

Urban Land Institute
Advisory Panel Briefing Book



Longboat Key, Florida



October 2013

Prepared by the Town of Longboat Key



Longboat Key, Florida

October 2013

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I. Table of Contents

II. List of Sponsors6

III. Executive Summary7

IV. The Assignment..... 12

 A. Introduction 12

 B. Questions to be Addressed 13

V. History 15

 A. Overview 15

 B. Regional and Town Economic Change..... 19

 C. Regional and Town Development Patterns21

VI. Study Area.....22

 A. Location and Physical Description22

 1. Land Uses25

 2. Neighborhood Diversity26

 3. Natural Features31

 4. Transportation and Access.....39

 5. Infrastructure44

 6. Recreation.....46

 7. Hazards.....57

 B. Economics.....65

 1. Employment Types and Trends.....65

 2. Major Employers66

 3. Employment66

 4. Income Data.....67

 C. Demographics67

 1. Overview of Population Trends67

 2. Population, Distribution and Age68

 3. Households69

 4. Education69

 5. Special Considerations.....70

 D. Housing Market.....72

 1. Town Market Conditions and Trends.....72

 2. Housing.....74

3. Future Residential Development	78
4. Challenges to Residential Development	82
5. Competitive Residential Locations.....	89
E. Commercial Development	92
1. Retail.....	92
2. Office.....	95
3. Other Commercial	96
4. Seasonality Impacts	96
F. Tourism	97
1. Tourism Units	99
2. Tourism Redevelopment	105
VII. Government.....	107
A. Local Government.....	107
1. Form of Government	107
2. Revenue Sources.....	108
3. Tax Structure.....	109
B. Local Plans and Regulations Affecting Study Area	111
1. Town Charter	111
2. Comprehensive Plan	111
3. Land Development Code.....	111
4. Vision Plan	112
C. State and Federal Plans and Regulations Affecting Study Area	112
1. Florida Growth Management Act.....	112
2. Federal Emergency Management Agency.....	113
3. Coastal Construction Control Line	113
4. Erosion Control Line.....	114
5. Southwest Florida Water Management District.....	114
6. National Flood Insurance Program	115
VIII. Private Sector	116
A. Neighborhood Associations.....	116
1. Federation of LBK Condominium.....	116
2. Neighborhood Associations and Groups	118
B. Social and Religious Organizations	119

1. Religious Organizations 119

2. Civic Organizations and Associations..... 120

C. Major Corporations and Businesses..... 121

 1. Resorts..... 121

 2. Government 121

 3. Retail..... 121

 4. Restaurants..... 122

IX. Interviewee Information 124

X. Index of Tables and Graphics..... 125

XI. Definitions..... 126

XII. Acronyms..... 127

XIII. Additional Resources..... 128

 A. Future Land Use Map..... 128

 B. Zoning Map 130

 C. Vision Plan Goals, Strategies and Action Steps 132

 D. Longboat Key Revitalization Task Force Report..... 158

 E. Longboat Key Club and Bay Isles Density Report 196

II. List of Sponsors

Mayor and Town Commissioner District 4
Jim Brown

Vice-Mayor and Town Commissioner District 3
David Brenner

Town Commissioner District 1
Lynn Larson

Town Commissioner District 2
Jack Duncan

Town Commissioner District 5
Patricia Zunz

Town Commissioner at Large
Terry Gans

Town Commissioner at Large
Phillip Younger



III. Executive Summary

Longboat Key is a 10-mile long barrier island located off the coast of Sarasota in Southwest Florida that has a reputation as an affluent residential community, particularly for retirees who relocate predominantly from northern states. The island is bordered on the east by Sarasota Bay and on the west by the Gulf of Mexico. The northern half of the island is located in Manatee County, while the southern half is located in Sarasota County. Longboat Key has no industrial development and limited commercial uses.

The island's location, temperate climate, and natural resources, particularly its white sand beach, have had a major influence on the Town's growth. Residents and visitors enjoy numerous year-round recreational opportunities, including boating, fishing, golf, tennis, biking, and kayaking.

Approximately two-thirds of Longboat Key's residents live on the southern half of the key. The southern half of Longboat Key is characterized by predominantly planned-development neighborhoods and mid- to high-rise condominium complexes, while the northern half has a more eclectic atmosphere and includes some of the historic structures still existing on the island.

Longboat Key has a permanent population of approximately 6,884 residents, but it is also a popular seasonal destination for visitors and part-time residents from both the United States and abroad. During the winter months, when the climate in Florida is mild, the population on Longboat Key can increase to approximately 18,000 to 24,000. However, the majority of the seasonal residents are only on the island for a few weeks to a few months, at most. Close proximity to the Sarasota-Bradenton International Airport and the Tampa International Airport provides convenient access to part-time residents and out-of-state visitors.

The island's permanent population increased steadily in the latter part of the 20th century, but slowed beginning in 2000. Since that time, the island's full-time population has declined by approximately eight (8) percent, for a total loss of approximately 719 permanent residents. While there are no certainties as to the cause of the decline since 2000, it can be speculated that rising property taxes and significantly increased property insurance costs have played a role in the decline. National economic conditions may also have led some people to delay retirement, thus reducing the number of people who might have moved to the island on a permanent basis. Currently, rising flood insurance rates have the potential to create additional uncertainty in the real estate market.

Both the median age and the percentage of Longboat Key's elderly population have increased since 2000. The percentage of the population aged 65 years and older increased by a total of 9 (nine) percent, with the largest increase occurring in the 75- to 84-year old age group. The increase in population for people over

the age of 65 speaks to the popularity of Longboat Key as a retirement community for affluent retirees seeking active lifestyles.

While the population over the age of 65 increased since 2000, the overall percentage of the population aged 25 to 64 years dropped by 9.5 percent. The largest decrease was in the 45- to 54-year old age bracket. This corresponding decrease in the lower age brackets might be attributed to such factors as the lack of schools on the island, rising costs of home ownership, and increased competition from nearby family-oriented communities.

Longboat Key experienced its most significant increase in population during the 1960's and 1970's. In the late 1950's, the Arvida Corporation bought hundreds of acres on the south end of the island and began development of a planned community that transformed the southern end of the island into the resort-style residential community that exists today. Development eventually slowed as vacant lands on the island diminished, demographic and lifestyle changes affected the nature of the community, and as the national and local economy experienced a major recession.

Prior to 2007, Longboat Key and other areas in Florida had experienced a dramatic increase in property values. During the national recession, regional property values dropped dramatically, with the Sarasota – Bradenton area experiencing an average real estate value drop of approximately 40 percent over the course of the downturn, though properties on Longboat Key experienced a much less dramatic decline.

Current reports indicate that 2014 should be the first year that assessed values for property values will reflect an increase since 2008. While it has been generally assumed that the decline in property values resulted from the national economic downturn, questions have been raised as to whether other factors have contributed to the fall, such as competition from other retirement communities, rising property insurance rates, and risk of weather-related property damage. A full understanding of potential contributors could allow recognition of future warning signs and provide guidance as to whether steps could be taken to avoid or reduce impacts from a future similar occurrence.

Most of Longboat Key's housing stock is comprised of condominiums built prior to the 1980's. Approximately 72 percent of the available housing stock is more than 25 years old and almost half of the island's housing was built over 34 years ago. As these properties age and look to modernize and/or redevelop, issues such as multiple-ownership, density restrictions and development regulations present serious challenges.

Density on the island has been controlled through a referendum process that was established through an amendment to the Town's Charter in 1985, following a rapid and sharp increase in high-density development, primarily associated with

the Arvida development. Residents and Town leaders took a hard look at the future of the island and the burdens continued growth could place on infrastructure and the natural environment. Residents who valued protection of the island's low-density character stood across from developers who saw the island's Gulf frontage as prime real estate. Eventually, a resident-initiated referendum was passed that adopted strict growth measures to control density. The Charter provision prohibited increases in density on the island without the consent of a majority of Longboat Key's eligible voters. As a result, development over the last 30 years has consisted primarily of low-rise structures and ample open space, thus preserving much of the natural beauty and character of the island.

Throughout Longboat Key's history, tourism has played a significant role in the development and economy of the island. Longboat Key became a popular tourist destination in the 1950's and 1960's, with some of that era's cottage-style resorts still in operation. Many of Longboat Key's former and current residents first came to the island as tourists.

One of the characteristics of Longboat Key that differentiates it from surrounding communities to the north and south are the Town's regulations regarding the use of residential properties for "Tourism use." Tourism uses that are not part of a designated hotel or motel are only allowed one (1) rental in a 30-day period; hotel/motel uses are allowed to function as transient housing with no limits on the number or term of their rental. This interpretation results in limited rental of the properties on the rest of the Key, and is critical to maintaining the quiet and residential character that predominates in these areas.

Most of Longboat Key's existing tourism units are not located in traditional hotels, but are instead located in condominium-type developments, where units are owned by individual property owners and placed into a rental program. Currently, 2,737 units are registered with the Town as rental units. Of these, 873 are registered as Accommodations (short-term rental) and 1,864 are registered as Rental (short- or long-term rental). Approximately 14 percent, or 1,370 units, of Longboat Key's housing stock is utilized for tourism use, although 40 percent of those units are not currently zoned for tourism use and are considered "existing non-conforming."

Longboat Key's land development regulations do allow nonconforming-use properties to rebuild with their same use, even if the purpose of the rebuild is voluntary and not caused by disaster or involuntary destruction. However, the new structures must fit within the same cubic content as the previous structures, without increasing height (with exception for raising to meet height restrictions set by the Federal Emergency Management Agency) or density.

The entirety of Longboat Key is located within zones determined by the Federal Emergency Management Agency to be High Risk or High Risk – Coastal. The

specific zone establishes the minimum elevation at which the lowest habitable floor of a structure must be constructed. All new construction on Longboat Key, as well as remodeling or additions of which the total construction costs equal 50 percent or more of the total appraised value of the structure, must be elevated to a height specified by the Federal Insurance Rate Map. In addition, Longboat Key requires that the first habitable floor be built at an additional three (3) feet in areas considered to be High Velocity and an additional one (1) foot in all other areas. Since most of the island's single-family homes and older tourism properties do not meet current flood elevation requirements, the additional cost of elevating structures is a significant factor in redevelopment and/or modernization.

There has been a trend over recent years to convert older tourism properties to single-family homes or luxury condominium buildings with single- or double-digit units. Many of the new homes and condominiums are not primary residences, but rather second, third, fourth or even fifth homes, which has resulted in a decrease in the number of full-time residents. Developers have cited market trends, increased property values and Longboat Key's restrictive development regulations as cause to redevelop aging tourist properties into residential uses, with individual luxury condominium units selling into the millions of dollars.

As residential property values have risen on the island, owners of luxury condominium units are also holding their units for their exclusive use and fewer units are rented out to visitors; thus, fewer visitors are contributing to the local economy. This has resulted in a corresponding reduction in the need for commercial services on the island.

Longboat Key had seen some decline in commercial uses on the island prior to the recession for various possible reasons, such as the reduction in the number of available tourism properties or workers delaying retirement and the purchase of retirement homes. Commercial interests continued to decline during the prolonged recession, as families opted to forgo vacation plans and fewer tourists visited the island. Perhaps as a response to these forces, several owners of commercially zoned property have requested rezoning of their land to residential use. This has prompted debate as to whether the island has too much commercially zoned property. While studies have been conducted concerning this issue, no clear answer has been determined.

Longboat Key is currently experiencing a renewed interest in development in both the residential and tourism sectors. The Town has recently approved plans for an 11-unit luxury condominium complex, which is the first new multi-unit development in several years. The Town has also received proposed plans for a 16-unit luxury condominium development and an 85-room expansion of the beachfront Hilton Resort. It is anticipated that additional development proposals will be submitted to the Town soon.

With Longboat Key's status as a barrier island, issues such as beach erosion and protection of natural resources, infrastructure, transportation, emergency evacuation, and flood risks are just a few of the additional factors that must be considered when planning for the needs of the island's current and future residents and visitors. As markets change and properties age, the challenge becomes determining how best to proceed into the future without losing the very qualities that drew residents to the island in the first place.

IV. The Assignment

A. Introduction

The Town of Longboat Key (herein referenced as LBK, the island, the Key or the Town) has earned a coveted national and worldwide reputation as an affluent retirement community with white sandy beaches, clear Gulf of Mexico water, year-round temperate climate and an array of recreational amenities. Residents and visitors benefit from past efforts to ensure the island's development balanced the needs of both the human population and the natural environment.

While LBK has a thriving seasonal population, the island is not a typical tourist beach destination. Density limitations put in place under the 1984 Comprehensive Plan have prevented LBK from developing a skyline dominated by high-rise buildings. This has allowed the island to retain many of its natural qualities and preserved the open space that contributes to LBK's unique character. However, these same density limitations are the reason why the majority of the condominiums on LBK were built over 30 years ago.

The residents of LBK have consistently supported measures to ensure the continuation of the qualities that make LBK special. Intensive public input was received during the development on the Town's Vision Plan in 2007, although the Town has not taken many steps to implement the Plan since its formal adoption by the Town Commission. As markets change and properties age, the challenge becomes determining how best to proceed into the future without losing the very qualities that drew residents to the island in the first place.

The Urban Land Institute (ULI) Advisory Panel has been invited to LBK to provide the Town with analysis and recommendations from experienced industry professionals as to the Town's current strategies and how the Town might best plan for the next 20 years. The Town is seeking a long-term, "big picture" perspective, but also desires specific ideas and an implementation plan that can be acted upon in the near future.

In preparation for the ULI Advisory Panel visit, the Town Commission appointed a committee to develop questions focusing on the Town's primary issues and concerns. The committee was comprised of two (2) Town Commissioners, two (2) Planning and Zoning Board Members and two (2) private citizens. During public workshop meetings, ten (10) questions were developed and subsequently approved by the Town Commission.

B. Questions to be Addressed

Question 1: Longboat Key has an adopted Vision Plan. How realistic is it and does it contain the appropriate elements to help ensure that Longboat Key remains a premier residential and visitor destination? Which elements work or do not work, why, what recommendations can be made to ensure the plan is relevant to future residents and visitors, and how do we measure our progress?

Question 2: Who will be the likely future residents and visitors of Longboat Key over the next 20 years (age, retired/families, Full-time/Part-time, etc.)? How do we target and attract those who are most likely to help Longboat Key remain a viable premier residential and visitor destination, with both short and long-term objectives?

Question 3: What should be the balance of residential, tourism and supportive commercial services to ensure Longboat Key’s status as a premier residential and visitor destination?

Question 4: Much of the building stock on Longboat Key is aging. How should the Town encourage revitalization to make properties attractive for the future?

Question 5: Do the differences in the north-, mid- and south-key warrant separate planning efforts? If so, what would be the primary elements of those plans?

Question 6: What challenges and opportunities should the Town be aware of that are likely to influence our future and how can the Town prepare for them? e.g.:

- Market and regional forces
- Demographics
- Changes in resident and visitor expectations
- Recreational and lifestyle trends

Question 7: What innovations or creative approaches should Longboat Key be developing to address challenges in community infrastructure that could be applied on Longboat Key?

Key Areas:

- Natural Systems
- Technology/Communications
- Waterfront/Water-related
- Arts and Culture
- Island-based Medical Services
- Transportation

Question 8: What are Longboat Key’s most important assets? How should we protect, enhance and leverage those to make a better community in the future? What might we gain or give up when leveraging those assets?

Question 9: How important is the concept of a “Town Center” to Longboat Key? If important, what would be the best attributes of a Longboat Key “Town Center” and where is the best location for it to be successful?

Question 10: Should Longboat Key have a Community Center and, if yes, what attributes should it include and where should it be located?

V. History

A. Overview

For a small island, Longboat Key has a rich history. In the 1500's, long before modern tourists discovered the white sand beaches, warm sub-tropical climate and recreational opportunities, the island was used by the Timucuan and Calusa Native American Indian tribes for their own hunting and leisure excursions. During that time, the water level in the Gulf of Mexico and Sarasota Bay is believed to have been six (6) feet below current measurements. Shell mounds and other artifacts have been found on LBK revealing that picnics and fish fries were commonplace hundreds of years ago, activities that are still enjoyed on the island today.

In 1539, Spanish explorer and conquistador Hernando DeSoto is thought to have visited the island on his search for gold and lands to claim for Spain. Along with his scout, Juan Anasco, DeSoto operated a traditional "longboat" through the northern pass between LBK and Ana Maria Island. It is believed that the boat DeSoto used is where Longboat Key derived its name.

The island remained unpopulated until 1891, when a Confederate Civil War veteran named Thomas Mann settled on the north end with his grown sons. He was awarded 144 acres under the Homestead Act of 1862, while one of his sons was awarded another 144 acres on the south end. Mann sold his land around the turn of the century for \$500. A few of the homes built on the island in the early 1900's are still standing today.

Fourteen families resided on the island by 1915. Agriculture was the primary business in the early 1900's, with avocado, tomato, guava, and citrus crops delivered via steamboat to the mainland. In 1921, however, the island was hit by a devastating hurricane. Storm surge flooded the island and destroyed the crops, ending the farming pursuits on LBK. The island's residents experienced another significant event in 1921, with the creation of Sarasota County. The island was split in half, with the northern half included in Manatee County and the southern half falling into Sarasota County's jurisdiction.

In the early 1920's, circus tycoon John Ringling began purchasing property on Sarasota's barrier islands, including 2,000 acres on LBK. Ringling's dream was to develop the island into a resort for affluent vacationers and he began construction on a Ritz-Carlton Hotel overlooking New Pass.



Ritz-Carlton Hotel – Longboat Key, State Archives of Florida, *Florida Memory*, <http://floridamemory.com/items/show/254530>; Photographer: [Steinmetz, Joseph Janney, 1905-1985](#)

Ringling developed Bird Key and St. Armands Circle, envisioning a spectacular upscale tourist and residential area. However, the Great Depression took a toll on Ringling’s finances and ended progress on the Ritz-Carlton. After Ringling’s death, his heirs attempted to restart construction, but the partially-constructed hotel sat vacant for almost four (4) decades.

During World War II, LBK was still sparsely inhabited. A target range was established near present-day Longboat Harbour, where Army Air Force planes practiced firing 50-calibre bullets. Gates blocked Gulf of Mexico Drive (GMD) while target practice was held and then opened again to let vehicles pass.

The Town officially incorporated on November 14, 1955. LBK became a popular tourist destination in the 1950’s and 1960’s, with some of that era’s cottage-style resorts still in operation. In the late 1950’s, the Arvida Corporation bought hundreds of acres on the south end of the island, including the never-completed Ritz-Carlton hotel. The hotel was bulldozed in 1962 and Arvida began development of a planned community that transformed the southern end of the island into the resort-style residential community that exists today.

As LBK developed, leaders were concerned with keeping the natural beauty of the island intact. Land Development regulations did not allow new developments to be “walled-off” along GMD, with walls and fencing separating development from the island’s main roadway. Instead, trees and dense vegetation were planted to create buffers to buildings and provide a more natural view along the island’s main corridor. Large roadway signs were also prohibited, limiting the visual clutter along GMD. These approaches have been crucial to preserving the character of the island.

Rapid growth during and after the Arvida development caused residents and Town leaders to take a hard look at the future of the island and the burdens

continued growth could place on infrastructure and the natural environment. Residents who valued protection of the island’s low-density character stood across from developers who saw the island’s Gulf frontage as prime real estate. Years of debate ensued over the future of the island, sometimes with neighbor pitted against neighbor and residents from the north and south ends on opposing sides. Eventually, a resident-initiated referendum was passed that adopted strict growth measures to control density.



North Longboat Key, 1940's (Left) and Recent (Right)

Tourism has been a vital and consistent part of LBK’s history. The island’s first hotel, built primarily to accommodate fishing parties, opened in 1913 and still stands as one of the Town’s oldest structures, though no longer in operation. Tourism has continued to be an important aspect of life on LBK. However, the Town holds a rather unique and limiting interpretation of “tourism” that has set it apart from typical high-turnover tourism destinations. LBK’s application of “tourism” and how it differentiates LBK from its neighbors is discussed in detail in Section VI.F.

The challenges the residents of the island have faced, as well as the solutions, have not been without conflict or compromise. Certain issues have resulted in costly legal proceedings, which this document will address. The residents and leaders of LBK believe that understanding the island’s past, the forces that

determined its current character, and the challenges the community faces are crucial elements to consider in order to effectively plan for its future.

B. Regional and Town Economic Change

The national economic downturn hit Florida especially hard, with the state claiming the unwanted distinction of having one of the highest foreclosure rates in the nation. LBK and its regional neighbors were not immune to the effects of the national recession. LBK had seen some decline prior to the recession for various possible reasons, such as the decline in the number of available tourism properties on the island or workers delaying retirement. The Holiday Inn, a 146-room hotel, closed in 2003. The closure had such a profound effect on LBK that the passage of time is often referenced as “before Holiday Inn” and “after Holiday Inn.” Anecdotal information from local business owners indicates that local restaurants and retail establishments suffered a decline in revenue as a direct result of the Holiday Inn closure. Some restaurants that relied heavily on revenue from visitors staying in hotel accommodations reported as much as a 15 percent drop in revenue after the Holiday Inn closed.

The closure of the Holiday Inn and the property’s conversion to a 29-unit condominium complex coincided with a sharp increase in residential property values that overtook the values of commercially zoned property. During this time, rezoning from residential use to commercial use would have been considered a “down-zoning” for all practical purposes. Since the Town’s zoning code allows residential use on Tourism zoned properties, several smaller hotels, in addition to the larger Holiday Inn, converted to residential use, thus reducing the number of hotel rooms available on the island.

Based on an unofficial survey, LBK has lost 102 businesses since 2006, many of which were in the restaurant or retail categories. While there are potentially numerous causes associated with the decline, some of it could be attributed to the differences between visitors who stay in condominiums versus traditional lodging accommodations. Visitors who stay in traditional hotels and motels do not have access to a full kitchen, making them more apt to venture out into the community for dining and retail services. Condominiums, especially those at a beachfront destination, often provide a “home-away-from-home” atmosphere, complete with full kitchens, therefore reducing the number of excursions away from their lodgings.

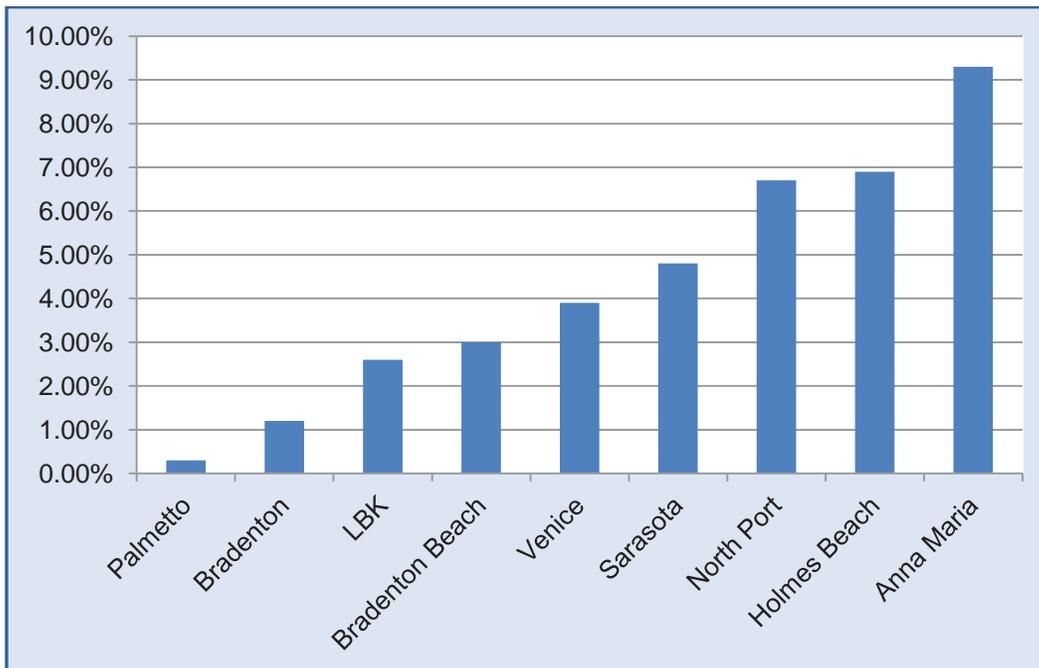
During the national recession, regional property values dropped dramatically, with the Sarasota – Bradenton area experiencing an average real estate value drop of approximately 40 percent over the course of the downturn, though properties on LBK experienced a much less dramatic decline.

As the recession dragged on, residential properties were not the only casualty. Commercial interests were hit hard as well, even on LBK. As families opted to forgo vacation plans, fewer tourists visited the island, resulting in a reduction of customers for both retail and tourism establishments. Commercial interests on the north end of the island fared particularly badly. A gas station closed its doors,

in part due to the economics of complying with stricter environmental regulations, leaving one gas station at the south end of the island as the sole source of gasoline on LBK. Numerous businesses in the Whitney Plaza shopping center also closed. This left north-end residents without nearby commercial amenities, forcing many of them to venture off-island to shop.

Property values are on the rise again, however, with overall Sarasota County area seeing a recent 4.2 percent increase over 2012, resulting in a \$1.7 billion taxable increase in value. Similarly, Manatee County has seen a recent increase in value of 3.9 percent, approximately \$913 million.

LBK has also seen its property values rise over the last year, but by a lower percentage than most of its neighbors. Overall, the Town’s property values rose by 2.67 percent over 2012 values, resulting in an increase in taxable values of over \$122 million. The following chart compares the increase in tax base for LBK and the surrounding cities.



Graphic 1: Longboat Key and Regional Area Tax Base

C. Regional and Town Development Patterns

The recession created a virtual standstill in development in Sarasota and Manatee counties. Both counties, however, have seen a significant upswing in new development over the last year. In particular, over half of the increased property values in Manatee County resulted from new development.

Sarasota County's housing market, so brutalized during the recession, is now experiencing a shortage of available existing homes, with many new listings receiving multiple bids. However, it should be noted that a significant percentage of sales, higher than the national average, are going to investment firms. These firms are outbidding prospective homeowners for available properties, and then leasing the homes to tenants. This has resulted in rising rental rates and a drop in homeowner occupancy rates in the area.

LBK has seen an increase in development interest as well. A site plan has recently been approved for the first new condominium development in several years. Priced from \$2.8 million to \$4.95 million each, the 11 luxury condominiums will enjoy a prime location on LBK's beach. The Hilton Resort has submitted plans to the Town for a major expansion and it is anticipated that the Longboat Key Club will move forward with expansion plans in the near future. The Key Club proposed an expansion previously; however, some Key residents challenged the scope of the project and subsequent court ruling caused the project to be postponed. Other developers are also in the process of exploring development of several other properties, with luxury condominiums being the prevalent interest.

Throughout the recession, LBK continued to experience a trend of redevelopment of single-family homes. The island is virtually built-out, but older houses have been demolished to make way for newer and larger homes. Multi-family and tourism properties have also been converted to single-family homes, a trend that is discussed further within this document.

Most of LBK's housing stock is comprised of condominiums built prior to the 1980's. As these properties age and look to modernize and/or redevelop, issues such as multiple-ownership, density restrictions and development regulations present serious challenges. One of these properties, the 18-acre Colony Beach and Tennis Resort, has struggled with these issues. Due in part to disagreement between owners relating to repairs, modernization and funding, the resort closed in 2010 and has since fallen into disrepair. The Colony serves as an example and a warning of the complexities surrounding redevelopment of LBK's numerous condominium properties. The issues surrounding the closure of The Colony and multiple-ownership are discussed further within this document.

VI. Study Area

A. Location and Physical Description

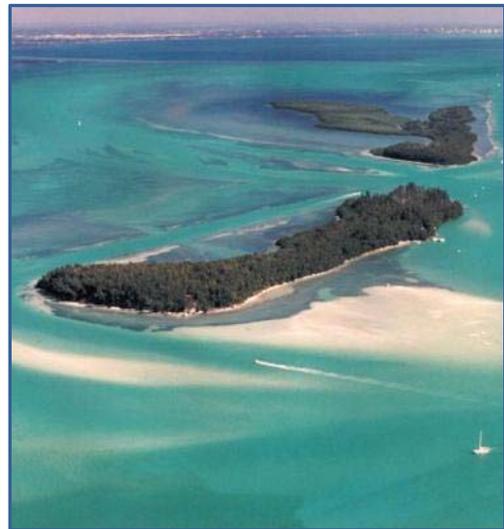
LBK is a barrier island, approximately 10 miles long, located off the southwest coast of Florida.



Graphic 2: Longboat Key Aerial

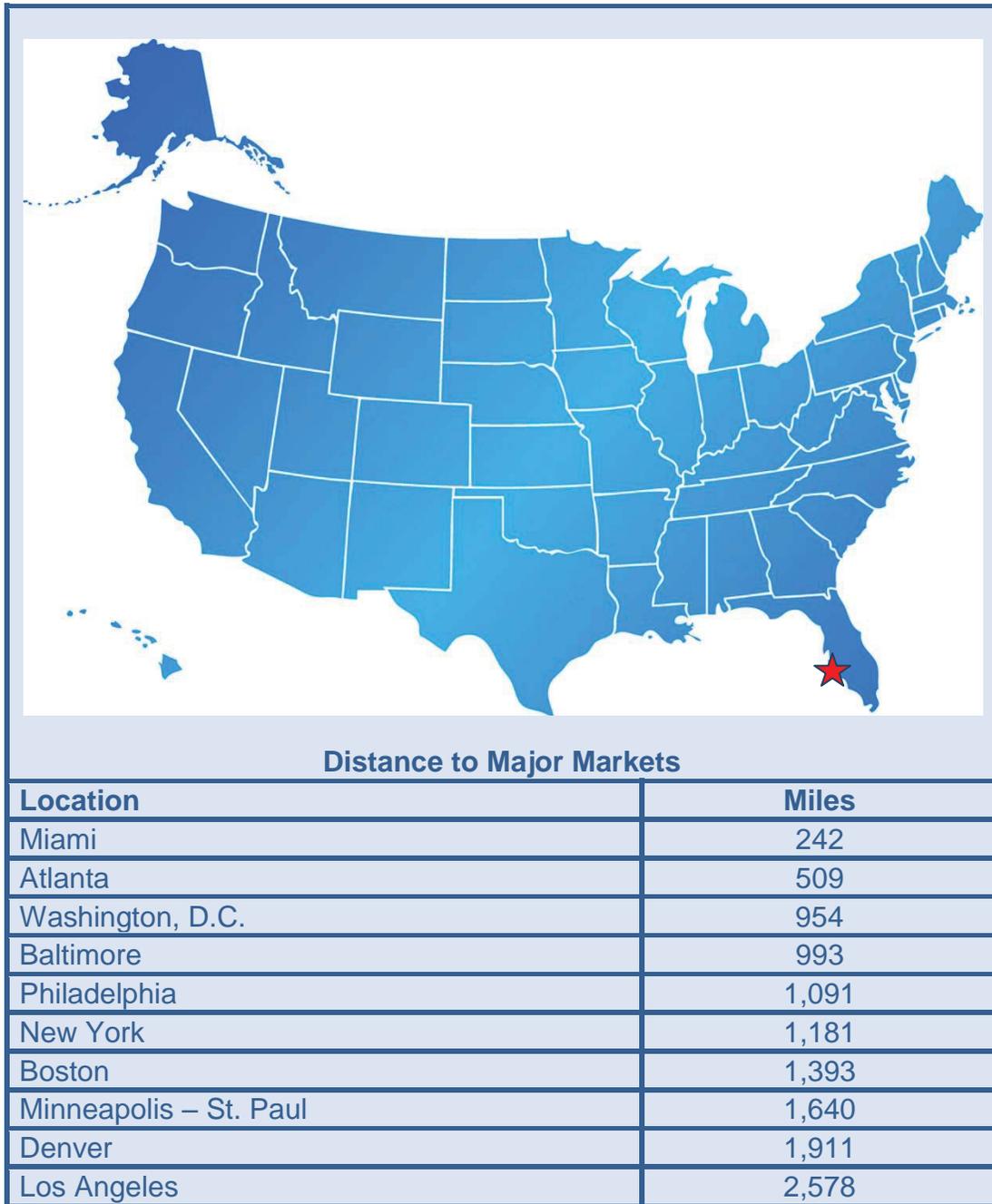
The island is bordered on the east by Sarasota Bay and to the west by the Gulf of Mexico. Anna Maria Island is located to the north of LBK, while Lido Key, St. Armands Key, and Bird Key are located to the south. The City of Bradenton and the City of Sarasota are located to the island’s east, across Sarasota Bay. Comprised of approximately 4.21 square miles of land and 11.74 square miles of water, the island is situated within the boundaries of two counties, Manatee and Sarasota.

The width of the island from gulf to bay ranges from approximately 100 yards to one-half mile. The Town of Longboat Key is comprised of the main island and several smaller islands, including Jewfish Key, Sister Keys, White Key, and Whale Key. Other than the main island, Jewfish Key is the only other inhabited island within the Town’s jurisdiction. Though there are a few homes on Jewfish Key, this small island located off the northeast tip of LBK can only be reached by boat.



Jewfish Key and Sister Keys

LBK is conveniently located within easy reach of many major U.S. markets, especially those along the East Coast.



Graphic 3: Distance to Major Markets

1. Land Uses

LBK is a coastal residential community with no industrial development and limited commercial uses. The Town has limited vacant lands available for development. Vacant lands that may be developed are found in isolated parcels of medium to small size and are scattered about the island. No unincorporated lands surround LBK.

The island's natural resources, particularly its location and climate, have had a major influence on the Town's growth. Sustained development occurred on the island over the last 20 years but recently slowed as vacant lands diminished, demographic and lifestyle changes affected the nature of the community, and as the national and local economy experienced a major recession. The southern portion of the island is a residential and resort-oriented planned community originally developed by The Arvida Corporation.

The majority of the housing stock on LBK is comprised of multi-family/condominium units. Approximately 14 percent, or 1,370 units, of LBK's housing stock is utilized for tourism use, although 40 percent of those units are not currently zoned for tourism use and are considered "existing non-conforming."

Density on the island has been controlled through a referendum process that was established through an amendment to the Town's Charter in 1985, following a sharp increase in high-density development. The Charter provision prohibited increases in density on the island without the consent of a majority of LBK's eligible voters. As a result, development over the last 30 years has consisted primarily of low-rise structures and ample open space.

The Town's Future Land Use Map (FLUM) is provided in Section XIII.A. of this document. The Town's Zoning Map is also provided for reference in Section XIII.B. of this document.

Distribution of Land Uses		
Land Use	Acres	%
Residential		
• Single Family	604.9	22.4
• Multi-Family/Condos	688.6	25.5
• Mobile Homes	15.8	0.6
Commercial		
(1) Tourist/Resort	160.4	5.9
(2) Strip/General	104.5	3.9
Public Facilities	19.3	0.7
Private Institutional	25.5	1.0
Streets and Canals	312.8	11.6
Vacant		
• Vacant Residential	85.54	3.1
• Vacant Commercial	17.26	0.7
Recreation/Open Space	659	24.6
Source: LBK 2007 Comprehensive Plan, Amended June 2012		

Table 1: Distribution of Land Uses

2. Neighborhood Diversity

Every community is unique in some way, and LBK is no exception. Islands, in particular, have an isolated nature that tends to provide residents with the opportunity to build their own identity, apart from larger nearby communities. Unlike many beach communities, the residents of LBK fought hard to keep the island from developing with wall-to-wall high-rise buildings.

LBK is not one continuous stretch of uniformity. The island may be comprised of only approximately four (4) square miles of land, but there are numerous pockets of uniqueness contained within its shores. Approximately two-thirds of LBK’s residents live on the southern half of the key. The southern half of LBK is characterized by predominantly planned-development neighborhoods and mid- to high-rise condominium complexes, while the northern half has a more eclectic atmosphere and includes some of the historic structures still existing on LBK.

The differences between the north and south halves of the key provide a broad range of housing options to satisfy vastly different tastes and lifestyles. Some examples are described below.

- **Longboat Village:** The oldest neighborhood on LBK, “The Village” is located on the northern end of the island and dates back to 1855.



The Village

The neighborhood was originally called Longbeach. It developed as a fishing village and still embodies the feeling of “Old Florida.” Traditional beach cottages, peacocks freely roaming the streets, and a sense of community rarely seen in modern times make The Village a unique enclave. It is known for its art and culture scene, fish cookouts, and a lifestyle still heavily involved with boating and fishing. It is home to the Longboat Key Center for the Arts, which was established over 60 years ago and is a testament to the Village’s longstanding support and appreciation of the arts.

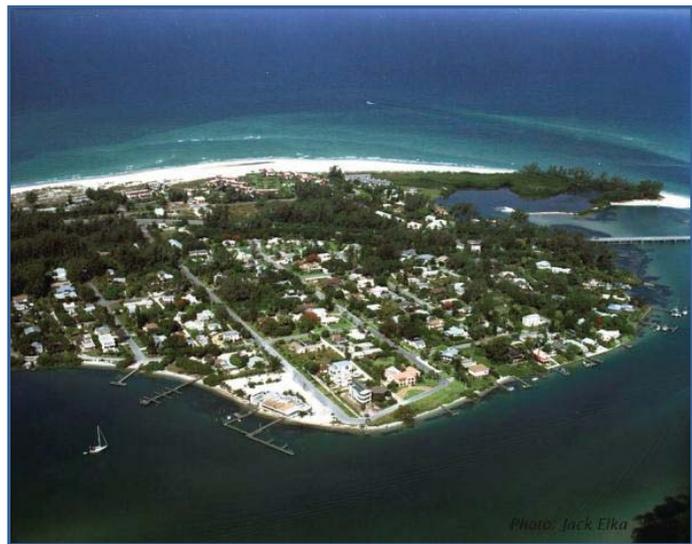


Photo: Jack Elka

Longboat Village
Photograph: Jack Elka

The bay-front Mar Vista Restaurant, a long-time gathering place that began as a small pub and bait shop, is also located in the Village and includes one of the oldest structures on the island, the Jordan House, dating to 1912. The Jordan House, as well as several other houses still existing that were built circa 1915, were constructed by utilizing concrete block forms from Sears Roebuck.

Moore’s Stone Crab Restaurant is located next door to the Mar Vista and has been part of the Village since the 1960’s.



Dock at Mar Vista (Left); Jordan House (Right)

It should be noted that the property where Moore’s Stone Crab Restaurant operates has been rezoned to Residential use at the request of the property owner. This creates the potential future loss of one of LBK’s few waterfront-dining venues.



Moore’s Stone Crab (Top Circle) and Mar Vista (Bottom Circle)

- **Country Club Shores and Bay Isles:** For residents seeking a traditional single-family neighborhood, but who also want deep-water access at their back door, Country Club Shores and Bay Isles, located on the southern half of the island, are two such planned residential developments that provide both, as well as recreational opportunities, such as premier golf and tennis. Country

Club Shores is the largest single-family residential neighborhood on LBK, with 396 homes.



Bay Isles

Many of the homes have deep-water access via canals, a marina, and/or private boat dockage. These neighborhoods have seen significant revitalization, with older houses being demolished and replaced with new and larger homes.



Country Club Shores

- **Islandside:** Many residents want all of the benefits of owning property on LBK, without the responsibility of performing maintenance. The Planned Unit Development (PUD) of Islandside provides many resort-style amenities that satisfy the needs of these residents.



Islandside and Longboat Key Club

The Islandside PUD was approved prior to the Town’s current density and height regulations and was granted departures to the density and height regulations in effect at that time, based on conditions set forth in the development approval. Islandside includes many on-site recreational activities, such as golf, tennis, and a stretch of LBK’s beautiful beach.

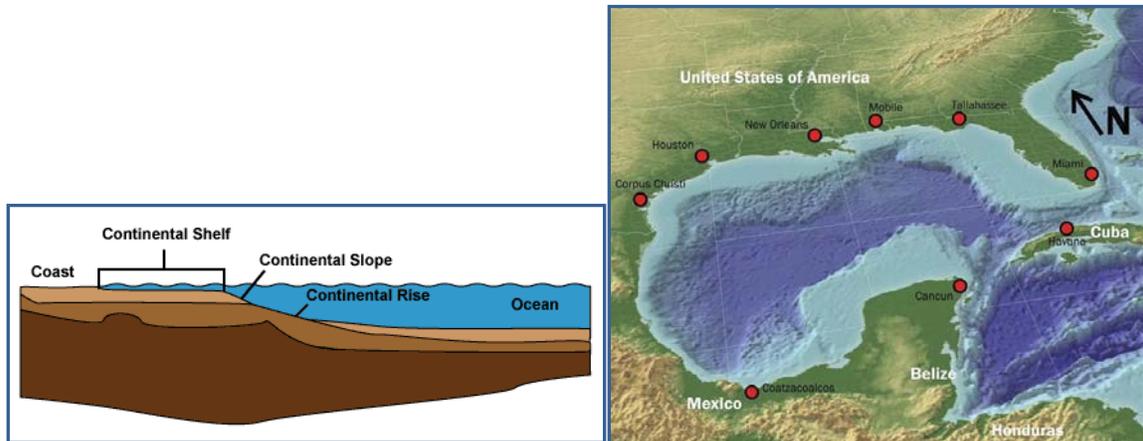
The Longboat Key Club, located within Islandside, is a resort and private club with upscale restaurants, world-class recreational facilities, and social activities located in a lush, tropical setting. The Inn on the Beach, located within the Key Club, serves as an example of the predominant type of tourist facility on LBK. Unlike a hotel, condominium units are privately owned, but are available for short-term rental. Guests are provided access to all resort amenities during their visit.

The Key Club has been the subject of a lengthy and contentious battle between the Club’s owners and surrounding property owners. The Key Club owners recently sought to develop additional condominiums, a hotel, and other amenities on the property, but nearby property owners objected. Court battles ensued, which resulted in portions of the Town’s development process being declared invalid and prevented the Key Club, as well as other properties, from moving forward until the Town amends its development approval process.

3. Natural Features

a. Gulf of Mexico

The Gulf of Mexico lies to LBK’s west and is responsible for the existence of the barrier island. The sea floor along LBK and Southwest Florida consists of a wide, shallow continental shelf that slopes gently seaward, resulting in shallow, generally calm water along area beaches.



Continental Shelf and Gulf of Mexico Sea Floor

The calm waters of the Gulf provide excellent conditions for many water sports, including kayaking, paddle boarding, snorkeling, swimming, and sailing. Warm ocean temperatures and Gulf currents contribute to the year-round moderate temperatures along the Southwest Florida coast. These same currents and moisture from the Gulf drive much of the weather patterns in the area. The rainy season runs generally from June through October and coincides with hurricane season. The state receives approximately 70 percent of its rainfall during these five (5) months. The area’s dry season extends from November through May and encompasses the months when most of Florida’s seasonal residents are present.

The Gulf provides many opportunities, both recreational and occupational, for area visitors and residents. Sport fishing is a thriving industry along the Southwest Florida coast, with grouper, snapper, king mackerel, redfish, tarpon, snook, and cobia being a few of the popular species caught off local shores.

Proposals to conduct offshore drilling for petroleum have drawn heated debates along Florida’s coastline for decades. The State of Florida owns the sea and seabed to 10.5 miles offshore and banned drilling activity in State waters in 1992. Drilling activity in Federal waters in the eastern Gulf has been prohibited since 1995. In March 2010, however, plans were announced by the Federal government that would allow drilling to take place in the eastern Gulf, in federal waters greater than 125 miles from the coasts of Alabama and Florida. These plans were halted after the Deepwater Horizon oil spill; however, permits are

currently being sought that would allow drilling in Federal waters along the Florida Panhandle. The State of Florida and many local governments continue to oppose drilling in Federal waters along Florida’s coast due to potential detrimental effects to Florida’s fishing and tourism industries and its sensitive ecology.



Sunset over Gulf of Mexico

b. Sarasota Bay

Sarasota Bay, located to LBK’s east, covers parts of Manatee and Sarasota Counties and separates the island from the mainland. The bay and its adjacent watersheds are approximately 56 miles long and have an area of approximately 455 square miles. The watershed area supports a population of approximately 600,000 people. The bay is shallow, with an average depth of only 6.5 feet, and experiences frequent shoaling. The bay provides an excellent environment for sport fishing, water sports, and eco-tourism programs.

Longboat Pass, New Pass, Big Sarasota Pass, and Venice Inlet provide tidal flushing of the bay. More than 1,400 different native species of plants and animals inhabit the Bay area. The Florida Administrative Code (Rule 17-302) has designated the waters of Sarasota Bay, including Longboat Pass, as Class II waters. The designated uses of a Class II water body are shellfish propagation or harvesting. The Sarasota Bay estuarine system is included in the Special Waters category of Outstanding Florida Waters (OFW), which have special protection as determined by the Environmental Regulation Commission because of their natural attributes. The bay is also one (1) of only 28 estuaries in the country that has received the U.S. Congressional designation as an estuary of national significance.



Sarasota Bay (LBK in background)

Human activities over the last 50 years caused a decline in the health of the bay. Stormwater runoff and other human activities caused the destruction of seagrass beds, decline in shellfish productivity, and reduced the abundance of certain fish species. Miles of natural shoreline were replaced by seawalls and protective mangrove habitat was removed. One of the starkest examples of this was the dredging and filling activities that occurred during the construction of Bird Key in the late 1950's to early 1960's by the Arvida Corporation. Approximately 280 acres of submerged lands were filled to create single-family lots.



Bird Key: Before Construction (Left) and After Construction (Right)

LBK is a member of the Sarasota Bay Estuary Program (SBEP), whose mission is to improve water quality, increase habitat and enhance the natural resources of the bay. Initiatives include protection and restoration of seagrass beds, shellfish re-colonization, wetland restoration, installation of artificial reef systems, educational programs, and distribution of grant funding. The health of Sarasota Bay has improved over the last few years, due in large part to the programs and efforts to restore its delicate ecosystem.

Sarasota Bay is home to the Mote Marine Laboratory, a nationally and internationally renowned not-for-profit marine research institute located near the south end of New Pass Bridge. Established in 1955, Mote draws over 400,000 visitors and more than 1,400 volunteers annually. Mote Aquarium displays over 100 marine species, highlighting local marine life. Visitors can see sharks, manatees, dolphins, sea turtles, seahorses, rays, skates, and invertebrates. The

Aquarium hosts birthdays, weddings, corporate gatherings and other events, and can provide special group tours.



Mote Marine Laboratory and Aquarium

c. Beach

Stretching for 10 miles along the western side of LBK, the white sand beach is arguably LBK’s main attraction. It is one of the primary features that draw both visitors and residents to the island. The island’s beaches are generally quieter and less crowded than beaches on neighboring islands, providing a relaxing atmosphere for beachgoers. The water off LBK’s beach is generally shallow, clear, and calm.



Longboat Key’s beach

The beach serves as more than a recreational amenity for the island. The beach system is a major protector of the uplands and provides a unique but fragile habitat for waterfowl, reptiles, and other animals that feed, nest, and breed on the

berm as well as the open beach. The Town adopted a Comprehensive Beach Management Plan, which undergoes periodic updates, to provide a framework for the Town's decision-making process regarding management of beach resources. Since 1995, the Town has proactively managed these resources and implemented recommendations for protecting and preserving the island's beaches.

Due to past development, a majority of the original dune system no longer exists. However, The Town does require dune restoration for new development. An Erosion Control Line (ECL) has been established which protects the beach and existing dune system from encroachment by development. The ECL prevents disturbance of the dune system in order to preserve the vegetation and dunes. Dunes and sand ridges provide a useful barrier to storm waves and surges. Their primary function in protecting against hazards is to replenish sand that is slowly eroded by waves or instantly torn away by large storms and hurricanes. In this manner, dunes foster the long-term stability of the shoreline by retarding beach erosion. The resilient and mobile character of a dune makes it an optimal natural structure for protecting the beach and structures built behind the dunes.



Beach Access through Dune System

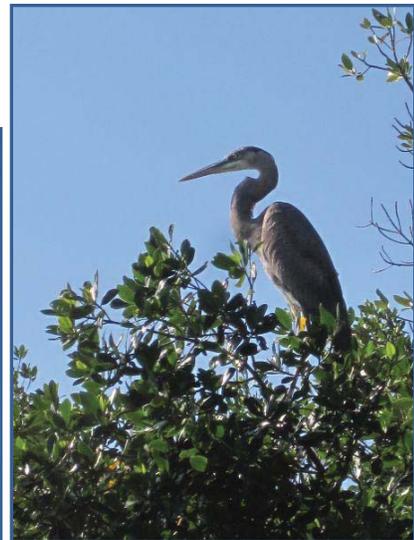
d. Mangroves

Mangrove trees are a species native to Florida. They thrive in the saltwater environments found along Florida’s undisturbed coastal shorelines. Many of the areas on LBK that were originally lined with mangroves have been disturbed from construction of seawalls and other activities. Disturbance of mangroves requires a permit from Florida Department of Environmental Protection (FDEP) and the Town has also adopted regulations to protect this natural resource.

Mangroves serve numerous beneficial functions in coastal and estuarine environments. They trap and cycle organic materials, chemicals, and important nutrients in the coastal ecosystem. These plants are important in protecting water quality and clarity by filtering runoff and trapping sediments and debris from adjacent uplands.

Mangroves provide crucial habitat and nursery grounds for a wide variety of marine life, including many fish species that are important to the recreational and commercial fishing industries. Birds also use mangroves as nesting and roosting sites.

Mangroves serve as storm buffers for coastal lands by reducing wind and wave action in shallow shoreline areas. Their extensive root systems prevent erosion and serve to stabilize the shoreline.



Mangrove trees and roots (Left); Heron in Mangrove (Right)

e. Deep-water mooring

LBK is home to a full-service, 291-slip deep-water marina, with access to Sarasota Bay, the Intracoastal Waterway, and the Gulf of Mexico. The 37-acre marina can accommodate boats up to 150 feet in length.

Boats also frequently anchor near the boat launch on the north end of the island. This area can accommodate limited anchorage of deep-keeled vessels and is in close proximity to Longboat Pass.



Longboat Key Club Marina

f. Sea Turtle and Shore Bird Nests

Several species of threatened and endangered wildlife make use of LBK’s beach for nesting, courting, and feeding. The Town coordinates with the Florida Fish and Wildlife Commission (FWC), Mote Marine Laboratory, and shorebird and turtle volunteers to protect the habitat and nesting areas of these animals. Lighting restrictions are in place during turtle nesting season to prevent hatchlings from becoming disoriented as they make their way to the water’s edge.

Loggerhead turtles are the most common species of sea turtle that utilize LBK’s beaches for nesting. Other turtle species that nest on the beaches are the green sea turtle and occasionally one of the smallest sea turtle species, the Kemp’s Ridley. Mote Marine Laboratory and local volunteer groups patrol the beach during nesting season to mark and document turtle nests. Disturbance of a sea turtle nest is punishable under State and Federal law. Nesting season for Sea Turtles is March to September.



Sea turtle nest

Nesting season for shorebirds is February to August. Four species use the island’s beaches: Snowy plover, Wilson’s plover, Least tern, and Black skimmer. Their numbers have declined due to the increase in human population and human disturbance of their nesting areas. Nesting areas are monitored and marked each year. Shorebirds lay their eggs directly onto the sand in shallow depressions. Eggs and young chicks are exposed to the sun’s heat when the parent is frightened off the nest. Therefore, it is crucial to avoid active nest areas.



Black Skimmers with chicks

4. Transportation and Access

a. Sarasota-Bradenton International Airport

Located a short distance from the Sarasota-Bradenton International Airport and the Tampa International Airport, the island is easily accessible to inbound visitors and part-time residents. The airport serves over one million passengers each year and both major domestic and commuter airlines provide daily scheduled service, as do seasonal international and domestic charter carriers.

The airport is located approximately three (3) miles from downtown Sarasota and nine (9) miles from Bradenton and crosses the Sarasota-Manatee County Line.



Sarasota-Bradenton International Airport

b. Gulf of Mexico Drive (State Road 789)

The only major transportation route through the Town is GMD, whose functional classification is an Urban Collector. The typical cross section of GMD, which runs north to south through the island, is a two-lane rural road, with a bicycle lane in each direction. Left-turn lanes and right-turn deceleration and acceleration lanes are provided at some locations. There are two signalized intersections on GMD: at the intersection of Longboat Club Road; at the southern end of the Town; and, at the intersection of Bay Isles Parkway, approximately three miles north. Since these intersections are located over three (3) miles apart, the roadway typically operates as an uninterrupted flow facility. GMD is part of the state highway system and is expected to remain under state jurisdiction.

The only capacity-related improvements made to GMD since 1995 are the lengthening of deceleration lanes at Harbourside Drive (northbound) and an eastbound turn lane at Buttonwood Drive (southbound). The Town received approval for various GMD intersection improvements in the Country Club Shores area. However, significant stormwater costs arose during the initial design phase and the Town Commission determined that the costs outweighed the projected benefits. Florida Department of Transportation (FDOT) has indicated that no additional capacity-related improvements are scheduled for GMD in the next five (5) years. FDOT resurfaced GMD in 2009 and 2010.

Per FDOT traffic counts for 2012, GMD at New Pass Bridge receives 17,900 average daily trips for north and southbound traffic combined. GMD near the north end of the island receives 8,600 average daily trips.

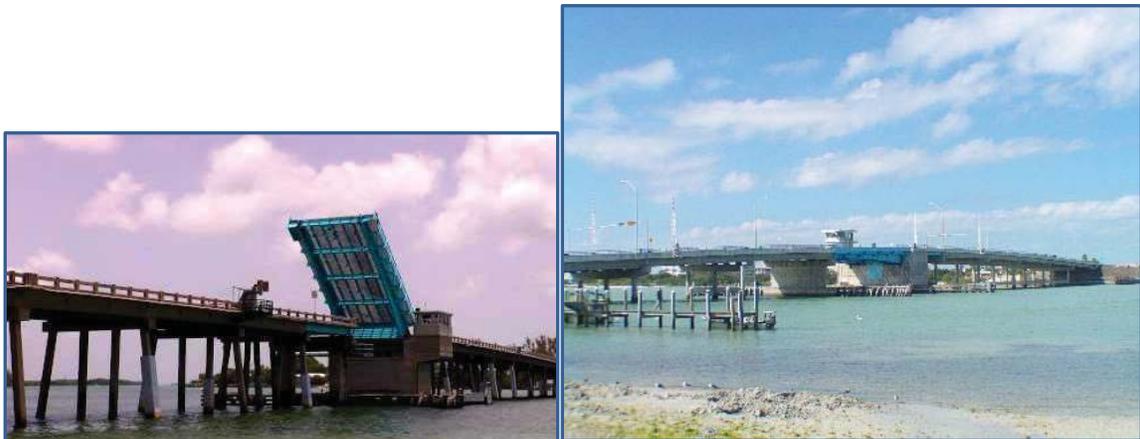


Gulf of Mexico Drive 1955 (Left); Gulf of Mexico Drive during Season 2013 (Right)

c. New Pass Bridge and Longboat Pass Bridge

Per U.S. Coast Guard regulations, Longboat Pass Bridge opens upon request to the bridge operator. New Pass Bridge need only open on the hour, 20 minutes past the hour, and 40 minutes past the hour from 7:00 a.m. to 6:00 p.m. From 6 p.m. to 7 a.m., the bridge must open on signal if at least three (3) hours notice is given to the operator. Public vessels of the United States and tugs with tows must be passed at anytime.

During season, traffic routinely backs up as motorists try to leave the island. This congestion is exacerbated when the bridges open to boat traffic. Both bascule bridges are one (1) lane in each direction, which limits the amount of traffic that can be accommodated. Longboat Pass Bridge carries an average of 8,600 trips per day, while New Pass carries an average of 17,900 trips per day.



Longboat Pass Bridge (Left); New Pass Bridge (Right)

In addition to the bascule bridges connecting LBK to Anna Maria Island and Lido Key, motorists must traverse additional bridges to get to the mainland. Drivers travelling north must navigate Cortez Bridge, also a bascule bridge, to reach Bradenton. Drivers travelling south must pass over additional bridges, including the John Ringling Bridge, to reach downtown Sarasota.



Cortez Bridge (Left); John Ringling Bridge (Right)

d. Seasonal Traffic Volumes

Just as the seasonal population on LBK doubles or triples, so too does the traffic on Gulf of Mexico Drive. On the south end of LBK congestion is often exacerbated by traffic, both vehicular and pedestrian, at St. Armands Circle on Lido Key, which must be traversed when travelling into Sarasota. St. Armands can be extremely congested due to on-street parking and pedestrians. During season, a typical 10-minute drive into downtown Sarasota can take up to 45 minutes.



Season Traffic on John Ringling Bridge (Left); Off-Season Traffic on John Ringling Bridge (Right)

e. Hurricane Evacuation

LBK is subject to hurricane inundation. It is unlikely that, given the nature of hurricane warnings, only part of the Town would be required to evacuate due to a storm. Because the Town is a barrier island exposed to all the forces of the storm, and only accessible by road routes that go through other barrier islands before reaching the mainland, any hurricane warning should require the Town to evacuate.

The island is in a Category 1 (Saffir-Simpson Scale) zone. Sarasota County's computer modeling of storm surge indicates that a land-falling Category 1 hurricane would have an accompanying storm surge of four (4) to seven (7) feet, while a Category 3 hurricane would generate a nine (9) to fourteen foot storm surge, without wave action or tidal influence. This means that the lowest intensity storm classified as a hurricane has the potential for inundating the natural parts of the island. Greater intensity storms generate similar results, with higher potential water levels, due to storm surge with greater potential for erosion or breach.

Both Manatee and Sarasota County Natural Disaster Plans recognize this problem for the Town. Each County expects to assume approximately one-half of the responsibility for managing the Town's evacuation, following county line boundaries. The Southwest Florida Regional Planning Council (SWFRPC) estimates that it would take a maximum of 18 hours to ensure all residents and visitors are off the island. This is based on a late-season hurricane, when there is an increased population on the island. Land-falling hurricanes earlier in the season would likely require less evacuation time.

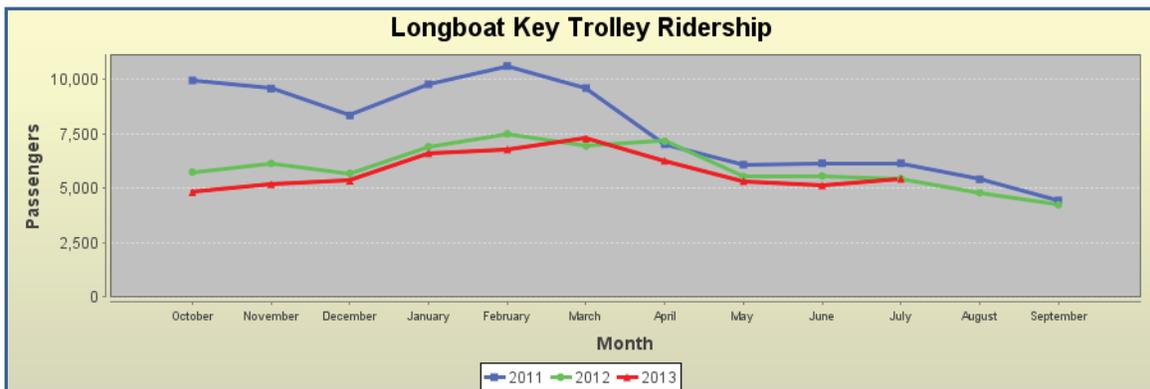
The Town's residents have access to shelters in both Manatee and Sarasota Counties; however, so do the remainder of the residents of the two (2) counties. The Town has no shelters, public or private, located on the island. In the event of a hurricane, the entire Town will need to evacuate to Sarasota and Manatee Counties.

Florida Statute requires each local emergency management agency to maintain a registry of persons with special needs who would like to register. The local emergency management agency is responsible for identifying those persons in need of assistance and plan for resource allocation to meet those needs. They are also charged with notifying residential customers in its jurisdiction of the availability of the registration program at least twice annually via public outreach programs. The Town's Fire-Rescue Department receives the information for the individual registrants on LBK and, utilizing its fire-rescue personnel, coordinates with both county emergency management agencies and their respective support agencies to evacuate residents requiring such assistance. As the median age of LBK's population increases, it is likely that the number of people needing assistance in the event of an evacuation will increase.

f. Public Transit

Sarasota County and Manatee County share the operation of public transportation services to LBK. The LBK Trolley service runs every 30 minutes for southbound service and every 60 minutes for northbound service. Trolley service is not provided on New Year’s Memorial, Independence, Labor, Thanksgiving, and Christmas Day(s). The trolley makes three (3) major stops on LBK: Hilton Resort, Bay Isles shopping center, and Harbourside Drive. There are also several minor stops at other points along GMD.

Per Manatee County Area Transit, the graphic below specifies the LBK trolley ridership for 2011 through July 2013. Decline in ridership has been attributed to multiple causes, including route schedule changes, ridership fees, and reduction in tourism.



GRAPHIC 4: Trolley Ridership

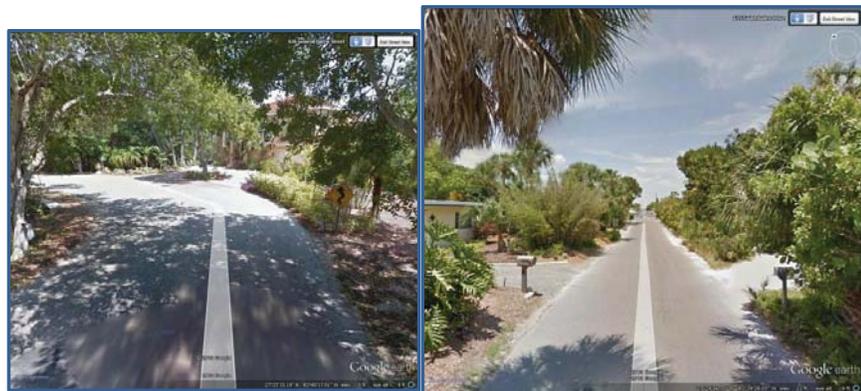
Proposals and recommendations have previously been made for a water taxi system that would connect the Town with downtown Sarasota and downtown Bradenton. However, at this time, there are no capital plans that would implement the study recommendations.

5. Infrastructure

a. Streets

As discussed previously, GMD is the only major transportation route through the Town and runs north to south along the entire length of the island. All other roadways within the Town are classified as urban local streets. Traffic on these streets is limited to low-volume residential use.

There are certain streets on LBK that are very narrow, with limited stormwater runoff capacity. There is limited or no available space to expand these streets, due to the proximity of existing structures.



General Harris Street (Right) and St. Jude's Drive (Left)

b. Potable Water

The Town owns and operates a potable water distribution system. The Town purchases potable water from Manatee County through a wholesale contract between LBK and Manatee County, signed February 6, 2007, which will be effective through September 30, 2031, with a renewal option through September 30, 2041. The Town is allocated 2.5 million gallons per day (mgd). If the Town uses more than 2.5 mgd, penalty fees are assessed. The Town purchased an average of 1.61 mgd during the 2012 calendar year. The Town's water facilities include 42 miles of water lines, 345 fire hydrants, and three (3) pumping stations. The water storage facilities consist of a 1.0-million-gallon tank at the south end of the island and a 1.5-million-gallon tank approximately mid-island.

The main potable pipeline providing water service from Manatee County traverses Longboat Pass via the Longboat Pass Bridge. The sub-aqueous, 16-inch diameter pipeline was put into operation in 1984. A secondary potable pipeline, constructed in 1971, is also sub-aqueous and is located east of the Longboat Pass Bridge. The pipelines were inspected in January 2007 and found to be in good condition. A secondary backup water interconnect source from the City of Sarasota was completed in 2008.

c. Stormwater

LBK ranges in elevation from sea level to approximately +12 feet above sea level, National Geodetic Vertical Datum of 1929 (NGVD), and most of the key has an elevation of less than +10 feet, NGVD. All of the drainage systems on the island drain into either Sarasota Bay, the passes between Sarasota Bay and the Gulf of Mexico, or into interior areas specifically designed for stormwater management, with the exception of one (1) outfall into the Gulf of Mexico on the northern-most end of the island.

The majority of condominiums in the Town have private independent drainage systems. The Town does not maintain these systems, but does monitor and inspect them. No direct outfalls into Sarasota Bay have been constructed in the Town since the mid-to late 1970's. All new development is required to incorporate stormwater best management practices and techniques, and provide design features into the site plans in accordance with the criteria set forth in the Florida Administrative Code.

Development on LBK has occurred predominantly within the last 40 years. Drainage facilities constructed prior to 1972 were designed to provide for minor flood protection only. Specific information on drainage design standards was not required. Development since 1972 has been required to comply with the Town's development standards that specify a drainage design for an appropriate 10-year storm event. Development occurring since 1982 has been required to comply with FDEP and Southwest Florida Water Management District (SWFWMD) rules and regulations, and obtain an Environmental Resource Permit. However, most drainage facilities on LBK can be influenced by tides and, therefore, the performance of a specific drainage feature is subject to tidal variations in the bay.

The Town participates and assists in funding the SBEP that conducts public outreach and education programs to reduce the environmental impacts and effects of stormwater in the surrounding waters of LBK.

d. Sewer

The Town provides mandatory wastewater service within its service area, coinciding with its geographical boundaries, but not including Jewfish and Sister Keys. The Town's sanitary sewer system is owned and maintained by the Town and is a collection system only, with no treatment facilities. The Town has an agreement with Manatee County to pump the Town's wastewater to the County to be treated by the Manatee County Utilities System.

The Town's wastewater system was installed in the mid-1970's and consists of 40 miles of sewer lines, approximately 550 manholes, and 47 lift stations, including a central pumping station located on Gulf Bay Road. Except for development on Jewfish Key, there are no active septic tanks within the

geographical boundaries of the Town. Jewfish Key is limited to 13 platted single-family lots.

The Town maintains a 20-inch subaqueous sewer line to Manatee County. Analysis indicates that this line can easily accommodate the average daily and peak flows anticipated from the Town.

e. Reclaimed Water

The Town does not have a reclaimed water program at this time. The Town has previously investigated attempts to enter into a reclaimed water agreement with Sarasota and/or Manatee counties; however, those plans have not been deemed feasible. A few of the larger private properties do utilize their own reclaimed water for limited uses.

As populations grow in Sarasota and Manatee counties, additional pressure will be put on the aquifer. This could result in additional conservation measures to limit potable water consumption on the island.

6. Recreation

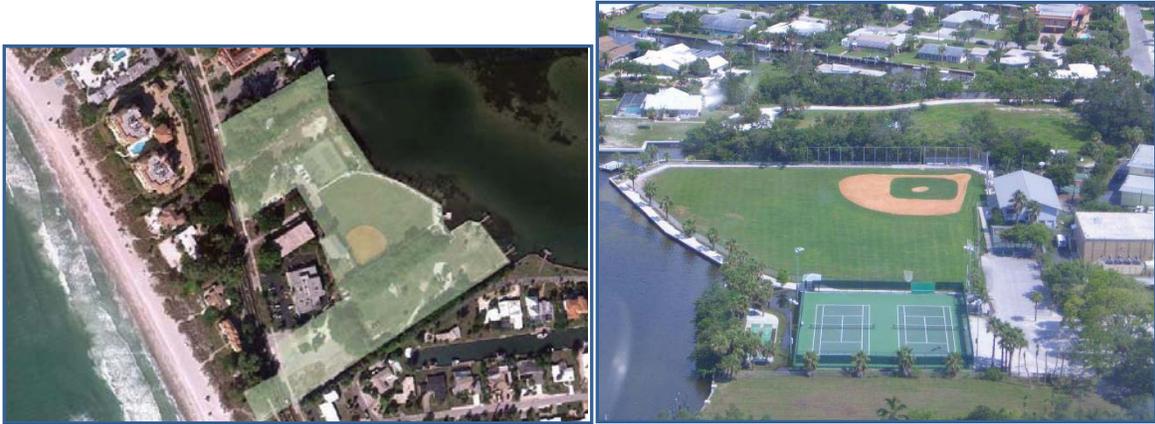
LBK has a total of approximately 659 acres or 25 percent of the total land area classified as open space/recreational land use, which includes Town-owned facilities, private golf courses, private tennis courts, and other privately-owned open space and/or recreational uses. The majority of active recreational facilities on the island are provided by private entities.

a. Town-Owned Recreational Facilities

The Town has seven (7) recreation areas comprising approximately 98 acres: Bayfront Park Recreation Center, Longboat Key Tennis Center, Bicentennial Park, Joan M. Durante Park, Quick Point Nature Preserve, and Manatee County’s beach park, Greer Island Beach Park.

Recreational properties and amenities owned by the Town are detailed below.

Bayfront Park: Bayfront Park is located approximately mid-key and provides access to both the beach and Sarasota Bay. Amenities at the approximately 8.6 acre waterfront park include a 1,350 square foot activity room, basketball court, shuffleboard courts, picnic tables, playgrounds, a multi-purpose ball field for soccer and softball, and tennis courts.



Bayfront Park

For several decades, Bayfront Park has been the center of a debate regarding construction of a proposed community center and expansion of recreational activities at the park. Currently, there are no facilities on LBK where large community gatherings can be held, other than meeting and event space available on a fee basis through a couple of tourism facility venues. Some residents extol the benefits of having a place where the community can gather for events, exercise and hobby classes can be held and residents and visitors would have an additional resource for activities. Opponents disagree with the need for a community center, since most of the condominium associations, which include the majority of the residential units on the island, have their own activities and meeting facilities.

In addition to providing a place for large community and civic meetings, other uses that have been proposed for a community center include: small theater and musical performances; art classes, exercise classes, fitness equipment room, indoor basketball court, games, outreach group meetings, lectures and educational classes, demonstrations (garden club, etc.), special exhibits (art, history, etc.), and anniversary and wedding celebrations.

Bayfront Park has long been thought by proponents to be the best location for a community center. However, the debate over whether to build a center continues. Below is a brief history of the community center issue.

- 1980's: The current building located on Bayfront Park was actually the clubhouse of the Far Horizons Resort. In 1984, the building was donated and moved to its current location. At the time, the park and building were privately owned and operated by a group of citizen volunteers called the LBK Community Center, Inc. The building envelope is 2,135 square feet with approximately 1,350 square feet of usable space on the second floor. There is ancillary space for an office, small kitchen and restrooms.



Existing Community Center – Bayfront Park

- March 1994: LBK Community Center donated the property and building to the Town. From that point, the Town has operated the facility. It is now called the Bayfront Park Recreation Center.
- May 2003: The Town Commission creates the Community Center Advisory Committee (CCAC) and appoints citizens to advise the Commission on future plans and wishes of the community for a new facility.
- October 2003: Town selects Lisa Wannemacher Architects to work with CCAC on facility programming and concept design.
- January 2004: Town Commission approves a Referendum not to exceed \$6,410,000.00, to build a new community center.
- March 2004: Bond Referendum fails to gain voter support (32.4% In Favor, 67.6% Opposed).
- March 2007: Using funds from the Neighborhood Parkland Acquisition Program, Sarasota County Government purchases 3.88 acres of adjacent land to the south, known as the Albritton Property.
- Feb. 2008: Memorandum of Understanding signed between Sarasota County and LBK.
- Feb. /March 2009: Sarasota County and LBK hold Public Meetings to develop Concept Plan for new Community Center.
- Summer 2009: Sarasota County and LBK Commissions approve Concept Plan.
- May 2011: Town Commission authorized staff to develop a new conceptual site plan combining the 2003 and the 2009 concept plans.

- October 2011: Wannemacher/Jensen Architects is selected by the Town to update the previously approved concept plans.
- November 2011: The Town purchases 0.71 acres of property north and adjacent to Bayfront Park (4110 GMD).
- 2012: Discussions regarding new center were put on hold and have no activity is currently taking place.



Conceptual Plans – Bayfront Park

Beaches and Beach Access: When residents and visitors talk about LBK, one of the first things they often mention is the beach. It is arguably the Key’s biggest and best asset. The residents and Town understand the importance of preserving this asset for the benefit of not only the current generation, but for future generations as well.



Longboat Key's beach

LBK’s beaches serve as nesting sites for threatened and endangered species, including sea turtles and terns. In an effort to keep LBK’s beaches relatively

peaceful for both visitors and residents, as well as safe for the native wildlife, LBK has addressed the following issues:

- A debate has been waged for years on the island regarding LBK’s prohibition of dogs on the beaches, but the only animal life allowed on LBK’s beaches, besides humans, is of the native bird and sea turtle variety. Opposition to the policy continues to arise periodically.
- Alcohol is prohibited on LBK’s public beaches, a policy which sometimes comes as a surprise to visiting tourists. Several other public beaches on neighboring islands have also adopted this regulation.
- Motorized vehicles can pose a hazard to sea turtle and bird nests and are prohibited on LBK’s beaches. Likewise, personal watercraft, such as jet skis, are not allowed to be launched from the beach.



Shorebirds

The Town has 12 public beach access points, most with limited parking. The public beach accesses are available to residents and visitors and do not require a permit for parking. Public beaches are open daily from 5:00 AM to 9:00 PM.



Beach Access

Bay Access: The Town has 18 public bay access points; however, some of these access points are not currently available due to overgrowth and other issues. The most popular bay access is the boat ramp at the end of Linley Street in the Village on the north end of the island, which is also the Town’s only public boat ramp. This ramp has recently undergone improvements to provide for easier launching. Parking is extremely limited at the boat ramp. The majority of users

are Village residents, who typically launch their boat and then drive the trailer back to their nearby property.



Kayak Launch (Left) and Public Boat Ramp (Right)

Bicentennial Park: Located adjacent to Town Hall, this one-acre park is a restful, partly sunny/partly shady garden spot just off the bike path on the corner of GMD and Bay Isles Road.

The park was first established through the efforts of the Town’s Bicentennial of the Constitution Committee in cooperation with Arvida Corporation and was dedicated July 4, 1976. In 1978, the property was deeded to the Town by Arvida for open space credit. The native setting of the park has been enhanced with low-maintenance shrubs, plants, and trees and has been designated by the State as a Florida Model Garden.



Bicentennial Park

Joan M. Durante Park: The 32-acre site is located on Sarasota Bay, two (2) miles from the north end of the island. It is the result of a private/public partnership to enhance and restore the property to a viable wetland and coastal hammock forest. When the Town acquired the land in the 1980’s, the property had been overgrown with invasive exotic vegetation. In 1994, the Town was offered a private donation of \$750,000 by James Durante for the purpose of developing a park and restoring the property in honor of his late wife.

Invasive exotic vegetation was removed and great care was taken to protect the native vegetation and desirable trees on the site, such as Live Oaks, Red Cedar, Sabal Palms, Banyan, Mango, Green Buttonwood, Mahoe and Mangroves.



Joan M. Durante Park

Longboat Key Public Tennis Center: Located near Publix and the Town Hall complex, the Tennis Center is an approximately 3.75 acre public facility with 10 soft clay courts, a specialized teaching court, daily-organized events, training professionals, and a service to arrange tennis matches. Fees are charged for passes to the facility and available clinics.

The Tennis Center has been the host for the U.S. Tennis Association (USTA) sanctioned National Category 2 Senior Clay Court Championships since 2006, attracting world class players from across the country. The facility has also received the USTA Outstanding facility of the Year Award.

The Tennis Center maintains between 410 – 425 annual users who purchase annual passes for the ability to utilize the courts year-round. In addition, over 2,000 other players utilize the courts throughout the year. The Tennis center also has more teams and leagues than any other tennis facility, public or private, in the surrounding counties. These leagues bring over 1,500 visiting team players to the facility each year. The Tennis Center is also host to three (3) major tournaments each year, which attract several hundred players each from around the state and nation, as well as their families, guests, and spectators.



LBK Tennis Center (Right Photo: Courtesy of LBK News)

Quick Point Nature Preserve: Located on the southeast end of LBK, the nature preserve consists of 34 acres of healthy wetlands, mangroves, lagoons and upland habitat and provides a number of essential benefits to Sarasota Bay. Over the past 50 years, development has caused a decline in the quantity and quality of Sarasota Bay’s wetlands. The public acquisition and restoration of Quick Point is a shining example of what can be done to protect and re-establish this unique and vital habitat. Extensive trails and boardwalks allow visitors to enjoy scenic vistas and an up-close look at the natural beauty of the island.

A pristine mangrove lagoon was present 100 years ago and still serves today as a serene natural setting of mangroves for utilization by shore birds and human enjoyment. The natural lagoon area also serves as vital habitat for juvenile fish and crabs.

A man-made tidal lagoon was excavated to different elevations and depths to attract different kinds of animals and visitors might see whelks, conchs, juvenile crabs and many kinds of small fish, including mullet, and black drum. Wading birds can often be seen, including Snowy Egret, White Ibis, Herring Gull, Great Blue Heron, Great American Egret, and Osprey.

During the 1950’s and 1960’s, extensive ditching of the mangroves occurred for mosquito control purposes. Today we know the beauty, wildlife value, erosion protection, and importance in estuary ecology make mangroves an important natural resource, which all Floridians should strive to protect.

The preserve is open year round, parking is available onsite, and there is no admission fee.



Quick Point Nature Preserve

Overlook Park: Located on the southern tip of the island, the park is owned by the FDOT and maintained by the Town. The park provides parking for and access to the Quick Point Nature Preserve by the wooden walkway under the New Pass Bridge. The park is a popular spot for local anglers and for boat watching as boats pass through New Pass.



Overlook Park

b. Other Recreational and Cultural Opportunities

Although many of the recreational facilities on the island are only available to members and resort guests, there are other recreational and cultural activities that residents and visitors can enjoy, including:

- (1) Longboat Key Center for the Arts: The Center is located on the north end of the Island in the Village area. It originated in the 1950's, but has been part of the Ringling College of Art and Design since 2007, and offers art classes and exhibits. However, the number and variety of classes offered have actually declined since Ringling College assumed control.



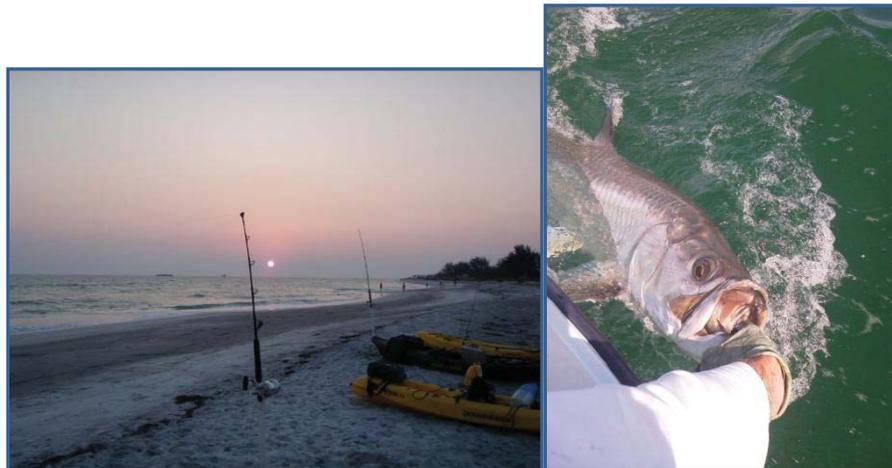
Longboat Key Center for the Arts

- (2) Longboat Key Education Center: Located in the Centre Shops, the Education Center is an adult enrichment center offering programming from mid-October to Mid-April. Activities include art classes and exhibits, workshops, lectures, day-trips, and yoga classes.



Longboat Key Education Center

- (3) Fishing: LBK is surrounded by grass flats, making it an excellent location for sport fishing. Fishing can be enjoyed from the beach or by boat. Numerous private fishing charters operate in the area for flats and offshore fishing as well.



Fishing on and around Longboat Key

- (4) Boating: Boating has been a crucial element of LBK’s character since the beginning of its recorded history. In the 1500’s, Calusa and Timucuan Indians used dugout canoes to reach the island to hunt for shellfish and turtles. Hernando Desoto, a Spanish explorer and conquistador, is said to have visited the key in his ‘longboat” in 1539 as he went through the northern pass between LBK and Anna Maria Island.

A visit to LBK will quickly confirm that boating is still a vital part of life to residents and visitors. Boats can be seen docked behind homes, moored in marinas, parked in driveways and yards, and cruising the

Gulf and bay waters. Many LBK residents have boats stored or utilize private dockage or lifts.

Although beloved by most, the presence of so many boats is not without controversy at times. Issues have arisen in some neighborhoods with boats being parked in front driveways for long periods, particularly if they are stored there while owners are out of state for months at a time. Some have suggested that boats be kept in rear or side yards and screened from view of the street. While this might be a solution for some neighborhoods, residents in other neighborhoods, particularly on the north end of the island where fishing has played such a vital role in the history of the area, would like to maintain the flexibility to park boats in front yards. Developing a solution that is equitable for all is a challenge the Town is/has been actively pursuing. An ordinance has been recommended to the Town Commission for approval by the Planning and Zoning Board, which would restrict the placement of boats and trailers in front yard areas.

A public boat ramp is available on the north end of the island, but it is primarily utilized by residents of the Village since there is very limited parking available. Public boat ramps with ample parking are located off-island, just across the Longboat Pass Bridge and the New Pass Bridge. A privately owned dry-storage facility is located on the south end of LBK.



Boats in New Pass (Left); Longboat Key Club Marina (Right)

- (5) Kayaking: Kayaking is a popular water sport in the waters around LBK. The water on the bay side of the island is usually very calm and the Gulf side has little surf, making for favorable conditions for kayakers. There are several places to launch kayaks on the island; however, parking is limited at most locations.



Kayak Launch

7. Hazards

a. Hurricanes

LBK is particularly vulnerable to hurricanes. While the island has not had a direct hit by a hurricane in many years, even a non-direct path can cause widespread damage. The low elevation of the island substantially increases the risk of flooding and each storm has the potential to cause millions of dollars in damage.

The risk of hurricanes affects numerous decisions made by Town officials, including land use planning, emergency preparedness planning, economic recovery, infrastructure needs assessments, beach replenishment, and others.

While LBK has been within the path of past hurricanes, they have typically been many years apart and the island has not experienced the devastation other communities have suffered. The lack of severe impacts on the island has the potential to create complacency among residents and property owners and steps are taken each year to encourage preparedness in the event a storm does occur. Since many of LBK's existing structures were built at ground level and do not meet Federal Emergency Management Agency (FEMA) regulations, they are particularly vulnerable in the event of flooding.

A history of some of the more notable storms to impact LBK are listed below.

- (1) Hurricane of 1848: Cut a path across the barrier islands and forged a new pass, which separated present-day LBK from Lido Key.
- (2) Hurricane of 1921: Inundated the island with saltwater.
- (3) Hurricane of 1944: Toppled trees, knocked out electricity, and disabled phone service on the island.
- (4) Hurricane Agnes, 1972: At least 25 homes were destroyed and numerous motels received major damage.
- (5) Hurricane Elena, 1985: Damages on the island were estimated at \$5 million.
- (6) Hurricane Season 2004: Downed power lines and sand loss.
- (7) Hurricane Season 2005: Minor damage and flooding.
- (8) Tropical Storm Debby, 2012: Power outages and flooding.

b. Sea Level Rise

Though scientists differ on the amount of sea level change that can be expected over the next few decades, one thing is certain: sea level is rising. National Oceanic and Atmospheric Administration (NOAA) tide gauges in Key West confirm that sea level has risen there by nine inches in the last 100 years.

During extreme high tides, saltwater can back up through LBK storm water drains that flow to Sarasota Bay, causing streets in low-lying areas to flood.



The Village: Water in street during high tide

Conservative estimates predict a moderate increase of three to six inches in sea level rise for South Florida by 2030, with 18 to 40 inches by 2100. Other scientists feel these estimates are far too low, with the potential for much of South Florida and all of the barrier islands to be inundated. With the highest elevation on the island at approximately 11 feet above sea level and much of the island being only three (3) feet above sea level, any amount of rise has the potential for devastating consequences, including the following.

- Storm surges could be higher, which could inundate the island and increase damage to structures.
- Drainage systems could be rendered useless from increased rainfall, especially with higher tides.
- Beach erosion may worsen and structures built along the water’s edge could become more vulnerable.
- Vital infrastructure, such as roads, may need to be elevated or relocated.
- Saltwater intrusion into fresh water supplies may worsen, making potable water more difficult and costly to obtain.

LBK residents and Town officials are understandably concerned about the potential impacts of sea level rise on the island. Addressing those concerns, however, will likely be a complicated, costly and lengthy process with no easy solutions.

c. Inlet Management

The Town and Manatee County developed an Inlet Management Plan in 2011 to address maintenance and erosion issues in the area of Longboat Pass. The Pass is a natural inlet that separates the barrier islands of Anna Maria Island to the north from LBK and connects Sarasota Bay and the Gulf of Mexico. Longboat Pass is the southernmost inlet within Manatee County, approximately seven (7) miles south of Tampa Bay Entrance and 10 miles north of New Pass. The inlet is bridged by GMD, which connects Anna Maria Island and LBK. On both Anna Maria Island and LBK, the shorelines adjacent to Longboat Pass are classified by the FDEP as critically eroded.

The management plan recommendations included the following elements and permitting is underway:

- An extension of the existing terminal groin on the south end of Anna Maria Island.

- Construction of a terminal groin on the north end of LBK, plus two (2) permeable adjustable groins near the 360 North Condominium and the public beach access at the end of North Shore Road.
- Dredging of the 1977 Authorized Channel and placement of the spoil material on the south end of Anna Maria Island and the north end of LBK.
- Dredging of a portion of the Gulf Intracoastal Waterway.

The recommended structures on the north end of the island are not without controversy. Challenges to the permitting process were raised with the state; however, the State recently ruled in favor of the Town.

d. Beach Erosion

The appeal of LBK for most residents and tourists is, arguably, the island’s beaches. There is an expectation that LBK’s beaches will be maintained as wide stretches of clean white sand. LBK’s tourism industry depends on the beaches to draw visitors and many of LBK’s residents live on the island for the enjoyment of the beach. In addition to contributing to LBK’s tourism and quality of life, the beach provides protection of upland structures during storm surges. The beach and dune system act as a buffer, absorbing the impact of the waves and preventing erosion of upland areas.

LBK is often referred to as a barrier island, but it is also considered a key, a word derived from the Spanish word “cayo,” or small island. Keys tend to be more influenced by storm surges than larger islands. Small keys can completely disappear during a hurricane and it is not uncommon for over-wash to breach narrower sections of larger keys. LBK has experienced this in the past, when storm surges from the Gulf of Mexico overflowed and merged with Sarasota Bay. Prior to 1921, agriculture was a thriving business on the Key, with farmers growing vegetables and lime, avocado, and guava trees. During a hurricane in October 1921, storm surge swept across the low-lying Key. The saltwater inundation killed the trees and crops, ending the agricultural business on the Key.



Erosion Near Longboat Pass

Hurricanes can also have a greater impact on keys than on islands. At one time, LBK was connected to Lido Key to the south. In 1848, a hurricane cut a path through the sand and created a new pass. The name stuck and the channel between LBK and Lido Key is officially known as New Pass.

Due to their small size and geologic composition, keys also tend to experience more erosion from normal tidal action, which is compounded with each storm event. Barrier keys are primarily, if not entirely, composed of sand, which settled on top of old coral reefs. This sand is always in motion, either accumulating or eroding. An example of this process can be seen on the north end of LBK, where erosion processes are constantly reshaping the island.



Longboat Pass, 1941
 Photographer: Gordon Whitney;
 Manatee County Public Library
 Historic Photograph Collection

Longboat Pass, Modern Day

For structures that may have been built too close to the water’s edge, the constantly shifting sands can result in the need for construction of seawalls and groins, recurring beach nourishment or, in the most extreme cases, abandonment of property. The Town has performed numerous beach nourishment projects in the past in an effort to maintain LBK’s beaches.

In order to provide a funding source for the millions of dollars typically required for each beach nourishment project, two (2) Special Districts were established, as described below.

- (1) Erosion Control District A: This District consists of all residential properties seaward of Gulf of Mexico Drive, as well as all commercial properties on the island. District A property owners pay for 80 percent of the annual millage amount for debt service on beach nourishment bonds.
- (2) Erosion Control District B: This District includes all properties on the island not included in District A. Property owners in this District pay for 20 percent of the annual millage amount for debt service on beach nourishment bonds.

The Town voters approved a referendum question in the March 2011 election approving a \$16,000,000 bond issue to place erosion control structures and sand at the north end of the island, as well as certain areas of concern, or “hotspots.” The Town is currently in the permitting phase for the northern structures, which consists of two (2) groins and one (1) terminal jetty.

The Town also recently received bids for nourishment along certain sections of the beach. However, recent excessive increases in costs for beach nourishment have forced the Town to reconsider future nourishment projects. The Town has engaged a firm to evaluate and reformulate the beach management and beach nourishment plans.

While the Town’s Land Development Code (LDC) does contain provision that prohibit construction of structures too close to the water’s edge, those provisions have not always been in place. Several private properties on the island were developed with structures very close to the beach, making them especially vulnerable to erosion. These properties have required multiple beach nourishment projects in order to prevent loss of property.



Before beach nourishment (Left); After beach nourishment (Right)

Seawalls and groins have also been constructed on a few properties. While these structures help to protect the private property, the coastal structures exacerbate erosion down-shore by preventing the natural southern migration of sand. This requires more frequent nourishment projects down-shore of these structures.



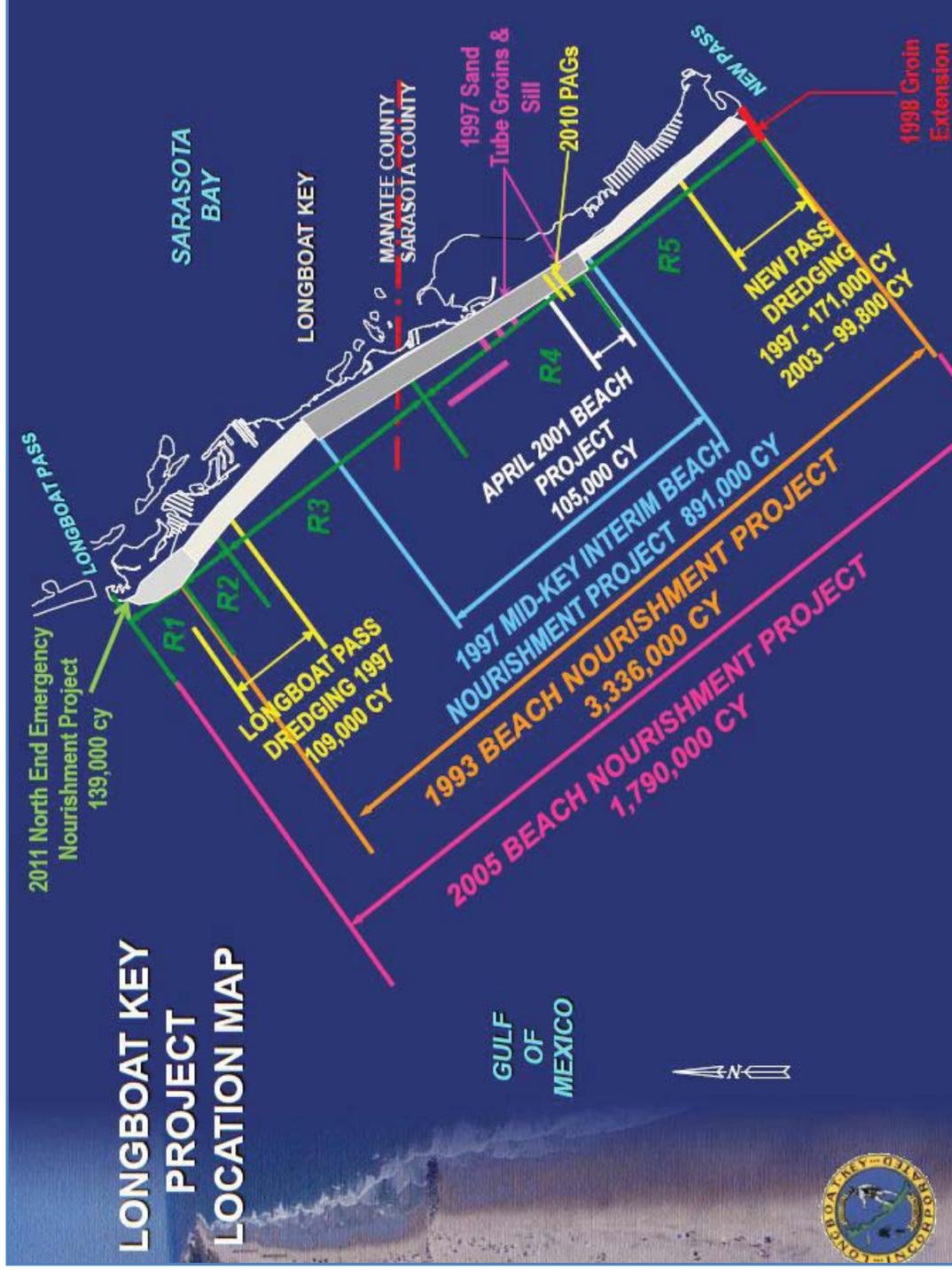
Seawall (Left); Groins (Right)

Table 2 provides information relating to costs associated with major beach projects that the Town has performed since 1993. Graphic 5 illustrates the locations of these projects.

Major Beach Projects		
	Cubic Yards of Sand	Construction Cost*
1993 Nourishment	3,336,000	\$12,701,144
1993 and 2003 New Pass Dredging	270,800	\$1,040,546
1997 Mid-Key Interim Nourishment	891,000	\$7,393,240
1997 Longboat Pass Dredging	109,000	XXX
1997 Sand Tube Groins	XXX	XXX
1998 Groin Extension	--	XXX
2001 Nourishment	105,300	\$800,000
2005/06 Nourishment	1,790,000	\$21,855,157
2010 Permeable Adjustable Groins	--	\$1,000,000
2011 North End Interim Nourishment	140,000	\$4,221,000

*Costs are for construction only and do not include “soft” costs (e.g. sand search permitting, etc.)

Table 2: Major Beach Projects



Graphic 5: Beach Project Location Map

B. Economics

1. Employment Types and Trends

Hospitality and other tourism-related services, retail/food services and municipal government are the major sources of employment on LBK.

Seasonal employment is common on LBK due to the influx of seasonal residents and visitors during the winter months. The length of the typical “season,” when most visitors and seasonal residents visit, has historically lasted from approximately November through April. During the recession, “season” gradually shrunk to only about four (4) months. However, weather patterns in northern states can influence the length of each season, with part-time residents sometimes staying longer if northern states continue to experience colder temperatures during early spring. This was the case during Spring 2013, when northern states experienced record cold temperatures and extended snow. Many part-time residents delayed their departure from the area, which resulted in one of the best tourist seasons in recent years. This prompted many employers to retain seasonal employees longer than in years past.

The seasonal influx of visitors and part-time residents creates challenges for many retail and commercial businesses that typically depend on a year-round client base to be financially sustainable. Since there are few attractions to draw people from the mainland, businesses must rely almost exclusively on LBK residents and visitors.

Cost of living on the island is a consideration for many employers and employees on LBK. Most people who work for businesses on the island are unable to afford housing on LBK and are forced to live off-island. This creates longer commute times and increased transportation expenses, particularly during the tourist season when routes on and off the island are heavily trafficked. This often requires LBK’s employers to pay higher wages than similar employers on the mainland in order to attract workers.

Contractors and maintenance crews make up the majority of commuters who travel to the island on a daily basis. Most of these workers are employed by companies with offices on the mainland.

2. Major Employers

The major employers on LBK include the Longboat Key Club, the Hilton Resort, Publix Supermarket, and the Town. According to the U.S. Census, there are a total of 224 business establishments and 2,287 total employees. The Census Bureau describes these as businesses with a single physical location at which business, services, or industrial operations are conducted.

Major Employers and Number of Employees			
	Full-Time	Part-Time	Seasonal
Longboat Key Club	400	50	75
Hilton Resort	50	10	12
Publix	Approximately 200, including full- and part-time		
Town of Longboat Key	119	4	16

Table 3: Major Employers and Number of Employees

A major expansion is planned for The Hilton Resort. The resort is scheduled for closure during construction. Upon reopening, they anticipate hiring an additional 20 full-time employees.

3. Employment

The majority of LBK’s residents, both permanent and seasonal, are affluent retirees.

Employment Status by Percentage of Population		
	2000*	2010^
In Labor Force	26.4	25.5
• Employed	26.2	24.1
• Unemployed	0.2	1.4
Not in Labor Force	73.6	74.5
*Source: 2000 U.S. Census		
^Source: U.S. Census Bureau, 2007-2011 American Community Survey		

Table 4: Employment Status by Percentage of Population

4. Income Data

Median Income		
	2000*	2010^
Median Household Income	\$90,251	\$100,076
Median Family Income	\$107,983	\$125,583
Median Per Capita Income	\$80,963	\$95,088
*Source: 2000 U.S. Census		
^Source: U.S. Census Bureau, 2007-2011 American Community Survey		

Table 5: Median Income

Income and Benefits (In 2011 Inflation-Adjusted Dollars) by Percentage of Population		
Income Amount	2000*	2010^
Less Than \$49,999	29.5	31.4
\$50,000 to \$74,999	13.5	7.4
\$75,000 to \$99,999	11.2	11.2
\$100,000 to \$149,000	18.7	18.2
\$150,000 to \$199,000	6.8	9.3
\$200,000 or More	20.3	22.5
*Source: 2000 U.S. Census		
^Source: U.S. Census Bureau, 2007-2011 American Community Survey		

Table 6: Income and Benefits by Percentage of Population

C. Demographics

1. Overview of Population Trends

The population of the Town of Longboat Key increased steadily in the latter part of the 20th century, but slowed beginning in 2000 and has declined by approximately eight (8) percent.

While there are no certainties as to the cause of the decline since 2000, it can be speculated that rising property taxes and significantly increased property insurance costs have played a role in the decline. Also, national economic conditions may have led some people to delay retirement, thus reducing the number of people who might have moved to the island on a permanent basis.

Past growth stemmed from the migration of new residents and was not attributable to natural increase. Most of the new residents are retired persons, who tend to be affluent and are generally from the northeast and Midwest areas of the United States and who often are first introduced to the island as tourists.

LBK is a popular seasonal destination for both visitors and part-time residents from both the United States and other countries. During the winter months, when the climate in Florida is mild, the population on LBK can increase to approximately 18,000 to 24,000. However, the majority of the seasonal residents are only on the island for a few weeks to a few months, at most.

2. Population, Distribution and Age

Population and Median Age			
	2000*	2010^	2013+
Total Population	7,603	6,888	6,884
Under 25 Years of Age	268	273	--
25 to 34 Years of Age		75	--
35 to 44 Years of Age	329	137	--
45 to 54 Years of Age	796	443	--
55 to 59 Years of Age	707	462	--
60 to 64 Years of Age	962	860	--
65 to 74 Years of Age	2,359	2,275	--
75 to 84 Years of Age	1,687	1,795	--
85 and Over	389	568	--
Median Age	67.9	70.4	--
*Source: 2000 U.S. Census			
^Source: 2010 U.S. Census			
+Source: 2013 State of Florida Population Estimates			

Table 7: Population and Median Age

Age by Percentage of Population		
	2000*	2010^
Under 25 Years of Age	3.5%	4.0%
25 to 34 Years of Age	1.4	1.1
35 to 44 Years of Age	4.3	2.0
45 to 54 Years of Age	10.5	6.4
55 to 59 Years of Age	9.3	6.7
60 to 64 Years of Age	12.7	12.5
65 to 74 Years of Age	31.0	33.0
75 to 84 Years of Age	22.2	26.1
85 and Over	5.1	8.2
*Source: 2000 U.S. Census		
^Source: 2010 U.S. Census		

Table 8: Age by Percentage of Population

Race by Percentage of Population	
	% of Population
White	98.4
Black or African American	0.2
American Indian or Alaska native	0.1
Asian	0.7
Other Races or Two or More Races	0.6
Source: U.S. Census Bureau, 2007-2011 American Community Survey	

Table 9: Race by Percentage of Population

Gender by Percentage of Population		
	2000*	2010^
Male	46.5	46.3
Female	53.5	53.7
*Source: 2000 U.S. Census		
^Source: 2010 U.S. Census		

TABLE 10: Gender by Percentage of Population

3. Households

Households by Type as Percentage of Households		
	2000*	2010^
Family Households (With or Without Children)	66.5	65.4
Non-Family Households	33.5	34.6
*Source: 2000 U.S. Census		
^Source: 2010 U.S. Census		

Table 11: Households by Type as Percentage of Households

4. Education

LBK is served by the Manatee and Sarasota public school districts. There are no public or private school facilities located on the island.

Educational Attainment by Percentage of Population	
Level of Education	% of Population
No High School Diploma	1.5
High School Graduate (Or Equivalent)	14.3
Some College, No Degree	17.6
Associate’s Degree	6.3
Bachelor’s Degree	34.2
Graduate or Professional Degree	26.2
Source: U.S. Census Bureau, 2007-2011 American Community Survey	

Table 12: Educational Attainment by Percentage of Population

Educational Attainment by Age	
Age of Population	% of Population
Population 25 to 35 Years	
• High School Graduate or Higher	100.0
• Bachelor’s Degree or Higher	72.9
Population 35 to 44 Years	
• High School Graduate or Higher	100.0
• Bachelor’s Degree or Higher	59.5
Population 45 to 65 Years	
• High School Graduate or Higher	100.0
• Bachelor’s Degree or Higher	72.3
Population 65 Years and Over	
• High School Graduate or Higher	97.5
• Bachelor’s Degree or Higher	61.0
Source: U.S. Census Bureau, 2007-2011 American Community Survey	

Table 13: Educational Attainment by Age

5. Special Considerations

a. Aging Population

Both the median age and the percentage of LBK’s elderly population have increased since 2000. The percentage of the population aged 65 years and older increased by a total of 9 (nine) percent, with the largest increase occurring in the 75- to 84-year old age group. At the same time, the overall percentage of the population aged 25 to 64 years dropped 9.5 percent, with the largest decrease being in the 45- to 54-year old age bracket.

According to the Florida Conference on Aging, Florida can expect its resident population aged 65 and older to increase by 88 percent by 2030. The popularity of LBK as a retirement and part-time resident community has been a consistent trend over the last few decades and does not appear to be waning, which would seem to indicate that LBK will continue to be impacted by the anticipated growth of Florida’s aging population.

While affluent elderly persons play a significant role in the housing market on LBK, the specialized services that are associated with an elderly population are few. There are no assisted-living facilities or senior-care facilities on LBK, forcing some residents to relocate off-island once that level of care becomes necessary. The concern with placing such a facility on the island lies mainly with emergency evacuation procedures and potential for damage and lengthy facility closures in the event of a hurricane. Available healthcare is also an issue due to limited availability of physician services on the island. All hospital facilities are located on

the mainland, with numerous quality hospital facilities available in Sarasota County, Manatee County, Hillsborough County, and Pinellas County.

Even as the population ages, increasing life spans mean that more seniors are staying active longer. Providing the services often needed by an aging population, combined with the amenities necessary to maintain active lifestyles, will become increasingly important.

b. Regional Education

There are no public or private schools located on LBK. For school-aged children attending public schools, those in the Sarasota County portion of the island travel to the mainland to attend Sarasota County public schools, while those in the Manatee County portion attend Manatee County public schools. There are also numerous private school options available in both Sarasota and Manatee counties.

One private school facility that has garnered considerable attention is the IMG Academy in Bradenton. This private, sports-oriented, 560-acre facility is designed as a Pre-K through 12th Grade athletic and academic boarding school. The campus includes training facilities for youth, high school, collegiate, and professional athletes. The facility and its programs currently attract over 30,000 athletes from over 100 different countries each year. Sports programs include golf, tennis, baseball, basketball, football, lacrosse, soccer, track and field, and cross-country.

There are multiple two- and four-year colleges available in the Manatee and Sarasota county areas. Some of these include the Ringling College of Art and Design, University of South Florida Sarasota – Manatee, New College of Florida, and State College of Florida. There are also numerous technical and professional development schools located within the area.

D. Housing Market

1. Town Market Conditions and Trends

Similar to many areas in Florida, LBK experienced a significant increase in property values prior to 2007, followed by a sharp decline over the last few years. Current reports indicate that 2014 should be the first year that assessed values for property values will reflect an increase since 2008. While it has been generally assumed that the decline in property values has resulted from the national economic downturn, questions have been raised as to whether other factors have contributed to the fall. A full understanding of potential contributors could allow recognition of future warning signs and provide guidance as to whether steps could be taken to avoid or reduce impacts from a future similar occurrence.

Assessed Valuation of Property		
Fiscal Year	Value	%Change
2004	\$4,618,875,625	14.7
2005	\$5,014,504,388	8.6
2006	\$5,695,624,611	13.6
2007	\$6,555,048,538	15.1
2008	\$6,606,809,366	0.8
2009	\$5,954,878,099	-9.9
2010	\$5,350,393,405	-10.2
2011	\$4,852,822,595	-9.3
2012	\$4,649,918,531	-4.2
2013	\$4,577,586,191	-1.6
2014	\$4,676,462,420	2.2

Source: LBK Preliminary Budget Report Fiscal Year 2013-14

Table 14: Assessed Valuation of Property

LBK has experienced a decline in the number of properties available below \$500,000. However, there has been a sharp increase in high-end properties available in excess of \$500,000. The demand for new upscale housing on the island, as well as the cost of those properties, appears to be on the upswing. A newly-constructed, single-family beachfront home recently sold for \$6.8 million, which is the highest sale on the island in two (2) years. A recently renovated, luxury beachfront condominium penthouse also recently sold for \$6.75 million, believed to be a record-high sales price for a condominium in Sarasota County.

Housing Values as Percentage of Housing Stock		
Value of Units	2000*	2010^
\$0 to \$149,000	7.2%	3.8%
\$150,000 to \$199,999	8.4%	4.3%
\$200,000 to \$299,999	18.5%	4.8%
\$300,000 to \$499,999	30%	19.7%
\$500,000 to \$999,999	22%	36%
\$1,000,000 or more	13.8%	31.3%
*Source: 2000 U.S. Census		
^Source: 2010 U.S. Census		

Table 15: Housing Values as Percentage of Housing Stock

Mortgage Status as Percentage of Housing Stock	
With a Mortgage or Similar Debt	54.5
Without a Mortgage	45.5
Source: U.S. Census Bureau, 2007-2011 American Community Survey	

Table 16: Mortgage Status as Percentage of Housing Stock

Year Householder Moved Into Unit	
	% of Housing Stock
Moved in 2000 or Later	47.1
Moved in 1990 to 1999	35.5
Moved in 1980 to 1989	12.7
Moved in 1970 to 1979	4.2
Moved in 1969 or Earlier	0.3
Source: U.S. Census Bureau, 2007-2011 American Community Survey	

Table 17: Year Householder Moved into Unit

During 2012, according to the U.S. Census Bureau, the top interstate migration was from New York to Florida. New York lost almost 59,300 residents to Florida, more than any other state lost to another state. Migration of residents from Georgia to Florida also ranked in the top 10 interstate migration calculations, with Georgia losing over 38,600 residents to Florida.

Based on anecdotal evidence from local realtors, the states that most homebuyers on LBK migrate from include, in no particular order: New York, Ohio, Michigan, Pennsylvania, Illinois, New Jersey, and Connecticut. Canada and the United Kingdom seem to be the top international locations from which LBK homebuyers migrate.

2. Housing

Much of the housing supply on LBK is utilized as second, third, or even fourth homes. Currently, only 22 percent of LBK’s housing supply is registered for a Homestead Exemption through the Manatee and Sarasota County Property Appraiser offices. The Homestead Exemption is specifically for property that is utilized as a primary residence. On the Manatee County half of the island, approximately 28 percent of the housing supply has a Homestead Exemption, while on the Sarasota County end of the island only 19 percent of properties are Homesteaded. This reflects the large number of housing units on the island that are utilized only periodically as vacation homes.

HOUSING OCCUPANCY				
	2000*	%*	2010^	%^
Total Housing Units	8,834	100	8,814	100
Occupied Housing Units	4,280	48.4	3,883	41.1
Vacant Housing Units	4,554	51.6	4,931	55.9
<ul style="list-style-type: none"> Vacancy Due to Seasonal, Recreational, or Occasional Use 	4,197	47.5	4,397	49.9
*Source: 2000 U.S. Census				
^Source: 2010 U.S. Census				

Table 18: Housing Occupancy

Age of Housing	
Year Structure Built	% of Housing Stock
Built 2000 or Later	4.4
Built 1990 to 1999	23.5
Built 1980 to 1989	24.6
Built 1970 to 1979	33.9
Built 1969 or Earlier	13.6
Source: U.S. Census Bureau, 2007-2011 American Community Survey	

Table 19: Age of Housing

As the above table indicates, LBK’s housing stock is aging, with approximately 72 percent of the available housing more than 25 years old. Almost half of the island’s housing was built over 34 years ago.

The table below illustrates that the majority of the housing stock is comprised of multi-unit structures. This increases the difficulty of redeveloping and/or modernizing housing.

Number of Units in Structure	
	% of Housing Stock
1-unit, detached	23.1
1-unit, attached	5.0
2 units	2.6
3 or 4 units	2.6
5 to 9 units	9.6
10 to 19 units	9.5
20 or more units	44.0
Mobile Home	3.6
Source: U.S. Census Bureau, 2007-2011 American Community Survey	

Table 20: Number of Units in Structure

The table below indicates that the majority of housing units on LBK contain only two (2) bedrooms. This is a reflection of the popularity of LBK as a retirement community. Families in need of three (3) or more bedrooms may find the available housing supply limited, which could contribute to fewer families living on the island.

Number of Bedrooms as Percentage of Housing Stock	
1 Bedroom	4.9%
2 Bedrooms	63.5%
3 Bedrooms	26%
4 Bedrooms	3.7%
5 or More Bedrooms	1.4%
Source: 2010 U.S. Census	

Table 21: Number of Bedrooms as Percentage of Housing Stock

The table below indicates that the vast majority of LBK’s housing is owner-occupied; however, it should be noted that the majority of these housing units are only occupied on a seasonal basis, lasting anywhere from a few weeks to a few months per year. Town records indicate that 873 existing housing units are classified as “accommodations,” which can be rented on a nightly or longer basis. An additional 1,864 housing units are classified as “rental,” which can be rented on a short- or long-term basis.

Owner vs. Renter Occupancy by Percentage of Housing Stock		
	2000*	2010^
Owner	92.0	90.7
Renter	8.0	9.3
*Source: 2000 U.S. Census		
^Source: 2010 U.S. Census		

TABLE 22: Owner vs. Renter Occupancy

Ownership costs have increased dramatically over the last decade as compared to Sarasota and Manatee Counties, even for properties with no mortgage. This emphasizes the increased costs that residents on the island pay as compared with mainland homeowners, including much higher wind and flood insurance fees. Flood insurance rates have increased by 25 percent in the last year for homeowners whose homes on the island are considered their secondary residence, which is a majority of LBK’s residents. Wind insurance has also increased dramatically, despite the lack of severe storms in the area. One example of recent increases encountered by LBK property owners includes a 90-unit condominium complex, which received notification of a premium increase from \$49,000 per year to \$450,000 per year.

Median Monthly Ownership Costs		
	2000*	2010^
With a Mortgage		
• LBK	\$2,110	\$3,412
• Sarasota County	\$984	\$1,472
• Manatee County	\$1,002	\$1,525
Without a Mortgage		
• LBK	\$694	\$1,000+
• Sarasota County	\$344	\$496
• Manatee County	\$334	\$488
*Source: 2000 U.S. Census		
^Source: 2010 U.S. Census		

TABLE 23: Median Monthly Ownership Costs

Ownership Costs over 35% of Household Income (With Mortgage)	
LBK	48.9%
Sarasota County	38.0%
Manatee County	39.1%
Source: 2010 U.S. Census	

TABLE 24: Ownership Costs with Mortgage

Ownership Costs over 35% of Household Income (Without Mortgage)	
LBK	25.6%
Sarasota County	14.9%
Manatee County	17.3%
Source: 2010 U.S. Census	

TABLE 25: Ownership Costs without Mortgage

Rental costs have also increased dramatically on the island as compared with costs on the mainland, possibly a reflection of the small supply of units available for year-round rental and increased ownership costs for the units.

Median Monthly Rental Costs		
	2000*	2010^
LBK	\$978	\$1,815
Sarasota County	\$711	\$970
Manatee County	\$637	\$850
*Source: 2000 U.S. Census		
^Source: 2010 U.S. Census		

TABLE 26: Median Monthly Rental Costs

Longboat Key is an affluent community with no demand for subsidized housing development. None of the public housing authorities or local governments in the area operate any subsidized housing programs within the Town.

3. Future Residential Development

a. Luxury Condominium Development

For new construction, there are positive currents rippling through the real estate market on LBK. There are plans to build the island’s first new beachfront condominium complex in several years. The approved plans for the Infinity Condominiums specify 11 luxury condominiums in a five-story building, the maximum number of floors currently allowed to be constructed on LBK. Based on information received from the developer, the units would be priced in the range of \$2.8 million to \$4.95 million each.



Concept Illustration for Infinity Condominiums

The Town has also received plans for a luxury condominium development known as Villa Am Meer. Located on beachfront property, the parcel includes a house designed in the same time period and with many of the same features as the famed Ca’ d’Zan mansion in Sarasota, built in 1925 for John Ringling and now a museum. The Villa Am Meer plans include the preservation and restoration of the historic house, which will be used as a clubhouse amenity and manager’s quarters. The submitted plans propose construction of 16 condominiums, each with upwards of 3,800 square feet of living space.

Also underway is Triton Bend, a development consisting of 13 single-family lots ranging in size from approximately a quarter acre to half an acre. Homes in the mid-key development will have four (4) bedrooms, 4.5 baths, private pools, will be within walking distance to two (2) beach access points, and are anticipated to start at \$1.25 million.

Development of other beachfront properties is likely, provided the real estate market continues to stabilize. Retiring “baby boomers” may also drive demand for residential development on the island.

b. “McMansion” Trend

There has also been a trend over recent years to demolish older single-family homes and small multi-family structures in order to build one large single-family home. This is especially prevalent on beachfront parcels and single-family canal lots, where multi-story “McMansions” are replacing older single-story homes and small multi-family structures. Some streets, especially those with canal access, have developed a type of “split-personality,” with new “McMansions” dominating the lots closest to Sarasota Bay and smaller homes built in the 1960’s occupying the lots farther down the canals.

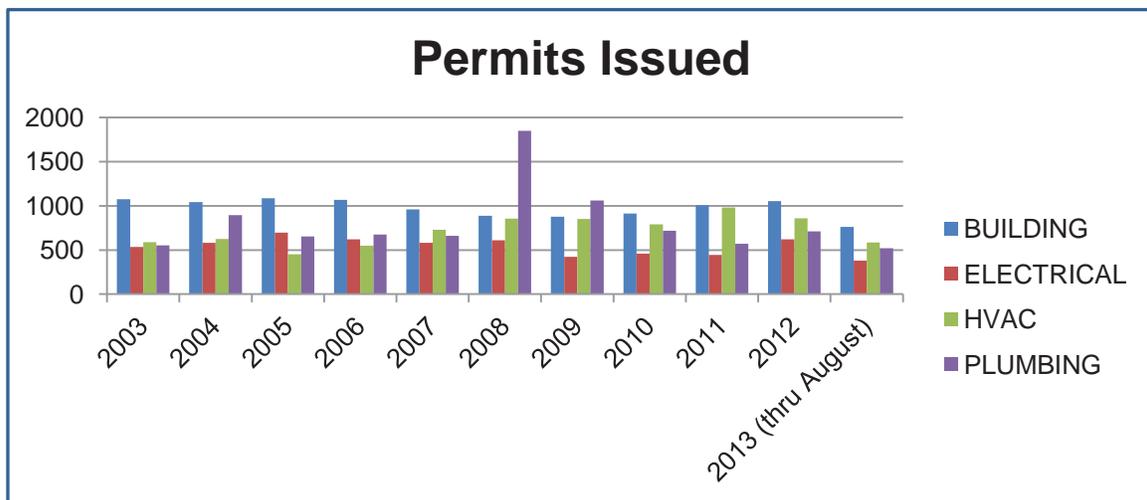


Canal Lots – “McMansions on Bay end; older homes on interior end

c. Permitting Trends

The availability of vacant land on the island is extremely limited and consists of smaller parcels. Based on recent trends and increasing costs of property ownership on the island, it is likely that LBK will continue to see older houses demolished and new, larger homes built in their place.

Since the island is essentially built-out, a majority of the permitting activity on LBK is a result of additions and remodeling projects on existing structures or tear-downs of older structures to make way for newer and larger homes. The chart below reflects a relatively stable trend in permitting activities over the last 10 years.



Graphic 6: Permits Issued

d. Floating Density

The Key Club and Bay Isles are part of the original Arvida Development, which occurred on the southern end of Longboat Key. These areas were developed as three (3) large Planned Unit Developments (PUDs). These PUDs have numerous site plans developed within each of the PUD’s. Currently, these developments are zoned in the Town’s Land Development Code as Mixed Use Community (MUC) -1, -2, and -3. MUC-1 was granted an overall density of 3.26 units to the acre. MUC-2 was granted 5.05 units to the acre. MUC-3 was granted 11.26 units to the acre.

Because these zoning districts are made up of many individual site plans, the actual total number of units developed in each of the MUC districts was less than the total number of units that was allowed as part of the original approvals. According to a study performed in 2002 by William R. Pomeroy at the request of the Town Attorney and included in Section XIII.E., there is potential to develop a certain number of units within MUC-1 and MUC-2. However, it should be noted that the conclusions reached in this report are not without controversy. The three (3) zoning classifications for the south end of Longboat Key are:

Mixed Use Community – Bay Isles (MUC-1). This category encompasses the Bay Isles community approved by Resolution 75-27 as it has been and may be amended from time to time. Overall density within the boundaries of the MUC-1 shall not exceed 3.26 dwelling units per acre, with a total acreage of 725 acres, which creates 2363 potential units for this district. Currently, approvals are in place for 1,267 units which, according to the Pomeroy Report, leave the potential to develop an additional 1,096 unit in Bay Isles.

Use	Maximum Percent of Total Property Within MUC-1
Residential	37%
Tourism (units and associated resort/tourism uses)	0%
Commercial/Office	4%
Institutional	2.5%

TABLE 27: Maximum Percent of Total Property within MUC-1

Mixed Use Community – Islandside (MUC-2). This category encompasses the Islandside community approved by Resolution 76-7, as it has been and may be amended from time to time. Overall density within the boundaries of the MUC-2 shall not exceed 5.05 units per acre, including existing tourism units. This district is 317 acres in size, which creates a potential for 1,602 units. Islandside currently has approvals for 892 units which, according to the Pomeroy Report,, leaves a development potential of 710 units in Islandside.

Use	Maximum Percent of Total Property Within MUC-2
Residential	33%
Tourism (units and associated resort/tourism uses)	12%
Commercial/Office	1.5%
Institutional	0%

TABLE 28: Maximum Percent of Total Property within MUC-2

Mixed Use Community – Promenade/Water Club (MUC-3). This category encompasses the Promenade/Water Club communities approved by Resolution

81-8, as it has been and may be amended from time to time. Overall density within the boundaries of the MUC-3 shall not exceed 11.26 dwelling units per acre. This district is 25.41 acres in size, which results in a development potential of 286 units. Currently, Promenade/Water Club has approvals for 286 units. Therefore, there is no additional development potential in Promenade/Water Club.

Use	Maximum Percent of Total Property Within MUC-3
Residential	100%
Tourism (units and associated resort/tourism uses)	0%
Commercial/Office	0%
Institutional	0%

TABLE 29: Maximum Percent of Total Property within MUC-3

4. Challenges to Residential Development

While the residential real estate market has improved on LBK recently, there are challenges regarding revitalization and development. Condominium associations and single-family homes face potentially large increases in flood insurance rates caused by the Biggert-Waters Flood Insurance Reform Act, which reduces shared risk and shifts costs to areas with the most flood risk.

Many of LBK’s single-family homes were constructed below the elevation currently required by FEMA. Owners of these homes who have existing flood insurance policies are expected to face a 25 percent increase each year for the next four years on their premiums. However, if these homes are sold, the new owners will be subject to the entire increase at the time of purchase.

Other potential issues include multiple-ownership of properties, the limited availability of land, and density restrictions, as further described below.

a. Multiple-Ownership Properties

The Colony Beach and Tennis Club is perhaps the worst-case example of the potential pitfalls regarding multiple-ownership properties. While The Colony is a tourism property, the challenges surrounding redevelopment of the aging facility are similar to what might be faced by other traditional condominium properties. However, each property is different and has its own nuances, which could affect the manner in which challenges are handled.

The Colony development was approved by the Town in 1972. Upon its completion, it became established as a premier tennis resort and was recognized as one of the first and finest tennis resorts in the world. Millions of guests, including U. S. Presidents, international dignitaries, elite athletes, and film and

television celebrities visited the resort. In addition, U.S. Tennis Magazine ranked The Colony as the best tennis resort in the nation from 1996 to 2004.



The Colony Beach and Tennis Club

The property is located at 1620 Gulf of Mexico Drive and is comprised of 17.3 acres on LBK's pristine beach. The property is split into two sections, with 15 acres specified as condominiums and 2.3 acres dedicated as recreational use. The condominium parcel contains 237 Tourism Units, which exceeds the allowed density of six (6) units per acre; therefore, the existing units are considered non-conforming.

The condominium units are individually owned by various persons and entities, while the land is owned by a condominium owners association, herein referenced as the "Association." The recreational property consists of tennis courts, swimming pool, restaurant, and other amenities. This land is owned by commercial entities, separate from the Association.

Because the units are designated for Tourism use, the individual owners were limited as to the amount of time they could personally spend in their units each year. The units were placed in a rental pool and rented to visitors

Ongoing disputes between the Association and the recreational parcel owners resulted in closure of the resort on August 15, 2010. Financial issues, including bankruptcy proceedings, and disagreement among the parties have prevented the resort from reopening and blocked efforts to revitalize and/or redevelop the property. Due to lack of maintenance and continued deterioration, the property is not currently habitable.

Closure of the property for an extended period of time constitutes abandonment of the existing non-conforming Tourism Unit density, resulting in a loss of 134 Tourism Units and allowing only 103 units to reopen or redevelop. To prevent the loss of units, the Town Commission extended the abandonment deadline in August 2011 and December 2012. The current extension expires in December 2013.



The Colony Tennis Courts (Left); The Colony Entrance (Right)

Any plan to redevelop the property will require approval by at least 70 percent of the unit owners. To date, the unit owners have not reached agreement regarding any plan that has been presented. Once a plan is approved by the unit owners, it will then be submitted for approval by the Town. The inability to reach agreement between unit owners and separate property owners illustrates the difficulty in redeveloping aging condominium developments that are prevalent on LBK.

b. Limited Available Land

LBK is largely built-out, with only limited vacant land remaining for development. Currently, approximately 85 acres of vacant residentially-zoned property exists on LBK, which comprises only 3.1 percent of LBK’s total land area. This vacant land consists of small, widely scattered lots throughout the island.

The limited availability of land, combined with high residential real estate prices and an aging housing stock, contributes to the trend of tearing down older existing homes and reconstructing with new, modern structures that comply with FEMA regulations.

c. Density Restrictions

The “Law of Unintended Consequences” is often mentioned when discussing LBK’s land use regulations. In the late 1970’s and early 1980’s, residents were

concerned about the rapid pace of growth on the island and the proliferation of high-rise condominiums on the south end of the island. Residents worried about the limited potable water supply available to the island and the stress thousands of additional residents would place on the system. Concerns about increased traffic on GMD were also prevalent, as was the amount of time that would be needed to evacuate additional residents off the island in the event of a hurricane. There was understandable fear that the character of the island would be lost and LBK would become another barrier island with rows of high-rise buildings blocking views and access to the beach.

In response to these concerns and in an effort to ensure that the island did not become overbuilt, LBK’s density was essentially frozen by a resident-initiated referendum in 1985. Density for the island was set at the limitations contained within the 1984 Comprehensive Plan and could only be increased by a referendum approved by LBK’s voters. This measure succeeded in its purpose, keeping LBK much less crowded than nearby islands and providing LBK with the open space and lack of visual clutter that contributes to the appeal of the island. However, the density freeze rendered many of the existing condominium developments non-conforming, since they were built prior to the density freeze and were built with more units than the 1984 Comprehensive Plan allowed.

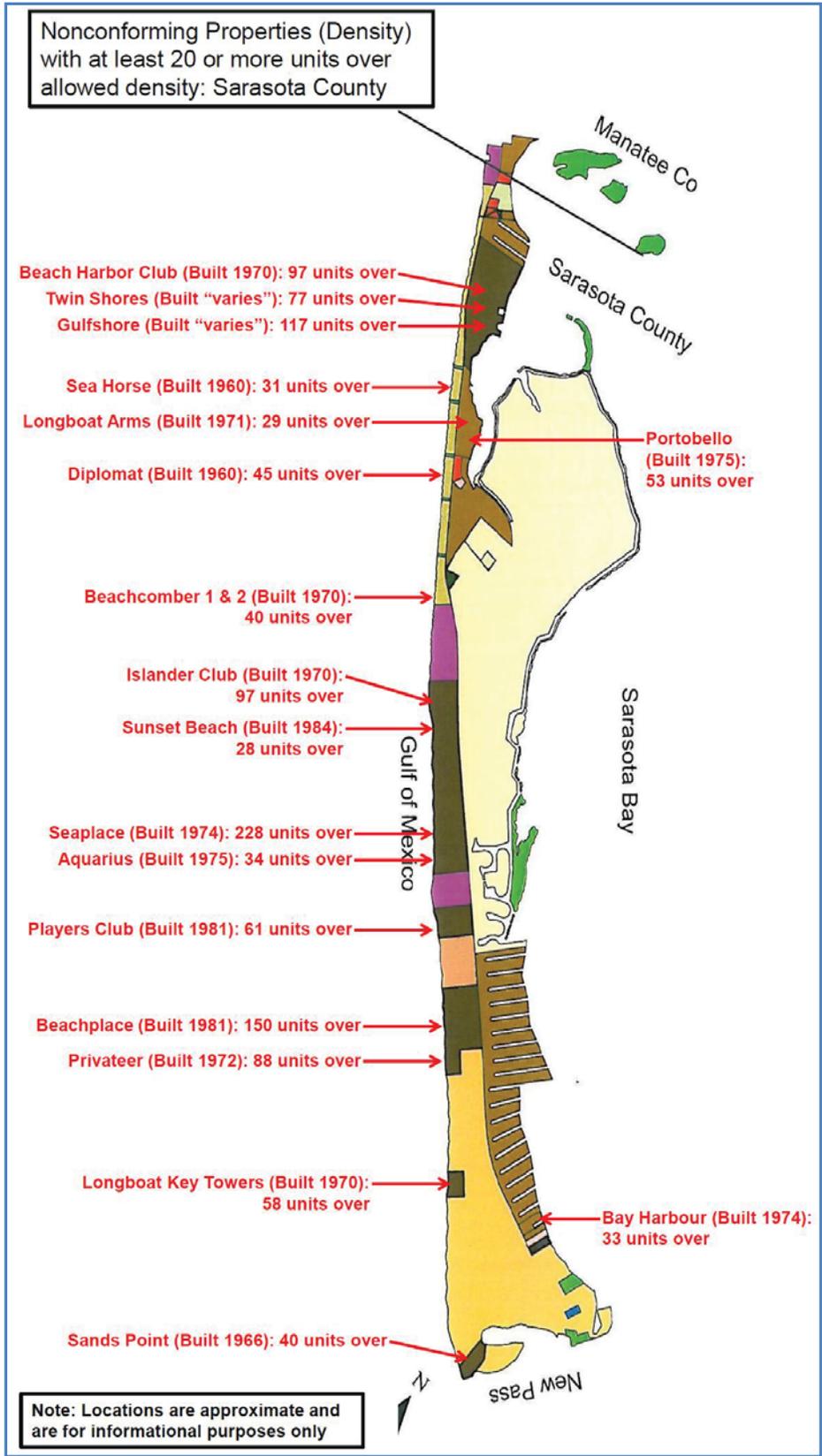
The following Table provides the allowable densities per the LBK Comprehensive Plan.

Residential and Tourism Density Per 1984 Comprehensive Plan	
Zoning District	Maximum Density
Island Preserve (IP)	1 Dwelling Unit/5 acres
Low Density SF Residential - 1	1 Dwelling Unit/acre
Low Density SF Residential – 2	2 Dwelling Units/acre
Medium Density SF/Mixed Residential - 3	3 Dwelling Units/acre
Medium Density SF/Mixed Residential - 4	4 Dwelling Units/acre
High Density SF/Mixed Residential	6 Dwelling Units/acre
Medium Density Tourist Resort/Commercial	3 Tourism Units/acre
High Density Tourist Resort/Commercial	6 Tourism Units/acre
Mixed Use Community (Bay Isles PUD)	3.26 Dwelling Units/acre
Mixed Use Community (Islandside PUD)	5.05 Dwelling Units/acre
Mixed Use Community (Promenade/Water Club PUD)	11.26 Dwelling Units/acre
Highway Commercial	3 Tourism Units/acre
Marina Commercial Service	1 Accessory Dwelling Unit On Same Lot

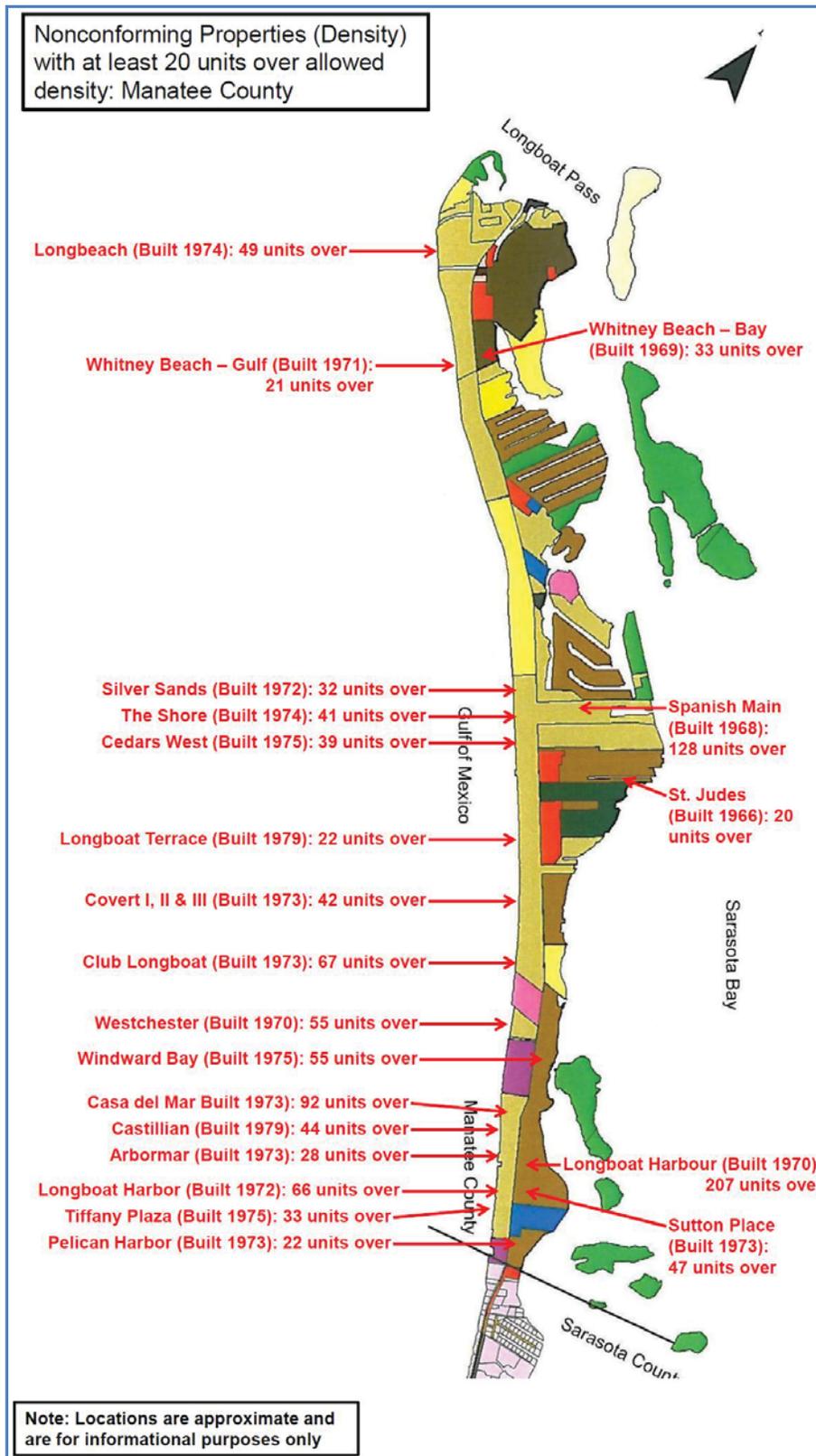
TABLE 30: Residential and Tourism Density

After the density freeze, condominium unit owners in non-conforming developments worried that they would not be able to rebuild if their buildings were destroyed in a hurricane or other disaster. In response, the Town's LDC was amended to allow reconstruction after involuntary destruction with the same number of units. This was later extended to voluntary redevelopment as well. However, redevelopment must maintain the same cubic content, height and open space as the previous building or buildings. Since most of the condominium developments on LBK are now over 40 years old, these restrictions are becoming a concern for condominium associations that might consider renovations and modernization.

The following graphics represent properties that exceed their allowed density by 20 or more units. There are also numerous other properties that exceed their allowed density by less than 20 units that are not represented on the graphics.



GRAPHIC 7: Nonconforming Properties – Sarasota County



GRAPHIC 8: Nonconforming Properties – Manatee County

d. FEMA Regulations

The entirety of LBK is located within zones determined by the Federal Emergency Management Agency to be High Risk or High Risk – Coastal. The specific zone establishes the minimum elevation at which the lowest habitable floor of a structure must be constructed. All new construction on LBK, as well as remodeling or additions of which the total construction costs equal 50 percent or more of the total appraised value of the structure, must be elevated to a height specified by the Federal Insurance Rate Map (FIRM). In addition, LBK requires that the first habitable floor be built at an additional three (3) feet above FIRM in areas considered to be High Velocity and an additional one (1) foot in all other areas.

The additional cost of elevating a structure is a significant factor in redevelopment and/or modernization of many of LBK’s existing structures.

5. Competitive Residential Locations

a. Anna Maria Island

Anna Maria Island is located to the north of LBK, directly across the Longboat Pass Bridge. The island consists of three (3) separate cities and contains no unincorporated land. Anna Maria Island is approximately seven (7) miles long and lies entirely within Manatee County. The cities on Anna Maria Island are Holmes Beach, Bradenton Beach, and Anna Maria.

As of the 2010 U.S. Census, the combined population of the three cities was approximately 8,500. The median resident age is 61.1 years and the median household income is \$48,961. As of 2011, the median home price on Anna Maria Island was \$403,101.

Many of the 1950’s and 1960’s era beach cottages have been replaced in recent years by larger, multi-family tourist rental units, a development that has garnered some controversy.



Anna Maria Island

b. Lido Key

Lido key is located to the south of LBK, directly across the New Pass Bridge from LBK. Lido Key is located entirely within the City of Sarasota and Sarasota County. Because Lido Key is part of the City of Sarasota, official demographic information is not calculated for the island. Development on Lido Key consists primarily of hotels and vacation rentals.



Lido Key

c. Siesta Key

Siesta Key is a barrier island located directly to the south of Lido Key with approximately 2.4 square miles of land area. A small portion of the northern end of the island is within the City of Sarasota, while the remainder lies within unincorporated Sarasota County.

Per the 2010 U.S. Census, Siesta Key has a population of approximately 6,565, with a median age of 60 years. The median household income is \$66,397. There are approximately 8,000 housing units on Siesta Key.



Siesta Key

d. Boca Grande

Boca Grande is a small community located on Gasparilla Island in Lee County, approximately 58 miles south of LBK. Boca Grande has a population of approximately 1,500 residents, with a median age of 66 years. The median household income is approximately \$146,498, and the median home price is approximately \$941,884.

There are no gas stations on Boca Grande, making golf carts a preferred method of transportation. All but two (2) streets within the town are designated as golf cart paths.



Boca Grande

e. Sanibel and Captiva

Sanibel and Captiva Islands are a pair of barrier islands located in Lee County, south of Boca Grande. Over half of the islands are dedicated as wildlife preserve areas. As of 2012, the population was approximately 6,741, with a median age of 65 years. The estimated median household income is approximately \$81,393, and the median home price is approximately \$457,131.



Sanibel and Captiva

E. Commercial Development

Approximately 104.5 acres of land within LBK's jurisdictional limits are zoned for Retail and General Commercial uses, which comprises 3.9 percent of the land uses on the island.

As older tourism properties convert to single-family homes or condominium buildings with single- or double-digit units, there is a corresponding reduction in the need for commercial services on the island. Many of the new homes and condominiums are not primary residences, but rather second, third, fourth, or even fifth homes, which has resulted in a decrease in the number of full-time residents. As property values have risen on the island, fewer condominium units are being rented out to visitors; thus, fewer visitors are contributing to the local economy.

Since many of the commercial businesses on the island historically relied on the seasonal influx of tourists to sustain business during off-season, reduction in the number of available properties for tourists to stay will reduce commercial viability. Reduction in the number of full-time residents has also been a factor in the ability of businesses to remain open. Perhaps as a response to these forces, several owners of commercially zoned property have requested rezoning of their land to residential use. This has prompted debate as to whether the island has too much commercially zoned property.

Multiple reports have been performed in an attempt to ascertain whether there is too much commercial property on the island, not enough, or the appropriate amount. No clear determination has been made regarding this issue.

1. Retail

Retail development on the island has generally clustered in three (3) distinct areas and has been heavily dependent upon the seasonal influx of visitors and part-time residents for survival.

a. Retail Development within Study Area

Bay Isles Plaza: The primary retail development on LBK, the plaza recently underwent redevelopment, with the demolition of an older Publix grocery store and construction of a new Publix facility. The center also houses a CVS and several smaller retail stores. The plaza is scheduled for additional redevelopment, with more retail and light commercial uses anticipated.

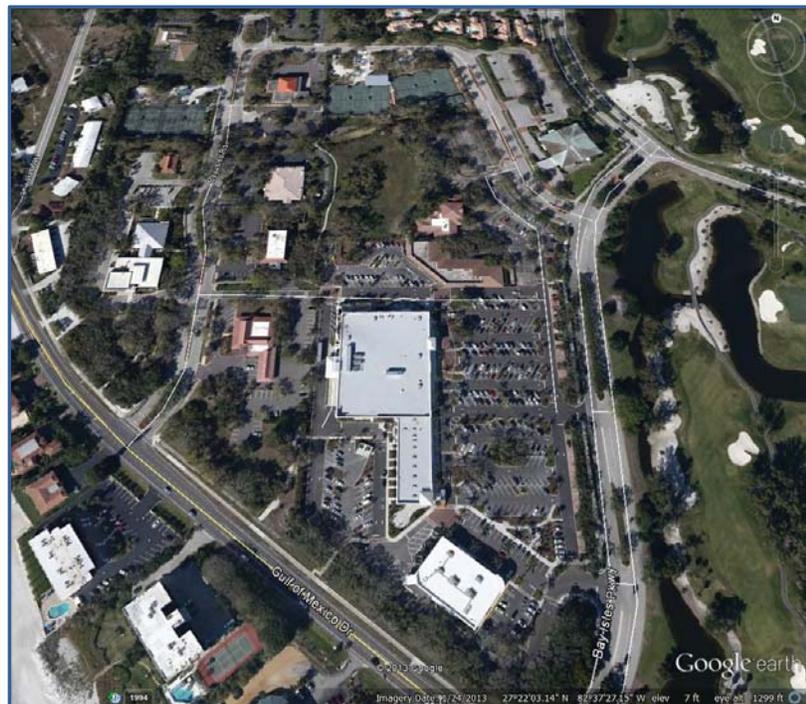
Allowed uses within the Plaza shopping center include: supermarket; drug store/pharmacy; real estate sales office, management, and rental; service station, limited to minor customary repairs; restaurants; bank and/or savings and loan branch; specialty food; package liquor store; newsstand and tobacco;

apparel; specialty shops; barber shop/beauty salon; dry cleaning, pick-up only; miscellaneous repair, such as shoe, watch, clock, or small appliance; florists and plants; books and cards; cameras; art gallery; hardware; sporting goods; travel agency; antiques; sandwich and/or cheese shop; dance and exercise studio; insurance agent; jewelry; hobby/special interest shop; shoes; gifts; packaging and delivery shop, such as Mail Boxes, Etc.; and video sales and rentals.



Publix: Grand Opening

The plaza is located approximately 3.5 miles from the south end of the island and is across the street from the Town Hall complex. There is approximately 2.78 acres of additional adjacent vacant land available for development; however, this property currently contains no functional zoning and would need to be rezoned in order for any development to take place on this parcel.



Bay Isles Plaza

Centre Shops: Located on the northern half of the island, the 5.76-acre Centre Shops is home to several locally-owned restaurants and retail establishments, including a florist, antique store, and gift shop. The Centre is located approximately four (4) miles from the north end of the island. Numerous older tourism properties are clustered within close proximity of the Centre Shops.

The Centre Shops are part of a PUD. The development regulations for the PUD limit the commercial square footage to 40,000 total square feet. The development is currently built at the maximum square footage allowed for the property.



Centre Shops

Whitney Plaza: Located at the far north end of the island, Whitney Plaza has suffered from a lack of tenants in recent years, but it has recently undergone extensive remodeling in an effort to revitalize. An existing restaurant currently occupies a portion of the space.



Whitney Plaza; Photos Courtesy of Longboat Key News

An overlay district was previously approved for the Whitney Beach area to provide incentives that encourage redevelopment in a mixed-use pattern that promotes high quality site design while protecting adjacent residential areas. Owners within the Whitney Beach Overlay (WBO) may choose to develop pursuant either to the underlying Future Land Use categories for their properties, or the WBO standards. Development proposals must include a substantial consolidation of properties within the WBO and at least two (2) land use types from the following types: residential, tourism units, commercial, office, public facility, private institutional, or recreational. No one (1) land use type shall exceed 80 percent of the total site and residential uses shall not exceed 30 percent of a mixed-use project.

A private, citizen-led task force studied potential ideas for revitalization of Whitney Plaza and the north end of the island and presented their findings to the Town Commission in 2012. While the Town Commission has not adopted or implemented any of the task force’s recommendations, the study is often discussed. A portion of the task force’s presentation is included with this report as Appendix D.

b. Competition

Many residents and visitors on the north end of the island travel into Bradenton for services not found on the island, while those on the south end of LBK generally travel into Sarasota.

Local nearby off-island amenities include those at St. Armands Circle in Sarasota County, a popular destination located to the south of LBK. St. Armands is renowned for its shops, galleries, boutiques, and restaurants. Numerous events are held around the Circle every year, including luxury automobile shows, art walks, and sidewalk performances.



St. Armands Circle

2. Office

There are very limited office uses and few properties zoned for office use on LBK. Most residents travel off-island to reach businesses such as medical services. There has been some debate as to whether property currently zoned for other commercial uses should be rezoned for office use and whether LBK has the population to support additional office uses or if additional corporate headquarters without the need for large support services or staff would be a viable option.

3. Other Commercial

Just north of Whitney Plaza, a vacant gas station and a vacant bank building are indications of the difficulties that commercial businesses have experienced on the north end of the island.

There are 10 to 12 destination restaurants located on LBK with reputations that draw people from the mainland and other neighboring islands. Outdoor and waterfront dining are extremely popular in the area and LBK has several restaurants that offer this option. However, music is not allowed in any outdoor dining area. These outdoor dining areas also must be closed by 10:00p.m., if located within 250 feet of a residential property. Waterfront dining options have dwindled on the Southwest Florida coastline as waterfront properties became more valuable, even as public demand for these options remains high.

Other than the restaurants, the retail and commercial uses on the island primarily serve the residents and visitors on the island, without drawing from off-island.

4. Seasonality Impacts

During the summer months, when most part-time residents and visitors are off the island, revenue typically drops dramatically for island businesses. Some businesses see revenues fall by half or more. Many restaurants on the island close during the summer months as a result of the reduction in patrons. For 2013, at least six restaurants on LBK have closed for part of the summer months.

Visitor accommodations also see a significant reduction in rentals over the summer months. Rental rates are also significantly less during the summer months, with shorter rental terms.

The summer months of 2013 have seen an increase in tourism-related revenue over the same months of 2012. This may partially be a result of favorable weather, with few named tropical storms.

F. Tourism

Approximately 160.4 acres of land within LBK's jurisdictional limits are zoned for Tourism and Resort uses. This comprises 5.9 percent of the land uses on the island.

One of the characteristics of LBK that differentiates it from surrounding communities to the north and south are the Town's regulations regarding the use of residential properties for "Tourism use." LBK's definition of "tourism use" is listed below and how the definition is interpreted makes it critical to our development. Tourism uses that are not part of a designated hotel or motel are only allowed one (1) rental in a 30-day period; hotel/motel uses are allowed to function as transient housing with no limits on the number or term of their rental.

This interpretation results in limited rental of the properties on the rest of the Key, and is critical to maintaining the quiet and residential character that predominates in these areas. The surrounding jurisdictions do not have the same restriction on rentals of residential properties and find that they turn over on a weekly or less basis, which results in a dramatic change in the character of the impacted neighborhood(s). This lack of restriction of rentals in residential areas has also generated the proliferation of purpose-built rental units that are specifically designed for multiple parties to rent the structures, resulting in substantial increases in traffic, noise, and other negative impacts to the surrounding neighborhood. LBK's limitation on rentals is critical in eliminating this type of development and its negative impacts.

"Tourism unit (TU)." A building, or portion thereof, including a room or rooms, designed or used for tourism use. Any room or rooms capable of being separated as a self-contained entity by permanent or movable walls or doors with individual access to a public corridor, public access area, or exterior, shall each be counted as one "tourism unit".

"Tourism use." Use, or occupancy, or the design for such use or occupancy, by any person, of any property for transient lodging purposes where the term of occupancy, possession or tenancy of the property by the person entitled to such occupancy, possession or tenancy is less than 30 consecutive calendar days or one entire calendar month, whichever is less.

"Hotel" or "motel." A building or structure under a common or multiple ownership interest and single management which is designed, used, or held out to the public to be a place where sleeping accommodations are supplied for pay to transient guests or tenants. A hotel or motel, with or without individual kitchen or cooking facilities may have one or more dining rooms, restaurants, cafes, or cocktail lounges where food and drink are served.

LBK receives a portion of the Tourism Taxes collected by tourism businesses on the island. The following table provides the amount of Tourism Development Funds received from both Manatee and Sarasota Counties since 1989.

Tourism Development Funds Received (Portion of Tourism Tax Receipts)			
Fiscal Year	Manatee County	Sarasota County	Total
1989	-	14,800	\$14,800
1990	60,555	12,705	\$73,260
1991	150,000	17,064	\$167,064
1992	149,445	33,316	\$182,761
1993	150,000	15,675	\$165,675
1994	150,000	16,427	\$166,427
1995	150,000	13,798	\$163,798
1996	150,000	150,000	\$300,000
1997	150,000	150,000	\$300,000
1998	150,000	150,000	\$300,000
1999	224,403	255,663	\$480,066
2000	239,122	336,356	\$575,478
2001	264,771	353,369	\$618,140
2002	286,583	397,610	\$684,193
2003	248,988	360,305	\$609,293
2004	246,312	326,224	\$572,536
2005	222,965	410,305	\$633,270
2006	223,536	347,993	\$571,529
2007	227,731	355,474	\$583,205
2008	239,901	359,899	\$599,800
2009	258,424	377,238	\$635,662
2010	227,377	387,424	\$614,801
2011	211,754	331,007	\$542,761
2012	216,927	279,806	\$496,733
2013	238,082	-	\$238,082
TOTAL	4,836,876	5,452,458	\$10,289,334

Source: Town of Longboat Key Finance Department

TABLE 31: Tourism Development Funds

1. Tourism Units

Historically, tourism has been an important element of the Town's economy. Currently, 2,737 units are registered with the Town as rental units. Of these, 873 are registered Accommodations (short-term rental) and 1,864 are registered as Rental (short- or long-term rental). The Town does not keep records as to whether the units registered as Rental are rented on a seasonal or an annual basis.

The majority of LBK's tourism units are not located in traditional hotels, but are instead located in condominium-type developments, where units are owned by individual property owners and placed into a rental program. The Hilton at Longboat Key is one of the few traditional full-service resort hotels located on the island, where units/rooms are not owned individually. There are numerous other properties, such as the Inn on the Beach at the Longboat Key Club, where the units/rooms are owned by individuals and then put into a rental pool to be leased on a nightly-or-longer basis.

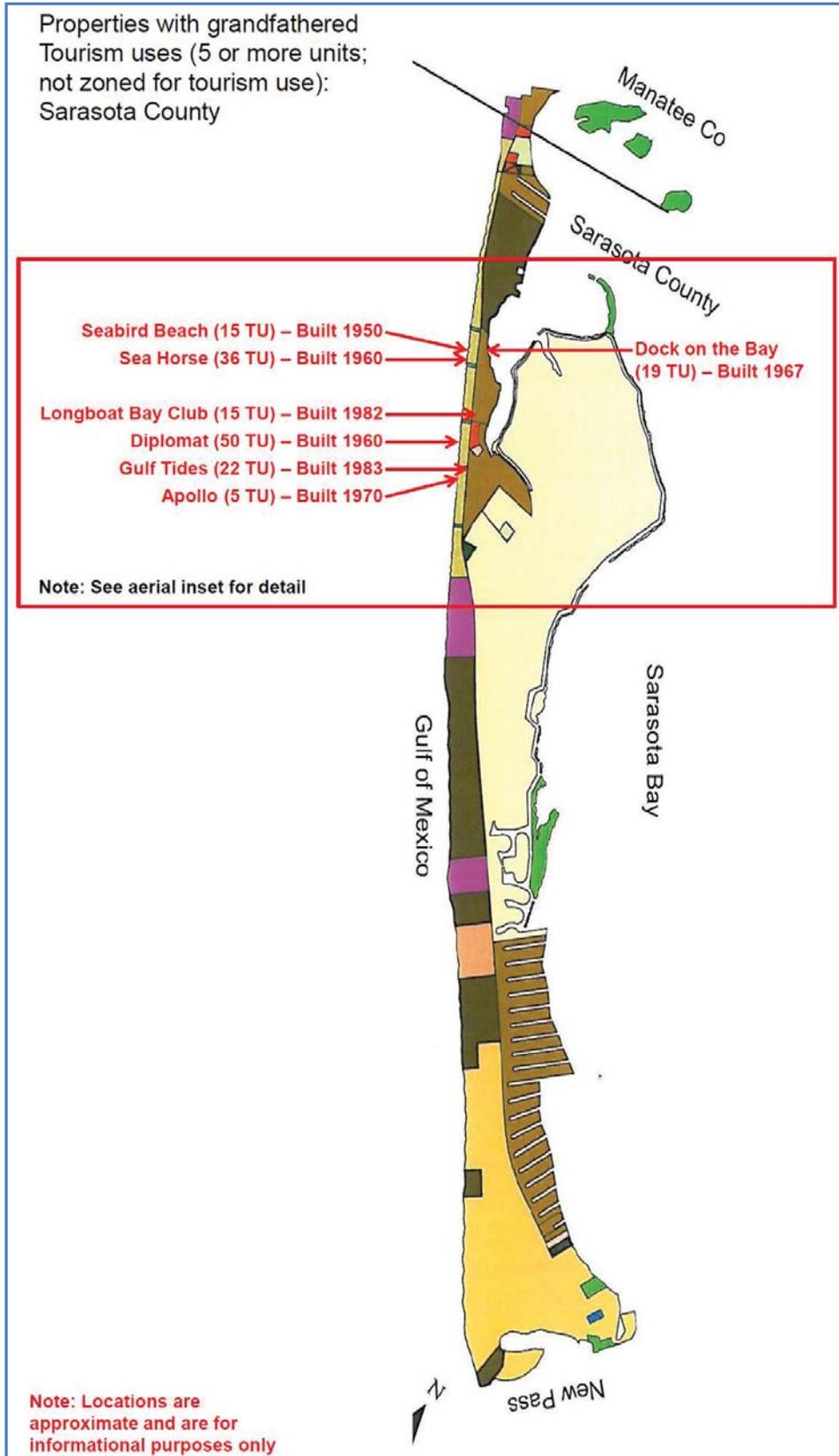
Redevelopment of multiple-ownership tourism properties presents different challenges than tourism properties owned by a single entity. As discussed previously in this document, it is much more difficult to redevelop a property when individual owners are responsible for the upkeep and modernization of interior units. Some owners may choose to remodel the interiors, while other units do not undergo any modernization for long periods. This creates an uncertain experience for visitors as to the condition of the units and furnishings they will be provided. The multiple-ownership model also presents greater challenges when attempting to redevelop recreational amenities and perform exterior maintenance or modernization, since owners must agree as to the extent of the redevelopment and/or repairs.

LBK is also home to several small "Old Florida" cottage-style tourism properties. Most of these properties are located on the northern half of the key and contribute to the charm of the area. However, these properties were also built over half a century ago and most are located on parcels not zoned for tourism use, making them non-conforming.



“Old Florida” Vacation Cottages

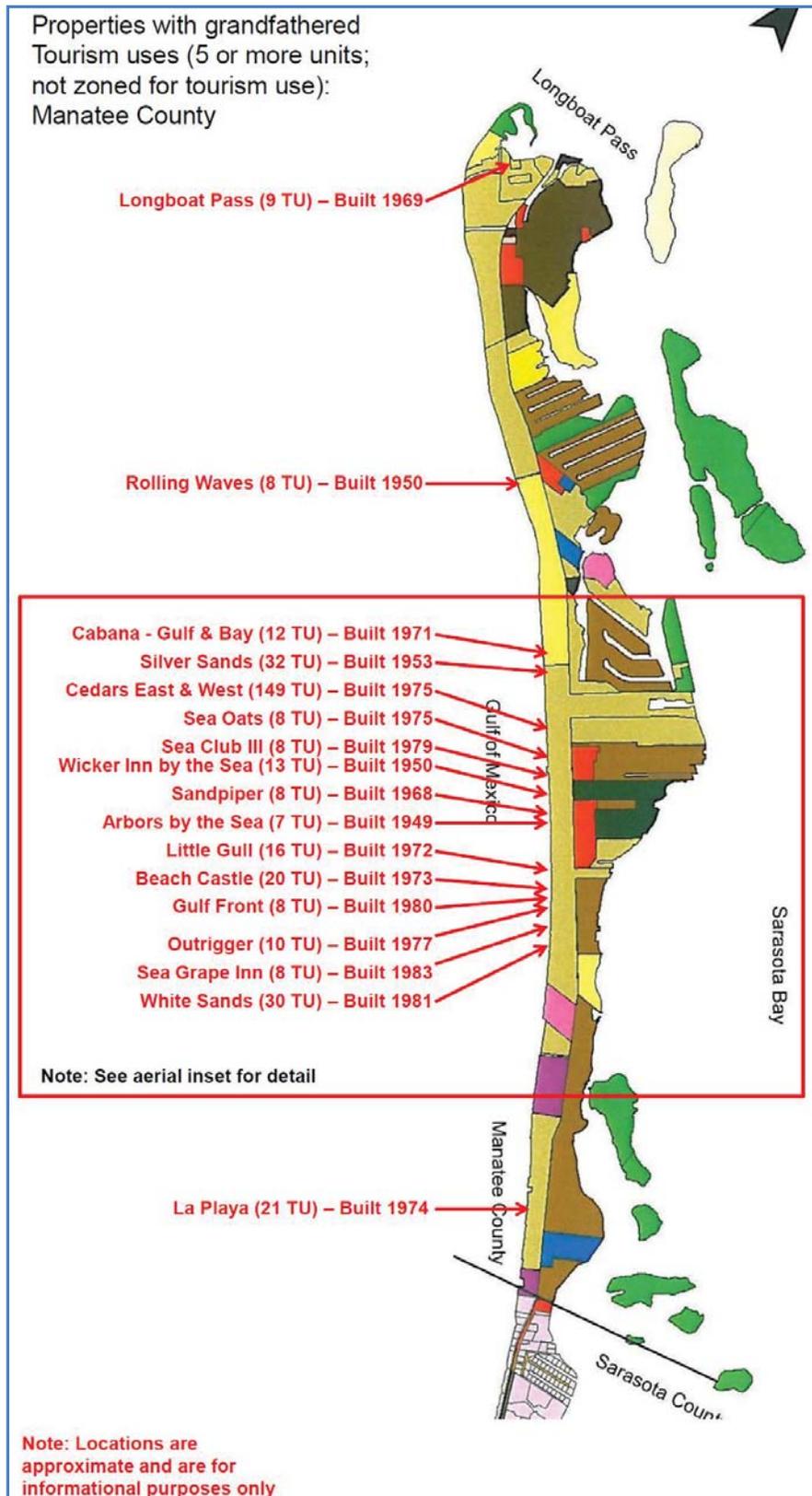
LBK’s land development regulations do allow nonconforming-use properties to rebuild with their same use, but they must fit within their same cubic content as the previous structures, without increasing height (with exception for raising to meet FEMA height restrictions) or density. Properties that are used for tourism uses, but are not zoned for tourism use, are illustrated in the following four (4) graphics.



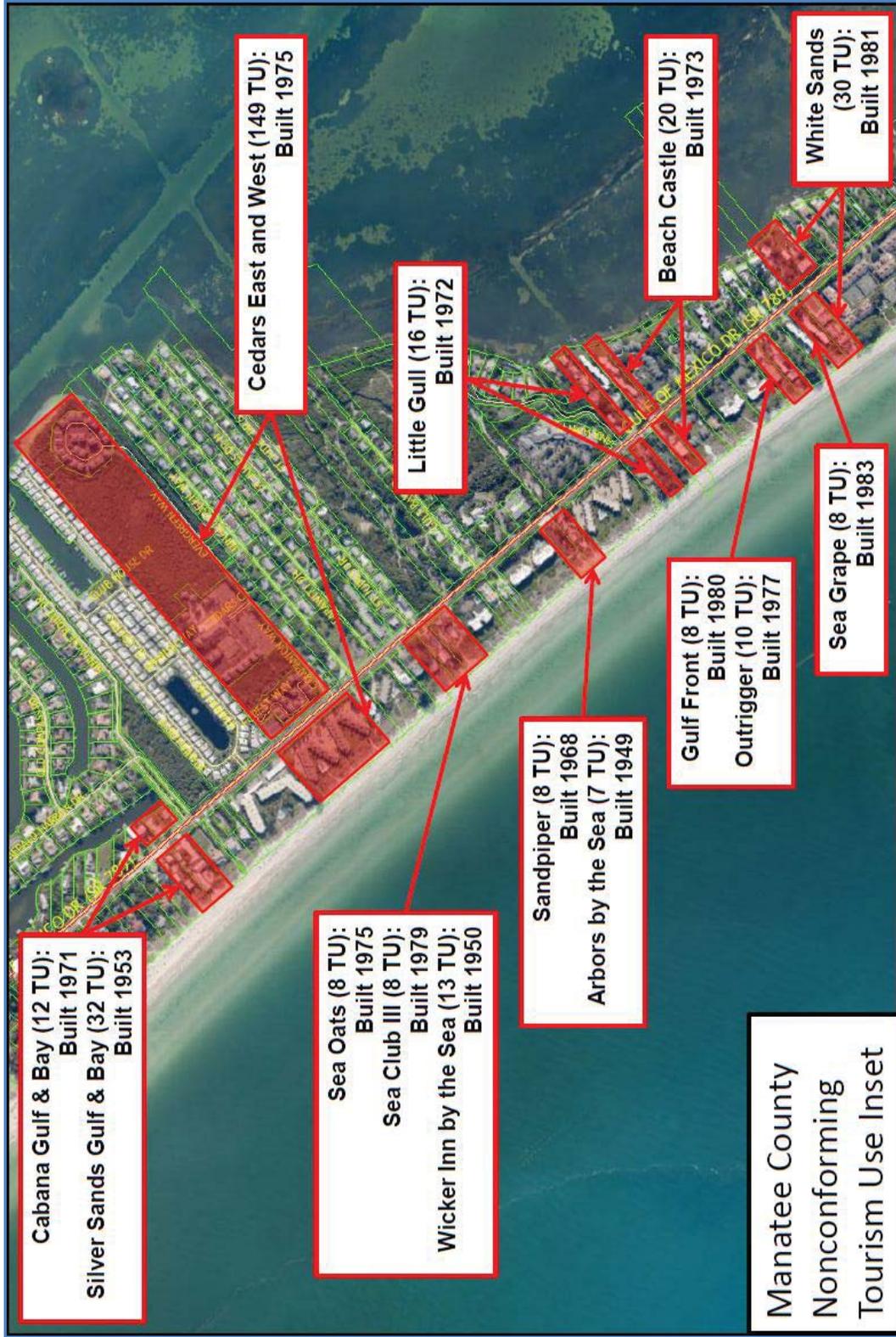
GRAPHIC 9: Grandfathered Tourism Uses – Sarasota County



GRAPHIC 10: Nonconforming Tourism Uses Inset – Sarasota County



GRAPHIC 11: Grandfathered Tourism Uses – Manatee County



GRAPHIC 12: Nonconforming Tourism Uses Inset – Manatee County

LBK’s tourist properties have seen a sharp increase in land value over the last 30 years. In 2003, the Longboat Key Holiday Inn was closed and replaced by the Positano, a luxury 29-unit condominium complex with 750 feet of pristine white-sand shoreline. Though still zoned for tourism use, the property is mainly utilized by condominium unit owners on a seasonal basis. Former visitors to the Holiday Inn’s 146 rooms provided a steady and constantly changing population of patrons to the island’s restaurants and small shops. In contrast, the Positano’s 29 condominium units are the home of only a couple of full-time residents.



Holiday Inn - Closed 2003 (Left); Positano - Luxury Condominiums (Right)

The conversion of the Holiday Inn to residential use is not an isolated incident. In order to make redevelopment of aging tourist properties into modern tourism facilities economically feasible, developers would need to build significantly more units than existed in the past, with modern interiors and expanded recreational amenities.

In an effort to help restore the historic balance between residential and tourism uses, LBK voters approved a referendum in 2008, allowing a pool of an additional 250 tourism units that could be requested through the development process. These units represent those tourism units lost by the closure of the Holiday Inn, as well as the loss of other smaller tourism properties dating back to 2000.

2. Tourism Redevelopment

The Hilton is in the process of preparing for a significant renovation, which would entail closing the resort and constructing another five-story building with an additional 85 Tourism Units, as well as remodeling the existing building. The Longboat Key Club is also anticipating an expansion, which would likely include additional condominium units that would be available for tourist rental.

Developers have cited market trends, increased property values and LBK's restrictive development regulations as cause to redevelop aging tourist properties into residential uses, with individual luxury condominium units selling into the millions of dollars. The Infinity, which was discussed previously in this document, will replace the former Holiday Beach Resort. The resort, built in 1956 and containing 24 units, has been demolished in anticipation of the new condominiums.

As more people look to warmer climates for retirement, converting these older tourist properties into residential uses has become much more profitable for the sellers of the land, though much less profitable for restaurants and other businesses, and is a trend likely to continue.

VII. Government

A. Local Government

1. Form of Government

LBK’s Charter established a “commission-manager” form of government for the Town. The commission consists of seven (7) elected officials to be nominated and elected as provided in the Charter. The commission constitutes the governing body of the town, with duties and responsibilities as provided in the Charter, and appoints a “town manager” to exercise all the powers, perform the duties and assume the responsibilities as specified in the Charter.



LBK Town Hall, 501 Bay Isles Road

Two (2) commissioners are elected at large. The remaining five (5) commissioners must reside in, and be nominated from, each of the five (5) districts of the town as set forth in the Charter. Commissioners are elected by the qualified electors residing in all five (5) districts at a general election and hold office for two (2) years. Commissioners may only serve three (3) consecutive terms as town commissioner without an interval of one (1) complete term out of office. One (1) commissioner-at-large and commissioners from odd-numbered districts are elected in even-numbered years, and one (1) commissioner-at-large and commissioners from even-numbered districts are elected in odd-numbered years. Following an election for the commission, the commissioners elect a mayor and vice-mayor.

The town manager is the chief administrative officer of the Town and is responsible to the town commission for the administration of all town affairs. He/she establishes such departments and divisions of responsibility as necessary for administration of the affairs of the town and performance of its municipal functions. The town manager is responsible for the preservation of peace and the protection of persons and property within the town and is the director of all public safety forces. Subject to personnel regulations adopted by

the town commission, the town manager appoints, removes and fixes compensation for the chiefs and all subordinate officers of the police, fire and other safety forces of the town, department heads and all other town employees, except those specified by the Charter.

2. Revenue Sources

a. Governmental Funds

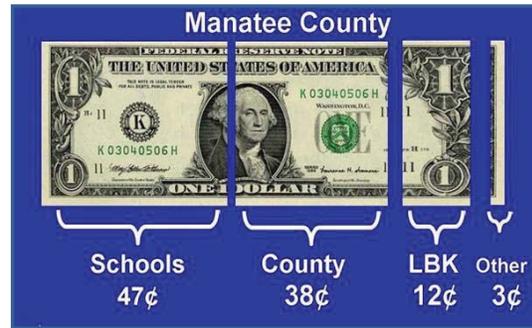
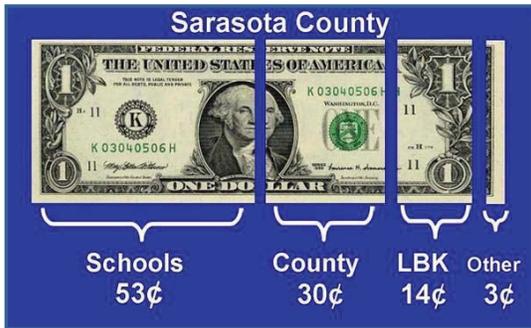
- General Fund: The General Fund is the general operating fund of the Town. All general tax revenues and other receipts that are not required either legally or by generally accepted accounting principles to be accounted for in other funds are accounted for in the General Fund.
- The Road and Bridge Fund: This fund was created to account for the collection of county road funds and state fuel taxes and expenditures made to maintain and improve the Town's roads and bridges.
- Beach Nourishment Capital Project Fund: This fund was created to account for the expenditures of reconstructing a beach along the Town's Gulf of Mexico coastline.
- Water and Sewer: This fund accounts for the operation of the Town's potable water, wastewater services to residents and businesses.
- Building Department: This fund accounts for the permitting and inspecting functions of construction activities.
- Pension Trust Funds: These funds account for the activities of the general employees', police officers' and firefighters' pension plans.
- Agency Funds: These funds are custodial in nature (assets equal liabilities) and are merely clearing accounts for assets held by a government as an agent for individuals, private organizations, other governments or other funds. Agency funds held by the Town include the Police Training Fund, Code Enforcement Fund, and the Law Enforcement Forfeiture Fund, Solid Waste Fund, Police Donations Fund, Constitutional Bicentennial Fund, Fire Donations Fund, and the Public Works Donations Fund.
- Non-major Funds: These funds include the Infrastructure Surtax, Tourist Development Tax, Sewer and facility Bonds, Land Acquisition Fees, and other restricted governmental fees.

b. Grants

The Town participates in several state and federally assisted grant programs. These programs are subject to program compliance audits by the grantors or their representatives periodically. Such grant programs include FEMA, Department of Environmental Protection (DEP) Beach Restorations and various other state and local grants.

3. Tax Structure

Because LBK is located within two (2) separate counties, taxes vary depending upon which county the property is located. The value of all taxable property is assessed as of January 1. The Town Commission levies property taxes by approving the millage rate for the following fiscal year in September. Property taxes become due and payable on November 1 of the same year.



Ad Valorem Tax Summary			
	Final	Certified	Certified
	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>
Sarasota County	3,503,704,475	3,346,299,628	3,305,993,834
Manatee County	<u>1,364,896,458</u>	<u>1,301,371,164</u>	<u>1,276,648,234</u>
Total Ad Valorem Value	\$4,868,600,933	\$4,647,670,792	\$4,582,642,068
General Fund Taxes			
General Tax Millage	1.8872	1.8872	1.8872
Taxes Collectible	\$8,874,102	\$8,499,099	\$8,379,912
General Obligation Debt Service			
G.O. Millage	0.0716	0.0677	0.0564
G.O. Facility Bonds	\$333,783	\$303,178	\$250,002
District A			
Ad Valorem Value			
Sarasota County	2,120,575,214	2,034,100,780	2,009,463,183
Manatee County	<u>785,499,242</u>	<u>740,183,180</u>	<u>728,081,158</u>
Total Ad Valorem Value	\$2,906,074,456	\$2,774,283,960	\$2,737,544,341
Debt Service Taxes			
Beach Bond Millage	0.0000	0.0000	0.0000
Taxes Collectible	\$0	\$0	\$0
District B			
Ad Valorem Value			
Sarasota County	1,383,129,261	1,312,198,848	1,296,530,651
Manatee County	<u>579,397,216</u>	<u>561,187,984</u>	<u>548,567,076</u>
Total Ad Valorem Value	\$1,962,526,477	\$1,873,386,832	\$1,845,097,727
Debt Service Taxes			
Beach Bond Millage	0.0000	0.0000	0.0000
Taxes Collectible	\$0	\$0	\$0
Source: LBK Finance Department			

Table 32: Ad Valorem Tax Summary

B. Local Plans and Regulations Affecting Study Area

1. Town Charter

The electors of the Town have established a Charter in accordance with the Constitution and the Laws of the State of Florida. The Charter is amended from time to time by a majority vote by the Town’s electors. The Charter was last amended in 2008.

The Charter establishes the Town’s incorporated boundaries, the form of government, the duties of the Town officers, the process for adoption of amendments to the Charter, and transitional and separability provisions.

2. Comprehensive Plan

The Town’s Comprehensive Plan is developed pursuant to the requirements of Chapter 163, Florida Statutes, and the Florida Administrative Code. Other than the purposes expressly set forth in the Florida Statutes and Administrative Code, the Town’s Comprehensive Plan has the following goals:

- Improve the physical environment for the community as a setting for human and natural resource activities;
- Protect the public health, safety, and welfare;
- Insure that long-range considerations are included in the determination of short-range actions;
- Promote political cooperation by bringing professional and technical knowledge to bear on governmental decisions concerning the physical development of the Town; and,
- To ensure appropriate protection of the public interest with consideration of private property rights as determined by the Town Commission and state law.

The Town’s Comprehensive Plan was last amended in 2012.

3. Land Development Code

The Town’s LDC establishes the development regulations for all areas within the Town’s incorporated boundaries. Recent legal challenges were brought against some provisions within the LDC. As a result, certain sections of the LDC related to development order processes were declared by the courts to be invalid. This has created the need to revise certain sections of the LDC, a process that is underway and has delayed the processing of some development order application requests.

4. Vision Plan

In 2005, the Town Commission authorized the development of a 20-year vision plan document. With the guidance and assistance of the Arrington-Marlowe consulting firm, the Town created the plan with the input and participation of the Island's citizens, property owners, business owners, and developers. The Vision Plan was the culmination of two years of work by Arrington-Marlowe, the Town Commission, the Town's Planning and Zoning Board, the Town Attorney, Town Staff, and various established subcommittees as well as all of the members of the public who volunteered their time toward the goal of establishing a vision for the future of Longboat Key.

In 2008, the international economy was hobbled as credit markets seized. The United States economy was formally in economic recession. The residential and commercial real estate markets, small and large businesses, and governments on the local and state levels were negatively impacted by the precarious financial conditions in the United States and abroad. In 2010, despite an economic stimulus program commenced by the federal government, the international economy was still troubled and the negative impacts on real estate and business continue. It was in this environment that the Vision Plan was revisited in 2011.

The core values of the Vision Plan are to create and reinforce a welcoming community and government atmosphere with a common sense approach to managing the mix of resident, visitor, and commercial uses of LBK.

While goals, strategies, and action steps were established to guide the Town, there is a consensus that little has been done to implement the plan. Please see Appendix XIII.C of this document for additional information.

C. State and Federal Plans and Regulations Affecting Study Area

1. Florida Growth Management Act

The State of Florida adopted a Growth Management Act in 1985 (Sec. 163, F.S., the Florida Local Government Comprehensive Planning and Land Development Regulation Act) that required all of Florida's counties and municipalities to adopt a comprehensive plan. The act also required that land development regulations adopted by the counties and municipalities must be consistent with their adopted comprehensive plans. The Act required stringent and often lengthy state-level review of all revisions to comprehensive plans and land use maps.

During the 2011 legislative session, House Bill 7207 (Community Planning Act), was passed. This act, which was signed into law by Governor Rick Scott following the legislative session, drastically altered the provisions of the 1985 Growth Management Act.

The adopted legislation provides major changes of the 1985 Growth Management Act, including:

- Repealed portions of Rule 9J-5, which required concurrency for Comprehensive Plan elements, such as transportation and parks.
- Moved portions of Rule 9J-5 to Florida Statute, streamlining certain provisions of the Growth Management Act;
- Eliminated the required transportation concurrency elements for roads, schools and parks;
- Reduced the review time for most comprehensive plan amendments;
- Limited review by state agencies on most plan amendments to impacts on state resources or facilities;
- Eliminated state agency polices regarding needs analyses for future growth;
- Provided incentive to local jurisdictions to develop long range plans;
- Eliminated Development of Regional Impact review for certain land uses, including hotels, unless they are included in a multi-use project;
- Eliminated requirement for the 5-year capital improvement schedule to be financially feasible;
- Required local governments to consider economic and real estate factors in reviewing comprehensive plan amendments when determining what is needed for the community; and
- Required local governments to demonstrate that enough land use is available to accommodate the University of Florida Bureau of Economic and Business Research (BEBR) projected mid-range population.

While long-range planning is still required, the act places a much higher responsibility on local governments to ensure they are managing future growth effectively and planning for the needs of their communities.

2. Federal Emergency Management Agency

FEMA establishes flood zones, which are geographic areas that FEMA has defined according to varying levels of flood risk. These zones are depicted on a community's FIRM or Flood Hazard Boundary Map. Each zone reflects the severity or type of flooding in the area.

3. Coastal Construction Control Line

LBK is subject to the Florida Beach and Shore Preservation Act (Chapter 161, F.S.), which was established to preserve and protect Florida's beach and dune systems. Per the FDEP, the Coastal Construction Control Line (CCCL) program protects these systems from construction, which could weaken, damage, or destroy the integrity of the system. The CCCL is a line of jurisdiction, defining the landward limit of FDEP authority to regulate construction and defines the zone of significant shoreline fluctuation expected from a 100-year return period hurricane.

It is located at varying distances from the mean high water line (MHWL) based on the results of a county-by-county technical evaluation (e.g., surveys and modeling studies). The CCCL is not a setback line and new construction, as well as changes to existing structures, are allowed seaward of the CCCL. However, these construction activities require a CCCL permit from FDEP.

FDEP requires that major structures be located sufficiently landward of the beach and frontal dune to allow natural shoreline fluctuations, to preserve and to protect beach and dune stability and to allow natural recovery of the beach and dunes following storm-induced erosion. Structures must also be sited so as to prevent removal or destruction of native vegetation which would destabilize a dune or cause additional erosion by wind or water. All major structures are required to be designed to resist the predicted forces associated with a 100-year storm event.

The first CCCL was established on Longboat Key by FDEP in about 1974-75 was updated and re-recorded in 1987, based on new data and modeling. The update had the effect of moving the CCCL substantially landward from the original location. Most of the properties on LBK that are located west of GMD are subject to the CCCL program and must obtain a permit from FDEP prior to construction activities.

4. Erosion Control Line

The ECL is another element of the Florida Beach and Shoreline Preservation Act (Chapter 161, F.S.). The ECL has the effect of replacing and permanently "fixing" the location of the otherwise fluctuating MHWL and becomes the new line that distinguishes between private upland ownership and public or sovereign ownership. An ECL is typically established immediately prior to a beach restoration project because the effect of the fill project would be to artificially relocate the natural MHWL. An ECL may also be associated with beach placement of sand dredged for maintenance from an inlet channel.

There is an established ECL on Longboat Key extending continuously from the north side of North Shore Road, on the northern tip of the island, to the groin adjacent to New Pass on the south end of the island. The LBK LDC specifies that structures must be set back a minimum of 150 feet landward of the ECL.

5. Southwest Florida Water Management District

The SWFWMD manages the water resources for west-central Florida as directed by state law. The District encompasses roughly 10,000 square miles in all or part of 16 counties and serves a population of 4.7 million people. The goal of the District is to meet the water needs of current and future water users while protecting and preserving the water resources within its boundaries. District funding comes from voter-approved ad valorem property taxes, along with other intergovernmental sources.

Various activities affecting water quality and supply require permits from SWFWMD. These activities include water well construction, water usage permits, and environmental resource permits for activities that would affect wetlands, surface water flows, or water pollution levels.

6. National Flood Insurance Program

The Town participates in the National Flood Insurance Program (NFIP) and Community Rating System (CRS) to secure discounts for owners on their insurance premiums and to maintain Town eligibility for disaster assistance. Compliance with minimum flood elevations and building material requirements contributes to a reduction in flood insurance rates town-wide. Due to wind and flood conditions in coastal high-hazard areas, design criteria for construction must meet 150-mile per hour wind load. Structures must also be designed to withstand wave action from potential storm surge.

The Town has remained NFIP compliant since 1975. The Town is currently rated as a Class Six community and those citizens with NFIP flood insurance policies receive a 20 percent discount.

VIII. Private Sector

A. Neighborhood Associations

1. Federation of LBK Condominium

The Federation of LBK Condominium is an organization comprised of representatives from most of the condominium associations on LBK. The organization was founded in 1973 and consists of a Board of Directors and Member Associations. The majority of the following condominium developments were built prior to 1980.

Member Associations:

Aquarius Club
Arbomar
Atrium (Fairway Bay III)
Banyan Bay Club
Bay Harbour
Bayport Beach & Tennis Club
Beach Harbor Club
Beach Walk
Beachcomber Condominium
Beaches of Longboat Key Club
Beachplace
Buttonwood Cove
Casa del Mar
Castillian Condo Association
Cedars East Condominium Association
Cedars West of Longboat
Club Longboat Beach & Tennis Condo Association
Emerald Pointe
En Provence
Fairway Bay Assoc., Inc.
Fairway Bay II
Grand Bay I
Gulf Front Condominium
Harbour Links
Harbour Oaks
Islander Club
Islands West
LaFirenza Condominium
L'Ambiance at Longboat Key
Longbeach Condo Association
Longboat Harbour Owners Association

Longboat Arms
 Longboat Beach House
 Longboat Cove
 Longboat Harbour Towers
 Longboat Key Towers
 Longboat Key Yacht & Tennis Club
 Longboat Sandpipers
 Longboat Terrace
 Marina Bay
 Pelican Harbour
 Pierre Condominiums
 Players Club
 Portobello
 Positano on the Gulf
 Privateer North
 Privateer South
 Promenade
 Regents Place
 Sailboat Square Condo Association
 Sanctuary
 Sand Cay
 Sands Point
 Sarasota Outrigger
 Sea Gate Club
 Sea Horse Beach Resort
 Seaplace
 Spanish Main Yacht Club
 Sunset Beach
 Sutton Place
 Tangerine Bay Club
 Tencon Beach Association
 Colony Beach & Tennis Association
 The Shore
 Tides of Longboat
 Tiffany Plaza
 Veinte
 Villa DiLancia
 Vizcaya
 Water Club
 Westchester
 Whitney Beach Association
 Whitney Beach III
 Winding Oaks
 Windward Bay

2. Neighborhood Associations and Groups

Bay Isles Association
Bay Isles Long Range/Visioning Committee
Buttonwood Association
Country Club Shores I & II
Country Club Shores III
Country Club Shores IV
Country Club Shores V
Emerald Harbor Association
Longboat Key Estates
Sleepy Lagoon Homeowner's Association
Whitney Beach Conservancy
Village Association

B. Social and Religious Organizations

1. Religious Organizations

All Angels Episcopal Church
563 Bay Isles Road
Longboat Key, FL 34228
941-383-8161
www.allangelslbk.org

Christ Church
6400 Gulf of Mexico Drive
Longboat Key, FL 34228
941-383-8833
www.christchurchoflbk.org

Longboat Island Chapel
6200 Gulf of Mexico Drive
Longboat Key, FL 34228
941-383-6491
www.longboatlandchapel.org

St. Mary Star of the Sea Church
4280 Gulf of Mexico Drive
Longboat Key, FL 34228
941-383-1255
www.stmarylbk.com

Temple Beth Israel
567 Bay Isles Road
Longboat Key, FL 34228
941-383-3428
www.tbi-lbk.org

2. Civic Organizations and Associations

Kiwanis Club of Longboat Key
 P.O. Box 8097
 Longboat Key, F: 34228
www.keynotes.homestead.com

Longboat Key Center for the Arts
 6860 Longboat Drive South
 Longboat Key, FL 34228
 941-383-2345
www.ringling.edu/lbkca

Longboat Key Chamber of Commerce
 5570 Gulf of Mexico Drive
 Longboat Key, FL 34228
 941-383-2466
www.longboatkeychamber.com

Longboat Key Garden Club
 P.O. Box 8375
 Longboat Key, FL 34228

Longboat Key Historical Society
 6826 Gulf of Mexico Drive
 Longboat Key, FL 34228
 941-387-8323
www.longboatkeyhistory.org

Longboat Key Library
 555 Bay Isles Road
 Longboat Key, FL 34228
www.longboatkey.org
 Note: The [Longboat Library](http://www.longboatkey.org) is a membership supported non-profit organization staffed and operated entirely by volunteers.

Longboat Key Turtle Watch
 5380 Gulf of Mexico Drive
 Longboat Key, FL 34228
www.lbkturtlewatch.com

Rotary Club of Sarasota Keys
www.rotarysarasotakeys.com

C. Major Corporations and Businesses

1. Resorts

Hilton Longboat Key Beachfront Resort

4711 Gulf of Mexico Drive
Longboat Key, FL 34228
941-383-2451
www.hilton.com

Longboat Key Club
220 Sands Point Road
Longboat Key, FL 34228
941-383-8821
www.longboatkeyclub.com

2. Government

Town of Longboat Key
501 Bay Isles Road
Longboat Key, FL 34228
941-316-1999
www.longboatkey.org

3. Retail

Ace Hardware - Longboat Key

4030 Gulf of Mexico Drive
Longboat Key, FL 34228
941-383-1313
www.acehardware.com

CVS Pharmacy

525 Bay Isles Drive
Longboat Key, FL 34228
941-383-2475
www.cvs.com

Publix Super Market
525 Bay Isles Drive
Longboat Key, FL 34228
941-383-1326
www.publix.com

4. Restaurants

Bayou Tavern

6814 Gulf of Mexico Drive
 Longboat Key, FL 34228
 941-312-4975
www.bayoutavern.com

Blue Dolphin Cafe

5370 Gulf of Mexico Drive
 Longboat Key, FL 34228
 941-383-3787
www.bluedolphincafe.com

Café Don Giovanni

5610 Gulf of Mexico Drive
Longboat Key, FL 34228
941-383-0013

Chart House

201 Gulf of Mexico Drive
 Longboat Key, FL 34228
 941-383-5593
www.chart-house.com

Ciao Italia Casual Italian

5370 Gulf of Mexico Drive
 Longboat Key, FL 34228
 941-383-0010

Dry Dock Waterfront Grill

412 Gulf of Mexico Drive
 Longboat Key, FL 34228
 941-383-0102
www.drydockwaterfrontgrill.com

Euphemia Haye Restaurant & Haye Loft

5540 Gulf of Mexico Drive
 Longboat Key, FL 34228
 941-383-3633
www.euphemiahaye.com

Harry's Continental Kitchens

525 St Judes Drive
Longboat Key, FL 34228
941-383-0777
www.harryskitchen.com

Latitudes Beach Cafe

4711 Gulf of Mexico Drive
Longboat, FL 34228
941-383-2451
www.hilton.com

Lazy Lobster

5350 Gulf of Mexico Drive
Longboat Key, FL 34228
941-383-0440
www.longboatkeylazylobster.com

Maison Blanche

2605 Gulf of Mexico Drive
Longboat Key, FL 34228
941-383-8088
www.maisonblancherestaurants.com

Mar Vista Dockside Restaurant and Pub

760 Broadway Street
Longboat Key, FL 34228
941-383-2391
www.groupersandwich.com

Moore's Stone Crab Restaurant

800 Broadway Street
Longboat Key, FL 34228
941-383-1748
www.stonecrab.cc

Pattigeorge's

4120 Gulf of Mexico Drive
Longboat Key, FL 34228
941-383-5111
www.pattigeorges.com

IX. Interviewee Information

Confirmed interviewee information will be provided to the ULI Advisory Panel upon arrival to LBK and will be included in this report thereafter.

X. Index of Tables and Graphics

Graphic 1: Longboat Key Area Tax Base
 Graphic 2: Longboat Key Aerial
 Graphic 3: Distance to Major Markets
 Graphic 4: Trolley Ridership
 Graphic 5: Beach project Location Map
 Graphic 6: Permits Issued
 Graphic 7: Nonconforming Properties – Sarasota County
 Graphic 8: Nonconforming Properties – Manatee County
 Graphic 9: Grandfathered Tourism Uses – Sarasota County
 Graphic 10: Nonconforming Tourism Uses Inset – Sarasota County
 Graphic 11: Grandfathered Tourism Uses – Manatee County
 Graphic 12: Nonconforming Tourism Uses Inset – Manatee County
 Table 1: Distribution of Land Uses
 Table 2: Major Beach Projects
 Table 3: Major Employers and Number of Employees
 Table 4: Employment Status by Percentage of Population
 Table 5: Median Income
 Table 6: Income and benefits by Percentage of Population
 Table 7: Population and Median Age
 Table 8: Age by Percentage of Population
 Table 9: Race by Percentage of Population
 Table 10: Gender by Percentage of Population
 Table 11: Households by Type as Percentage of Households
 Table 12: Educational Attainment by Percentage of Population
 Table 13: Educational Attainment by Age
 Table 14: Assessed Value of Property
 Table 15: Housing Values as Percentage of Housing Stock
 Table 16: Mortgage Status as Percentage of Housing Stock
 Table 17: Year Householder Moved into Unit
 Table 18: Housing Occupancy
 Table 19: Age of Housing
 Table 20: Number of Units in Structure
 Table 21: Number of Bedrooms as Percentage of Housing Stock
 Table 22: Owner vs. Renter Occupancy
 Table 23: Median Monthly Ownership Costs
 Table 24: Ownership Costs with Mortgage
 Table 25: Ownership Costs without Mortgage
 Table 26: Median Monthly Rental Costs
 Table 27: Maximum Percentage of Total Property within MUC-1
 Table 28: Maximum Percentage of Total Property within MUC-2
 Table 29: Maximum Percentage of Total Property within MUC-3
 Table 30: Residential and Tourism Density
 Table 31: Tourism Development Funds
 Table 32: Ad Valorem Tax Summary

XI. Definitions

Hotel or Motel: A building or structure under a common or multiple ownership interest and single management which is designed, used, or held out to the public to be a place where sleeping accommodations are supplied for pay to transient guests or tenants. A hotel or motel, with or without individual kitchen or cooking facilities may have one or more dining rooms, restaurants, cafes or cocktail lounges where food and drink are served.

Resident, Full-Time: A person who lives on Longboat Key year-round.

Resident, Part-time or Seasonal: A person who owns or rents property on the island for a few weeks to a few months, generally each year, but has another residence elsewhere and is likely not registered to vote on Longboat Key.

Season: The period of time each year, generally between Thanksgiving and Easter, when the majority of part-time residents and tourists visit Longboat Key.

Tourism Unit (TU): A building, or portion thereof, including a room or rooms, designed or used for tourism use. Any room or rooms capable of being separated as a self-contained entity by permanent or movable walls or doors with individual access to a public corridor, public access area, or exterior, shall each be counted as one Tourism Unit.

Tourism Use: Use, or occupancy, or the design for such use or occupancy, by any person, of any property for transient lodging purposes where the term of occupancy, possession or tenancy of the property by the person entitled to such occupancy, possession or tenancy is less than 30 consecutive calendar days or one entire calendar month, whichever is less.

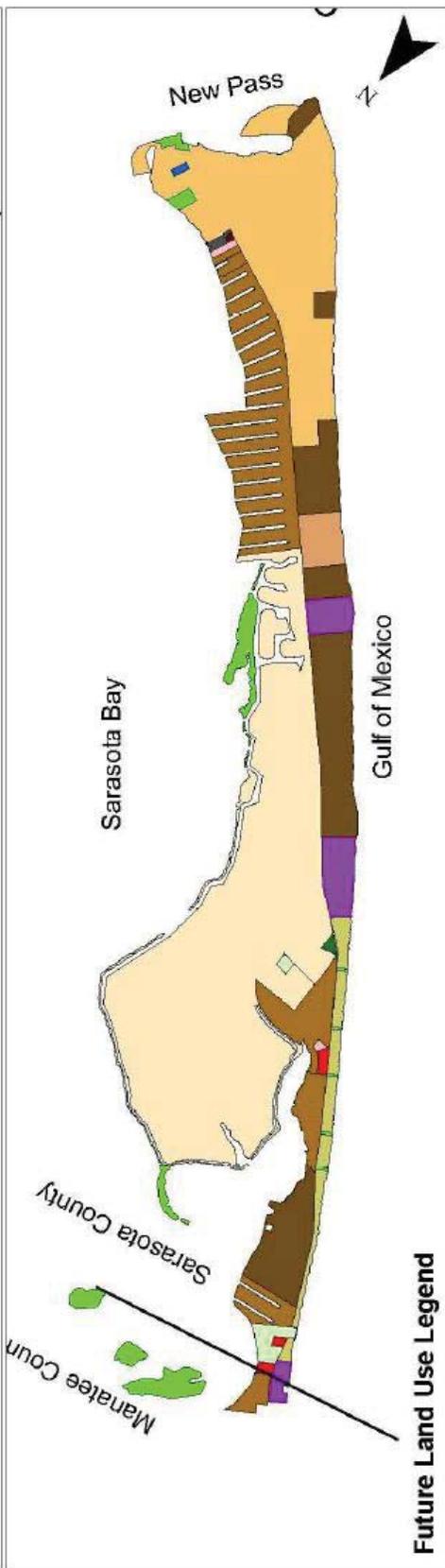
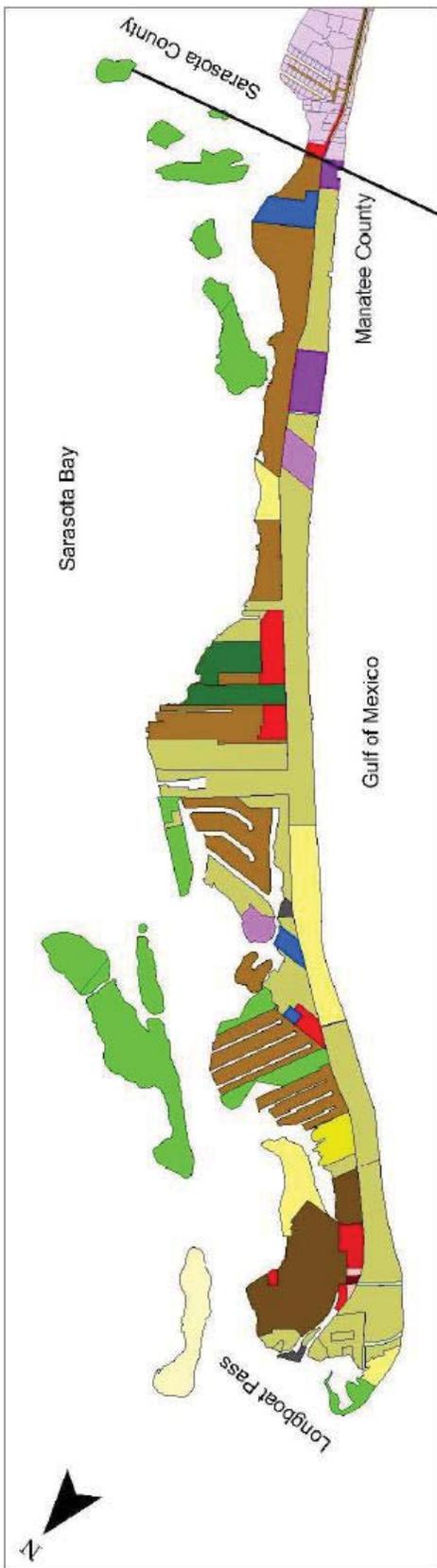
Tourist: A person who visits the island for less than 30 consecutive days.

XII. Acronyms

BEBR: University of Florida Bureau of Economic and Business Research
 BFE: Base Flood Elevation
 CCAC: Community Center Action Committee
 CCCL: Coastal Construction Control Line
 CRS: Community Rating System
 DEP: U.S. Department of Environmental Protection
 ECL: Erosion Control Line
 GMD: Gulf of Mexico Drive
 FDEP: Florida Department of Environmental Protection
 FDOT: Florida Department of Transportation
 FEMA: Federal Emergency Management Agency
 FIRM: Flood Insurance Rate Map
 FLUM: Future Land Use Map
 FWC: Florida Fish and Wildlife Conservation Commission
 LBK : Longboat Key
 LDC: Land Development Code
 MGD: Million Gallons per Day
 MHWL: Mean High Water Line
 MUC: Mixed-Use Community
 NFIP: National Flood Insurance Program
 NGVD: National Geodetic Vertical Datum of 1929
 NOAA: National Oceanic and Atmospheric Administration
 OFW: Outstanding Florida Waters
 PUD: Planned Unit Development
 SBEP: Sarasota Bay Estuary Program
 SWFRPC: Southwest Florida Regional Planning Council
 SWFWMD: Southwest Florida Water Management District
 TU: Tourism Unit
 ULI: Urban Land Institute
 USACE: United States Army Corps of Engineers
 USTA: U.S. Tennis Association
 WBO: Whitney Beach Overlay

XIII. Additional Resources

A. Future Land Use Map



Future Land Use Legend

OS-A Open Space - Active	MUC-2 Mixed Use Community (Islands/Is), 5.05 U/ACRE
OS-P Open Space - Passive	MUC-3 Mixed Use Community (Promenade/Water Club), 11.26 DU/ACRE
OS-C Open Space - Conservation	O1 Office Institutional
IP Island Preserve, 1 DU/5 ACRES	CL Limited Commercial
RL-1 Low Density SF Residential, 1 DU/ACRE	CG General Commercial
RL-2 Low Density SF Residential, 2 DU/ACRE	CH Highway Commercial
RM-3 Medium Density SF Mixed Residential, 3 DU/ACRE	MCS Marine Commercial Service
RM-4 Medium Density SF Mixed Residential, 4 DU/ACRE	INS Institutional
RH-6 High Density SF Mixed Residential, 6 DU/ACRE	TRC-3 Med. Density Tourist Resort/Commercial, 3 U/ACRE
MUC-1 Mixed Use Community (Bay Isles), 3.26 DU/ACRE	TRC-6 High-Density Tourist Resort/Commercial, 6 U/ACRE



TOWN OF
LONGBOAT KEY
FLORIDA

**FUTURE LAND
USE MAP**

DATE: 11/15/07
SCALE: 1" = 200'

This is a public file. It is the official public record of the Town of Longboat Key, and it is subject to the provisions of the Florida Public Accession Act.

TOWN CLERK: [Signature]

FILE NO.: 120703-10000
FILE NO.: 120703-10000
DATE: 11/15/07

* Increased densities and intensities for tourism uses may be available in the tourist resort commercial, commercial, office, and marina commercial service future land use categories under the land development regulations for utilization of no more than 250 tourism units islandwide, as set forth in the Future Land Use Map above, reflected by the referendum vote of March 18, 2008.

B. Zoning Map



This Zoning Map is provided "as is" without warranty, express or implied, or any representation of accuracy, timeliness, or completeness. To ensure the accuracy of current zoning designations, you must contact the Planning, Zoning and Building Department for a zoning verification.

TOWN OF LONGBOAT KEY FLORIDA

ZONING MAP
ORD. 2012-08

DATE: 12/11/12

BY: [Signature]

FOR: [Signature]

SCALE: 1" = 1/4 MILE

ZONING LEGEND

OS-A	OPEN SPACE - ACTIVE	MUC-1	MIXED USE COMMUNITY-JAY ISLES 3.5R DU/ACRE
OS-P	OPEN SPACE - PASSIVE	MUC-2	MIXED USE COMMUNITY-BLAKESBEE 5.0R DU/ACRE
R-1	RESIDENTIAL SINGLE-FAMILY 1 DU/ACRE	MUC-3	MIXED USE COMMUNITY - PROMENADE/WATER CLUB 11.2R DU/ACRE
R-2	RESIDENTIAL SINGLE-FAMILY 2 DU/ACRE	C-1	OFFICE INSTITUTIONAL DISTRICT
R-3	RESIDENTIAL SINGLE-FAMILY 3 DU/ACRE	C-2	LIMITED COMMERCIAL DISTRICT
R-4	RESIDENTIAL SINGLE-FAMILY 4 DU/ACRE	C-3	GENERAL COMMERCIAL DISTRICT
R-5	RESIDENTIAL SINGLE-FAMILY 5 DU/ACRE	C-4	HORWAY ORIENTED COMMERCIAL DISTRICT
R-6	RESIDENTIAL SINGLE-FAMILY 6 DU/ACRE	M-1	MARKET COMMERCIAL SERVICE DISTRICT
R-7	RESIDENTIAL SINGLE-FAMILY 7 DU/ACRE	INS	COMMUNITY FACILITY-INSTITUTIONAL DISTRICT
R-8	RESIDENTIAL SINGLE-FAMILY 8 DU/ACRE	T-3	LOW DENSITY TOURIST RESORT/COMMERCIAL DISTRICT 3 TU/A
R-9	RESIDENTIAL SINGLE-FAMILY 9 DU/ACRE	T-4	MEDIUM DENSITY TOURIST RESORT/COMMERCIAL DISTRICT 4 TU/A
R-10	RESIDENTIAL SINGLE-FAMILY 10 DU/ACRE	T-5	HIGH DENSITY TOURIST RESORT/COMMERCIAL DISTRICT 5 TU/A
R-11	RESIDENTIAL SINGLE-FAMILY 11 DU/ACRE	T-6	VERY HIGH DENSITY TOURIST RESORT/COMMERCIAL DISTRICT 6 TU/A



C. Vision Plan Goals, Strategies and Action Steps



TOWN OF LONGBOAT KEY

Vision Plan

**Adopted
February 7, 2011
(Resolution 2011-13)**

**Town of Longboat Key
501 Bay Isles Road
Longboat Key, Florida 34228**

ACKNOWLEDGEMENTS

The Town of Longboat Key Planning, Zoning and Building Department acknowledges the guidance, knowledge, support, input and participation of the following individuals and groups in the preparation of the Vision Plan.

The Citizens of Longboat Key, Florida

Town Commission

Mayor George Spoll, District 2
Vice Mayor Jim Brown, District 4
Lynn Larson, District 1
David Brenner, District 3
Robert Siekmann, District 5
Hal Lenobel, At-Large
Phill Younger, At-Large

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Robert P. Dawson
Gene Jaleski
Ronald Johnson
Peter O'Connor
Lee Rothenberg
Joan Webster
Jeremy Whatmough

Planning and Zoning Board

BJ Webb, Chair
Allen Hixon, Vice Chair
Patricia Zunz, Secretary
Phineas Alpers
Laurin Goldner
Walter Hackett, Jr.
Bradford Saivetz
George Symanski, Jr.
John Wild

Former Planning and Zoning Board Participants

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HM "Sandy" Gilbert
John Kerwin
Richard Levin
John Redgrave
Morton Siegler

2007 Planning and Zoning Board Vision Plan Subcommittee

David Brenner
Sandy Gilbert
Walter Hackett
George Symanski

2010 Vision Plan Subcommittee

Jim Brown, Vice Mayor
David Brenner, Commissioner
George Symanski, Planning and Zoning Board
Patricia Zunz, Planning and Zoning Board
David Miller, Chamber of Commerce
Dick Pelton, Citizen

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Trish Granger - Town Clerk
David P. Persson - Town Attorney

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Vision Plan Consultant

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Herb Marlowe
Larry Arrington

Longboat Key Renewed: A plan to keep Longboat Key invigorated over the next twenty years

Section 1: The Vision

BACKGROUND

In 2005, the Town of Longboat Key began the visioning process, initiated citizen involvement, and created a subcommittee comprised of members of the Planning and Zoning Board and the Town Commission. The developed plan was presented to the Town Commission in 2007. In 2008, the international economy was hobbled as credit markets seized. The United States economy was formally in economic recession. The residential and commercial real estate markets, small and large businesses, and governments on the local and state levels were negatively impacted by the precarious financial conditions in the United States and abroad. In 2010, despite an economic stimulus program commenced by the federal government, the international economy is still troubled and the negative impacts on real estate and business continue. It is in this environment that a revisiting of the vision plan submitted to the Town in 2007 has taken place.

THE VISION

This Vision for Longboat Key contains common sense strategies and tactics which both preserve and promote Longboat Key to benefit existing and future residents and businesses with broad based input from our residential and business community. ***The core values are to create and reinforce a welcoming community and government atmosphere with a common sense approach to managing the mix of resident, visitor, and commercial uses of Longboat Key.*** The plan is a framework for our elected and appointed leaders to consider as they deliberate and decide the matters and policies affecting Longboat Key going forward.

WHY THIS VISION

Numerous factors make Longboat Key a special place:

- the natural environment such as its beaches and the bay, warm weather, barrier island status with limited access, and a location near to, but separated from more urban areas
- the visual and physical profile of the built environment. The Town has promoted a low- to mid-rise profile that is protected by the Town's regulations to guard against the development of a "condo canyon" as exists in other beachfront communities
- the amenities for residents are generally available on the Key, minimizing the need to go off the island for basic retail, dining (including waterfront and outdoor dining), and hospitality services
- the island is more than simply a retirement community in the classic Florida model. The Town is not a business center, nor is it a suburb whose primary function is housing for the workforce. It is a recreational community that provides for the active lifestyles of full-time and part-time residents, some fully or partially

retired, and some still fully active in the workplace. The island's amenities include tennis centers, a recreation center, parks, picnic areas, a multi-modal path spanning the length of the island, and an art center

- the people - the residents and visitors to Longboat Key. It is the people who create a sense of community, whose values emphasize the slow paced, comfortable lifestyle that characterizes the Town, and whose desire for quality will maintain the community into the future
- the Key's proximity to Sarasota and its substantial arts environment, as well as the ready access to the Tampa/St. Petersburg area, is an important part of the special character of the community
- the people of Longboat Key are willing to take the financial steps necessary through local obligation bonds and ad valorem taxes to ensure the continuation of the level of service necessary to maintain and enhance the unique character of the island that attracted so many people to it in the past

HOW WE GET THERE

Based upon this vision, which is set forth in this section, our next step was to formulate a plan for its realization and implementation over the course of the next 20 years. In brief, this plan is designed to ensure that for the next 20 years the Town of Longboat Key will strive to:

- retain those features that make the Town a special place enabling residents and visitors the ability to dine, recreate and shop on Longboat Key;
- remain a community of high-quality buildings and landscaping;
- restore and sustain the historic balance of residential, tourism, and commercial;
- creatively reinvigorate underutilized commercial areas;
- maintain or upgrade the infrastructure on an ongoing basis, including private and public services and amenities;
- support restaurants on the island, encouraging viability and diversification, as well as waterfront and outdoor dining options; and,
- protect, preserve and improve the natural environment.

THE CHALLENGES

Within the context of a distinctive place that is undergoing change, the shared vision for the future is to enhance the special nature of Longboat Key. Some of the current changes and issues, which impact the future, are happening now. The community identified the following examples during the development of this Vision Plan:

- The affordability of property ownership on Longboat Key is being impacted by higher county and local taxes (with severe upward pressure from Town of Longboat Key employee pension costs and beach renourishment expenditures) and insurance costs.

- The Town's major resorts are over 20-years old and are showing their age. The Longboat Key Club and the Hilton Longboat Key Resort managements are examining, each in their own way, what they want to be over the next 20 years. The Colony Beach and Tennis Resort is currently in a state of flux and the property is in need of revitalization or redevelopment. Town Plaza I and II and Whitney BeachPlaza retail complexes are significant properties going through the same exercise.
- The "off season" retail base has been significantly reduced, increasing the disparity from the "peak season" population, making it more difficult to make a 12-month retail operation successful. The peak season has shortened, limiting the significant retail base to four months.
- The number of units devoted exclusively to tourism has decreased as resort operators have found the economics of operating in a highly seasonal environment difficult to sustain.
- Residential communities have changed from neighborhoods of Florida-style ranch homes to an area with an increasing number of "McMansions" and currently have a substantial number of foreclosures and the attendant "blight".
- The Town's successful family businesses are finding that the next generation has no plans to continue in the family business. This contributes to the desire to sell out for other uses.
- The local arts center is no longer an independent community based institution, but is now part of the Ringling College of Art and Design.
- The fragile state of the restaurant industry on the island.

What is the potential future of Longboat Key if nothing is done? Longboat Key will be a much less enjoyable and convenient place to live, if all basic necessities, from gasoline to groceries to medical needs to entertainment, will only be found off the Island. Visitors will still be amazed at the beauty of the island, but may also come to the conclusion that there is absolutely nothing to do here beyond the beaches and possibly the resort. They will opt to purchase homes where they can have both - beauty and the conveniences that Longboat Key should offer.

The challenge and opportunity is to manage change in ways that retain, reinvigorate, or enhance the quality, the distinctiveness, the culture, and the lifestyle that make Longboat Key so special. The purpose of the Vision Plan is to anticipate longer-term trends and issues, while dealing with short-term factors that will impact the Key and propose strategies that will ensure Longboat Key remains a high quality residential community.

Section 2: Additional Strengths and Weaknesses That Could Impact the Town's Desired Future

Fortunately, Longboat Key has recently had a reasonable balance of residential, tourism, and commercial land uses such that we are not trying to reinvent the wheel or establish totally new segments. The Town is working to rebalance and reinvigorate the community before any further significant decline occurs. In March 2008, the voters of Longboat Key overwhelmingly passed a referendum to allow for the voluntary rebuild of existing tourism and multifamily developments that may not have been able to rebuild otherwise. Additionally, a separate referendum was approved allowing the distribution of an additional 250 tourism units for new or existing developments. In order to determine what our vision for the future should be, it is helpful to assess the strengths we have to work with and build on and the weaknesses we need to consider and address.

Earlier the plan provided a list of factors that make Longboat Key a special place. This section lists additional strengths and known weaknesses that will impact the Town as it seeks to institute the vision. The ability of the Town to change the influence of these factors varies; and, their significance will vary during the next 20 years.

STRENGTHS:

- Current and future tourism developments generate a greater need for retail businesses and services than could otherwise be supported, provide future buyers for residences thus keeping property values relatively high, provide tax revenues for the Town, and provide places to stay for visiting relatives.
- The Key is well positioned for a segment of the baby boom retirees
- Economic growth in the region, and the advent of communications technology, could lead to more executives choosing housing and business opportunities on the Key, leading to a potential small demographic shift
- As Sarasota continues to develop, the urban amenities available to residents of the Key will improve
- While the town's infrastructure is aging, the town has implemented a program to upgrade existing systems and has been able to stay ahead of other communities in this regard

WEAKNESSES:

- The town is a barrier island vulnerable to environmental change and damage, as well as red tide and other environmental impacts
- The combination of rising property taxes and rising insurance costs has made property ownership, particularly second home ownership, less attractive on the Key
- Pressures on water supply will continue to increase. The Town has to purchase water from Manatee County for its potable and a portion of irrigation supply needs
- The limited access to the Key, via SR 789/Gulf of Mexico Drive (GMD), a two-lane highway, is the primary cause of traffic congestion during the peak months of the

year. Traffic on and off the Key will remain challenging and there will be continued use of Gulf of Mexico Drive as a throughway between Sarasota and Manatee Counties

- Longboat Key's cost of living dictates that the majority of workers reside off-island. Frequently, higher wages are needed to attract workers to staff jobs on the Key. Convenient public transit is required for workers to access the Key
- Need for increased health care services and "Aging In Place" amenities
- Lack of up-to-date telecommunication services

Section 3: Goals, Strategies, and Action Steps

This section of the plan details the goals, strategies, and action steps that will contribute to achievement of the vision as a preferred residential community offering a very high quality of life for its residents. The goals of the plan, while not listed in an order suggesting priority, will provide direction for the coming 20 years. Implementation and achievement of the strategies and action steps, including the initiation/timing and responsibility, will vary depending upon circumstances over the 20 years.

Goal 1: Help prevent Longboat Key from becoming unaffordable to current residents

Strategy	Action Steps		
	Initiation/Timing	Responsibility	Action
1. Develop a coordinated message to be used by all Longboat Key officials and staff regarding the impact on Longboat Key of tax practices of the School Boards, County Commissions, and other public bodies	on-going	Town Commission	Finance Department - Policy Statement
2. Develop a targeted education and outreach strategy to external taxing bodies to (1) reduce the tax burden they are placing on the Key and/or (2) provide more benefits to the Key	on-going	Town Commission	Finance Department - Develop Strategy Paper
3. Develop and participate in sustained policy efforts at state and federal levels to develop property and disaster insurance alternatives for coastal communities that help those communities remain economically viable	on-going	Town Commission	Appoint liaison for Town Commission
4. Develop a Town function or position, which would seek to secure more external funding to the Town to support services or infrastructure	on-going	Town Commission	Create a funding development position or committee (with existing staff or voluntary citizen(s))

Goal 2: Continue to maintain the high level of public services and safety on Longboat Key

Strategy	Action Steps		
	Initiation/Timing	Responsibility	Action
1. Maintain accredited and trained staff	on-going	Town Manager	Maintain adequate budget
2. Maintain appropriate facilities	on-going	Town Manager	Maintain adequate budget
3. Keep public safety plans updated	on-going	Town Manager	Annual review
4. Increase public education and information on public safety, particularly disaster issues	on-going	Town Manager	Increase public education – CRS Manager
5. Maintain the high level of readiness for disaster response	on-going	Town Manager	Maintain training and education
6. Formalize a compensation policy that provides competitive salary and benefit package for town employees at or above the 75 percentile for surrounding communities. Conduct a study of current employee pay practices (direct and fringe) of surrounding communities of comparable size	on-going	Town Commission	Maintain adequate budget
7. Continue adherence to best management practices (BMPs)	on-going	Town Manager	Develop yearly review of BMPs - Public Works Department
8. Conduct cost/benefit studies on any major capital item	on-going	Town Manager	Develop reporting form - Finance Department
9. Encourage regional solutions	on-going	Town Commission	Maintain liaisons to regional groups
10. Continue planning and funding for adequate capital maintenance	on-going	Town Manager	Maintain adequate budget

Goal 3: Encourage improvement, redevelopment, and development of commercial

Strategy	Action Steps		
	Initiation/Timing	Responsibility	Action
1. Encourage quality redevelopment consistent with vision			
a. Pursue collaborative efforts regarding major developments of the Key to formulate a master redevelopment plan for their parcels	on-going	Town Manager/ Town Commission	Private development proposals
b. Explore new commercial/tourism land use applications and development options for appropriate sites. For example: consider creating such a zoning district for the Whitney Beach Plaza and the adjacent properties to the north; redevelopment of the Bay Isles Parkway and the Town Plaza I and II developments, including the adjacent bank properties and the adjacent vacant residential parcel (formerly known as MODA); raise awareness of the advantages of combining adjacent commercial properties for greater flexibility per site; and, consider increased density incentives, a mix of office and retail use, with a greater opportunity for increased landscape buffers between commercial and residential zones, as well as the ability to provide larger areas for landscaping that is more consistent with the residential character of the Key. Commercial sites other than those within the Bay Isles Planned Development and Whitney Beach Plaza should be similarly examined by the Planning and Zoning Board for possible redevelopment	underway	Planning and Zoning Board	Review by the Planning and Zoning Board
2. Support commercial revitalization and rebuilding that is compatible with the Key, including building heights, viewscales, and building mass and intensity	on-going	Planning and Zoning Board	Review revitalization ordinance

Goal 4: Encourage improvement, redevelopment, and development of tourism

Strategy	Action Steps		
	Initiation/Timing	Responsibility	Action
1. Enhance marketing efforts designed to attract new visitors via a public-private partnership between the Town, Chamber, and Tourist Development Councils, ensuring that the public is adequately made aware of the short-term rental units on the island	on-going	Chamber of Commerce	Chamber Report
2. Obtain annual marketing report on efforts to market Longboat Key as a tourism destination, which shall include data regarding the number of short-term rental units on the island and their annual occupancy rate	annually	Chamber of Commerce	Chamber Report

Goal 5: Encourage improvement of residential properties that maintain quality and character of existing neighborhoods

Strategy	Action Steps		
	Initiation/Timing	Responsibility	Action
1. Encourage the Village Association to preserve the unique characteristics of the Village with the creation of a Village Master Plan	2011	Planning and Zoning Board Town Commission	Planning Staff with the Village Association

Goal 6: Protect and conserve the natural environment and maintain the beauty of the Key

Strategy	Action Steps		
	Initiation/Timing	Responsibility	Action
1. When economically feasible, adopt appropriate best practices used by other local governments pertaining to:			
a. Reasonable green building strategies	on-going	Town Commission	Building Division Staff Study
b. Water conservation	on-going	Town Commission	Public Works Staff Study
c. Alternative fuels for the Town's fleet	on-going	Town Manager	Public Works Staff Study
d. Electricity and energy conservation	on-going	Town Manager	Public Works Staff Study FPL energy audit
2. Continue a lobbying strategy with like-minded communities on the red tide issue	on-going	Town Commission	Continue participation with START
3. Continue to participate with other governments in cooperative efforts to protect and restore Sarasota Bay	on-going	Town Commission	Continue participation with Sarasota Bay Estuary program
4. Improve landscaping efforts on Longboat Key			
5. Continue to enforce the fertilizer ordinance to reduce pesticide and fertilizer run-off into the Gulf of Mexico and Sarasota Bay, including public education programs	on-going	Town Commission	Public Works Department
6. Develop a public education campaign on Florida Friendly and invasive plant species eradication	on-going	Town Commission	Public Works Department Planning and Zoning Department
7. Develop and implement a beautification plan for Gulf of Mexico Drive through the utilization of a committee consisting of, but not limited to, citizen representatives who are landscape architects and design professionals, licensed town staff, and Garden Club representatives.	on-going	Town Commission	Public Works Department Longboat Key Garden Club
8. Continue to monitor the Town's water situation and alternative water systems to allow the Town to secure its own water source.	on-going	Town Commission	Public Works Staff Study
9. Participate in Florida and National League of Cities and US Conference of Mayors forums on environmental issues	on-going	Town Commission/ Town Manager	Maintain adequate budget
10. Periodically examine the beach management program as needed, including regional cooperation	on-going	Town Manager/ Public Works	Maintain Budget and State Permitting
11. Seek adequate supply of alternative irrigation water to keep the island green and beautiful	on-going	Town Commission	Public Works Staff Study

Goal 6: Protect and conserve the natural environment and maintain the beauty of the Key - Continued

Strategy	Action Steps		
	Initiation/Timing	Responsibility	Action
12. Revitalize community beautification efforts that serve to protect the natural environment, including Gulf of Mexico Drive	on-going	Town Commission	Public Works Staff Study Longboat Key Garden Club
13. Seek opportunities to purchase open space for public use, with public input, as to features, uses, and costs	on-going	Town Commission	Town Manager update Commission Longboat Key Center for the Arts
14. Encourage public art in public places	on-going	Town Commission	Planning Staff – Resolution Longboat Key Center for the Arts
15. Continue to protect endangered species including, but not limited to, sea turtles	on-going	Town Commission	Code Enforcement in partnership with Mote Marine Laboratory
16. Explore new technologies in renewable energy applications	on-going	Town Commission	Public Works/Planning, Zoning and Building
17. Continue to adopt additional conservation methods to further decrease the amount of water used for both consumption and irrigation	on-going	Town Manager/ Town Commission	Public Works Staff Recommendation
18. Explore new technologies in potable and irrigation water supply and distribution	on-going	Town Manager/ Town Commission	Public Works Staff Study

Goal 7: Promote community health

Strategy	Action Steps		
	Initiation/Timing	Responsibility	Action
1. Review the possibility of creating a community health center on the island	on-going	Town Manager	Human Resources Department Chamber of Commerce
2. Continue efforts to construct sidewalks on Gulf of Mexico Drive where appropriate	on-going	Town Manager	Public Works Department
3. Work with landscaping companies to reduce pollution and alternative ways of managing yard debris and tree pruning	on-going	Town Manager	Public Works - Develop BMPs Longboat Key Federation of Condominiums
4. Develop policies to further minimize light pollution	on-going	Planning and Zoning Board	Planning, Zoning and Building Department Staff Study
5. Encourage elder care programs and aging in place facilities, including transportation options. Promote healthy, vibrant aging with wellness programs and provide information on available on- and off-island services and programs for residents and caregivers	on-going	Town Manager	Town Manager, Chamber of Commerce, and Churches and Synagogue

Goal 8: Keep or Improve the Island's amenities important to resident's quality of life

Strategy	Action Steps		
	Initiation/Timing	Responsibility	Action
1. Encourage the modernization and redevelopment of tourism facilities. Support efforts of the Chamber of Commerce and Economic Development Council to promote tourism and economic growth consistent with the vision	on-going w/ annual report	Town Commission	Town Commission with the Chamber of Commerce including an annual report from the Chamber
2. Review Town Codes to identify and develop more opportunities or incentives for retail amenities critical to residents and visitors	September 2011	Planning and Zoning Board	Planning Staff Study with the Chamber of Commerce
3. Encourage redevelopment strategies that would enhance retail amenities for residents such as mid-priced restaurants, a small cinema, etc.	2011	Planning and Zoning Board	Planning Staff Study with the Chamber of Commerce
4. Communicate that the Key wants its local businesses to prosper and that it will regularly review its policies to ensure consistency with this intent	on-going	Town Commission	Planning Staff Study
5. Encourage redevelopment of existing retail centers appropriate to the site	on-going	Planning and Zoning Board	Planning Staff Review
6. Form a public-private collaboration to develop an appropriately scaled community center	2011	Town Commission	Form Citizen Committee
7. Pursue an up-to-date communications infrastructure so that residents have full access to advanced communications technology	on-going	Town Commission	As directed
8. Create more access points for kayaks, canoes or small sail craft	on-going	Town Commission	Public Works Department

Goal 9: Retain the service workforce needed for quality of life on the Key

Strategy	Action Steps		
	Initiation/Timing	Responsibility	Action
1. Improve public transportation options, including transit shelters, that enable workers to more easily get to worksites	on-going	Town Commission	Metropolitan Planning Organization
2. Participate in workforce housing initiatives in Manatee and Sarasota Counties	on-going	Town Commission	Manatee and Sarasota Counties

Goal 10: Minimize regular and seasonal traffic congestion

Strategy	Action Steps		
	Initiation/Timing	Responsibility	Action
1. Continue participation in regional transportation planning that would provide other alternatives that would reduce the need to go through Longboat Key to get to Sarasota	on-going	Town Commission	Metropolitan Planning Organization
2. Continue to monitor traffic signals for optimal traffic flow	on-going	Town Manager	Public Works Department
3. Continue working with the US Coast Guard on the seasonal bridge opening schedules at the various bridges that impact Longboat Key	on-going	Town Commission	Metropolitan Planning Organization
4. Continue to take positions on regional traffic issues that affect Longboat Key citizens (for example, roundabouts and speed limits on U.S. 41)	on-going	Town Commission	Metropolitan Planning Organization
5. Design, market, and promote appropriate and viable public transportation services for Longboat Key	on-going	Sarasota County Area Transit	Sarasota County Area Transit
6. Create destination points and routes so that public transportation lessens the impact of traffic on Gulf of Mexico Drive	on-going	Town Commission	Public Works Staff Study
7. Focus on supporting trolley services, including shelters	on-going	Town Commission	Metropolitan Planning Organization

Goal 11: Increase citizen involvement and engagement with Town government

Strategy	Action Steps		
	Initiation/Timing	Responsibility	Action
1. Encourage the Town Commission to speak at neighborhood or condominium associations or otherwise engage the public in other informal forums	on-going	Town Commission	Public Information Officer
2. Encourage people to e-mail, use the suggestion box, attend public meetings, and other mechanisms to inform the Town of any local policies and regulations that it views as problematic	on-going	Town Commission	Public Information Officer
3. Use the Town Charter review process to discuss possible changes to the structure and system of Town government including, but not limited to, length of terms, single member districts, options for a stronger mayor form, and options for funding elections	on-going	Charter Review Committee	Final Report By Charter Review Committee
4. The Town Commission shall periodically review the Town's internal processes (e.g., budget process, human resource policies, etc.)	on-going	Town Commission	Form A Committee
5. Appoint citizen or staff member to actively and consistently represent the interests of Longboat Key at School Boards, County Commissions, and other taxing bodies	on-going	Town Commission	Appoint Liaisons
6. Develop time-limited and role specific projects related to the vision plan and seek citizens with specific skills to participate in those projects	on-going	Town Manager	Town Clerk - Advertisement
7. Continue to encourage residents who will serve on regional forums as well as town committees and boards	on-going	Town Manager	Town Clerk - Advertisement

Vision Plan Appendix¹ – November 2007

In 2005, the Town of Longboat Key Town Commission authorized the development of a 20-year vision plan document. With the guidance and assistance of the Arrington-Marlowe consulting firm, the Town crafted the plan with the input and participation of the Island's citizens, property owners, business owners, and developers. Numerous Focus Group meetings (including those with affinity groups) were held to obtain vital public information and feedback on the vision of the community for the next 20 years. Through solicited and unsolicited written comments, Town Hall meetings, telephone and personal interviews, and additional Focus Group meetings, the Town tested the public's response to various draft versions of the plan document. The Town of Longboat Key Vision Plan is the culmination of two years of work by Arrington-Marlowe, the Town Commission, the Town's Planning and Zoning Board, the Town Attorney, Town Staff, and various established subcommittees throughout the process, as well as all of the members of the public who volunteered their time toward the goal of establishing a vision for the future of Longboat Key. The Vision Plan Appendix provides some of the information collected throughout the plan development process, as well as supporting data.

Points of Community Consensus

The strength of a vision plan is directly proportional to the level of community consensus in support of it. The following points enjoyed a high level of consensus and were valued input in the writing of the plan:

- There is strong support for the vision of “keeping Longboat Longboat”. While there are nuances in that agreement it clearly means protecting the natural environment, maintaining a small town feel, preventing significant increases in density, maintaining a low-mid rise skyline, and keeping basic retail amenities for residents.
- There is clear desire to maintain basic retail services designed for residents on the Key. The community appears receptive to supporting legislative tax relief or some limited incentives as long as these measures are not rewarding bad management or overly trying to influence market/economic dynamics.
- Rising property taxes and insurance costs are negatively impacting everyone, businesses, and second homeowners in particular. Maintaining a reasonable degree of affordability, along with business services and the second home marketplace are critical factors in being able to keep Longboat “Longboat”.
- There is the strong desire to help maintain restaurants on the Key, coupled with the desire for increased outdoor dining options. There is a general willingness for some level of relaxed regulations if that would make a difference.

¹ Appendix provides a discussion of the Town's history and background, as well as the visioning process and resultant findings that formed the basis of the 20-year Vision Plan document that was accepted by the Town Commission in November 2007. Any conflict between the Vision Plan dated February 7, 2011, and anything within this appendix shall be resolved in the favor of the February 7, 2011, Vision Plan, as adopted.

- Overall there is recognition of the value of tourism and the desire to maintain the “limited, historic” tourism traditional to the Key. There is clear agreement on the type of tourism the Key does not want.
- There is clear willingness to allow existing tourist lodging facilities to re-build at least the current number of units.
- There is strong appreciation for the public safety services provided by the Town and a clear desire to maintain the quality of those services.
- Regional or larger solutions will be required for many of the issues facing Longboat. However, that did not mean LBK had no responsibility for or role to play in these broader issues such as water supply, Sarasota Bay protection, etc. A continued effort to work with other local governments and other bodies to address these issues is encouraged.
- There is strong agreement to protect and maintain the natural environment of the Key, particularly the beach.
- The word “balance” seems to encapsulate the desires of residents. Keeping a balance between tourism and residential needs, keep a balance between retail services and the residential character.

Population and Economic Growth in the Region

Both Manatee and Sarasota Counties have experienced growth pressures during the past decade, and project continued population growth. For example, in 2005 unincorporated Manatee County reportedly issued nearly 6,000 new housing permits. Manatee’s growth is happening in many neighborhoods, including fast growing areas such as Ellenton and Parrish. 2004 population projections were 296,385 for Manatee County, with 2030 population projections of 453,900, a 52.8% increase.

Sarasota County growth is somewhat more focused in communities along the Interstate 75 corridor. Census data for Sarasota County indicates steady rates of growth averaging +/- 2.7% over the last three years, with cities such as North Port leading the way with steady double digit rates of growth during six of the past seven years. The Bureau of Economic and Business Research (BEBR) at the University of Florida projects that Sarasota County will continue to experience steady growth over the next 25 years, growing from 367,867 residents in 2005, to approximately 532,000 residents in 2030, a nearly 45% increase in total residents.

The Sarasota County Comprehensive Plan calls for the growth to occur primarily within the Urban Service Areas locating the highest densities within Commercial Centers and Corridors, Planned Commerce Developments, and designated Town and Village Centers outside these urban service corridors, which allow densities up to 25 units per acre.

Efforts are continuing in the adjacent City of Sarasota to encourage redevelopment and infill growth in the downtown area. The City of Sarasota had an estimated permanent population in 2005 of 55,596, and a functional population (resident plus seasonal population) of 80,994 persons. In 2030 the estimated permanent population will be 65,334 persons, with a functional population of 95,179. The City characterizes itself as nearly built-out, emphasizing policies to promote infill. Toward that end, the City reports that between 1999 and 2005 nearly 12,500 building permits were issued, including 10,746 permits associated with remodels or redevelopment activities.

Current Population Numbers vs. Fewer Residents

Given density controls and community preferences, it seems unlikely that significant population growth will occur on Longboat Key. However, given changes in housing preferences toward larger houses and demographic trends toward smaller families, there is the possibility that the population of the Key may decrease. A trend toward the construction of mega-homes on existing home sites and the combining multiple contiguous residential lots for the construction of a single large house is seen on Longboat Key as well as in other Florida communities. While the phenomenon of condominium redevelopment is not yet widespread, there are projections that older multifamily structures will either be replaced with newer, larger units or that existing developments may be sold and remodeled into fewer, larger units. If either of these events occurs, Longboat Key could have fewer residential units in the future.

Year Round vs. Second Home Population

Currently, Longboat Key is predominately comprised of second home owners and so the first assumption that can be made about the future is that the current year-round/second home owner mix will remain the same. However, there are two other trends that might emerge. One is that as homes increase in value, the island will be increasingly comprised of extremely wealthy people for whom Longboat Key is a second, third, or fourth home. Another trend is that the rising property taxes for non-homesteaded property coupled with rising insurance costs will significantly reduce the proportion of second home owners. This trend will mean the future Longboat Key will be more a community of full-time residents than the current mix.

Regional Economic Development

Both Sarasota and Manatee Counties have adopted plans and policies to encourage various forms of economic development and redevelopment. Manatee County's EAR update includes various strategies to attract high wage paying businesses and jobs to the area, along with a mix of strategies to continue support of existing tourism and agricultural industries. The County has adopted many strategies to accomplish these goals, including enhanced recreation and tourism activities. At this point, it appears the focus has been within urban areas, although promotion of the County's coastal areas may be compatible with the plan.

The local Chamber of Commerce has recently established an economic development council on which the Town participates via a seat filled by the Mayor. Since sustaining the historic tourism of the Key is a long-term goal of this vision plan, coordination with this council, as well as the economic and tourism development efforts of both counties, will offer benefits for the Key. It should be noted that the Sarasota Convention and Tourism Bureau and Manatee County promote Longboat Key. A portion of the bed tax is used for marketing each county, which benefits the Key. As a result of the current trend towards reduced tourism beds, the bed tax revenue has decreased and this trend may continue, affecting not only the Sarasota Convention and Tourism Bureau budget, but other programs supported by the bed tax, including beach re-nourishment.

Other common efforts for both counties are the revitalization and creation of vibrant mixed-use commercial areas on the mainland. These developments, as constructed or redeveloped, could offer more shopping, dining, and business opportunities off-island to Longboat residents.

Additionally, as high tech and other high wage paying businesses are attracted to the area through economic development efforts, demand for executive housing will be an ancillary result. The Key offers high quality neighborhoods and residential enclaves, many with beach and bay water access that are often desired by corporate executives. The ability to operate a home-based business may also be of increasing significance.

The Baby Boomer Retirement

The retirement of the baby boom generation will have significant impacts on the workplace, on the leisure industry, and on destination communities such as Longboat. Some general themes are that baby boomers will want more active retirements such as that offered on Longboat Key, and that many baby boomers will semi-retire in the sense they may still be somewhat engaged in income producing activities. The newer residents of Longboat in many ways exemplify these projected trends.

State Property Tax Policy

Rising property values and subsequent increases in property taxes are impacting Longboat in ways that could further change the Key. While property taxes have risen for everyone the increases have most negatively affected second homes and businesses that do not have the homestead exemption. It has placed pressures on commercial property owners and business to either increase rents or prices (to cover both taxes and insurance) or, if eligible, consider converting to residential uses.

Should these trends continue, the Key is at risk of losing both basic retail services as well as decreases in property value if the second home market declines. The Florida legislature is debating the issue, and the rapid rise in property values in recent years has leveled off. The issue will remain significant until some public policy is established that alleviates the problem.

Workforce Housing and Availability of Service Workers

Both in Manatee and Sarasota Counties, one of the key growth concerns surround the affordability of much of the newest market-housing product to the average wage earner. Both jurisdictions are exploring strategies to ensure that a percentage of new growth includes workforce housing. In Sarasota County, inclusionary zoning regulations require new development within the Urban Service Boundary to provide a percentage of “community housing”.

In Manatee County, workforce housing is being framed in the term “affordable living”. This phrase is intended to address the costs of living including, but not limited to, the real estate costs of housing (e.g. land and structure). Toward that goal, the intent is to examine the broader cost of living index, such as transportation and energy costs borne by residents.

It is well acknowledged that cost of living on the barrier islands are beyond a reasonable workforce affordability index. Moreover, with the island communities at or reaching build-out projections, countywide policies, and programs have excluded the islands from their programs.

Shoreline and Coastal Issues

Sarasota County’s Comprehensive Plan, in particular, addresses the inventory of stabilized shoreline, as well as beach nourishment activities and concerns. It has been reported that at one time, as much as 23% of its Sarasota shoreline was hardened. However, as a result of the Town’s proactive beach management plan, which includes an island-wide restoration/fill project, essentially all of these hardening structures are covered with sand. The Town’s evaluation and appraisal report (EAR) update included policy changes that effectively prohibit the addition of any new armoring or groin construction within the community, unless it is integrated in the Town’s long-range beach management plan. The Town continues to actively stay abreast of coastal nourishment actions of its neighbors, and work regionally where necessary to help deter further erosion of the shoreline.

There are regional efforts from scientific and legislative perspectives. The Town has been a participant in those efforts. For a community that places high value on a quality beach experience, this issue is critical. However, solutions will require the participation of many parties, including continued Town participation in mitigation and clean up as well as continued support of research.

Surface Water Quality

Surface water quality issues have included concern for the Sarasota Bay watershed. Water quality in the watershed has improved with further improvements being sought since recent studies rate the Bay as “fair”. The City of Sarasota has initiated a septic replacement program, which should effectively eliminate this source of contamination

over time. In addition, the Sarasota County stormwater effort has nearly completed a program to improve flooding and water quality discharge from this basin into the Bay. Similarly, Manatee County has adopted strategies to fund and construct stormwater management systems in urban areas aimed at improving water quality.

Water Resources

Given rate increases and other demands upon Manatee County for water, Longboat Key has examined alternatives for irrigation sources. At this time, this examination has not yielded a viable supply or financially desirable alternative. Water conservation methods have helped to reduce the overall water usage, but no wholesale new source of irrigation water has proven feasible. Many of irrigation wells in the Town are declining in yield or water quality. Given that reclaimed water is not likely to be as readily available as hoped, the Town will need to find or seek new sources of irrigation water.

Manatee County is actively upgrading its water capacity to meet a projected water deficit in the face of substantial new demands for water from population growth. However, water capacity projects are focused in areas of growth corridors, rather than the barrier islands that are considered at build-out. Manatee County has stated that it will continue to enforce and implement water conservation requirements as one of its supply strategies, such as those instigated in 2003. Given that the Town is in a contractual relationship with Manatee County, it will need to continue discussion of conservation approaches and other supply issues with the County.

Climate Change

There is scientific consensus that climate change (global warming) is occurring, with a continuing debate about the human impact in that phenomenon. Regardless of causative factors, there is some likelihood over the next century of sea level rises. These rises are unlikely to occur within the 20 year time frame of this plan, but the potential impacts of global warming is a topic the Town will need to monitor during the course of the vision plan.

Transportation Issues

Longboat is impacted by significant pass-through traffic along GMD from points both north and south of the island. Given the restricted access, and the many constraints associated with adding additional lanes to increase capacity, transportation options are focused on Transportation Demand Management (TDM) methods, as opposed to capital improvement projects. The Town effectively implements most of the TDM measures. However, an increased interest in expanding transit options is being expressed by the Town, working with both counties. Since the Town of Longboat Key does not operate transit services, the community will continue to work collaboratively with both county systems.

Manatee County's Imagine Manatee plan identifies alternative forms of transportation to the automobile as one of its goals. Convenient, safe, and reliable transit systems are the base of the implementation strategies, and one that could prove beneficial for the Town. There is increased interest and effort in providing trolley service and connections to the Sarasota and Manatee County public transportation systems have been achieved. It appears both resident and workforce users could benefit from increased service, if convenient routes and sufficient headways were offered.

Natural Disasters and Insurance Costs

Everyone understands a hurricane of sufficient force and location could have a devastating effect on Longboat while hurricanes of lesser force or more distant locations can significantly disrupt life on the Key. These are simply facts of life for barrier island residents. As new structures are built, they are designed to mitigate these risks.

While the potential risks of hurricanes or some other form of natural disaster may impact decisions to remain on the Key or purchase on Longboat, it is the actual cost of insurance that is impacting the Town today. Rising insurance costs make it more difficult for current residents to remain, particularly if their homes are second homes. Rising insurance costs are now a factor in purchase decisions as well as a financial issue for current residents.

The State of Florida has taken some mitigating actions. However, a long-term solution is yet to emerge.

Rising Expectations for Quality

Understanding Longboat Key as a recreational or destination community means the community is judged by the presence of desired amenities. No such community can offer all desirable amenities. It can be assumed that people who choose to reside or visit Longboat Key prefer the type of amenities that the Key offers. This means the Island must protect or enhance its existing commercial services and recreational amenities, and strive to develop additional options desired by residents.

The challenge with amenities, particularly when viewed from a 20-year perspective is twofold. One, the expected quality usually rises. Some of these changing expectations are simply stylistic. Others, however, represent substantive improvements that people want in safety, energy efficiency, cost, design, timesavings, or choice of experience. Second, new amenities arise. Cell phones are now almost a necessity. 20 years ago there was no such expectation. It is not known today what may become expected over the next 20 years, but it is likely there will be one or more new amenities. The Town must be in the financial and technological position to respond when they emerge.

Longboat Key has many amenities today and some simply have to be maintained and protected to remain excellent. Examples are beach and bay access points, picnic areas, and sidewalks. Other features over the course of 20 years may have to be

improved. Some examples are the community center, tennis courts, and parks. Finally, some new or expanded amenities may need to be considered to meet the changing expectations. Examples include a small theatre, an expanded cultural arts or performing arts center, recreational facilities for children and grandchildren, and improved access to electronic services such as better cell phone service, and Internet connections.

Visitor/Guest Facilities and Tourism on the Key

At its core, Longboat Key is not a typical tourist community, but tourism is an important part of the economy which support retail services, real estate and restaurants, beach re-nourishment and other quality of life features of the Town. Many LBK residents first came to Longboat Key as tourists or visitors. Tourism is part of the Town's history. This plan proposes that it continue to be part of its future.

The word "tourism" evokes many reactions depending on the connotations one associates with it. There are clearly types of tourism that are not desirable for the Key. The only type of tourism that will fit well with Longboat in the future is its historic model: individuals, families, and business groups seeking a quiet and leisurely retreat.

Residents benefit by having tourists on the island, although the income of most residents is not tied to tourism. This fact, coupled with the negative connotations, for some, of the word tourism, makes it easy to say that tourism is not something to be encouraged in the future. However, limited tourism has been part of the Key and is an essential ingredient of the economy that supports the commercial services useful to all residents and provides future buyers for the Town's residential properties.

Keeping Basic Retail Amenities for Residents

Concerned residents want two things to occur with the commercial or retail sector of the Town. First, they would like to see improvements made to existing physical facilities. By this, they mean that too many of the existing commercial facilities look either dated or poorly maintained. Second, they would like to see:

- expansions of some current businesses such as a larger Publix;
- vacant stores are filled with additional services that would reduce the need to go off the Key such as health care services, bookstores, computer repair and supply services, and clothing stores.

In both cases, the desired improvements are designed to better serve those living on the island, not to attract shoppers from the mainland.

Part of the charm and distinctiveness of the Town is the fact that the Key is to a good degree self-contained. One does not have to drive off the island for most basic services. This fact is part of the slow paced, quiet nature of the community. Keeping the current commercial spaces viable will serve to help maintain the special character of Longboat Key into the future.

The businesses reported as most at risk are the local small businesses that may not be as financially strong or diverse as the chain stores doing business on the Key. These same businesses may be more sensitive to fluctuations in the number of people on the Key and have less capacity to survive business slowdowns due to fewer numbers of people on the Key for a period of time. The irony, of course, is that small local businesses make a business sector distinctive. They are the businesses that one cannot find everywhere. They are also the types of businesses that people associate with a small town feel. Having a national or regional chain store does not make a community distinctive by definition. Having a one of a kind restaurant does. To keep the Key distinctive, retaining a small town feel, the continued viability of the retail sector is important.

Infrastructure

Within the Town's infrastructure there are a number of issues. One is that the infrastructure of the Key is aging and the issue of replacement will become more significant over the next 20 years. A second issue is that of infrastructure improvement, in particular maintaining water and sewer infrastructure. Future issues could include placing electric utility lines underground for both aesthetic and public safety reasons as well as improvements that will ensure residents have access to current and future advances in telecommunications.

Aesthetics

The green and colorful beauty of Longboat is a critical part of the island's character. The protection of this physical beauty is so significant that any discussion of the future must address how the aesthetic environment will be protected and enhanced. Buried power lines, more landscaping along GMD, and use of Florida friendly landscaping in public or private areas are all critical elements of the unique aesthetics of the Key.

Health Care

Health care needs often determine a resident's length of stay on the Key. As residents age, there may be an increased need for health care services and a long-term care facility. However, such services may not be financially viable on the Key due either to the small population of the Key or FEMA requirements that would preclude some facilities.

Green Building

"Florida Friendly" landscaping has become the accepted methodology for minimizing the negative impacts on the environment resulting from the grounds maintenance on and around residential and commercial properties. The natural extension of this environmentally friendly philosophy has gone to building construction: hence the buzzword "green building".

In July 2007, the Sarasota Herald Tribune attempted to explain green building. “It is the practice of increasing the efficiency with which buildings and their sites use and harvest energy, water and materials. It also involves reducing the impact that buildings have on the environment and human health.” Also known as “sustainable building” or “environmental building”, green building presumably provides the benefit of reducing operating costs through increased productivity, use of less energy and water, better air quality, and reduced environmental impacts. Standards for green building have been developed all over Southwest Florida by various building associations. Some examples of methods and materials are: poured-in-place wall systems that can withstand higher winds and that are many times more energy efficient than concrete block; Energy Star-rated appliances and windows; solar water heating; and, native plants that require less water, fertilizer, and maintenance.

D. Longboat Key Revitalization Task Force Report

Longboat Key
Revitalization Task Force
Longboat Key North End
Idea Book©

presented to

The Town Commission of Longboat Key

May 7, 2012

As a Reprise of these previous presentations:

The Residents of Longboat Village - March 7, 2012

The Longboat Key Public Interest Committee – March 14, 2012

The Federation of Longboat Key Condominiums – March 17, 2012

Longboat Key
Revitalization Task
Force



The Mission of the Revitalization Task Force

***The Longboat Key Revitalization
Task Force shall act as a catalyst
to sustain and enhance
Longboat Key as the premier
residential and visitor
destination nationally and
internationally***

*Longboat Key
Revitalization
Task Force*

Tonight's Agenda

- **The Inputs of the Interviews & Surveys**
 - **Dr. David Brain, New College**
- **The renderings of the Survey Results as interpreted by the team of architects**
 - **Gary Hoyt, Hoyt Architects**
- **Informal viewing of the renderings**

LONGBOAT KEY

A Ten Mile Island Paradise.
Beauty & Ambiance, Unsurpassed.



The Revitalization Task Force Three-Step Process for the North End Study

- 1. Collect ideas from LBK Residents**
 - The interviews, surveys, and the Charrette
- 2. Present the ideas to the architects**
 - How would you turn these ideas into reality?
- 3. Present the architects renderings to the community**
 - The Village
 - The Public Interest Committee (PIC)
 - The Federation of LBK Condominiums

**More than 300 LBK residents
participated so far**



The North End of Longboat Key



Identified in this study as Cedars Tennis Resort to Beer Can Island

Image © 2012 TerraMetrics
© 2012 Google

Google earth

Imagery Date: 12/2/2010

27°25'39.17" N 82°40'18.48" W elev 0 ft

Eye alt 13524 ft

**Longboat Key
Revitalization Task
Force**

The Planning Charrette





The Architects' Workshop



The “Idea” of an Idea Book

*Longboat Key
Revitalization Task
Force*

North Longboat Key Planning Study

January 2012

Doctor David Brain

Students:

Emily Fleming

Sanjay Harvey

Victoria Mazzuki

Zachary Natale

Tyler Pratt



New College
of Florida

The Longboat Key North End Planning Study

- **4th Quarter 2011**
 - Planning, organization, student selection, research
- **January 2012**
 - Numerous site visits
 - 32 stakeholder interviews
 - 50 completed on-line surveys
 - Planning charrette – Jan. 28
 - » 34 residents participated (40 invited)
- **February 13**
 - Architects workshop

Frequently mentioned positive North End features

- **Natural beauty**
- **Beaches**
- **The feeling of “community”**
- **Tennis**
- **The feel & “vibe” of the village**
- **Proximity to Sarasota**
 - **We like being close!**
 - **We like not being too close!**

Possible North End “Upgrades”

- **Whitney Plaza and the gas station**
- **Deeply divided opinion on the peacocks**
- **Difficulty of sustaining businesses year round**
- **Support for more convenient retail and services**
- **Concerns**
 - **Managing the impact of traffic and public access at the waterfront**
 - **The type of development and the ability to maintain the quality of the Village**
 - **Although a small number of residents made these remarks, they are important perspectives**

Assessment of the Distribution of Perspectives

- **Two perspectives**
 - **The dangers of development:** Those individuals who are basically satisfied with the current conditions and see a need for only small improvements
 - **The danger of doing nothing:** Those individuals who see a need for some targeted redevelopment in order to enhance and sustain the desirable qualities of the Village for the future

EXERCISE #1

Positives and negatives of current conditions

Sample of ideas from one of the four tables

The top three of each are in bold.

POSITIVES

Beaches/Bay/Boating/Kayaking

LBK Arts Center/ Restaurants

Old Florida Charm

→ **Neighborliness of village-area of single, gate-less, single-family home**

Moore's is for sale

The ambiance of the Moore's- Mar Vista placement on Bay-including deep anchorage

Boater's paradise, boating water

Gorgeous beach(es)

Arts Center

Bay

Village has a larger year-round population base

Possible water view to east behind Whitney Beach Plaza

Nature Trails/ Nature Trails

Tree Canopy on most village streets

Sister Keys

→ **Jewfish Sandbar**

NEGATIVES

North End commercial properties

Lack of Visitor Accommodations

Entrance to the island (Gas station, Whitney Beach Plaza) ←

Bland, unkempt Broadway from Gulf of Mexico Dr. East to Bay (no street lights, no organization of trees and planting)

No commercial critical mass

No lodging

Limited live/work environment

Under-utilizing of bay front at Moore's

No "Place" for community focus

Mistaken re-zoning of Moore's

No easy access to beach / easier way to cross Gulf of Mexico Dr. / lack of cross overs to get across Gulf of Mexico Dr. ←

Terrible cell service

Cell tower

Random parking of trucks and boat on right of way (on street)

Lack of tourist accommodations

Property maintenance ordinance needed

Deterioration of gas station, bank, Whitney beach plaza



Sample of ideas from one of the four tables

Charrette - Exercise Two

Imagine you have been gone from LBK for 10 years.

When you return, what should the Village look like?

What amenities do the residents want?

EXERCISE #2

New Ideas, Priorities, and deal breakers

Sample of ideas from one of the four tables

Below are the ideas from Stakeholders and Residents of Longboat Key.

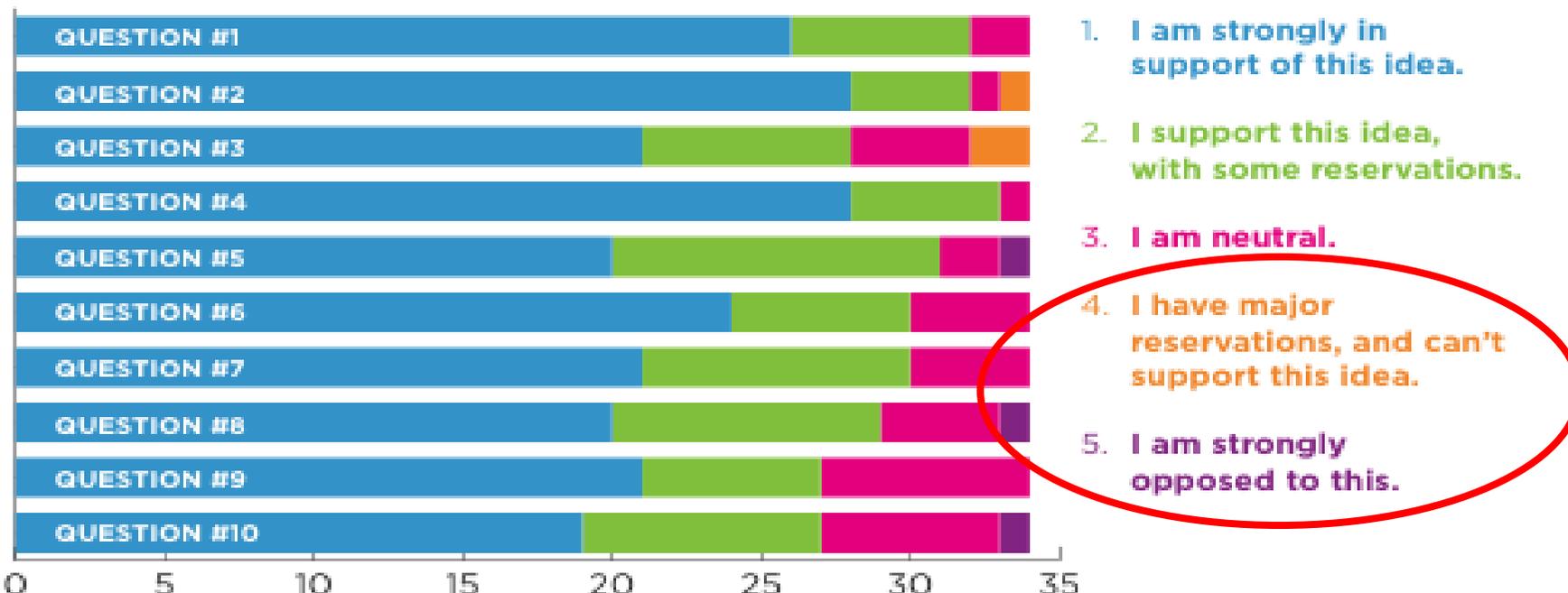
- DEAL BREAKERS
- PRIORITIES

Balance of residential and commercial properties	●
Mixed use resident/retail/tourist (hotel) area from gas station to Whitney Plaza	● ● ● ●
Essential shops; pharmacy/liquor store/high-end coffee shop	● ● ●
Canal Open at Broadway for free flowing water; Village Island	● ●
Successfully redeveloped vacate Palm Road Ave.	
Grill Restaurant and unique shops; these shops could possibly be on Broadway, as not everything has to be in Whitney Beach Plaza	● ●
Attract Developer to build shops/hotel/etc.	● ● ●
All of the above along with lushly landscaped area for RV's Class A	● ● ● ● ●
Safe crossover at Broadway to beach	● ● ●
Well designed pier at groin on Beer can Island	● ● ● ● ●
Kayak Launch and non-motorized marina at Moore's site along with extra parking	● ● ● ●

The Ten Big Ideas

- 1. Redeveloped Whitney Plaza to Broadway (including the intersection and pedestrian access to Art Center)**
- 2. Enhance Moore's/Mar Vista Anchorage Area**
- 3. Develop an Arts District (including Art Center)**
- 4. Whitney Plaza mixed use (e.g. residential /commercial, retail, café, bar, liquor store, boutique hotel)**
- 5. Harbor Plan with Boardwalk**
- 6. Integrate the linear village (Broadway) historical community via a Bay to Gulf "tie-in"**
- 7. Revitalize the Moore's site**
- 8. "Mini-seaport" look at bayside waterfront**
- 9. Well designed walking pier at the beer can groin**
- 10. Kayak-Launch non-motorized "marina" at Moore's site**

Participants were asked to score the ideas on the following scale:



- Question #1: Redeveloped Whitney Plaza to Broadway – including intersection and pedestrian access to Art Center.
- Question #2: Enhance Moore’s/Mar Vista Anchorage Area
- Question #3: Arts District (including Art Center).
- Question #4: Whitney Plaza Boutique Hotel (high end). Mixed use, (commercial, retail, residential).
- Question #5: Harbor Plan with Board Walk
- Question #6: Integrate to the linear village (Broadway) historical community bay – gulf tie in
- Question #7: Moore’s site revitalized
- Question #8: “Mini-seaport” look at waterfront
- Question #9: Well designed walking pier at beach
- Question #10: Kayak Launch non-motorized marina at Moore’s site with extra parking.

The Planning Challenges

- **Building consensus around a plan that...**
 - **Protects what is valued in the present**
 - **Works toward the sort of continuous improvement that will sustain the community in the future**
 - **Manages the negative impacts of change**
- **Establishing a tradition of constructive and civil public discourse**

The Architectural Team

- **Gary Hoyt, Peter Keenan, Sarah Kunkel, Bill Niblock, Krystyna Sznurkowski**
 - Hoyt Architects
- **Phillip Smith**
 - dwja Landscape Architects
- **Robert Rokop**
 - Architect
- **Richard Levin**
 - Architect Emeritus and Task Force Member

Nature Trail-
Pedestrian
Connection

¼ mile
walking
distance

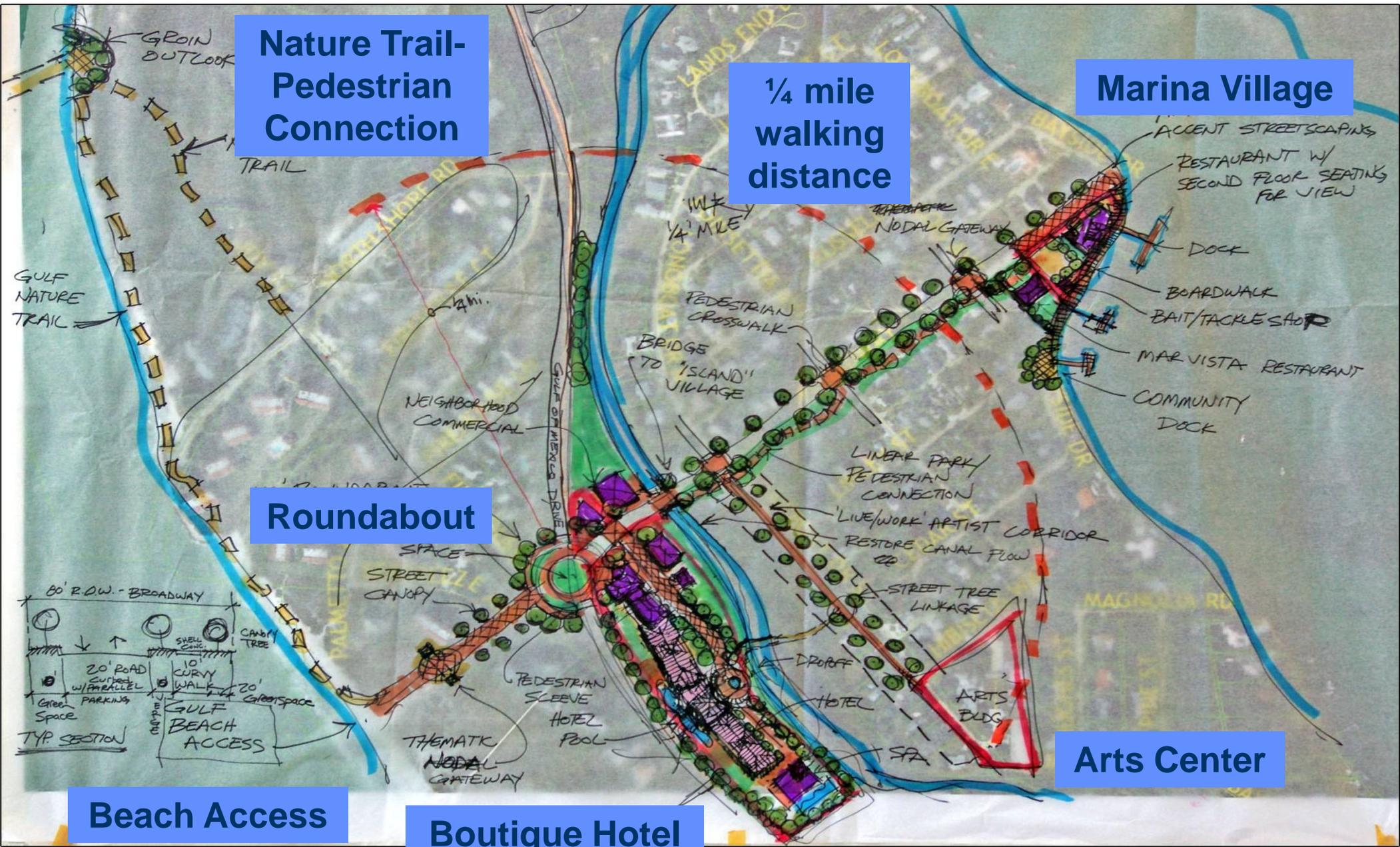
Marina Village

Roundabout

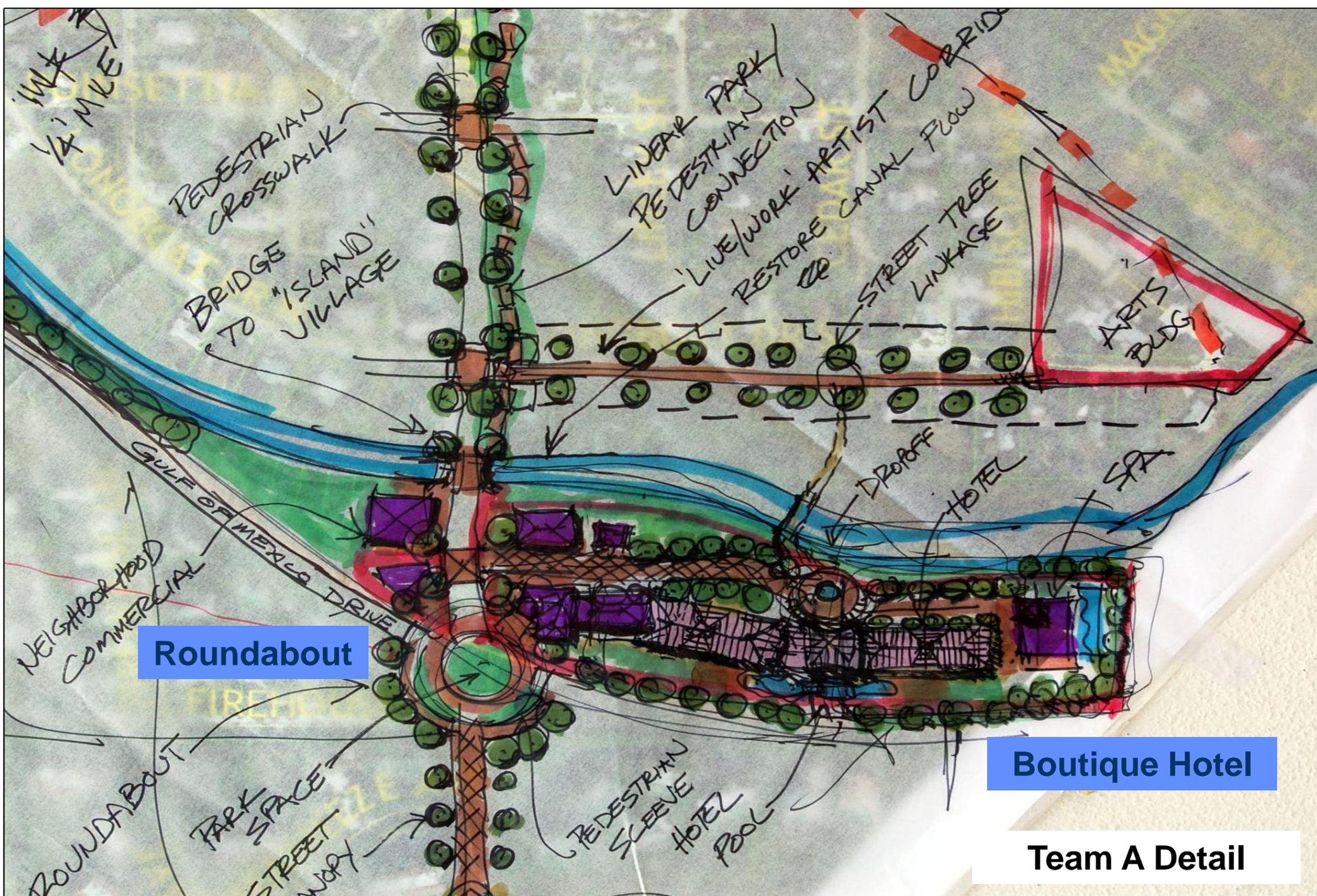
Arts Center

Beach Access

Boutique Hotel



Team A Overview



Roundabout

Boutique Hotel

Team A Detail



Beer Can Island

Nature Trail-Pedestrian Connection

Team A Detail

Marina Village



Team A Detail

Marina Village



Team A Detail

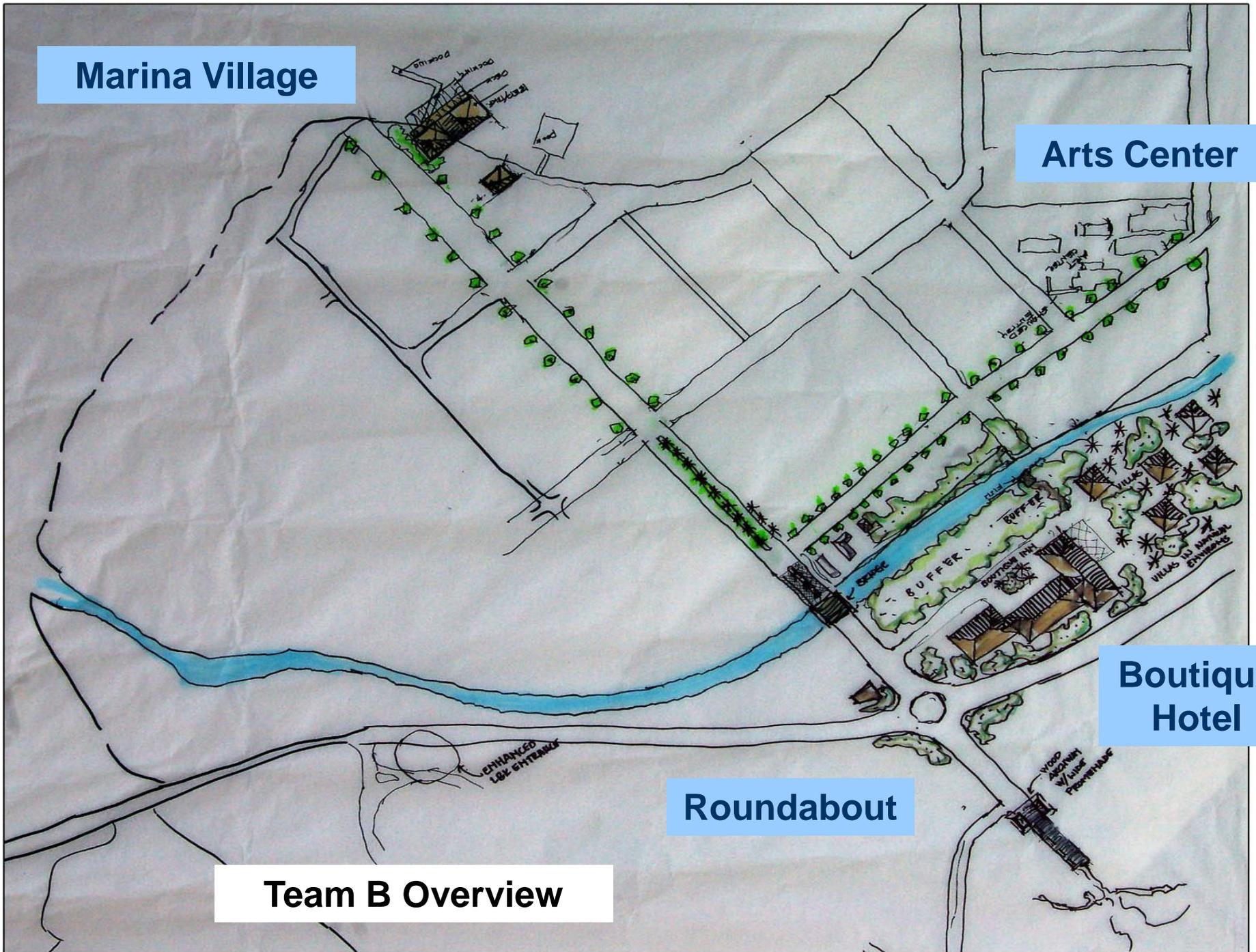
Marina Village

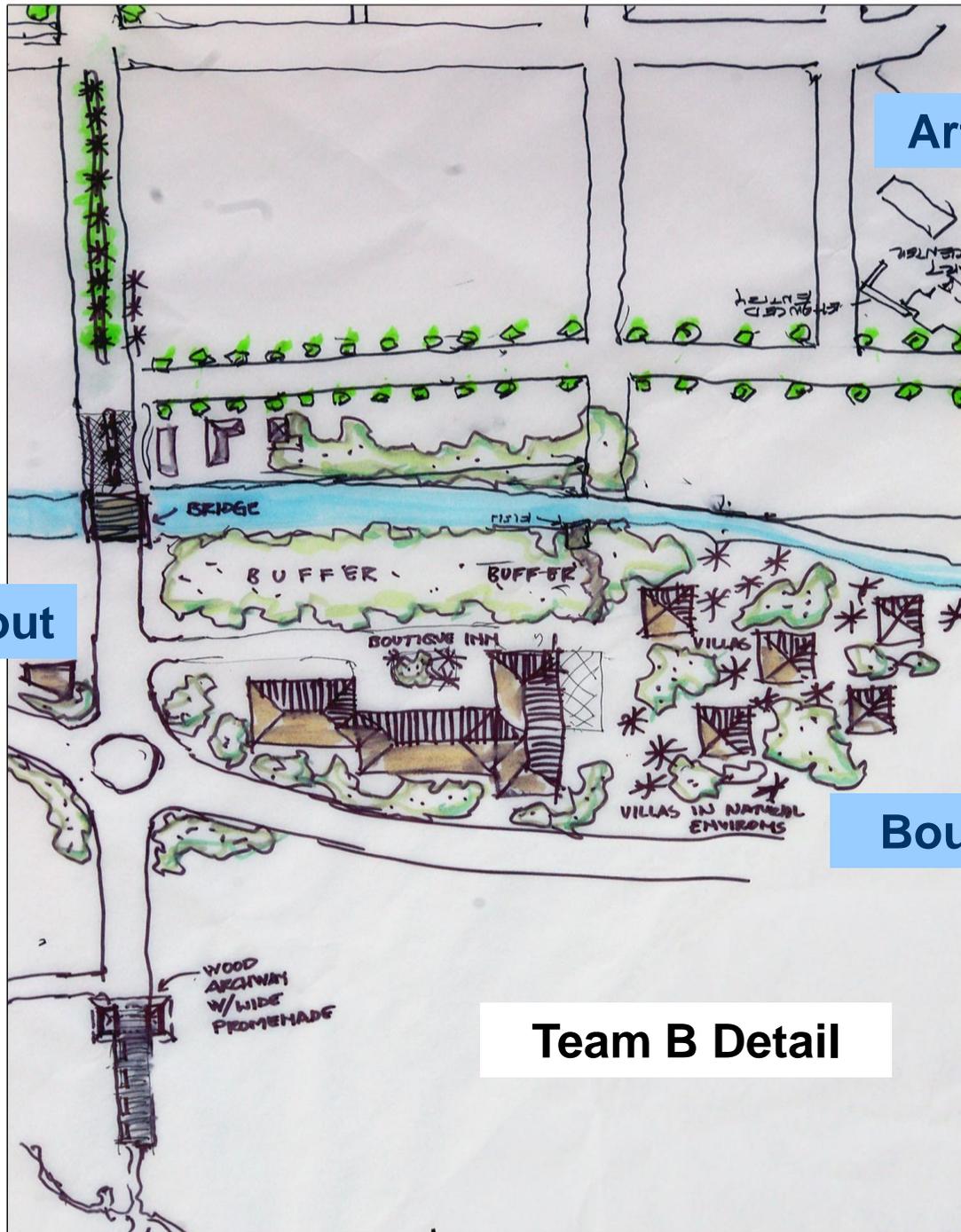
Arts Center

Boutique Hotel

Roundabout

Team B Overview



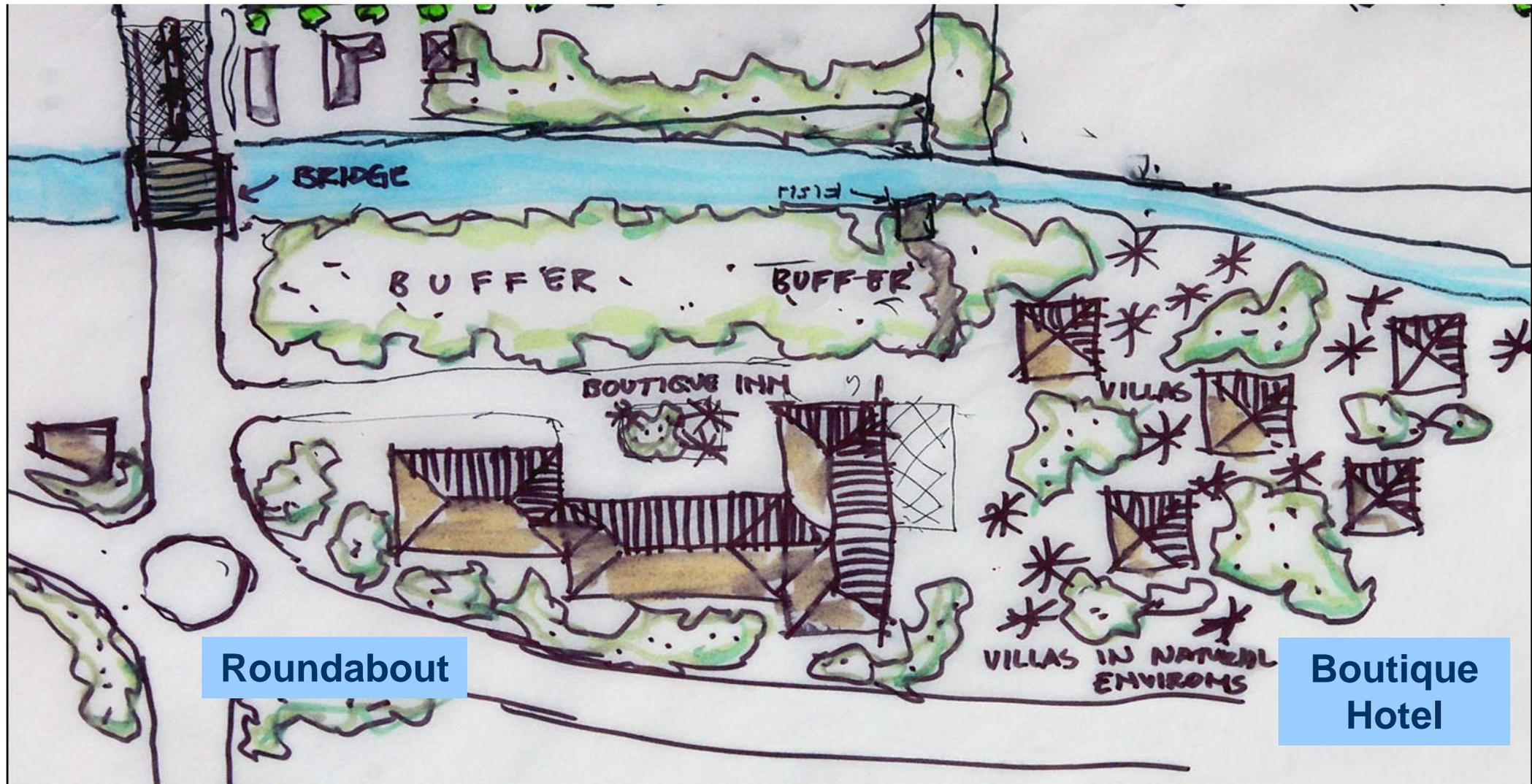


Arts Center

Roundabout

Boutique Hotel

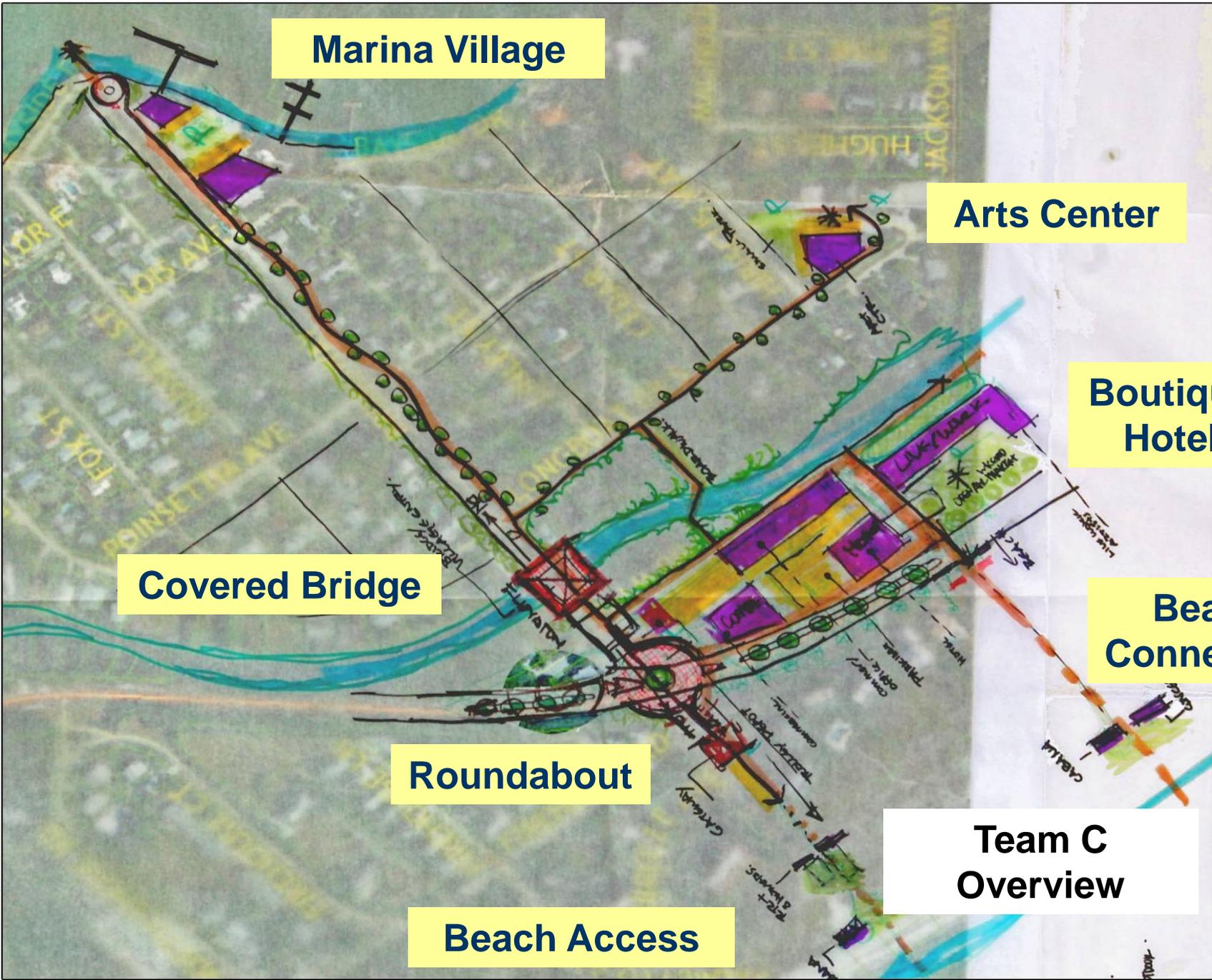
Team B Detail



Roundabout

Boutique Hotel

Team B Detail



Marina Village

Arts Center

Boutique Hotel

Covered Bridge

Beach Connection

Roundabout

Team C Overview

Beach Access

Marina Village

Arts Center

Covered Bridge

Team C
Detail

Boutique Hotel

Roundabout

Beach Access

Beach Connection







With Very Special Thanks to . . .

- **Dr. David Brain and the students of New College**
- **Gary Hoyt – Hoyt Architects**
- **Phillip Smith – dwja Landscape Architects**
- **Robert Rokop – Architect**
- **The Charrette Participants**

LONGBOAT KEY
A Ten Mile Island Paradise.
Beauty & Ambiance, Unsurpassed.

Thank You!

*Longboat Key
Revitalization Task
Force*



E. Longboat Key Club and Bay Isles Density Report

REPORT ON DENSITY AND USE ISSUES,
LONGBOAT KEY CLUB GPD
BAY ISLES PD
June 27, 2002

I. INTRODUCTION

A. Purpose

The purpose of this Report on Density and Use Issues, Longboat Key Club GPD and Bay Isles PD (hereinafter "Report") is to provide a comparison between the total number of residential units for the Longboat Key Club GPD and the Bay Isles PD permitted and authorized in and by the successive modifications to the Outline Development Plans for the GPD and PD, and the number of units actually constructed to date.

This Report will also compare the permitted, authorized and constructed units with the requirements and parameters of the Town of Longboat Key Comprehensive Plan Amendment adopted March 12, 1984 for the purposes of determining whether any additional units may be constructed in either the GPD or PD without need for a referendum. In determining and stating the additional unit numbers that would trigger the need for a referendum, this Report is not intended to, and should not be construed as making any determination as to whether any additional units should be authorized or approved for the PD or GPD, or any of the parcels (residential and nonresidential) contained within them.

***Note:** It was and is a specific condition of the approval of the multiple Resolutions and Ordinances adopting, approving and modifying the various versions of the Outline Development Plans of both the Longboat Key Club GPD and the Bay Isles PD that the transfer of density units from any one parcel to another within the GPD and PD is prohibited. Each Land Intensity Schedule bears the legend; **"It is specifically understood and agreed by the parties hereto that the setting of the aforesaid maximum densities will prohibit the transfer of Units from any one said parcel to another"**. Nothing in this Report is intended to, and should not be construed as, any waiver or modification of the prohibition against transfer of density units (sometimes referred to as "dwelling units") from one parcel to another.

It is recognized that Section 158.071 (B) (2) of the Town Code of the Town of Longboat Key presents a similar but distinct circumstance (from any possible "transfer" of density units from one parcel to another) in that when land with an existing nonresidential zoning classification is properly reclassified to have a residential zoning classification, no prohibited or restricted "transfer" of density units is implicated or required because, pursuant to the cited section, land with a nonresidential classification may be and is considered as residentially zoned for density purposes as stated in the cited section. This Report does not purport to determine whether any such reclassifications are

or should be permitted or prohibited by any provision of the Town Code of the Town of Longboat Key or other applicable regulations. Similarly, this Report does not attempt to identify the nature and extent of the relationships between property owners within the PD and GPD and the successors and assigns of Arvida Corporation relative to the use and ownership of nonresidential parcels or areas (and any facilities constructed thereon) within the PD and GPD which may be implicated or affected by any proposed reclassification.

B. Sources of Information

The number of units authorized and permitted is derived from the Resolutions and Ordinances approving the various proposed amendments to the initially submitted Outline Developments Plans and the site plans of the individual projects within the GPD and PD as reflected on the Land Intensity Schedules on file with the Town of Longboat Key Planning, Zoning & Building Department.

The source of information for the number of units actually constructed on the various projects and on the various lots and parcels comprising the GPD and PD are the on-line records of the Sarasota County Property Appraiser and plans, applications and other documents on file with the Town of Longboat Key Planning, Zoning & Building Department. Also utilized was the Town Of Longboat Key Street Address Map prepared by the Town of Longboat Key Planning, Zoning & Building Department dated January 1, 2000. To the extent that there are any inaccuracies, discrepancies, defects or missing elements in these sources of information, or the records are incomplete, this Report is subject to modification to reflect the actual circumstances.

Currently under consideration is a proposal to conduct a parcel-by-parcel physical examination and inventory of residential units to confirm and harmonize the figures contained in this Report as to the total number of units actually constructed to date on each parcel, and the aggregate existing total of units currently constructed on the GPD and PD.

C. Preparation of this Report

This Report has been prepared by William R. Pomeroy at the request of David Persson, Town Attorney for the Town of Longboat Key. Input in the preparation of this Report has been received from Town personnel.

II. LONGBOAT KEY CLUB GPD

A. INTIAL SUBMISSION AND MODIFICATIONS BY AMENDMENT

The Outline Development Plan submitted by Arvida Corporation for the Longboat Key Club GPD was initially approved by Resolution 76-7 (passed at a meeting of the Town Commission of May 5, 1976), subject to the conditions stated in the Resolution.

One of the key conditions (paragraph 6 of conditions) of approval was that there was a five percent (5%) limitation imposed on commercial development. Paragraph 7 (b) (1) of the Conditions requires submission of a, "...land intensity map or table indicating the development intensity range of all residential and nonresidential development."

The initial Land Intensity Schedule was filed with and accepted by the Town on December 14, 1979. The initial Land Intensity Schedule provided for a total number of density units of 1595. Thereafter, multiple changes were made to the designation, size and use of the various parcels within the initial GPD, and the Arvida Corporation deeded certain land east of Gulf of Mexico Drive to the Town of Longboat Key. These changes generally resulted in a reduction of the total number of density units, both from a reduction of the total acreage of the GPD due to the deeding of certain land to the Town, and amendments to the Outline Development Plan (approved by various Resolutions as noted below) reducing the density of various parcels.

The Outline Development Plan and the Land Intensity Schedules based thereon were subsequently modified by various amendments. Resolution 80-21 amended Resolution 76-07 and reduced the total Density Units for the property west of Gulf of Mexico Drive from 1595 to 1560. Resolution 80-21 recognized that the Land Intensity Schedule accepted by the Town Commission on March 14, 1980 and approved April 16, 1980, reflected the reduction of total density units for the property on the west side of Gulf Of Mexico Drive from the initial 1595 to 1560. Paragraph 4 of the Conditions of Approval contained the provision for credit for off-site recreational facilities for such facilities constructed and "clustered" outside the parcel being developed, but within the GPD, referencing the requirements of Section 6.774 of the Town Zoning Code. The application to and effect of Resolution 80-21 on the GPD is somewhat analogous to the application to and effect of Resolution 81-13 on the PD. Similar to the provisions of Resolution 81-13, Resolution 80-21, Section 2. 2 B states: "Except as specifically provided herein, no further development rights or findings of satisfaction of ordinance requirements are granted by this Resolution." Section 2. 2 C states: "There shall be no transfer of density from one tract to another of the Land Intensity Schedule".

Resolution 85-12 revised the Outline Development Plan to include a provision for the development of parcel MF-"E" (which is on the east side of Gulf Of Mexico Drive and therefore not included in previous calculations). Paragraph 7 of the conditions for approval reflected a total reduction of "dwelling units" (as opposed to the "density units referenced in prior resolution and Land Intensity Schedules) from 1560 to 1407.

Resolution 85-27 adopted the Land Intensity Schedule attached to the Resolution and specifically held that it superseded the Land Intensity Schedule approved April 16, 1980. The newly adopted Land Intensity Schedule reflected the reduction noted above, and provided a total "density unit" count of 1,407 for what was by then a 317.18 acre parcel. Note that this is the total density for all parcels within the GPD, including parcel MF-"E" (what was to become Tangerine Bay) on the east side of Gulf of Mexico Drive.

There followed multiple resolutions affecting various individual parcels by reconfiguration of the proposed buildings and changes to the number of units in each parcel (generally reductions). Many of these numbers and configurations changed multiple times (for example parcel MF-"A" which ultimately became the 16 lot single family residential parcel on "Lighthouse Point"), and some apparently became moot due to the developer changing its plans (for example the proposed "Lamarck" at 360 Gulf Of Mexico Drive was never constructed).

Resolution 86-18 amended the Outline Development Plan and Land Intensity Schedule to permit the construction of single family residences on parcel MF-"D", but no modified Land Intensity Schedule is attached. Thereafter, while various Resolutions required amendments to the Land Intensity Schedule to reflect various changes by parcel, it does not appear that a "master" or overall Land Intensity Schedule reflecting the changes to the various individual parcels was ever required, submitted or approved.

This Report does not attempt to track in detail the evolution of the permitted units or Land Intensity Schedules, but compares the number of units actually constructed with the most recently submitted Land Intensity Schedule or most recent resolution or ordinance, as the case may be. Through the various modifications and amendments, the total number of density units for the entire GPD was further reduced to 1067, as reflected on the Land Intensity Schedule received by the Town on November 20, 1992, and again further reduced to 892 density units by Resolution 92-17 as noted below.

B. COMPARISON OF PERMITTED/AUTHORIZED UNITS AND UNITS CONSTRUCTED TO DATE

TRACT:	NAME:	MAXIMUM UNITS PER MOST RECENT LAND INTENSITY SCHEDULE	NUMBER UNITS AS REFLECTED BY PROPERTY APPRAISER REC.
MF-"A"	Lighthouse Point	16	17 lots 10 houses built
MF-"B-1A"	Sanctuary	182	181
MF-"B-1B" Parcel A	The Pierre	67	66
MF-"B-1B" Parcel B	L' Ambiance I + II	145	136
MF-"B-2"	Inn on the Beach	245	222
MF-"C"	Beaches Longboat (now, Beaches	120*	119 (Beaches, 74

	of Longboat, Regent Place I and II And Regent Court		Regent Place I and II, 36 Regent Court, 9)
MF-"E"	Tangerine Bay	110	90
MF-"D"	N/A (single family Lots on Longboat Club Road)	7	7 lots created 6 built 1 vacant
	TOTAL:	892	TOTAL: 719

Note: the reduction of L'Ambiance from 192 to 145 units (Resolution 98-42) reduced the actual authorized total for the entire GPD from 1114 (as shown on the most recent Land Intensity Schedule identified in Section IV of this Report) to 1067, with a resulting ratio of 3.38, see immediately below for reduction of total units from 1067 to the 892 shown above.

* Parcel MF-"C" had an initial assigned/approved total density of 295 units. 74 units were built as a project known as "Beaches". The remaining units available were therefore 221. Pursuant to Resolution 92-17 the Land Intensity Schedule was amended to reduce the "remaining residential density" from 221 to 46 dwelling units. Those 46 units were assigned/utilized in Regent Place I and II (total of 36 units) and Regent Court (total of 9 units/single family lots), thereby leaving 1 unused unit for the total parcel MF "C". Thus, with the subtraction of 175 units (221 minus 46 = 175) from the original 295 total available units, the total units for the three combined projects now included and constructed in parcel MF-"C", is 120 (295 minus 175 = 120). This change is not reflected on the most recent Land Intensity Schedule on file with the Town, which is the Bishop & Associates Drawing No: YAL-02, Sheet 8 filed with the Town November 20, 1992, which reflects a total of 1067 authorized density units, rather than the current actual number of 892.

III. BAY ISLES PD

A. INTIAL SUBMISSION AND MODIFICATIONS BY AMENDMENT

The Outline Development Plan for the Bay Isles PD submitted by Arvida Corporation was initially approved by Resolution 75-27, which was passed at a meeting of the Town Commission on August 6, 1975. Passage of the Resolution and acceptance of the Outline Development Plan was specifically subject to the conditions and stipulations stated in the Resolution. The conditions and stipulations stated, inter alia; that the gross residential density of the PD shall be limited to four units per acre which,

multiplied by the gross acreage of 720 acres, would have permitted a maximum of 2,883 residential units to be constructed.

This Report does not address any issues relative to the Bay Isles Civic-Commercial Center or any other non-residential uses.

There followed early on various Resolutions affecting certain tracts of land within the PD, in which (without waiver of future enforcement of the prohibition against doing so) the Town of Longboat Key permitted the Arvida Corporation, prior to the construction of improvements within the affected parcels, to reduce the number of units in a given tract and reallocate the density units among other tracts within the PD. This Report does not purport to comprehensively "track" such changes, but an example of this type of change and reallocation may be found at Resolution 76-3. This type of change and reallocation was not intended to and did not have the effect of changing either the "base" density of four units per acre or the initial maximum total of 2,883 residential units for the entire PD.

Resolution 75-27 was substantially amended and modified by Resolution 81-13 (passed at Town Commission Meeting of March 5, 1981). By means of this Resolution, the total density for the entire Bay Isles PD was reduced from 2,833 dwelling units to 2,798 dwelling units. Resolution No. 75-27 was further amended by Resolution 81-13 which states at Section 2. 2. B: "Except as specifically provided herein, no further development rights or findings of satisfaction of ordinance requirements are granted by this Resolution." and section 2. 2. C: "There shall be no transfer of density from one tract to another of the Land Intensity Schedule".

With passage of Resolution 85-28 (approved October 7, 1985) the Town adopted the appended Land Intensity Schedule which assigned units to various parcels and tracts within the PD, and again reducing the total residential units from the 2,798 units authorized by Resolution 81-13 to a total of 2,350.

Additional Resolutions followed affecting various tracts and the authorized densities of the identified tracts. Again, while this Report is not intended to track all density changes or to provide a complete or exhaustive listing of all such changes, examples of such changes in density may be found at: 1) Resolution 86-32 changing the density in Harbour Court (Parcel MF "B-1A") from 77 multi family units to 18 two family dwelling units; 2) Resolution 87-1 changing the density in parcel MF "J" (Winding Oaks) from 149 multi-family units to 57 one and two family units; 3) Resolution 87-27 changing the density in parcel MF-"C/D" (Harbour Links) from 68 multi family units to 56 multi family units; 4) Resolution 88-21 changing and reducing the density for parcel MF-"T" (Corey's Landing) from 170 multi family units to 72 one and two family units.

Similar changes (generally resulting in per parcel reductions) resulted in a further net total unit reduction for the entire PD from the 2,350 total units as approved by Resolution 85-28, so that the ultimately approved total residential units was reduced to

1267, as reflected on the Land Intensity Schedule appended to the Landry & Esber Harbour Links Site Development Plan (Sheet No. P-12) dated October 7, 1994.

B. COMPARISON OF PERMITTED/AUTHORIZED UNITS AND UNITS CONSTRUCTED TO DATE

TRACT:	NAME:	MAXIMUM UNITS PER MOST RECENT LAND INTENSITY SCHEDULE	NUMBER UNITS AS REFLECTED BY PROPERTY APPRAISER REC.
"Residential Harbor"	Bay Isles Unit No. 1	80 single family	67 lots, 66 houses one house on double lot
MF-"A"	Fairway Bay	288 multi family	287
MF-"B-1A"	Harbour Court	18 two family	18
MF-"B-1B"	Marina Bay	60 multi family	60
MF-"B-2A"	Harbour Oaks	56 multi family	56
MF-"B-2B"	Harbour Oaks II	42 multi family	42
MF-"C-D"	Harbour Links	42 two and multi family	42 (20 Subd. 7995) (6 Emerald Pointe) (16 Emerald P. S.)
MF "H", MF "K" & HR "B"	Manchester Bay (k/n/a Queens' Harbour)	102 single family	102
MF-"I"	Corey's Landing	72 one or two family	70 lots, 61 homes (9 on double lots)
MF-"J"	Winding Oaks	56 one or two family	56

Bay Isles Unit 2	Bayou	109 single family	109 lots, 108 homes (1 on double lot)
Tract "A"	Bayou	17	17 lots, 3 not yet built
HR-"A"	Grand Bay	272 multi family high rise	272
HR-"C"	Sabal Cove	38 single family	38
Tract "C"	Weston Point	15 single family	15
	TOTAL:	1267	TOTAL: a) 1251* b) 1240**

* total a) is total lot count, and does not consider single houses on double lots.

** total b) counts structure on double lots as one unit.

All unbuilt single family lots are counted as one unit

**IV. TOWN OF LONGBOAT KEY COMPREHENSIVE PLAN, AMENDMENT
ADOPTED MARCH 12 1984**

The Town of Longboat Key Comprehensive Plan (hereinafter "Comprehensive Plan) was first adopted in 1978, and the Comprehensive Plan was substantially amended by the amendment adopted March 12, 1984. The Comprehensive Plan was adopted pursuant to F.S. 163, and its stated purpose is to, "...use and strengthen the Town's role in establishing and implementing the comprehensive planning process in order to protect natural and man-made resources and to maintain, through orderly growth and development, the character and stability of present and future land use and community development." The Charter for the Town of Longboat Key provides that there shall be no density increases from those permitted and established by and in the 1984 Amendment to the Comprehensive Plan.

Pursuant to Article I, Section 1-3 B of the Comprehensive Plan, the Planning and Zoning Board is the designated Local Planning Agency (LPA), and is empowered to exercise the powers of an LPA pursuant to the applicable provisions of F.S. 163.

Application of the Comprehensive Plan to the GPD and PD and the interplay between then-existing development orders in the form of written resolutions approved by the Town and accepted by the applicant (and to the extent that those prior resolutions created any vested rights in the applicants) is found at Article I, Section 1-15 C of the Comprehensive Plan. The cited section states that development orders issued in the form of written resolutions approved by the Town and accepted by the applicant prior to the

date of the adoption of the 1984 Amendment to the Comprehensive Plan shall be deemed not to be in conflict with but to be consistent with the Comprehensive Plan and the elements and portions thereof.

The overall scheme for densities and future land use is found at Article III, and the overall land use goals are described in Article III, Section 3-1. The use of Future Land Use Maps to reflect and establish the maximum gross residential density for all lands within the purview of the Comprehensive Plan is found at Article III, Section 3-3. The cited section provides that, "Maximum gross residential density is defined as 'maximum allowable units' divided by 'gross land area'". "Gross land area" is defined as contiguous lands under common ownership, with various provisions and exceptions cited in the section.

Application of the Future Land Use Maps and Comprehensive Plan Land Use Maps to the PG and GPD is found at Article III, Section 3-3 A 6 (pages 53 through 55) of the Comprehensive Plan. Pursuant to the cited section, the Comprehensive Plan Land Use Maps (presumably including the referenced Future Land Use Maps), "...reflect the following density schedule after considering vested rights issues." The stated density ratios are:

PD	3.26
GPD	5.05

The actual acreage of the PD and GPD has varied from time to time. Pursuant to Resolution 75-27 the acreage of the PD, as of the date of adoption of that resolution was 720.88 acres. Pursuant to Resolution 85-28, the acreage for the PD was 720.90 as of the date of the adoption of that resolution. The latest Land Intensity Schedule reflects a total acreage of 730.22 acres for the PD.

With respect to the GPD (which was subject to greater variances in total acreage due to the deeding of certain lands to the Town), the acreage as reflected by Resolution 85-27 was 317.28. The total acreage for the GPD as shown on the latest Land Intensity Schedule is 315.29.

Maximum Units As of The Adoption of the 1984 Amendment

Applying the total acreages for the PD and GPD as of March 12, 1984 (as best as can be determined at this point), to the density ratios specified in the 1984 Amendment, the maximum allowable units for the PD and GPD as of March 12, 1984, is stated below:

PD

<u>Acres</u>	x	<u>Units Per Acre</u>	=	<u>Total Units</u> *
720.90	x	3.26	=	2350

GPD

<u>Acres</u>	x	<u>Units Per Acre</u>	=	<u>Total Units</u> *
317.18	x	5.05	=	1602

* Note that these figures do not reflect the current maximum/approved units within the PD and GPD due to the successive reductions in density as reflected in subsequent resolutions and ordinances as noted above. These figures represent the number that would “trigger” the need for a referendum. The acreage figures stated above are subject to confirmation/variance depending on whether other reliable sources of information may provide a more accurate “snapshot” of the actual total acreage of the PD and GPD as of March 12, 1984.

Current Densities

The most recent Land Intensity Schedule for the Bay Isles PD (Landry & Esber Project No: B01902, Sheet P-12, dated 10/7/94*) reflects a Residential Subtotal average density of 4.79, with an overall density units per acre (including civil, commercial, recreational, etc) of 1.74. This is well within the 3.26 ratio established by the 1984 Amendment.

* The subject sheet contains the statement; “The foregoing Land Intensity Schedule was presented by Arvida Corporation to the Town Commission on 3/1/93. It has been revised to reflect maximum densities, as indicated in compliance with the 1984 Amendment to the Town Comprehensive Plan for all approved residential parcels. The adoption of this Land Intensity Schedule will supersede the previous Land Intensity Schedule for the PD area.”

The most recent Land Intensity Schedule for the Longboat Key Club GPD (Bishop & Associates Drawing No: YAL-02, Sheet 8, filed with the Town November 20, 1992*), reflects a then existing overall density (including recreational etc.) of 3.53, with a proposed density (upon completion of L’Ambiance on parcel MF-“B-1B”, with the total number of units reduced from 192 to 145 pursuant to Resolution 98-42, which has now occurred) of 3.38. See * note at end of section II B. of this Report which indicates that the total approved number of units for the GPD is 892 rather than the 1067 shown on the Land Intensity Schedule. Assuming a grand total acreage for the entire GPD of 315.28, the current ratio is 2.83 (892 divided by 315.28 = 2.829). This is well within the 5.05 ratio established by the 1984 Amendment.

* The subject sheet contains the statement; “The foregoing Land Intensity Schedule was presented by Arvida Corporation to the Town Commission on April 29, 1985. It has been revised so as to include Parcel MF-E and also to reflect maximum densities, as indicated in compliance with the 1984 Amendment to the Town Comprehensive Plan for all approved residential parcels. The adoption of this Land Intensity Schedule will supersede the previous Land Intensity Schedule for the GPD area

which was accepted by the Town Commission on March 14, 1980 and approved April 16, 1980”.

The above density ratios are calculated with reference to the entire acreage within the PD and GPD. Article III, Section 3-3 A 6 (a) of the Amendment to the Comprehensive Plan states: “The respective densities for the PD and GPD Districts reflects the average overall density per acre of all properties included within such Districts including recreational areas, open space areas, road rights-of-way, lakes and other nonresidential lands. It is understood that under PUD zoning regulations, the density of the development sites within the PUD may vary.”

V. CONCLUSION

It appears that the current ratios of both the PD and GPD are within the limits of the maximum the density ratios set in Article III, Section 3-3A 6 of the 1984 Amendment to the Comprehensive Plan. This conclusion is subject to the proviso and condition of the 1984 Amendment to the Comprehensive Plan at Article III, Section 3-3 (page 46), “Density is generally expressed as a range up to a specified maximum. Where so stated as a range, the maximum density is not guaranteed by right.”

It also appears that neither the PD or the GPD have actually constructed the total number of units authorized and assigned, as reflected on the most recent Land Intensity Schedule for the PD, and in the case of the GPD, the further reductions resulting from ordinances and resolutions subsequent to the last Land Intensity Schedule. Again, assuming the accuracy of the figures shown on Land Intensity Schedules as modified by subsequent resolutions and ordinances, and subject to the recommended physical inventory of constructed units, it appears that there may be as many as 174 authorized but unbuilt units for the entire GPD, and either 13 or 27 authorized but unbuilt units for the entire PD, depending on how homes constructed on double lots are characterized and calculated. This Report does not purport to analyze or reach any conclusions as to whether the construction of any additional units in either the PD or GPD (or any parcels within them) is otherwise proper or permitted, or how or whether any “unbuilt but authorized” units may be apportioned or utilized within the PD and GPD.