exists.*
- * *Widen the Bayshore linear trail system to 10-feet and add pedestrian amenities (3,000 linear feet).*
- * *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 the Downtown and make transit stops more accommodating.*

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. Prioritize streetscape projects, including decorative lighting, in conjunction with other planned improvements or large scale development projects.*
- * *Prepare and implement corridor enhancement plan for Philippe Parkway and South Bayshore Boulevard.*
- * *Continue with the brick street restoration program.*
- * *Continue to bury overhead utility lines.*
- * *Develop a sense of place for traditional neighborhoods through thematic improvements and identity features.*
- * *Maintain a strong code enforcement presence.*
- * *Market the availability matching grants, fee waivers, and/or tax abatements available through the Downtown Partnership Program for building renovation, rehabilitation, and new construction that is compatible with community redevelopment objectives.*

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.*

CITY OF SAFETY HARBOR DOWNTOWN MASTER PLAN

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.]*
- * *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.]*
- * *Develop a simple brochure that locates and describes Downtown Safety Harbor, its retail goals and strategies, location in the region, demographics, and its market size and description. The brochure should identify reasons why a business may want to locate in Downtown Safety Harbor by highlighting unique advantages.*

- * *Expand the public relations program to promote Downtown success stories in local and area-wide media.*
- * *Continue to support the downtown directional signage program to help downtown visitors discover 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.*

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.*
- * *Continue to provide support to the Safety Harbor Museum of Regional History on an as needed basis to sustain their presence in the downtown district.*
- * *Develop and implement a master plan for the public land located on the southeast corner of Church Street and Philippe Parkway.*
- * *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.*

TAX INCREMENT FINANCE PLAN

The primary source of funding for redevelopment activities in Florida is tax increment revenue, which can be used to finance capital improvements through the issuance of bonds or the acquisition of commercial loans. In Florida, tax increment financing is derived from the Community Redevelopment Act of 1969. Upon approval of the governing body, a Trust Fund for a community redevelopment area may be established. The revenues for the Trust Fund are obtained by allocating any increases in taxable assessed value within the area to the Trust Fund. The assessed value of the district is set as the base year upon approval of the Community Redevelopment Plan and any increases (the tax increment revenues) are available for improvements to the area. The property tax paid on the initial assessed value continues to be distributed to local governments.

The original Trust Fund was established using 1991 as the base year through City Ordinance No. 92-24 and approved by Pinellas County through Ordinance No. 92-60. The base value established at that time was \$31,944,080. The duration of the redevelopment program and trust fund was determined to be 30 years or until the year 2022, representing the termination date of the program. This updated Redevelopment Plan recommends that the tax increment base year value of 1991 remain and 2022 continue to be the ending date for the original redevelopment district area.

Trend Analysis

The Safety Harbor Redevelopment program now has a 20 year history of generating tax increment revenues. This information is helpful in establishing growth trends in the tax base, which can then be used as a basis for making future revenue projections. The average annual growth rate for the 20 year history of the program was 4.3%. The historic trend in revenues generated in the redevelopment area is typical of most redevelopment programs. Initial revenues were very low and increased in a gradual fashion as community redevelopment activities began to build. Growth accelerated until the economic recession hit in 2007. In the last four years, the overall taxable value of the TIF district has dropped by one-third. The rate of decline has stabilized.

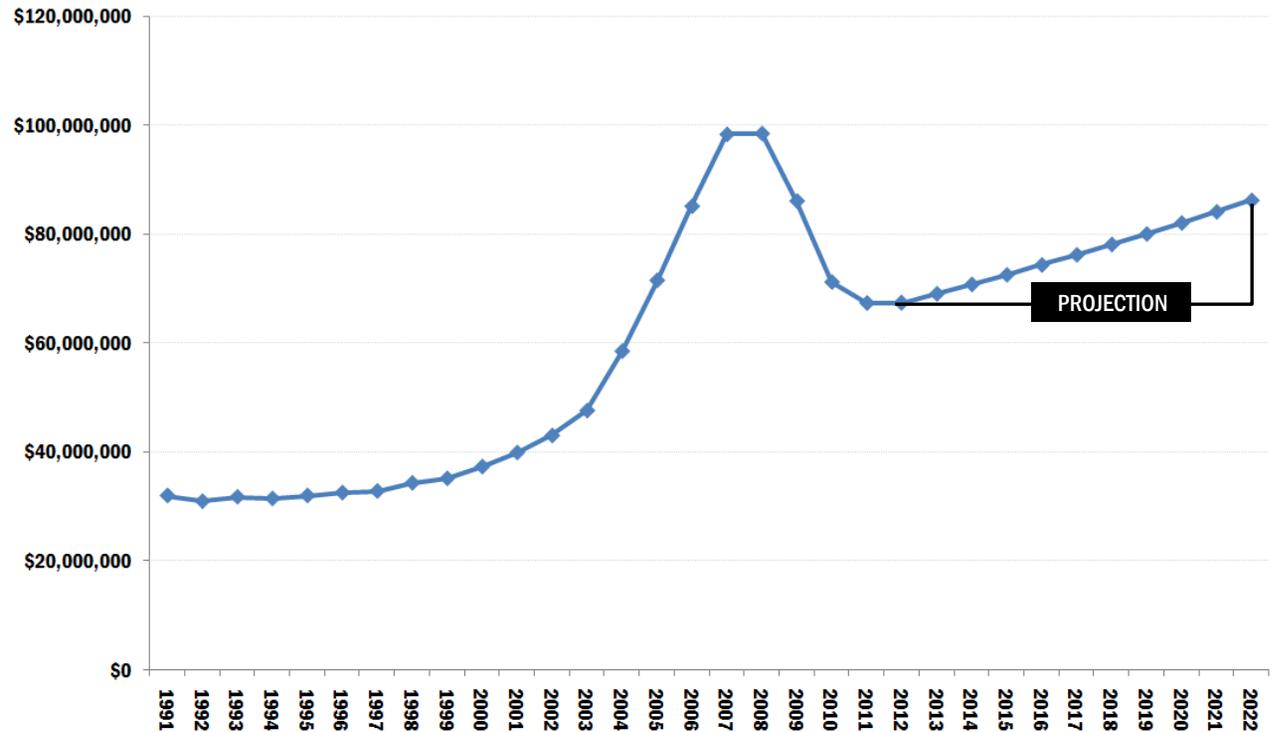
Revenue Projections

The following spreadsheets provide revenue projections for the TIF District. The projections assume taxable values will remain flat in 2012 and increase at a rate of 2.5 percent per year thereafter which is 1.8% lower than the historical average. The TIF capture is based on the initial assessed value set in 1991 for the TIF District of \$31,944,080. The revenue projections hold the 2010 millage rate set by the County (4.8730) and City (3.3808) constant through the redevelopment plan program period. Based on these assumptions, the CRA is anticipated to collect \$4,793,651 in tax increment revenues through 2022.

CITY OF SAFETY HARBOR DOWNTOWN MASTER PLAN

YEAR	TAXABLE VALUE	% CHANGE FROM PREVIOUS YEAR
1991	\$31,944,080	
1992	\$30,889,980	-3%
1993	\$31,703,960	3%
1994	\$31,399,900	-1%
1995	\$31,948,800	2%
1996	\$32,469,300	2%
1997	\$32,767,700	1%
1998	\$34,258,900	5%
1999	\$35,094,600	2%
2000	\$37,259,100	6%
2001	\$39,841,500	7%
2002	\$42,976,900	8%
2003	\$47,566,400	11%
2004	\$58,489,600	23%
2005	\$71,495,700	22%
2006	\$85,140,784	19%
2007	\$98,358,554	16%
2008	\$98,500,326	0%
2009	\$86,109,793	-13%
2010	\$71,194,220	-17%
2011	67,343,771	-5%

**TAXABLE VALUE TRENDS AND PROJECTION
SAFETY HARBOR TAX INCREMENT FINANCE DISTRICT**



CITY OF SAFETY HARBOR DOWNTOWN MASTER PLAN

TAX INCREMENT FINANCE REVENUE PROJECTIONS							
TAX YEAR	TAXABLE VALUE				NET (95%) TIF REVENUE		
	1	2	3	4	5	6	7
	BEGINNING	NEW	YEAR END	CAPTURED	COUNTY (4.8730)	CITY (3.3808)	TOTAL
2012	\$67,343,771	\$0	\$67,343,771	\$35,399,691	\$163,878	\$113,695	\$277,573
2013	\$67,343,771	\$1,683,594	\$69,027,365	\$37,083,285	\$171,672	\$119,103	\$290,774
2014	\$69,027,365	\$1,725,684	\$70,753,049	\$38,808,969	\$179,660	\$124,645	\$304,305
2015	\$70,753,049	\$1,768,826	\$72,521,876	\$40,577,796	\$187,849	\$130,326	\$318,175
2016	\$72,521,876	\$1,813,047	\$74,334,923	\$42,390,843	\$196,242	\$136,149	\$332,391
2017	\$74,334,923	\$1,858,373	\$76,193,296	\$44,249,216	\$204,845	\$142,118	\$346,963
2018	\$76,193,296	\$1,904,832	\$78,098,128	\$46,154,048	\$213,663	\$148,236	\$361,899
2019	\$78,098,128	\$1,952,453	\$80,050,581	\$48,106,501	\$222,702	\$154,507	\$377,208
2020	\$80,050,581	\$2,001,265	\$82,051,846	\$50,107,766	\$231,966	\$160,934	\$392,901
2021	\$82,051,846	\$2,051,296	\$84,103,142	\$52,159,062	\$241,463	\$167,522	\$408,985
2022	\$84,103,142	\$2,102,579	\$86,205,720	\$54,261,640	\$251,196	\$174,275	\$425,471
				TOTAL	\$2,861,468	\$1,932,183	\$4,793,651

NOTES:

- 1 Represents projected taxable value of Original CRA district for respective years
- 2 Taxable value projected to remain flat in FY 12 and increase 2.5% per year thereafter
- 3 Figure represents the sum of Column 1&2 values.
- 4 Figure represents the difference between Column 3 values for respective years and initial assessed value of \$31,944,080 set in 1991.
- 5 Figure represents Column 4 values multiplied by the Pinellas County apportionment of 4.8730 mills in 2010 less the 5% statutory discount.
- 6 Figure represents Column 4 values multiplied by the City of Safety Harbor apportionment of 3.3808 mills in 2010 less the 5% statutory discount.
- 7 Figure represents the sum of Column 5 and 6 values.

CITY OF SAFETY HARBOR DOWNTOWN MASTER PLAN

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.”*
- 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.*

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

CITY OF SAFETY HARBOR DOWNTOWN MASTER PLAN

Pinellas County has adopted 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:

- * *Management of capital improvement projects that implement the Redevelopment Plan to include, but not limited to:*
 - *Development of plans and contracts, including consulting, engineering, and architect contracts*
 - *Solicitation of contractors*
 - *Project oversight of contract, including negotiations, accounting and inspections*
 - *Closeout of contracts*
- * *Project preparation and staffing of presentations for CRA Board*
- * *Coordinate with City departments and staff and with other applicable agencies on implementation of CRA-related plans, projects, and implementation of tasks*
- * *Administer facade grant program, including proposal review, oversight of grant project; inspection, and grant accounting and closeout*
- * *Participate in negotiations for land acquisition or disposition*
- * *Assure that project proposals and implementation are consistent with Redevelopment Plan and other related City plans and programs*
- * *Seek alternative funding sources to leverage present funding sources*
- * *Assure that implementation of CRA projects comply with applicable city land development regulations and laws, relocation policies, and other applicable city policies and directives*
- * *Prepare annual progress reports and other periodic progress reports on CRA implementation*

- * *Incidental overhead expenses*
- * *Work with City staff and/or consultant on Plan amendments, assuring statutory and county compliance*

As shown in the table below, the CRA intends to commit just over half of its projected revenue toward cap. The City anticipates closing on the property in late 2011. The CRA plans to continue to fund the Downtown Partnership Program at approximately \$100,000 per year to foster community redevelopment activities (refer to Appendix "H" for program details). Moreover, the CRA will continue to upgrade the public realm through streetscape, parking and mobility improvement projects which may include sidewalks, landscaping, lighting, benches, banners and other functional and aesthetic improvements. While encouraging public art on private property is part of the Downtown Partnership Program, the City is currently exploring projects for public property through the Public Art Committee which may also include participation in an Art and Music Center cooperative. Program operating and general administration costs are estimated at 10% of annual TIF revenue.

PROJECTED CAPITAL EXPENDITURES (2012-2022)			
ACTIVITY	ESTIMATE D COST	TIF CONTRIBUTION	
		COUNTY	CITY
MARINA AND PARK IMPROVEMENTS	\$2,750,000	X	
STREETSCAPE/PARKING/MOBILITY IMPROVEMENTS*	\$500,000	X	X
DOWNTOWN PARTNERSHIP PROGRAM	\$1,100,000		X
PUBLIC ART	TBD		X

*County TIF shall be restricted to capital projects with a district-wide benefit.
 **CRA project/program administration costs are estimated to be 10% of annual TIF revenue which is to be funded using local TIF.

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

CITY OF SAFETY HARBOR DOWNTOWN MASTER PLAN

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 FRONTAGE: 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 decline 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/texture, 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.

CITY OF SAFETY HARBOR DOWNTOWN MASTER PLAN

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

Collaborative Labs

at St. Petersburg College

Accelerate business results

presents



[Click here to view a Word document of this Real-Time Record](#)

.....

[Click here to view a Word document of the Bold Strategies](#)

Welcome and Opening Comments



Andrea Henning: Good morning and welcome everyone. In about a minute we're going to kick the morning off. If you all could please come in more towards the front...We want you to be able to hear.

Every chair is comfortable here so don't be afraid to move in closer. You're in the tropics lab now and we welcome you. Let me just say, this proves real dedication, being here on a Saturday. My name is Andrea Henning and I recognized a lot of familiar faces. Some faces from all three Collaborative Lab Events, that's great!...Let me introduce our team.

Milo is my partner in crime and he'll be facilitating with me today. Ben over there will be taking pictures of all your work today and that will be captured in the real time record. We have Lindsay on the keyboards and she will be putting together the real time record for today's meeting. Pj is in the back and he'll be helping with our voting technology, Gene's here again to capture your work through visible artwork...Is Laura here? I'd like her to share something with you all today...

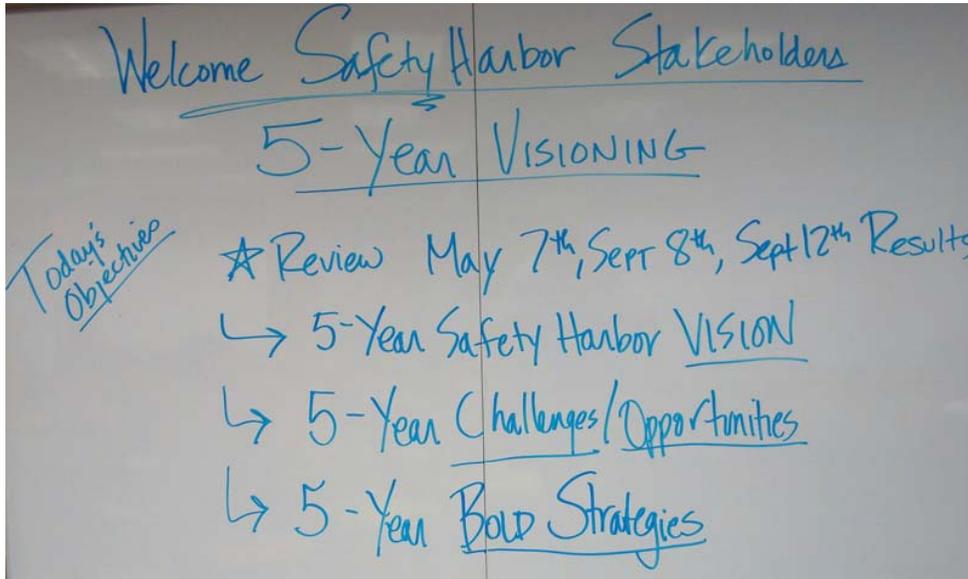
Laura Dent: I just wanted to let you know that a very special and dedicated person to this cause, that attended the past two Collaborative Labs Events, Linda Fairman passed away yesterday around 4pm while she was volunteering. She was a true testament to dedication in this cause...to protect and beautify the city of Safety Harbor today and in the future. Thank you.

Andrea: This is a picture of Linda we will carry her spirit forward today. Let us position today. We'll be here probably till about 1pm. We do have quite a bit to accomplish. Milo would you like to begin?

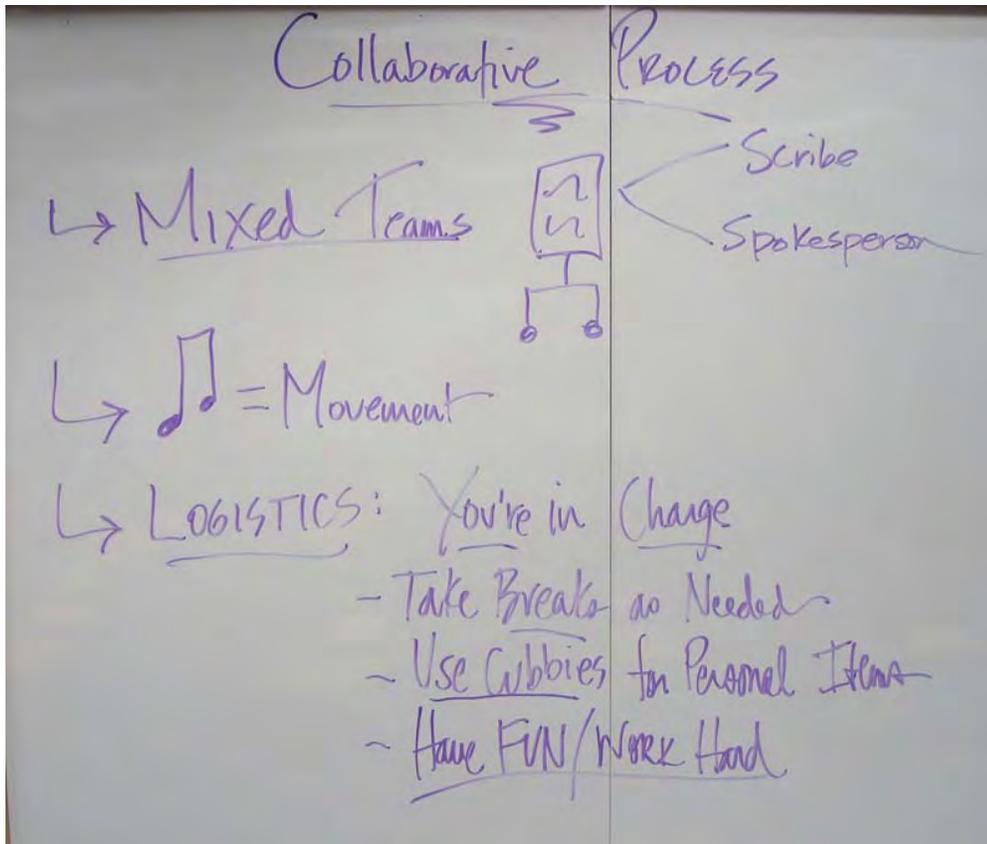
Milo: Good morning everyone. We are moving forward with a process today. We started with an online survey, we've had two community forums and today we're here at the stakeholder's meeting.



Milo: Through our activities this morning we will draft possible vision statements...analyze opportunities and identify challenges in various parts of the community ...and develop some bold steps to achieve your goals.



Andrea: For those of you that this might be your first Collaborative Labs event, let me acquaint you to our process.



Milo: I think we can move straight into the first activity. Which is to develop a vision statement for the community of Safety Harbor! Here's how our first activity is structured.

Activity 1: "A Vision Statement for Safety Harbor"

There's been great input from Safety Harbor citizens in the surveys and community forums. Let's pull together what we've learned, and begin to craft a Vision Statement that captures where Safety Harbor wants to be in 2012. **Join a team at one of the whiteboards.**

INSTRUCTIONS FOR EACH TEAM:

- Refer to the *available resources*.
- Draft a *one-paragraph vision statement* for Safety Harbor.
- Then, *highlight or circle three keywords* that capture the essence of the vision.

Everyone on the team should participate. Select a scribe to manage the whiteboard and a spokesperson who will present your team's work.

Meanwhile, we will have documented the various keywords. Following the presentations, we'll conduct electronic polling to *identify the top 3 keywords* that should drive the next version of the Vision Statement.

Available Resources for Activity 1:

Refer to the "headline news" stories from May 7 startup engagement and September 8 and September 12 Community Forums

Refer to the following sample vision statement from the City of Dunedin:

"Dunedin will continue to be a livable coastal community with a unique sense of place within the Tampa Bay metro area. We shall maximize our future by fostering innovative redevelopment, increasing citizen satisfaction, preserving and enhancing our natural environment, while maintaining our small town ambiance."

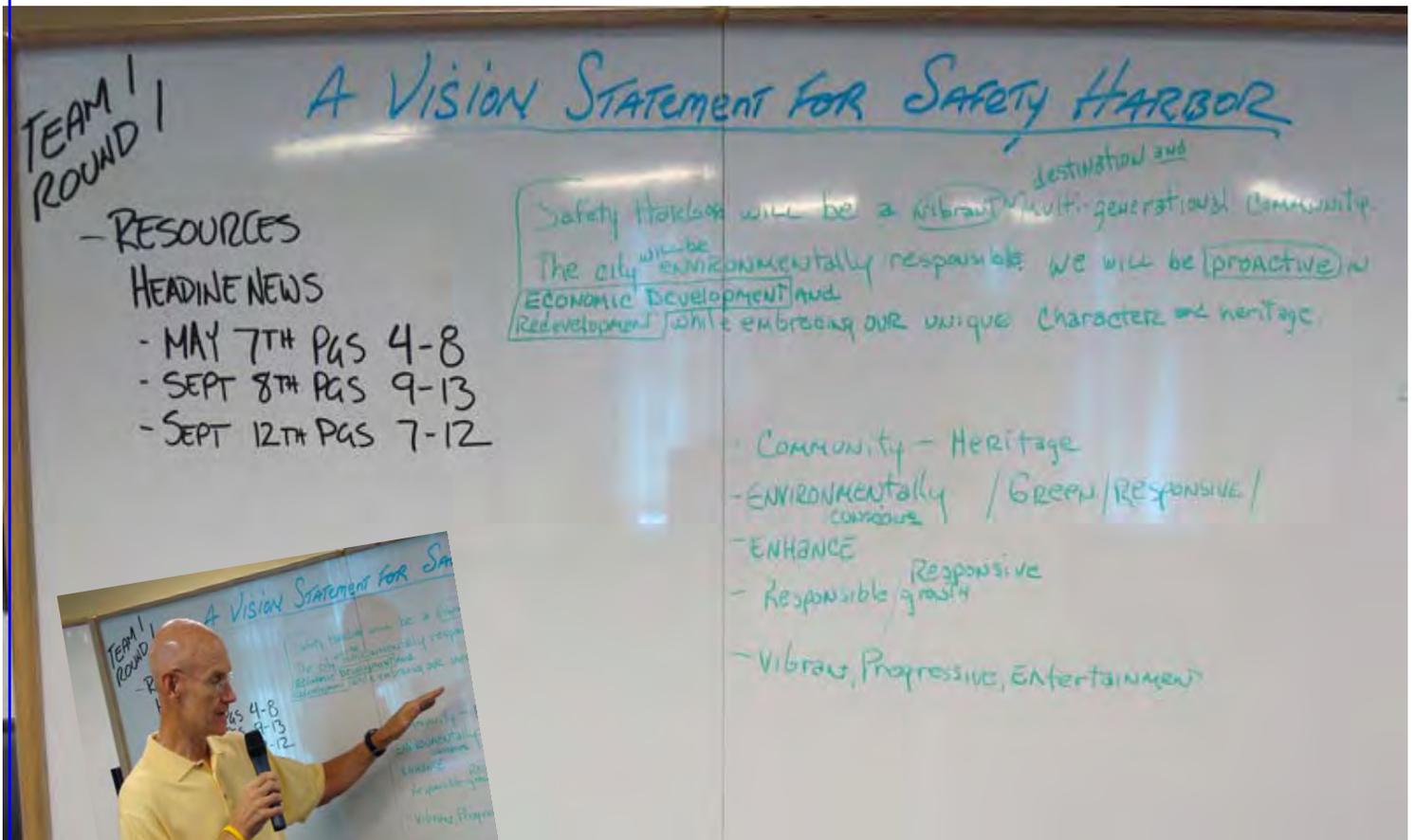
Refer to the following "Ingredients of a Vision Statement" from the National Civic League:

- Positive, present-tense language
- Qualities that provide the reader with a feeling for the region's uniqueness
- Inclusiveness of the region's diverse population
- A depiction of the highest standards of excellence and achievement
- A focus on people and the quality of life
- Addresses a time period

Activity 1 – Teams Brainstorming

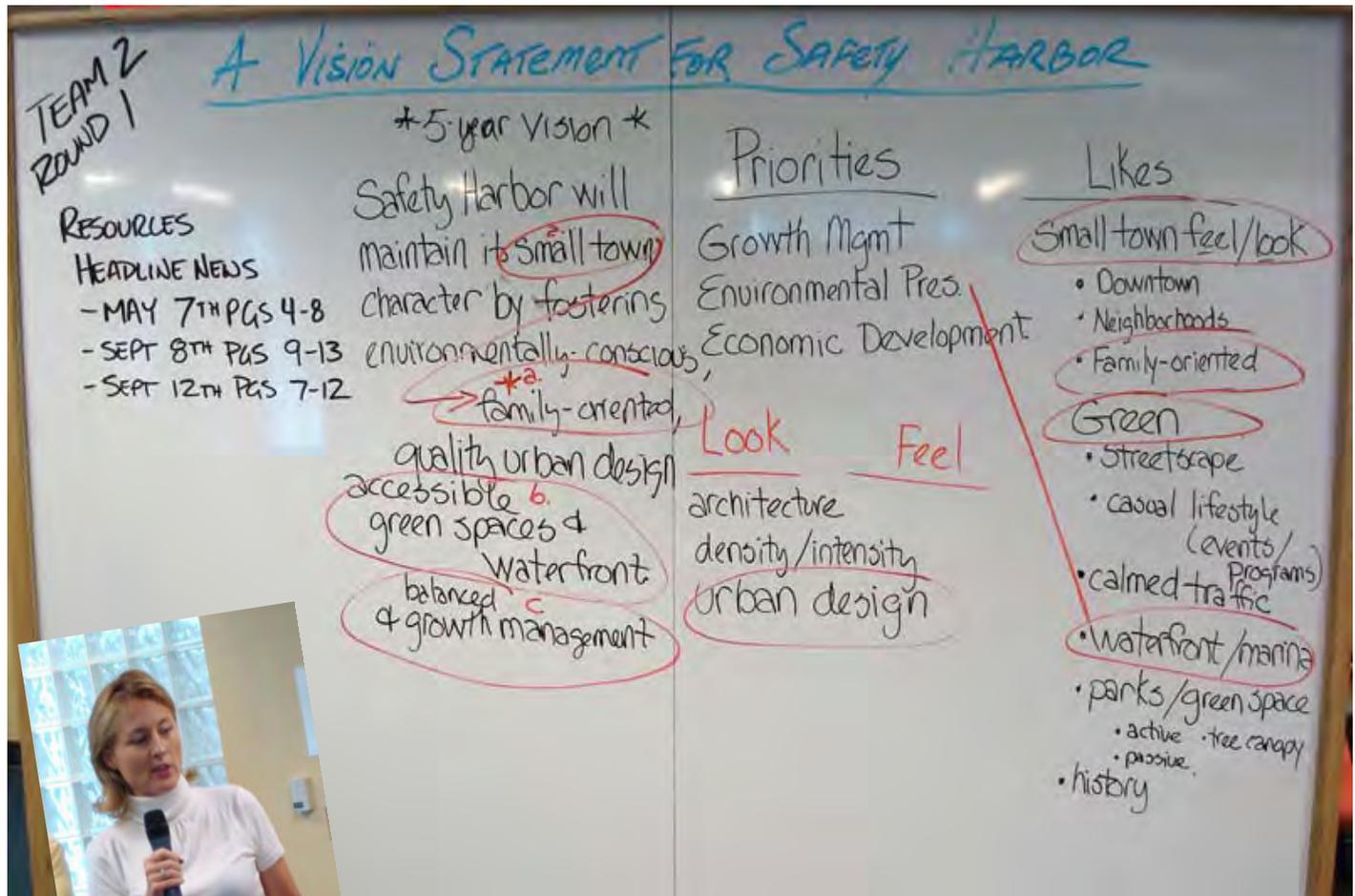


Activity 1 – Team 1 Report Outs



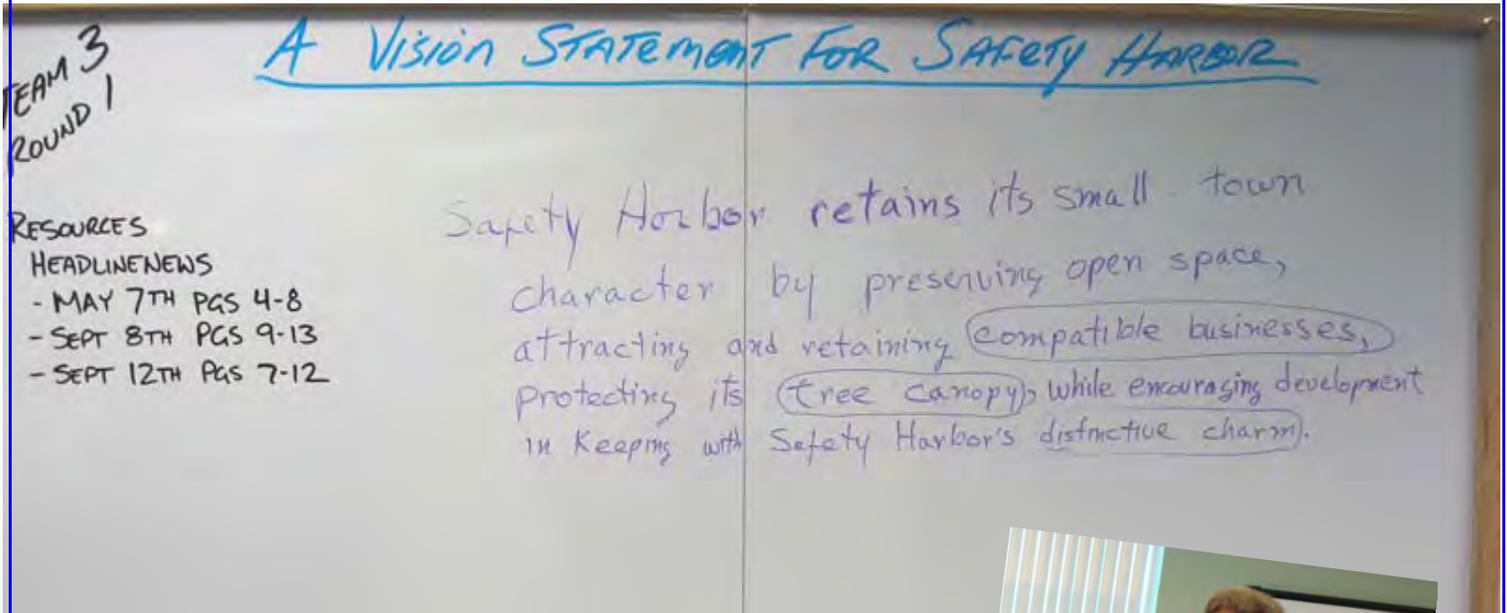
Rob Vaughn: Vibrant was a cultural statement so we thought that was important. Being proactive, we thought there was an interest for that keyword in marketing from our perspective. We thought that downtown was important to have a strong core...Redevelopment is going to be an issue and we didn't want to forget that. We want downtown businesses to be successful. We focused a lot of our attention to economics and redevelopment.

Activity 1 – Team 2 Report Outs



Tammy Verana: I'm responsible for all the scribble. We thought that small town-family oriented was very important. Here's our statement that we came up with. We circled our key terms that we think should be identified in our vision statement. Also, we highlighted in order the most important using a, b, c, order. Thanks.

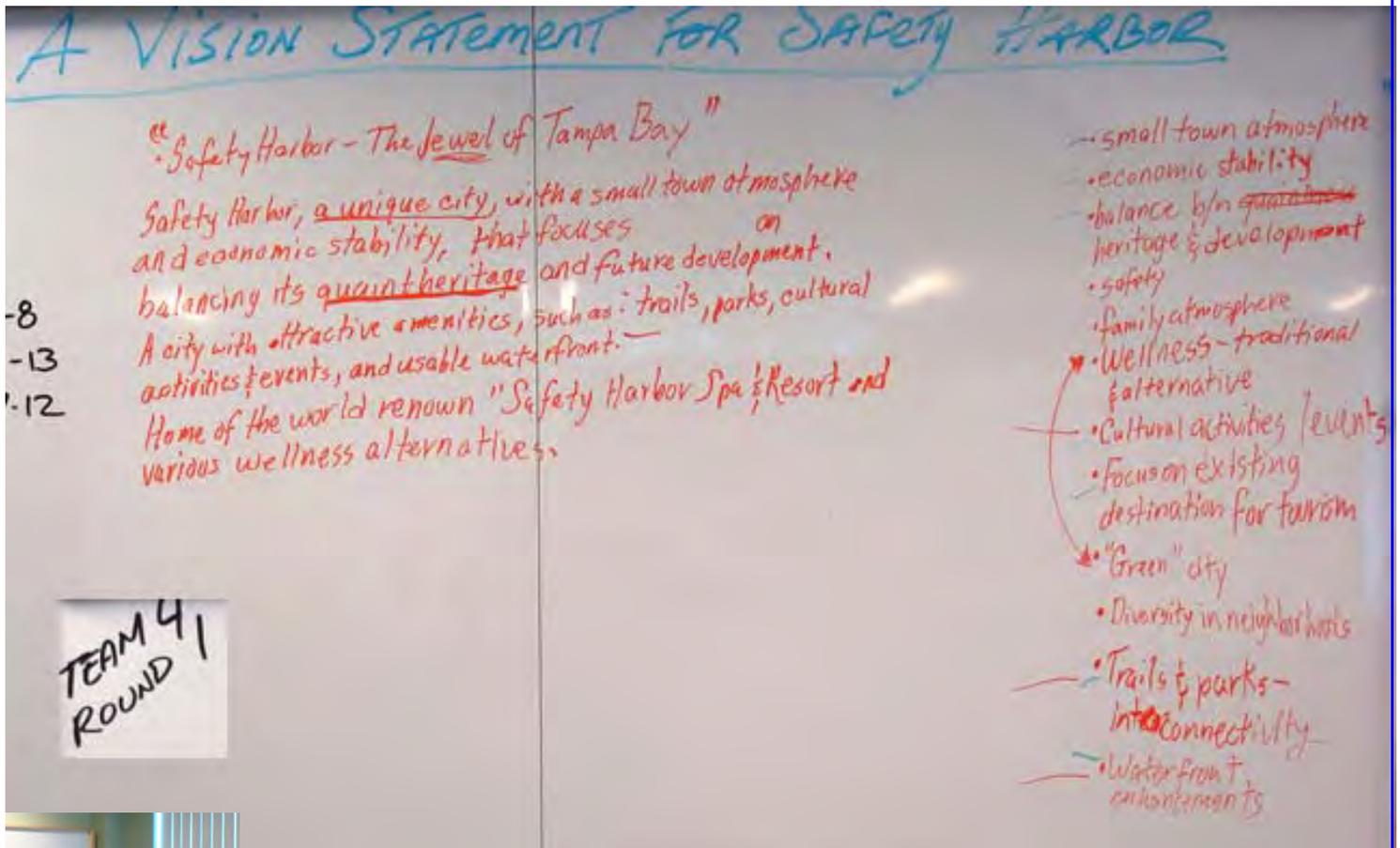
Activity 1 – Team 3 Report Outs



Reporter: We achieved a consensus at our table within 5-10 minutes. We all felt that preserving Safety Harbor's small town feel and charm are probably the most important key terms that we identified. I want to emphasize...there's a strong opinion in our group to keep the town's current atmosphere. It's what attracted many of us here to begin with. Thank you.



Activity 1 – Team 4 Report Outs



Eddie: We identified Safety Harbor as the jewel of Tampa Bay and the home of many wellness facilities. The focus of our group was to concentrate on the uniqueness and the heritage of Safety Harbor...while identifying with continuity of growth and redevelopment.

Milo: Four very strong teams. Great job all around. These are all very distinctive vision statements. Now we're going to ask for you all to choose the best of the best for your favorite keywords in a voting exercise.

Andrea: Has everyone experienced a voting? We're going to vote on your favorite keywords that you developed from the first half of the first activity.

Milo: Many of us know how the voting devices work. Is there anyone that's not familiar with our voting? Okay let's begin our voting. We would like you to choose your favorite top 3 keywords that you want included in your vision statement for the city of Safety Harbor.

Activity 1 – Voting Exercise Results

[Documenter's note] Audience was given the opportunity to vote on their top 3 keywords that should drive the next version of the vision Statement.

Choose the top 3 keywords that should drive the next version of the Vision Statement

1. **Vibrant ; 25%-Voted**
2. **Proactive; 25%-Voted**
3. **Compatible businesses; 11%-Voted**
4. **Tree canopy; 21%-Voted**
5. **Quaint heritage; 25%-Voted**
6. **Small town-Family oriented; 46%-Voted**
7. **Accessible, green spaces & waterfront; 29%-Voted**
8. **distinctive charm/unique city; 32%-Voted**
9. **Balanced & growth mgmt; 21%-Voted**
10. **Economic Development/Redevelopment; 32%-Voted**



Milo: We are now going to move on to the next level with our second planned activity. Here's how this second activity is structured.

Activity 2: "Opportunities and Challenges"

Safety Harbor has many opportunities that make a great vision achievable. And... there are challenges to overcome on the way to the vision. **Join another team at a whiteboard.**

INSTRUCTIONS FOR EACH TEAM:

- Refer to the *available resources*.
- Complete an *"opportunities and challenges" analysis* for part of Safety Harbor. Each whiteboard is labeled with one of the following Focus Areas:

Traditional Neighborhoods	Mixed-Use Activity Centers	9th Avenue Service Corridor	Planned Development & Public Districts	Other Areas of Safety Harbor
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Everyone on the team should participate. Select a scribe to manage the whiteboard and a spokesperson who will present your team's work.

We'll call time and ask each team to present their Opportunities and Challenges Analysis.

Then we will conduct electronic polling to identify the *top 2 opportunities* and the *top 2 challenges* in each area of Safety Harbor.

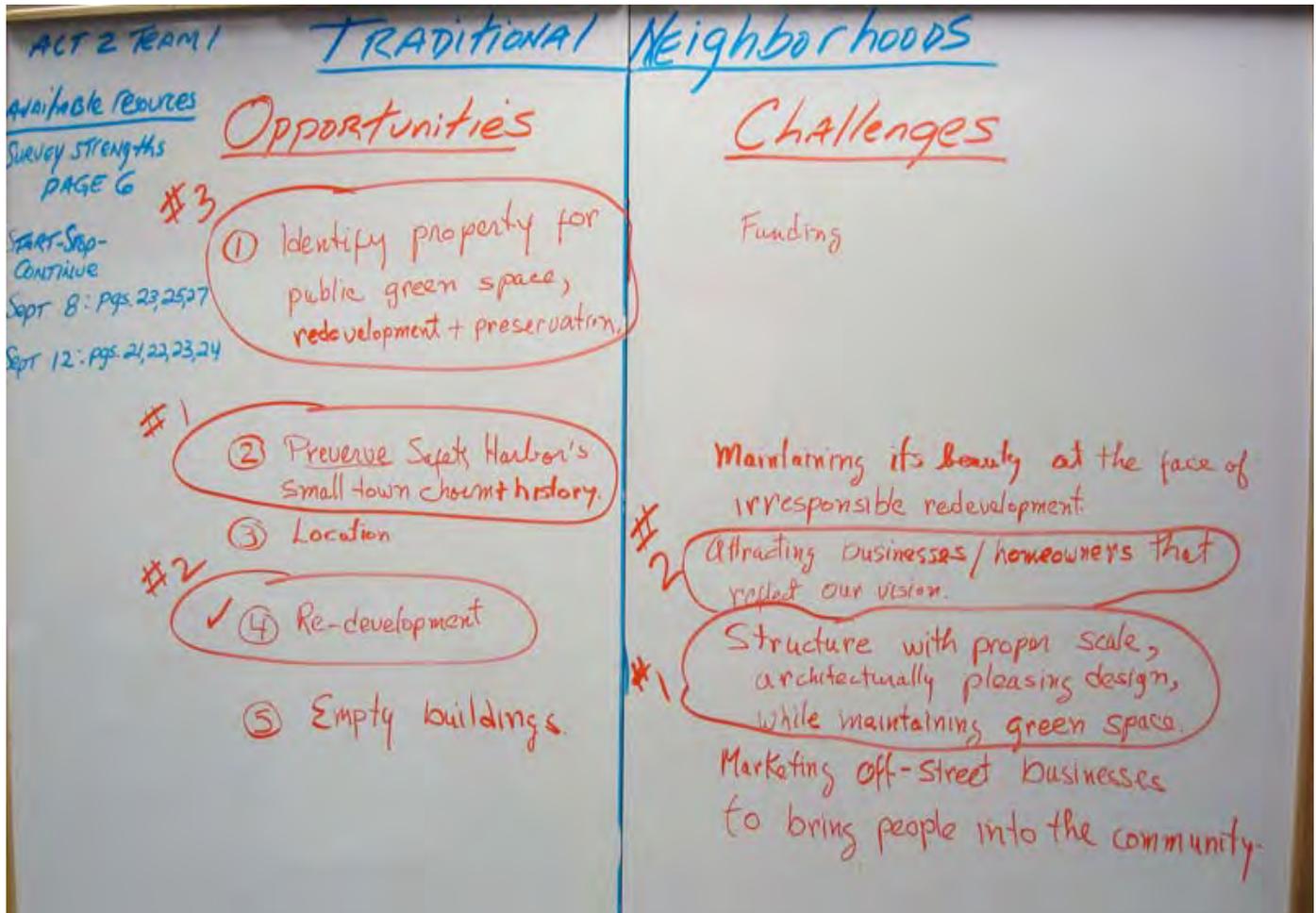
Available Resources for Activity 2:

Refer to the map of Safety Harbor on the other side of this sheet.

For Opportunities, refer to the lists of "strengths" from the online survey and the lists of "start/continue" items from both Community Forums.

For Challenges, refer to the lists of "stop" items from both Community Forums.

Activity 2 – Team 1 Report Outs



Milo: Okay...A lot of energy! Here's what we would like each team to do...Please choose a spokesperson and if that person could explain to the larger group each opportunity and challenge that your team came up with. Can we have someone from team 1 come up and report out?

Reporter: We identified property to preserve public green space and our challenge is funding. We discussed property on Bayshore for sale and wondered if the city could purchase it for preservation...The charm of our city we want to maintain and ensure that any redevelopment design maintains our vision...For redevelopment, we want green space but again, we want to keep the charm of our community intact...Anything else?

Audience member: I'd also like to see some type of preservation committee for places like the Boot home.

Milo: Thank you and the idea of the preservation committee might be a strategy to choose on the next activity...Any other comments for team one?

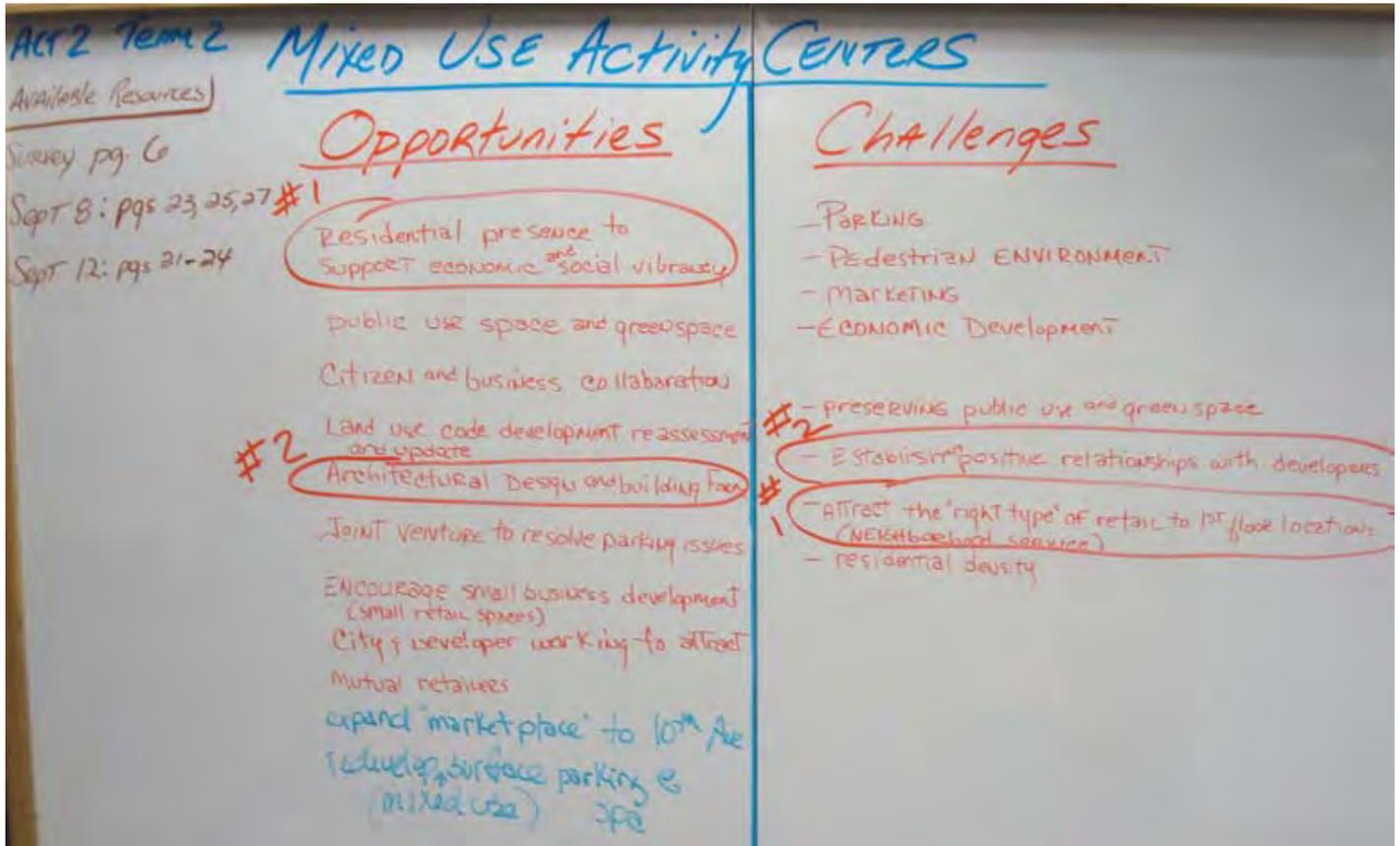
Audience member: He was speaking about properties that are really blighted and it would be nice to see something go in there possibly something for our low income senior citizens.

Milo: Thanks for adding that. These are the things that we want captured for the real time record. Can we have a spokesperson for team 2?



Activity 2 – Team 2 Report Outs

Reporter: We had a quite lengthy discussion. We see some opportunity for residents to be present and support the economical and social vibrancy of our community. We are looking for input from the



citizens for our development. Another big opportunity is for the city to look at building and design...We're looking for neighborhood shops to service downtown...Possibly the citizens, the city, and developers sitting down and deciding together what kind of businesses they want and can bring to downtown. The challenges are parking, pedestrian environment, marketing, preserving the public and green spaces, which is sometimes a challenge due to costs...Attract the right type of retailers and without office space.



Milo: Great job by team 2. Let's clarify one of the ideas:

attracting the "right" type of retail vs office spaces.

Audience member: Locally serving retailers such as produce stores, bakeries, and pharmacies. Accessible by walking, with attractive store fronts are what's being envisioned.

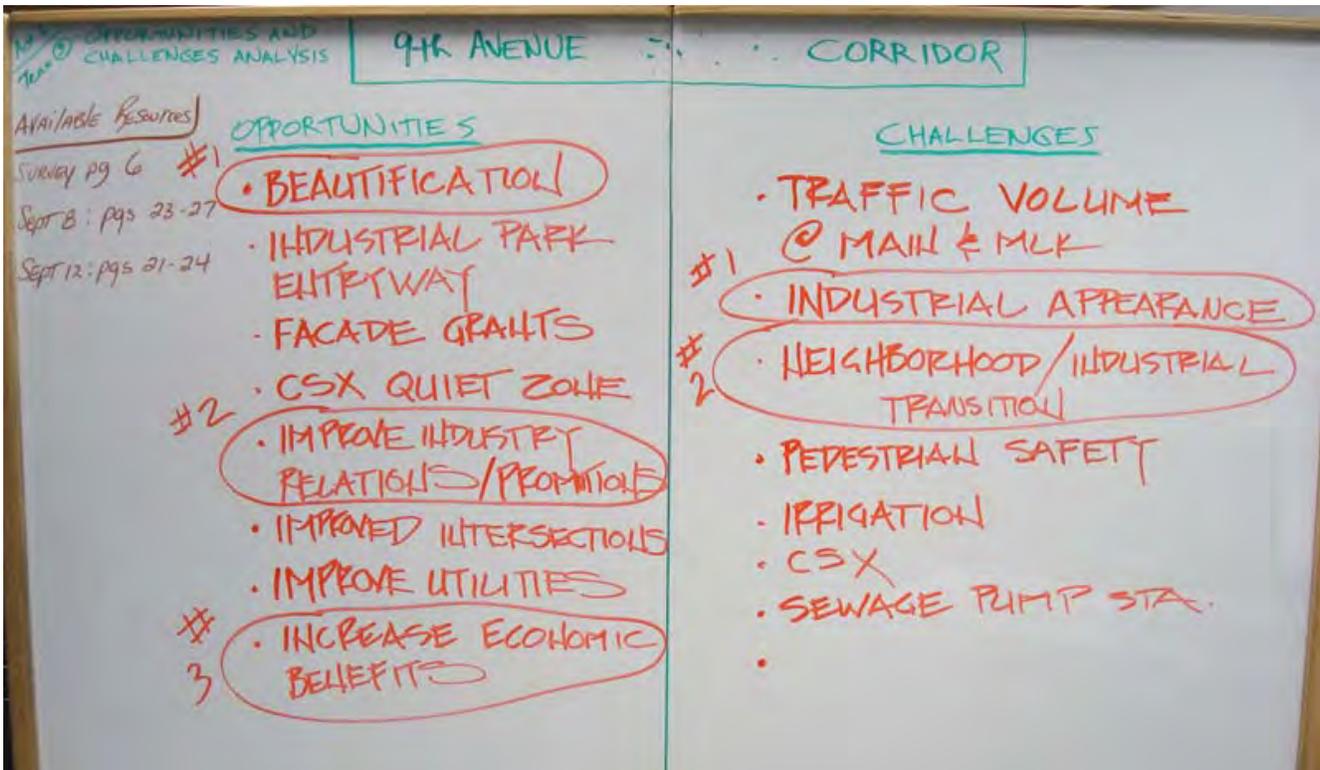
Milo: Thanks for clarifying that...Something that preserves the atmosphere and yet is

Activity 2 – Team 3 Report Outs

accessible. Okay some great opportunities and challenges. Was there any discussion on a challenge that jumped out more than another?

Reporter: A large challenge is the cost. Also, in the past, there's been community resistance to multi level development. However, multi story supports the businesses.

Milo: Thank you and that reinforces the first item of residential input. Do we have a spokesperson for team 3?

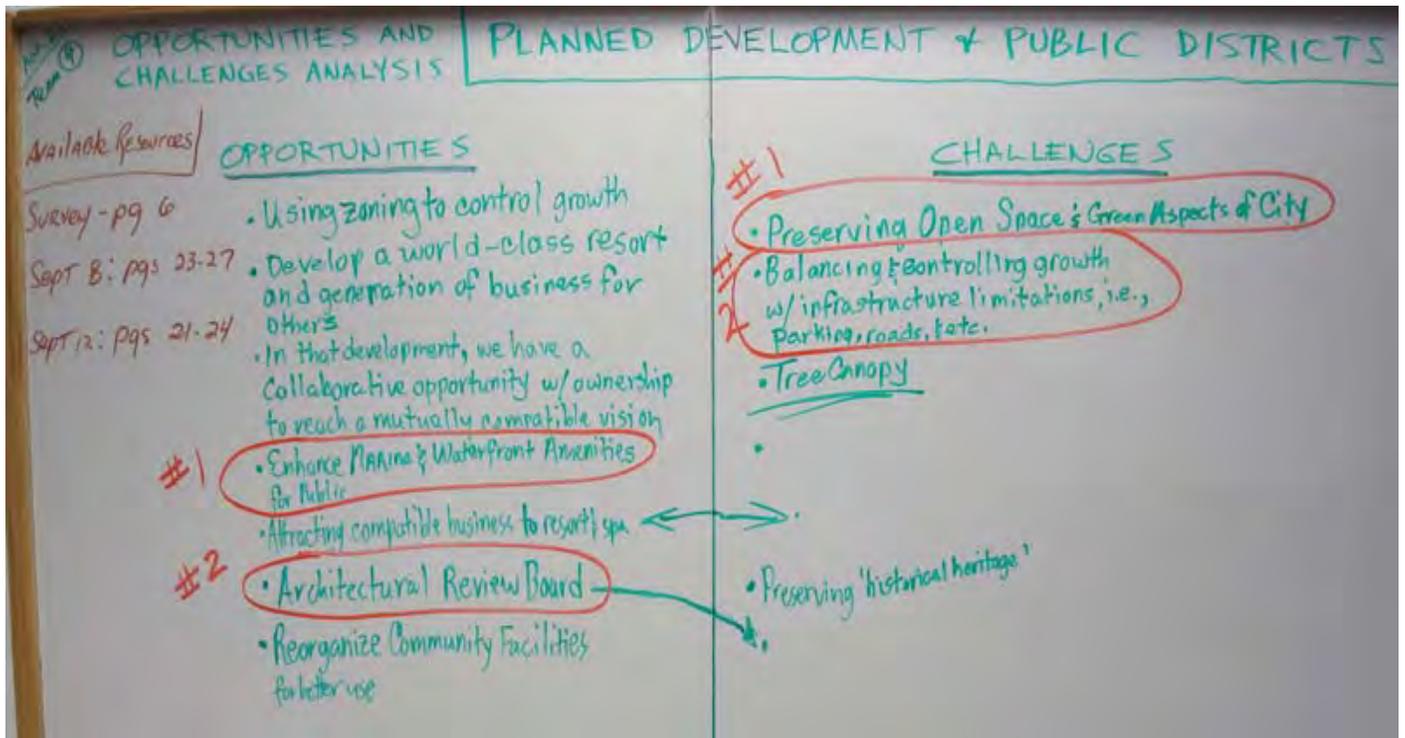


Reporter: We'll start out with our challenges. The first was the traffic volume at Main and MLK...I think it's a connector of our north and south communities. Industrial appearance...that Ninth Ave is kind of bland. It's not the gateway to our community that it could be. Pedestrian safety...there's a lot of kids and how do you deal with that when you have big trucks on the roads. There is no irrigation right now and that's going to be a challenge...CSX, always friendly to work with. There's also a sewage pump station...maybe there's some thing that can be done to stop some of that odor.

As far as opportunities, there's a lot of space and we would like some beatification...There's all kinds of things that could help. I'd like to see a...Some of the buildings are old and what if some grants could be provided to the owners so that they could enhance the look of their buildings...There's a lot of industrial businesses, they're not the most community involved group however, maybe we could form a relationship with them as a joint partnership to improve the appearance of the area. Improved utilities...I've had the opportunity to do some utility work in that area and to upgrade some of those buildings would involve a big transition...and if we did some of these things that we've identified we would meet our next opportunity which is to increase economic benefits. Thanks.

Milo: So is it safe to say that five years from now the 9th corridor might be the most improved? There are a number of opportunities, some of which require building relations with CSX and other industrial businesses. Okay, let's hear from our team 4. Can we have a spokesperson?

Activity 2 – Team 4 Report Outs



Reporter: Here I go. We focused mainly on the marina and spa. We would like to get a world class resort in order to complement our current businesses and become attractive to tourism. We would like to enhance the marina for public use...to offer more boat slips to provide other services to the community. Not only will the world class resort help current business but may attract new businesses. In order to address our challenges, we need to control growth according to the vision of the community. One of the members of our team suggested that we should reorganize community centers to provide more services to our residents. Challenges...obviously, preserve open space and keep and make green. We think that's a priority and a challenge that needs to be met...Balancing growth and development so that we don't exacerbate the problem that already exists. We want to preserve as many tree canopies as possible. As well, we want to ensure that buildings like the Tucker mansion are not sacrificed for growth and development.

Milo: Great work. Some focus of preservation...some collaboration and synergies attracting business to the spa...We've captured all of these opportunities and challenges and now we'd like to get a snap shot of the ideas you've highlighted now by voting. If you all would, move to the Tropics lab and we'll begin another voting session.

Documenter's note: The audience participated in a voting to decide the top two opportunities and the top two challenges for each of the topics discussed by each team.

Activity 2 – Voting Exercise Results



Choose the Top 2 Opportunities for Traditional Neighborhoods

- 1. Identify property for public green space , redevelopment & preservation; 46%-Voted**
- 2. Preserve Safety Harbor small town charm & history; 61%-Voted**
- 3. Location; 4%-Voted**
- 4. Re-development; 54%-Voted**
- 5. Empty buildings; 18%-Voted**

Choose the Top 2 Challenges for Traditional Neighborhoods

- 1. Funding; 25%-Voted**
- 2. Maintaining its beauty at the face of irresponsible redevelopment; 25%-Voted**
- 3. Attracting businesses / homeowners that reflect our vision; 43%-Voted**
- 4. Structure with proper scale, architecturally pleasing design, while maintaining green space; 82%-Voted**
- 5. Marketing off-street businesses to bring people into the community; 18%-Voted**

Activity 2 – Voting Exercise Results Cont.

Choose the Top 2 Opportunities for Mixed-Use Activity Centers

- 1. Residential presence to support econ/social vibrancy; 38%-Voted**
- 2. Public Use Space & Green Space; 7%-Voted**
- 3. Citizen & Business Collaboration; 10%-Voted**
- 4. Land Use Code Development Reassessment & Update; 24%-Voted**
- 5. Architectural Design & Building Form; 28%-Voted**
- 6. Joint venture to resolve parking issues; 21%-Voted**
- 7. Encourage small business development; 17%-Voted**
- 8. City & developer working to attract mutual retailers; 24%-Voted**
- 9. Expand marketplace to 10th Ave - Redevelop mixed use surface parking @ spa; 17%-Voted**

Choose the Top 2 Challenges for Mixed-Use Activity Centers

- 1. Parking; 28%-Voted**
- 2. Pedestrian Environment; 14%-Voted**
- 3. Marketing; 10%-Voted**
- 4. Economic Development; 21%-Voted**
- 5. Preserving public use and Green Space; 24%-Voted**
- 6. Est. Positive relationships with Developers; 31%-Voted**
- 7. Attract the right type of retail to 1st floor locations; 38%-Voted**
- 8. Residential density; 28%-Voted**

Activity 2 – Voting Exercise Results Cont.

**Choose the Top 2 Opportunities for 9th Ave. Service
Corridor**

1. **Beautification; 75%-Voted**
2. **Industrial Park Entryway; 14%-Voted**
3. **Façade Grants; 14%-Voted**
4. **CSX Quiet Zone; 4%-Voted**
5. **Improve Industry Relations/Promotions; 29%-Voted**
6. **Improved Intersections; 18%-Voted**
7. **Improved utilities; 7%-Voted**
8. **Increase economic benefits; 29%-Voted**

**Choose the Top 2 Challenges for 9th Ave. Service
Corridor**

1. **Traffic Volume @ Main/MLK; 28%-Voted**
2. **Industrial Appearance; 55%-Voted**
3. **Neighborhood/Indust. Trans.; 45%-Voted**
4. **Pedestrian Safety; 24%-Voted**
5. **Irrigation; 21%-Voted**
6. **CSX; 17%-Voted**
7. **Sewage Pump Station; 3%-Voted**

Activity 2 – Voting Exercise Results Cont.**Choose the Top 2 Opportunities for Planned Dev. & Public Districts**

- 1. Use Zoning to Control Growth; 32%-Voted**
- 2. Develop a world-class resort & generation of business for others; 29%-Voted**
- 3. Have a collaborative opp with ownership to reach a compatible vision; 29%-Voted**
- 4. Enhance Marina & Waterfront Amenities for public; 50%-Voted**
- 5. Attract Compatible bus. to resort and spa; 14%-Voted**
- 6. Architectural review board; 36%-Voted**
- 7. Reorganize Community Facilities for better use; 4%-Voted**

Choose the Top 2 Challenges for Planned Dev. & Public Districts

- 1. Preserving Open Space and Green Aspects of City; 59%-Voted**
- 2. Balancing/Controlling growth w/infrastucture limitations; 48%-Voted**
- 3. Tree Canopy; 21%-Voted**
- 4. Preserving Historical Heritage; 31%-Voted**
- 5. Attracting compatible business to resort & spa; 28%-Voted**
- 6. Architectural Review Board; 7%-Voted**

Activity 3: “Bold, Achievable 5-Year Strategies”

[Click here to view a Word document of the Bold Strategies](#)

To reach our vision will require strategies that are bold, yet achievable. Let’s develop ideas for visionary things that we can actually get done! **Join another team at a whiteboard.**

INSTRUCTIONS FOR EACH TEAM:

- Refer to the work that we’ve done so far this morning, along with your personal insights and knowledge about our community.
- Work as a team to create ***three bold and achievable strategies*** for part of Safety Harbor. Each whiteboard is labeled with one of the following Focus Areas:.

Traditional Neighborhoods	Mixed-Use Activity Centers	9th Avenue Service Corridor	Planned Development & Public Districts	Other Areas of Safety Harbor
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- Each strategy should make progress 2008-2012 toward the “keywords” of the vision by pursuing opportunities and overcoming identified challenges.
- Each strategy should include an ***action statement***; an assessment of ***resources required***, including resource gaps; ***benchmarks*** to measure progress; and ***champions*** who are interested in being part of the strategy.
- Highlight or circle your team’s choice of a ***#1 strategy*** from the list.

Everyone on the team should participate. Select a scribe to manage the whiteboard and a spokesperson who will present your team’s work.

We’ll call time and ask each team to present their Bold, Achievable 5-Year Strategies.

Then we will conduct electronic polling to identify the ***top 5 strategies*** that the group recommends for Safety Harbor to pursue.

Activity 3 – Team 1 Report Outs

Team 1
ACT 3 BOLD ACHIEVABLE 5 YEAR STRATEGIES

STRATEGIC ACTION	BENCHMARKS	RESOURCES	CHAMPIONS	08	09	10	11	12
① Incentives to preserve & encourage complementary development ② Amend zoning to balance architectural preservation, green space, character, without undermining all redevelopment ③ Incentives to preserve historic buildings ④ Historical Society	<ul style="list-style-type: none"> • Safety Harbor Elementary preserved • Upgrading of existing bungalows • Tucker Mansion • Architectural Review Board • Grand Tree Ordinance 	<ul style="list-style-type: none"> • Funding? • Planning Dept. • Preservation Fund • State Preservation Fund 	<ul style="list-style-type: none"> • Citizens Committee (like Briar Creek) Committee to work media and organizations 	X	X	X	X	X
② Assess existing underutilized buildings & spaces (make green space more public friendly) ③ Maximize the above, prior to developing new ④ See ③ above	<ul style="list-style-type: none"> • Buildings fully utilized (low or utility) • Collaborative / Joint Use w/ building owners 	<ul style="list-style-type: none"> • Business-Focused Chamber • Downtown Business Council 						
③ Funding to Purchase Green Space & Historic Property	See above	<ul style="list-style-type: none"> • Taxes ↑ • Private funds • Fundraising 						

Milo: We'd like to go ahead and have some quick report outs from each team. Each team's ideas were so strong that we decided not to do an electronic voting. We'll keep all of the ideas. Can we have a reporter for team 1?



Reporter: As you can see...I think it's going to take a lot of money, time, and effort from the citizens. We wanted to focus on the carrot vs the stick...Putting in zoning laws, tax breaks...Also incentives to preserve buildings like the Tucker mansion and creating a historical society...Upgrading existing bungalows. The resources we need are funding and we're not sure where that's going to come from. We thought about collecting for a fund for the community. We all saw Briar Creek come together and get involved to work with media and other organizations. Citizens vs politicians need

to work together...It's going to be a working progress all the way. One of the other issues that came up is identifying existing spaces and maximizing this space. Reaching out and developing relationships with the businesses would be our champions.

Funding to Purchase green space is necessary to achieve our last strategic action.

Activity 3 – Team 2 Report Outs

Act 3 Team 2 *BOLD ACHIEVABLE 5 YEAR STRATEGIES* **MIXED USE Activity Centers**

STRATEGIC ACTIONS	BENCHMARKS	Resources	Champions	08	09	10	11	12
① LAND DEVELOPMENT CODE COMPREHENSIVE REVIEW • ARCHITECTURAL SETBACKS • GREENSPACE • DENSITY	Revision Form Based Code Architectural Pattern Book	Outside Consultants Workshops	P&Z Planning Director Commission		→			
② Property owners, CITY & DEVELOPERS WORKING TOGETHER TO ACHIEVE QUALITY MIXED USE VISION	• FITS DEV. CODE • Consistent with VISION • Pre application meetings • LAND ASSEMBLY & PLANNED USE	Property Owners City Developers	Property owner City Developer		→			
③ Develop Marketing Plan to support a vibrant downtown	• identification recruitment, & maintaining strategies	Chamber of Commerce County economic development						



Reporter: We decided that number one must happen before anything else. We need to address architect setbacks first. We feel that workshops like this one to strategize will be needed. Some feel a short frame of time is achievable but we think 2009. We're looking into pre-application meetings prior to getting to the point of land development...Possibly the city purchasing unutilized land and preserving it. The city, politicians, and people need to come together for this. We need to develop a marketing plan to bring commercial people downtown.

Activity 3 – Team 3 Report Outs

Act 3 Team 3

BOLD ACHIEVABLE 5-YEAR STRATEGIES | 9th AVENUE SERVICE CORRIDOR

STRATEGIC ACTION	BENCH MARKS	RESOURCES	CHAMPIONS	'08	'09	'10	'11	'12
① Create facade/beautification GRANT PROGRAM and improve city owned right of ways, with landscape and hardscape.	WRITE Plan Budget	\$50,000	City	X	X			
② Create an Industrial Park Association and ensure effective collaboration the city and local Chamber of Commerce.	- Identify industry stakeholders - IPA - Industry Dvlp Plan	CHAMBER City	JACOBSEN HOMES PROGRESS ENERGY CHAMBER City	X				
③ City Promotion of business and industry.	Identify Key Stakeholders	CHAMBER MEDIA City County	Olympia Whistle STOP JACOBSEN SAUSAGE HOUSE					

Reporter: Our number 2 is really number 1. We want to create an industrial park with an association that will work with the city. The benchmarks would be the formation of the association and develop a plan. Resources would be the downtown business council and perhaps they can help the form a citizens council especially for that. We are certain that Progress Energy would like to help. Time...I think probably six months to a year. Secondly, we think that we should get a façade-beautification grant. Benchmarks would be for the city to budget for the plan and the city to develop the plan. We feel this can be accomplished quickly within the next two years. Finally we feel that the city should utilize their own resources here in the area to help us promote our businesses. We feel that Olympia could help by being champions as well as Whistle Stop, Jacobson, and Sausage House.



Milo: In the earlier activity, this area had the most significant challenges. And here are some strategies that can be implemented or jump-started almost immediately.

Activity 3 – Team 4 Report Outs

Act 3
Team 4

**BOLD Achievable Planned Development AND Public Districts
5 YEAR STRATEGIES**

STRATEGIC ACTIONS	BENCHMARKS	Resources	Champions	08	09	10	11	12
① Update zoning ordinance	Update	Planning & Zoning Board	Planning & Zoning Board City Commission	✓				
② Adopt tree ordinance	Adoption	arborist	Concerned Citizens City Commission	07 ✓				
③ Create architectural Review Board	Creation	qualified Residents architects	Concerned Citizens City Commission	✓				
④ Beautification/Preservation tax	Creation	Residents state/fed grants	Residents Commission	✓				



Reporter: Sorry, I'm afraid you'll have to listen to me again. We recommend that the zone ordinance be updated. We voted for the city to reanalyze the current policy. We would work with the city as champions to see that happen. Secondly, adopt a tree program. Our champion needed for that would be an arborist...assigned to protect the tree canopy of our city despite development. Third, we see a need for an architectural review board to protect the ambiance of our city. We could provide a recommendation to the city as to any and all future proposals. Also, another recommendation not welcomed by all group members...This would be a fund to protect existing structures in the city. Not officially on our board, we voted to include a tiki bar at the marina.

[Audience applause]

Milo: You've made great progress today. I think you all should give yourselves an applause. You know, just as you all have worked so hard today, our business illustrator Gene has been creating a masterpiece of your progress...Gene would you walk us through some of your artwork?

Closing Artwork and Final Comments...



Gene: I grasped from your first round some ideas...One in particular, protecting the small town feel. I then captured your challenges that you came up with...Then some of the opportunities that you gathered. Finally, this was done using one of your maps to try and get an idea of your future in 5 years that balances growth with your small town atmosphere...A lot of hard work on your part today!

Milo: All of your work today will be included in the real time record. There will be a link available to you by the close of business Monday. This group continues to amaze me. We want to thank you all for your participation.

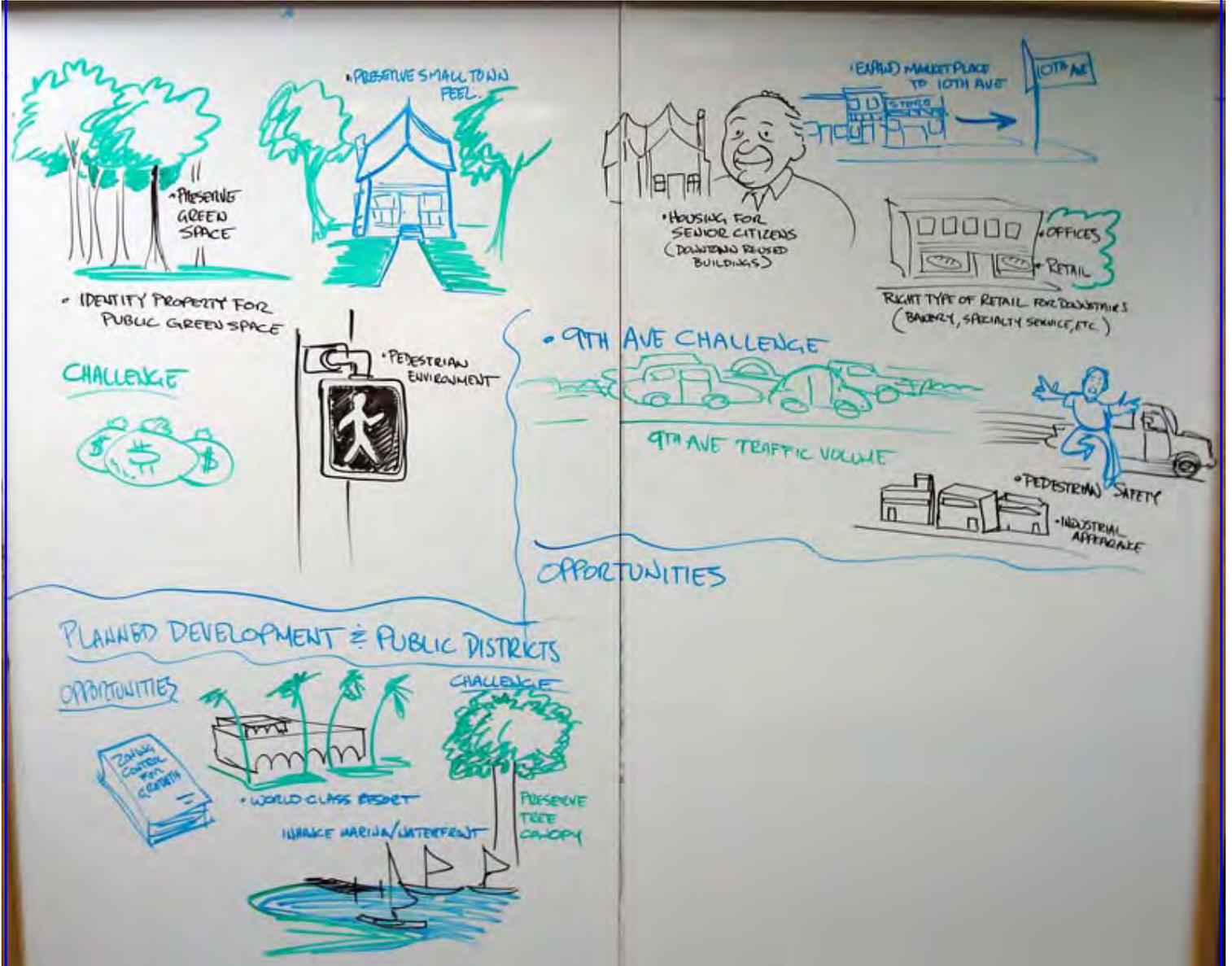
Audience member: I would like to say, that it's wonderful to see that pertaining to the big things, we are all together...concerning the smaller things I feel we need to be a little more accepting of other's opinions as well...and we're going to move forward.

Audience member: What's the document that we're going to receive so that we know what our plan is?

Andrea: Lindsay is preparing this real time record for your viewing by the close of business Monday. You saw examples of past Real Time Records from the two previous meetings during activity one. You will have a continuous copy of your progress from all the collaborative lab sessions. Go out and enjoy the rest of your Saturday. Thanks for all your hard work today.



Additional Artwork ...



Additional Artwork ...



Collaborative Labs

at St. Petersburg College

Accelerate business results

presents

Safety Harbor Community Forum Collaborative Engagement

September 8, 2007

Real-Time Record



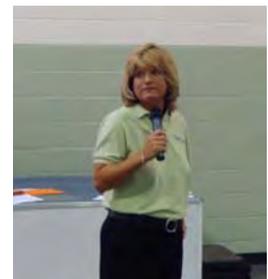
[Click here to view a Word document of this Real-Time Record](#)

Safety Harbor Community Forum



Welcome and Opening Comments

Andrea Henning: Welcome everyone. We would like you all to choose a category from one of the whiteboards that interests you most and join a team in that area. My name is Andrea Henning and I'm with the Collaborative Labs at St. Petersburg College. We have an outstanding innovation environment at the Epicenter in St. Petersburg however, today we're also mobile and we've come to you. Let me introduce to you our team. Our facilitators today are Milo Paich, Josee Richmond, and Marion Starks. We have PJ Petrick and Ben Fonseca in charge of our technology today. Mike Ewell and Lindsay Power are here to document everything that happens today in real time. This real-time record will be available to you on the City of Safety Harbor's website on Monday. We also will be taking pictures of all your work on the whiteboards and they will be included in the real time record. Gene Gonzales is our business illustrator, (AKA artist extraordinaire) and he's here to capture in picture form your progress today. Let me turn things over to Milo and let him kick off today's collaborative event.

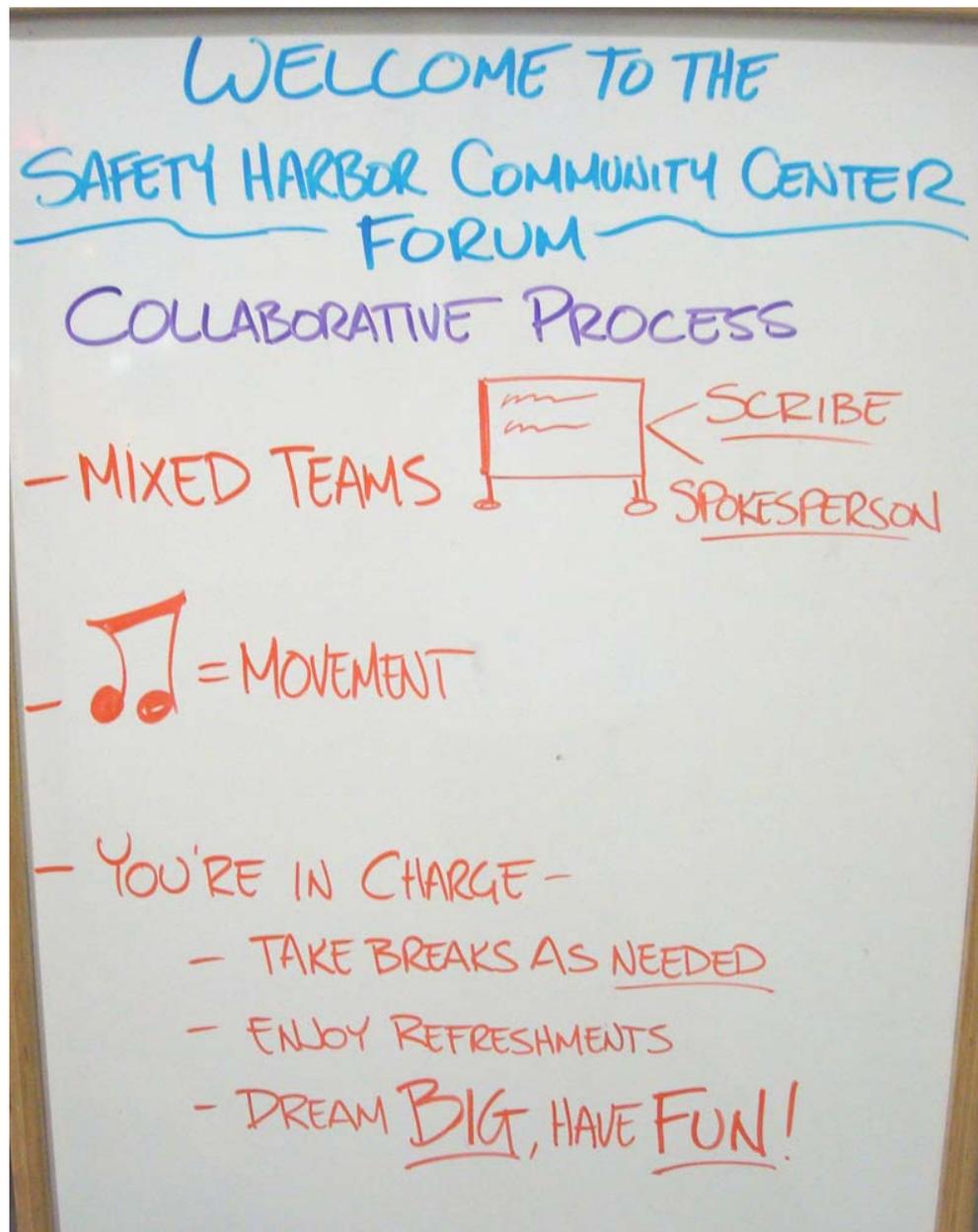


Milo: Good morning everyone. We are delighted you're here with us today. The City of Safety Harbor would like to build a five year vision and they've called on you for your involvement. The process started a few months ago and that process was an online survey. We are here today as well as a meeting scheduled next week...Also, there are a series of telephone surveys that will be conducted and all that information will help to build a process for improvements for your city.

Andrea: What you want to do is look under your chairs for your voting

devices...and we mentioned that we had an online survey. However, this morning we would like to compare your choices with the online survey results. Wow, did we lose our projector? Let me go ahead and explain to you the collaborative process while we wait on our technical experts to bring the projector back up.

As you can see with the arrangement of this room, we can divide and conquer and truly get your individual opinions instead of just one idea. Elect within your group a scribe and their job is to capture all the voices of the team's brainstorming. For the Collaborative Labs, music means movement and that will be a queue for you to move to the next whiteboard or come to the front of the room for report outs. As well, we would like you to choose a spokesperson to explain to the larger group in detail your team's ideas. Remember, you're in charge of your destiny today. Take breaks as you need them this morning; we don't do formal breaks...and remember that today we want you to dream big!





Milo: This is our opportunity to capture a real time vote and compare to the online results. Your voting devices cannot open a garage door; however, they can record what's most important to you.

Documenter's Note: The audience was given the opportunity to vote live using the same survey questions that were on the online survey.

Group Survey Results vs. Online Survey:

Milo: There's definitely a sense of synergy from what we've already seen in the online forum. That's good to know that everyone here as well as those who could not be here today has some common interests for this city.

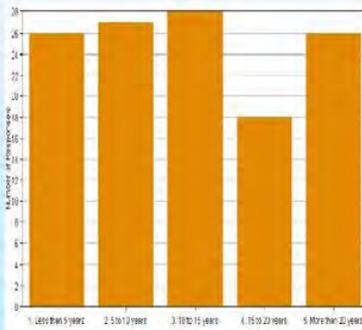
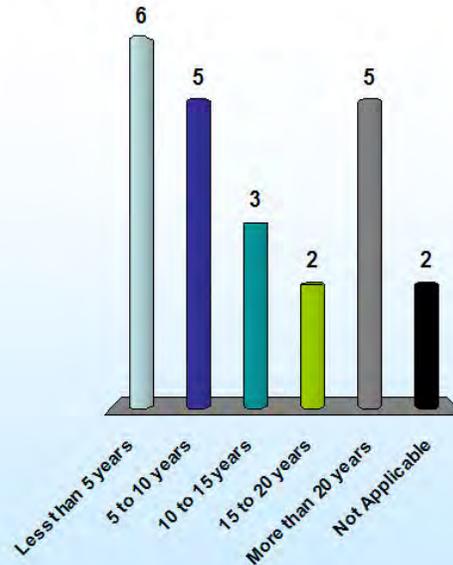
Group Voting ...

Andrea: That was a great voting session. Now I'd like to move forward to our next activity. Here's how it's structured



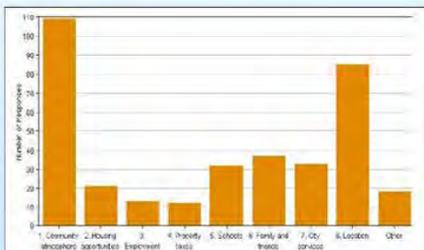
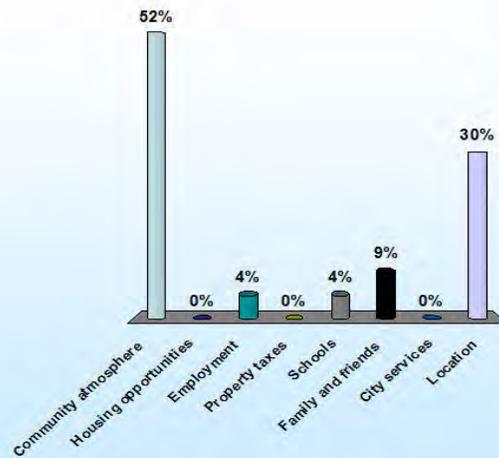
If you live in Safety Harbor, for how long have you lived here?

1. Less than 5 years (6)
2. 5 to 10 years (5)
3. 10 to 15 years (3)
4. 15 to 20 years (2)
5. More than 20 years (5)
6. Not Applicable (2)



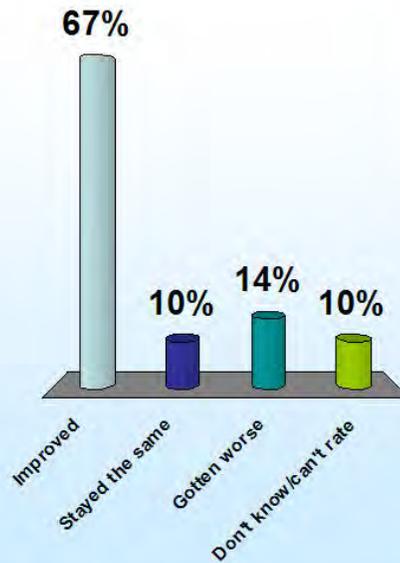
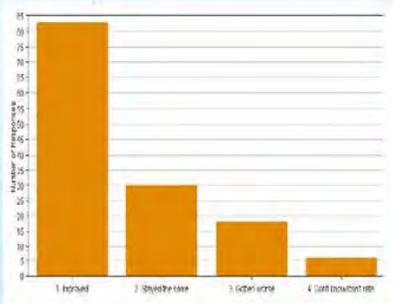
Why did you (and your family, if applicable) choose to live in Safety Harbor?

1. Community atmosphere 52%
2. Housing opportunities 0%
3. Employment 4%
4. Property taxes 0%
5. Schools 4%
6. Family and friends 9%
7. City services 0%
8. Location 30%



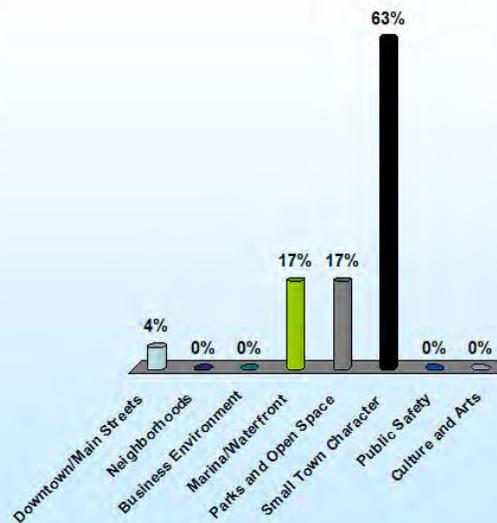
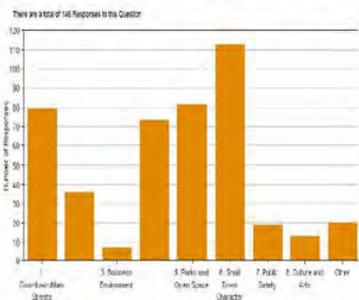
Looking back, would you say that life in Safety Harbor, during the last few years, has generally improved, stayed pretty much the same, or has gotten worse than a few years ago?

1. Improved 67%
2. Stayed the same 10%
3. Gotten worse 14%
4. Don't know/can't rate 10%



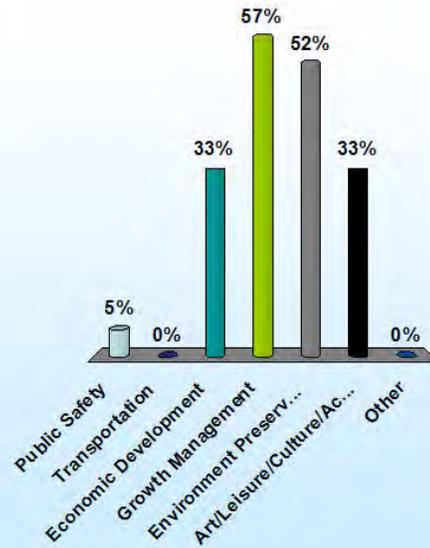
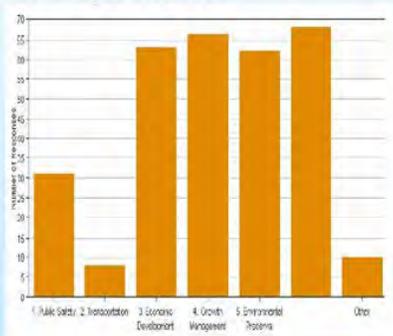
What do you feel are Safety Harbor's greatest strengths?

1. Downtown/Main Streets 4%
2. Neighborhoods 0%
3. Business Environment 0%
4. Marina/Waterfront 17%
5. Parks and Open Space 17%
6. Small Town Character 63%
7. Public Safety 0%
8. Culture and Arts 0%



To make Safety harbor a better place in the next 5 years, which of these should be our Top 2 Priorities?

1. Public Safety 5%
2. Transportation 0%
3. Economic Development 33%
4. Growth Management 57%
5. Environment Preservation 52%
6. Art/Leisure/Culture/Activities 33%
7. Other 0%



Activity 1: “Envisioning A Great Safety Harbor in 2012”

It's 2012, and Safety Harbor has made headline news for our progress toward a great future.

Join a team at one of the whiteboards. Your team will prepare and present a **2012 headline story** of great news for Safety Harbor, including:

- **A big headline, in 8 words or less, that captures the story.**
- **A brief quote about a challenge that Safety Harbor overcame on the way.**

Everyone on the team should participate. Select a scribe and a spokesperson.

After 30 minutes, have your scribe **transfer your team's Headline & Challenge to the Community Whiteboard** at the front of the room.

Then your spokesperson will **present the headline** to the full group.

Each team has a specific headline **focus area**:

Teams 1 – 2: Safety & Security

- Keeping our city a safe and secure place to live, work, play and walk. Anticipating the possibilities and having plans in place.

Teams 3 – 4: Transportation

- Considering mobility around and through our city. Streets, sidewalks, bike lanes. Traffic routing and traffic calming. Mass transit.

Teams 5 – 6: Economic Development

- Bringing jobs and opportunities to Safety Harbor. Considering what kind of businesses (and regulations) we want.

Teams 7 – 8: Cultural/Historic Preservation

- Considering what really matters about the atmosphere and feel of living here, including the tangible history that we want to preserve.

Teams 9 – 10: Arts and Leisure

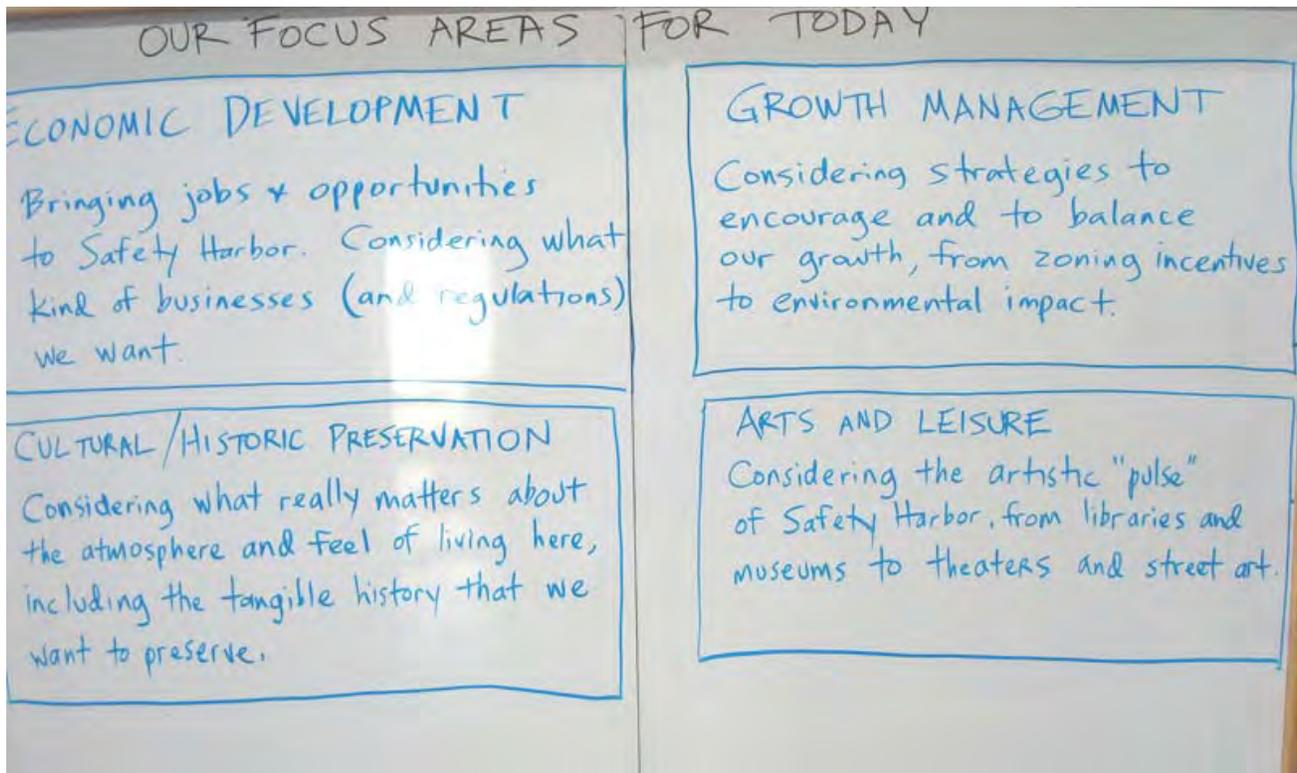
- Considering the artistic “pulse” of Safety Harbor, from libraries and museums to theater and street art.

Teams 11 – 12: Growth Management

- Considering strategies to encourage and to balance our growth, from zoning incentives to environmental impact.

Remember – our focus is the whole of Safety Harbor!

“Envisioning A Great Safety Harbor in 2012” – Focus and News



“Envisioning A Great Safety Harbor in 2012” – Teams Working



Economic Development Team



Cultural / Historical Preservation Team



Arts and Leisure Team

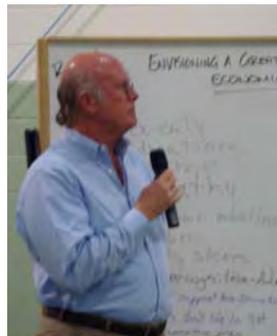


Growth Management Team

Report Outs

Activity 1 – Economic Development

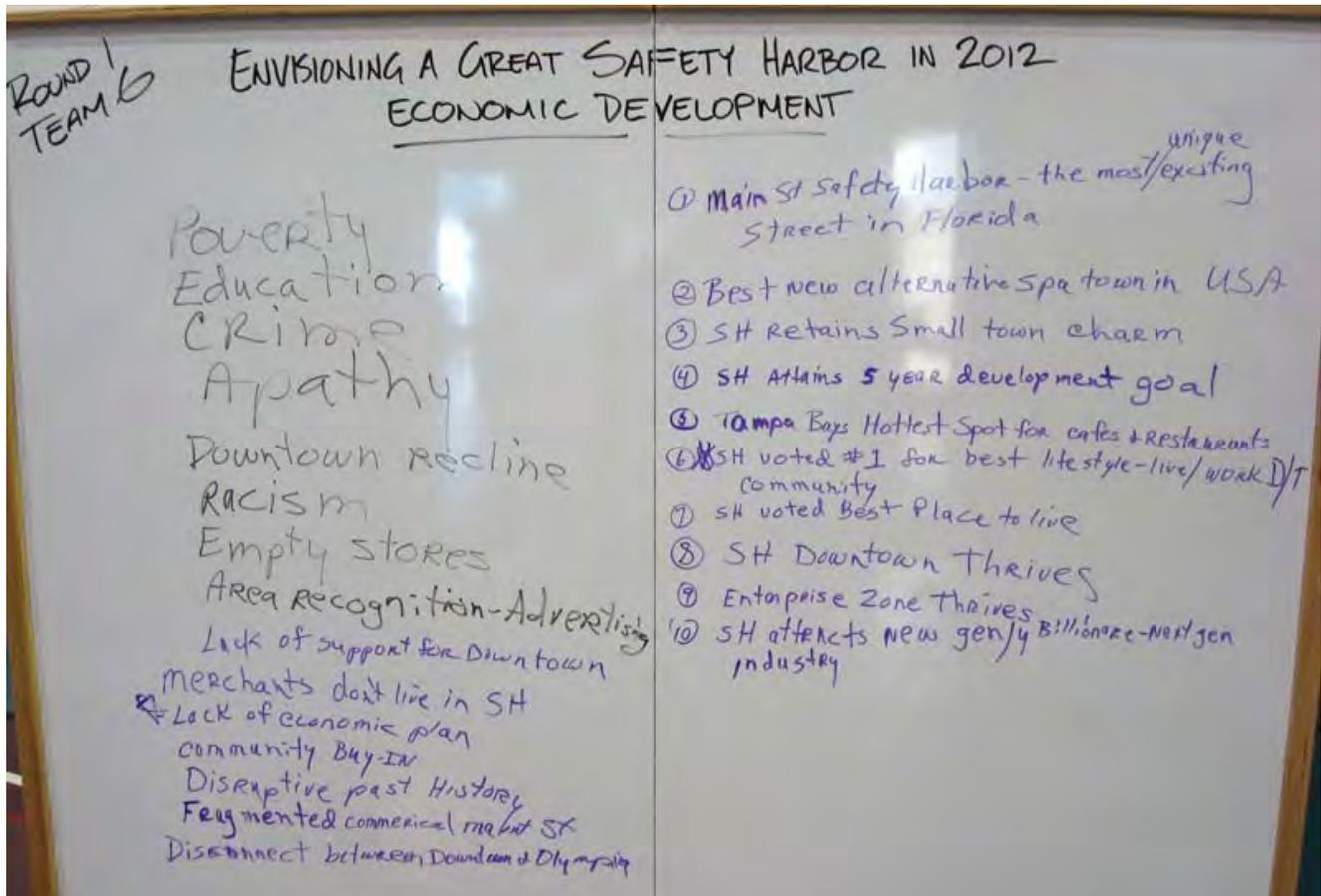
Milo: We would now like each team’s spokesperson to come to the front and explain to the larger group your team brainstorming results.



Reporter, James Montgomery: The challenge that we felt we needed to overcome was the lack of downtown economic planning. We molded all of our ideas and came up with the consensus to home in and focus on building a better downtown.

Milo: Great job by the first team...They came up with some great ideas. Let’s move on to our second group. Is there a representative for the next group?

Activity 1 - Economic Development – Whiteboard



“Envisioning A Great Safety Harbor in 2012” – Report Outs

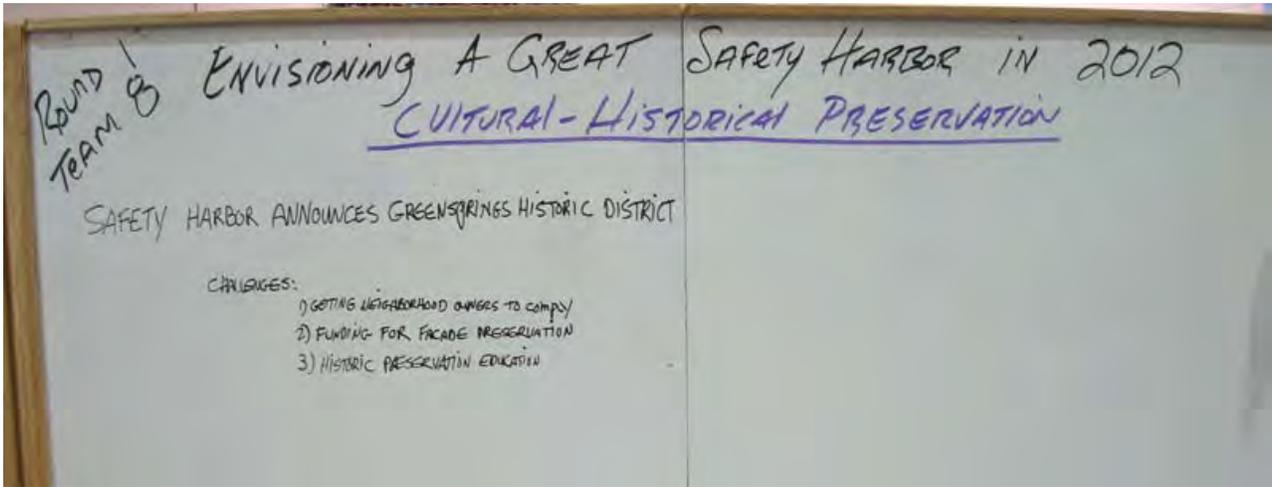
Activity 1 – Cultural/Historic Preservation



Reporter, Joe Case: Our headline was Safety Harbor Announces Green. Our challenges include compliance. Such as restrictions on historic homes...Many people don't have the money for the improvements needed on their homes...Also education for possible improvements.

Some people don't know where or how to begin with the improvement on their homes that will maintain their historic value.

Milo: Great job from these two teams. Now can we have a representative from Art and Leisure, a very important topic for the city of Safety Harbor?



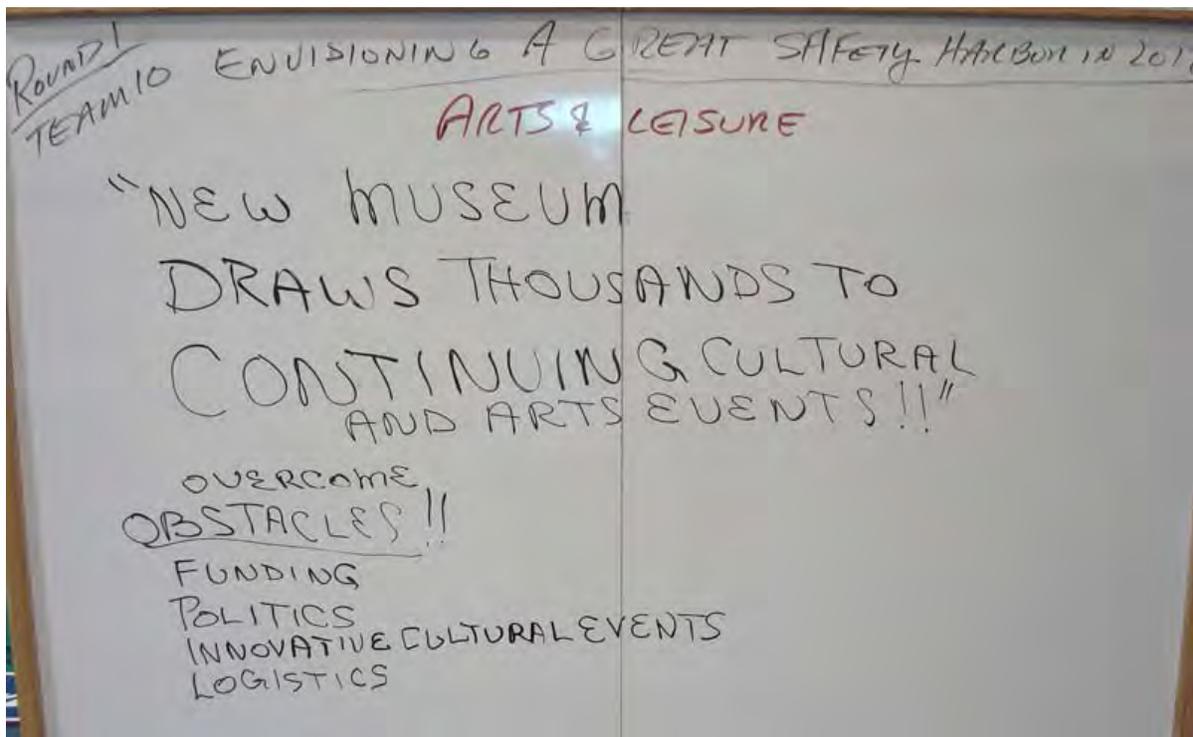
“Envisioning A Great Safety Harbor in 2012” – Report Outs



Activity 1 – Arts & Leisure

Reporter: The spot lights are in the sky...People are getting out of their cars in beautiful gowns and formal wear on their way to the main event tonight. The obstacles that we've overcome include funding, politics, and logistics. The logistics was a big obstacle...do we move it? Do we keep it where it is? It is a historical place. Perhaps a meeting place for girl/boy scouts. The biggest focus was the enlargement of the museum.

Milo: Great job. We have one more headline...Could we get a representative from Growth Management to come up here and share your team's ideas with the larger group?



“Envisioning A Great Safety Harbor in 2012” – Report Outs

Activity 1 – Growth Management

Reporter: Our group was in total agreement that our small town atmosphere we want to protect most of all while enhancing the businesses. We want business that will help bring attractiveness to our city. We touched a little on building and in conjunction with parking and other issues.



Growth Management Whiteboard



Milo: So now we have four very clear headline stories. Now we'd like to develop some strategies to help the city enable to be voted #1 to work and play. How do we achieve all of these ideas? Now we would like you to decide on some “bold strategies” that will help deliver these ideas to your city. Here's how our next activity is structured.



Activity 2: "Big Bold Strategies"

Back to 2007! We will start by mixing teams sharing the same focus area so that new ideas and friends will emerge.

Your team will *identify "big bold strategies"* that will take our community closer to an ideal future.

- A list of possible strategies, each in 6 words or less, for your focus area.
- Circles marked around your team's top 2 bold strategies.

Everyone on the team should participate. Select a new spokesperson who will be available to clarify your team's bold strategies.

After 30 minutes, we'll call time and do electronic polling to prioritize the Top Bold Strategies in each focus area.

Teams 1 – 2: Safety & Security

- Keeping our city a safe and secure place to live, work, play and walk. Anticipating the possibilities and having plans in place.

Teams 3 – 4: Transportation

- Considering mobility around and through our city. Streets, sidewalks, bike lanes. Traffic routing and traffic calming. Mass transit.

Teams 5 – 6: Economic Development

- Bringing jobs and opportunities to Safety Harbor. Considering what kind of businesses (and regulations) we want.

Teams 7 – 8: Cultural/Historic Preservation

- Considering what really matters about the atmosphere and feel of living here, including the tangible history that we want to preserve.

Teams 9 – 10: Arts and Leisure

- Considering the artistic "pulse" of Safety Harbor, from libraries and museums to theater and street art.

Teams 11 – 12: Growth Management

- Considering strategies to encourage and to balance our growth, from zoning incentives to environmental impact.

Remember – our focus is the whole of Safety Harbor!

Activity 2 – Big Bold Steps -Teams Working



Economic Development Team



Cultural/Historical – Arts/Leisure



Growth Management Team

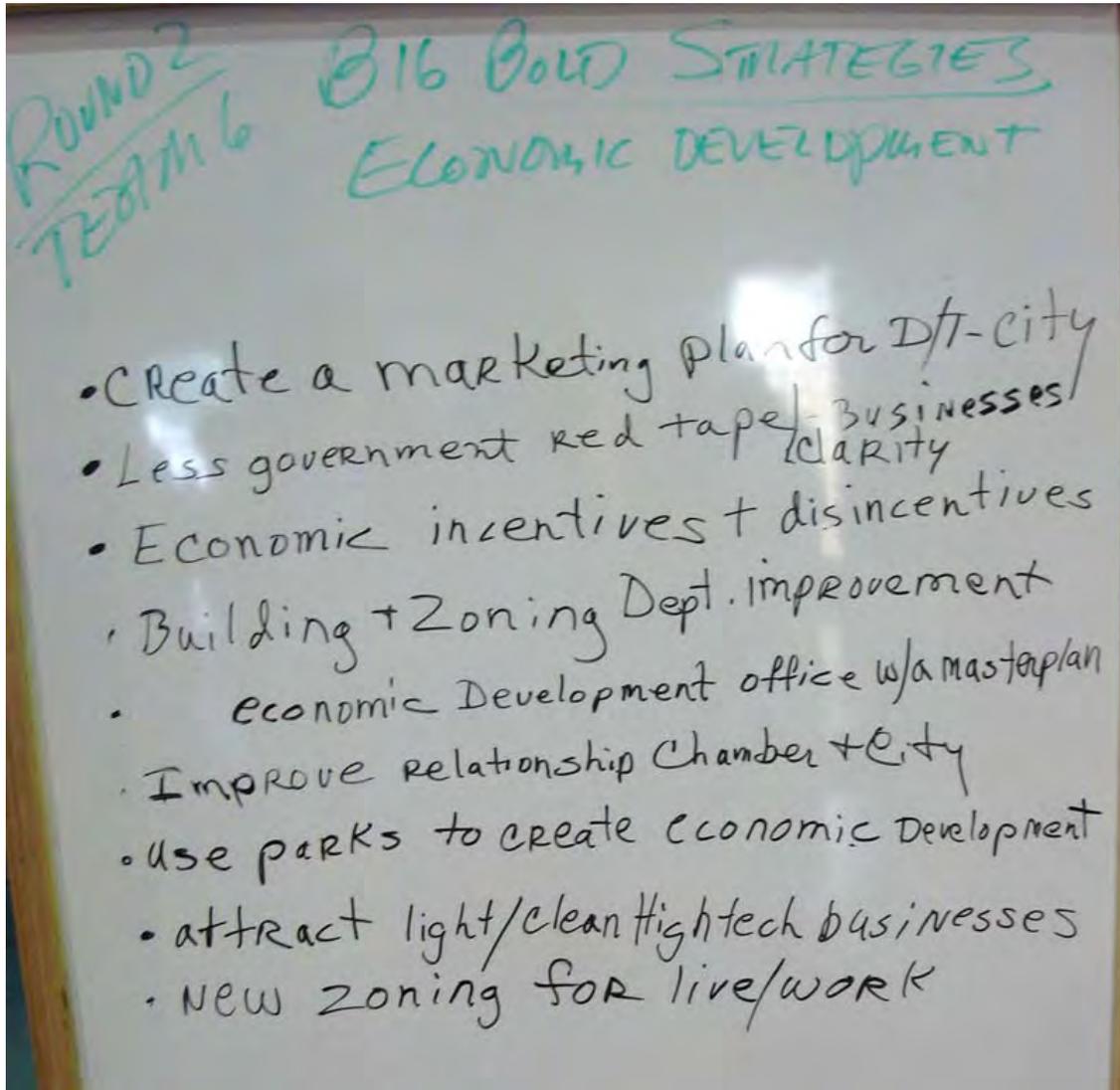


Group Photo

Report Outs: Economic Development-Clarification/Comments

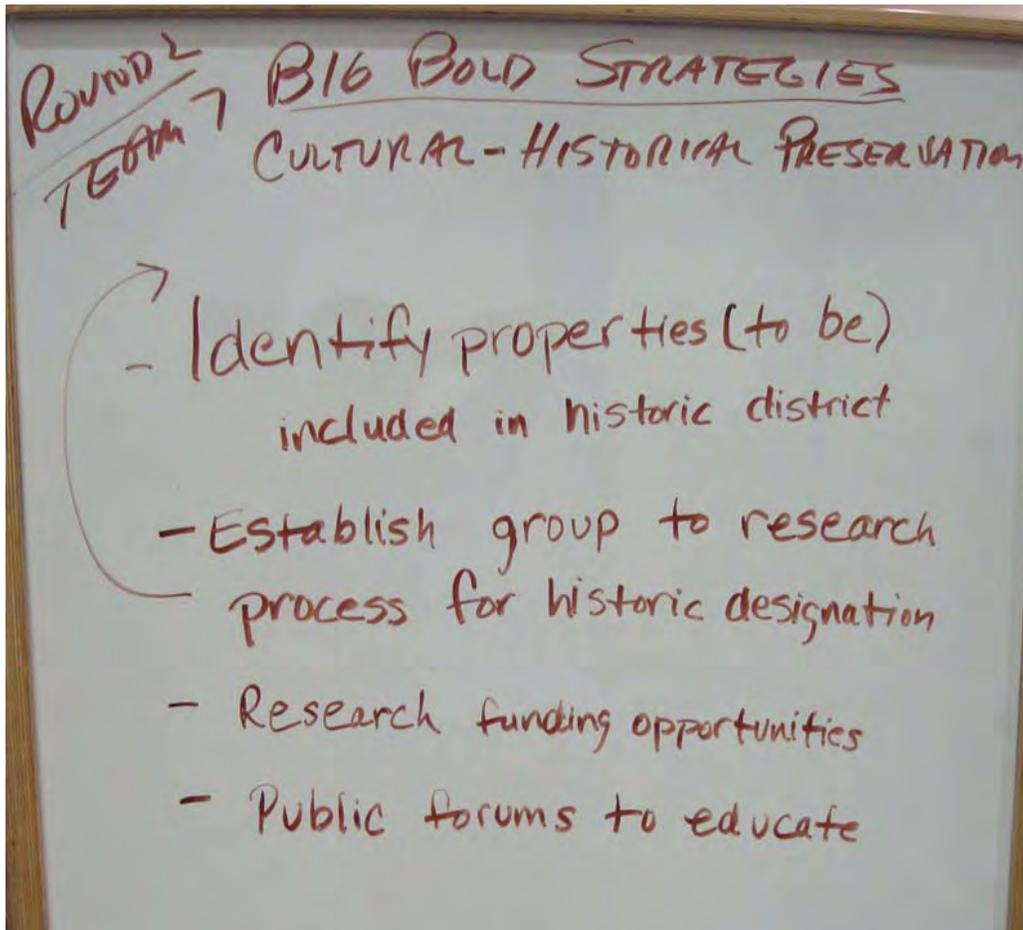
John Mayham: As part of our bold strategies, we talked about creating a marketing plan throughout the entire community in order to engage the community. We felt that it was “key” to involve everyone. We also want less red tape, and more incentives for businesses to come to our city...Because we here in Safety Harbor control our own taxes, we could create economic incentives/disincentives for businesses. We want the building department to be more resident friendly. Safety Harbor is very much a green city, and we felt that as an incentive, we could attract green businesses to the area. If our goal is to create a live/work community, in order to do that, we need a tech friendly city where I can open my laptop and have internet service anywhere. We can attract this, generation X, they have the money and if we want to attract these people, we must improve our technology





Cultural/Historic Preservation-Clarification Comments

Helene Shepherd: We were talking about properties to be included in this historic district. We would elect a committee to research the properties as well and decide routes for funding. Hopefully, the city will provide the education regarding architectural opportunities for an individual's property



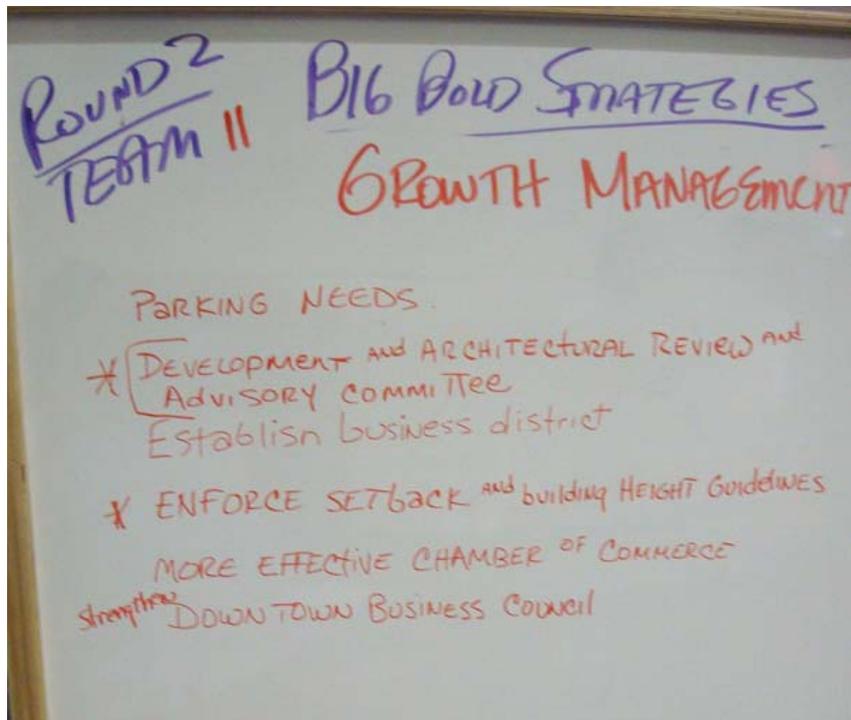
Arts & Leisure-Clarification Comments



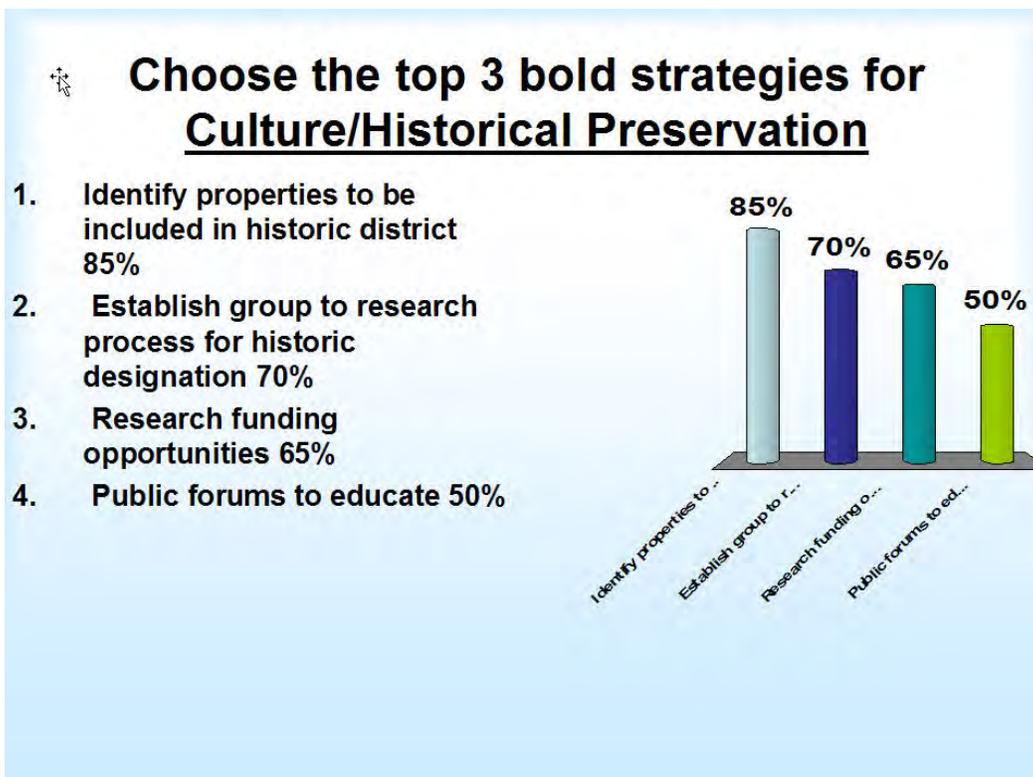
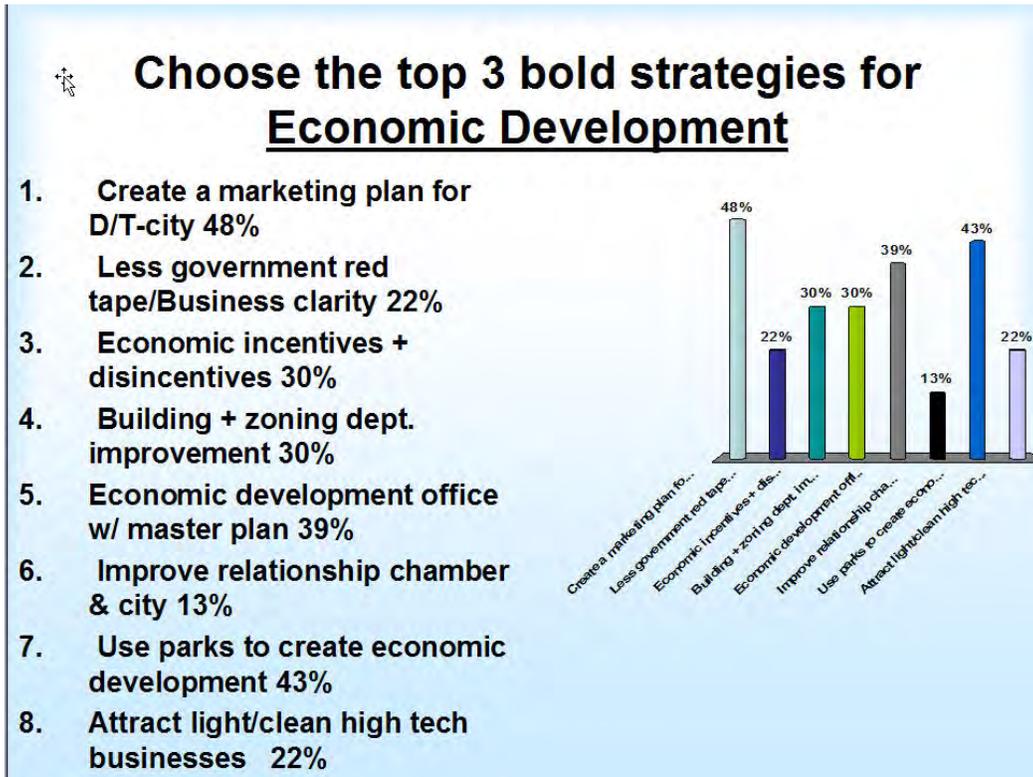
Helene Shepherd: What was real important was to tell you that this group is very big on arts and culture being part of the museum and not just an ordinary museum...We talked about whether it would be a downtown location etc...We were all in agreement that we would like it to be a community project...And finally, we would like to encourage partnerships with schools, theaters, and parks to take part as well.

Growth Management-Clarification Comments

Bob Diaz: Parking need is a real problem for our city. I think that the city needs to purchase more property for this. I think that the advisory committee is going to be an extremely important need...We can have professionals such as engineers and architects and use our own resources, meaning our community of professionals. In my opinion we need educated people that could have the city's best interest at heart to maintain the atmosphere of this community...We need to decide how far out to establish the business district. I'm expressing a lot of my person views here but, I think there are certain types of businesses that we want here in town. We've all heard over and over about height restrictions I think that this could be helped by item #2. Is there someone else in this group that could elaborate for some of the other ideas?

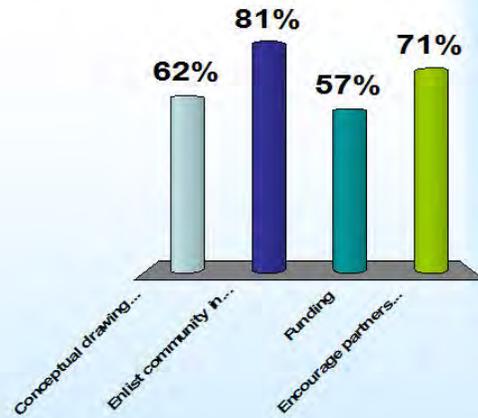


Voting Slides for Activity 2



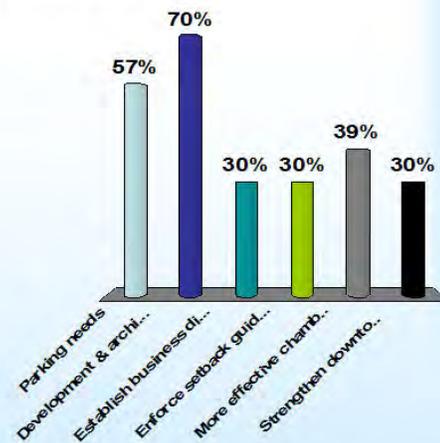
Choose the top 3 bold strategies for Arts & Leisure

1. Conceptual drawing competition for design of new museum-to meet future needs such as parking! 62%
2. Enlist community interest & support 81%
3. Funding 57%
4. Encourage partnerships & expanding w/cultural groups 71%



Choose the top 3 bold strategies for Growth Management

1. Parking needs 57%
2. Development & architectural review & advisory committee 70%
3. Establish business district 30%
4. Enforce setback guidelines & building height guidelines 30%
5. More effective chamber of commerce 39%
6. Strengthen downtown business council 30%



Audience member comment: The only comment that I have is that the Chamber does nothing but collect dues.

Bob Diaz: That's why we suggested another advisory committee. If there's a business owner that wants to come to town, and we had another advisory committee that could encourage them to develop here a certain way...it would help to ensure their success. Thank you.



Milo: How many of you thought that you could take these giant steps on a Saturday? This next activity, we want to look at three questions. And what are some things based on these questions, what can we start, stop, and continue doing? Here are the instructions for this activity.



Activity 3: "Start/Stop/Continue"

Consider all of the ideas we've gathered so far in this Community Forum. Now, let's identify things we need to **Start**, **Stop** and **Continue** if we are to achieve our bold strategies:

- A list of items, each in 6 words or less, to start, stop and continue.
- A circle around one item in each column, to mark your team's #1 idea.

Teams 1
To grow
Safety Harbor
at the right pace
(fast enough... but
not too fast)

Teams 2
To preserve
what really
matters in our
community...

Teams 3
To introduce
what this
community
really needs...

After 15 minutes, we will call two rotations of 10 minutes each, so that every team can contribute a **#1 Start, Stop & Continue idea** in each of the three focus areas.

Rotation Schedule:

Starting Place	Rotation 1	Rotation 2
Team 1 starts in Area 1	Team 1 moves to Area 2	Team 1 moves to Area 3
Team 2 starts in Area 2	Team 2 moves to Area 3	Team 2 moves to Area 1
Team 3 starts in Area 3	Team 3 moves to Area 1	Team 3 moves to Area 2

All ideas will be captured in the Real-Time Record of today's Community Forum, and used to inform our process of developing a great community vision for Safety Harbor.

Important – circle your team's #1 idea in each column: Start, Stop and Continue!



Activity 3- “To grow Safety Harbor at the right pace–Fast enough...But not too fast”

Start

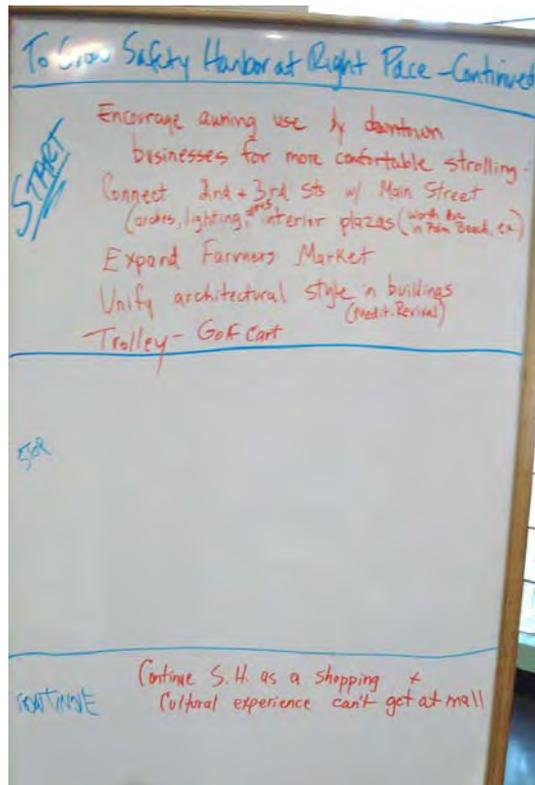
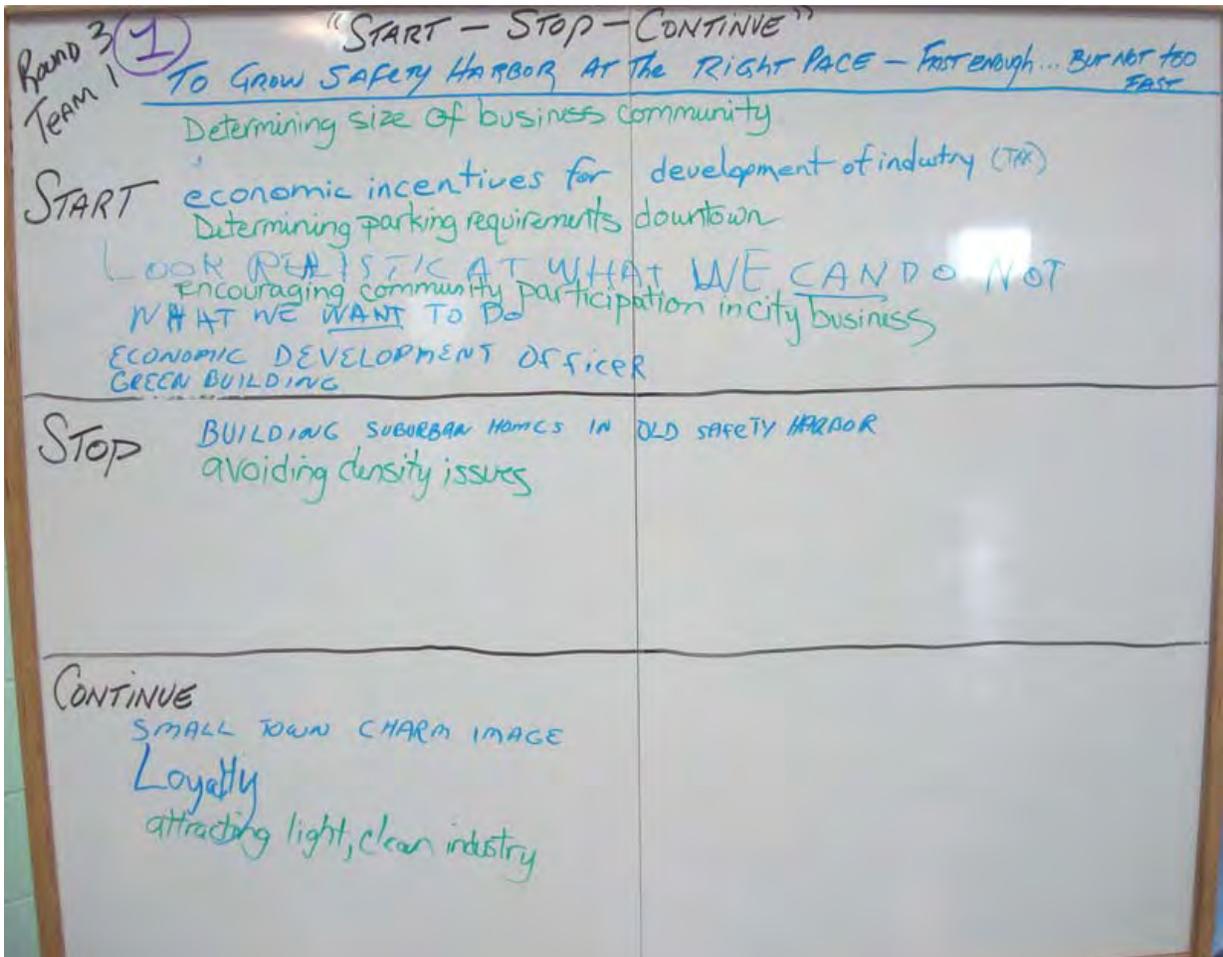
- Determining size of the business community
- Economic incentives for development of industry (tax)
- Determining parking requirements downtown
- Look realistic at what we can do, not what we want to do
- Encourage community participation in city business
- Economic development officer
- Green building
- Encourage awning use by downtown businesses for more comfortable strolling
- Connect 2nd and 3rd Street with Main Street (arches, lighting, alleys, interior plazas, (like Worth Avenue in Palm Beach, example)
- Expand Farmer’s Market
- Unify architectural style in buildings (revival)
- Trolley – Golf Cart

Stop

- Building suburban homes in old Safety Harbor
- Avoiding density issues

Continue

- Small town charm image
- Loyalty
- Attracting light clean industry
- Continue Safety Harbor as a shopping and cultural experience that you can’t get at the mall





Activity 3- "To introduce what this community really needs"

Start

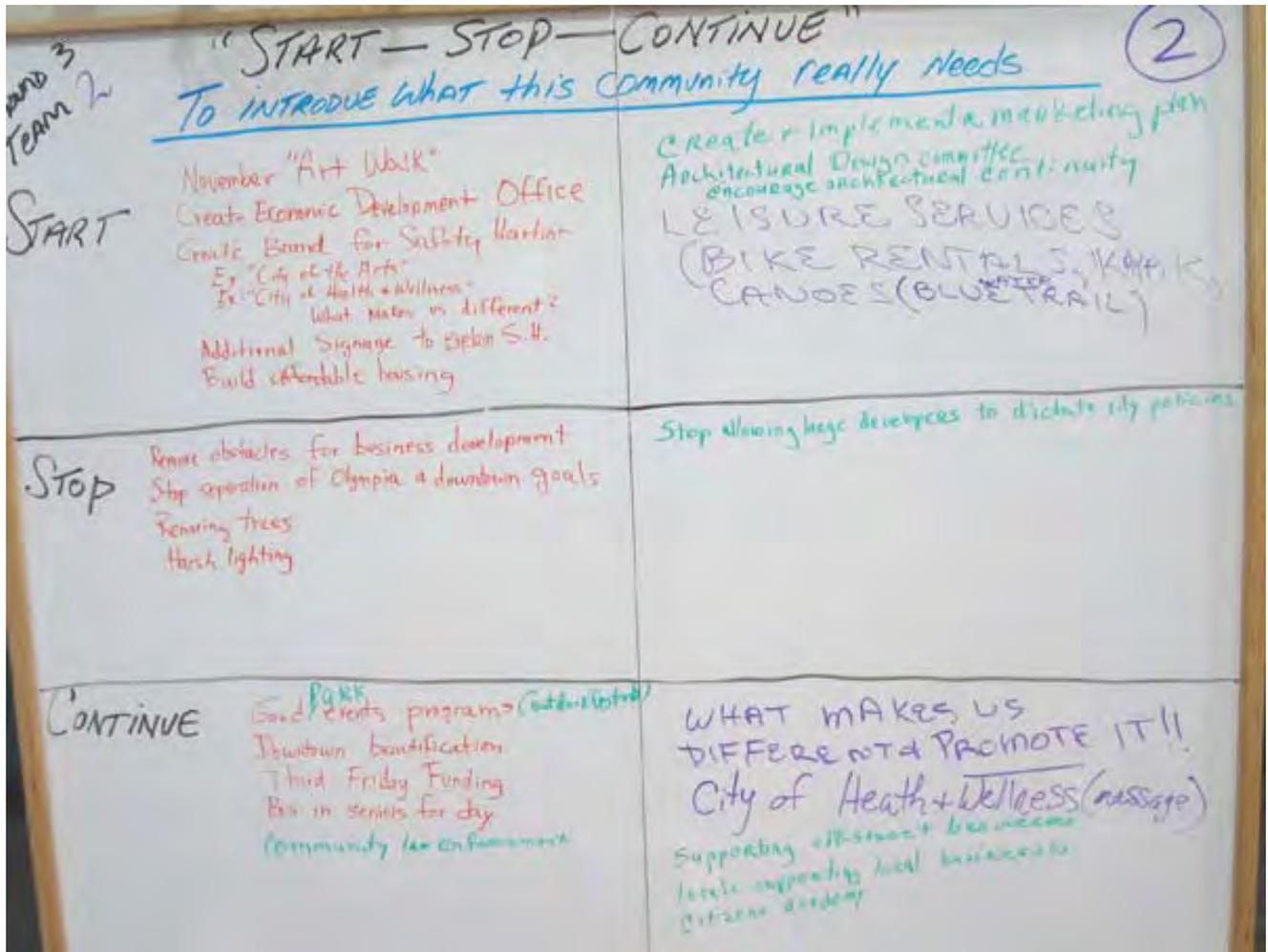
- November "Art Work"
- Create Economic Development Office
- Create Brand for Safety Harbor
 - City of the Arts
 - City of Health and Wellness
 - What makes us different
- Additional signage to explain Safety Harbor
- Build affordable housing
- Create and implement a marketing plan
- Architectural design committee encourage architectural continuity
- Leisure services (bike rental, kayak, canoes, Blue Water Trail)

Stop

- Remove obstacles for business development
- Stop separation of Olympia and Downtown Goals
- Removing trees
- Harsh lighting
- Stop allowing large developers to dictate city policies

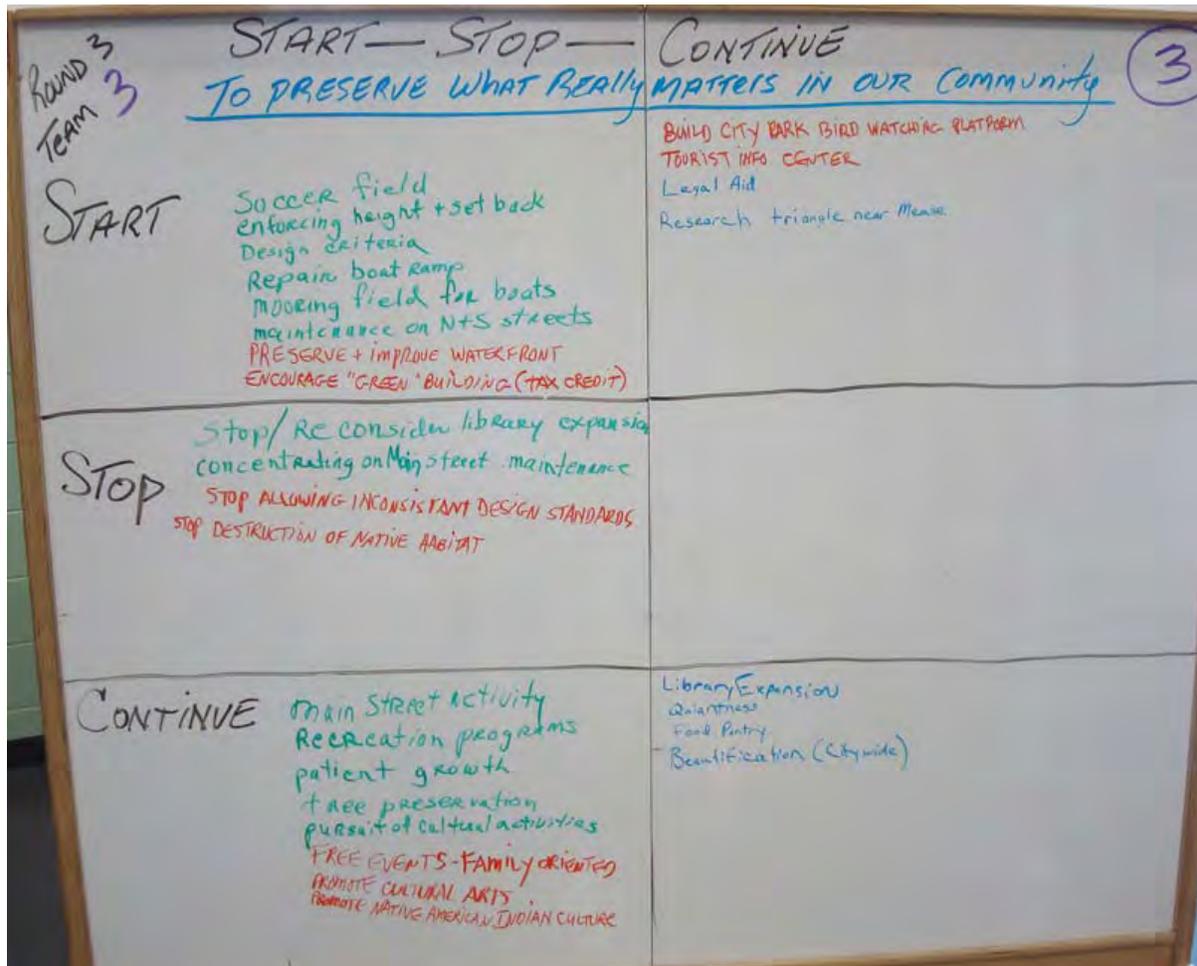
Continue

- Good park events programs
- Downtown beautification
- Third Friday Funding
- Bus in seniors for the day
- What makes a different and promote it!
 - "City of Health and Wellness (message)"
- Supporting off-street businesses
- Locals supporting local businesses as citizens academy



Activity 3- "To preserve what really matters in our community"

<p>Start</p> <ul style="list-style-type: none"> • Soccer field • Enforcing height and setback • Design criteria • Repair boat ramp • Mooring field for boats • Maintenance on N & S streets • Preserve and improve waterfront • Encourage "green" building (tax credit) • Build city park with bird watching platform • Tourist information center • Legal aid • Research triangle near Mease 	<p>Stop</p> <ul style="list-style-type: none"> • Stop/reconsider library expansion • Concentrate on Main street maintenance • Stop allowing inconsistent design standards • Stop destruction of native habitat <p>Continue</p> <ul style="list-style-type: none"> • Main street activity • Recreation programs • Patient growth • Tree preservation • Pursuit of cultural activities • Free events-family oriented • Promote cultural arts • Library expansion • Quaintness • Food pantry • Beautification – city wide
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Closing Comments & Final Artwork

Milo: All day today our business illustrator Gene has been trying to capture your ideas in picture form. Let's find out what he's come up with that demonstrates the development of your city.



Gene: I tried to grab some of your big ideas to set apart your city from other places. I tried to capture an upgrade of the city however, not losing your small town feel.

Audience member: Great! I love it. Can we take it outside now?

Gene: Sure, we'll just roll this whiteboard down the street and we can start working on the project now.





Milo: I would like to applaud all of you for taking the time out of your Saturday morning to collaborate for your city your desires to help inspire the future of your beautiful city. Thanks again, and remember, tell your neighbors we have another forum scheduled on Wednesday and you are all welcome to come back and join us. Recap of Today's Forum...



Collaborative Labs

at St. Petersburg College

Accelerate business results

presents

City of Safety Harbor Collaborative Engagement



[Click here to view a Word document of this Real-Time Record](#)

*The Collaborative Labs is a new venture by St Petersburg College

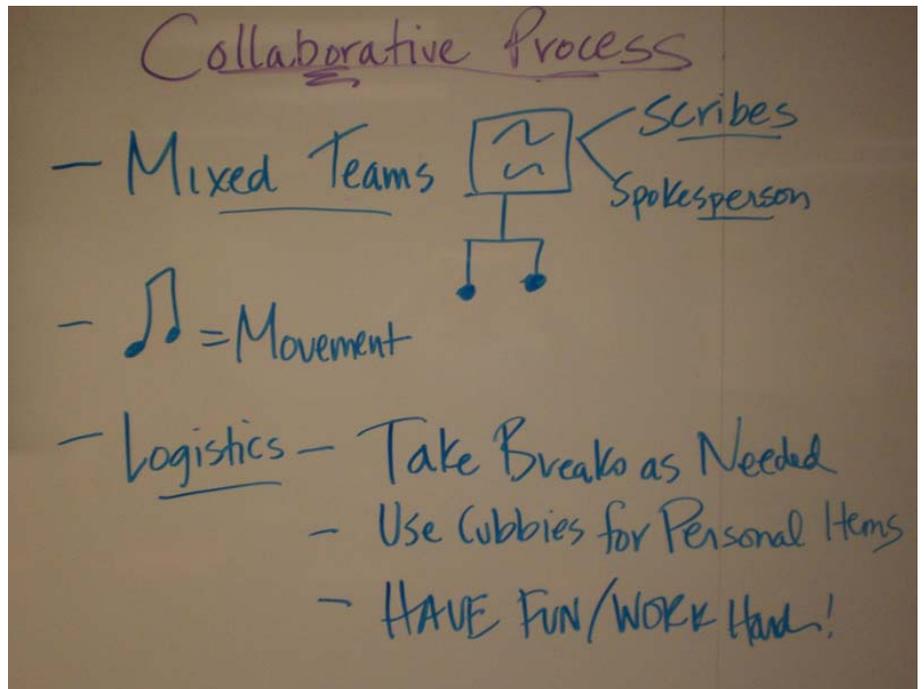
Introduction:

Andrea Henning (Executive Director, Collaborative Labs):



We are here to launch a vision process for the City of Safety Harbor. Tonight is the first of many meetings. This will be a multi-phase process that will include an online survey that can be taken by as many as 10,000 of your citizens. We need to come up with some questions that we'll put in that survey. It will also include two half-day forums with the community. Then we'll do a full-day session with stakeholders: chamber, arts, businesses, etc. They'll begin to develop a plan. Then we'll conclude with a City Commission re-convene where we'll look at the recommendations and begin to build a plan. Milo will be the lead facilitator this evening. Joyce is the documenter and will be putting together the Real-Time Record that you will receive tomorrow. PJ is our technology specialist who will be taking pictures for the Real-Time Record. We also have voting technology. We won't be using it tonight, but we'll introduce that in the community forums. You've met Alan, our Business Development Officer. Jonathan is the business illustrator who will develop visual metaphors as you are working this evening.

We have small groups tonight. We've mixed you as best as we can for the three activities that we have tonight. We'll capture all the ideas on the whiteboards, so you'll need to appoint a scribe. You'll need a spokesperson to share what your group has come up with. When you hear the music, that's your cue to move. You are in charge. Take breaks as you need them.

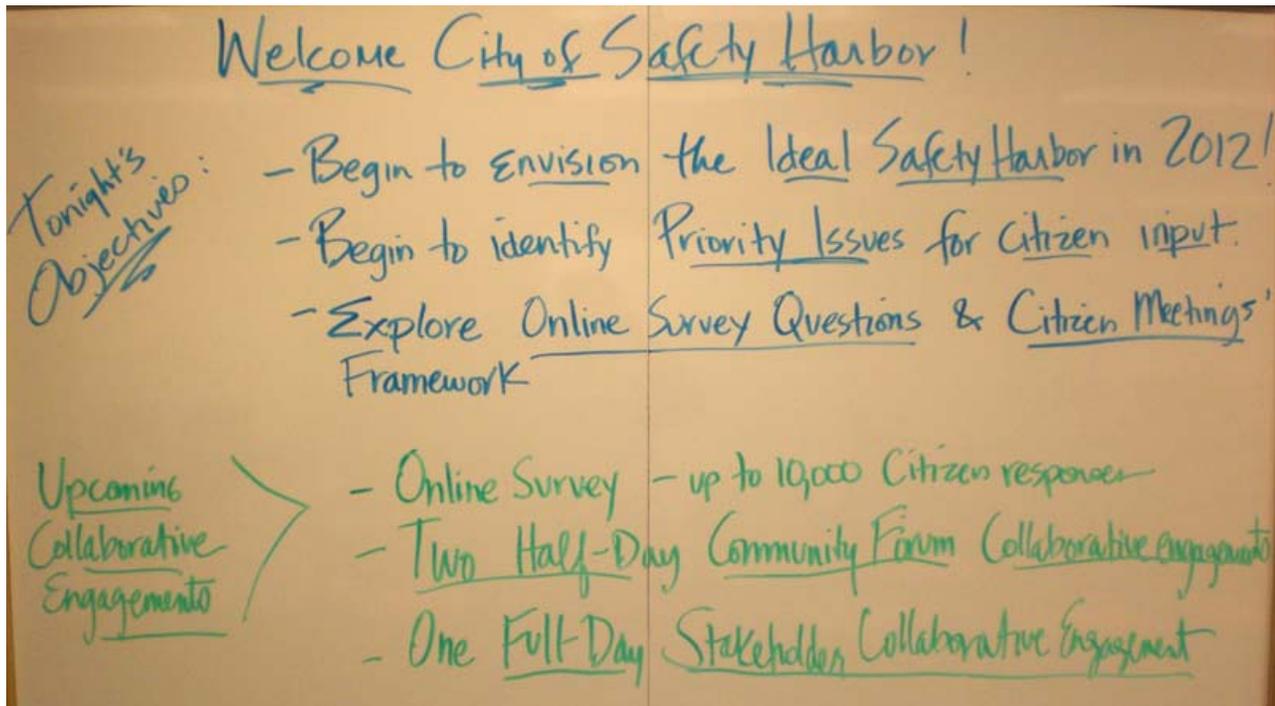


Milo Paich: The whole visioning process will be a lot to accomplish in an accelerated timeframe. We're not asking this group to develop that process tonight. The three activities tonight have a common purpose. This is the beginning of the framework that will make community visioning successful.

Our first activity is to create some initial viewpoints of Safety Harbor in 2012. Then, we'll work to identify the top priority issues that we want to get citizen input on. The last activity will begin to identify next steps. With that, let's look at the first activity.



Envisioning 2012: A Tour of Safety Harbor: While you're eating dinner, we want you to work on a tour that you would give to a group of visitors to Safety Harbor in 2012. Fill your whiteboards with words, sketches, maps, etc. Three highlights: 1) how a long standing issue in Safety Harbor has finally been resolved; 2) how the downtown area has improved; and 3) how life in Safety Harbor has improved overall.



At the end of the activity, we'll ask the teams to present their tour to the rest of the group.

Activity 1: "Envisioning 2012: A Tour of Safety Harbor"

INSTRUCTIONS AND PROCESS:

We're here to design the framework for building a sustainable vision, with plenty of input from our citizens. Let's start with a few pictures of our own. Imagine that we're 5 years into the future!

Break into two teams as shown below. Then work together to prepare and present a 5-minute tour of Safety Harbor in 2012.

Use a double whiteboard as the centerpiece of your team's presentation.

Fill the whiteboard with words, rough sketches, maps – anything and everything that captures your vision.

Your tour should include three highlights:

- 1. How a long-standing issue has been resolved in a positive way.
- 2. How the downtown area has improved.
- 3. How life is better in the community as a whole.

At +30 minutes, we'll call time and ask each team to appoint three presenters to conduct their tour. Then we'll discuss and synthesize our key points in the full group.

Team 1	
1	Andy Steingold – Mayor
2	James McCormick, Jr. – City Commissioner
3	Joseph Ayoub – City Commissioner
4	Matt McLachlan – Community Development Director
Team 2	
1	Kathleen Earle – City Commissioner
2	Nadine Nickeson – City Commissioner
3	JoAnne Ryan – Finance Director
4	William Baker – City Engineer/Capital Projects Manager



Activity 1 Presentations:

Milo: We've got two tours of Safety Harbor that will give us the first step of a community vision.

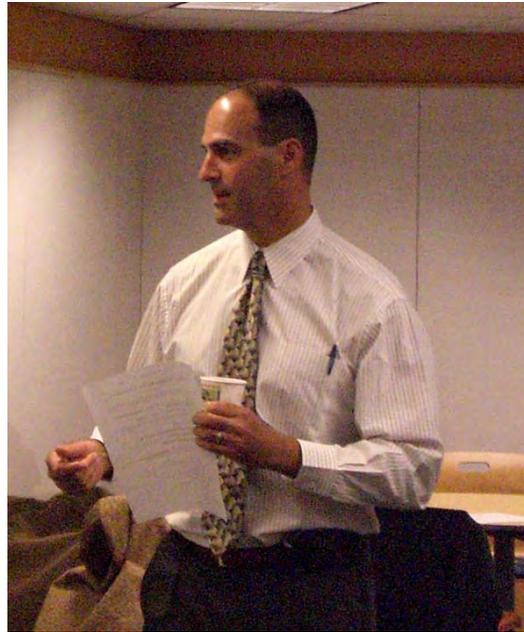
Team 1: Andy

We've attracted new businesses to downtown – pubs, cafes – even a green grocer. As well, we've cleaned up around the city; we have more retail and nice signage. If you're looking for something off of Main Street, you can look at one of the kiosks on the corners to find it. We were successful in maintaining the quaintness by maintaining the small scale. We decided to go with lower, lower-density buildings. We've got more of the stucco look. We've maintained some



residential areas by incorporating mixed-use so we have housing above some retail units. We've enhanced our relationship with downtown businesses and the Chamber. We've incorporated some of our green space into the area. The trees have begun to form a canopy. We feel that is part of the charm of the city. It's a more walk-able city, it's safe. We've attracted the citizens of Safety Harbor – not just the people from outside our city. The citizens have no reason to leave Safety Harbor because we offer everything. We have a hustling, bustling downtown. Not cars, but foot traffic. Safety Harbor has become a destination for the citizens in the Tampa Bay area. We have people using the businesses and cafes. We have happy business people. We've continued many of the events from five years ago, but now they have cafes and restaurants to go to after the events.

Back in 2007, lots of people wanted to move to Safety Harbor. We now have a stress-free lifestyle. As people were trying to move through Safety Harbor in 2007 they were pulling their hair out. Now it's more walk-able. There's more shade. They walk through downtown and the north part of the city. We have water fountains - it's a more pleasant place to be.



Round 1
Team 1

"Envisioning 2012: A TOUR OF SAFETY HARBOR"

① Downtown Redevelopment rethink
 • Attracting more businesses (niche, green space, etc.)
 • Maintaining quirkiness (small scale, environmentally friendly)
 • Mix of low use (Self-sustaining)
 • Improve (etc. w/ DBC)
 • green space

Intentioned following a framework - roadmap to success

② City facilitate
 • Walkable
 • Integrate park/amenity
 Streets are bustling w/ residents
 Safe Family environment
 (outdoor lifestyle)
 Walkable community
 Shade
 greenway
 fountain
 destination for residents/visitors

③

Sketches include:
 • A street view with buildings, trees, and a fountain.
 • A view of a waterfront with a boat and a building labeled "Fountain".
 • A view of a street with buildings and a fountain labeled "CRUISE".

Team 2: Kathleen

Safety Harbor has had an identify crisis for some time. Redevelopment has been ongoing for about 30 years at this point. There has been a tension between the needs/desire for development and the citizens who want a quaint place to live. We've reached an agreement on what type of community we want.

The graphics of the downtown envisioned by the other team demonstrates the walk-ability of the city. Ours is more a metaphorical vision – people encompassed by the community.

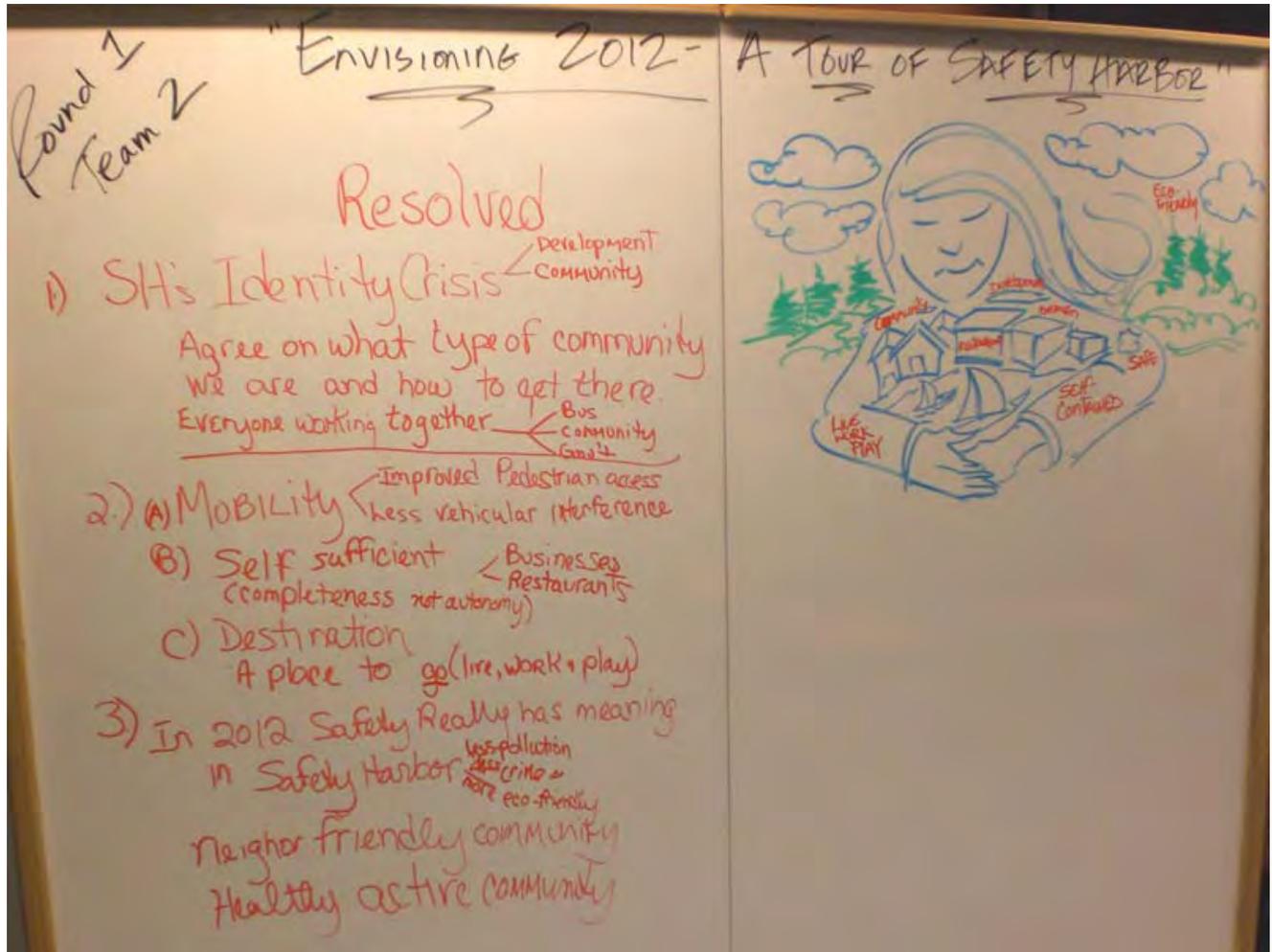
We've termed it more in terms of mobility. There are improvements in pedestrian access. We've become more self-sufficient. Autonomy is a myth. We can't be totally autonomous. But, we have everything we need in Safety Harbor. There's a sense of completeness. We don't *have* to go



anywhere else. This merges nicely with our new status as a destination city. Other people want to be there with us because of the green space, walk-ability, and safety. We are also a community that can walk down town, get our hair cut, go out to eat.

Even with this boom of economic development, restaurants and businesses, we still have less pollution and less crime. We are a neighbor-friendly community. Like the other team, we have a city that is both relaxed and bustling. Being neighbor-friendly, we're out more. We have a younger median age than many of the communities in this area. We have a more healthy and active community. With downtown more self-sufficient, businesses are struggling less. We're doing quite well.





Milo: So there are some common dimensions: mobility is common; attraction – Safety Harbor is a destination; a sense of completeness – we have everything we need around us. Yet there are some differences in how those are interpreted. That was the point of this activity. There are some issues where some citizens agree and disagree. There are some issues that we can control and can't control. We want to use that model to help us organize how we get citizen input. That is our next activity.

Let's get back to 2007 where we're just now building a framework for a vision. Considering the matrix, what are issues where the citizens can't agree? We need to get input on these. We have some things we can control – we need to get priority on these next steps. There may be some things we can't control – traffic. We still need to get input to make sure we're on the same page about these. That's really our next activity. Boards are set up in the next room. We're going to ask each team to list issues in these three areas. We'll give you 30 minutes to work on that and then we'll reconvene as a group.

Activity 2: "Priority Issues"

INSTRUCTIONS AND PROCESS:

Back to 2007! To build a framework for a sustainable vision, we'll need to consider issues about which our citizens have varying levels of **agreement**. Some of these issues are more **controllable** (within our community) than others.

Let's use these dimensions to help organize issues related to our community vision:

	WE CAN CONTROL	WE CAN'T CONTROL
CITIZENS TEND TO AGREE	2	3
CITIZENS DON'T AGREE	1	

1. Get citizen input on **choices and direction**.
(example: downtown development)
2. Get citizen input on **specific action steps**.
(example: how to keep our community safe)
3. Get citizen input to **confirm understanding**.
(example: can't control county-wide road traffic)

Break into three teams as shown below. Then work together, using the above matrix, to **prepare and present a framework of issues on which to gather citizen input.**

At +30 minutes, we'll ask each team to present their work. Then we'll clarify, synthesize and discuss in the full group.

Team 1	
1	Andy Steingold – Mayor
2	JoAnne Ryan – Finance Director
3	Nadine Nickeson – City Commissioner
Team 2	
1	James McCormick, Jr. – City Commissioner
2	Kathleen Earle – City Commissioner
3	William Baker – City Engineer/Capital Projects Manager
Team 3	
1	Matt McLachlan – Community Development Director
2	Joseph Ayoub – City Commissioner

Activity 2 Presentations:

Milo: This model was a way to get people thinking. We have three very productive teams in terms of lists of possible issues. In this stage, we are looking at how we want to get input from the citizens.

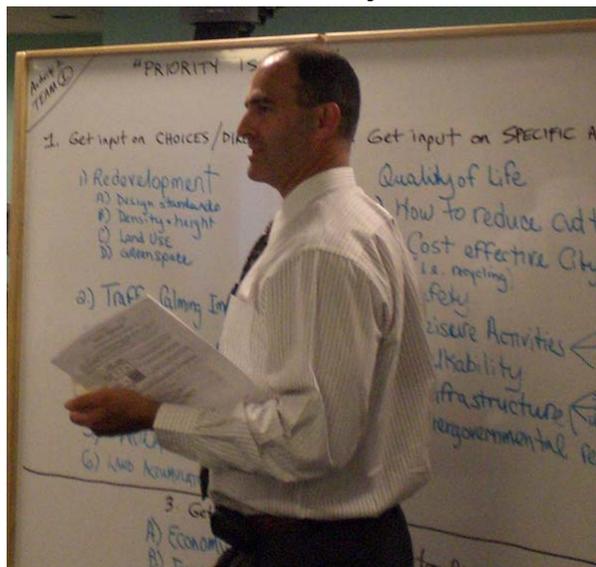
Team 1: Andy

In section 1, we used a broad term of redevelopment – land use, change zoning, down-zone. Green space – we control that as a city, but not everyone agrees.

Traffic calming implementation.
Level of service, leisure service.
Maybe everyone doesn't agree on these levels. Accumulation for parking.

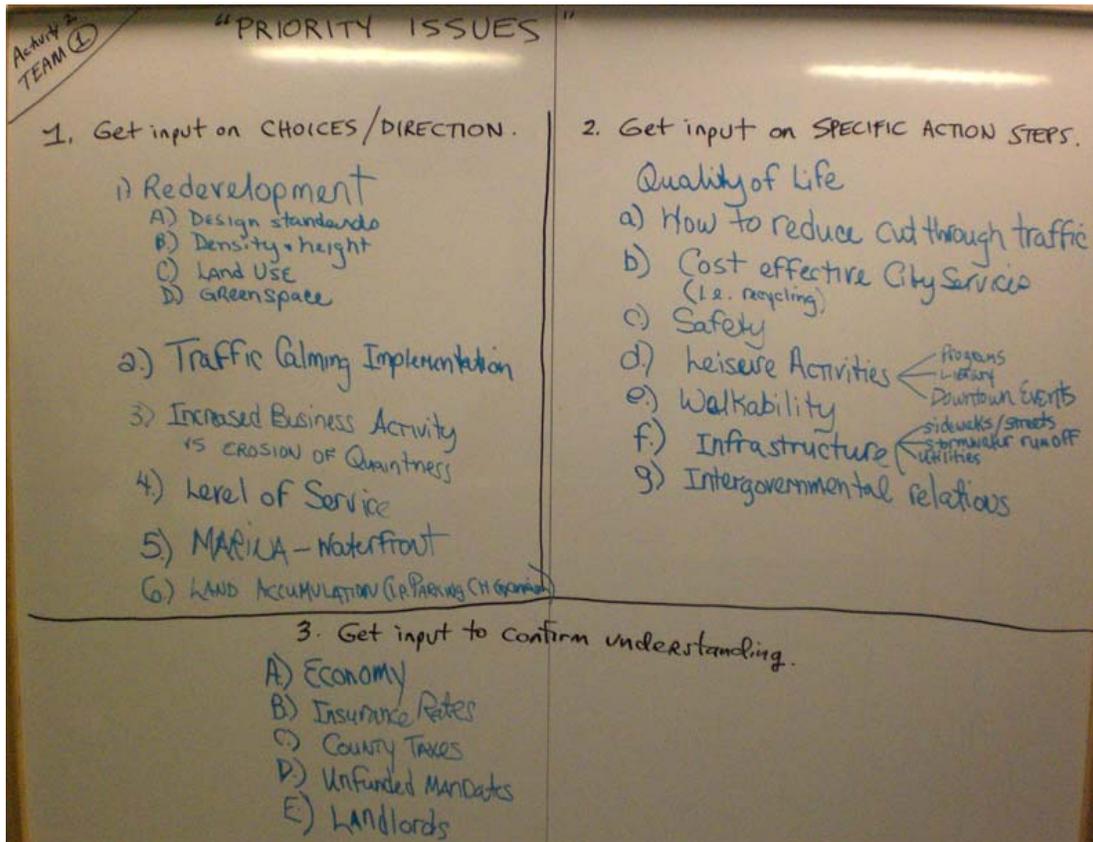
2. Citizens can agree and we can control – how to reduce cut-through traffic. Cost effective services. We can make sure citizens are safe from crime and fire. Intergovernmental relations – citizens want us to get along with communities around us (Clearwater and Oldsmar).

3. We can't control the economy, insurance rates, and taxes outside of Safety Harbor. We don't control unfunded mandates by the State of Florida. We also can't control what the landlords do within the boundaries of our city.



Team 1

<p>1. Get Input on choices & direction</p> <ol style="list-style-type: none"> 1. Redevelopment <ol style="list-style-type: none"> a. design standards b. density & height c. land use d. green space 2. Traffic calming implementation 3. Increased business activity vs. erosion of quaintness 4. Level of service 5. Marina – waterfront 6. Land accumulation (i.e., parking City Hall expansion) 	<p>2. Get input on Specific Action Steps</p> <p>Quality of Life</p> <ol style="list-style-type: none"> a. How to reduce cut through traffic b. Cost effective city services (i.e., recycling) c. Safety d. Leisure Activities – programs, library, downtown events e. Walk-ability f. Infrastructure – sidewalks/streets, storm water runoff, utilities g. intergovernmental relations
<p>3. Get input to confirm understanding</p> <ol style="list-style-type: none"> a. Economy b. Insurance Rates c. County taxes d. Unfunded mandates e. Landlords 	



Team 2: James

Cost – how much it’s going to cost from a tax-payers standpoint. #5 - how do we unify what people see throughout the city?

Things we can control: We can put these things in place. We need Standard Operating Procedures so that they know what to expect.

Things that we can’t control – we went more specifically within the city. We can plan for a 10-year flood, not a 100-year flood. Enclave development – 590 with a bus depot going in.

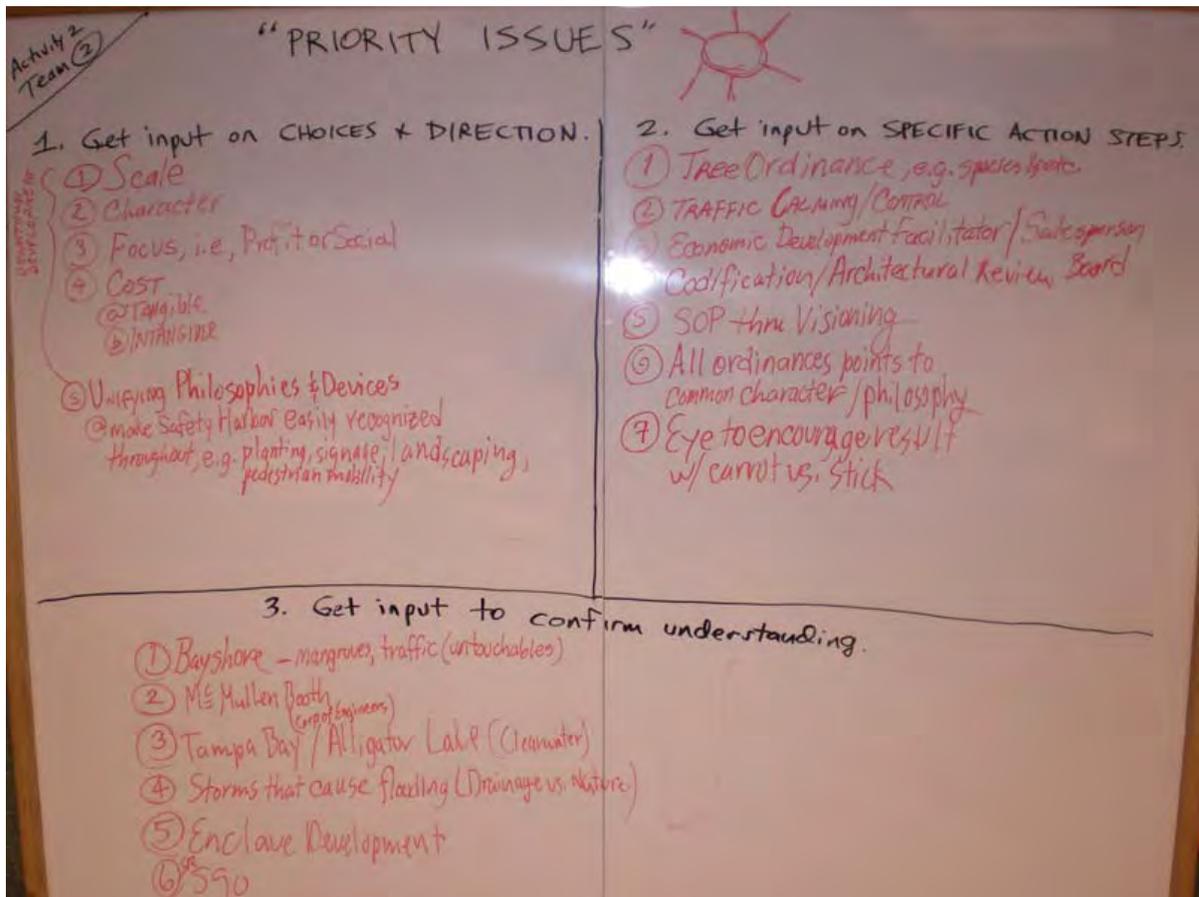
Milo: We like to divide people into teams because we get very different views on some things. Team 1 gave us some tangible things, while Team 2 gave us some intangibles. Team 2 focused on some downtown related issues.



Team 2



<p>1. Get Input on choices & direction</p> <p>Downtown development:</p> <ol style="list-style-type: none"> 1. Scale 2. Character 3. focus, i.e., profit or social 4. Cost <ol style="list-style-type: none"> a. tangible b. intangible 5. Unifying Philosophies & Devices <ol style="list-style-type: none"> a. make Safety Harbor easily recognized throughout, e.g., planting, signage, landscaping, pedestrian mobility 	<p>2. Get input on Specific Action Steps</p> <ol style="list-style-type: none"> 1. Tree ordinance, e.g., species, etc. 2. Traffic calming/control 3. Economic Development facilitator/salesperson 4. Codification/Architectural review board 5. SOP thru visioning 6. All ordinances points to common character/philosophy 7. Eye to encourage result w/ carrot vs. stick
<p>3. Get input to confirm understanding</p> <ol style="list-style-type: none"> 1. Bayshore – mangroves, traffic (untouchables) 2. McMullen Booth 3. Tampa Bay (Core of Engineers)/ Alligator Lake (Clearwater) 4. Storms that cause flooding (drainage vs. nature) 5. Enclave development 6. SR 590 	



Team 3: Matt



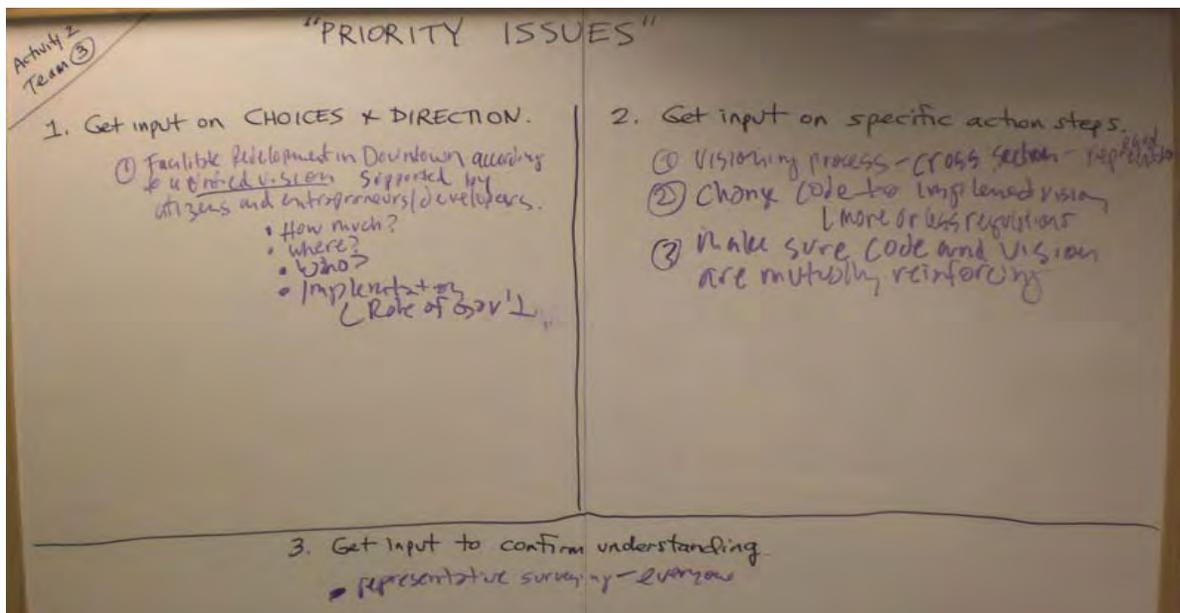
We have a lot of overlap with Team 2. We also wanted a unified vision from all parties. Answering some questions about that redevelopment. Also the role of government in the implementation stage.

Getting input on specific action steps: Making sure that the code and the vision are mutually reinforcing. Making sure that the vision is reflected in the controls set by the city.

In #3, making sure we get good representation from everyone.

Team 3

1. Get Input on choices & direction	2. Get input on Specific Action Steps
1. Facilitate redevelopment in downtown according to a unified vision. Supported by citizens and entrepreneurs/developers. <ul style="list-style-type: none"> • how much? • where? • who? • Implementation (Role of gov't) 	1. Visioning process – cross section – equal representation. 2. Change code to implement vision (more or less regulations) 3. Make sure code and vision are mutually reinforcing.
3. Get input to confirm understanding	
Representative surveying – everyone.	



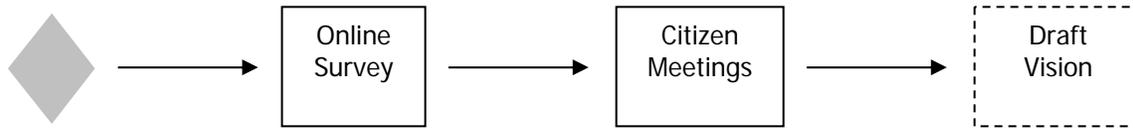
Milo: One of our deliverables is the Real-Time Record that will document all of this for you.

Now, we're going to ask you to take a cut at some actions steps in two teams. Considering where we are, we want to start to put some structure to this. Team 1 will build the first five questions of a citizens' survey. Team 2 will look at an agenda. Neither of these will be polished, but we're just taking a first stab at this. Then we'll ask the teams to rotate and add to each others' work.



Activity 3: "Next Steps"

INSTRUCTIONS AND PROCESS:



Time to put more structure to all of this. Two important stages of our process are coming up fast: an **online survey** and a series of **citizen meetings** to gather meaningful input for our community vision.

The assignment is:

Team 1:	Team 2:
Build a set of 10 questions for the online citizen survey	Build a draft agenda for a 2-hour community meeting about the vision

At +20 minutes, we'll ask teams to **rotate to the other whiteboard and add material.**

At +40 minutes, we'll call time. Then we'll discuss and amplify our results in the full group.

Team 1	
1	Andy Steingold – Mayor
2	Nadine Nickeson – City Commissioner
3	Kathleen Earle – City Commissioner
4	Matt McLachlan – Community Development Director
5	Billy Beckett - City Manager (not present)
Team 2	
1	JoAnne Ryan – Finance Director
2	James McCormick, Jr. – City Commissioner
3	William Baker – City Engineer/Capital Projects Manager
4	Joseph Ayoub – City Commissioner

Activity 3:



Milo: We're going to quickly look at these draft questions and the agendas.

Team 1: Nadine

All of these were predicated on that we would like to know the demographics, the neighborhood they were in, the kind of family they were.

Milo: How granular do you want to get on demographics?

Andy: We could use addresses to get that information. We also would want to ask if they work in Safety Harbor.



Joe: We would ask what kind of businesses they would like to see in Safety Harbor. Also, what improvements they want to see in city services. We would ask them about the type of architectural style they would like to see in the city, and we want to know how they would fix the parking issue.



Ten questions for an Online Citizen Survey:

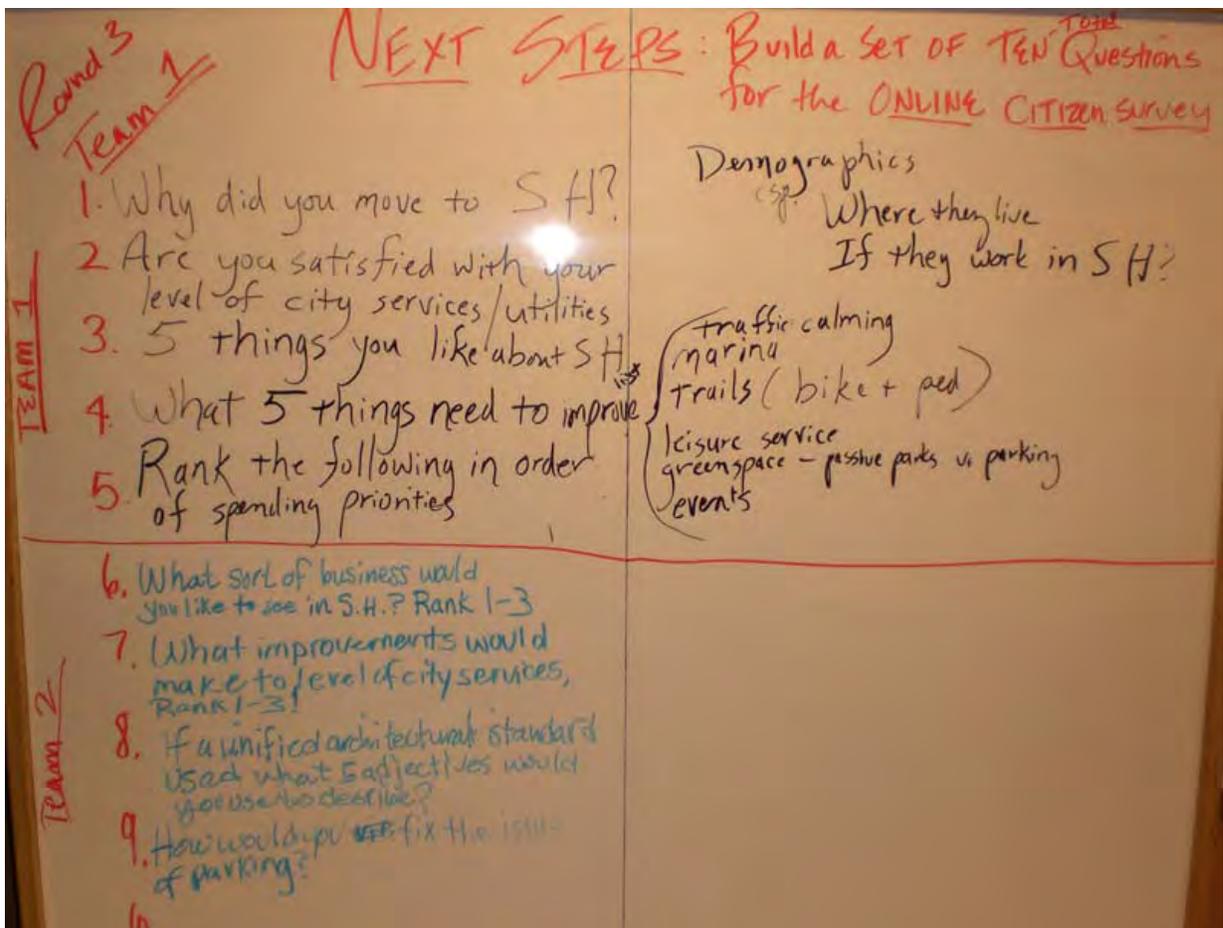
Team 1:

1. Why did you move to Safety Harbor?
2. Are you satisfied with your level of city services/utilities?
3. 5 things you like about Safety Harbor
4. What 5 things need to improve
5. Rank the following in order of spending priorities: (traffic calming, marina, trails (bike & ped), leisure service, green space – passive parks vs. parking, events)

Demographics (where they live, if they work in Safety Harbor)

Team 2:

6. What sort of business would you like to see in Safety Harbor? Rank 1-3.
7. What level of improvements would you make to level of city services, Rank 1-3
8. If a unified architectural standard used what 5 adjectives would you use to describe?
9. How would you fix the issue of parking?
- 10.



Milo: we'll now flip this chart and look at the agendas.

Nadine: We realize that when we get to this stage, we'll have some of this information. We wanted to make it very picture-friendly – the pie charts of current expenditures. Give them the list of items and include very specific details.

Kathleen: Very specific details.

Nadine: If we gave them \$100, where would they spend it? They've got to be able to see where we've been spending over the last 10 years. We've really been concentrating on what we want to be as a city. We only have one social agency, so that's not where the spending has been in the past.

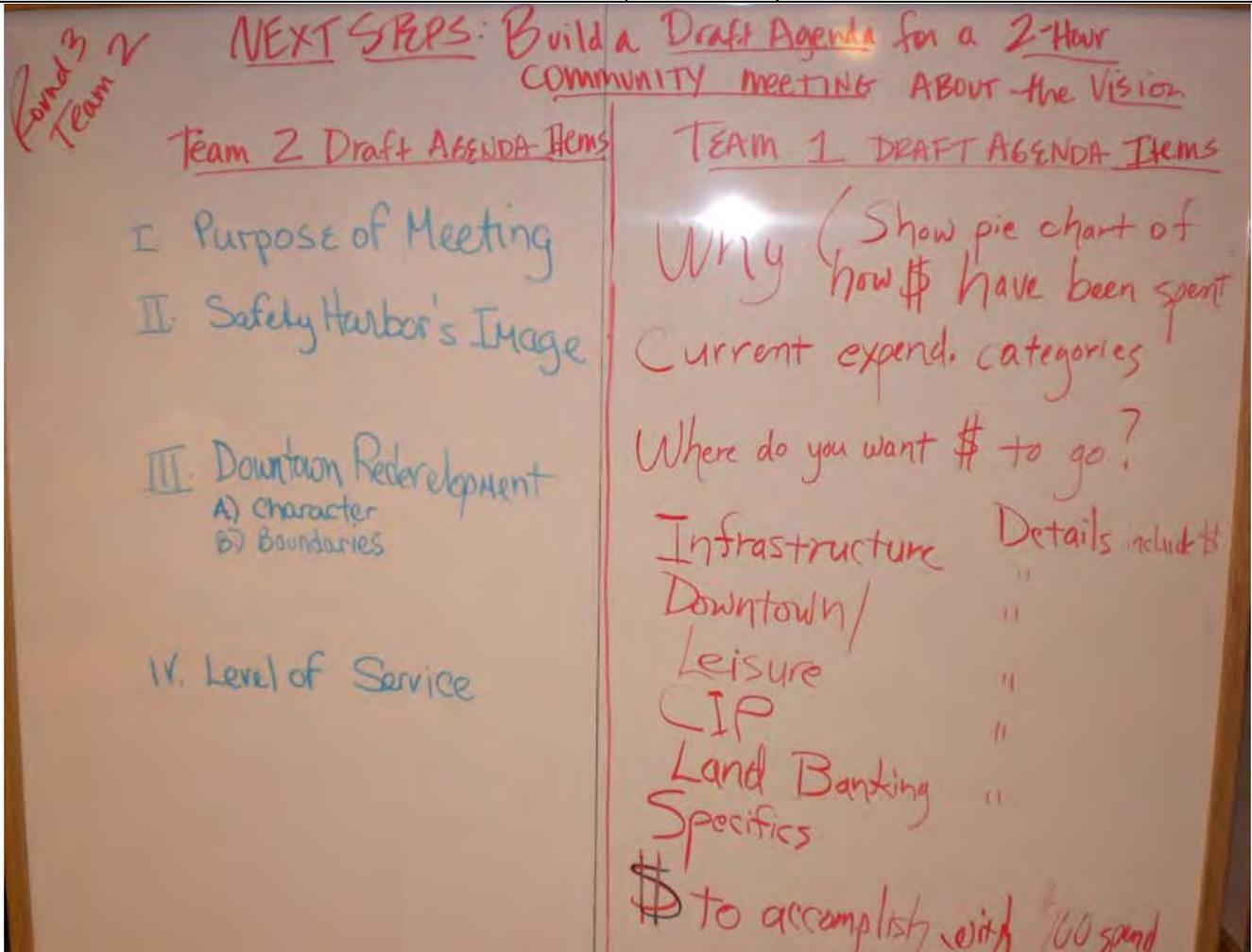
Milo: So it's important to present the history, in addition to where the money should be spent in the future. How about Team 2?



Team 2: Joe

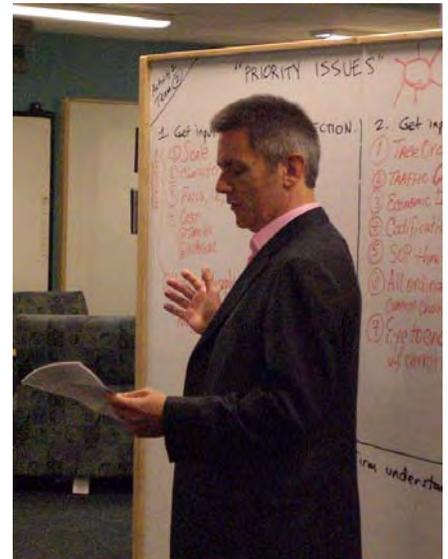
Joe: Letting everybody know the purpose of the meeting. Crystallize where we want to go with the agenda. Start up with the high-level idea of the city's image, working down to more specific ideas about redevelopment and then the levels of service.

Team 2 Draft Agenda Items	Team 1 Draft Agenda Items
I. Purpose of Meeting II. Safety Harbor's Image III. Downtown Redevelopment a. Character b. Boundaries IV. Level of Service	Why? (Show pie chart of how \$ have been spent) Current expend categories. Where do you want \$ to go? Details include \$: Infrastructure Downtown/ Leisure CIP Land Banking Specifics \$ to accomplish



Milo: In just two hours and 45 minutes, we've gotten a start on a vision for Safety Harbor, a strong set of priority issues for citizen input, and a start on the surveys and meeting agendas that we'll need to move forward.

Now let's take a look at the work Jonathan, our business illustrator, has been doing.



Jonathan: I call this "Sunset in the Harbor." I've tried to capture some of the keywords that I've heard this evening. Safety Harbor has this charm. You pull off of McMullen-Booth Road at 6pm and you stumble onto this oasis. Some keywords: building something that attracts other businesses. Basically you have a place where there are cafes, retail, grocery, housing. It's safe and secure. Small development, mixed use development. A change in vehicles: recumbent bikes and Segways.





Andrea: Great productivity and work tonight! Look for the Real-Time Record in your email tomorrow. Any highlights or closing comments from the group?

Kathleen: it's a fascinating process and I love the way it expedites the things we've been talking about for a year among ourselves. This is a way to get it to happen in a practical way.

Andrea: Multiply what we did here by 100 and this is what we can accomplish with the community.

Andy: How will we get the questionnaire out to the public?

Andrea: We'll design a draft survey, based upon your input tonight and feed that back to you. In terms of the forum for the survey, we'll need your feedback on that.

General Audience Discussion: There was a discussion among the participants regarding the method for distributing the surveys. Several concerns were raised including: how to control the survey so that there is only one survey completed per household; how to maximize participation (online, include survey with utility bills, mass mailing, make surveys available at Library, etc.), coding the surveys, who and how will the survey data be analyzed and presented back to the community.

Andrea: The next step will be to identify the timeline of the survey and community engagements. Thank you for coming tonight.



Bold Achievable 5-Year Strategies for Safety Harbor

Mixed Use Activity Centers									
	Strategic Actions	Benchmarks	Resources	Champions	'08	'09	'10	'11	'12
1	<i>Land development code Comprehensive review</i> -Architectural -Setbacks -Green space -Density	Revision form based code architectural pattern book	Outside consultants Workshops	P & Z Planning Director Commission	→	*			
2	<i>Property owners, city & developers working together to achieve quality mixed use vision</i>	➤ Fits dev code ➤ Consistent with vision ➤ Pre-application meetings ➤ Land assembly & planned use	Property Owners City Developers	Property owner city developers	→	→	→	→	→
3	<i>Develop marketing plan to support a vibrant downtown</i>	➤ Identification recruitment, & maintaining strategies	Chamber of Commerce County economic development						

Planned Development & Public Districts									
	Strategic Actions	Benchmarks	Resources	Champions	'08	'09	'10	'11	'12
1	<i>Update zoning ordinance</i>	Update	Planning & zoning board	Planning & zoning board City commission	✓				
2	<i>Adopt tree ordinance</i>	Adoption	Arborist	Concerned citizens City commission	✓ 2007				
3	<i>Create architectural review board</i>	Creation	Qualified residents Architects	Concerned citizens City commission	✓				
4	<i>Beautification/ Preservation Tax</i>	Creation	Residents State/Fed grants	Residents Commission	✓				

Bold Achievable 5-Year Strategies for Safety Harbor

Traditional Neighborhoods									
	Strategic Actions	Benchmarks	Resources	Champions	'08	'09	'10	'11	'12
1	<p><i>Incentives to preserve & encourage complementary development</i></p> <p><i>Amend zoning to balance architectural preservation, green space, character, w/out undermining all redevelopment</i></p> <p><i>Incentives to preserve historic buildings</i></p> <p><i>Historical Society</i></p>	<ul style="list-style-type: none"> ➤ Safety Harbor Elementary preserved ➤ Upgrading of existing bungalows ➤ Tucker Mansion ➤ Architectural review board ➤ Grand tree ordinance 	<ul style="list-style-type: none"> ➤ Funding? ➤ Planning Dept. ➤ Preservation Fund ➤ State Preservation fund 	Citizens committee (like Briar Creek Committee)	x \$ ∞	x \$ ∞	x \$ ∞	x \$ ∞	x \$ ∞
2	<p><i>Assess existing underutilized building spaces (make green space more public friendly)</i></p> <p><i>Maximize the above, prior to developing new</i></p> <p><i>See above</i></p>	Buildings fully utilized (gaps in activity) Collaborative/joint use w/building owners	Business focused chamber Downtown business council						
3	<p><i>Funding to purchase green space and historic property</i></p>	See above	<ul style="list-style-type: none"> ➤ Taxes ↑ ➤ Private Funds ➤ Fundraising 						

Bold Achievable 5-Year Strategies for Safety Harbor

9 th Ave Service Corridor									
	Strategic Actions	Benchmarks	Resources	Champions	'08	'09	'10	'11	'12
1	<i>Create façade/beautification grant program and improve city owned right of ways, with landscape and hardscape</i>	Write Plan Budget	\$50,000	City	x	x			
2	<i>Create an industrial park association and ensure effective collaboration the city and local chamber of commerce</i>	<ul style="list-style-type: none"> ➤ Identify industry stakeholders ➤ IPA ➤ Industry Dvlp Plan 	Chamber City	Jacobsen Homes Progress Energy Chamber City	x				
3	<i>City promotion of business and industry</i>	Identify key stakeholders	Chamber media city county	Olympia Whistle Stop Jacobsen Sausage House	→	→	→	→	→

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

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

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

Attorney
City of Safety Harbor
750 Main Street
Safety Harbor, FL 34696

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 5. 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 7. This Resolution shall take effect immediately upon its passage and adoption.

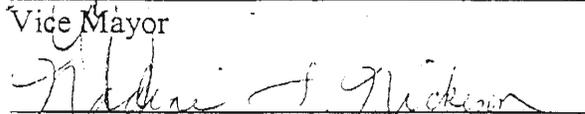
PASSED AND ADOPTED BY THE CITY COMMISSION OF THE CITY OF SAFETY HARBOR, FLORIDA, THIS 19TH DAY OF JULY, 2004.



Mayor



Vice Mayor



Commissioner

Neil Butfield

Commissioner

Robin Boland

Commissioner

ATTEST:

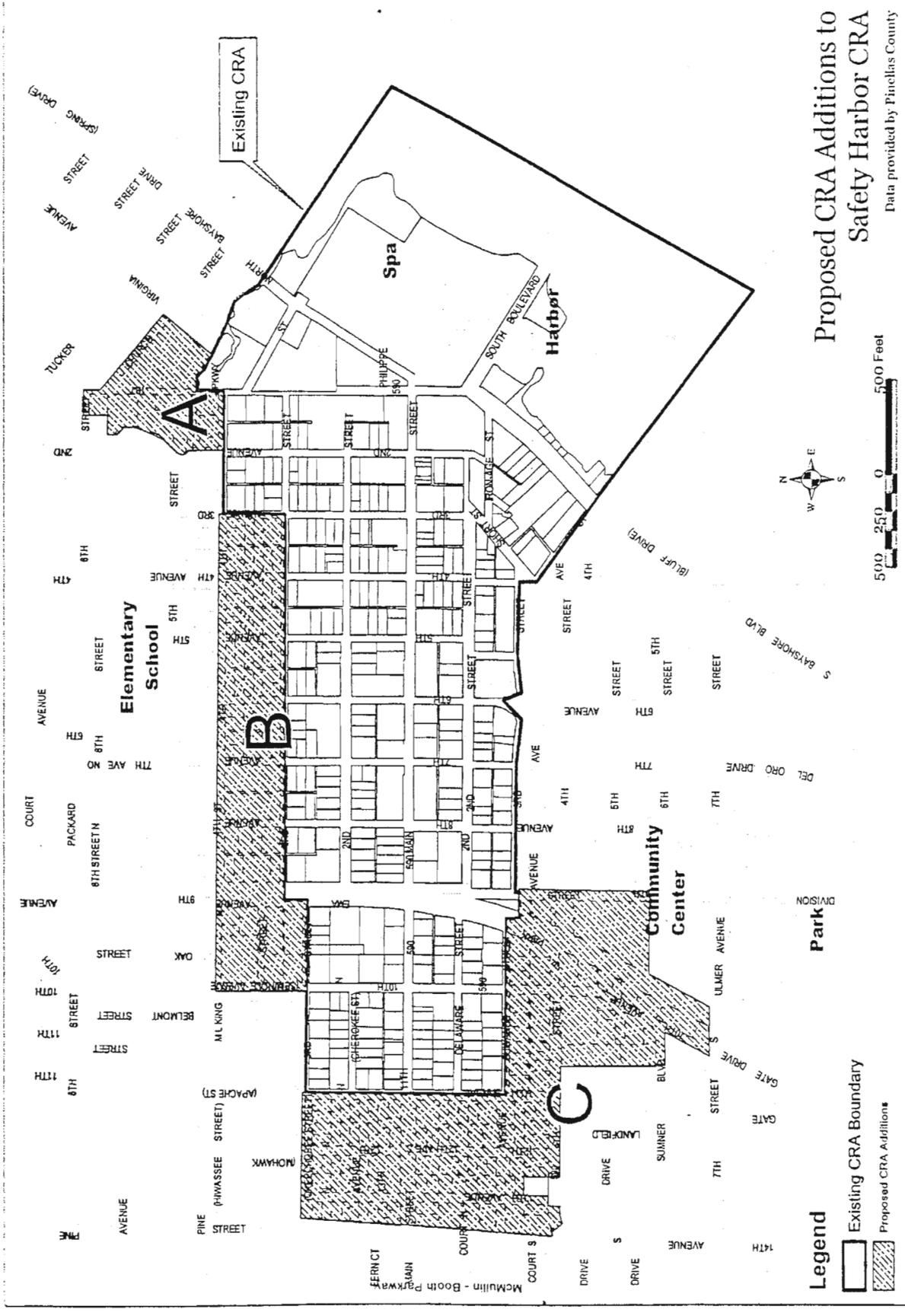
Cathy Benson

City Clerk

of the

City Attorney

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



Proposed CRA Additions to
Safety Harbor CRA

Data provided by Pinellas County

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 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;

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 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; 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 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 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.

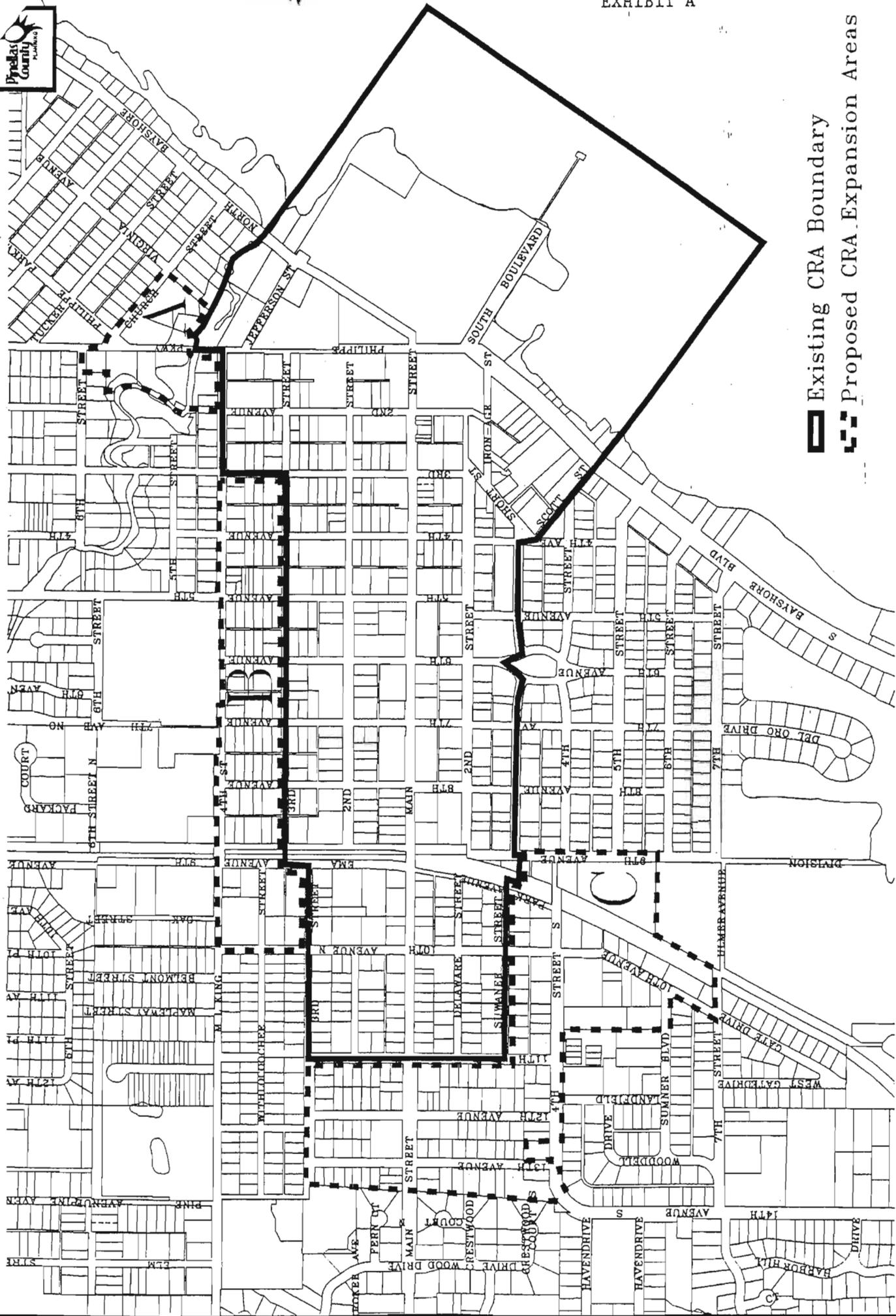
This Resolution shall become effective after its adoption.

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, Morrioni, Todd, Stewart, Harris, Seel, and Welch.

NAYS: None.

ABSENT AND NOT VOTING: None.



 Existing CRA Boundary
 Proposed CRA Expansion Areas

APPENDIX “C” BOUNDARY DESCRIPTION

EXISTING 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 it's 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, 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 “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.

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.

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.



**CITY OF SAFETY HARBOR CRA
BOUNDARY MAP**

- Legend**
- - - CRA Boundary
 - - - Former CRA Boundary



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.

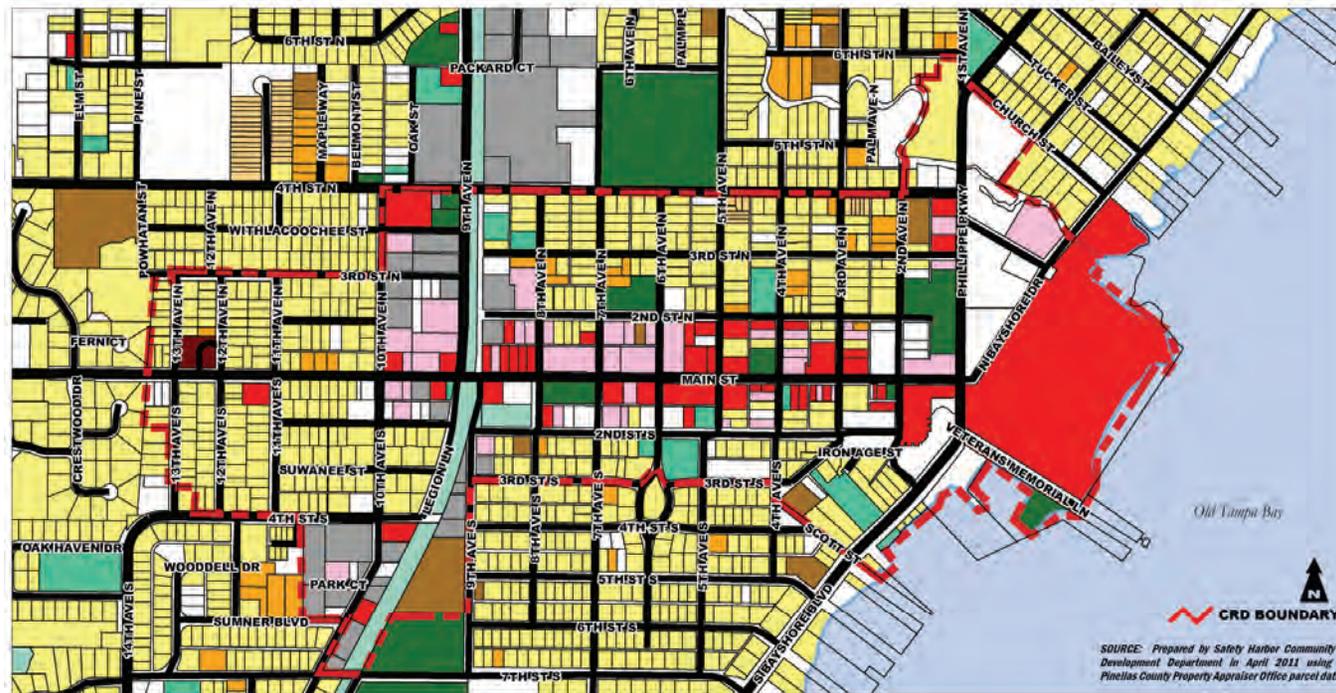
During the past 15 years, the redevelopment and revitalization of the Safety Harbor's traditional downtown area has been a major focus. This program includes all the basic tools permitted by Chapter 163, Florida Statutes, including a redevelopment plan, the establishment of a community redevelopment 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.

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.



LEGEND: EXISTING LAND USE

- | | | |
|---|-----------------------------|---|
| Single-Family Residential | General/Professional Office | Quasi-Public (Church/Private Club/Non-Profit) |
| Planned Unit Development Residential | Commercial | Public (School, Park, Government) |
| Duplex/Triplex | Hospital | Vacant, Submerged Land, Other |
| Multi-Family Res./Assisted Living/Res. Condo. | Light Industrial/Warehouse | |
| Mobile Home | Transportation/Utility | |

SOURCE: Prepared by Safety Harbor Community Development Department in April 2011 using Pinellas County Property Appraiser Office parcel data

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 = CREEKSIDE 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	Lot Size (Sq. Ft.)	Existing Land Use	Year 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



— BASE FLOOD ELEVATION

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/café; 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	Ait. 1 - ROS	Ait. 2 - LDR	Ait. 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

Historic Tucker Mansion
Mullet Creek (Tampa Bay Estuary)
Tree Canopy
Connectivity to downtown core

ISSUES

Site layout and access
Architectural design quality
Environmental protection
Restoration of creek/erosion control

OPPORTUNITIES

Improve gateway image
Compact, environmentally responsible development
Strengthen linkages to downtown



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.

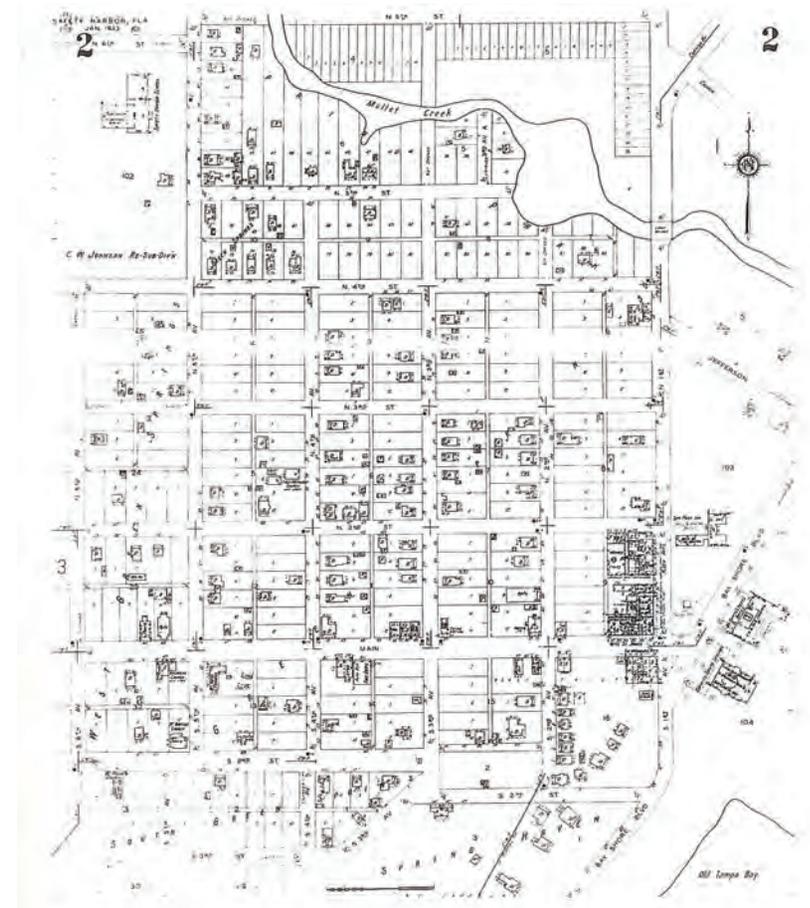
The survey looked at 177 buildings in the City. These buildings consisted of commercial and residential structures built between 1842 and 1945. Most buildings possess vernacular design and located in and around the downtown.

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.



1933 SANBORN MAP

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

PROJECTED MAXIMUM BUILD-OUT UNDER ADOPTED PLAN					
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 1653.362, 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.

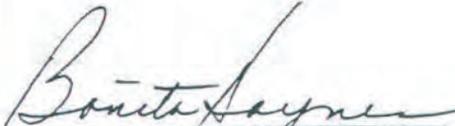
Section 11 - Effective Date

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

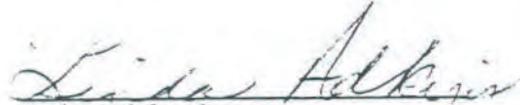
PASSED AND ADOPTED BY THE COMMUNITY REDEVELOPMENT
AGENCY OF THE CITY OF SAFETY HARBOR, FLORIDA THIS 5th DAY OF
April, 1993.


Chairperson

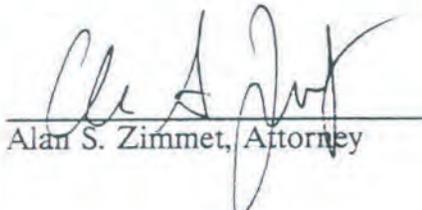
ATTEST:

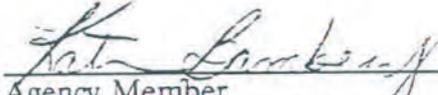

Bonita Haynes, City Clerk


Vice-Chairperson


Agency Member

APPROVED AS TO FORM:


Alan S. Zimmet, Attorney


Agency Member


Agency Member

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.

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.

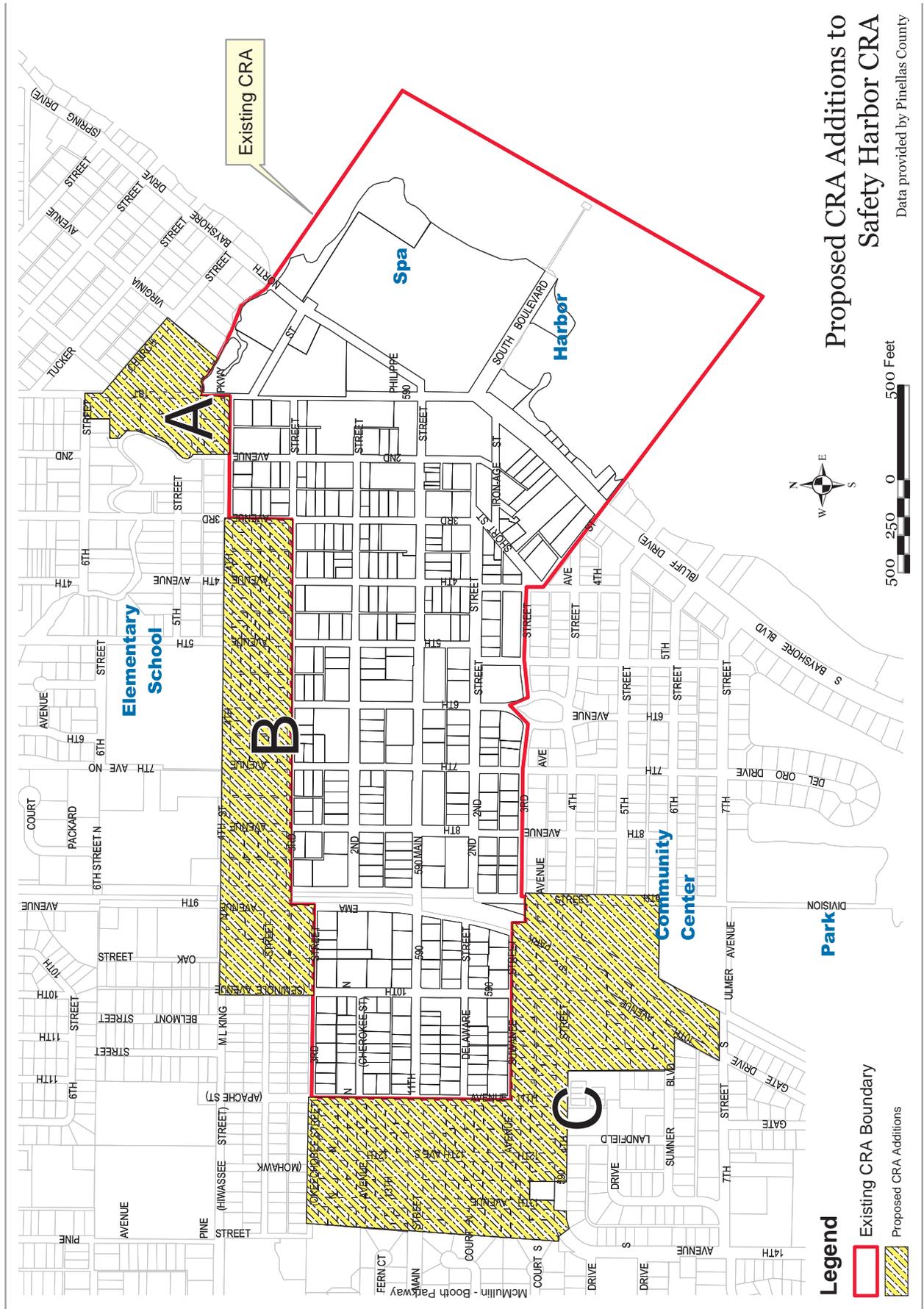
Compounding the task of assembling parcels of land to create developable sites for structures or central parking is the diversity of ownership in the non-residential area between Second Street North and Second Street South. (Multiple ownership in the residential areas should not create problems, as they 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.



**Proposed CRA Additions to
Safety Harbor CRA**

Data provided by Pinellas County

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):

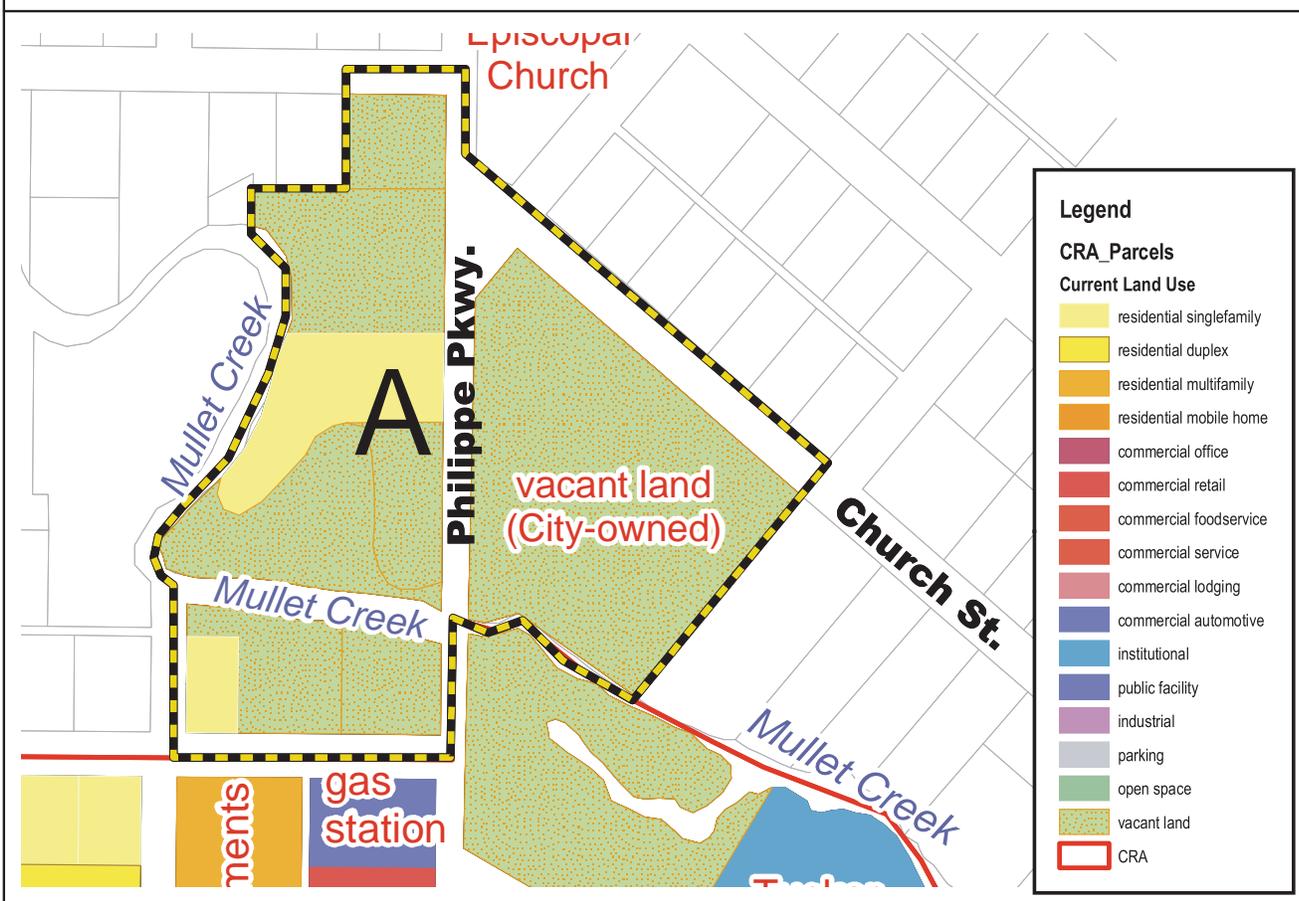
BEGINNING at the intersection of the centerline of Suwannee Street and Eleventh Avenue; thence Northerly along the centerline of Eleventh Avenue to the centerline of Third Street North; thence Easterly along the centerline of Third Street North to the centerline of Ninth Avenue North; thence Northerly 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 it's 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 it's 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 it's 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 it's 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”

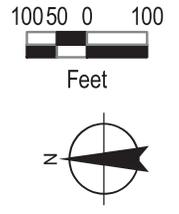
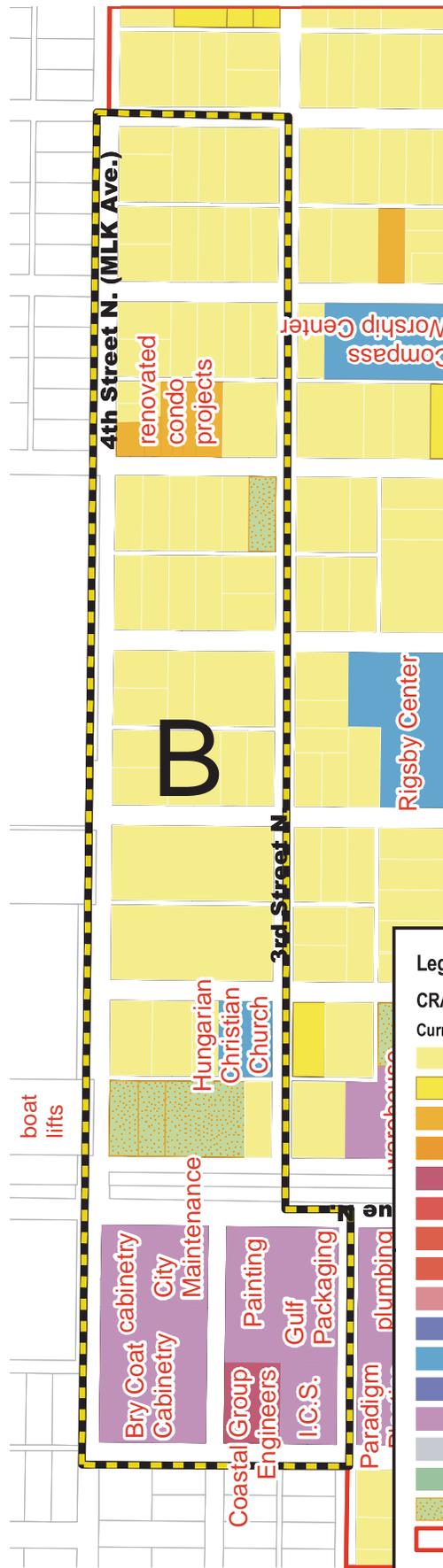
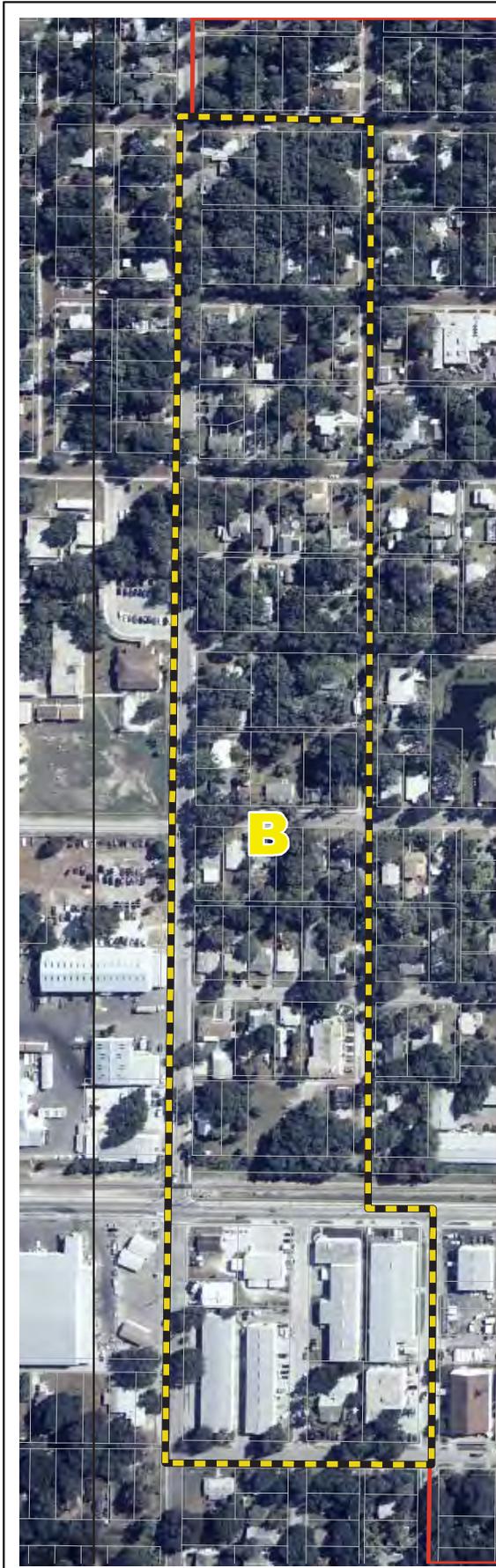
Area “B” will extend the northern boundary of much of the CRA by one block from 3rd Street North to 4th Street North (Dr. Martin Luther King, Jr. Avenue). By adding this area, the CRA will be extended to the Elementary School and the Jacobsen Homes manufacturing plant – a logical break.

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.

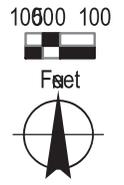
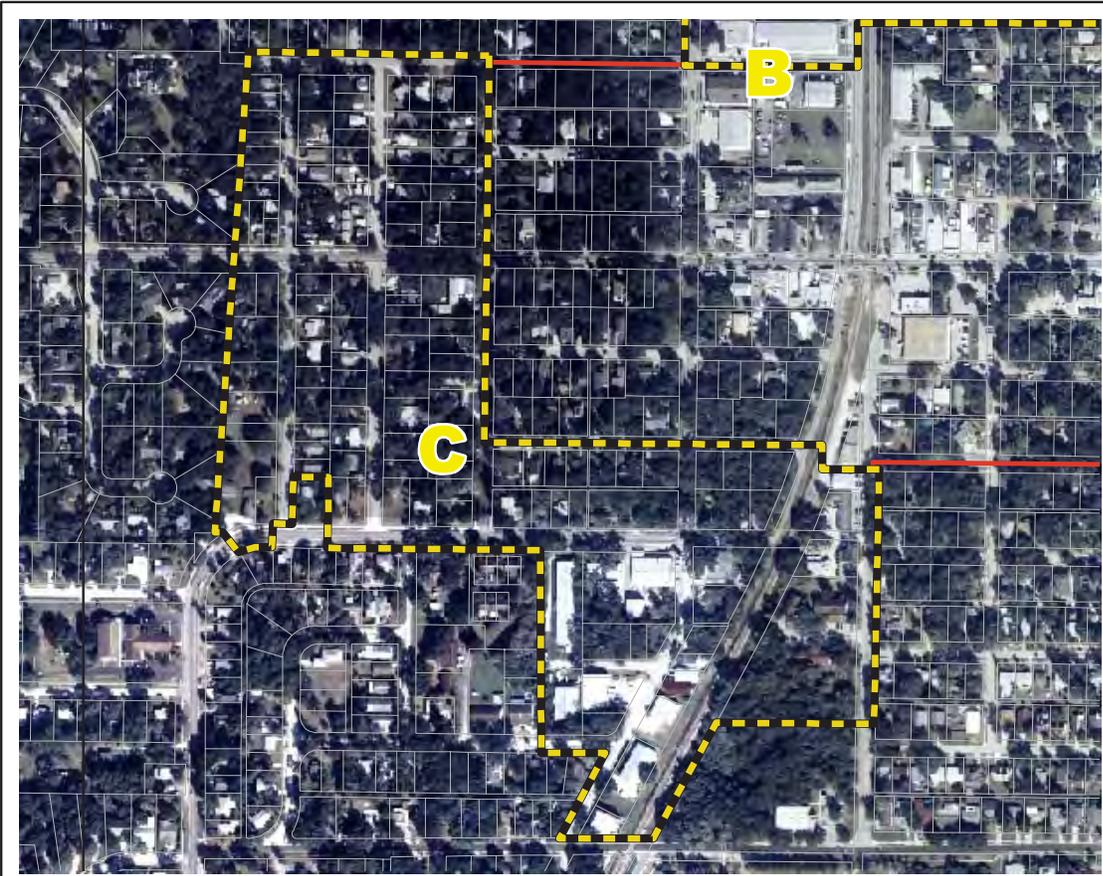
Proposed Area “C”

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.

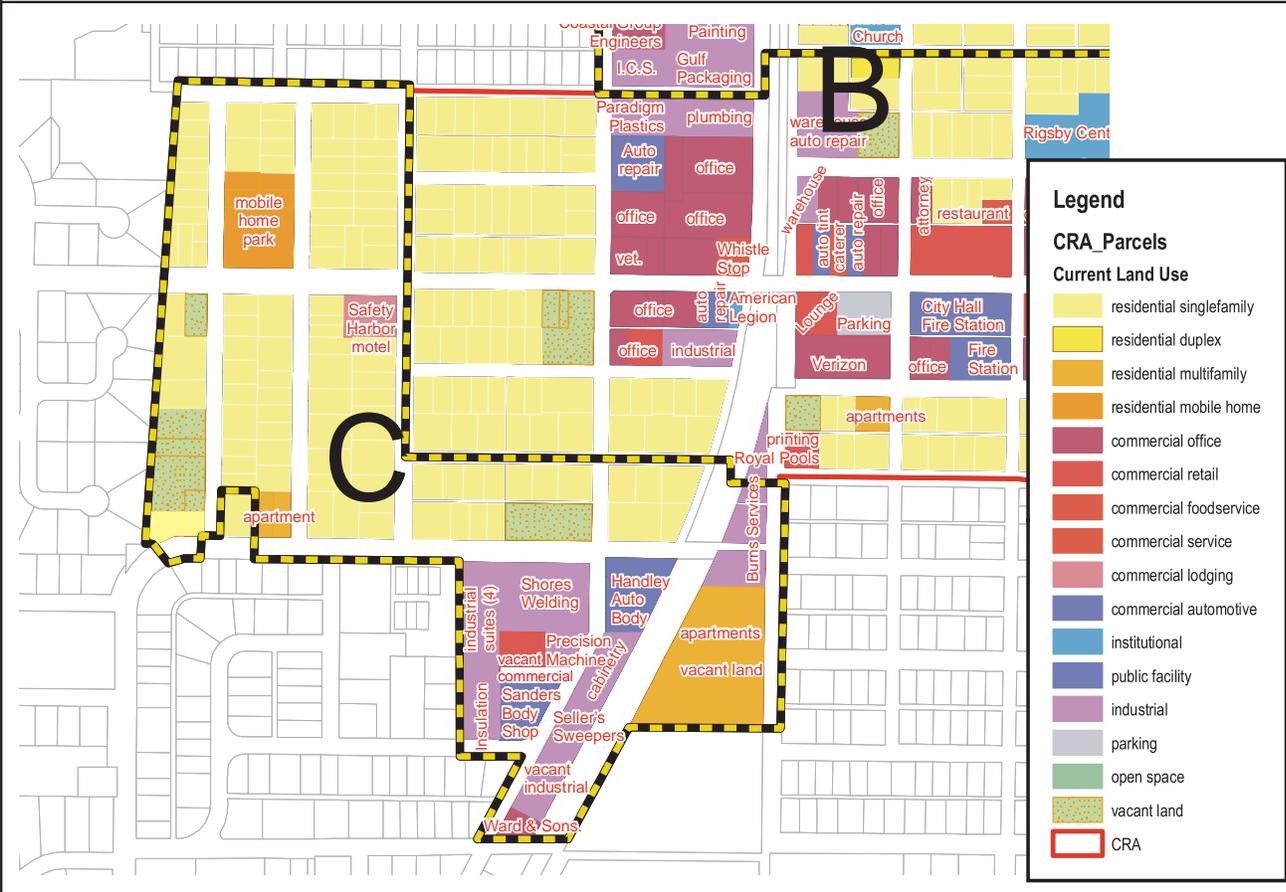


Area "B"
Proposed Addition to the CRA
Safety Harbor, Florida

Legend	
CRA_Parcels	
Current Land Use	
	residential singlefamily
	residential duplex
	residential multifamily
	residential mobile home
	commercial office
	commercial retail
	commercial foodservice
	commercial service
	commercial lodging
	commercial automotive
	institutional
	public facility
	industrial
	parking
	open space
	vacant land
	CRA



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.



Unsafe bilding conditions



Land Use Conflict-Need for Screening

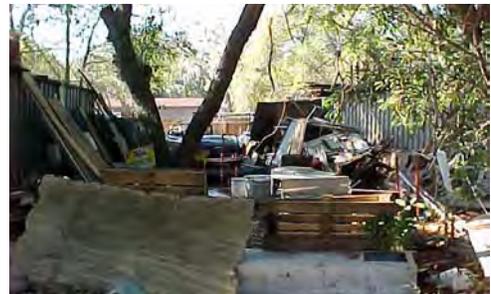
C) Faulty Lot Layout

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



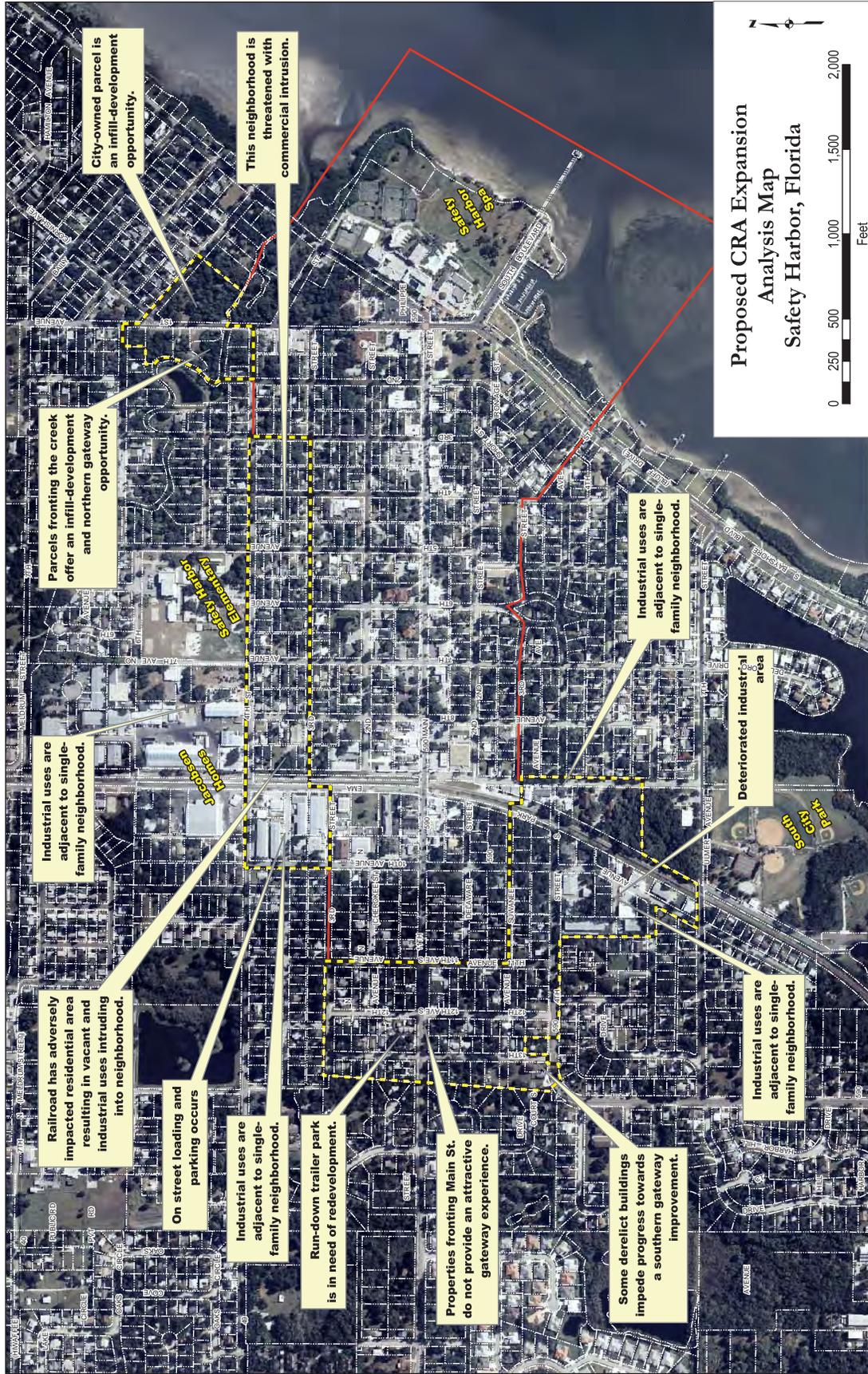
Unsafe conditions



Excess 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 enforce-



Unsafe Conditions



Deteriorating Site Conditions



Parking and Loading Conflicts



Deteriorating Housing



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:



Deteriorating Site Conditions



Deteriorating Housing

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 Industrial Building on 10th Street S. is Currently Vacant



The Mobile Home Park in Area "C" Has Generated a High Incidence of Calls to the Sheriff's Office



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

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 Cabinetry Shop on 10th Street South



A Foreign Auto Sales and Service Business 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
(Planning & Zoning Division)

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.

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		

"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

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 Facade 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.

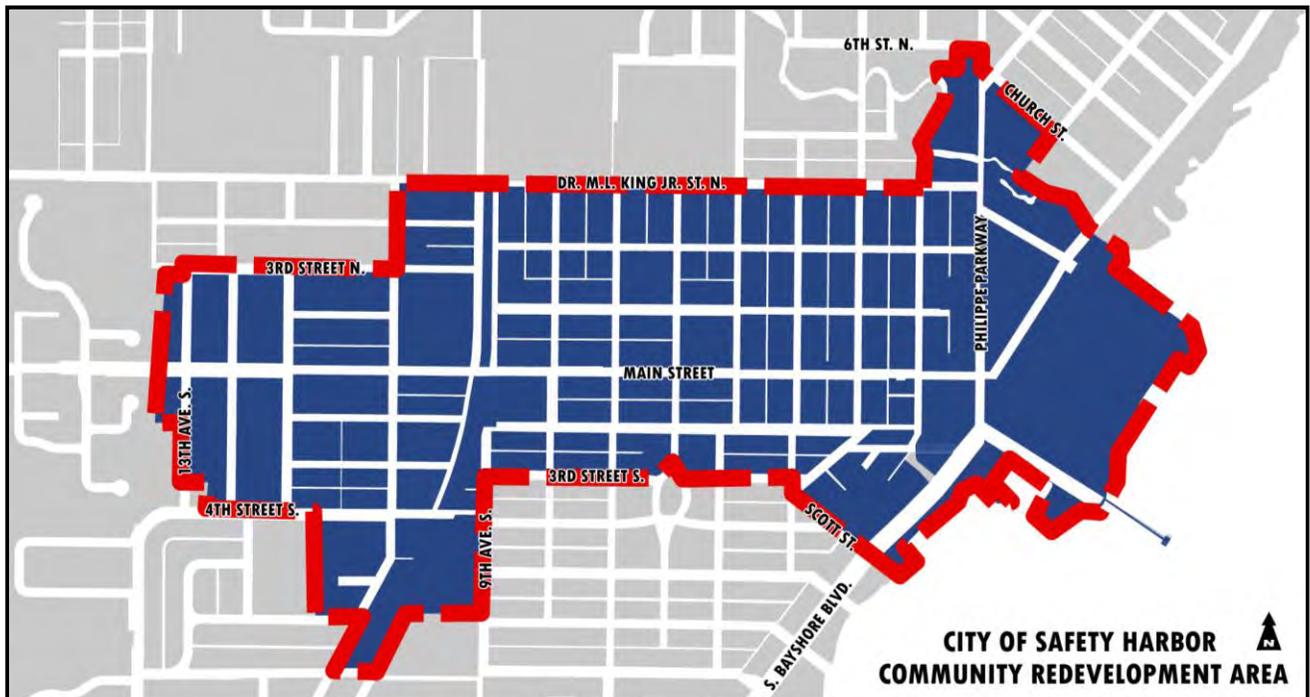
7. PROJECT BUDGET

(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