

Transitional

This district serves as a buffer from higher intensity/density to lower intensity/density. The east side of Gulf Boulevard section of the district has the potential for redevelopment to support mixed-use buildings with residential uses above the base flood elevation plus freeboard, while single-use buildings remain a development option. Traditional Existing setback lines are to be replaced by build-to-lines-reduced setbacks to make better use of the shallow lot depth, and encourage access and parking designs that provide maneuvering and queuing away from the traffic on Gulf Boulevard. Mixed-uses are encouraged in this district. The west side of Gulf Boulevard will continue to stay focused on residential and temporary lodging uses. Standalone commercial uses are prohibited on the west side of Gulf Boulevard within this district. The Land Development Regulations will include setbacks, landscaping, and height.

Allowed Uses:

Residential and Temporary Lodging, ~~and~~ Commercial is only allowed up to 20 percent of the building floor area for properties on the west side of Gulf Boulevard. Commercial is allowed on the east side of Gulf Boulevard.

Density: Residential ~~24~~ 18UPA, Temporary Lodging 50 UPA, and Temporary Lodging 75 UPA with Development



TABLE 3.7
JOHN'S PASS ACTIVITY CENTER CHARACTER DISTRICT MAXIMUM DENSITY AND
INTENSITY STANDARDS

Character District	Residential UPA	Temporary Lodging UPA	FAR	Acres	District Percentage of Total Acres
Boardwalk	0	0	1.5/2.0*	1.33	4.9%
Commercial Core	15	75/100*	2.5/3.0*	3.84	14.2%
John's Pass Resort	24	75/100*	2.0/2.5*	7.25	26.8%
Low Int. Mixed Use	18	45/60*	1.5/2.0*	3.09	11.4%
Traditional Village	15	45	2.5/3.0*	4.25	15.7%
Transitional	24 18	50/75*	1.5/2.0*	7.29	26.9%
				27.04	100%

*Bonus Standards are available only through a Development Agreement

TABLE 3.8
JOHN'S PASS VILLAGE ACTIVITY CENTER AVERAGE DENSITIES AND INTENSITIES STANDARDS
AS COMPARED TO COUNTYWIDE MAXIMUM STANDARDS

	Existing Madeira Beach Comprehensive Standards	Countywide Plan Existing Average Standards	Countywide Plan Activity Center (Community Center) Maximum Standard	Highest Standards in JPVAC	Average Standards in JPVAC	Average Bonus* Standards in JPVAC
Residential UPA	16.07	24.92	90	24	19.44 17.83	19.44 17.83
Temporary Lodging UPA	51.02	38.43	150	100	56.44	75.14
FAR	1.24	0.80	3.0	3.0	1.93	2.43

*Bonus Standards are available only through a Development Agreement

corridors that are planned to receive future transit investment. Gulf Boulevard already has multiple activity centers, including Madeira Beach Town Center.

The Forward Pinellas Waterborne Transportation Committee is having PSTA study expanding ferry service in the Tampa Bay Metro Area. Forward Pinellas is developing a revised waterborne transportation section in their Advantage Pinellas: Long Range Transportation Plan. In their System Plan Vision, there are two routes proposed to connect to John's Pass Village. The North Intra-coastal Route would travel from North Beach Clearwater Marina with stops at Sand Key, Belleair Bluffs, Indian Rocks Beach, and John's Pass Village. The South Intra-coastal Route would travel from John's Pass Village and connect to Jungle Prada, Treasure Island, and St. Pete Beach. John's Pass Village is the fifth highest scoring waterborne stop in the Proposed Countywide Waterborne Policy Framework. Any proposed route in the System Vision Plan would require a local funding match for capital and operating expenses.

**TABLE 4.6
CITY OWNED PARKING IN PROPOSED JPVAC**

Location	Regular Spaces	Handicap Spaces	City Vehicle Spaces	Employee Spaces
John's Pass Village Parking Lot	53	4	1	2
Village Blvd	111	3	0	0
John's Pass Park (South Beach)	89	10	1	0
130th Ave W	76	2	0	0
131st Ave W	6	0	0	0
132nd Ave W	26	2	0	0
133rd Ave E	12	1	0	0
133rd Ave W	125	10	0	0