Planning & Zoning Board Meeting

DATE: Thursday, October 23, 2025

TIME: 6:00 P.M.

LOCATION:

City of Indian Rocks Beach

Civic Auditorium/Commission Chambers

1507 Bay Palm Blvd.

Indian Rocks Beach, FL. 33785

AGENDA
CITY OF INDIAN ROCKS BEACH PLANNING AND ZONING BOARD
THURSDAY, OCTOBER 23, 2025 AT 6:00 PM
LOCATION:
IRB Civic Auditorium, 1507 Bay Palm Blvd., Indian Rocks Beach, FL. 33785

1. **CALL TO ORDER**
2. **ROLL CALL**
   - **Chair Rick McFall**
   - **Vice Chair Scott Holmes**
   - **Member Adrienne Dauses**
   - **Member Herb Sylvester**
   - **Member Myra Warman**
   - **Member Bert Valery**
3. **APPROVAL** of July 17, 2025, Meeting Minutes**.**
4. **PRESENTATION:** Forward Pinellas – Mixed Use
5. **ADJOURNMENT**

APPEALS: Any person who decides to appeal any decision made, with respect to any matter considered at such hearing, will need a record of the proceedings and, for such purposes, may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based, per s. 286.0105, F.S. Verbatim transcripts are not furnished by the City of Indian Rocks Beach, and should one be desired, arrangements should be made in advance by the interested party (i.e., Court Reporter).

In accordance with the Americans with Disability Act and s. 286.26, F.S., any person with a disability requiring reasonable accommodation to participate in this meeting should contact the City Clerk's Office with your request, telephone 727/595-2517 lorink@irbcity.com, no later than THREE (3) days before the proceeding for assistance.

POSTED: October 17, 2025.

AGENDA ITEM NO. 1

CALL TO ORDER

AGENDA ITEM NO. 2

ROLL CALL

AGENDA ITEM NO. 3

APPROVAL OF JULY 17, 2025

MINUTES

CITY OF INDIAN ROCKS BEACH
PLANNING & ZONING BOARD MEETING MINUTES
THURSDAY, JULY 17, 2025 – 6:00 P.M.
HOLIDAY INN HARBORSIDE – KEY WEST ROOM
401 2ND STREET, INDIAN ROCKS BEACH, FLORIDA 33785

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1. CALL TO ORDER

Chair Rick McFall called the meeting to order at 6:00 P.M. and welcomed attendees, outlining ground rules for the meeting.

2. ROLL CALL

Present:

- Chair Rick McFall
- Member Scott Holmes
- Member Adrienne Dauses
- Member Bert Valery
- Member Myra Warman (arrived at 6:06 P.M.)
- Planning Consultant Hetty Harmon
- City Attorney Matthew Newton
- City Clerk Lorin Kornijtschuk

ABSENT BOARD MEMBERS: Herb Sylvester

3. APPROVAL OF MINUTES

Motion by Member Holmes to approve the April 24, 2025, Meeting Minutes.
Seconded by Member Dauses.
Motion passed unanimously.

4. PRESENTATION – FORWARD PINELLAS: MIXED USE

Rodney Chatman, Nousheen Rahman, and Nicole Galasso from Forward Pinellas presented proposed mixed-use zoning modifications focusing on the Professional Office and Business Triangle districts. The presentation included modeling for density, intensity, parking, building height, and setback allowances.

Chair Rick McFall:

- Voiced concern about increased density worsening Gulf Boulevard traffic.
- Questioned how reduced setbacks would impact visibility and safety.
- Asked how stormwater retention would be handled on dense sites.
- Inquired about resident and customer parking arrangements.
- Concerned that elevating buildings on pilings would create a "dead zone" at street level.
- Questioned whether additional height was financially necessary or excessive for IRB.
- Suggested that any height increase be subject to a public referendum.

Member Myra Warman:

- Noted frequent congestion on Gulf Boulevard, sometimes taking 10 minutes to go five blocks.
- Questioned if the proposed development would truly reduce vehicle usage.
- Emphasized that many residents will still choose to drive rather than walk long distances.

Member Bert Valery:

- Noted that the proposal addressed some needs in his area.
- Questioned why only 23rd to just north of 18th Avenue was included.
- Suggested, other commercial areas further south should be considered.
- Emphasized the need for a comprehensive, citywide approach.
- Urged that new regulations be effective, developer-friendly, and support vehicle access.
- Recommended revisiting the idea of a city-run trolley system to alleviate traffic.

Member Adrienne Dauses:

- Found visual examples unclear due to missing parking metrics.
- Noted that current sidewalks are too narrow (approx. 3 feet) compared to successful mixed-use cities.
- Raised concerns about low elevation and storm risks.
- Questioned whether infrastructure limitations were factored into the models.
- Requested visuals reflecting "Main Street USA" aesthetic.
- Emphasized balancing density with character, green space, and design.

Member Scott Holmes:

- Asked if landscaping and buffer requirements were sufficient.
- Suggested alternatives to pilings, such as dry or wet floodproofing.
- Concerned about the aesthetics of raised buildings.
- Concerned that large parking garages could worsen traffic congestion.
- Recommended adding limits or disincentives to prevent maxing out all development allowances.

PUBLIC COMMENT :

- **Sean Roland** asked for a long-range impact study showing how many businesses and units could be added under the proposed regulations.
- **RB Johnson** gave detailed historical context, cautioning that elevating buildings on pilings removes walkability and creates “dead zones” at street level.
- **Matt Loeder (Crabby Bill’s)** supported mixed-use when done well and emphasized the importance of parking to reduce congestion. Voiced concern over hurricane resilience and rebuilding feasibility.
- **John Pfanstiehl** opposed the plan, saying it would encourage the teardown of charming 1–2 story buildings and push unwanted development incentives. Advocated use of PUDs instead of zoning changes.
- **Alicia Harris** supported the idea of mixed use in limited areas to improve walkability and redevelop aging properties.
- **Sarah Johnson** noted that the IRB’s fire department had to purchase land due to increased response time, warning that added density could endanger public safety.

Planning Consultant Hetty Harmon confirmed that this meeting was conducted in a workshop format to gather feedback and that Forward Pinellas will incorporate board and public input before returning with revised proposals.

5. ADJOURNMENT
Motion to adjourn by Member Holmes.
Seconded by Member Dauses.
Meeting adjourned at 8:02 P.M.

AGENDA ITEM NO. 4

PRESENTATION

FORWARD PINELLAS

“MIXED USE”

Indian Rocks Beach
Recommendations for Mixed-Use Regulations

Planning & Zoning Board
October 23rd, 2025

Overview

FORWARD PINELLAS

- Project Overview
- Summary of previous Planning & Zoning Board workshop
- Review of previously proposed regulations
- Financial feasibility overview
- Overview of scenarios and options for P&Z's consideration
- Guided questions and feedback for zoning district scenarios
- Q&A and public discussion

PROJECT OVERVIEW

2020 Gulf Blvd Visioning Study Themes

Economic Vitality

Transportation and Mobility

Community Character

Quality of Life and Environmental Protection

FORWARD PINELLAS

Mixed-Use Regulations Overview

- Applicable to the following zoning districts: Professional Office, Business and Business District Triangle Overlay Zone
- Provide **optional incentives** for mixed-use development
- Options for increased intensities, stacking of density/intensity in mixed-uses, reduced setbacks and design regulations to encourage economic development and a walkable environment

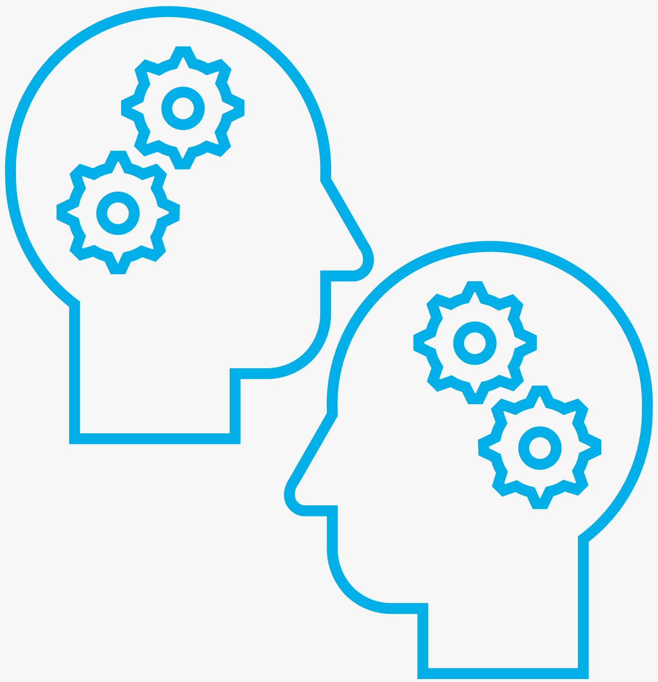
Source: The Culby Building, Gulfport

FORWARD PINELLAS

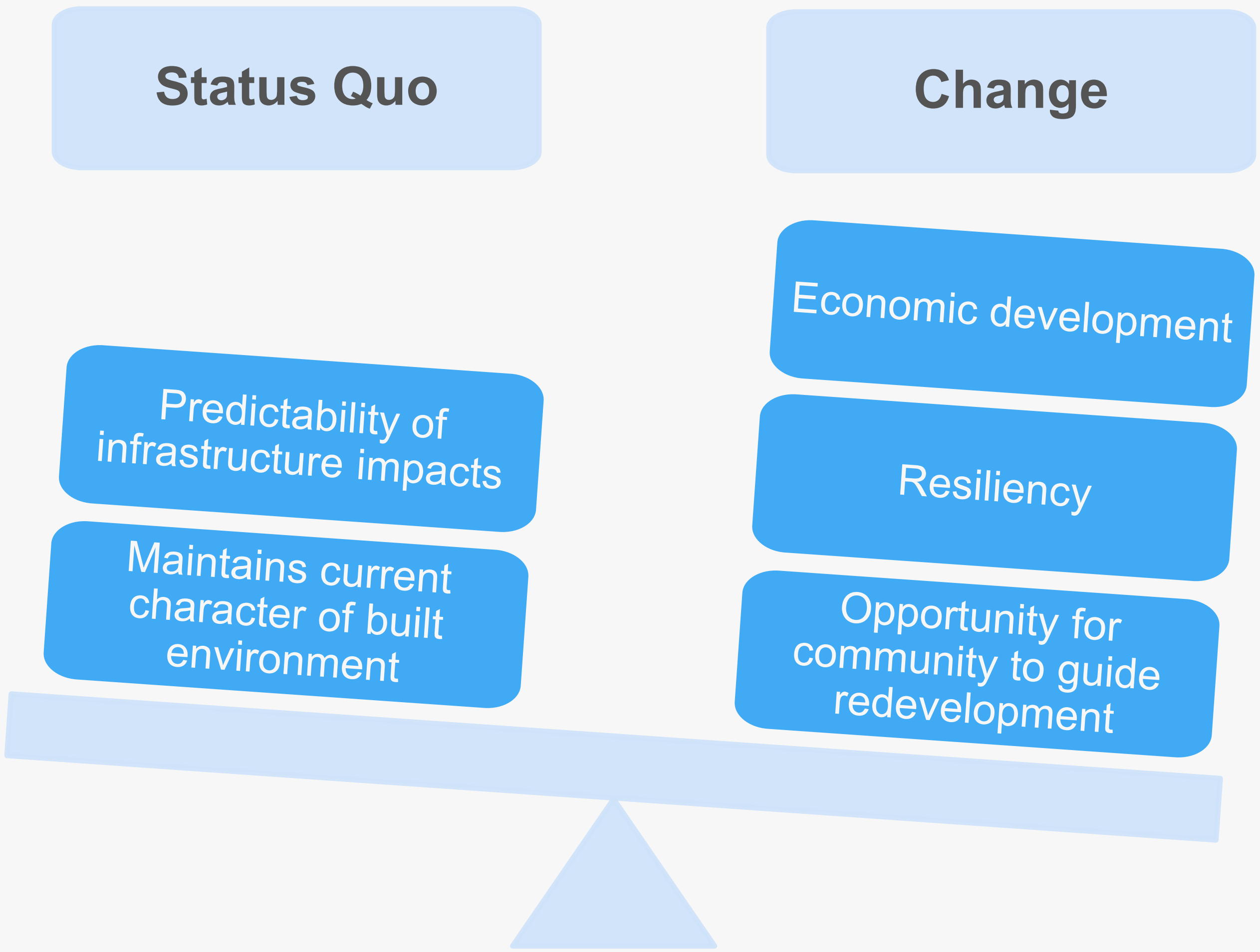
SUMMARY OF FIRST P&Z WORKSHOP

Community Feedback

- Consider how to accommodate parking and greenspace
- Providing other options for elevation besides pilings, but not increasing overall height
- Positive feedback to incremental approach in regulations
- Traffic and infrastructure concerns
- Mixed-use options provide economic resiliency



Summary: What are the Trade-Offs?



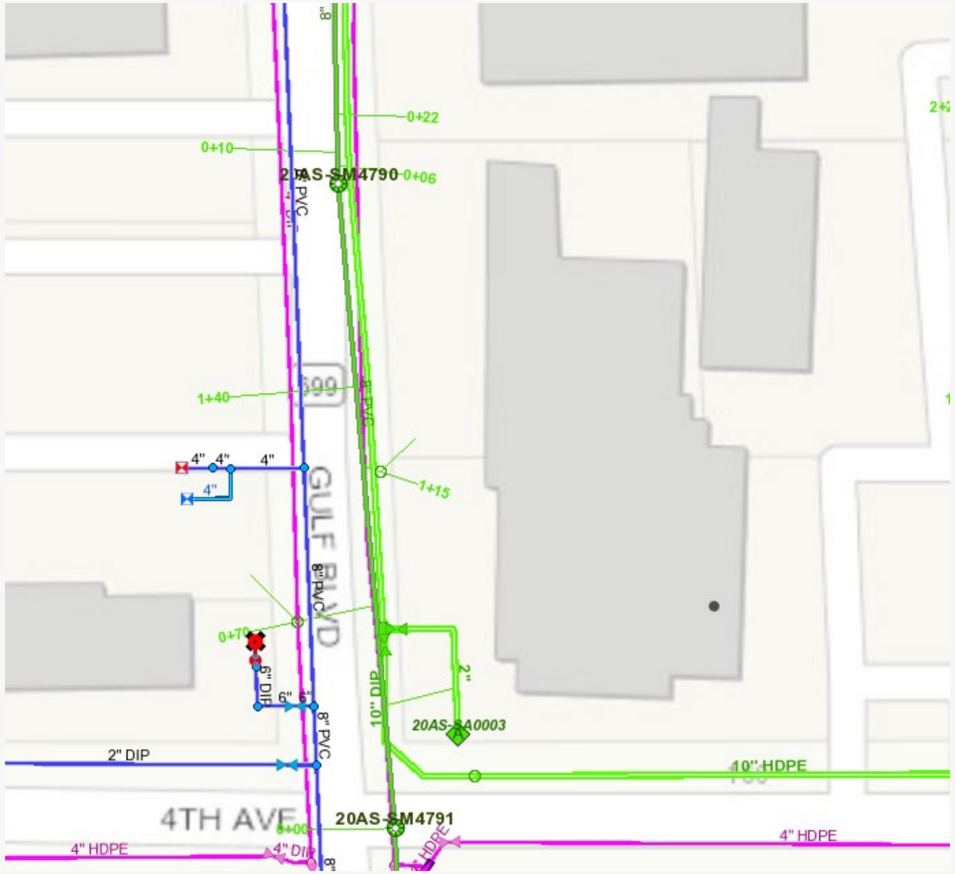
Summary

Topic	Status Quo	Trade-Offs
Building Height	• Maintain current viewsheds	• Increased building height could reduce impervious surface, allowing for more greenspace, mitigating stormwater run-off and the urban heat island effect
Community Character	• Mostly maintained but storm events threaten change • New residents may want to see something different	• Be proactive in preserving what matters and guiding change to a more desirable built environment
Economic Development	• Primarily tourist-driven economy with hotels and STVRs as the primary revenue-generating uses	• Creating places people who live in the City and surrounding area want to visit – recirculating dollars in the community • Providing property owners who’ve invested in the community with opportunity for additional revenue streams

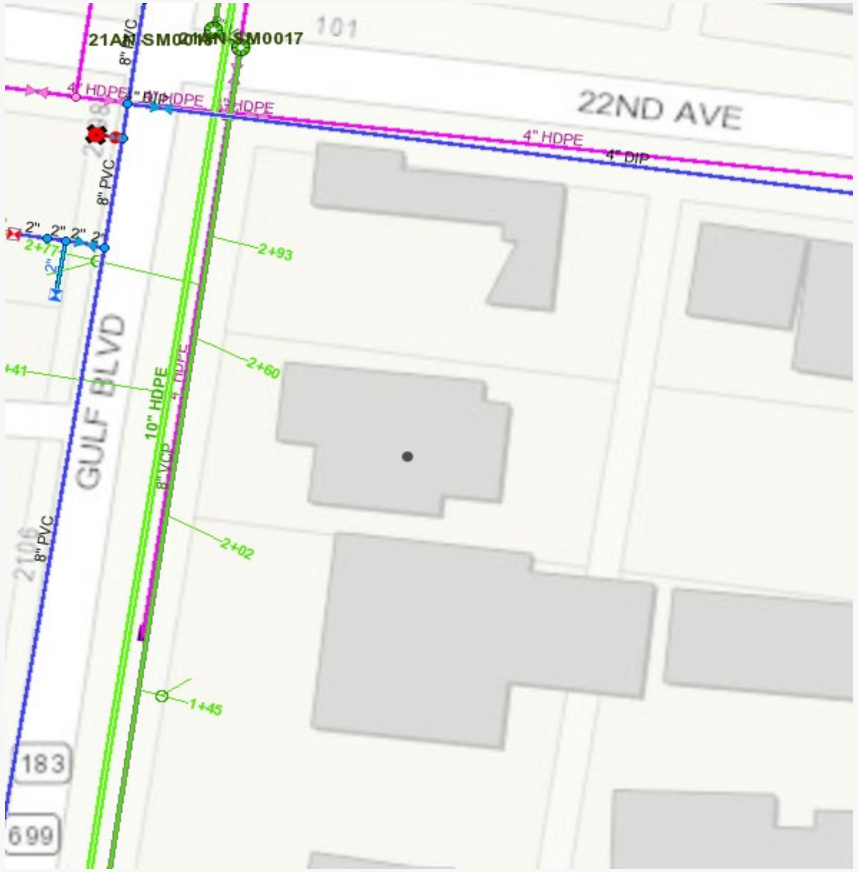
Summary

Topic	Status Quo	Trade-Offs
Traffic	• Maintain existing congestion levels • Auto-dependent development pattern encourages use of a car to travel even short distances	• Potential for more traffic, but people are spending money in IRB instead of just passing through • Redevelopment will need to pay MMIFs to offset impacts of new trips, City can use revenues to fund transportation improvements • A more compact development pattern with a mix of uses promotes other forms of transportation, such as walking, biking, and transit, which can reduce vehicle trips
Parking	• Mostly surface parking lots, leaves little room for greenspace • Not enough parking spots in certain areas	• Incentivize redevelopment that provides structured parking in areas with major activity/popular destinations and reduce parking for small lots or specific uses under a certain size • Structured parking and/or parking reductions will make room for more greenspace, wider sidewalks, and outdoor amenities (public plazas, parklets, etc.)

Water and Sewer Infrastructure



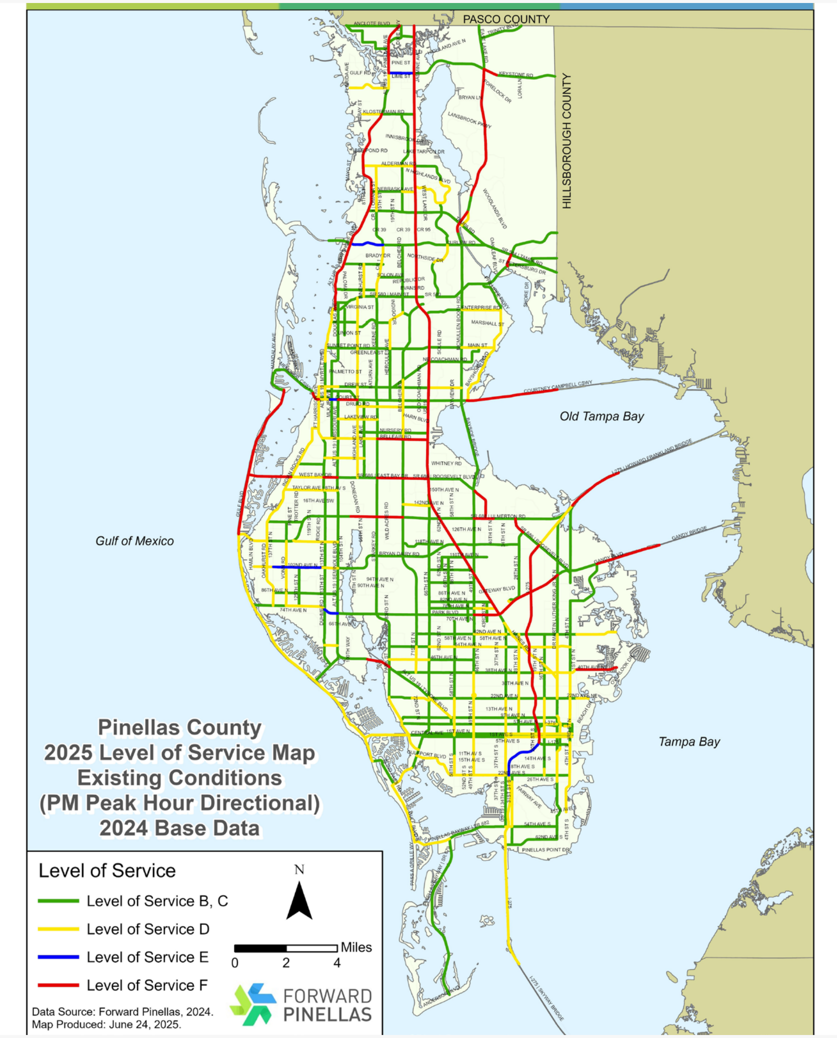
401 Gulf Blvd



2113 Gulf Blvd

Traffic and Level of Service Considerations

- Projects that generate less than **51 new peak hour trips** must pay the multimodal impact fee, but no traffic impact study is required
- Projects that generate between **51 and 300 new peak hour trips** can submit a transportation management plan and pay the multimodal impact fee, but no traffic impact fee study is required
- Projects that generate over **300 new peak hour trips** must submit a traffic impact study, transportation management plan and pay the multimodal impact fee

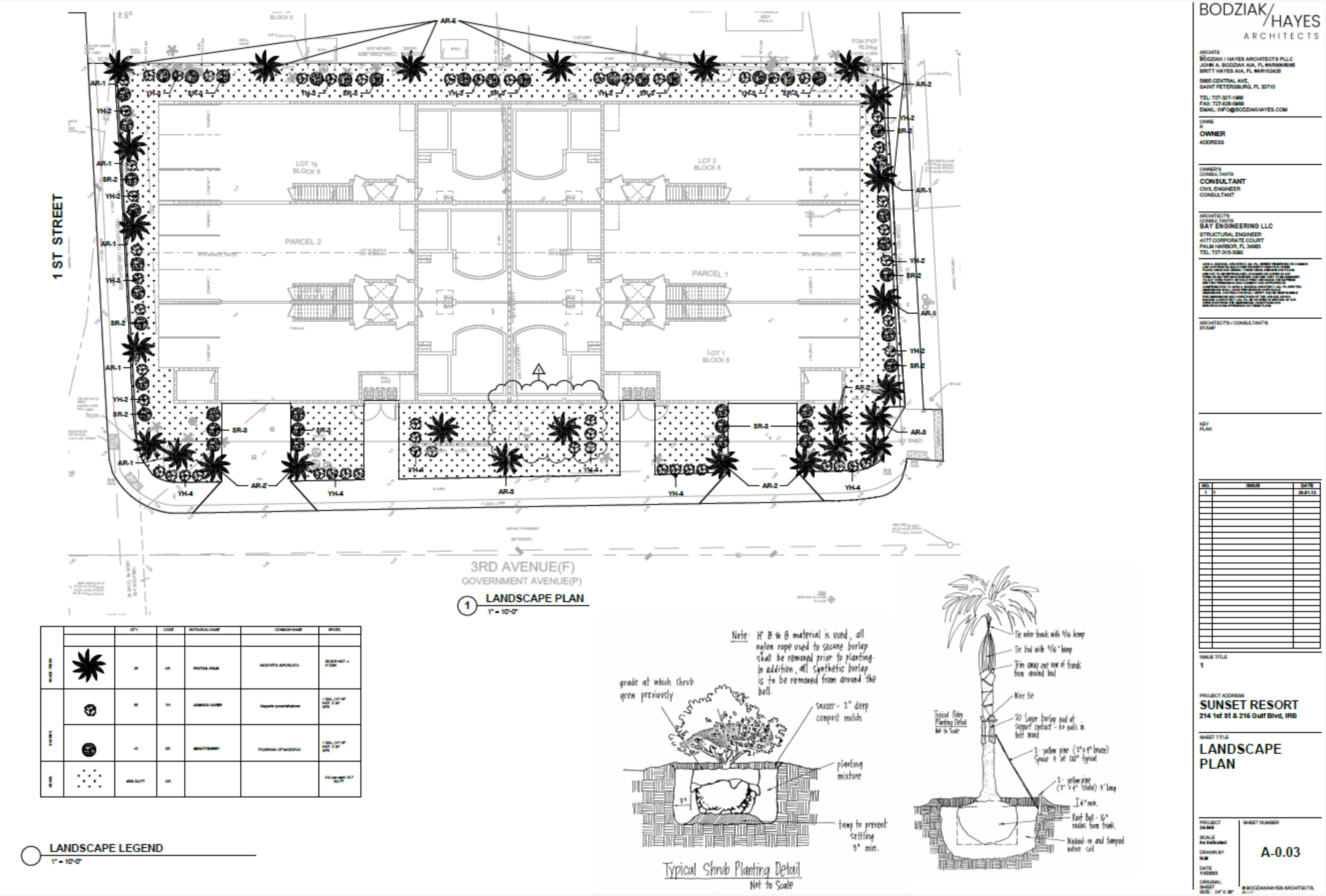


FORWARD PINELLAS

Landscaping Requirements

Best Practices

- Balance and rhythm of shrubs, trees and groundcover
- Native or low-maintenance
- Layering and massing for visual appeal
- Long-term maintenance and growth



FORWARD PINELLAS

ARCURBAN SCENARIOS

Review of Previously Proposed Regulations

Zoning District	Current Density (UPA) & Intensity (FAR)	Option for Density/Intensity Bonus	Current Minimum Front Setback	Proposed Minimum Front Setback	Current Height	Proposed Height
Professional Office	15 UPA 0.4 FAR	15 UPA 0.6 FAR Stackable density and intensity	25 Feet	10 Feet	35 feet (or 25 feet above maximum 10 foot pilings)	35 feet maximum; if elevated, then 35 feet above maximum 10 foot pilings)
Business District	18 UPA 0.55 FAR	18 UPA 0.7 FAR Stackable density and intensity	25 Feet	10 Feet	35 feet (or 25 feet above maximum 10 foot pilings)	35 feet maximum; if elevated, then 35 feet above maximum 10 foot pilings)
Business District Triangle Overlay Zone	18 UPA 0.55 FAR	18 UPA 0.7 FAR Stackable density and intensity	10 Feet	10 Feet	35 feet (or 25 feet above maximum 10 foot pilings)	35 feet maximum; if elevated, then 35 feet above maximum 10 foot pilings)

FORWARD PINELLAS

Visualization Scenarios

Scenario 1 – Existing Potential Under Current Regulations	Scenario 2 – Mixed-Use with Density/Intensity Stacking	Scenario 3- Mixed-Use with Optional Density/Intensity Bonus
• Demonstrates what could be built today without any changes to the City's zoning regulations • For Professional Office – includes single-use development (e.g., office-only or residential-only) since mixed-use is not currently allowed • For Business District and Business District Triangle Overlay zone – includes mixed-uses that are currently allowed	• Demonstrates what could be built by allowing density/intensity "stacking" for mixed-use developments, with no other changes to the zoning district regulations • "Stacking" means that the residential density and non-residential intensity are each applied in full without counting against one another	• Demonstrates what could be built by allowing for an optional intensity bonus • Up to 0.6 FAR for Professional Office • Up to 0.7 FAR for Business District and Business District Triangle Overlay Zone • Allows "stacking" of density and intensity in the same way as Scenario 2, but would operate with the optional intensity bonus
Note: There is no proposed increase in the currently-permitted maximum residential density in any scenario.		

FORWARD PINELLAS

FINANCIAL FEASIBILITY

Financial Feasibility of Scenarios

Property	Zoning District	Scenario 1: Existing Potential	Scenario 2: Mixed-Use with Density/Intensity Stacking	Scenario : Mixed-Use with Optional Intensity Bonus and Density/Intensity Stacking
2113 Gulf Blvd	Professional Office	**– $482,336.85** (for an Office only use)	**– $58,216.54** (for an Office with Multi-family residential on upper floors)	**$188,618.15** ★ (for an Office with Multi-family residential on upper floors)
2117 Gulf Blvd	Professional Office	**$517,987.00** ★ (for Residential Duplex only use)	**– $334,908.38** (for Office with an Accessory Residential Unit)	**– $133,979.12** (for an Office with Multi-family residential on upper floors)
2405 Gulf Blvd	Business	**$382,468.96** (for Mixed-Commercial with Multi-family Residential on upper floors)	**$927,877.00** ★ (for Mixed-Commercial with Multi-family Residential on upper floors)	**$597,448.19** (for Mixed-Commercial with Multi-family Residential on upper floors)
2300 Gulf Blvd	Business	**$644,531.69** (for Mixed-Commercial with Multi-family Residential on upper floors)	**$1,469,875.77** ★ (for Mixed-Commercial with Multi-family Residential on upper floors)	**$1,096,123.42** (for Mixed-Commercial with Multi-family Residential on upper floors)
401 Gulf Blvd	Business District Triangle Overlay	**$14,255,448.00** ★ (for Temporary Lodging only use when re-zoned to PUD)	**$3,620,851.46** (for Mixed- Commercial with Multi-family Residential on upper floors)	**$4,224,329.38** (for Mixed-Commercial with Multi-family Residential on upper floors)

Guidance for Professional Office District

Allowing mixed-uses:

Scenario 1 – Should the Professional Office District **only allow a single-use** on properties? (existing regulations)

Scenarios 2 & 3 – Should the Professional Office District **allow a mix of uses** on a single property?

Setbacks:

Scenarios 1 & 2 – Should the minimum front setback be **maintained at 25 ft?**

Scenario 3 – Should the minimum front setback be **reduced to as little as 10 ft?**

Allowable density/intensity:

If mixed uses are allowed, how should density and intensity be calculated?

Should the intensity remain at a maximum 0.4 FAR but **allow stacking** of nonresidential intensity and residential density?

Should maximum intensity be increased to 0.6 FAR **for mixed uses only,** while also **allowing stacking** of nonresidential intensity and residential density?

Parking:

Many of scenarios demonstrate a **deficit in meeting parking requirements,** even with no changes to regulations. Does the Board want to **consider allowing parking reductions in certain cases?**

If yes, **under what circumstances** what you want to allow a parking reduction?

Additional Considerations:

*Should regulations clarify that **parking can be placed under** pilings/other forms of elevation?*

*Should there be a consideration to allow an additional 10 ft in height (above the currently allowed 35 ft) **only if** parking is placed under the structure, allowing **more opportunities for greenspace?***

Guidance for Business District

Allowing mixed-uses:

Mixed uses are currently permitted in the Business District by allowing single family, two-family and multi-family on the floors above allowable nonresidential uses. **No changes recommended** unless the Planning Board provides guidance otherwise.

Setbacks:

Scenarios 1 & 2 – Should the minimum front setback be **maintained at 25 ft?**

Scenario 3 – Should the minimum front setback be **reduced to as little as 10 ft?**

Allowable density/intensity:

If mixed uses are allowed, how should density and intensity be calculated?

Should the intensity remain at a maximum 0.55 FAR but **allow stacking** of nonresidential intensity and residential density?

Should maximum intensity be increased to 0.7 FAR for mixed uses only, while also **allowing stacking** of nonresidential intensity and residential density?

Parking:

Many of scenarios demonstrate a **deficit in meeting parking requirements,** even with no changes to regulations. Does the Board want to **consider allowing parking reductions in certain cases?**

If yes, **under what circumstances** what you want to allow a parking reduction?

Additional Considerations:

There is currently up to a 10 percent parking reduction permitted in the Business District Triangle Overlay Zone. Should the same be allowed for the Business District?

The Business Triangle already permits a minimum front setback of 10 feet. Should the same be allowed for the Business District?

Guidance for Business District Triangle Overlay

Allowing mixed-uses:

Mixed uses are currently permitted in the Business Triangle by allowing single family, two-family and multi-family on the floors above allowable nonresidential uses. **No changes recommended** unless the Planning Board provides guidance otherwise.

Impervious Surface Ratio

A Planned Development District (PDD) can only be applied in the Business Triangle and allows for up **to 90% ISR** for temporary lodging units. Should mixed-use projects be allowed to develop up to **90% ISR under conditions**, such as including surplus parking or other benefits?

Allowable density/intensity:

If mixed uses are allowed, how should density and intensity be calculated?

Should the intensity remain at a maximum 0.55 FAR but **allow stacking** of nonresidential intensity and residential density?

Should maximum intensity be increased to 0.7 FAR for mixed uses only and also allow stacking of nonresidential intensity and residential density?

Parking:

The Business Triangle **currently permits a 10 percent parking reduction**; however, in some cases, there may still be a deficit in meeting parking requirements. Does the Board want to consider allowing further reductions in certain cases?

These certain cases could include allowing a reduction if certain benefits, such as **opportunities for additional greenspace.**

Additional Considerations:

*The City's code is currently **silent on parking structures,** meaning there is no indication on whether parking structures are permitted or not, or whether they count towards the maximum FAR of a development. Scenarios 2 and 3 show parking garages, which are **instrumental in meeting parking requirements** in those scenarios and are also exempt from the total FAR, as it would not be possible to build them otherwise. Would the City like to allow parking structures in the Business Triangle in this way?*

Conclusion and Next Steps

CONCLUSIONS

- Regulations that can be addressed:
  - Optional intensity bonus for mixed-uses only
  - Setbacks
  - Forms of elevation
  - Parking requirements
  - Potentially greenspace and design requirements only for mixed-uses utilizing optional bonus
- Options discussed include:
  - Keeping the same regulations;
  - Keeping the same allowable densities/intensities but allowing stacking; or
  - Allowing an optional intensity bonus for mixed-uses with or without stacking.

NEXT STEPS

- Seeking guidance from Planning & Zoning board on preferred regulations
- At request of Planning & Zoning board, Forward Pinellas can take the recommended regulations to the City's Commission
- If desired, can provide updated language for Land Development Regulations

CONTACT US

Rodney Chatman, AICP
Planning Division Manager
rschatman@forwardpinellas.org

Nousheen Rahman, AICP
Principal Planner
nrahman@forwardpinellas.org

Nicole Galasso, AICP
Principal Planner
ngalasso@forwardpinellas.org

CITY OF INDIAN ROCKS BEACH
MIXED-USE REGULATIONS SCENARIOS

Prepared for the City of
Indian Rocks Beach by Forward Pinellas

2025

OVERVIEW OF SCENARIO VISUALIZATIONS AND ANALYSIS

Forward Pinellas has been working with the City of Indian Rocks Beach to determine the best options for mixed-use regulations in the Professional Office, Business and Business District Triangle Overlay Zoning Districts. To allow the City to consider its options, several scenarios have been created for existing lots and properties in the city. Please note that land area needs associated with stormwater management were not included in the scenario analysis and may further constrain the development potential of each property. This page will provide an overview of the information presented in the scenarios.

SCENARIO VISUALIZATIONS

Scenario 1 - Existing Potential Under Current Regulations

The purpose of this scenario is to demonstrate what could be built today without any changes to the City's zoning regulations.

For Professional Office, this will include scenarios that demonstrate building an office only, or residential only, as the Professional Office District currently does not allow for a vertical mix of uses on a property.

For the Business District and Business District Triangle Overlay Zone, this includes mixed-uses that are currently allowed today, as these districts currently allow for residential uses on the floors above non-residential uses. Currently the City's regulations for mixed-uses require density and intensity to be applied in their respective proportions, as opposed to allowing "stacking."

Scenario 2: Mixed-Use with Density/Intensity Stacking

The purpose of this scenario is to demonstrate potential mixed-uses that would be allowed by changing the relevant zoning regulations to allow for density/intensity stacking within the existing allowable density and intensity.

In these scenarios, non-residential uses are regulated by Floor Area Ratio (FAR) and residential uses are regulated by dwelling units per acre (UPA). However, in these scenarios, the density and intensity can be "stacked."

With stacking, the residential density and the non-residential intensity are each applied in full without offsetting one another. This means a site can achieve both its maximum permitted UPA and its maximum permitted FAR at the same time, rather than one limiting the other.

Scenario 3: Mixed-Use with Optional Intensity Bonus and Density/Intensity Stacking

The purpose of this scenario is to demonstrate potential mixed-uses that would be allowed by changing the relevant zoning regulations to allow for an optional intensity bonus and density/intensity stacking.

The intensity bonuses being considered are as follows:

- Up to a maximum 0.6 FAR for the Professional Office Zoning District
- Up to a maximum 0.7 FAR for the Business District and Business District Triangle Overlay Zone.

Stacking would be permitted and would simply be applied within the intensity bonus permitted for each zoning district.

FINANCIAL FEASIBILITY ANALYSIS

Forward Pinellas has conducted a preliminary financial feasibility analysis to evaluate the potential viability of redeveloping properties under the visualized scenarios. This analysis is based on generalized assumptions regarding development parameters and market-rate costs. It is intended for illustrative purposes only and should not be interpreted as a definitive assessment of project feasibility. The purpose of this analysis is to demonstrate the general viability of the proposed regulations within the context of market conditions. The final results of the financial feasibility analysis are obtained through the following:

Project Inputs

This includes development and site parameters including lot size, built floor area ratio, residential units, required parking spots and other basic information about the development.

Estimated Costs

These are costs that define the investment needed to build the project. This reflects up front and ongoing expenses associated with the development such as construction costs, site work and demolition, and soft costs (such as design and permitting).

Estimated Revenue

This calculates the income potential of the completed project and includes gross potential rents for residential and commercial uses and the net operating income after expenses. Project value is calculated using estimated market rates for these values.

SCENARIO VISUALIZATIONS EVALUATION & FEEDBACK WORKSHEET

This page is being provided as a resource for the Planning & Zoning Board to provide guidance on scenarios for each zoning district that will be presented to the Board. Please use the checkboxes in this worksheet to indicate your guidance and recommendations to Forward Pinellas staff. This page is for discussion purposes only and does not constitute an official recommendation

PROFESSIONAL OFFICE DISTRICT

Allowing Mixed-Uses:

- ☐ Allow only a single-use on properties (Scenario 1)
- ☐ Allow a mix of uses on a single property (Scenarios 2 and 3)

Allowable Density/Intensity:

- ☐ No mixed uses, no changes to FAR (Scenario 1)
- ☐ Maintain max 0.4 FAR, but allow stacking of residential density and nonresidential intensity (Scenario 2)
- ☐ Allow maximum 0.6 FAR for mixed-uses and also allow stacking of residential density and nonresidential intensity (Scenario 3)

Setbacks:

- ☐ Maintain existing minimum front setback - 25 ft Scenarios 1 and 2
- ☐ Reduce minimum front setback to as little as 10 ft (Scenario 3)

Parking:
Many of the scenarios demonstrate a deficit in meeting parking requirements. Parking reductions could be an option for mixed-use regulations. Does the Board want to consider allowing parking reductions in certain cases?

- ☐ Yes, consider parking reductions only in certain cases
- ☐ No, do not allow any parking reductions

If yes, under what circumstances would you want to allow a parking reduction?

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____

Additional Considerations

Should the regulations clarify that parking can be placed under pilings/other forms of building elevation?

Should there be a consideration to allow an additional 10 ft in height only if parking is placed under the structure, allowing more opportunities for greenspace?

BUSINESS DISTRICT

Allowable Density/Intensity:

- ☐ No mixed uses, no changes to FAR (Scenario 1)
- ☐ Maintain max 0.55 FAR, but allow stacking of residential density and nonresidential intensity (Scenario 2)
- ☐ Allow maximum 0.7 FAR for mixed-uses and also allow stacking of residential density and nonresidential intensity (Scenario 3)

Setbacks:

- ☐ Maintain existing minimum front setback - 25 ft Scenarios 1 and 2
- ☐ Reduce minimum front setback to as little as 10 ft (Scenario 3)

Parking:

Many of the scenarios demonstrate a deficit in meeting parking requirements. Parking reductions could be an option for mixed-use regulations. Does the Board want to consider allowing parking reductions in certain cases?

- ☐ Yes, consider parking reductions only in certain cases
- ☐ No, do not allow any parking reductions

If yes, under what circumstances would you want to allow a parking reduction?

____

____

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Additional Considerations

There is currently up to a 10 percent parking reduction permitted in the Business District Triangle Overlay zone - should the same be allowed for the Business District?

The Business Triangle already permits a minimum front setback of 10 feet - should the same be allowed for the Business District?

BUSINESS DISTRICT TRIANGLE OVERLAY

Allowable Density/Intensity:

- ☐ No mixed uses, no changes to FAR (Scenario 1)
- ☐ Maintain max 0.55 FAR, but allow stacking of residential density and nonresidential intensity (Scenario 2)
- ☐ Allow maximum 0.7 FAR for mixed-uses and also allow stacking of residential density and nonresidential intensity (Scenario 3)

Impervious Surface Ratio:

A PDD can only be applied in the Business Triangle and allows for up to 90% ISR for temporary lodging units. Should mixed-use projects be allowed to develop up to 90% ISR under conditions, such as including surplus parking or other benefits?

- ☐ Yes
- ☐ No

Parking:

The Business Triangle currently permits a 10 percent parking reduction; however, in some cases, there may still be a deficit in meeting parking requirements. Does the Board want to consider allowing further reductions in certain cases?

- ☐ No, maintain existing 10 percent reduction
- ☐ Yes, allow additional reduction beyond 10 percent

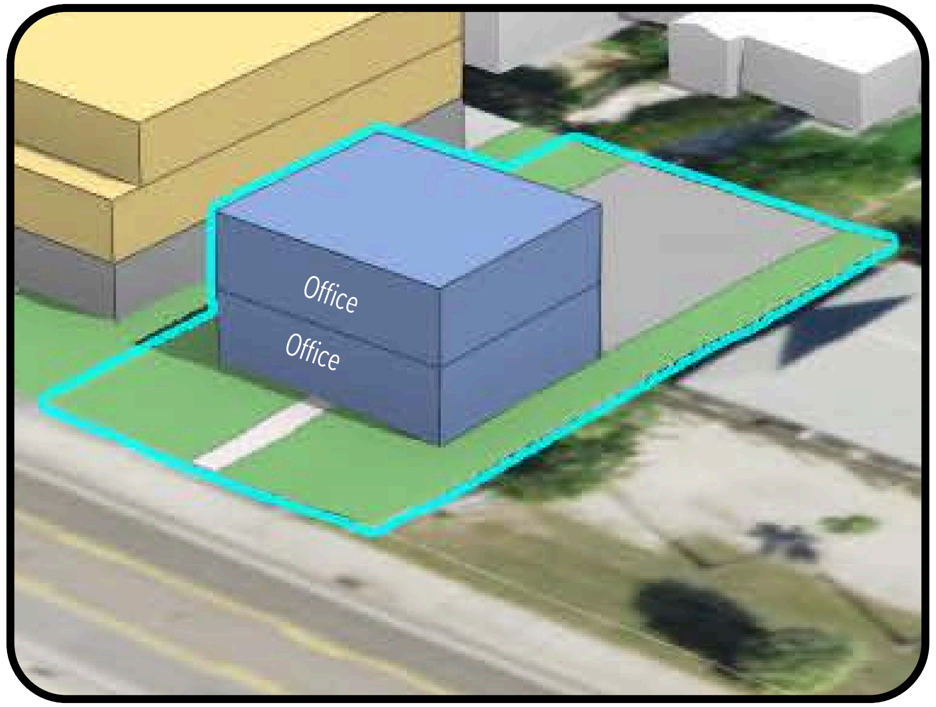
Additional Considerations

The City's code is currently silent on structured parking, and there is no indication on whether parking is or is not allowed in the City's zoning districts or whether they would count towards the maximum FAR of a development. Scenarios 2 and 3 show parking garages, which make a significant different in meeting parking requirements. The parking structures are exempt from FAR because it would not be possible to build them otherwise. Would the City like to explicitly allow parking structures in the Business Triangle while also exempting them from maximum FAR?

PROFESSIONAL OFFICE ZONING DISTRICT SCENARIO: 2113 GULF BLVD

LOT SIZE: 7,200 SF | ***CURRENT ALLOWABLE FAR: 0.4*** | ***CURRENT ALLOWABLE DENSITY: 15 UPA***

CURRENT MAX ISR: 70% | ***CURRENT MAX HEIGHT: 35 FT*** | ***CURRENT MINIMUM FRONT SETBACK: 25 FT***

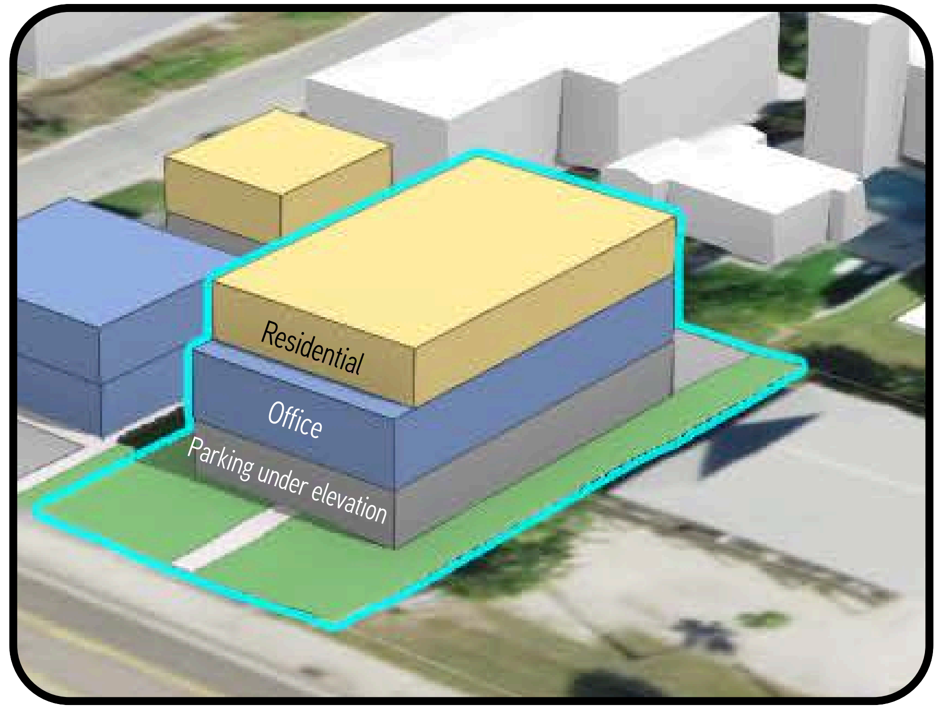


Scenario 1 - Existing Potential Under Current Regulations

Use: Office only
Non-Res./Res. Gross Floor Area: 2,910 SF/0 SF
Built FAR (of non-res. use only): 0.4
# of Res. Units/UPA: 0 units/0 UPA
Built ISR: 54.53%
Building Height: 26 ft
Front Setback: 25 ft
Required Parking Spots/Spots Provided: 12/8

Key Takeaways

- Current regulations allow for single uses, either fully residential or fully non-residential
- Higher minimum setbacks reduce developable area on already constrained lot sizes
- The current scenario demonstrates a parking deficit of 4 spots based on current requirements - would require allowing a 33 percent parking reduction
- It is challenging to meet parking requirements without placing parking below an elevated building

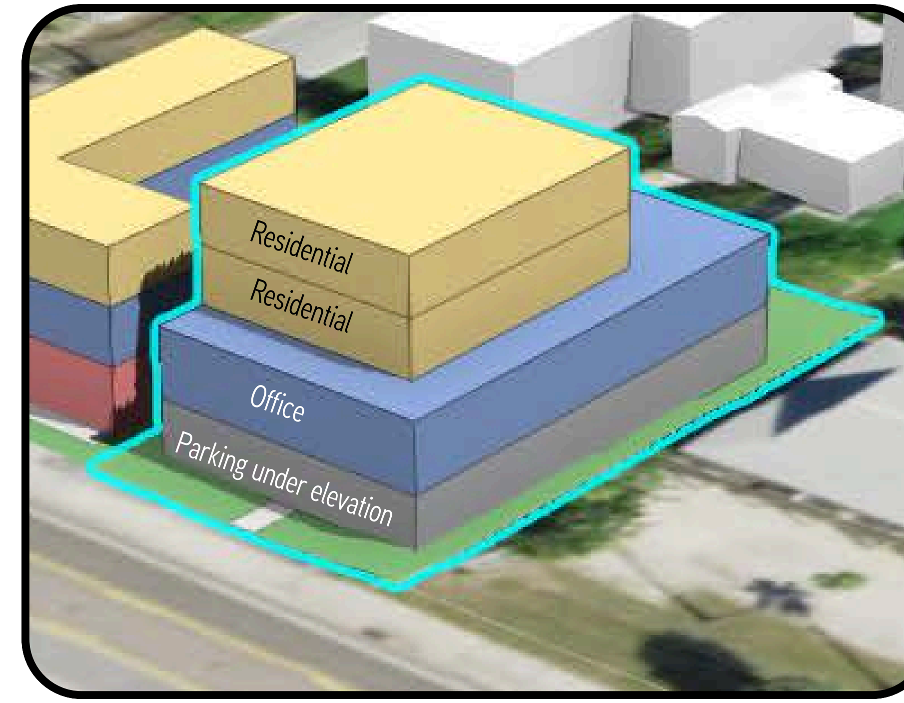


Scenario 2: Mixed-Use with Density/Intensity Stacking

Use: Office with Multi-Family Residential on upper floors
Non-Res./Res. Gross Floor Area: 2,906 SF/2,702 SF
Built FAR: 0.4
# of Res. Units/UPA: 2 units/11.97 UPA
Built ISR: 54.53%
Building Height: 32 ft
Front Setback: 25 ft
Required Parking Spots/Spots Provided: 16/13

Key Takeaways

- Would require the following changes to regulations: allowing residential uses on floors above non-residential and allowing stacking of non-residential intensity and residential density for mixed uses
- Does not require increasing height, allowable density, or maximum intensity for feasibility
- Demonstrates a parking deficit of 3 spots based on current requirements - would require a 19 percent parking reduction



Scenario 3: Mixed-Use with Optional Intensity Bonus (up to 0.6 FAR) and Density/Intensity Stacking

Use: Office with Multi-Family Residential on upper floors
Non-Res./Res. Gross Floor Area: 4,366 SF/4,343 SF
Built FAR: 0.60
# of Res. Units/ UPA: 2 units/11.97 UPA
Built ISR: 64.74%
Building Height: 42 ft
Front Setback: 10 ft
Required Parking Spots/Spots Provided: 22/15

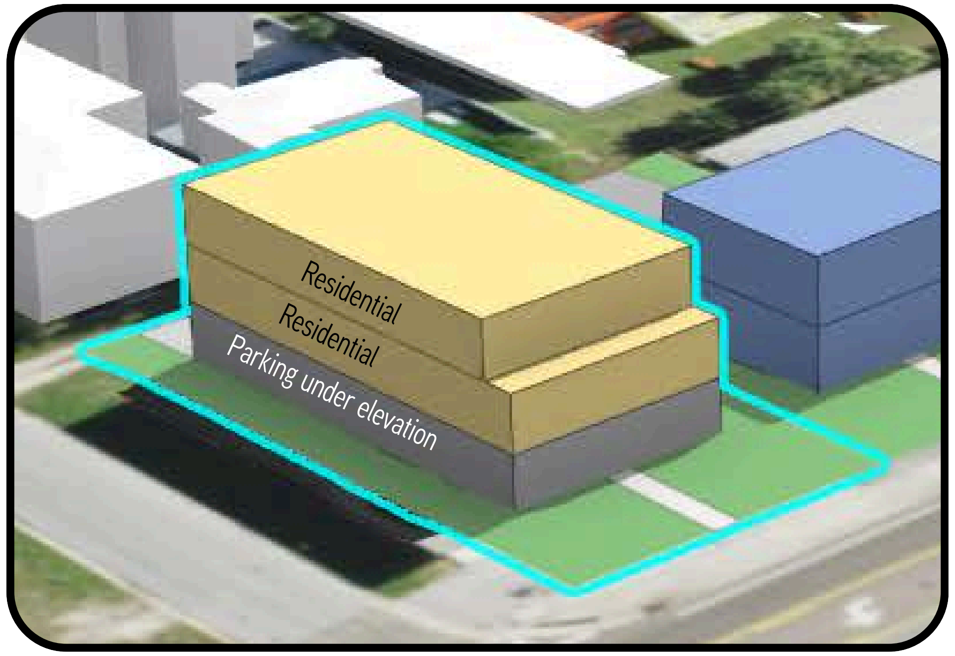
Key Takeaways

- Would require the following changes to regulations: allowing residential uses on floors above non-residential, allowing an optional intensity bonus of up to 0.6 FAR for mixed uses, allowing stacking of non-residential intensity and residential density, allowing height increase up to 45 ft for elevated mixed-uses only, and reducing minimum front setback to 10 ft
- Does not increase allowable units/acre
- Demonstrates parking deficit of 7 spots - would require a 32 percent parking reduction

PROFESSIONAL OFFICE ZONING DISTRICT SCENARIO: 2117 GULF BLVD

LOT SIZE: 7,200 SF | ***CURRENT ALLOWABLE FAR: 0.4*** | ***CURRENT ALLOWABLE DENSITY: 15 UPA***

CURRENT MAX ISR: 70% | ***CURRENT MAX HEIGHT: 35 FT*** | ***CURRENT MINIMUM FRONT SETBACK: 25 FT***

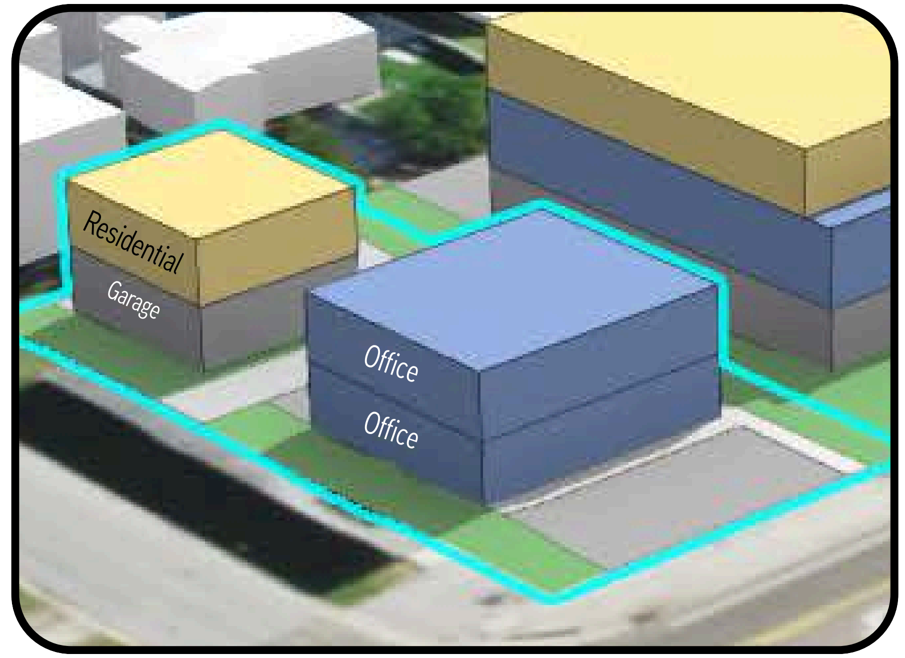


Scenario 1 - Existing Potential Under Current Regulations

Use: Residential Two-Family Attached (Duplex)
Non-Res./Res. Gross Floor Area: 0 SF/6,191 SF
Built FAR (of non-res. use only): 0
# of Res. Units/UPA: 2 units/11.97 UPA
Built ISR: 54.73%
Building Height: 30 ft
Front Setback: 25 ft
Required Parking Spots/Spots Provided: 4/4

Key Takeaways

- Current regulations allow for single uses, either fully residential or fully non-residential
- Parking requirements are easier to meet with residential developments and less expensive to build - current regulations may incentivize solely residential development
- Residential uses are regulated by dwelling units per acre, not intensity - may incentivize larger residential developments than fully non-residential developments

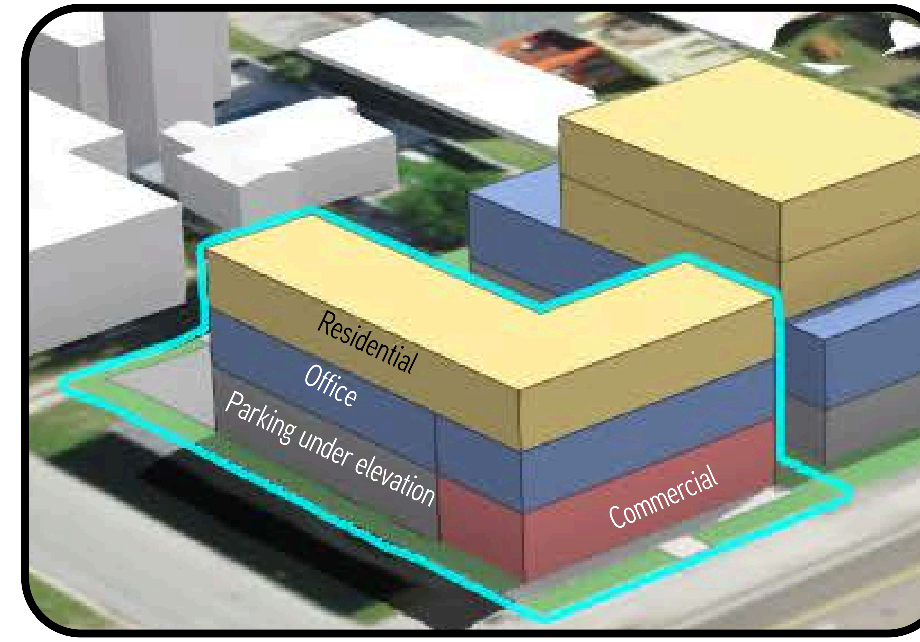


Scenario 2: Mixed-Use with Density/Intensity Stacking

Use: Office with Accessory Residential Unit
Non-Res./Res. Gross Floor Area: 2,904 SF/803 SF
Built FAR: 0.4
# of Res. Units/UPA: 1 unit/5.99 UPA
Built ISR: 69.79%
Building Height: 20 ft
Front Setback: 25 ft
Required Parking Spots/Spots Provided: 14/8

Key Takeaways

- Would require the following changes to regulations: clearly allowing horizontal mixed uses (residential and non-residential uses on the same property), and allowing stacking of non-residential intensity and residential density on the same property
- Does not require increasing height, allowable density or maximum intensity for feasibility
- Demonstrates parking deficit of 6 spots based on current requirements - would require a 43 percent parking reduction



Scenario 3: Mixed-Use with Optional Intensity Bonus (up to 0.6 FAR) and Density/Intensity Stacking

Use: Commercial/Office with Multi-Family Residential on upper floors
Non-Res./Res. Gross Floor Area: 3,193 SF/2,183 SF
Built FAR: 0.44
# of Res. Units/ UPA: 2 units/11.97 UPA
Built ISR: 78.88%
Building Height: 32 ft
Front Setback: 10 ft
Required Parking Spots/Spots Provided: 17/12

Key Takeaways

- Would require the following changes to regulations: allowing residential uses on floors above non-residential, allowing an optional intensity bonus of up to 0.6 FAR for mixed uses, allowing stacking of non-residential intensity and residential density, and reducing minimum front setback to 10 ft
- Does not require increasing height or allowable density
- Demonstrates a parking deficit of 5 spots - would require a 29 percent parking reduction
- It is not feasible to build under these development parameters without exceeding maximum allowable ISR

BUSINESS ZONING DISTRICT SCENARIO: 2405 GULF BLVD

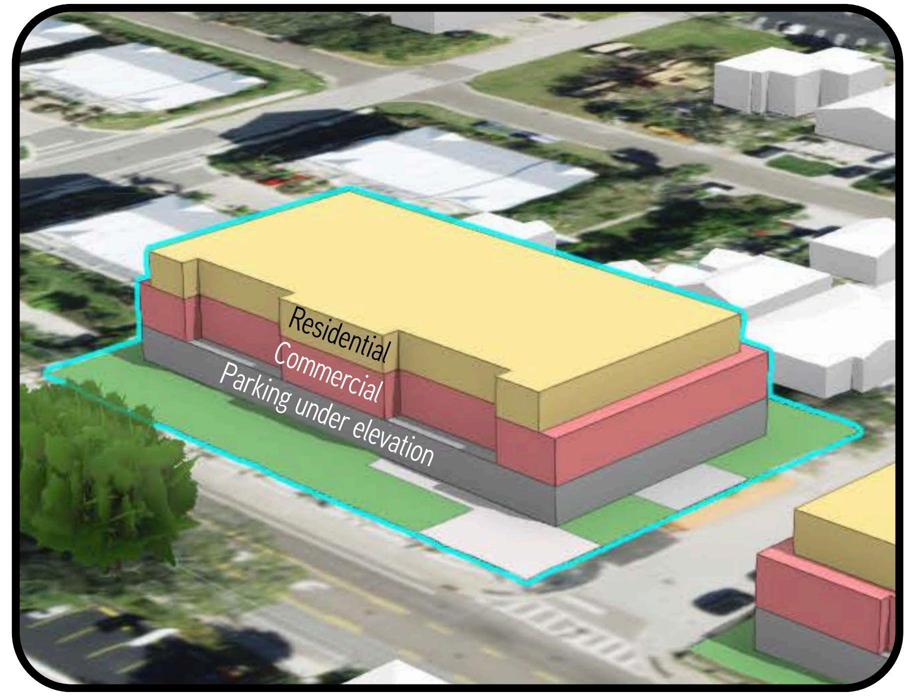
LOT SIZE: 21,600 SF
CURRENT MAX ISR: 70%
CURRENT ALLOWABLE FAR: 0.55
CURRENT MAX HEIGHT: 35 FT
CURRENT ALLOWABLE DENSITY: 18 UPA
CURRENT MINIMUM FRONT SETBACK: 25 FT

Scenario 1 - Existing Potential Under Current Regulations

Use: Mixed-Commercial with Multi-Family Residential on upper floors
Non-Res./Res. Gross Floor Area: 5,935 SF/5,935 SF
Built FAR (of non res. use only): 0.27 FAR
# of Res. Units/UPA: 4 units/8.06 UPA
Built ISR: 69.12%
Building Height: 24 ft
Front Setback: 25 ft
Required Parking Spots/Spots Provided: 32/25

Key Takeaways

- Current regulations allow for residential uses on the floors above non-residential, but only within their proportionate allocation of the total allowable FAR
- To achieve feasible mixed-use development, the building is approaching the maximum ISR, reducing the opportunity for greenspace
- Scenario demonstrates parking deficit of 7 spaces under current requirements - would require a 22 percent parking reduction

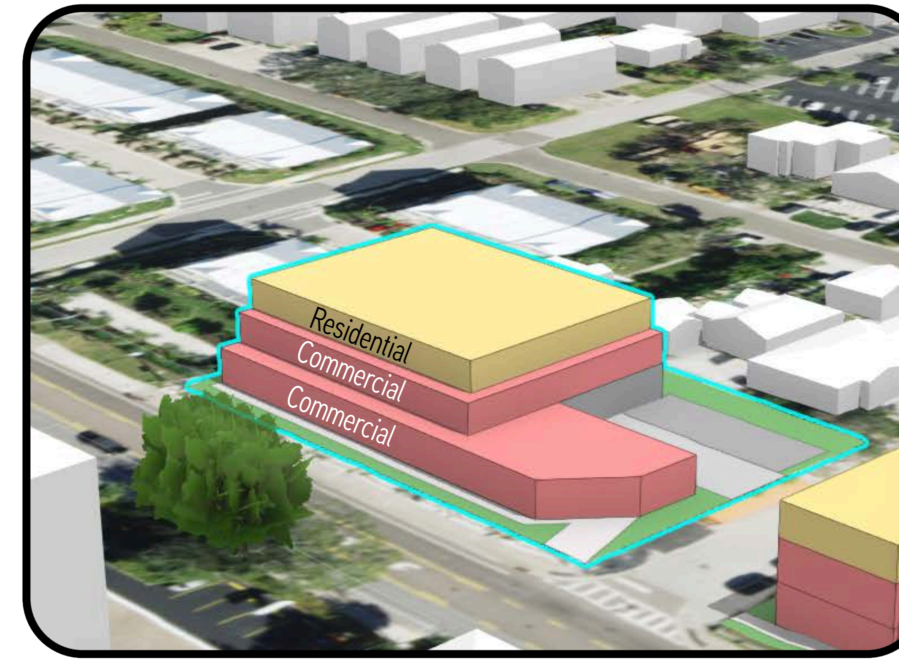


Scenario 2: Mixed-Use with Density/Intensity Stacking

Use: Mixed-Commercial with Multi-Family Residential on upper floors
Non-Res./Res. Gross Floor Area: 11,492 SF/10,013 SF
Built FAR (of non-res. use only): 0.53
# of Res. Units/UPA: 8 units/16.11 UPA
Built ISR: 62.01%
Building Height: 32 ft
Front Setback: 25 ft
Required Parking Spots/Spots Provided: 62/42

Key Takeaways

- Would require the following change to regulations: Allowing stacking of non-residential intensity and residential density for mixed uses
- Does not require an increase in allowable density or height
- Allowing stacking reduces impervious surface utilized, increasing opportunity for greenspace
- Scenario demonstrates parking deficit of 20 spaces - would require a 32 percent parking reduction



Scenario 3: Mixed-Use with Optional Intensity Bonus (up to 0.7 FAR) and Density/Intensity Stacking

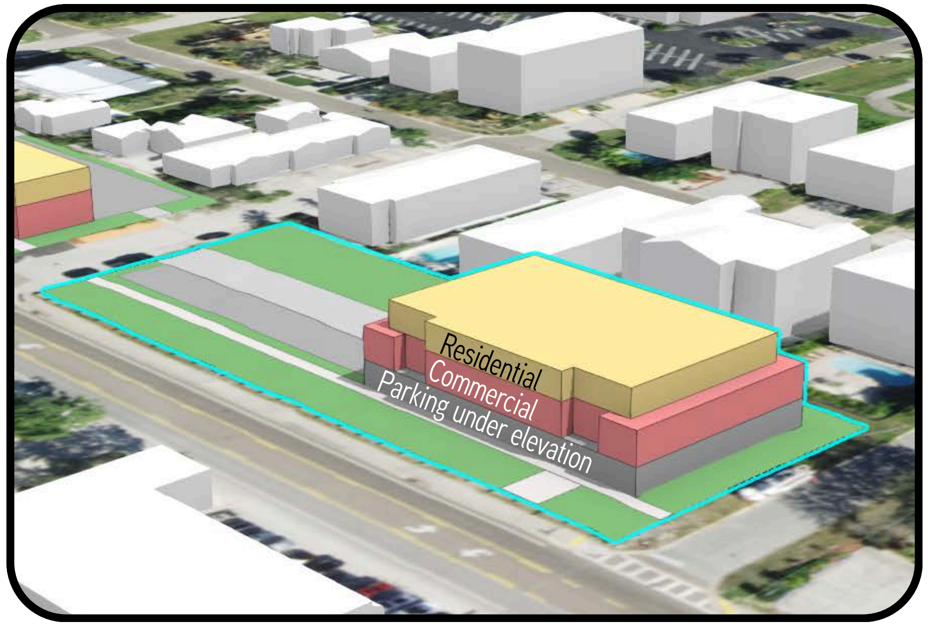
Use: Office with Multi-Family Residential on upper floors
Non-Res./Res. Gross Floor Area: 14,551 SF/8,073 SF
Built FAR: 0.67
# of Res. Units/ UPA: 8 units/16.11 UPA
Built ISR: 72.93%
Building Height: 32 ft
Front Setback: 10 ft
Required Parking Spots/Spots Provided: 74/31

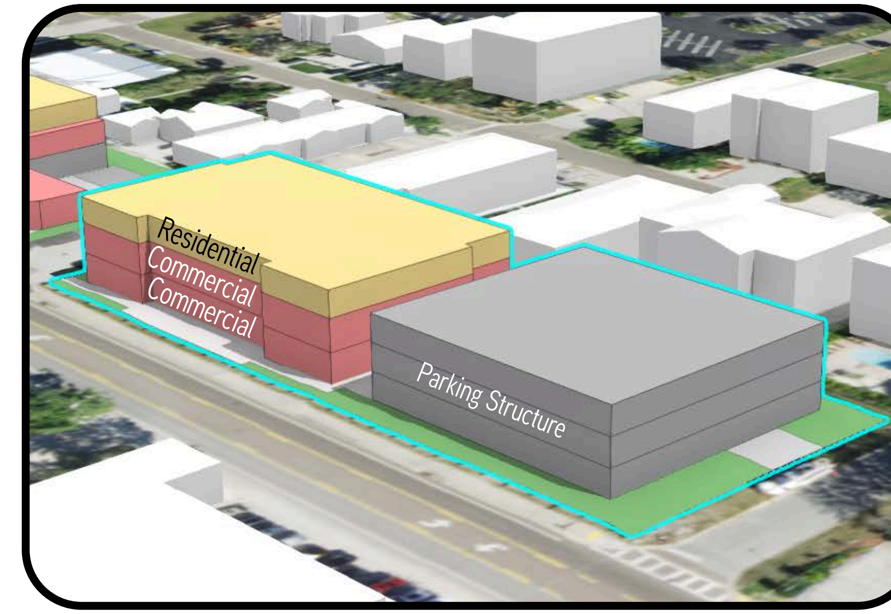
Key Takeaways

- Would require the following changes to regulations: Allowing an optional intensity bonus up to 0.7 for mixed-uses, allowing stacking of non-residential intensity and residential density for mixed uses, and reducing minimum front setback to 10 ft
- Does not an require increase in allowable density or height
- Scenario demonstrates parking deficit of 31 spaces- requiring a 58 percent parking reduction

BUSINESS ZONING DISTRICT SCENARIO: 2300 GULF BLVD

LOT SIZE: 36,600 SF | **CURRENT ALLOWABLE FAR: 0.55** | **CURRENT ALLOWABLE DENSITY: 18 UPA**
CURRENT MAX ISR: 70% | **CURRENT MAX HEIGHT: 35 FT** | **CURRENT MINIMUM FRONT SETBACK: 25 FT**





Scenario 1 - Existing Potential Under Current Regulations

Use: Mixed-Commercial with Multi-Family Residential on upper floors
Non-Res./Res. Gross Floor Area: 9,702 SF/7,833 SF
Built FAR (of non res. use only): 0.27 FAR
# of Res. Units/UPA: 7 units/8.50 UPA
Built ISR: 53.75%
Building Height: 32 ft
Front Setback: 25 ft
Required Parking Spots/Spots Provided: 52/53

Key Takeaways

- Current regulations allow for residential uses on the floors above non-residential, but only within a total allowable FAR of 0.55
- Can more readily meet parking and ISR requirements on larger lots, but constrained on smaller lots
- Scenario does not demonstrate a parking deficit; however, if parking were not allowed under an elevated structure, parking requirements would encroach upon the ISR of the development

Scenario 2: Mixed-Use with Density/Intensity Stacking

Use: Mixed-Commercial with Multi-Family Residential on upper floors
Non-Res./Res. Gross Floor Area: 18,320 SF/14,145 SF
Built FAR (of non-res. use only): 0.51
# of Res. Units/UPA: 14 units/17 UPA
Built ISR: 69.92%
Building Height: 32 ft
Front Setback: 10 ft
Required Parking Spots/Spots Provided: 101/69

Key Takeaways

- Would require the following changes to regulations: Clearly allowing stacking of non-residential intensity and residential density for mixed-uses and reducing minimum front setback to 10 ft
- Does not require an increase in allowable dwelling units per acre or height
- Larger non-residential footprint encroaches upon both max ISR and increases parking requirements
- Scenario demonstrates parking deficit of 32 spots, requiring a 32 percent parking reduction

Scenario 3: Mixed-Use with Optional Intensity Bonus (up to 0.7 FAR) and Density/Intensity Stacking

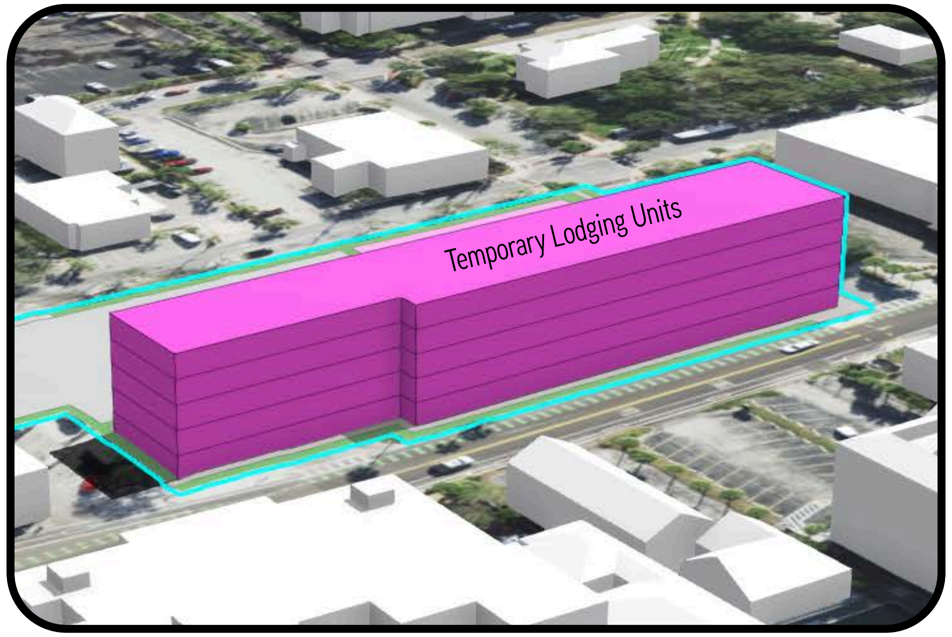
Use: Office with Multi-Family Residential on upper floors (including a parking structure)
Non-Res./Res. Gross Floor Area: 24,025 SF/12,012 SF
Built FAR: 0.67
# of Res. Units/ UPA: 14 units/17 UPA
Built ISR: 70.00%
Building Height: 34 ft
Front Setback: 10 ft
Required Parking Spots/Spots Provided: 120/108

Key Takeaways

- Would require the following changes to regulations: Allowing an optional intensity bonus up to 0.7 for mixed uses, allowing stacking of non-residential intensity and residential density for mixed uses, and reducing minimum front setback to 10 ft
- Does not require increase in allowable dwelling units per acre or height
- Scenario demonstrates parking deficit of 12 spots, requiring a 10 percent reduction
- Able to meet ISR with minimal parking deficit due to provision of parking structure - consider clearly allowing parking structures in City regulations

BUSINESS DISTRICT TRIANGLE OVERLAY SCENARIO: 401 GULF BLVD

LOT SIZE: 77,050 SF | **CURRENT ALLOWABLE FAR: 0.55** | **CURRENT ALLOWABLE DENSITY: 18 UPA**
CURRENT MAX ISR: 70% | **CURRENT MAX HEIGHT: 35 FT** | **CURRENT MINIMUM FRONT SETBACK: 10 FT**

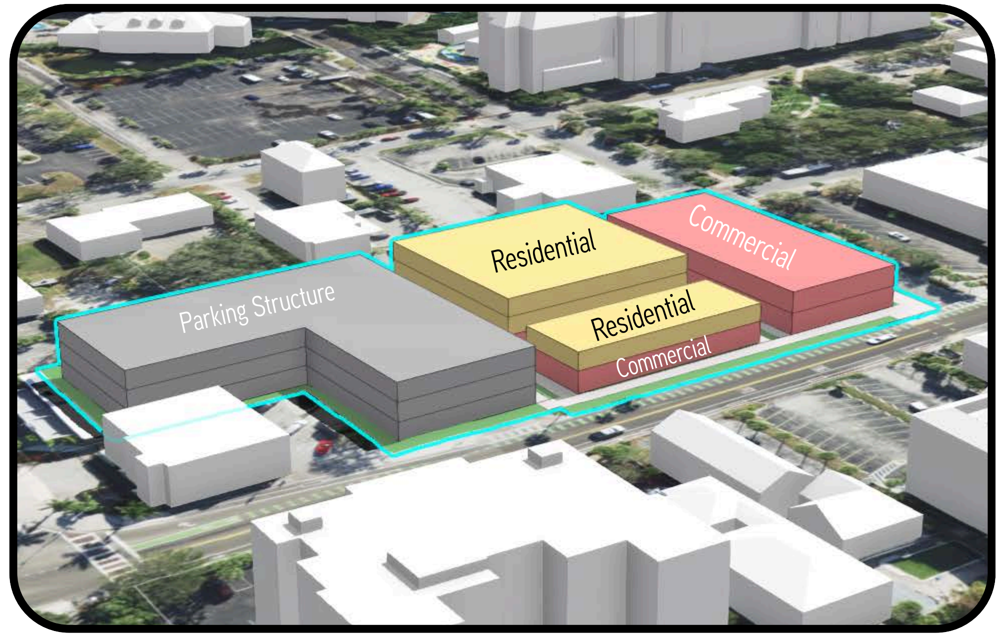


Scenario 1 - Existing Potential Under Current Regulations

Use: Temporary Lodging
Non-Res./Res. Gross Floor Area: 92,352 SF/0 SF
Built FAR (of non res. use only): 1.2
# of Res. Units/UPA: 88 units/49.80
Built ISR: 88.88%
Building Height: 50 ft
Front Setback: 10 ft
Required Parking Spots/Spots Provided: 106/106

Key Takeaways

- Purpose of scenario is to demonstrate a re-zoning to PDD, which is only permitted in Business Triangle
- PDD allows: 50 Temporary Lodging Units/acre, 1.2 FAR, 90% ISR and a maximum height of 50 ft
- Currently, the Business Triangle allows vertical mixed-uses, but must be built within their respective proportions at a maximum of 0.55 FAR
- The Business triangle currently allows a 10 percent parking reduction

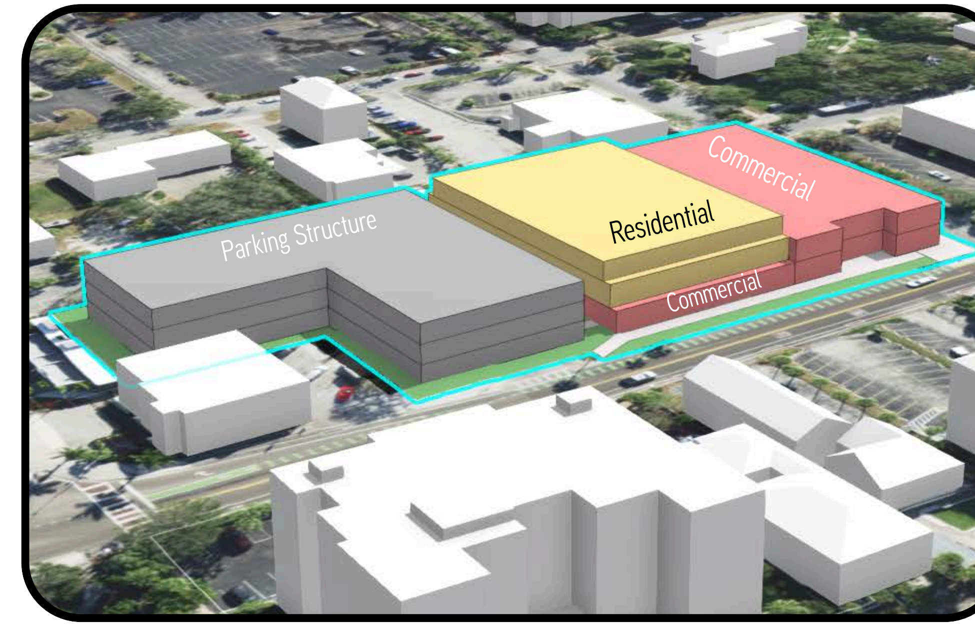


Scenario 2: Mixed-Use with Density/Intensity Stacking

Use: Mixed-Commercial with Multi-Family Residential on upper floors (including a parking structure)
Non-Res./Res. Gross Floor Area: 42,118 SF/31,309 SF
Built FAR (of non-res. use only): 0.55 FAR
# of Res. Units/UPA: 31 units/17.54 UPA
Built ISR: 85.07%
Building Height: 32 ft
Front Setback: 10 - 17 ft (due to multiple buildings)
Required Parking Spots/Spots Provided: 231/231

Key Takeaways

- Would require the following changes to regulations: Allowing stacking of non-residential intensity and residential density for mixed uses
- Does not require an increase in allowable dwelling units per acre or height
- Challenging to develop under 70% max ISR and also build to max FAR without increasing building height or increasing parking reduction beyond current 10 percent



Scenario 3: Mixed-Use with Optional Intensity Bonus (up to 0.7 FAR) and Density/Intensity Stacking

Use: Office with Multi-Family Residential on upper floors (including a parking structure)
Non-Res./Res. Gross Floor Area: 52,372 SF/35,576 SF
Built FAR: 0.68
# of Res. Units/ UPA: 31 units/17.54 UPA
Built ISR: 82.27%
Building Height: 34 ft
Front Setback: 13-20 ft (due to multiple buildings)
Required Parking Spots/Spots Provided: 272/246

Key Takeaways

- Would require the following changes to regulations: Allowing an optional intensity bonus up to 0.7 for mixed-uses, and allowing stacking of non-residential intensity and residential density for mixed use
- Does not require an increase in allowable residential density or height
- Similar note as Scenario 2 on ISR and parking - City could consider clearly allowing parking structures, but consider clarifying that parking structures do not count towards the maximum FAR

FINANCIAL FEASIBILITY ANALYSIS

Property	Zoning District	Scenario 1: Existing Potential	Scenario 2: Mixed-Use with Density/Intensity Stacking	Scenario 3: Mixed-Use with Optional Intensity Bonus and Density/Intensity Stacking	Key Takeaways
2113 Gulf Blvd	Professional Office	**– $482,336.85** (for an Office only use)	**– $58,216.54** (for an Office with Multi-family residential on upper floors)	**$188,618.15** (for an Office with Multi-family residential on upper floors)	• An office-only use is not as financially lucrative as mixed-uses, likely due to lack of secondary revenue/rent stream through residential uses • Smaller lots may benefit most from higher development potentials to maximize opportunities for revenue • Scenario 3 allows for larger residential units due to FAR bonus the ability to stack density and intensity, increasing residential revenue potential
2117 Gulf Blvd	Professional Office	**$517,987.00** (for Residential Duplex only use)	**– $334,908.38** (for Office with an Accessory Residential Unit)	**– $133,979.12** (for Commercial/Office with Multi-Family Residential on upper floors)	• Multi-family residential only use is the most financially lucrative due to ability to accrue revenue • Why is there such a difference in financial feasibility between two similar lots? The mixed-use example for 2113 Gulf Blvd included 2 residential units, versus 1 residential unit for 2117 Gulf Blvd. Residential revenue streams are a key part of financial feasibility for mixed-uses
2405 Gulf Blvd	Business	**$382,468.96** (for Mixed-Commercial with Multi-family Residential on upper floors)	**$927,877.00** (for Mixed-Commercial with Multi-family Residential on upper floors)	**$597,448.19** (for Mixed-Commercial with Multi-family Residential on upper floors)	• All three scenarios show financial feasibility likely due to ability to have multiple revenue streams through mixed uses • Simply allowing stacking of density and intensity, even without increasing allowable intensity, facilitates greater financial feasibility
2300 Gulf Blvd	Business	**$644,531.69** (for Mixed-Commercial with Multi-family Residential on upper floors)	**$1,469,875.77** (for Mixed-Commercial with Multi-family Residential on upper floors)	**$1,096,123.42** (for Mixed-Commercial with Multi-family Residential on upper floors)	• Similar to 2405 Gulf Blvd, all three scenarios show financial feasibility likely due to ability to have multiple revenue streams through mixed uses • The financial returns on these scenarios are generally higher when allowing stacking of density/intensity or increasing allowable intensity - likely due to larger lot size in this scenario
401 Gulf Blvd	Business District Triangle Overlay	**$14,255,448.00** (for Temporary Lodging only use when re-zoned to PUD)	**$3,620,851.46** (for Mixed- Commercial with Multi-family Residential on upper floors)	**$4,224,329.38** (for Mixed-Commercial with Multi-family Residential on upper floors)	• Re-zoning to PUD and developing temporary lodging only is by far the most financially feasible • Without allowing flexibility in stacking density/intensity or allowing flexibility in increased intensity, the most financially feasible option is temporary lodging.

AGENDA ITEM NO. 5

ADJOURNMENT.